Campaign for Better Transport

CAR DEPENDENCY SCORECARD 2012

The top UK cities for sustainable transport

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"To fix the problems caused by car dependency, cities must actively support better public transport, walking and cycling as alternatives to the car."

As car use gets more expensive and inconvenient many people are now looking for other ways to get to school, work, shopping and days out. People want more choice in how they get around but our analysis shows that in many places car use is too often the only option available. Car-dependent places don't only suffer from congestion, but also from the social exclusion created for those without access to a car, and from the pollution, noise, safety and health effects of heavy car use.

Car dependency can be reduced, as the better performing cities in our scorecard have shown. It's no surprise that Nottingham, Brighton and London still make up our top three, as these places have invested time and money in better public transport and traffic reduction for many years. But since we last looked at the UK in 2010 several other cities have improved their ratings dramatically, while other places have fallen behind and still don't seem to be planning properly for reduced car dependency.

The wide variation within our results shows that things can be improved with good town planning and investment in other options. These can allow people to decide how they travel without being left with just one choice for their journeys – to get in the car.

With localism taking hold and local authorities being given more independence in terms of how they invest in and plan for transport in their area, the decisions they make now will be crucial. Over the next few years, our cities have a choice – will they plan for urban sprawl and more roads or use their new powers to build a more viable future?

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Introduction

In a poorly planned city with sparse, unreliable or expensive public transport and poor provision for walking and cycling trips, people will be naturally forced into car ownership and squeezed into their cars for more journeys.

Dependence on the car can lead to all kinds of problems, for the people concerned and for the city as a whole. For people without cars, including those who are too young or physically unable to drive it can mean a choice between relying on lifts and occasional, expensive taxis and real social isolation and exclusion.

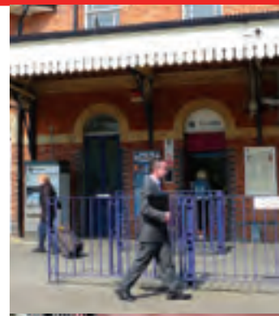
In this report we have set out to assess the level of car dependency in the largest cities and urban areas in England, and have looked at what the worst cities can learn from the best.

The last time we carried out a similar study was 2010, when we compared 19 UK cities. In 2011 we looked at European capital cities and found that UK capitals scored poorly compared with many places on the continent.

This year we we have returned to the UK and increased the number of cities studied to 26 to see what we find when we look at a wider range of urban areas.

Key findings:

- London was the least car dependent city, building on the ranking it achieved previously, but was less highly graded for its future plans.
- Brighton and Hove and Nottingham both scored strongly, resulting in the same top three cities as 2010. These cities also received praise for transport plans that aim for low car dependency.
- Wigan is the most car dependent city, scoring near the bottom in three of the four categories. This position is compounded by having one of the lowest graded transport plans.
- Colchester and Peterborough rank joint second from bottom, again with poor transport plans for reducing their high car dependency.
- All the bottom five cities also received bad grades for their transport plans. Luton also scored a low grade due to a poor plan and recent bus cuts.
- Southampton climbed five places compared to the 2010 scorecard on the back of improving public transport and an impressive score in the new driving category.
- Birmingham and Sunderland both fell four places compared to 2010. In both cases this was backed by a low ranking in the driving category.



City selection

With this year's scorecard we aimed to expand upon the number of cities* we looked at in 2010. To do this we added the third largest urban area in each of the eight regions to the 2010 list of cities, which represented the two largest, plus some additions.

For continuity with the previous scorecard Cambridge has also been included, meaning that the East of England region has 4 cities in the scorecard.

Data was analysed across 19 indicators in four categories, and was collected where possible at a local authority level (e.g., Manchester, not Greater Manchester). A full explanation of our methods can be found in Appendix 3.

This year we also aimed to include cities from Scotland, Wales and Northern Ireland, but in these devolved administrations it was not possible to find a full range of comparable indicators. As a result we have not been able to rank cities in these countries, but we have looked at their data and transport plans to give some indication of work taking place on car dependency – see pages 17 and 18.

*or similar urban area

London: least car dependent

Wigan: most car dependent

How each city scored:

Accessibility and planning
Cycling and walking as alternatives
Buses and trains quality and uptake
Driving and car use

1 LONDON

2 BRIGHTON AND HOVE

3 NOTTINGHAM

4 CAMBRIDGE

5 SOUTHAMPTON

6 PLYMOUTH

7 MANCHESTER

8 LIVERPOOL

9 NEWCASTLE

10 BRISTOL

11 DERBY

12 DUDLEY

13 LEICESTER

14 SWINDON

15 BIRMINGHAM

16 SHEFFIELD

17 COVENTRY

18 SUNDERLAND

19 GATESHEAD

20 LEEDS

21 BRADFORD

22 LUTON

23 MILTON KEYNES

24 COLCHESTER

24 PETERBOROUGH

26 WIGAN

Larger squares = better rankings in each category

THE LEAST CAR-DEPENDENT CITIES

1 LONDON

Why did London come top?

Overall London is the least car dependent city. There is good access to key services by public transport and in inner boroughs there is often greater accessibility by public transport than by car.

Unsurprisingly London scores strongly in our public transport category, ranking highest for frequency of bus services and bus patronage per capita. The average Londoner still only needs to spend only about 2.5 per cent of their weekly wages on a bus pass, despite rising prices.

The limited percentage of children cycling to school and adults to work reflects the potential dangers of cycling in the capital and gave a lower score in the cycling category. Low car ownership in inner boroughs combined with low car usage for school travel and commuting helped London to top the driving category.

2 BRIGHTON AND HOVE

Why did Brighton and Hove do so well?

