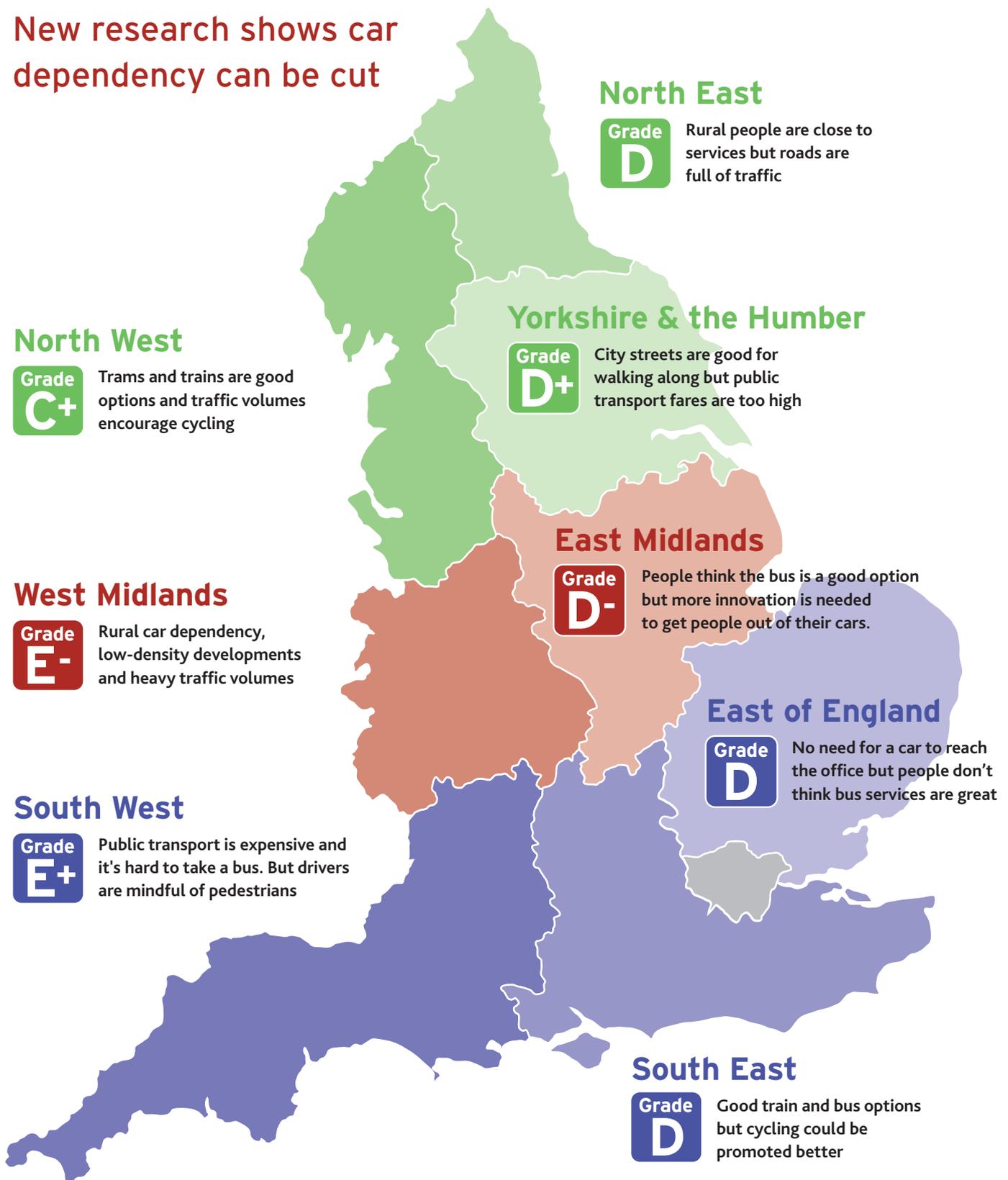


Who has the best travel options?

New research shows car dependency can be cut



North East

Grade D Rural people are close to services but roads are full of traffic

North West

Grade C+ Trams and trains are good options and traffic volumes encourage cycling

Yorkshire & the Humber

Grade D+ City streets are good for walking along but public transport fares are too high

West Midlands

Grade E- Rural car dependency, low-density developments and heavy traffic volumes

East Midlands

Grade D- People think the bus is a good option but more innovation is needed to get people out of their cars.

East of England

Grade D No need for a car to reach the office but people don't think bus services are great

South West

Grade E+ Public transport is expensive and it's hard to take a bus. But drivers are mindful of pedestrians

South East

Grade D Good train and bus options but cycling could be promoted better

Car Dependency Scorecard

We have become dependent on our cars – people in some regions more so than in others. Car dependency is harming our health, our communities and our environment. The Car Dependency Scorecard aims to help tackle the problem.

Too often, driving seems to be the only realistic option for many people – for a variety of reasons. Though someone lives close to a bus stop, they might rule out taking the bus because they need to run multiple errands and carry a lot; another time it might be because the bus schedule doesn't fit in with their plans, or perhaps because the bus fare is perceived to be too high.

For the first time, our research, *Car Dependency Scorecard*, brings together as many of those factors as possible in order to help policy-makers understand the complexity of the problem – so they can tackle it in a sufficiently comprehensive and directed way.

The scorecard examines 34 factors that contribute to car dependency, broadly explained as:

- People's proximity to school, work, shops and services
- Where new developments are built and at what density
- The attractiveness – availability, quality and cost – of bus, rail and tram services
- The attractiveness of walking and cycling, taking account of traffic volumes, speeds and accidents
- Investment in public transport
- Public perception of local transport

Examining data at a regional level, the scorecard shows that while people in all regions are struggling with car dependency, positive actions are being taken that are effective at beginning to give people real choice about how they travel.

1 North West 68%

Investment pays off. In this top region, people have benefited from investment in public transport. A good tram network, punctual trains and innovations like 'home zones' and 'cycling towns' are just a few reasons people can leave their cars at home.

2 Yorkshire & the Humber 57%

A pleasant local environment. The region had the lowest number of vehicles on minor urban roads, creating a pleasant walking environment. Car dependency could be cut if more were invested to make public transport more attractive and if it were safer for pedestrians and cyclists.

3 South East 56%

Missed opportunities. People in the South East enjoy a growing bus network and improved access to train stations but they could do with some trams – popular with commuters – and with more programmes to encourage cycling.

4 East of England 54%

Commuter journeys count. More people here than in any other region can get quickly to work and the shops without a car. Buses scored tops on punctuality and fares. Car dependency could be reduced if public perception of the non-car options improved.

5 North East 54%

Rural accessibility is key. The region had top scores for putting rural post offices and schools within walking distance. Plus, it had the lowest public transport costs. But it had the highest traffic flows, making its streets unfriendly to all but car drivers.

6 East Midlands 53%

Perception matters. The region has the highest percentage of the population thinking that local bus services are good. People drive slowly in urban areas, which creates a good walking environment. People would benefit from innovative small schemes to help get them out of their cars.

7 South West 49%

Safety is critical. Drivers in the South West do a better job than anyone else of not injuring cyclists and walkers. Public transport is most expensive and doesn't have a great reputation – perhaps because people are far from bus stops and don't have trams.

8 West Midlands 43%

Sprawl leads to traffic. The region had the lowest density figures. It is perhaps not surprising it also had the highest traffic volumes on minor urban roads. The rural population is the most car dependent and trains scored lowest for punctuality and cancellations.

This is a summary of *Car Dependency Scorecard*, produced in September 2009 by Duncan MacKenzie. The full report is available from Campaign for Better Transport.

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