



CAR DEPENDENCY SCORECARD 2014

The top English cities for sustainable transport

Contents

2 Introduction

4 City selection

5 How each city scored

8 Accessibility and planning

10 Buses and trains quality and uptake

12 Cycling and walking as alternatives

14 Driving and car use

16 Also of interest

18 Appendices

“There is significant evidence of the benefits of devolved transport planning, where Combined Authorities can provide an integrated public transport network.”



The point of this report is simple: the way people travel is affected by what councils and the Government do, and if it's made easier to use public transport and to walk and cycle, at least some people now stuck in their cars will change. If action isn't taken, people become car dependent – those with cars use them more, because they feel they have no choice, and those without cars get isolated and excluded. So we have been looking at and comparing how car dependent different cities are.

One thing we've found is that how car dependent a city is, and its position on the list, is not fixed. There is a lot cities can do to improve their transport and reduce car dependency, and conversely there are cities that waste their existing advantages and become more car dependent than other similar cities. So authorities should take note of their place in the ranking, but be optimistic and proactive about making the changes necessary to move up. In each section there are recommendations to aid this progress.

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This year's data comes from slightly different sources, including the 2011 census, which is more accurate but different from the metrics we used for 2012's scorecard—so direct comparisons are difficult to make. The picture this year should be taken as a clearer view of car dependency in each city over the last three years, using indicators that assess provision of transport choices and conditions, people's perception of these options and actual take up of the transport available to people.

There is significant evidence here of the benefits of devolved transport planning, where Combined Authorities like Manchester can provide an integrated public transport network alongside street and land development that ensures people have access to shorter and sustainable journeys rather than longer and car-reliant ones. We very much hope that Manchester and other cities are given more control and funding over transport in their areas, allowing them to meet the needs of their communities and reduce unsustainable dependence on cars.

Chief Executive

Key findings:

- The high ranks achieved by Manchester, Liverpool and Newcastle are aided by 'city centre intensification' where urban density has been dramatically increased. Average densities have gone up in Manchester by 28 per cent, while many new residential developments have been built at very high densities of 300 to 400 residents per hectare
- Population density does not guarantee sustainable transport. Policy is important: relatively less densely populated cities such as Newcastle, Cambridge and Brighton are all much higher on the Scorecard than their density would predict, due to large scale investment in car-free options. Newcastle has an extensive Metro system, Brighton has a local authority with a strong vision for sustainable transport provision and Cambridge is cycle friendly. All outperform Leicester, Southampton and Luton despite much higher population densities in these cities
- London tops every category apart from quality and uptake of buses and trains, although it still scores highly on this measure too. This leadership is a result of the city's long term investment in public transport infrastructure and high population densities. London's unique transport planning structure within the UK offers lessons for other cities and policy makers keen to reduce car dependency
- Are other cities catching up with London? The increased cost of public transport should be of concern across the country, and particularly in London. Bus fares have risen by more than 50 per cent in the last six years. Meanwhile, in the last spending review by the Chancellor, it was announced that funding for day-to-day operations in London will be reduced by 25 per cent, meaning fares are likely to keep on rising to make up the shortfall
- There are middling rankings for a number of cities that are considering bypasses, such as Stockport, Norwich and Northampton. There is a policy decision to be made here as to whether to concentrate on building new roads and becoming more like the car dependent cities towards the bottom of the scorecard or choose another direction as cities at the top have done, with investment and encouragement of alternative modes of transport
- The scorecard shows the long-standing difficulty that New Towns have with car dependency. Milton Keynes, sometimes heralded as an exemplar town, comes last in many of the rankings. The current plans for building new Garden Cities need to ensure that they are not designed for car dependency as the last round of New Towns so clearly were



City selection

We have selected the three largest urban areas in each region of England, plus the addition of Cambridge for continuity with previous scorecards. We have also added three further locations because, with major new road schemes proposed in these areas, we're keen to see how car dependent they already are. These are Norwich, Stockport and Northampton.

