

The centre will not hold (without the suburbs)

How getting MaaS right in suburban and periurban areas is
the only way to reduce congestion in city centres



Annual Survey of Mobility as a Service

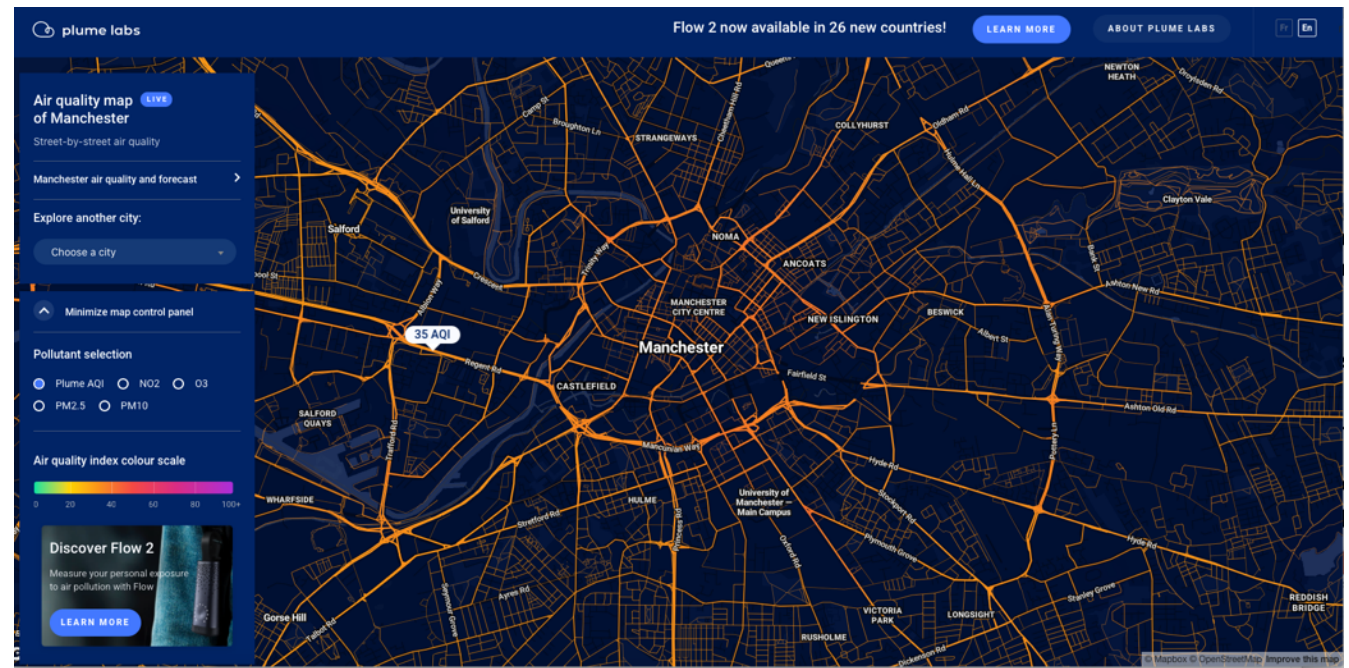


- Research into the sector adoption of MaaS
- Looking at business cases, technology and open data
- Published by Landor



Cars in cities are a massive problem

- Air quality
- Land use
- Congestion
- Quality of life



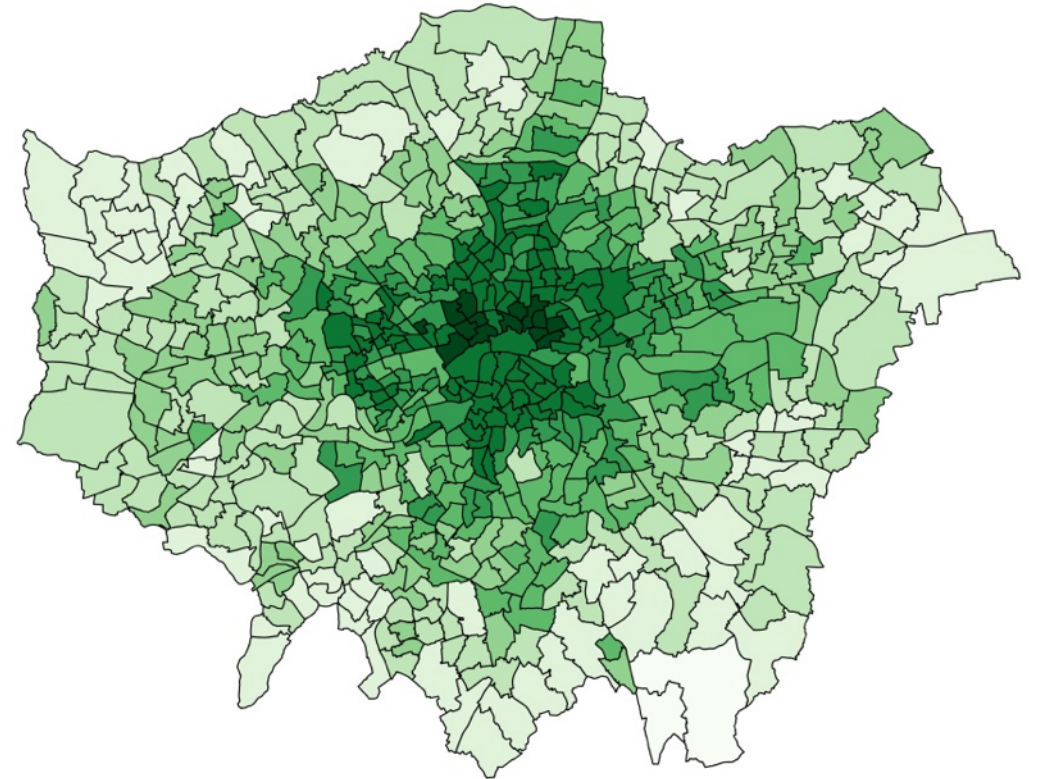
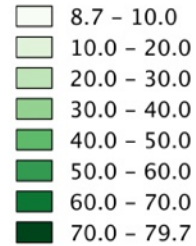
Look! Low car city

