Campaign for
Better Transport

2010 CAR DEPENDENCY SCORECARD

The top cities for sustainable transport

September 2010

Contents

www.bettertransport.org.uk
Telephone: 020 7566 6480
Email: communications@bettertransport.org.uk

Registered charity: 1101929

Fixing the car problem

Cars are often still associated with freedom and car users are seen to be exercising their freedom to choose how they get about. Our report suggests that for many people car use is enforced rather than a choice and people are only dependent on cars due to the lack of other options. Car dependency adds to congestion and pollution and creates social exclusion for those without access to a car.

Car dependency isn't inevitable. We found that English cities vary widely. This variation is, of course, partly about whether there are good alternatives to the car – whether public transport is available, affordable and attractive and whether cycling and walking feel safe. It is also about town planning; the design and location of housing, employment and essential services. Through their transport and planning policies, cities can reduce car dependency and give people real choices about how they travel. However, their ability to do this could be affected by Government policies. The priorities in the forthcoming Spending Review will determine whether the funding that cities get helps them to develop sustainable transport or promotes further car use. Similarly, if the Government's planning policies encourage low-density car-based development, car dependency will increase.

"Through their transport and planning policies, cities can reduce car dependency and give people real choices."

Tackling car dependency is not about stopping people owning or using cars – it's about giving people options, allowing them to decide how they get about and what kind of city they want to live in. This report shows that cities can choose their future.

Stephen Joseph

Executive Director

Introduction

If public transport is sparse, cities are poorly planned and pedestrians and cyclists are squeezed off the roads, people will naturally need cars. The right decisions on transport, funding, infrastructure and land-use are needed to avoid this. If there are no viable alternatives for residents to replace car use for everyday travel, then congestion, pollution and increased carbon emissions are inevitable.

In this report we have set out to assess just how car dependent the major cities in England make their inhabitants. Last year we released a report on which regions of England were most dependent on cars and where it was made easy to use sustainable transport alternatives. Higher population levels in cities make them interesting to study; decisions made at the urban area level can have a big effect nationally, so we have ranked cities rather than regions this year. We plan to re-evaluate both regional and city data in future years.

Commuters depart from Liverpool Street Station

To study car dependency, we have studied 17 indicators of car dependency (for a full list see Appendix 1). We split these indicators into three sections, individually ranked:

1. Accessibility and planning
2. Quality and uptake of public transport
3. Walking and cycling

The combined total then gave an overall rank for each city.

Key findings:

Nottingham is the least car dependent city. Its Local Transport Plan was also ranked by us as the best of all the major English cities we studied

London was beaten into second place, with Brighton and Hove the third least car dependent city in England

Milton Keynes lags way behind the rest as the most car dependent. It ranks among the five worst scores for three quarters of indicators examined in the report

Liverpool is one of the 5 least car dependent cities in England: but it might not be for long – for Liverpool, and other cities, Government funding cuts set out in the Spending Review could undermine public transport

As well as ranking as the third most car-dependent city, Luton's Local Transport Plan grade of C- shows it is likely to stay close to the bottom of the table for some time

"Reducing traffic gives us all an opportunity to live in a better environment." Campaign for Better Transport Supporter, East Sussex

City selection

We have selected the top two cities* by population size in each of the eight regions of England. Due to the high numbers of commuters in the south and south-east, we have also included Milton Keynes and Cambridge.

Data was analysed at local authority level (e.g., Manchester, not Greater Manchester). Full explanation of the methodology can be found in Appendix 3.

We chose not to grade Wales, Scotland or Northern Ireland as these have devolved administrations and therefore transport statistics collected by local authority areas in England are sadly not necessarily comparable for other parts of the UK.