Data was analysed across 17 indicators in four categories, and was collected where possible either from the 2011 census or at a local authority level (e.g. Manchester, not Greater Manchester).

A full explanation of our methods can be found in Appendix 3



London: least car dependent



Peterborough: most car dependent



How each city scored:

Accessibility and planning
Buses and trains quality and uptake

Cycling and walking as alternatives

Driving and car use

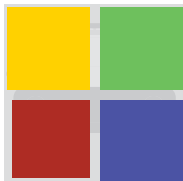
Larger squares = better rankings in each category





THE LEAST CAR-DEPENDENT CITIES

1 LONDON

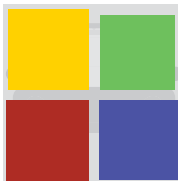


Why did London come top?

London remains the least car dependent city. With a devolved transport system and the historic advantage of a well-developed public transport infrastructure delivered in a densely populated area, it's easy for residents and commuters to get about without a car. Using public transport is much more convenient than driving and parking in the city, and this has been supported rather than counteracted, through measures such as the Congestion Charge and investment in buses. London came top for accessibility and planning and its ranking for the quality and uptake of its public transport is high.

However, public policy and investment is crucial in maintaining this position. Bus fares have risen by more than 50 per cent in six years. The Chancellor of the Exchequer cut funding for day-to-day operations in London by 25 per cent in the last spending review, meaning fares are likely to rise in coming years as well to make up the shortfall in transport funding. Rising housing costs are causing many workers to be pushed further and further out of the capital's central districts and having to commute longer distances on an overburdened network.

2 MANCHESTER

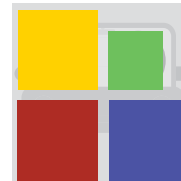


Why did Manchester do so well?

Manchester's efforts to reduce car dependency have seen it give London a run for its money and prove that all cities can improve transport with the right structures in place. Manchester's strong Combined Authority has been able to encourage urban infill as well as coordinating transport services, which has reduced the need for many people to travel by car. The repopulation of urban areas has been planned in a considered way that links people with access to public transport.

Both Liverpool and Manchester have had over 90 per cent of new building on brownfield sites. This has meant that 'city centre intensification' has been encouraged, achieving urban densities amenable to efficient public transport provision and encouraging walking and cycling.

3 LIVERPOOL



Why did Liverpool do so well?

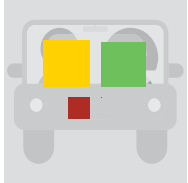
Like Manchester, Liverpool's development has been on brownfield sites in over 90 per cent of cases, and correspondingly the city ranks highly for accessibility and planning. More focus on cycling and walking in Liverpool, in addition to the headway made on public transport co-ordination by Merseytravel, would enable the city to make even more progress toward eliminating car dependency.

However, the recent decision to axe most of Liverpool's bus lanes will have a counteracting effect. Bus priority measures must be supported and expanded in Liverpool as elsewhere if car dependency is to be reduced.



THE **MOST** CAR-DEPENDENT CITIES

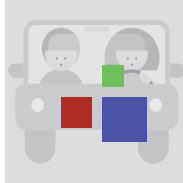
27 MILTON KEYNES



Why did Milton Keynes do badly?

The new towns have generally higher levels of car dependency. Whilst walking and cycling options in Milton Keynes are better than a handful of other cities we assessed, reliance on cars is highest of all the cities. The spread out, low density planning of Milton Keynes means longer distances for people to travel, and the road system is much better suited to car use than cost-effective provision of public transport. Driverless electric car technology is being piloted in Milton Keynes, but the benefits of such schemes are both untested and distant. To address car dependency now, public transport provision must be improved and behaviour change encouraged by making the road space more amenable to sustainable transport uses. With the lowest carbon emissions ranking of the set as well, this is certainly something the city should pursue with urgency.

