

# Commission on Travel Demand

A County Council perspective

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# Where?



# Buckinghamshire



# Transport planning away from cities

- **County perspective – Buckinghamshire (and Hertfordshire)**
  - **Polycentric spatial distribution – no dominant centre**
  - **London commuter belt (some)**
  - **Out of city centre – what works in city centres may not work throughout cities – Outer London boroughs /city fringe**
  - **National Infrastructure projects: HS2, Heathrow expansion, Crossrail, Wrath, Oxford-Cambridge Expressway**
  - **England Economic Heartland – developing a sub-national Transport Strategy**
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## It's the economy – isn't it?

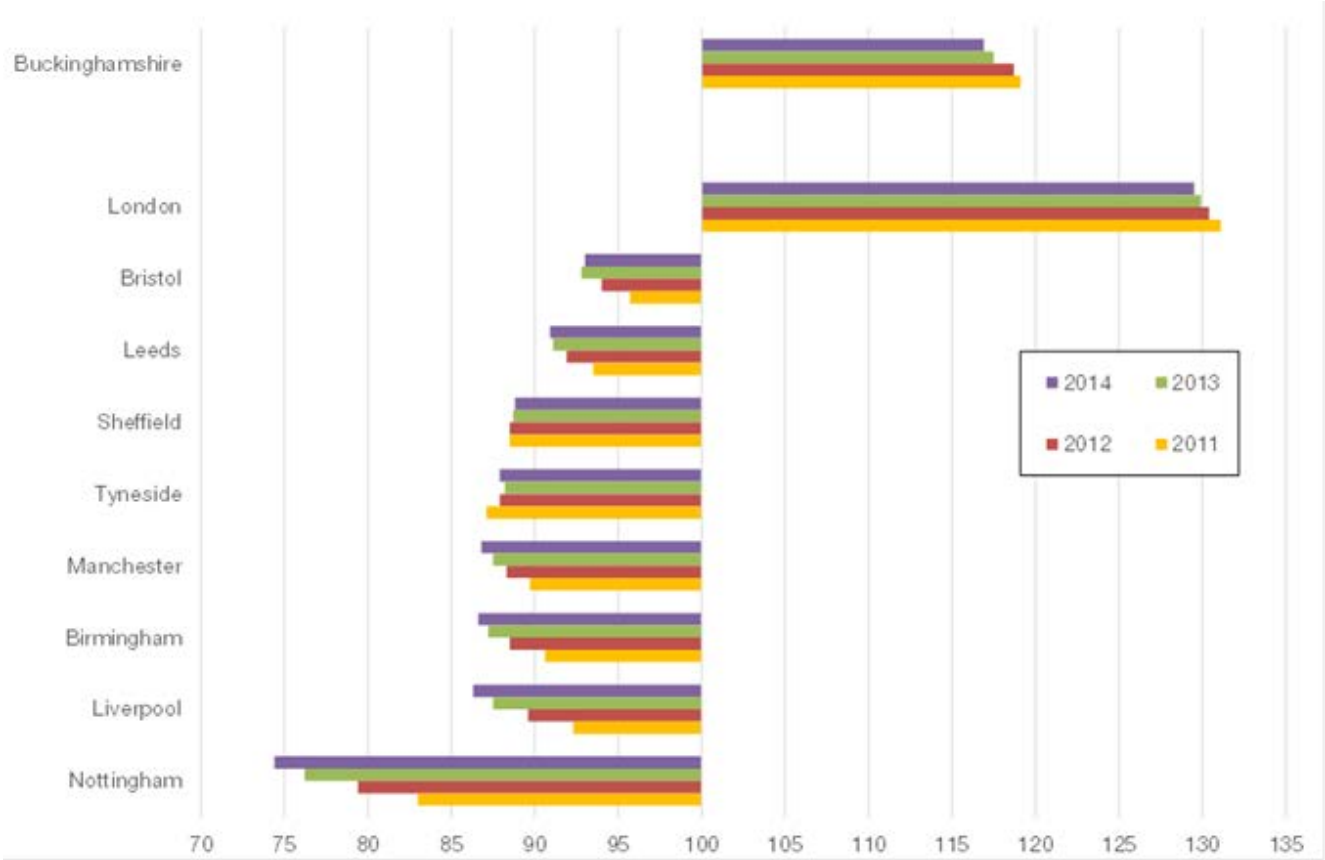
- **Economic profile and potential – not just cities**
- **Oxford- Cambridge Corridor – see NIC Final report on economic potential**
- **Focus on connectivity and journey time savings used to determine economic benefits (Midland Connect) due to lack of alternatives at a strategic level**
- **EEH Transport Strategy – themes**





