

Delivering Sustainable Development in Urban Environments: The Transport Challenge: An Example

at the Shift Conference run by
Cambridge Investment Research
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- The moves towards more sustainable transport need to be set within a context of being able to deliver the technological advances in real settings.
- The experience of developing a radical transport strategy for a proposed new development in SE England is a useful pointer to what is possible and the significant barriers that stand in the way of progress.

HM Government Assumptions leading to Policy on Electric Vehicles

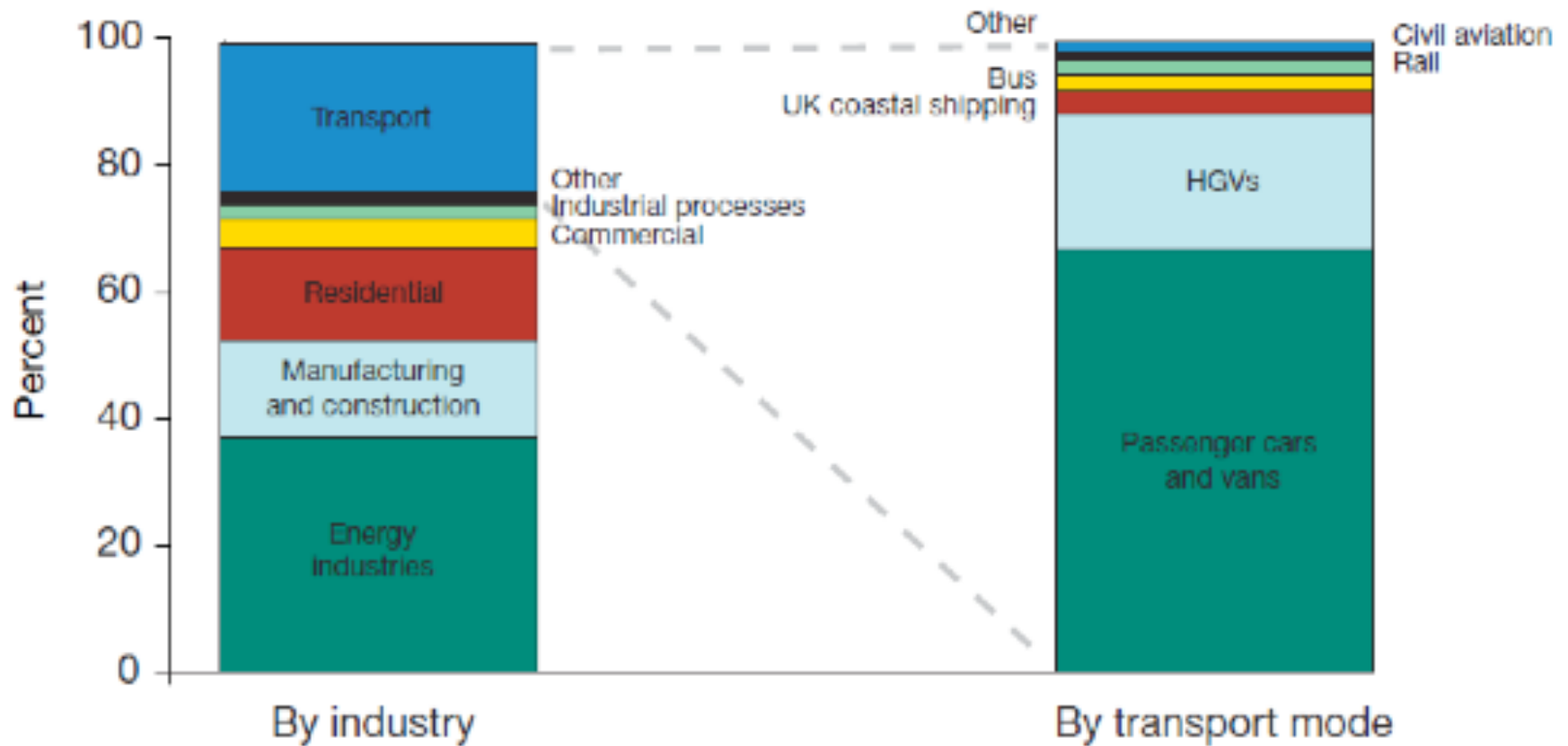
1. IPCC is correct: doing nothing is not an option
2. Climate Change can be influenced by human actions
3. Cost of action now is less than waiting
4. We have to work with known and emerging technologies
5. Action in one country is justified, even acting alone
6. There is no one technical solution that will be a complete fix
7. Electricity supply can be switched to decarbonised generation
8. Government has a role to play in technology policy
9. Electric vehicles are more likely to succeed than forcing moves to public transport, or improving efficiency of IC engines, or road pricing