Cities featured in report by region:

A London

North East
B Newcastle
C Sunderland

Yorkshire and the Humber
D Sheffield
E Leeds

North West
F Liverpool
G Manchester

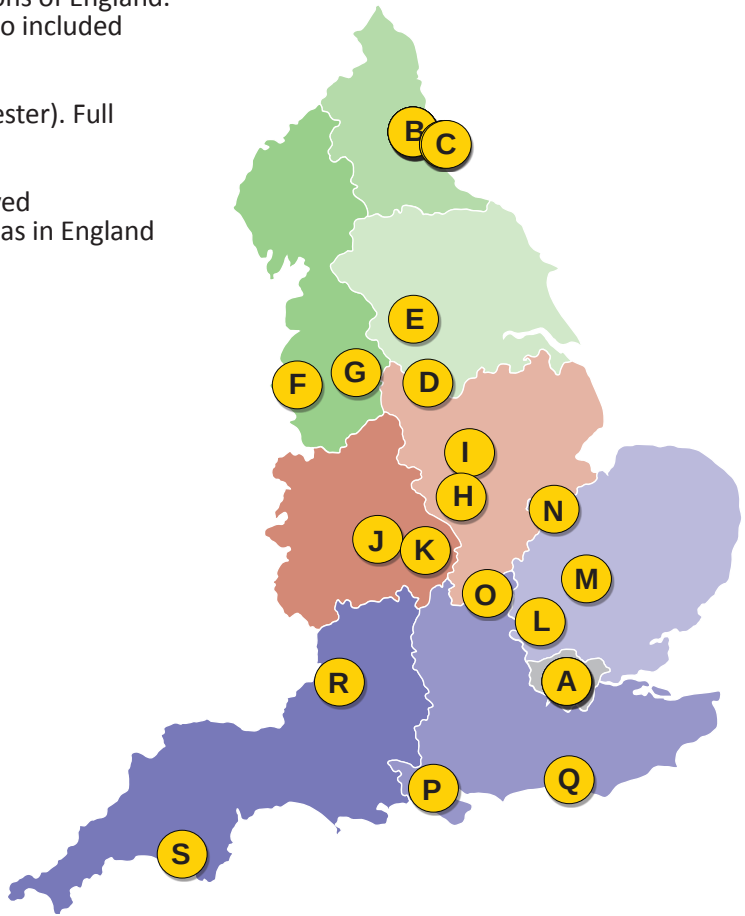
East Midlands
H Leicester
I Nottingham

West Midlands
J Birmingham
K Coventry

East
L Luton
M Cambridge
N Peterborough

South
O Milton Keynes
P Southampton
Q Brighton and Hove

South West
R Bristol
S Plymouth



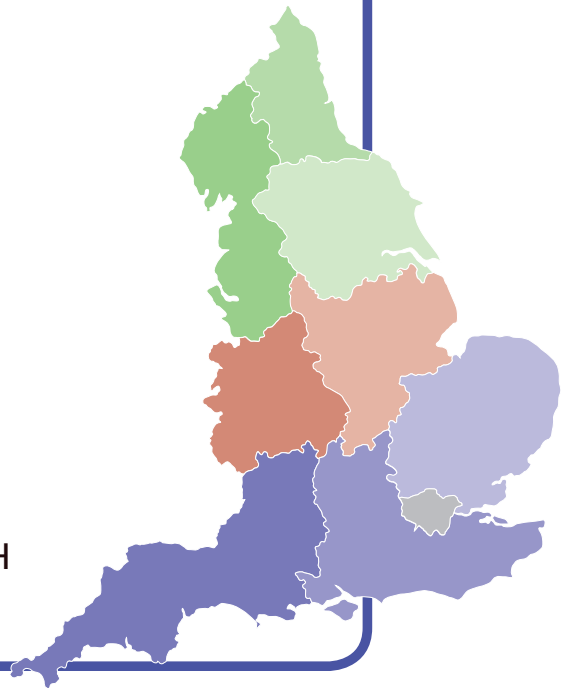
*or similar urban areas

Cities by rank: least to most car dependent

Nottingham: least car dependent

Milton Keynes: most car dependent

1	NOTTINGHAM
2	LONDON
3	BRIGHTON AND HOVE
4	MANCHESTER
5	LIVERPOOL
6	NEWCASTLE
7	CAMBRIDGE
8	BIRMINGHAM
9	PLYMOUTH
10	SOUTHAMPTON
11	SUNDERLAND
12	LEICESTER
13	BRISTOL
14	LEEDS
14	COVENTRY
16	SHEFFIELD
17	LUTON
18	PETERBOROUGH
19	MILTON KEYNES



THE LEAST CAR-DEPENDENT CITIES

1. Nottingham

Why did Nottingham score well?