# Buckinghamshire County Council

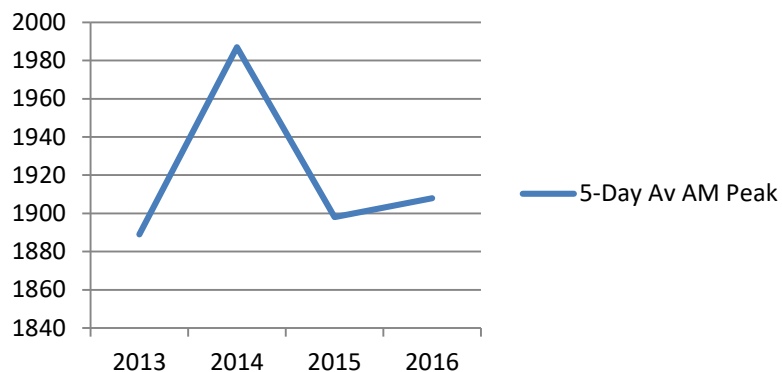
## Labour productivity: GVA per hour worked (100 = UK overall)



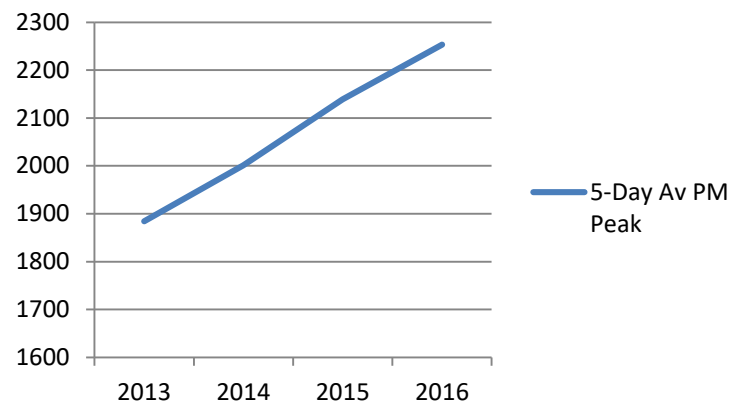
# Traffic trends

- A41 NW Aylesbury towards Bicester

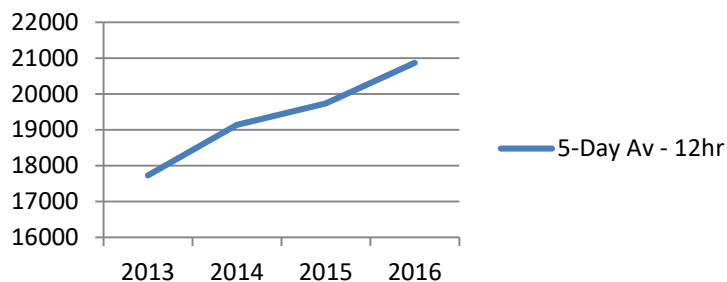
### 5-Day Av AM Peak



### 5-Day Av PM Peak



### 5-Day Av - 12hr





# County transport characteristics

**1.7%**  
rise

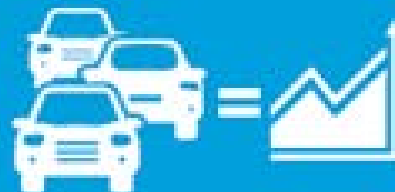
Traffic levels  
grew by 1.7%  
between 2015  
and 2016




Traffic growth to  
2031 is predicted to  
be greatest on trunk  
roads followed by  
rural roads. Overall  
Hertfordshire is  
predicted to have a  
19.7% increase in  
traffic by 2031



