

# Transport *Works* - factsheet

This factsheet summarises the main arguments for investing in urban transport – supporting economies, reducing congestion, cutting carbon, and tackling inequality. To explore the case in more depth, please visit our Evidence Base library at [www.transportworks.org](http://www.transportworks.org).



## Supporting economies

### *Our city regions are important*

- The city regions of Birmingham, Leeds, Liverpool, Manchester, Newcastle and Sheffield are home to over 11.5m<sup>1</sup> people and generate almost 18% of England's wealth<sup>2</sup>.
- Birmingham, Leeds and Manchester are among Europe's top 25 cities for business and top 20 for transport links<sup>3</sup>.

### *Transport is key to their success*

- Effective transport networks give people access to goods, services and jobs and give business access to markets and a labour force.

### *Poor transport networks hamper growth*

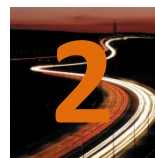
- UK transport infrastructure problems are estimated to cost businesses £19,080 on average<sup>4</sup>.
- The top two improvements businesses would like to see in their current city are improved transport links with other cities and improved public transport<sup>5</sup>.

### *Investing in transport in congested urban areas is one of the best forms of transport investment there is*

- Every £1 spent on urban transport networks brings £3 of benefits<sup>6</sup>.
- Agglomeration effects can represent an additional 40% benefit from transport investment.

### *Our cities need their fair share of transport investment*

- Our cities continue to see significant investment in their transport networks but levels of investment still lag behind London and European counterparts.
- To sustain their growth and contribution, our cities need their fair share of transport investment plus new ways to raise funding.



## Reducing congestion

### *Congestion in our cities hampers growth*

- Urban congestion is estimated to cost the economy £13bn annually<sup>7</sup>.
- Delays and unreliability severely affect productivity, stifle innovation and reduce access to markets and resources.
- Congestion is estimated to cost £19,080 per business<sup>8</sup>.
- 90% of businesses say congestion is a problem for them<sup>9</sup>.

### *Congestion is bad for people and the environment*

- It wastes people's time, making them less productive.
- People living on congested routes (often in more deprived areas) suffer from poor air quality and community severance.
- Congestion is one of the major causes of increased CO2 emissions from transport.

### *Congestion is set to get worse*

- Congestion is predicted to increase by 30% by 2025, focused mainly on urban areas<sup>10</sup>. During this time, the cost of congestion is projected to double, reaching £34bn.

### **Public transport, walking and cycling offer the answer**

- Electric cars will reduce the environmental impacts of congestion, but a green traffic jam is still a traffic jam.
- Buses are flexible, take up less road space and, combined with priority measures (e.g. bus lanes), can reduce delays and improve reliability.
- Urban rail networks can provide the high capacity, peak hour access cities need. However, current overcrowding risks commuters returning to their cars.
- Cycling and walking also have a role, targeting schools and workplaces in particular to reduce peak traffic.



## **3 Cutting carbon**

### **Domestic transport is a major contributor to greenhouse gas emissions**

- Domestic transport generates 21% of UK greenhouse gas emissions<sup>11</sup>.
- Cars are the largest contributor to CO2 emissions from transport<sup>12</sup>.
- Greenhouse gas emissions, poor air quality and noise cost urban areas at least £8.7bn a year<sup>13</sup>.

### **Greener cities are more prosperous cities**

- Greener cities are more attractive places to live, work and invest in.
- Research for Transport for London has shown that areas with good public transport access and high quality,

pedestrian orientated environments experience higher residential and retail property prices.

- Investment in green transport creates jobs. 100 direct rail jobs support a further 140 indirect and induced jobs. The same number of direct motor industry jobs support just 48 additional jobs<sup>14</sup>.



## **4 Tackling inequality**

### **Despite their success, concentrations of deprivation and unemployment persist in our cities**

- 74 of the 100 most deprived neighbourhoods in England are in our city regions<sup>15</sup>.
- Unemployment, especially among young people, has risen sharply in our areas, with secondary centres, like Barnsley and Rochdale, hit particularly hard.

### **Transport is a key tool in tackling unemployment**

- 38% of jobseekers say transport is a key barrier to getting a job<sup>16</sup>.
- Just 36% of Job Seekers Allowance claimants have access to a car or van (compared to 75% of all households)<sup>17</sup>.
- Available and affordable public transport is key in enabling people to find work.
- Good information provision and travel training can also help people widen their job search.
- Passenger Transport Executive-led WorkWise schemes have provided jobseekers with discounted fares and personalised journey planning to support their job search – 80% of beneficiaries from one such scheme said they would

have struggled to access employment without it<sup>18</sup>.

- Longer-term investment is needed in schemes that help people break down transport barriers to work.

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## References

- <sup>1</sup> ONS Mid Year Population Estimates 2013
- <sup>2</sup> ONS (2009) Regional, sub-regional and local GVA 2013
- <sup>3</sup> Cushman and Wakefield European Cities Monitor 2010
- <sup>4</sup> British Chambers of Commerce (2010) Reconnecting Britain: A Business Infrastructure Survey
- <sup>5</sup> Cushman and Wakefield UK Cities Monitor 2008
- <sup>6</sup> The Eddington Transport Study 2006
- <sup>7</sup> Centre for Economics and Business Research, 2014, Urban population growth and rising GDP are key trends impacting the future economic cost of congestion
- <sup>8</sup> British Chambers of Commerce (2010) Reconnecting Britain: a Business Infrastructure survey
- <sup>9</sup> British Chambers of Commerce (2008) The Congestion Question: A Business Transport Survey.
- <sup>10</sup> The Eddington Transport Study 2006
- <sup>11</sup> DfT statistics Table ENV0201 Greenhouse gas emissions by transport mode.
- <sup>12</sup> Ibid
- <sup>13</sup> Cabinet Office (2009) An analysis of urban transport
- <sup>14</sup> **pteg** (2010) Employment in Sustainable Transport
- <sup>15</sup> DCLG (2010) English Indices of Deprivation 2010
- <sup>16</sup> Social Exclusion Unit (2003) Making the Connections: Final Report on Transport and Social Exclusion
- <sup>17</sup> Woodland, Mandy and Miller (2003) Easing the transition into work (Part 2 – client survey)
- <sup>18</sup> **pteg** (2010) Transport and Social Inclusion: Have we made the connections in our cities?