Brighton and Hove remains in our top three. It ranked highest for public transport aided by an increase in station satisfaction of almost 7 per cent since the 2010 scorecard. Weekly bus fares could be lower, but the introduction of a smartcard is welcome.

Public transport accessibility to the city centre could be improved, but on the whole key services are relatively easy to get to. Cycling and walking show less positive signs, with the second highest number of pedestrians per capita killed or seriously injured by traffic bringing down its score.

Brighton and Hove scores third highest in the driving category with a relatively low proportion of people driving to work and low average miles driven, but over a quarter of children are still taken to school by car.

3 NOTTINGHAM

Why did Nottingham do so well?

Nottingham was first in 2010 and again appears as one of the least car dependent cities. There are an impressively low number of work and school journeys by car in the local authority area, and car ownership is just 35 per cent.

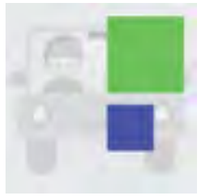
Low levels of brownfield development in Nottingham (which would indicate good city planning) prevents a better accessibility ranking. City centre access is poor by both public transport and cycling, which also contributes to a lower than expected cycling and walking score.

Nottingham does impressively in the public transport rankings with high bus patronage and railway station satisfaction. While almost 90 per cent of non-frequent bus services run on time, on average the weekly ticket took up a greater share of income then it did in 2010.

THE MOST CAR-DEPENDENT CITIES

24(=) COLCHESTER

Why did Colchester do so badly?



Colchester was last in two of the four data categories. However, good scores for cycling and walking prevented it from being the most car dependent city. In particular good footway condition in Essex and the high percentage of children walking or cycling to school benefited their score.

The accessibility and planning category revealed that roughly one in ten people in the city do not have access to their place of employment by any method other than the car. In the public transport category, Colchester was also ranked worst, coming in the bottom five for station satisfaction, and last for bus patronage per capita

Colchester's postition was compounded by its ranking for driving and car use, scoring badly on traffic miles and car ownership.

24(=) PETERBOROUGH

Why did Peterborough do so badly?

Peterborough was in the bottom ten cities for three of the four data categories; it has also dropped one position relative to the cities scored in 2010. Bad accessibility is part of the reason for this and, as a result, people in Peterborough drive the third highest number of miles of any of the cities we looked at.

Peterborough is mid-table nationally in the public transport category, but best of the cities in the East of England. It has the third cheapest weekly bus tickets, but low local bus service frequency prevents a stronger ranking.

Peterborough scores poorly in the cycling and walking category. Almost one quarter of people cannot access the city centre by bike, indicating the need for improved cycle routes.

26 WIGAN

Why did Wigan come last?

Wigan was in the bottom five cities for three of the data categories. It scored poorly on car use, with over 60 per cent of commuter journeys by car, despite a high rate of cycling to work.

Access to key services for those without a car is also poor, and Wigan was near the bottom of the ranking for primary school and hospital accessibility.

Wigan ranked second to last in our public transport category. The bus prices in Greater Manchester and the satisfaction levels with Wigan North Western station significantly lowered its score.

In our cycling and walking category Wigan does well. With the second lowest level of pedestrians killed or seriously injured. However, the data showed that only 54 per cent of children walk or cycle to school.

Accessibility and planning

Why is accessibility and planning important?

The time it takes to get to your destination by different modes is a key decision-making factor when making 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 the placement of housing, schools, shops and services is key to creating an accessible place to live where people don't feel forced into the car.

Since the 1980s, many cities have allowed large retail developments with swathes of free car parking to spring up on greenfield land far from the centre and poorly served by public transport. Large, low-density housing estates have added to this problem and helped to damage the prospects of city centre shops and businesses. 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 far away from where people live.

Planning policies introduced in the 1990s have discouraged urban sprawl and encouraged 'town centre first' planning and the re-use of brownfield land. However, a lot of the car-dependency problems caused by these patterns of development still remain.

Several cities are only now starting to address their structural problems and how to serve outlying areas better with high-quality public transport.

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?

- Bristol scored highest, with accessibility to primary schools actually better by walking or public transport than by car.
- Manchester is ranked second, with only around one in twenty unable to access work in a reasonable time by car that cannot do so by another method.
- Liverpool completes the top three, with one of the highest town centre accessibility scores of all the cities evaluated.
- Colchester was the least accessible of all our cities, almost 10 per cent of people cannot access their employment by any method other than the car.
- New towns, such as Peterborough and Milton Keynes, continued to score badly in this ranking, reflecting the fact that urban planning in these cities has been heavily geared towards the car.
- Wigan, Swindon and Peterborough had particularly bad hospital accessibility, with more than half of households able to get to a hospital within 30 minutes by car unable to do the same by walking or public transport.
- The amount of brownfield development was more impressive. In around three quarters of the cities, more than 80 per cent of new building occurred on sites that had previously been developed.

Rankings in this category:

1	Bristol
2	Manchester
3	Liverpool
4	London
4	Newcastle
6	Cambridge
7	Plymouth
8	Brighton and Hove
9	Birmingham
10	Southampton
11	Dudley
12	Nottingham
13	Leeds
14	Leicester
15	Gateshead
16	Coventry
17	Sunderland
18	Luton
19	Sheffield
20	Derby
21	Bradford
22	Swindon
23	Milton Keynes
24	Wigan
25	Peterborough
26	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.

This year there has been a slight change to how accessibility rankings have been calculated to prevent cities being punished for their physical geography (please see appendix 3 for details).

Buses and trains quality and uptake

Why is good public transport important?