Central London over half the households have no car.

This is a trend across the UK and Europe.

London wards and household vehicle ownership

Percentage of households with no car ownership



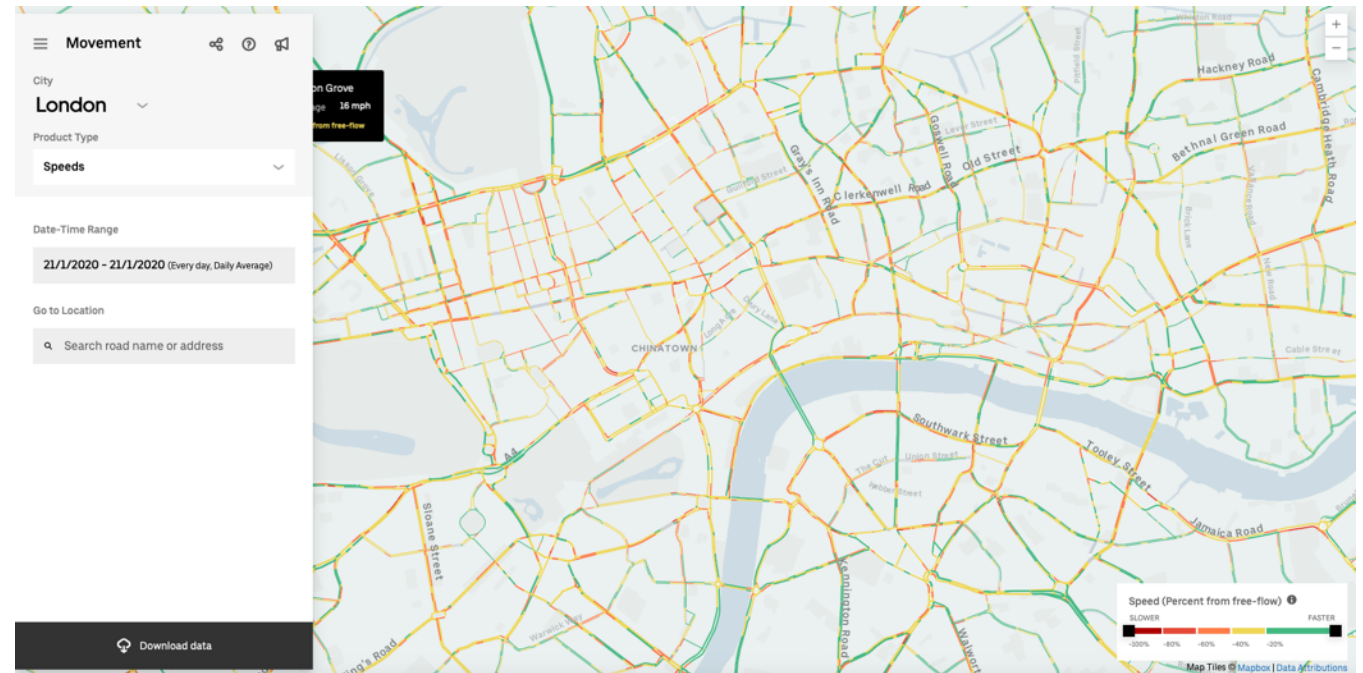
Source: 2011 Census Data, ONS
<http://www.ons.gov.uk/>

Copyright @bicylize



So why do we still have congestion?