HM Government Assumptions leading to Policy on Electric Vehicles

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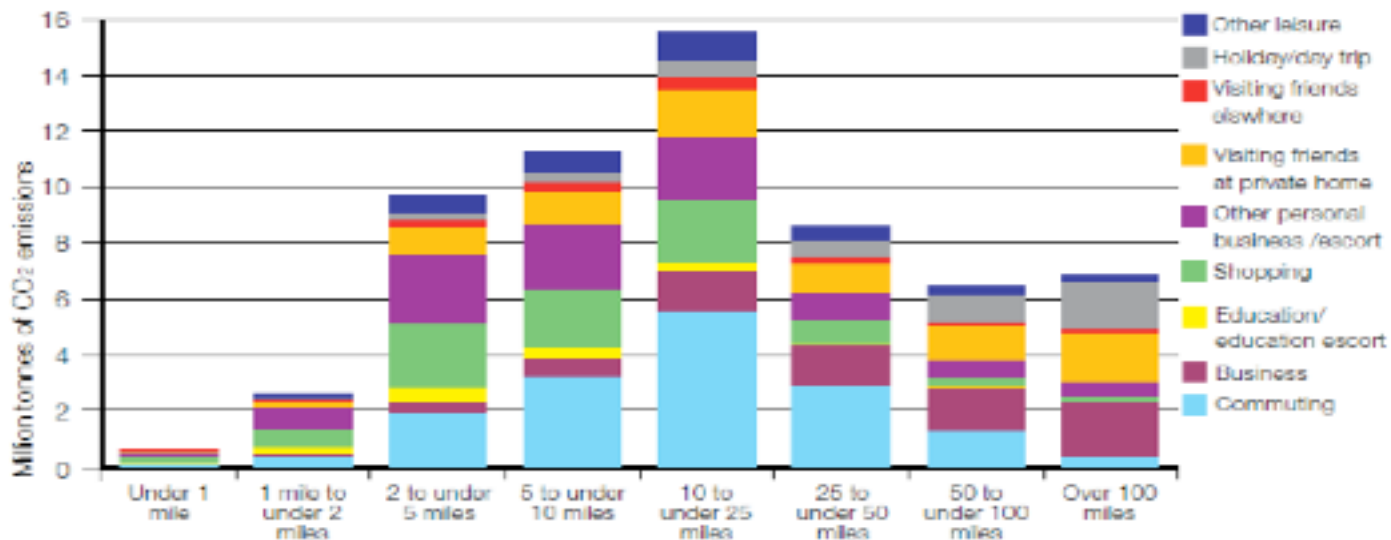
Why concentrate on road vehicles?

Figure 1.4: Sources of UK carbon dioxide emissions



Source: DEFFRA Transport and rail carbon emissions (DS00135)