Many people would be happy to get on public transport for a range of journeys if it was reliable, good value and pleasant to use. Driving 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 can be much less stressful – taking away the need to focus on the road and leaving you free to talk on the phone, read a book or catch up on work.

Good public transport gives us these choices but too often taking the car is the only option available. There might not be a stop or station near to where we want to go, and services may be too infrequent or expensive. And for some, the prospect of standing in a packed train may be even worse than sitting in a traffic jam.

Better public transport provision is the key to reducing everyday dependence on the car. Quality services are frequent, cover the right journeys 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 give more people the option to 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?

- Brighton ranked highest, with bus patronage and punctuality particularly strong areas.
- London was second for public transport. Unsurprisingly it had the highest bus patronage per capita, reflecting high investment and priority for buses in the capital.
- Nottingham impressed again in this category, notably nine out of 10 people described themselves as very or fairly satisfied with the station.
- Colchester and Luton were ranked in the bottom three, and the east of England in general was disappointing, with none of the cities ranking in the top half for public transport.
- Interestingly some of England's largest cities, including Leeds, Manchester and Bristol, scored badly in this category. For example, the rate of bus use in Bristol is lower than that in Luton.
- Wigan is again in the bottom three because of an expensive weekly bus ticket; however, the ticket does cover the whole of Greater Manchester.
- The cost of a weekly bus ticket as a percentage of income has increased in all but three of the cities studied in 2010 (Southampton, Sheffield and Bristol).

Our research for the public transport category also found that there has been a welcome increase in the number of multi-operator smartcard tickets across England since 2010, and also in the number of cities with free buses from their stations to key locations.

Rankings in this category:

1	Brighton and Hove
2	London
3	Nottingham
4	Newcastle
5	Liverpool
6	Derby
7	Gateshead
8	Southampton
9	Birmingham
9	Swindon
11	Plymouth
12	Dudley
13	Peterborough
14	Coventry
14	Sunderland
16	Leicester
16	Milton Keynes
16	Sheffield
19	Bradford
19	Cambridge
21	Leeds
22	Manchester
23	Bristol
24	Luton
25	Wigan
26	Colchester

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.

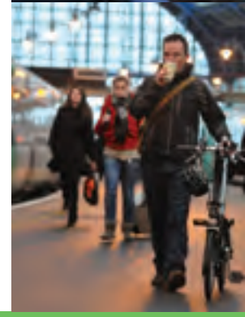
For trains this means:

- Protecting and improving the current network of lines and stations, including better maintenance and upgrades
- Ensuring that fares don't continue to rise above the rate of inflation every year
- Supporting rail parternships between local authorities and operators to link rail service development to local planning
- Tackling overcrowding with more frequent services and longer trains
- Accelerating station improvements

For buses this means:

- Reversing recent cuts to essential bus service funding, caused by decisions made at both a central and local government level
- Continue investment to make bus fleets more fuel efficient and environmentally friendly
- Partnerships or new approaches to better co-ordinate bus services, fares and information

There should also be more investment in light rail, where there is potential for it to make an impact, and more smartcards valid on multiple modes and services, like the London Oyster card system.



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, direct from door to door, 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 are taken by car instead.

More than a fifth of car journeys are under two miles and could easily become walking or cycling trips, but many local authorities still don't see them as serious modes of transport and put money into roads instead.

Attitudes are starting to change; the Sustainable Travel Towns initiative, and its follow-up the Local Sustainable Transport Fund, have led to more investment in cycling and walking in a range of towns and cities. Cyclists themselves are campaigning harder than ever for better routes and a more central place on the transport agenda. And more attention is being paid to the design of streets and junctions to make walking safer and more pleasant.

But 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 cycling or walking to school, whether pavements were in good condition, the proportion of cyclists in the morning rush hour and the rate of pedestrian deaths and injuries in road accidents for each city.

What does our research show?

- Cambridge is the most pedestrian and cycle-friendly city in our study. Over 75 per cent of children walk or cycle to school and it also has the highest percentage of commuter cycling.
- Swindon was second with good cycling uptake for both children and adults.
- The cities in the South West scored well in this category, with notably low pedestrian casualties.
- Of the eight cities with over 400,000 residents only Bristol and Manchester were in the top half of the ranking here. This could reflect a perceived lack of safety or a longer commuting distance in larger cities.
- Gateshead comes last in this category, with only around half of children walking or cycling to school.
- Birmingham scores badly for both pedestrian safety and commuter journeys by cycle.
- Bradford completes the bottom three, 30 per cent of people can't access the town centre within 15 minutes by cycle and relatively few children walk or cycle to school.
- While London scores badly in the number of children walking or cycling to school this could be partly explained by the fact that children under the age of 18 in full-time education get free bus travel.
- Interestingly when an average of these scores is taken, cities in the south of England do better than cities in the midlands, which score higher than cities in the north.

Rankings in this category:

1	Cambridge
2	Swindon
3	Bristol
4	Manchester
5	Dudley
6	Plymouth
7	Colchester
7	Derby
9	Southampton
10	Milton Keynes
11	Wigan
12	Nottingham
13	Sunderland
14	Leeds
15	Leicester
16	London
17	Brighton and Hove
17	Peterborough
19	Luton
20	Coventry
21	Sheffield
22	Newcastle
23	Liverpool
24	Bradford
25	Birmingham
26	Gateshead

Campaign for Better Transport's recommendations:

Local authorities need to be able to put more funding into facilities for cyclists and pedestrians. The Local Sustainable Transport Fund is very useful, but only a minority of areas are benefiting so far.

Measures that should be invested in include:

- Better cycling infrastructure and more dedicated, safe cycle routes to attract commuters out of their cars
- Comprehensive travel planning and promotion of walking and cycling, including dedicated travel advisors for schools and workplaces
- Cycle training for everyone who wants it, as well as promotional programmes, local route maps and advice

Road safety is seen as a barrier for many considering walking or cycling for their journeys, and more needs to be done to reduce danger.