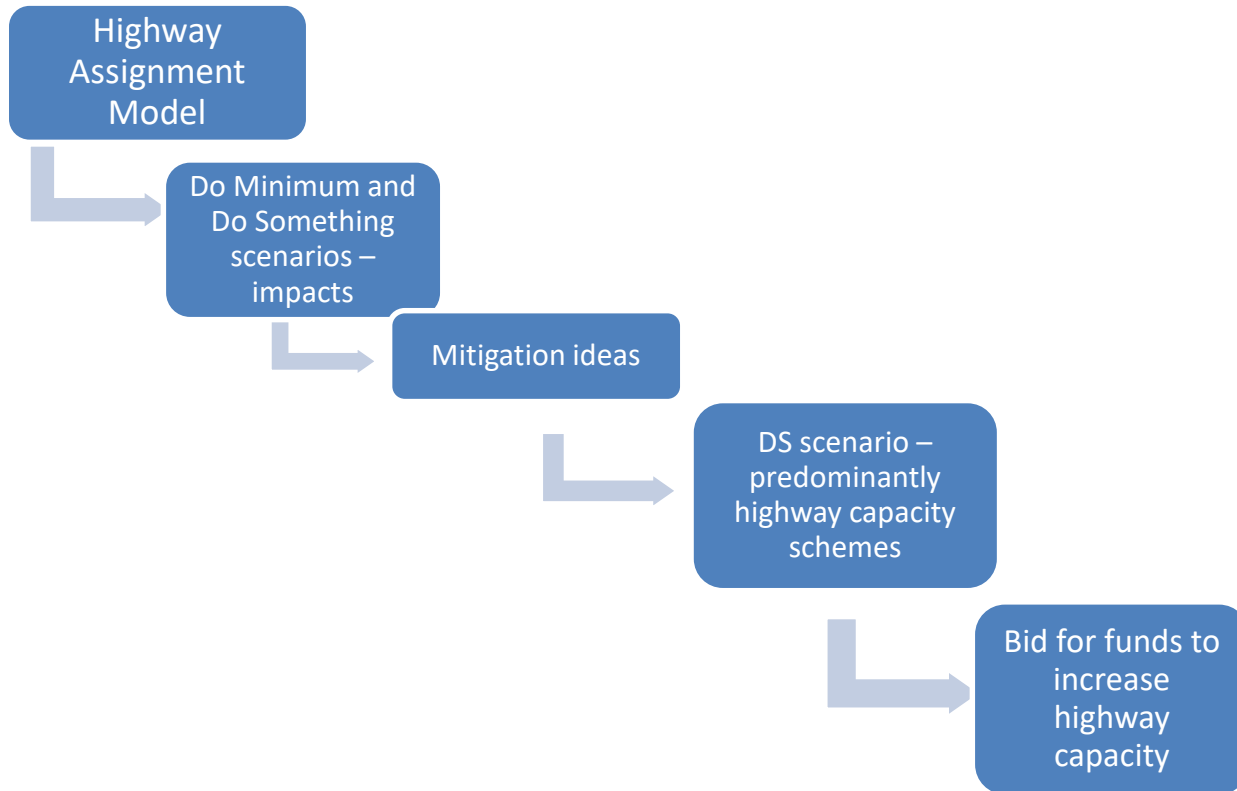
The increase in traffic correlates  
to an increase in Hertfordshire's  
economy (GVA) and traffic levels have  
now surpassed pre-recession levels




# Journeys and causes

- Different trends in journey length
  - - biggest increases in long distance commuting journeys
  - 20% increase in all journeys to work over 20km for whole England Economic Heartlands
  - % of shorter journeys (under 5km) declining
  - What role for working from home – impact of digital infrastructure.
  - Housing affordability?
  - Wage differentials?
  - Ability – capital investment in long distance travel?
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# Traditional approach to transport modelling




## It's not all about the roads

- **EWR – transformational transport scheme – but financial limits to treat it as a transport scheme – LA promoted**
  - Coordinating and delivering the InnovateUK funded oneTransport Project including the Transport Data Initiative.
  - Acting as the lead organisation on the ADEPT report “Digital Innovation: the route to the highways systems of the future”
  - Hosting and leading the establishment of the England’s Economic Heartland Alliance, a sub-regional body representing the interests of local authorities from Buckinghamshire to Cambridgeshire. This has also included the establishment of an Innovation working group;
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## Potential of technology

- **Digital connectivity – increase in home working , micro businesses**
  - **Possibly leading to increase of journeys out of peak times – data suggests peak journeys decreasing but overall traffic levels are higher**
  - **Less cars not smarter or cleaner cars – AV could lead to more cars due to providing options for mobility for elderly**
  - **Important to understand technology priorities as well as infrastructure priorities – what do we want to achieve?**
  - **Can AV work on a commercial basis in a polycentric geography? Fleet deployment – is a polycentric study needed as well as city centric studies?**
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## **Not just about the technology**

- **Perception of public transport**
  - **How to make sharing more acceptable – what incentives?**
  - **Can single occupancy ever become the exception rather than the “norm” ?**
  - **What would be needed for a culture change – different outside cities and with an ageing and affluent population?**
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# Conclusions

- **Using traditional methods leads us to traditional interventions which are highways based – Predict and Provide**
  - **Uncertainty means we could be building infrastructure which is not needed and encouraging additional travel – which may have little economic benefit**
  - **Do we need to re-evaluate the link between productivity and transport schemes and the contribution of digital connectivity?  
Lots of other factors at play.**
  - **Does improving housing affordability need to be a transport objective?**
  - **Is a culture/social shift needed as well as innovation?**
  - **Transport planning needs to be for all places not just cities**
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