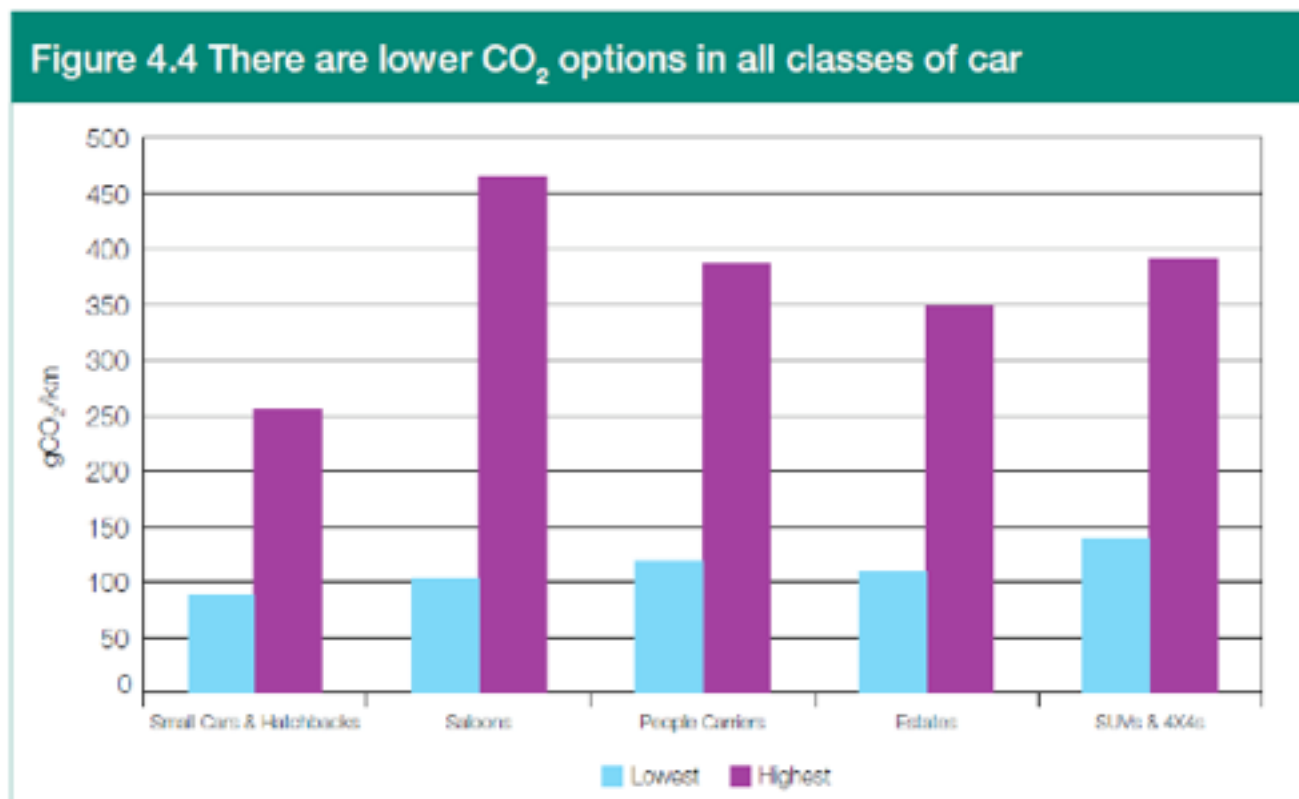
Figure 2.6: Commuting and business trips generate over a third of car emissions



Estimated CO₂ emissions from household cars by journey purpose and journey length, GB, 2002/2006 average.
 Source: DfT Analysis, 2009