Nottingham came top of the cities surveyed due to scoring well in the majority of the indicators measured. It ranked highly for factors such as bus patronage, satisfaction with bus services and low car use for the school run.

As well as having an efficient bus service, the new expanding tram system is now used by 10 million passengers a year. Other positive moves include improving accessibility, routing buses on uncongested bus-only roads and smart ticketing. Future plans include extending the tram systems and modernising the existing rail network.

2. London

Why did London score well?

It is no surprise that London is one of the top three cities. In fact, with its high density of residential development and well-funded public transport, it is more of a surprise it has not reached the top spot. This possibly reflects the fact that while Inner London has extremely low car dependence, outer boroughs are more car reliant.

Most Londoners make use of a wide network of sustainable travel options including tube, buses, trains and boats. While transport can be overcrowded at peak times, services are mainly fast, frequent and run at flexible times. London has the lowest number of car commuters and cycling is growing dramatically.

3. Brighton and Hove

Why did Brighton and Hove score well?

Brighton and Hove is supportive of sustainable transport. Our research shows high levels of bus patronage and good levels of satisfaction about bus services and local transport information. The bus service is also fairly cheap in relation to average earnings.

Brighton and Hove, with a significant number of London commuting residents, has good rail links. 44 trains a day go to London Victoria. Cycling and walking could be good options as most local commuters travel under 3km to reach work. As part of the Cycling Demonstration Town programme, there has been a 27 per cent increase in the number of trips by bicycle.

THE MOST CAR-DEPENDENT CITIES

1. Milton Keynes

Why did Milton Keynes score badly?

Milton Keynes was designed for the car. Those with cars can get to work in under ten minutes, but those without a car struggle to get around. Milton Keynes' large road network is beginning to suffer from congestion, causing increased pollution.

Travelling by public transport is a poor alternative and the design of the city makes it hard to navigate quickly this way. Consequently in this research, Milton Keynes was worst for public transport, and second worst for accessibility and planning.

2. Peterborough

Why did Peterborough score badly?

Public transport has improved over the last few years, with more frequent bus services, but this is from a very low starting point. Difficulty accessing the outskirts, particularly new out-of-town developments, has meant that this city, designed for the car, is still extremely car dependent.

Cycling provision has improved greatly in recent years with investment from the Sustainable Travel Towns programme. While this has resulted in a cycling increase of 12 per cent, bus passenger increase of 35 per cent and a 9 per cent reduction in car journeys, planning for accessibility, improving customer satisfaction and ensuring good bus punctuality are essential in order to encourage people out of their cars.

3. Luton

Why did Luton score badly?

Car travel has caused traffic problems, especially around the M1. The town is densely built-up with inaccessible areas, causing congestion problems during peak rush hours. Poor public transport and high car use led to Luton's rank.

Buses suffer from punctuality issues, inadequate frequencies and lack of direct services to required destinations. However, a multimillion pound busway development will ensure by 2012 more than 70,000 residents will live within walking distance of a stop.

Section 1
Accessibility and planning

Why is accessibility and planning important?

Accessibility, particularly journey time, is a key decision-making factor when travelling. If driving a car takes less time than walking, cycling or public transport, then people won't see these as a real option. Car dependency is not solely about public transport services, the layout of a city will also determine how its inhabitants get around.

If bus stops and stations are also badly situated and maintained, these can add weight to making the car the first and only choice for travel. Cities that support new developments with vast parking spaces in far-flung destinations over those with good links to public transport will make residents reliant on cars. Only by providing convenient alternatives will this change.

If facilities are situated nearby, journeys could also be easily undertaken by walking or cycling. However, many local services have been centralised, and planning policies in the 1980s and early 1990s allowed big out-of-town shopping centres to damage the viability of many town centres.

What does our research show?

Manchester, London and Liverpool were the best cities for accessibility to essential services and planning. In Inner London, where people live in at higher densities and enjoy good public transport, local services and amenities, only 27 per cent of journeys are made by car, demonstrating that these factors can have a significant influence on car dependency.