Streets should be better designed and lower speed limits applied and enforced to fit the needs of residential and shopping areas.

Another problem that needs more attention is the integration of cycling with public transport, with improved cycling parking at transport hubs and bikes able to be carried – whenever possible – on trains and buses.

Driving and car use

Why are levels of driving and 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. 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 even when they accompany improvements in public transport, walking and cycling facilities.

Smarter Choices works through prompting people to think and plan more carefully how they make different trips. They can also help to promote car sharing schemes, car clubs and other ways of cutting down on driving, and the use alternatives when available.

To calculate these rankings we looked at indicators that measure car use for everyday journeys to schools and workplace. We also considered total traffic in a city per capita and levels of car ownership – another strong indicator that a city's citizens are suffering from a high degree of car dependence.

What does our research show?

- Unsurprisingly London comes top in this category. The Congestion Charge in central London combined with high bus lane provision makes public transport a viable alternative to the car. London was the only city where we estimated less than half of people commuted by car.
- Nottingham also scores highly here, with some of the lowest car ownership in the country.
- Brighton and Hove also do well. Although not outstanding in any of the indicators there is low car use for commuter journeys and low miles driven.
- Milton Keynes scores worst in this category, reflecting the city planning which has created a car dependent city. On average around 97% of people of driving age own a car and an estimated 72% of commuter journeys are by car.
- Dudley and Leeds are also in the bottom three. In Dudley well over a third of children are driven to school, while on average people in Leeds drive the furthest out of all the large cities (over 400,000 people).
- Cambridge scores best for the number of children driven to school and comes second in commuter journeys by car. However the data used for traffic miles per person was at the county level, which may have unfairly lowered their rank in this section.
- Many of the cities that scored poorly in this category also have major plans for new roads in their transport strategy, making them unlikely to reduce car dependency in the future.

Rankings in this category:

1	London
2	Nottingham
3	Brighton and Hove
4	Cambridge
4	Southampton
6	Sheffield
7	Liverpool
8	Manchester
9	Leicester
9	Newcastle
11	Bradford
11	Plymouth
13	Coventry
14	Luton
15	Birmingham
16	Derby
17	Bristol
18	Gateshead
19	Colchester
19	Sunderland
21	Wigan
22	Swindon
23	Peterborough
24	Dudley
24	Leeds
26	Milton Keynes

Campaign for Better Transport's recommendations:

To reduce car dependency and reduce congestion, road and highways policies in cities should be focused on demand management not on increasing capacity with road widening and new links and bypasses.

The two most successful cities in this category have both implemented policies aimed directly at reducing the demand for car travel – London's Congestion Charge and Nottingham's new Workplace Parking Levy.

These policies have also had the added benefit of raising money that has been reinvested in better alternatives to the car, such as phase two of Nottingham's tram system. It is important that any funds raised from demand management policies like these is kept for improvements in transport that can help people out of their cars, rather than simply being a tax on driving.

Travel planning and Smarter Choices measures (see page 13) are particularly good value and effective in reducing car use, and these could be given much higher priority for funds in cities right across the country.

Demand management policies also work better when accompanied by complementary small-scale infrastructure improvements, such as bus priority measures, real-time public transport information, 20mph speed limits, home zones, cycle parking and cycling priority.

Finally, most local authorities have recently cut funding for the maintenance and repair of roads and pavements – causing problems for everyone who uses the streets, including cyclists and pedestrians. Repair and maintenance projects score highly for value-for-money, so these should also be an investment priority in future plans.

How did we grade cities for their future plans?

We wanted to see what improvements might be in the pipeline for alternatives to the car, and to see how town planning will shape the accessibility of jobs and services in the future. To do this, we looked at transport and development plans for each city and graded these for how effective they would be at reducing car dependency.

Top three:

Brighton and Hove: A-

Brighton's plans appear well focused on reducing the need to travel, locating new developments close to existing centres and around rail corridors.

Infrastructure plans also appear well thought through, with an emphasis on public transport and walking. The city's Local Sustainable Transport Fund project is for bus and cycle priority measures on a major road corridor and the city has also secured Better Bus Areas funding.

Brighton's top score for public transport reflects many years of increasing investment in buses. However, in the recent budget some council-supported buses were cut for the first time.

Southampton: A-

Southampton has risen eight places in the public transport category since 2010, and this is likely to be partly due to new partnerships with transport operators in south Hampshire as a whole.

The city's significant project funding from Better Bus Areas and the Local Sustainable Transport Fund should further reduce car dependence and improve conditions for cyclists and bus users on several of the main city corridors.

Planning policies are also clearly directed at reducing car dependence, and infrastructure plans appear to have a good attitude to avoiding road building and employing new technology rather than using road expansion to improve traffic flows.

Nottingham: B+

Nottingham has been pioneering some of the new ways of improving and investing in public transport, including Quality Bus Partnerships and a Workplace Parking Levy, which is helping to fund the future development of the city's tram system.

However, there have been some problems with integrating trams and buses, and a recent a reduction in joint ticketing, increasing costs for passengers.

Future plans are good on reducing the need to travel, and include positive City Deal proposals and a programme of demand management, using transport as part of a package to improve access to jobs.

Unfortunately, the city council also supports a large dualling project on the A453 into the city, which will feed many more cars into the city, with the potential to somewhat undermine these good initiatives.

For our assessment of other cities, see Appendix 2.