<http://www.dft.gov.uk/pgr/sustainable/carbonreduction/low-carbon.pdf>

24% Reduction by choosing the lowest CO₂ option in each category

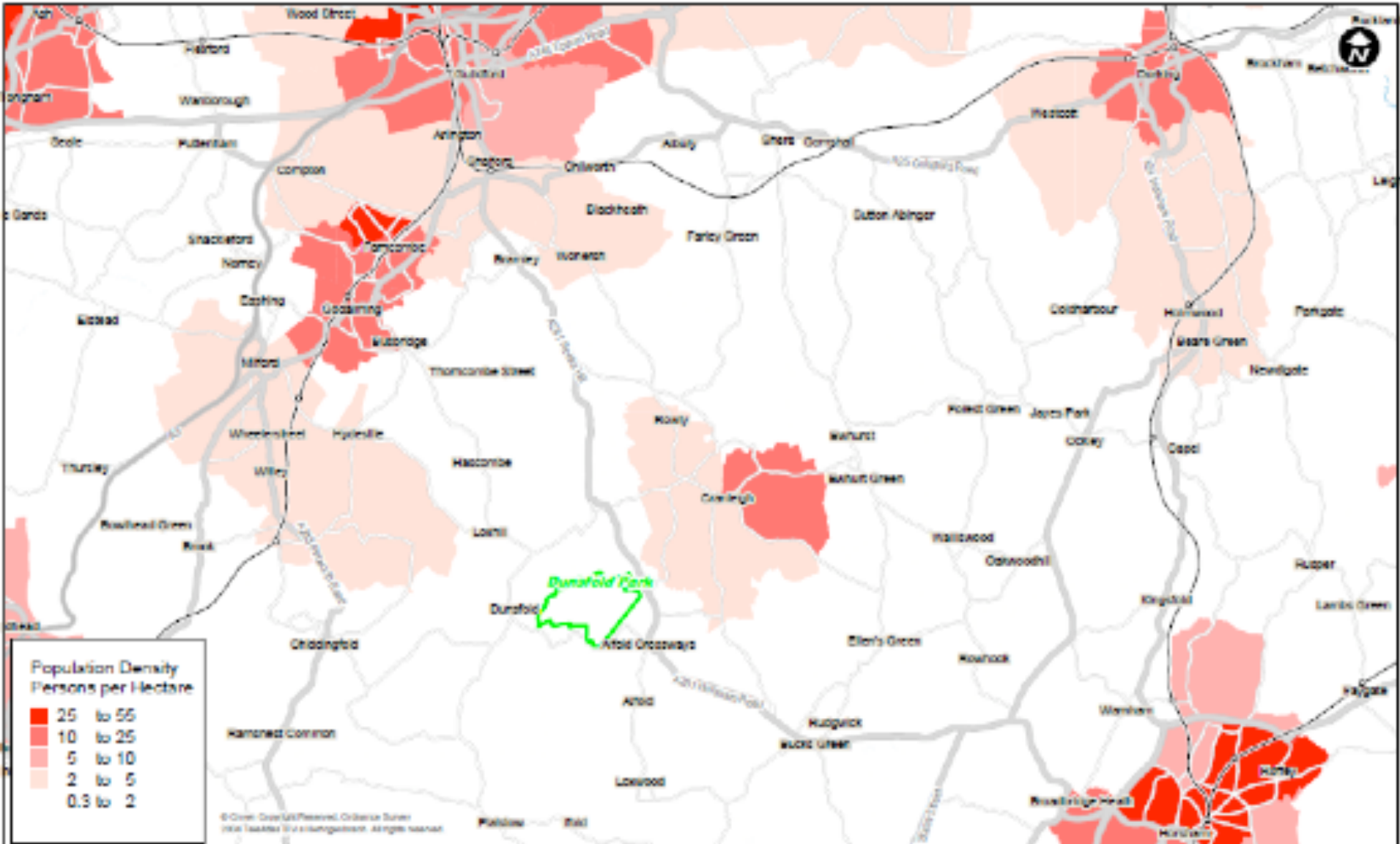


Source: DfT analysis and Vehicle Certification Agency data 2009

<http://www.dft.gov.uk/pgr/sustainable/carbonreduction/low-carbon.pdf>

Dunstable Park





Dunstable Park
Figure 3.2: Population Density by Ward (Census 2001)

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Dunstable Park

- **New link road** direct from Dunstable Park to the A281
- Car reduction measures such as **car club and car sharing schemes**
- **Car free zone** around the Market Square and village centre
- Smart technology to provide **online access to information** on public transport, serving schools, shopping, health services etc
- Easy access for **walking or cycling**
- **Low cost bus services** for easy travel between the new settlement, the surrounding "Cranford" villages and the employment areas

Dunsfold Park

- **Frequent, convenient and comfortable bus service** between Dunsfold Park and Cranleigh to link into and improve the 53/63 service to Guildford
- A **new bus service** running from Godalming through Dunsfold Park to Horsham to improve accessibility for all the villages along the route
- In the longer term, a possible **direct link to Guildford** along the A281, possibly using parts of the Downs Link as a guided bus route to avoid the congestion through Bramley
- **Car user charging** to discourage car use and to provide funds to support public transport and other community services

Dunstable Park

1. Some 2,600 homes to match local jobs
2. Around 350 acres of lakes and parkland
3. A primary school, local shops, church health services and other local amenities
4. A new direct connection to the A281
5. A new Public Transport system serving the surrounding villages
6. Dedicated footpath, cycle and bridle path routes
7. An improved and expanded business district

Dunstable Park – Rejected at Appeal

The Secretary of State's conclusions included that:

- the development would be unsustainable in transport terms
- the siting of major housing and industrial development in a rural area would conflict with local, regional and national planning policy
- the proposal is premature and would pre-empt the proper consideration of alternatives through the Local Development Framework process.