In all urban areas we found a high proportion of homes could access public services easily by walking or public transport. New towns such as Peterborough and Milton Keynes had worse accessibility rates as the way they were planned reflected a wish to make these places car friendly to the detriment of other travel options. Town centre access was generally high except in Sunderland and Coventry, where less than half the population

CITIES RANKED FOR ACCESSIBILITY & PLANNING	
1	MANCHESTER
2	LONDON
3	LIVERPOOL
4	BRISTOL
5	BRIGHTON AND HOVE
6	NOTTINGHAM
7	CAMBRIDGE
8	BIRMINGHAM
8	NEWCASTLE
10	SOUTHAMPTON
11	PLYMOUTH
12	LEICESTER
13	LUTON
14	SUNDERLAND
15	LEEDS
16	COVENTRY
17	SHEFFIELD
18	MILTON KEYNES
19	PETERBOROUGH

could access their town centre within 15 minutes by walking or public transport.

What can be done in future?

Sustainable urban development can be provided more easily in existing urban areas where there is already a network of public transport and services than in greenfield locations. Making strategic decisions on planning to avoid placing large developments in inaccessible places with poor transport links can change travel behaviour, though it is important that public transport is available from the outset to prevent car dependency being established.

Planning model of Birmingham

Campaign for Better Transport's Recommendations

Accessibility and planning:

To tackle car dependency it is essential to integrate transport and land-use planning, thus reducing the need to travel and shortening journey lengths.

Instead of being widely dispersed and low density, development should be:

- High density
- Located in and around town centres and public transport hubs rather than on the major road network
- Close to jobs, services and amenities that can be reached on foot, by bike or by local public transport
- Designed so that walking and cycling are faster and more convenient than driving
- Less reliant on parking provision, both where people live and at typical destinations such as shops or leisure facilities

Section 2
Quality and uptake of public transport

Why is public transport important?

Most of the time, we drive not for pleasure but because we need to get somewhere. Often a car journey is frustrating and stressful: stuck in traffic jams, roadwork delays, fighting to find a parking spot. Ideally, we would have choices about how we get from A to B, but too often taking the car is the only option, or the alternatives aren't practical. There might not be a bus stop or a train station anywhere near where we live. Services might be too infrequent, unreliable or expensive. Or the prospect of being packed like a sardine into a standing-room-only carriage might be too awful to face.

Better public transport gives us choices and reduces our dependence on the car. Better means high-quality services; cheap, straightforward fares; public transport we can all use, regardless of mobility; and an integrated system, so that buses, trams, trains and taxi-buses all connect to each other, giving us a convenient door-to-door service.

What does our research show?

In cities such as Nottingham and London, where public transport has seen good investment and support, services are well-used, passengers are more satisfied and levels of use are higher. Investment in high quality public transport can reduce congestion, traffic, carbon emissions and urban sprawl; increase local economic development and employment; and improve social inclusion.

On the other hand, in more car dependent areas, such as Milton Keynes, Luton and Bristol, if, for example, public transport is expensive or children are primarily driven to school, increasing car reliance could lead to higher levels of poor health, as well as greater noise and air pollution.

CITIES RANKED FOR PUBLIC TRANSPORT

1	NOTTINGHAM
2	LONDON
3	BRIGHTON AND HOVE
4	NEWCASTLE
5	LIVERPOOL
6	SUNDERLAND
7	MANCHESTER
8	BIRMINGHAM
9	COVENTRY
9	PLYMOUTH
11	LEICESTER
12	SHEFFIELD
13	CAMBRIDGE
14	LEEDS
15	PETERBOROUGH
16	SOUTHAMPTON
17	LUTON
18	BRISTOL
19	MILTON KEYNES

What can be done in future?

We need policies that create an even playing field between car use and travel on buses and trains, and give people real alternatives to driving by making public transport competitive with the car in terms of cost and convenience.

Central Government also needs to give better incentives to encourage Local Authorities and transport operators to work together.

Bus passengers in London

Campaign for Better Transport's Recommendations

Rail network:

- Protect and enhance the current network, including maintenance and essential upgrades
- Ensure that fares don't continue to rise above the rate of inflation each year
- Support rail partnerships to increase usage and link rail to local planning
- Tackle overcrowding
- Continue station improvements, prioritising rather than neglecting those identified in the last Government's report on rail stations, such as Manchester Victoria

Bus services:

- Maintain funding for bus services to avoid fares rises and service cuts
- Give flexibility to local authorities to shape bus services to meet local needs
- Continue investment to make bus fleets as environmentally friendly as possible

Section 3
Walking and cycling

Why are walking and cycling important?