Bottom three:

Milton Keynes: C-

Milton Keynes was originally planned as a car-based city designed around grid roads, so any policy will find this legacy hard to reverse rapidly. Local plans have some good proposals for enhancing walking and cycling on estates, and supporting travel plans for new developments. They are also committed to improving public transport services, while longer distance rail links are being enhanced by government investment in East-West Rail. However, city plans still seem to be based on plentiful parking and some significant expanded road capacity is envisaged. These together will tend to undermine other measures and continue to lock in car dependency.

Sunderland: C-

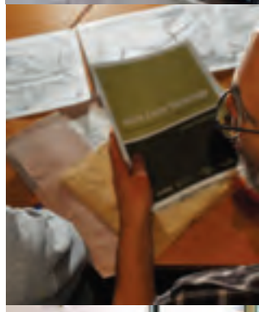
Sunderland shares a transport authority with Newcastle and Gateshead, which also received low grades. However, the new spatial Core Strategy for Sunderland has a greater emphasis on road building to serve new developments, and should instead include the same commitment made by its neighbours to locating developments where they will not generate trips. The New Wear Crossing will be taking up a huge chunk of local infrastructure funding, and this would be better spent on public transport and pedestrian and cycling links.

Wigan: D

Wigan's list of infrastructure projects in the local development plan contains five roads and just two public transport projects. Spatial planning appears similarly biased towards the car, with Wigan's major new employment area deliberately placed on a junction of the M6. Future strategies need to have much more emphasis on reducing the need to travel and giving people better alternative choices.

Grades:

A-	Brighton and Hove
A-	Southampton
B+	Nottingham
B	Birmingham
B	Leicester
B	Liverpool
B	London
B	Sheffield
B-	Bristol
B-	Cambridge
B-	Coventry
B-	Swindon
C+	Bradford
C+	Leeds
C+	Gateshead
C+	Manchester
C+	Newcastle
C+	Peterborough
C+	Plymouth
C	Colchester
C	Derby
C	Dudley
C	Luton
C-	Milton Keynes
C-	Sunderland
D	Wigan



UK cities outside England

While transport data is collected by the devolved Governments, some of it is not comparable with that available in England so we could not include these cities in our scorecard. Here we look briefly at these cities' characteristics and plans.

GLASGOW

Glasgow has a small subway system and some good local trains, but a much less well developed bus service than many other cities, including Edinburgh. Plans for a rapid transit bus corridor have been delayed until 2014. The city does, however, have a Smarter Choices programme.

Unfortunately, the city's recent development plans resemble something from the 1960s. Despite the low levels of car ownership, there has been a focus on urban road-building, including new motorway sections.

We give Glasgow C- for planning and would expect it to fall in the bottom half of our scorecard.

BELFAST

Belfast is built to a low density, and has historically low levels of public transport investment and an emphasis on car travel in its city planning. It would be likely to appear near the bottom of our scorecard.

Northern Ireland has one centralised transport authority, and its plans include many new road projects, including a £120 million dualing project in Belfast itself.

A planned pilot of a bike-hire service might help with the promotion of cycling, but the lack of Smarter Choices projects, travel planning and promotion seems to be a missed opportunity to improve road conditions while spending much less money.

We give Belfast D for its future plans, and would expect its high levels of car dependency to continue.

EDINBURGH

Edinburgh has impressive levels of bus use, and fares are relatively affordable. There are also lower levels of car ownership and high levels of walking.

Plans for a high-quality tram system have run into delays, and not enough is being done to reduce rising demand for driving. Support for a new Forth Bridge and accompanying roads will increase car commuting into the city. The city council has, however, commited to spend five per cent of its transport budget on cycling, and will be increasing this by one per cent a year for several years.

We give Edinburgh B- for planning, and estimate it woud appear in the top half of our scorecard.