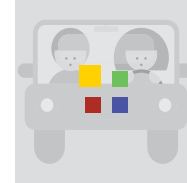
28 COLCHESTER



Why did Colchester do badly?

Colchester ranked lowest for accessibility and planning. Out of all the cities, residents in Colchester are least likely to be able to get to primary school, work or the town centre by walking or public transport. Whilst the historic centre is densely packed and walkable, more recent development has been spread more sparsely around the edges of the city, meaning longer journey times. Although residents are relatively satisfied with their railway station and should find bus passes affordable, they have the least frequent bus service to a local GP. Just over one per cent of people in Colchester commute by bike at least five times a week, which is in the top half of the rankings, but for example only a tenth of the number who commute by bike in Cambridge.

29 PETERBOROUGH



Why did Peterborough come last?

Peterborough scores poorly almost right across the board. For access to primary schools by walking and public transport, the city scores in the top ten, and many people already cycle regularly, showing there is scope for improvement and a will for active travel. But a lack of use of public transport and heavy reliance on cars to get around shows that people do not have the options they might need to get around more sustainably.

Accessibility and planning

Why is accessibility and planning important?

The time it takes to get to your destination is a major factor when people are deciding how to make a journey. If it's much quicker in the car than walking, cycling or public transport then these won't seem like sensible options. The layout of a city and placing of housing, schools, shops and services is key to creating an accessible place to live where people don't feel forced into the car to get around.

Planning policies which have promoted out-of-town development have had a knock-on effect of increasing car journeys in many parts of the country. Since the 1980s, many retail developments with swathes of free car parking have sprung up distant from population centres, without due regard to access by public transport. Separation of services from housing has added to this problem and hindered accessibility improvements. In recent years we have also seen the centralisation of many essential local services, for example with large new hospitals being built on greenfield sites, an example of which is the new Norfolk and Norwich University Hospital, built on a greenfield site outside Norwich, difficult to access by public transport.

Planning policies now in theory encourage a 'town centre first' approach with development that is located and designed to prioritise sustainable access and discourage sprawl. Although there are several good examples of cities pursuing this kind of development for housing and retail, poor practice is still commonplace and problems caused by previous development remain. In some cases, councils attempting to stop development on a greenfield site have been overruled by central Government.

To calculate these rankings we looked at accessibility ratings for schools, town centres, workplaces and hospitals in each area. We also looked at data showing the proportion of new developments built on brownfield land.

What does our research show?

- London scored highest, with good public transport and walking accessibility to all major facilities; it had the highest public transport accessibility to schools, town centres and employment
- Colchester had the lowest score for accessibility to schools and the town centre. Its low population density presents difficulties for moving away from car dependency.
- Nottingham's score for new development on brownfield sites has reduced somewhat since we last looked at the data in 2012, down from 95 per cent to 68 per cent over the 3-year period.
- Liverpool comes out on top for proportion of new building on brownfield sites. This has meant that 'city centre intensification' has been encouraged, achieving urban densities amenable to efficient public transport provision.
- Dudley's high score for brownfield development but low rank overall shows that 'city centre intensification' must be accompanied with active support for sustainable travel modes if the opportunity of reducing car dependency is to be used. It also suffers from a legacy of out of centre car based development, notably the Merry Hill Centre.



Rankings in this category:

- 1 London
- 2 Manchester
- 3 Liverpool
- 4 Birmingham
- 5 Bristol
- 6 Brighton & Hove
- 7 Southampton
- 8 Newcastle
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- 21 Swindon
- 24 Derby
- 25 Bradford
- 26 Sheffield
- 27 Peterborough
- 28 Wigan
- 29 Colchester

Campaign for Better Transport's recommendations:

To get transport planning right it must be closely integrated with land-use planning.

Policies and plans should aim to reduce the need to travel and shorten journey lengths to make more places accessible by walking and cycling.