Walking and cycling have many benefits which should make them popular options. Journeys undertaken are free, convenient, carbon-neutral and healthy, but despite this they are still underrepresented in our transport plans. As almost a quarter of all our journeys are under a mile, these could easily be walked or cycled rather than driven.

Our attitude to the bike could be changing. Positive results from the National Travel Survey show that people are starting to see cycling as a serious alternative. The number of miles cycled on average last year increased by 10 per cent and bike sales have risen by more than 25 per cent in the past three years.

What does our research show?

The proportion of morning commuter journeys undertaken by bicycle was generally low over all cities we surveyed. Cambridge had the highest cycling rate at 3.9 per cent.

City size also seems to be influential with smaller cities having a tendency for higher cycling and walking participation. People could be put off walking or cycling by regular longer commutes. The results showed that Cambridge, Nottingham and Manchester were the cities where the options of walking and cycling were best.

Travel to school is heavily influenced by parents and could be affected by attitudes to the safety of walking and cycling routes. In larger cities, cycling and walking were less common; in London and Liverpool fewer than 50 per cent of students cycled or walked to school.

What can be done in future?

How to get more people taking an active route to work is an interesting challenge. Cycling Demonstration Towns have achieved significant results by promoting the benefits of cycling. As well as helping uptake by improving facilities, investment in promoting the ease and benefits of walking and cycling

CITIES RANKED FOR CYCLING & WALKING

1	NOTTINGHAM
2	MANCHESTER
2	CAMBRIDGE
4	MILTON KEYNES
5	BRIGHTON AND HOVE
6	NEWCASTLE
6	BRISTOL
8	SOUTHAMPTON
8	PLYMOUTH
10	LONDON
10	LIVERPOOL
12	LEEDS
13	LEICESTER
13	LUTON
15	PETERBOROUGH
16	SUNDERLAND
17	BIRMINGHAM
18	COVENTRY
19	SHEFFIELD

is also key to getting people interested. Positive factors such as free travel and health benefits can be successful in changing established travel methods.

Improving safety on roads could also encourage more pedestrians and cyclists. Another factor that should be considered is how to integrate travel for longer journeys. Car use can have the advantage of door-to-door journeys and can be faster in some cities. However, examining integration of bikes with public transport could allow passengers flexibility and improve travel times.

Train passenger and cyclist in Liverpool

Campaign for Better Transport's Recommendations

Cycling and walking:

- Make funding available to local authorities to improve facilities, make journeys safer, maintain paths, provide good cycle paths and increase the number of secure bike racks
- Travel advisers in schools to promote cycling and walking as viable options
- Reduced speeds in residential and shopping areas to encourage more walking and cycling
- Maintenance of cycling funding to allow important schemes such as training and promotion to continue

Future planning? City grade for Local Transport Plans

All local transport authorities must produce local transport plans (LTPs), and these give an indication of how different areas plan to run transport in the future. As the Government uses these plans to allocate transport spending, these strategies will have an affect on priorities. The current plan (LTP2) finishes in 2011 and consultation of the third (LTP3) is in progress. We have examined how well LTP2 objectives have been met, and how work on LTP3 is developing.

TOP THREE

Nottingham

A -

Nottingham has been making real inroads into cutting car dependency. Its persistent efforts to secure funding for the tram extension and its workplace parking levy show a dedicated commitment to sustainable transport. However, the city should oppose Highways Agency plans for the A453 to be dualled and should seek a more sustainable alternative.

Cambridge

B+

Cambridge has positive levels of cycling, matching European cities, making sure that most people in the city can get about without a car. However, Highways Agency plans for the A14 Ellington to Fen Ditton, opposed by Cambridge City Council, would substantially increase traffic around the north of Cambridge, with a knock-on effect on walking and cycling levels. The long-overdue guided busway will provide additional travel options when it is finally delivered.