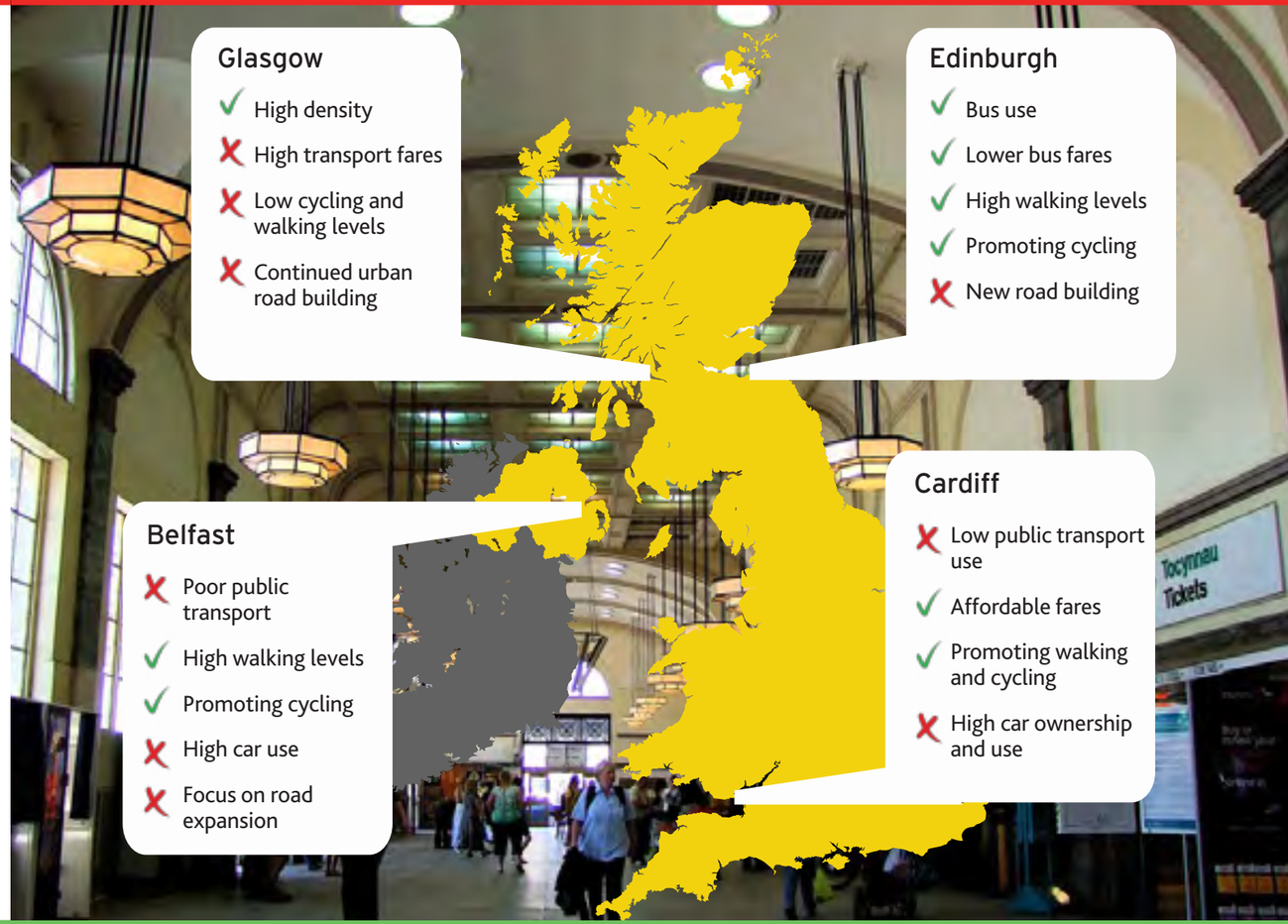
CARDIFF

Cardiff has relatively low public transport use, despite affordable fares and high levels of passenger satisfaction. There are also low levels of walking and lots of car-based commuting. Just onev per cent of children cycle to school.

Transport strategies for Cardiff contain some sound principles, although a stronger emphasis should be placed on reducing the need to travel and higher densities.

Positively, Cardiff is a pilot for Smarter Choices in Wales, backed by a range of small-scale improvements to walking, cycling and public transport infrastructure.

We give Cardiff B for planning and would expect it to appear in the top half of our scorecard.



APPENDIX 1 Indicators used and data references

A: Accessibility and planning

A1: How many people can easily get to a primary school (2km) – 2011
Number of children (5-10 years) who can access a primary school by walking or cycling within 15 minutes. Available from DfT, table ACS0402.
http://www.dft.gov.uk/statistics/tables/acs0402/

A2: How many households can get to a hospital within 30 minutes by walking or public transport – 2011
Number of households within 30 minutes of a hospital by walking or cycling. Available from DfT, table ACS0406
http://www.dft.gov.uk/statistics/tables/acs0406/

A3: How many households can get to their town centre within 15 minutes by walking or public transport – 2011
Households within 15 minutes of town centre by walking or public transport. Available from DfT, table ACS0408.
http://www.dft.gov.uk/statistics/tables/acs0408/

A4: What proportion of people have access to their employment by walking, cycling or public transport – 2011
Number of people (16-74 years) with access to employment centres within a reasonable time by composite mode. Available from DfT, table ACS0401.
http://www.dft.gov.uk/statistics/tables/acs0401/

A5: What proportion of new development takes place on brownfield land – 2007-2010
Available from Communities and Local Government, "live" table 213
http://www.communities.gov.uk/planningandbuilding/planningbuilding/planningstatistics/livetables/landusechange/

B: Buses and trains quality and uptake

B1: Non-Frequent bus services running on time – 2010/2011
Available from the DfT, table BUS0902.
http://www.dft.gov.uk/statistics/tables/bus0902/

B2: Bus services to General Practitioner – 2011
Frequency score reflecting the availability of buses travelling to GP. Available from DfT, ACS0405.
http://www.dft.gov.uk/statistics/tables/acs0405/

B3: Bus patronage per capita – 2011
Number of bus journeys per capita. Available from DfT, table BUS0109.
http://www.dft.gov.uk/statistics/tables/bus0109/

B4: Level of satisfaction with nearest rail station – 2011
National Passenger Survey data obtained from Passenger Focus.

B5: Affordability of the bus service – 2011/12
Bus costs compared to weekly wages. Weekly bus pass prices collected individually for each city from transport operators.

C: Cycling and walking as alternatives

C1: Percentage of children (5-15 years) who walk or cycle to school – 2011
Available from the DfE, table SFR12-2011.
http://media.education.gov.uk/assets/files/xls/s/sfr10-2012lat.xls

C2: Condition of footways – 2009/10
Collected individually from councils.

C3: Percentage of population who live within 15 mins by cycle from the city centre – 2011
Available from DfT, table ACS0408.
http://www.dft.gov.uk/statistics/tables/acs0408/

C4: Estimated percentage of journeys during commuter time (7am-9.59am) by cycling
Campaign for Better Transport analysis using TEMPRO.

C5: Pedestrians killed or seriously injured per capita – 2010
The number of pedestrians killed or seriously injured per capita. Data available from DfT, table RAS30031.
http://www.dft.gov.uk/statistics/tables/ras30031/

D: Driving and car use

D1: Car usage for going to school – 2011
Data available from DfE, table SF12-2011.
http://media.education.gov.uk/assets/files/xls/s/sfr10-2012lat.xls

D2: Estimated percentage of journeys during commuter time (7am-9.59am) as a car driver or passenger
Campaign for Better Transport analysis using TEMPRO.