Instead of being low density and placed in locations far from existing services, new developments should be:

- Located in and around existing centres and public transport hubs
- Close to jobs, services and facilities that can be reached on foot, on a bike or by local public transport
- Designed so that walking and cycling are safer, faster and more convenient than driving
- High density, so that local shops and businesses can spring up with a catchment area of more customers and workers that find them easy to reach
- Built with lower levels of parking provision, which mainly serves to encourage car use and is a poor use of land that also reduces density

For further details see: http://www.bettertransport.org.uk/sites/default/files/research-files/Masterplanning_Checklist_2008.pdf, and http://www.bettertransport.org.uk/sites/default/files/research-files/Masterplanning_Checklist_executive_summary.pdf



Buses and trains quality and uptake

Why is good public transport important?

Commuting to work by public transport makes people happier than those who use their car each day instead, research from the University of East Anglia's Norwich Medical School has found.

Driving just isn't fun if you're stuck in a traffic jam or searching for a parking place, and a ride on a convenient bus or train has now been proven to be much less stressful. The UEA research found that the likelihood of reporting being constantly under strain or unable to concentrate was at least 13 per cent higher for those participants who used car travel, when compared to active travel. Using public transport takes away the need to focus on the road, leaving you free to talk on the phone, read a book or catch up on work.

Better public transport provision is the key to reducing everyday dependence on the car. Quality services are frequent, cover the journeys people want to make and are affordable, with straightforward fares. They are also integrated, with real-time information so that buses, trains and trams connect to each other for a seamless door-to-door service.

Provision like this gives more people the option to reduce their car use or even cut out car ownership altogether, and helps people who don't own a car to access jobs and services from which they would otherwise be excluded.

To calculate these rankings we looked at the quality and use of public transport services. Our indicators include how many buses run on time, the accessibility of medical services by public transport, usage and affordability of buses in each city, and the level of satisfaction with local railway stations.

What does our research show?

- Nottingham's score for customer satisfaction for its rail station was much lower than when we last looked at this data. However, this comes at a time of major construction of new tram lines, a new road and rebuilding of the main rail station, all of which may have had its effect.
- While Brighton and London scored tenth and 22nd for affordability of bus passes, it should be considered that these cities' bus passes do include night bus transport as well; perhaps a valuable asset for bus users in cities with such an important night time economies.
- London comes far ahead of the other cities in travel to work by public transport. This reflects the large variety of modes available, including rail, metro, bus and tram in some areas. London has also succeeded in discouraging daily car travel into the centre using congestion charging.
- A weekly bus pass is much more affordable in Cambridge than in Norwich, whose pass is the most expensive city outside London



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Campaign for Better Transport's recommendations:

To make things better we need policies that help make public transport competitive with the car in terms of cost and convenience. Local authorities must prioritise support for public transport even within a restricted funding environment.

- Investing in new stations and lines (for example, Cambridge is developing a new rail station at the Science Park)
- Improving stations and interchanges to make them attractive gateways and hubs for the cities they serve
- Investing in light rail and guided buses where they can make an impact (such as the Busway in and around Luton)
- Using partnerships and contracts to co-ordinate and improve buses and link them to the wider transport network, including good information
- Expanding the use of smartcards valid on multiple modes and services, like the London Oyster card system
- Giving buses and trams priority over other traffic



Cycling and walking as alternatives

Why are cycling and walking important?

There are benefits for everyone when more journeys are taken on foot or on a bike. Walking and cycling trips are free, healthy, help to cut congestion and are almost carbon-free. However, they are under-represented in terms of planning and funding, with the result that a wide range of potential journeys, and portions of longer journeys, are taken by car instead.

More than a fifth of car journeys are under two miles in length. Many of these journeys could be made by bicycle or on foot if facilities and infrastructure support the comfortable use of these modes.

The Cycling City Ambition programme and the Local Sustainable Transport Fund have led to more investment in cycling and walking in a range of towns and cities. The Prime Minister has called for a “cycling revolution”, and more attention is being paid to the design of streets and junctions to make walking safer and more pleasant in a number of cities. However funding for cycling is projected to fall from 2016 without plans in place to replace or secure the future of the Local Sustainable Transport Fund.