Manchester

B+

The Transport Innovation Funding resettlement led to immediate investment in Metrolink extension, increasing the area served by the tram and improving alternatives to car use. Outer Manchester boroughs have a number of planned bypasses and link roads; however, these are unlikely to receive funding because public transport improvements were fast-tracked at the expense of counterproductive road schemes like the Mottram Bypass.

BOTTOM THREE

Coventry

C

Upgrades to the bus and traffic management system should reduce car dependency in Coventry, but the scale of the proposed Friargate development has worrying implications for traffic levels, especially on minor roads. Vague plans for a bus rapid transit scheme are unlikely to be realised in anything but the long-term.

Luton

C -

The Luton-Dunstable guided busway and improvements to Luton's buses should help turn around declining bus patronage. However, persistent city council support for the A5-M1 Link and Luton Northern Bypass is counter-productive and puts any reduction in car dependency into considerable jeopardy.

Sunderland

C -

A tale of two transport plans. Whilst Nexus unveils extensive plans to upgrade the Metro system, the city council is pushing for a four-lane road bridge and plans to add capacity to urban gyratories. Unless vague references to potential bus priority measures and 'no-car' lane proposals are implemented, Sunderland risks further entrenching car dependency.

GRADES

A-	NOTTINGHAM
B+	CAMBRIDGE
B+	MANCHESTER
B	LEEDS
B	BRIGHTON AND HOVE
B-	SOUTHAMPTON
B-	BIRMINGHAM
B-	LONDON
B-	LEICESTER
B-	NEWCASTLE
C+	BRISTOL
C+	PLYMOUTH
C+	SHEFFIELD
C+	LIVERPOOL
C+	PETERBOROUGH
C+	MILTON KEYNES
C	COVENTRY
C-	LUTON
C-	SUNDERLAND

Go to Appendix 2 for an LTP review of the other cities

APPENDIX 1
Data references

The following indicators were used to calculate the car dependency ranking:

Section A: Accessibility and planning

A1 How many people can easily get to a primary school?
Percentage of people within each city living within 2km of a primary school
Commission for Rural Communities, Availability of Services and Outlets (2010)
www.ruralcommunities.gov.uk/rural-services-data-series

A2 How many people can get to a hospital within 30 minutes by walking or public transport?
Percentage of households within each city living within 30 minutes of a hospital by walking or public transport
Department of Transport, Core Accessibility Indicators – access to Hospitals (2009)
www.dft.gov.uk/pgr/statistics/datatablespublications/ltp/coreaccessindicators2009

A3 How many households can get to their town centre within 15 minutes by walking or public transport?
Percentage of households within each city who can get to the town centre within 15 minutes by walking or public transport
Department of Transport, Core Accessibility Indicators – access to Town Centres (2009)
www.dft.gov.uk/pgr/statistics/datatablespublications/ltp/coreaccessindicators2009

A4 Access to their employment
Percentage of people who can get to their place of work within 15 minutes by walking or public transport
Department for Transport, Local Authority Benchmarking Tool National Indicators. NI176 (2008)
www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportsplans/policies

A5 What proportion of the new developments take place on brownfield land
Percentage of new dwellings built on previously developed land (2006-09)
Department for Communities and Local Government.
www.communities.gov.uk/planningandbuilding/planningbuilding/planningstatistics/livetables/landusechange (pg213)

Section B: Quality and uptake of public transport

B1 Reliability of frequent bus services
What percentage of high frequency bus services are on time
Department for Transport, Local Authority Benchmarking Tool. National Indicator NI178 (2008-9)
www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportsplans/policies
Other LA sources for information for Manchester/ Portsmouth/Milton Keynes

B2 Bus service satisfaction
What percentage of people are very or fairly satisfied with the bus services in their city?
Department for Communities and Local Government. Place Survey (2008)
www.communities.gov.uk/publications/corporate/statistics/placesurvey2008

B3 Local transport information satisfaction
What percentage of people are very or fairly satisfied with local transport information in their city?
Department for Communities and Local Government. Place Survey (2008)
www.communities.gov.uk/publications/corporate/statistics/placesurvey2008

B4 Bus Patronage
Total number of bus trips per capita (2007/2008)
Audit Commission, BVPI 102

www.auditcommission.gov.uk/localgov/audit/BVPIs/Pages/200708bvpidataquartiles.aspx

