

2030 vision for the Cambridge sub-region

Transport in the Cambridge sub-region

Centre for Mathematical Sciences, Wilberforce Road, Cambridge

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‘Reducing car use in expanding city regions’

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NATIONAL ROAD TRAFFIC FORECASTS

– A FUTURE TO ‘PREDICT AND PREVENT’?

Projected change in road traffic and related variables : England 2010-2035
(DfT NRTF 2011)



WHY FOCUS ON REDUCING CAR USE?

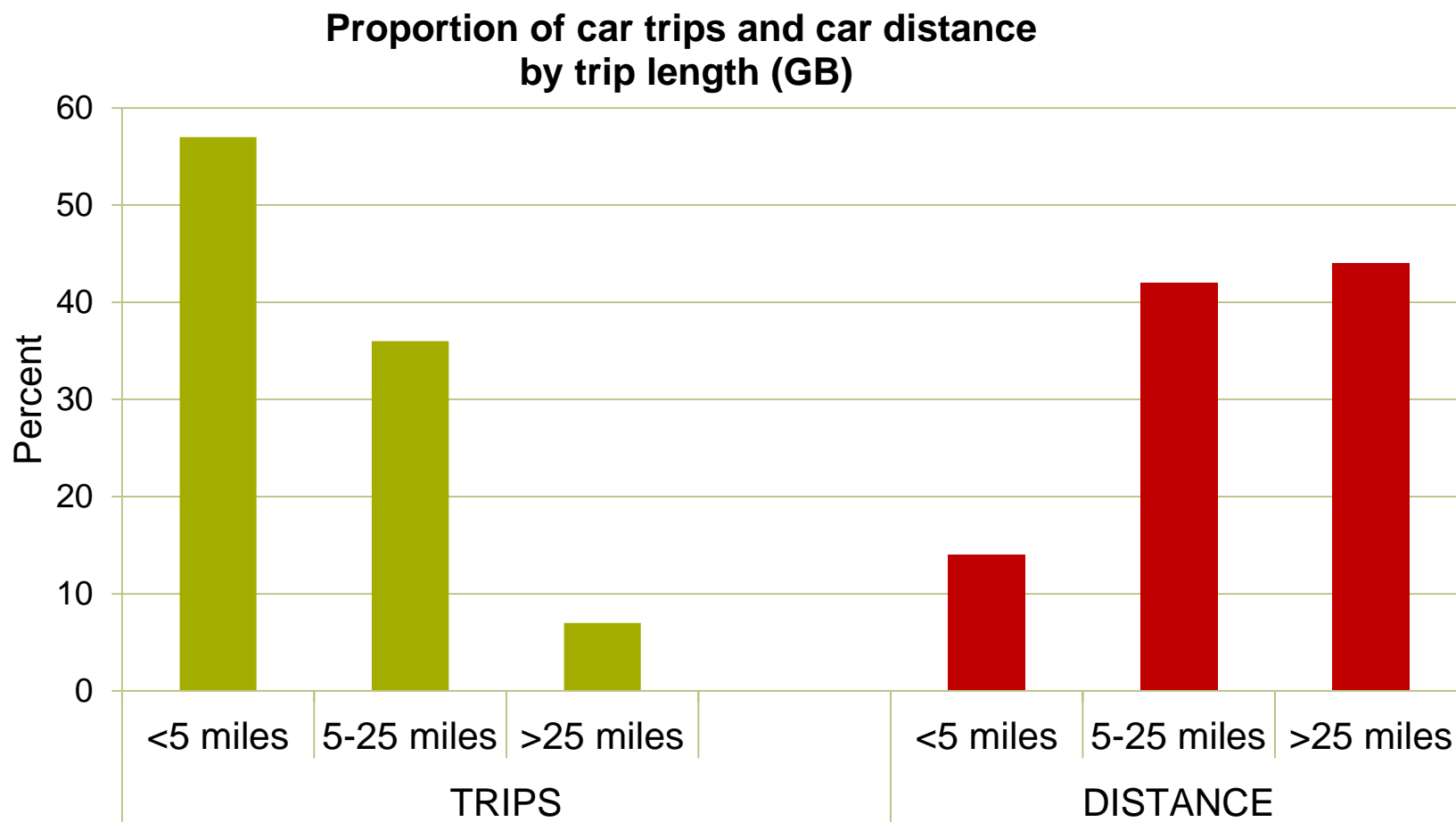
- 1 It represents the majority of road traffic (currently 80%)
- 2 It offers much greater potential for reducing vehicle use without adverse economic consequences

BUT....it presents the politically difficult challenge of getting people to adopt changes in travel behaviour

However...