There are still many problems to solve before we can reach the levels of cycling seen in cities elsewhere. Our European Scorecard in 2011 found that first-placed Stockholm’s walking and cycling mode share was higher than anywhere in the UK, despite its harsh winter climate.

For these rankings we looked at the accessibility of the city centre by bike, levels of ‘useful’ cycling and walking each week (i.e. not simply for leisure) and the rate of pedestrian deaths and injuries in road accidents for each city.

What does our research show?

- Cambridge has far higher numbers of cyclists than the other cities, with nearly three times as many residents using their bike more than five times a week than the next best city, Norwich.
- Brighton and Norwich’s overall rankings in this category are brought down by the relatively high number of pedestrians killed or seriously injured on their roads and Liverpool, from our overall top 3, also suffers in this category. Investigation of these problems must be urgent.
- While Dudley ranks in the top 10 in the cycling metrics, it is in the bottom 3 for the proportion of people walking at least 3 times a week. This could be coupled with Dudley’s fairly low rank on uptake of public transport, the use of which is often accompanied by walking.

Bristol, with a chequered history of cycling infrastructure, seems to be doing well, demonstrating the value of Mayoral support for cycling and a grant from the Local Sustainable Transport Fund. Whilst there are further improvements necessary in Bristol, other cities could emulate the scale of Bristol’s cycle network and its use of cyclist and pedestrian priority at road junctions.

London had the highest rank overall in this category. London’s success is influenced both by its density and unprecedented investment in cycling infrastructure. Large increases in numbers of people cycling over recent years should be an example to other cities.



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Campaign for Better Transport's recommendations:

- Cities must invest strongly in cycling provision if they are to emulate the progress made in London and Cambridge. Examples such as central London's bike hire system and Cambridge's cycleway parallel to the busway could be adopted elsewhere. Future investment through the Cycling Ambition Cities Programme in Bristol, Birmingham, Cambridge, Leeds, Manchester, Newcastle and Norwich should result in improvements building on headway already made in many of these cities.
- Cycling and walking, along with other sustainable transport, must be built in to planning new developments. Tacking on walking paths and "cycle-proofing" roads might not be sufficient to ensure developments are built in a way that minimises car dependency.
- Many cities need to improve the integration of different sustainable transport modes so that people can make door-to-door journeys without using a car. Where railway stations are outside the city centre, for example, bus services and bike stands should help people reach the station conveniently and in time for their train. Pedestrian routes between the station or other edge-of-town amenities should be pleasant, safe and direct. Our report Fixing the Link explains this in more detail.
- Safety for those walking and cycling is more important than ever, and has been of particular concern in London following several cyclists' deaths. Cities should take note of the demands by cycling campaigns for safe, segregated cycling infrastructure.

For further details see: <http://www.bettertransport.org.uk/sites/default/files/research-files/13.11.04.fixing-the-link.pdf>



Driving and car use

Why is car use important?

Lots of cars and traffic results in a low quality of life for people living in cities. Time spent in traffic jams is unpleasant for drivers, but the knock-on effects can be deadly for everyone, with at least 29,000 people dying prematurely each year in the UK because of air pollution.

Air and noise pollution in UK cities is made much worse by our high levels of car dependence. Heavy car use in a city can be a result of failings in the other areas we have studied, including a lack of alternatives and poor planning. However, it can also be encouraged directly by increases in road capacity ('induced traffic' is a well-known consequence of road building and widening) or if local authorities allow large amounts of free parking in their cities.

There is also a wide variation in different cities' levels of investment in Smarter Choices programmes of personalised, school and workplace travel planning. These have been shown to be particularly effective in reducing car use when they accompany improvements in public transport, walking and cycling facilities, and can help to promote car sharing schemes. The Local Sustainable Transport Fund has enabled Smarter Choices programmes to be developed, and needs to be continued and expanded.