B5 Rail station satisfaction
Station users expressing 'satisfied' or 'good' levels of satisfaction at principal city centre commuter stations
Passenger Focus – National Passenger Survey Waves 13 to 22 Stations report – spring & autumn 2008
www.passengerfocus.org.uk/research/nps/content.asp

B6 Car use for school runs
Percentage of school children who use a car, taxi or car share to reach school
School Census Data, National Indicator 198. (2009/10)
www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportsplans/policies

B7 Commuter-time journeys by car
Estimated percentage journeys during commuter time (7am –9.59am) as a car driver or passenger
Campaign for Better Transport analysis of TEMPRO. Department for Transport, Transport Analysis Guidance (TAG)
www.dft.gov.uk/tempro

B8 Price of bus services
Price of a seven-day bus pass.
Campaign for Better Transport analysis of data from local bus company information

Section C: Walking and cycling

C1 Children who walk or cycle to school
Percent of children (aged 5-15) who walk or cycle to school in each city
Department for Transport, Local Authority Benchmarking Tool. National Indicator NI198 (2008-9).
www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportsplans/policies

C2 Condition of footway
General condition of footpaths along main roads (BVPI 187 Category 1 and 2 Footways) – using a consistent approach specified by the Audit Commission. Expressed as a percentage. (2007/08)
Audit Commission BVPI 187
Personal communication – Portsmouth City Council, Cambridgeshire County Council
www.auditcommission.gov.uk/SiteCollectionDocuments/Downloads/200708bvpidataquartiles190309.xls

C3 Population within 15 minutes of city centre by cycle
Percentage of households within 15 minutes cycle of each city centre
Department for Transport, Core Accessibility Indicators (2009)
www.dft.gov.uk/pgr/statistics/datatablespublications/ltp/coreaccessindicators2009

C4 Percentage of journeys using bicycle during commuter time journeys
Estimated percentage journeys during commuter time (7am - 9.59am) by cycling
Campaign for Better Transport analysis of TEMPRO. Department for Transport, Transport Analysis Guidance in 2010 (TAG)
www.dft.gov.uk/tempro

Population data
Resident population by city
Source, NOMIS Labour Market data, Office of National Statistics Mid-year 2009 (estimate)
www.nomisweb.co.uk

APPENDIX 2
Local Transport Plan Analysis

The Car Dependency Scorecard is a snapshot of where each city currently is on car dependency. To see its likelihood of improving or damaging its current rank we analysed the second Local Transport Plan for each city. Where available we also took draft LTP3 data into account. We looked at improvements to public transport, walking and cycling and also reduced the grade where motoring schemes had been chosen to the detriment of sustainable transport modes.

City grades (not covered on pages 7-8)

Birmingham (B-): major investment in Birmingham New Street train station and bus route improvements throughout Birmingham will pay dividends and help to reduce congestion and make the city a more attractive place to live and work. Road casualties are not falling as fast as hoped for, whilst lack of capacity is hindering tram patronage.

Brighton (B): became a Cycling Demonstration City in 2005 and has invested steadily in improving bus and cycling options. The city has performed well against its LTP indicators, but road traffic casualties are higher than hoped.

Bristol (C+): sustained work to improve the bus network is welcome. However, plans for the South Bristol Link Road would further increase traffic in an already congested part of the city, and there have been serious concerns raised about the suitability of current plans for Bus Rapid Transit.

Leeds (B): a focus on road building (East Leeds Link Road and Leeds Inner Ring Road stage 7) has enabled car-based development at the expense of public transport, walking and cycling. A trolleybus scheme and proposed Rail upgrades look attractive but unlikely to be funded in the short to medium term.

Leicester (B-): plans to overhaul bus terminals are very attractive but unlikely to survive the Spending Review. A pedestrianisation and urban regeneration scheme has improved access to city centre and made Leicester a better place to walk and cycle. However, the county's local transport schemes are overwhelmingly roads based, hampering Leicester's efforts to reduce car dependency.

Liverpool (C+): cancellation of Merseytram scheme by the previous Government will hinder Liverpool's future, especially with development plans focusing on car-based travel (Edge Lane, Hall Lane). This means that while emerging LTP3 work has laudable priorities, progress towards LTP2 goals is weak; in some cases not only were goals not met, but the situation actually got worse.