D3: Vehicle miles of traffic per capita – 2011
Available from DfT table, TRA8902.
http://www.dft.gov.uk/statistics/tables/tra8902/

D4: Licensed vehicles per capita – 2011
The number of licensed vehicles per capita. Data available from DfT, table VEH0105
http://www.dft.gov.uk/statistics/tables/veh0105/

- 2011 Wage data from Office of National Statistics, ASHE 2011, table 11a
  http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-256648
- Population data from 2011 Census. Office of National Statistics, table P04
  http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-257414

APPENDIX 2 Assessment of cities' future plans

The top and bottom 3 cities are covered on pages 15 and 16.

Birmingham: B

There are various positive proposals to reduce car dependence and congestion in Birmingham City Council's Core Strategy, including new railway stations and lines, and new transport interchanges. Development areas are proposed with no additional road-building, some of them on 'low carbon corridors' with a strong emphasis on walking, cycling and public transport. However, some road-building is proposed or already underway, including the Selly Oak New Road and protection for the route of a Sutton Coldfield Relief Road. Birmingham's low score on cycling and walking may start to be addressed by their new LSTF project and the low-carbon corridors.

Leicester: B

Leicester's Core Strategy, adopted in 2010, contains some good sustainable planning principles, including avoiding large road projects in future, reducing the need to travel when planning new developments, and improving conditions for walking and cycling. Leicester has a Local Sustainable Transport Fund project for Smarter Choices and cycling improvements, and also won £2.7 m in Better Bus Area funding in 2012, so things here are promising.

Liverpool: B

Liverpool City Council's new draft Core Strategy has identified no new roads, which is very positive, although they do support the Mersey Gateway Bridge project which is currently preparing for construction. The transport authority, Merseytravel, gives high priority to Smarter Choices and the spatial plan for the city contains a number of policies on parking standards and linking transport and planning, also placing priority on pedestrians and cyclists.

London: B

Outer and inner London have very different transport patterns, and recent improvements in public transport brought about by the extended Overground service in the East and South of the city will further cement inner London's very low levels of car dependency. Policies in the London Plan to reduce the need to travel are also welcome. However, some public transport projects have been cancelled, along with the Western Extension of the Congestion Charge zone and these are less positive developments.

We have recently questioned the focus on 'smoothing traffic flow' and the Mayor is also supporting new car-based crossings of the Thames. The review of road policies may also result in more capacity for cars and dampen London's emphasis on demand management.

Sheffield: B

Sheffield's recent City Deal commitment to a transport fund, a new bus partnership, and a tram-train for the city will boost bus and rail use in the city, increasing its already good score for public transport. Sheffield's planning policies are to invest in city centre development as opposed to out-of-town, and their planning and parking policies should help improve accessibility in future as well.

Bristol: B-

Bristol's plans appear to be contradictory. On the one hand, they have good projects and policies on travel plans and parking, and are considering a Workplace Parking Levy to pay for better public transport. They have also recently submitted proposals for a Greater Bristol Metro rail service, including the reopening of the line to Portishead. On the other hand, the city is pressing ahead with the South Bristol Link Road and the local authorities' latest transport infrastructure plans contain a long list of large and potentially damaging road schemes around the edges of the city.

Cambridge: B-

Cambridge is a compact city with a good accessibility score, and the city has placed its major development areas in places where they can be well served by public transport, particularly by services on its new guided busway, and a planned new railway station at the local science park. However, the focus on one corridor won't address other problems with buses, in particular the patchy service to and from nearby villages. The city has a lower grade here than might be expected because of proposals for a massive widening and bypass project on the nearby stretch of the A14, which also include new local roads. If these proposals go ahead, they will promote more car use and car dependency in the area. Cycling campaigners in the city have recently warned the council against complacency about levels of cycling, and a lack of proper cycling infrastructure in the city.

Coventry: B-

Some of Coventry's plans are heading in the right direction, including projects to create rapid transit bus services, and high-density developments that appear in the new draft spatial strategy. Coventry currently falls behind on walking and cycling, but their recent LSTF win for 'Cycle Coventry' may help with this.

Swindon: B-

Swindon's new local transport plan is built on sound principles of reducing the need to travel and promoting sustainable transport with an emphasis on walking, cycling and public transport. The document sets out a clear process of evaluating packages of potential measures to address these goals. Its town centre plans, as a result, involve reductions in road capacity and an improved environment for active travel. Unfortunately, also added to the plans are proposals to prioritise some new road infrastructure and a large road widening project outside the town centre, which might undermine these positive policies.

APPENDIX 2 (Continued)

Bradford and Leeds: C+

Public transport plans in the West Yorkshire Metro transport authority area include rail, bus and trolleybus improvements, as well as an area-wide Smart Card. The Leeds City Deal also contains ambitious rail plans centred on a new Northern Rail franchise. These will all help address the relatively poor score both these cities received for public transport. There is perhaps too much emphasis on road connectivity in some of the plans to generate economic growth, and councils will need to locate new development carefully – near public transport rather than large roads, if car dependence is going to improve in future. More priority also needs to be given to walking and cycling facilities.

Gateshead and Newcastle: C+

The future plans of the transport authority Nexus and the local authorities in Newcastle and Gateshead don't seem to address the poor cycling and walking scores seen in these cities. The infrastructure proposals in the new 'City Deal' agreed this year appear to concentrate on the road network, and the Gateshead and Newcastle joint local spatial plan includes some road-building proposals that may make things worse. The plans do include an aim of reducing the need to travel, but it's hard to find any concerted ways of addressing this.