To calculate these rankings we measured the percentage of people using a car to get to work, the miles of traffic per person and the number of cars per household.

What does our research show?

- London is still the highest ranking city in this category. This is a legacy of its long term investment in public transport, with the extension of the Tube in the early twentieth century and the creation of Transport for London in the 2000s, which was instrumental in the resuscitation of London's buses.
- London and Brighton were the only two cities where less than half of residents drove to work. Both cities have well developed public transport systems providing alternative modes, and London's Congestion Charge discourages commuting by car.
- Milton Keynes is last in all three rankings for this category. The town was built for the car, so radical new ideas would be required to change this structure. With proposals for a new wave of new towns supported by all major political parties, the Government would do well to remember the importance of planning that can support good public transport.
- Liverpool scores strongly in this category, with the smallest amount of cars per household leaving it second only to London here.
- Stockport and Wigan rank fairly low, indicating a car dependent hinterland around Manchester's city centre resurgence in public transport. Public transport should be strengthened across the Greater Manchester region, and with the city recently offered an elected mayor and potential for control of transport decision making and spending, we anticipate improvements across the city region.



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- 29 Milton Keynes

Campaign for Better Transport's recommendations:

To reduce car dependency and cut congestion, road policies in cities should be focused on demand management, not on increasing capacity for car travel which just creates more traffic and more car dependency:

- Reduce the demand for driving through measures such as London's Congestion Charge and Nottingham's Workplace Parking Levy, and use funds raised to invest in public transport, as our highest ranked cities have done.
- Bus lanes and bus priority schemes should be used, which support the high economic value of buses.
- Small-scale infrastructure improvements, such as real-time public transport information, 20mph speed limits, cycle parking and pedestrian and cycle priority, can significantly reduce car dependency.
- Repair and maintenance of roads and pavements, funding for which has been squeezed but presents good value for money.
- Local Enterprise Partnerships should take note of our report, 'Improving local transport helps the economy', which features case studies of successful Local Sustainable Transport Fund projects including in Liverpool, Manchester and Nottingham. We urge them to focus more of the transport investment funds they control onto these measures, including area-wide sustainable travel and 'Smarter Choices' programmes, which can generate big benefits for both reducing congestion and the wider economy.

For further details see: <http://www.bettertransport.org.uk/sites/default/files/pdfs/LTSF%20Report%20June%202014%20-%20web.pdf>





Wider benefits of low car dependency

Transport Emissions

Reducing car use will reduce air pollution in our cities and is an important consideration in reducing the carbon footprint of our cities. Milton Keynes is bottom of the driving and car use ranking and also has some of the highest level of transport emissions of any of the cities.

The advantages of zero-carbon forms of transport such as cycling are made clear by the example of Cambridge. This 'cycling city' has the lowest transport emissions of any of the cities.

London is another top ranking city for low levels of transport emissions, which can be credited to its electrified metro system and the impact of introducing a Low Emissions Zone – the only UK city to do so despite its proven success in 47 German cities.

The Environmental Audit Committee in their report 'Action on Air Quality', published 8 December 2014, identifies the need for more action to reduce pollution from cars and lorries within towns and cities, calling for urgent action to improve urban air quality in light of emerging evidence that pollution can increase mortality rates.

Better health

The top seven cities on our Scorecard for car dependency were also the top seven cities where people described their health as 'very good' in the 2011 census. It seems that making our cities less car dependent may also make them more healthy places to live and work. While we have not explored this link to identify any causal relationship, the strong correlation deserves further attention in future. Reductions in carbon emissions have a clear relationship to health benefits, and high levels of active travel, rather than driving, can be expected to have similar impacts.

