

# Built around the car- but is that the answer?

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## % of households with no car or van

England and Wales	26%
South-East (excl London)	19%
Milton Keynes	19%
Peterborough	25%
Inner London	57%

Figures from Census Data 2011



## Campaign for Better Transport Survey 2012

**Accessibility and planning**

**Why is accessibility and planning important?**  
The focus is on getting better facilities for different people in the transport system. Better access to public transport than ever seen in the country before. The focus is on the transport of people, which other and services are key to creating an accessible place to live where people don't have to drive to get to work.

**What does our research show?**

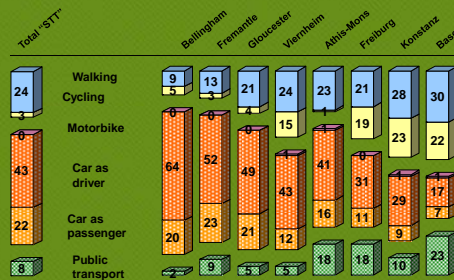
- Bristol ranked highest with accessibility equipment
- Bristol ranked lowest for walking in public transport
- Manchester ranked second with only second score to walking routes to public transport in a residential area by car that cannot do so by another method
- Lowest ranked for the time, with one of the highest lower ranked accessibility scores of all the cities surveyed
- Colchester was the best overall of all our cities, scoring 100% on all seven criteria across the employment to any method other than the car
- Other cities such as Birmingham and Milton Keynes, continued to score badly in this ranking, reflecting the fact that other places in their area have been being "green" through the car
- Wigan, Rochdale and Blackburn had particularly high impact accessibility, with more than half of households with a car to transport to the railway or to other public transport to do the same by walking or public transport
- The amount of knowledge development and access responses in around three quarters of the cities, more than 50% of all work being completed on the day that it was originally intended

**Rankings in this category:**

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



## Mode choice: international



## Constants in travel behaviour

Daily mobility	On average, people make three trips per day, spending one hour travelling
Activities	Only one in five trips is work-related
Spatial orientation	Five out of six trips begin or end at home
Car trips	10% are not further than 1km, 30% are not further than 3km and 50% are not further than 5km



## NICE physical activity and environment guidance



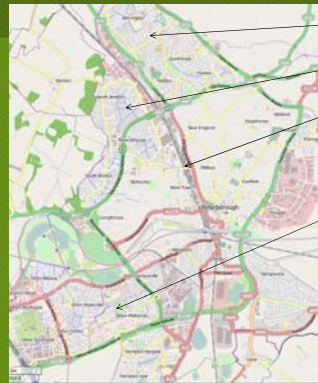
- local facilities and services easily accessible on foot, by bicycle
- re-allocate road space from car to active travel
- restrict motor vehicle access (for example, by closing or narrowing roads to reduce capacity)
- safe routes to schools etc.....



# What the NICE PH8 recommendations look like in practice – Vauban, Freiburg



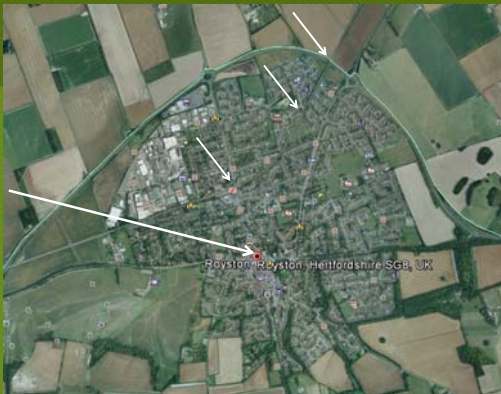
# Peterborough



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