- National evidence that per capita car use is already falling
- Local evidence in Cambridge and elsewhere that policies to reduce car use and foster sustainable modes are 'deliverable'

WHY FOCUS ON SUB-REGIONS?



CAR USE AND SETTLEMENT SIZE

Distribution of population by settlement size :
Oxford and Cambridge Travel to Work Areas



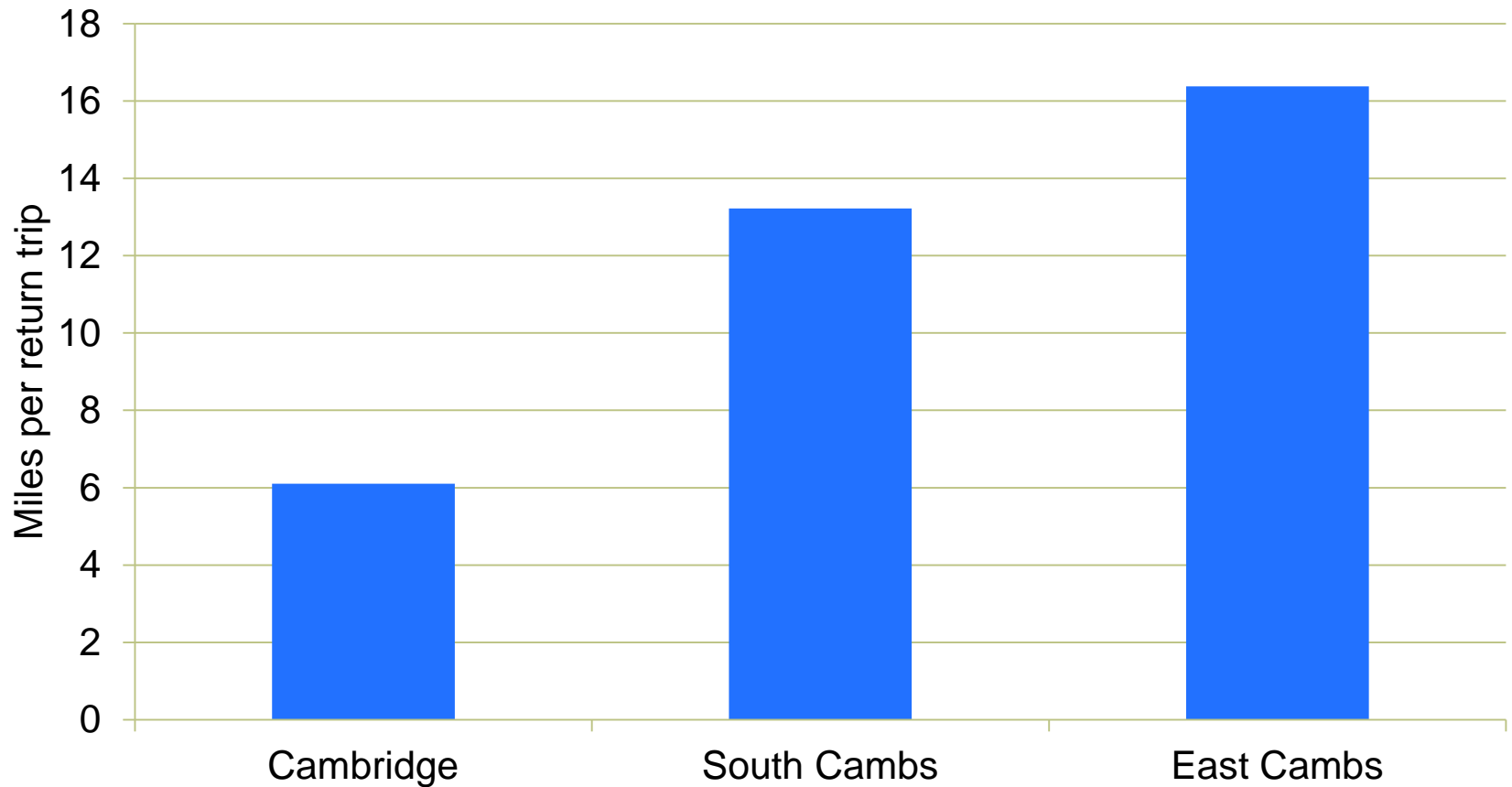
CAR USE AND EMPLOYMENT LOCATION

**Job / worker (commuter) ratios within
Oxford and Cambridge (2001 Census)**



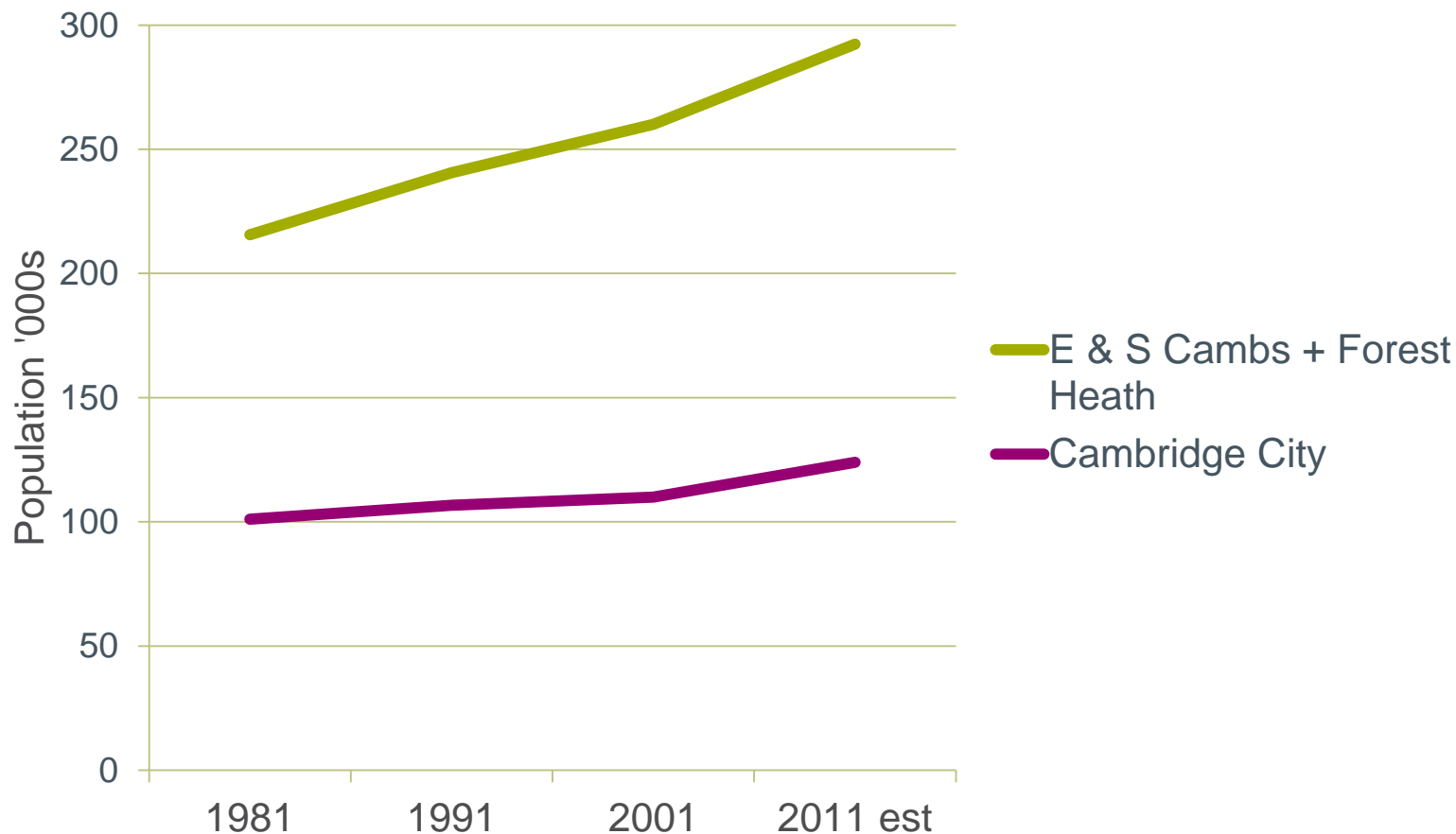
SPATIAL VARIATION IN CAR COMMUTING

Car mileage per commuter by district
(to all destinations within approx 40 miles)