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Conclusion

As we have set out in this document, the history and geography that cities have inherited can help or hinder the reduction of car dependency. But cities have reacted to their inheritance in various ways - Cambridge and Colchester both have densely packed ancient centres but whereas Cambridge has promoted cycling, buses, park and ride and traffic management, Colchester has only recently introduced measures to manage its city centre traffic more sustainably. Similarly, Nottingham and Birmingham have redesigned or even removed some of their 1960s major roads to make their cities easier to walk and cycle around, whereas other cities have yet to do this.

However, some factors are beyond the direct control of cities - major roads and railways are managed by central Government and rail and bus services are privately run. Cities can work with the Highways Agency, the Department for Transport and the rail and bus operators, but ultimately we believe that car dependence can best be tackled if the Government devolves transport powers to cities themselves, so that sustainable, integrated transport which responds to the needs of people and the environment can be planned and delivered in partnership with those who use it.



Appendix 1 Indicators used and data references

A: Accessibility and planning

A1: How many 5-10 year olds are dependent on the car for their journey to school – 2013

Available from DfT, table ACS0402
<https://www.gov.uk/government/statistical-data-sets/acs04-travel-time-destination-and-origin-indicators-to-key-sites-and-services-by-local-authority>

A2: How many households can get to a hospital within 30 minutes by walking or public transport – 2013

Available from DfT, table ACS0406
<https://www.gov.uk/government/statistical-data-sets/acs04-travel-time-destination-and-origin-indicators-to-key-sites-and-services-by-local-authority>

A3: How many households can get to their town centre within 15 minutes by walking or public transport? – 2013

Available from DfT, table ACS0408
<https://www.gov.uk/government/statistical-data-sets/acs04-travel-time-destination-and-origin-indicators-to-key-sites-and-services-by-local-authority>

A4: What proportion of people have access to their employment by walking cycling or public transport? – 2013

Available from DfT, table ACS0401
<https://www.gov.uk/government/statistical-data-sets/acs04-travel-time-destination-and-origin-indicators-to-key-sites-and-services-by-local-authority>

A5: What proportion of the new developments take place on brownfield land? Updated 2013

Available from Department for Communities and Local Government, 'live' Table 213
 Updated Dec 2013
<https://www.gov.uk/government/statistical-data-sets/live-tables-on-land-use-change-statistics>

B: Buses and trains quality and uptake

B1: How many people travel to work by train – 2011

Census 2011 data available from Nomis: mode of transport to work (workplace data) – Train
<https://www.nomisweb.co.uk/census/2011>

B2: Frequency of bus services to General Practitioner – 2013

Available from DfT, table ACS0405.
<https://www.gov.uk/government/statistical-data-sets/acs04-travel-time-destination-and-origin-indicators-to-key-sites-and-services-by-local-authority>

B3: How many people travel to work by bus, metro, light rail or tram

Census 2011 data available from Nomis: mode of transport to work (workplace data) – Bus + metro, light rail, tram
<https://www.nomisweb.co.uk/census/2011>

B4: Level of satisfaction with nearest rail station – 2014

Raw data received from Passenger Focus
www.passengerfocus.org.uk

B5: Affordability of bus service – 2014

Bus costs compared to weekly wages. Weekly bus pass prices collected individually for each city from transport operators. Total average (median) weekly full time earnings from Nomis.
<https://www.nomisweb.co.uk/reports/lmp/la/contents.aspx>

C: Cycling and walking as alternatives

C1: How many people cycle for utility at least five times a week – 2013

Available from DfT
<https://www.gov.uk/government/statistics/local-area-walking-and-cycling-in-england-2012-to-2013>

C2: How many people walk at least three times a week – 2013

Available from DfT, Table CW0121
<https://www.gov.uk/government/statistics/local-area-walking-and-cycling-in-england-2012-to-2013>

C3: How many people live within a 15-minute cycle of the city centre – 2013

Available from DfT, table ACS0408
<https://www.gov.uk/government/statistical-data-sets/acs04-travel-time-destination-and-origin-indicators-to-key-sites-and-services-by-local-authority>