Manchester: C+

Greater Manchester Combined Authority's plans for infrastructure are positive, except for its support for two very large road projects to the south of the conurbation and a bypass in the Longendale Valley, which will create significant new capacity and encourage car dependency outside the centre. One of the projects is a £300 million new road to the airport, which has been designated a business growth area. We don't consider this to be a positive approach to economic development that reduces the need to travel. Manchester's Local Sustainable Transport Fund project, however, is going to help maintain and enhance their good cycling and walking score. To get a higher score, the city needs to do something to improve the affordability of public transport and the recent City Deal, enabling the city to retain money from local business taxes, may help.

Peterborough: C+

Peterborough has a good Smarter Choices programme and some of the city's planning policies will also help to reduce car dependency, including giving priority to pedestrians and a strong requirement for travel plans in new developments. Positively, Peterborough's town centre infrastructure plans are focused on reducing the severance effect of an existing dual carriageway. However, the council is still relying on some new road building and widening in its plans, and on placing some of its new developments next to expanded major roads.

Plymouth: C+

Plymouth's local plans contain some good proposals for improving cycling and walking routes and for Smarter Choices. However, growth in the city is focused around expansion outside the centre in an 'urban fringe', and a large new satellite community is planned nearby, all of which will present challenges in terms of reducing the need to travel. Although the council wants to avoid new road building on its local network, it has the Forder Valley Link Road in its plans, and also intends to lobby for new capacity on nearby trunk roads, including the A38, A30 and A303.

Colchester: C

Colchester scored last of all the cities for accessibility and public transport, so has serious issues to address. Future plans at the moment, with transport led by Essex County Council, don't seem to contain serious improvements in public transport for the city. New developments will need to reduce the need to travel, and the Local Transport Plan policies on new development look reasonable, but the result will depend on how these are applied in practice. Old proposals for expensive link roads, such as the A120 Braintree to A12 Link Road, are being lobbied for again, but need to be finally dropped for good.

Derby: C

Derby has Better Bus Areas funding and has won a Local Sustainable Transport Fund bid, which should both help to improve its score in future and the city's very poor air quality. The city's new Core Strategy is under development and includes plans for bus lanes and Park and Ride, but also some road projects for access to new developments. Future plans need to include much more emphasis on parking management and travel planning, and should contain a clear road user hierarchy that puts walking and cycling first.

Dudley: C

Dudley's high levels of car use are probably encouraged by its close proximity to several motorway junctions, its relative lack of railway stations and the Merry Hill Centre, which has attracted shopping out of the town centre. Future plans will need to give people better alternatives to driving and are making a start with a travel planning project and strict parking standards.

Luton: C

Luton doesn't currently have an active Core Strategy, and is in the early stages of developing a joint plan with South Bedfordshire. The Luton-Dunstable guided busway and some of the policies in the Local Transport Plan should help to improve public transport in future, a category where Luton came near the bottom. However, plans for a northern bypass of the city are worrying and recent cuts to council-supported bus services will also fail to help in practice to reduce car dependency.

APPENDIX 3 Methodology

Overview:

Three cities were selected from each region based on highest population figures. In the East, Peterborough was selected above Basildon (for consistency with the last scorecard) despite Basildon having a marginally higher population figure. Cambridge was included as an additional city for consistency with the 2010 scorecard.

The scorecard is based on 19 indicators, each reflecting a different aspect of car dependency.

The 19 indicators where placed into 4 categories:

A Accessibility and planning
B Buses and trains quality and uptake
C Cycling and walking as alternatives,
D Driving and car use.

Each category included five indicators except group D, with four. Most data was available from the Department for Transport, the Department of Education, Passenger Focus, the National Office of Statistics and Local Government. For a full list of data sources please refer to Appendix 1. In all instances the most recent complete set of data was used.

The majority of data was available at a city level, or provided upon contacting the council or transport operator. Notably there were a few instances where data for Colchester and Cambridge was only provided at the Local Authority level of Essex (indicators B1, B3, D3) and Cambridgeshire (indicators B3, D3). Due to a low number of instances and the high accuracy of the local authority data this should not compromise the validity of the comparisons between cities. Where London data was sub-divided by borough the average was calculated.

Data analysis:

Category A: the public transport accessibility data was referenced not to population but to the number of people with access by car. For A1 the number of people that can access a primary school by walking or cycling within 15 minutes was divided by the number of users within 15 minutes by car to give the percentage of people that have access by car, but not public transport or walking.

This was a change to the 2010 method of analysing the data; however we believe it to be a more accurate measure of car dependency as it removes some of the disadvantage given by localised geographical conditions. In the other categories, where appropriate, the data was normalised by population.

Category B: for rail station satisfaction data (B4) where cities had data for more than one station the average was calculated. Gateshead does not have a station so Newcastle station was used due to its close geographical location. There was no data available for Sunderland station and an average score was given. Dudley was also given an average score due to a very low sample size.

To calculate bus affordability (B5) the price for a seven-day travel pass was sourced and divided by the mean weekly wage of the corresponding local authority.

In some cities seven-day passes were available from more than one bus operator. In such instances the average for the main operators was calculated, weighted by the number of routes provided by each.

Categories C and D: When collecting the condition of footway data from individual requests (C2) councils that did not respond were ranked equally bottom (Luton, Milton Keynes, Newcastle) and when they provided non-standard or incomparable data they were given an average score (Sheffield, Dudley, Wigan).

Two indicators (C4, D2) were calculated by an in-house analysis by Campaign for Better Transport using the transport software TEMPRO, which produced travel projections for 2012 from measurements made in previous years. Therefore, any current measured values for these indicators may differ slightly from our estimates.

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.

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13-14 - Highways Agency, alexliivet, 2E0MCA
15-16 - Highways Agency and stevecadman
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