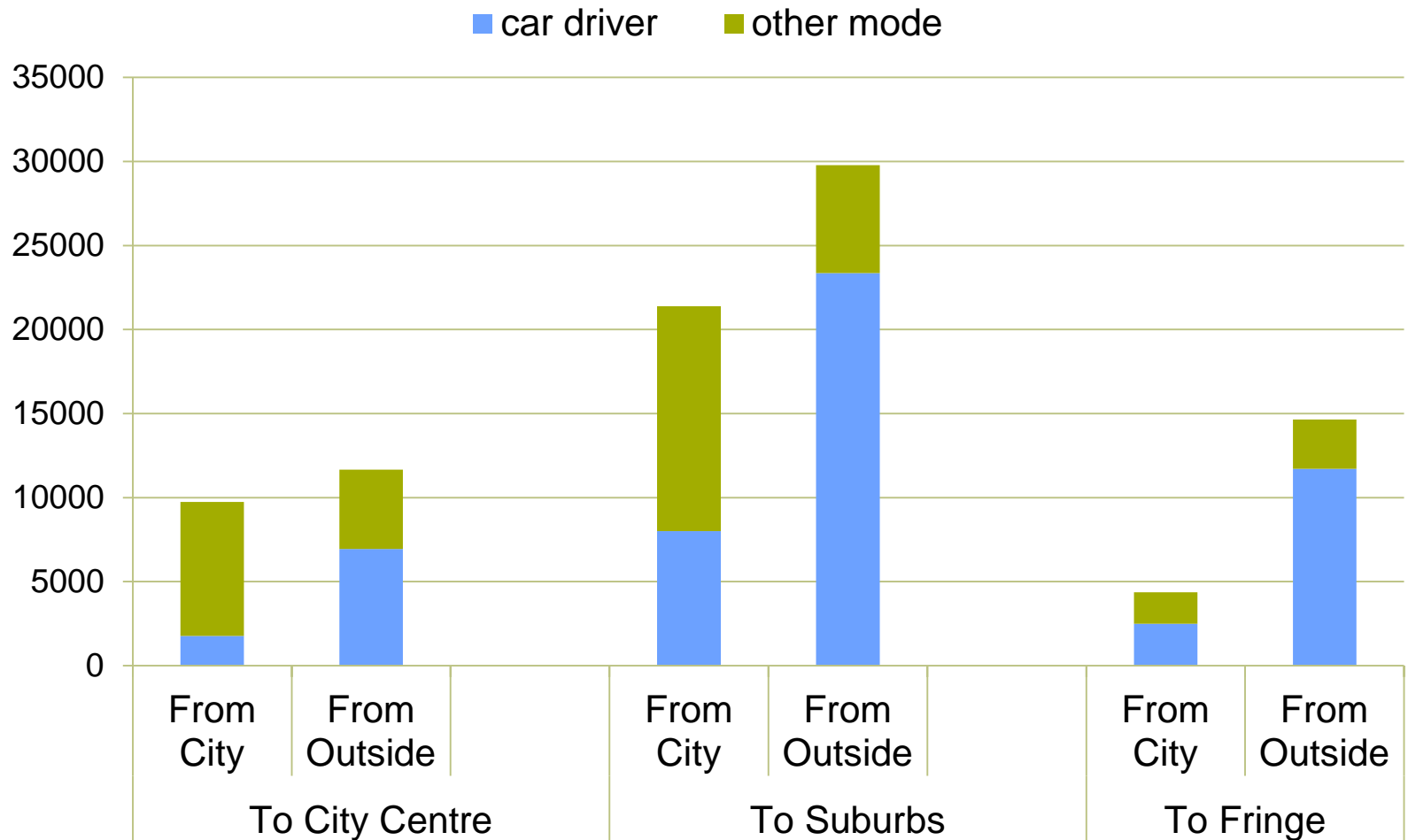
COUNTERING COUNTER-URBANISATION

Population of Cambridge City and neighbouring districts
1981-2011

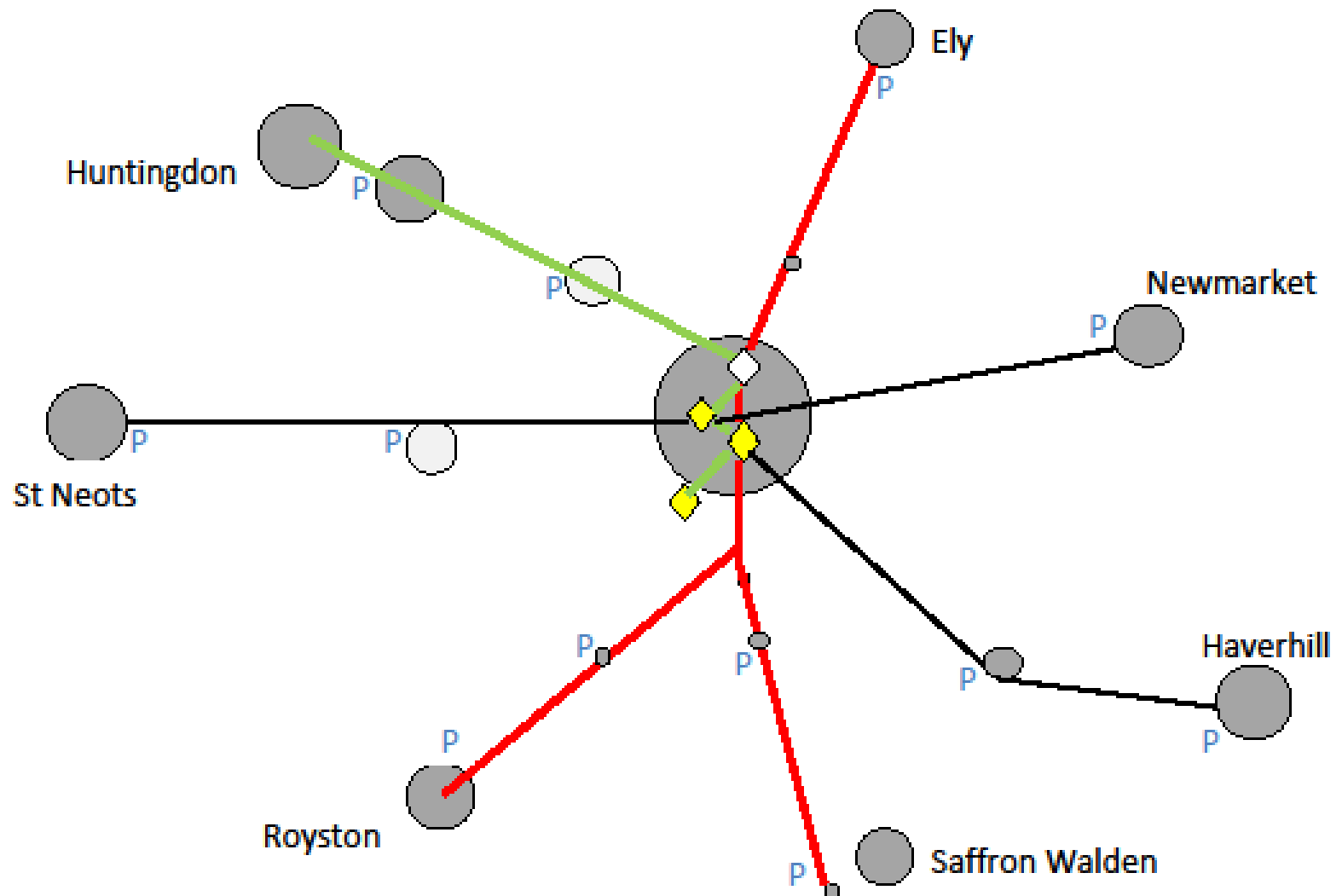


COMMUTING TO CAMBRIDGE WORKPLACES

**Commuters to workplaces in Cambridge city and fringe
by origin and mode (2001 Census)**



A VISION FOR 2030?



TWO CAVEATS – AND A SINGLE SOLUTION!

Caveat 1 - Funding : Other corridors merit the St Ives busway treatment or similar but repeats of the £92m grant from Central Government for the original are improbable

Caveat 2 - Impact on travel behaviour : Carrots without sticks are unlikely to bring about sufficient change to non-central workplaces.

- These two problems have a single solution via some form of local charging to limit car commuting, with the revenue funding improvements in alternatives [eg Nottingham Workplace Parking Levy]
- Is this 'no brainer' solution a political non-starter?! [You have been here before.....]
- But if not this, then what??!!