C4: Number of pedestrians killed or seriously injured – 2013

Available from DfT, table RAS30043
<https://www.gov.uk/government/statistical-data-sets/ras30-reported-casualties-in-road-accidents>

Data for Norwich, Cambridge, Northampton and Colchester provided directly by DfT. Total resident populations from Nomis
<https://www.nomisweb.co.uk/reports/lmp/la/contents.aspx>

D: Driving and car use

D1: How many people travel to work by car – 2011

Census 2011 data available from Nomis: mode of transport to work (workplace data) – Car, van (driving and passenger)
<https://www.nomisweb.co.uk/census/2011>

D2: Miles of traffic per person – 2013

Available from DfT, table TRA8902
<https://www.gov.uk/government/statistical-data-sets/tra89-traffic-by-local-authority>

No city level data available for Cambridge, Colchester, Norwich or Northampton that is collected in a comparable way. Neutral value given to these cities where data aggregated.

Total resident population from Nomis.
<https://www.nomisweb.co.uk/reports/lmp/la/contents.aspx>

D3: Number of cars per household – 2011

Data from Nomis
<https://www.nomisweb.co.uk/census/2011>

E: Environmental consequence

E1: CO2 emissions per capita within the scope of influence of Local Authorities – 2012

Available from Department for Energy and Climate Change
<https://www.gov.uk/government/statistics/local-authority-emissions-estimates>

Appendix 2 Methodology

Overview

The core cities assessed by the Car Dependency Scorecard are the three most populous cities in each English region. We have expanded this in previous years to include more areas where we are interested in working with local councils to improve their transport policies, for instance Cambridge, Wigan and Peterborough. This year's Scorecard also includes three cities with road-building plans – Norwich, Southampton and Stockport – where we wanted to look at how car-dependent these areas already are.

Indicators

The cities were ranked using 17 indicators under four categories:

- A) Urban accessibility and planning
- B) Quality and uptake of public transport service
- C) Are walking and cycling good options?
- D) Local Transport Plan assessment

Categories A and B had five indicators, Category C had four indicators and Category D had three. Data was gathered from local authorities where available and most accurate, but the 2011 Census has been used where it provides more accurate data, or where a local authority has stopped gathering certain information. This means a small number of indicators have changed since the 2012 Car Dependency Scorecard.

Category A The methodology for accessibility and planning indicators was the same as in 2012. The proportion of 5 – 10 year olds dependent on a car for school journeys was calculated by dividing the number of 5 – 10 year olds who can travel by car but not walk / use public transport to get to primary school by the total number of 5 – 10 year olds.

Category B New indices have replaced 'non frequent bus services running on time' and 'bus patronage per capita' as local authorities have stopped collecting the necessary data. They have been replaced by Census data on the numbers of people taking the train, bus, metro, tram and light rail to work.

The affordability of bus passes in each city was calculated in the same way as 2012's Scorecard, comparing the price of a weekly bus pass (valid on a reasonably extensive bus network) with the median wage for the area. Sometimes a composite figure was created based on an average between different quoted weekly prices weighted toward the more extensive service provision. However some unfairness may be built in, for example Brighton's pass includes night buses as well. London's bus pass is inclusive of tram travel.

Category C Indices for footway conditions and proportion of cycling journeys during commuter times have been replaced by the percentage of people walking at least three times a week and numbers of people driving to work, using data that is considered much more accurate. The indicator of numbers of people driving to work has been moved to Category D.

Category D Data on car usage for school runs is no longer collected by the government and this indicator has been replaced by numbers of people driving to work.

For the indicator 'vehicle miles of traffic per capita', city-level data for Colchester, Cambridge, Norwich and Northampton that is collected in a comparable way was not available. An average score has been given to these cities.

The final rankings

Each city was ranked on each indicator, and these ranks were then summed across each category to find the category rankings. To get an overall ranking, category ranks were summed, so each area of interest counts equally towards the final score. No weighting was used for any indicator.



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