London (B-): London does not have a LTP but its Spatial Strategy (the London Plan) is strong on policies to reduce the need to travel and the Mayor's Transport Strategy continues to support walking, cycling and public transport. Both fail to endorse policies to reduce motor traffic and there are proposals to relax parking standards, remove the Western Extension congestion charging area, reduce environmental tests for new roads and to increase the traffic capacity of the road network.

Milton Keynes (C+): the new coach and bus station and the ongoing renovation of the railway station should help cut congestion and enable people to get about without their cars. However, the city is caught between two modes of development: plans to widen the A422 would encourage car-dependent housing, whilst the busway should support more sustainable development, once a design can be agreed on.

Newcastle (B-): the city's LTP2 called for major investment in bus corridors to cut congestion and provide people with alternatives to car use, and there are solid plans to make the Metro more accessible and improve the public realm. But sustained campaigns to dual the A1 north of Newcastle, and to widen four junctions around the A19 Tyne tunnel could undermine any move towards sustainable transport.

Peterborough (C+): this Sustainable Travel Demonstration Town has shown sizeable drops in car trips and decent increases in walking and cycling. However, plans for a major road, the A1073 Spalding to Eye (a joint project with Lincolnshire County Council), are likely to increase traffic in and around the city. Worryingly, it was failing a number of its local transport plan indicators, including congestion levels, traffic

APPENDIX 2 (continued)

volumes, bus punctuality and child casualties at the last progress report indicators.

Plymouth (C+): suffers from rising traffic levels, and has been failing to meet bus and public transport user satisfaction targets. Bus real-time information services are welcome and plans to improve bus services are promising, though funding will be difficult because of the economic situation.

Sheffield (C+): efforts to reduce car dependency were fatally undermined by the previous Government's cancellation of a tram extension. Plans for South Yorkshire's third local transport plan sound good on paper but investment is heavily biased towards road building in other cities, leaving little money to invest reduce car dependency in Sheffield.

Southampton (B-): a current focus on small-scale public realm improvements and maintaining the existing road network shows a sensible attitude to public spending in recession. Emerging transport plans wisely prioritise reducing the need to travel and managing the existing network before providing new capacity.

APPENDIX 3
Methodology

We selected two cities in each region of England on population data (see page 3). For the south and south-east, due to the high numbers of commuters in these regions, we also decided to include Milton Keynes and Cambridge.

The Scorecard identifies 17 indicators which reflect car dependency. These were mainly publicly available data produced by the Department for Transport, (DfT), Commission for Rural Communities, Department for Communities and Local Government (DCLG), the Audit Commission and the Office of National Statistics. In all instances we used the most recent data available. Appendix 1 references full source information.

For some indicators the data was initially provided at a LSOA level which we then aggregated to obtain city-wide scores. We also used this approach to provide London-wide figures for London boroughs which we then aggregated for Greater London. On a few instances data for some indicators, for instance footway quality and bus service reliability, were published only at a sub-regional and PTE level. Direct contact with the cities and PTEs revealed more granular data in some instances.

The most recent (2004) DfT TEMPRO survey data was used to calculate percentage of morning commuter time journeys as a car driver, passenger or cyclist.

Rail station passenger satisfaction figures were derived from local station surveys undertaken by Passenger Focus. The most-used station in each city was used. For London we used figures for the five busiest stations for commuter traffic.

Due to differences in other types of bus pricing, we used a seven-day adult bus pass as an indicator. Primary research revealed that bus passes were not always interchangeable between bus companies within some survey cities. In these cases an average figure was created by weighting bus company pass prices and the proportion of routes each company served. To illuminate potential price barriers to bus use – given incomes variation around the country – we compared bus pass price to mean weekly income. In a similar way, bus patronage (in terms of numbers of trips) was compared to population to identify which cities where most reliant on buses.

We ranked each city's score for each indicator from 1 to 19. An aggregate score using these ranks was prepared for groups of related indicators, or sections. We then used these ranks to create an overall city ranking.

Communications
Sheena Craig
communications@bettertransport.org.uk
020 7566 6483

Editorial & Research Team
Sheena Craig
Ian Buckland
Sean Robinson

Campaign for Better Transport