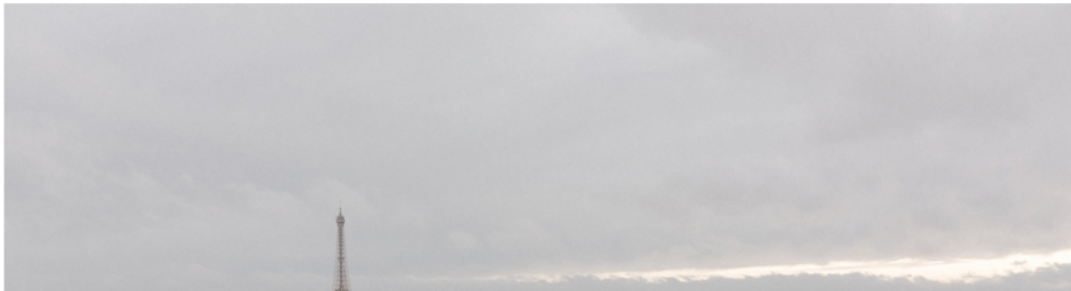
- Vans and delivery drivers
- Private hire explosion
- People still drive into the city centre



High car suburbs and rural areas

The New York Times

The Greening of Paris Makes Its Mayor More Than a Few Enemies



THE CONVERSATION
Academic rigour, journalistic fair

COVID-19 Arts + Culture Business + Economy **Cities** Education Environment + Energy Health + Medicine Politics + Society Science + Technology

Luxembourg's free public transport sounds great, but it won't help people get from A to B

January 16, 2019 3:15pm GMT



Authors



Constance Carr
Senior Postdoctoral Researcher, University of Luxembourg



Markus Hesse
Professor of Urban Studies, University of Luxembourg

Disclosure statement

Constance Carr receives funding from the University of Luxembourg. Past projects have received funding from Fonds National de la Recherche, Luxembourg, and other funding agencies in Germany, US, and Canada.

Markus Hesse receives funding from the University of Luxembourg, the country's National Research Fund and other research funding agencies or scientific academies.

Partners



- From London to Luxembourg car use rises as you move away from the city centre.
- Motorists assume they have the right to drive from less dense areas into the city core.
- This is a battleground between inner city inhabitants and those living in the suburbs



Transport accessibility is the inverse of car ownership

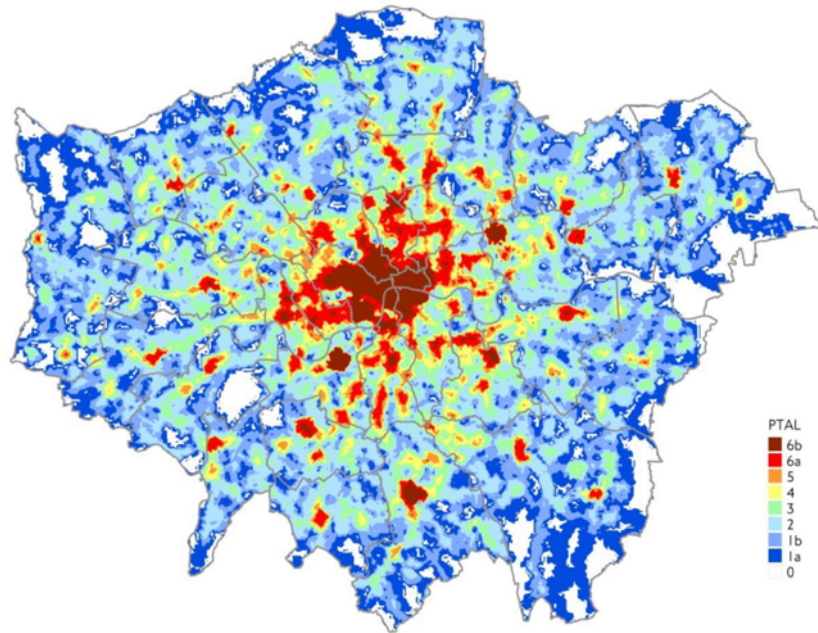
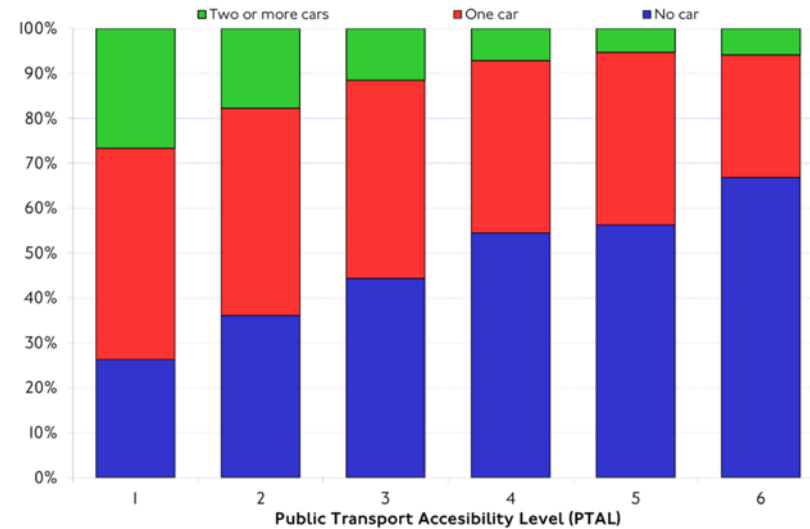
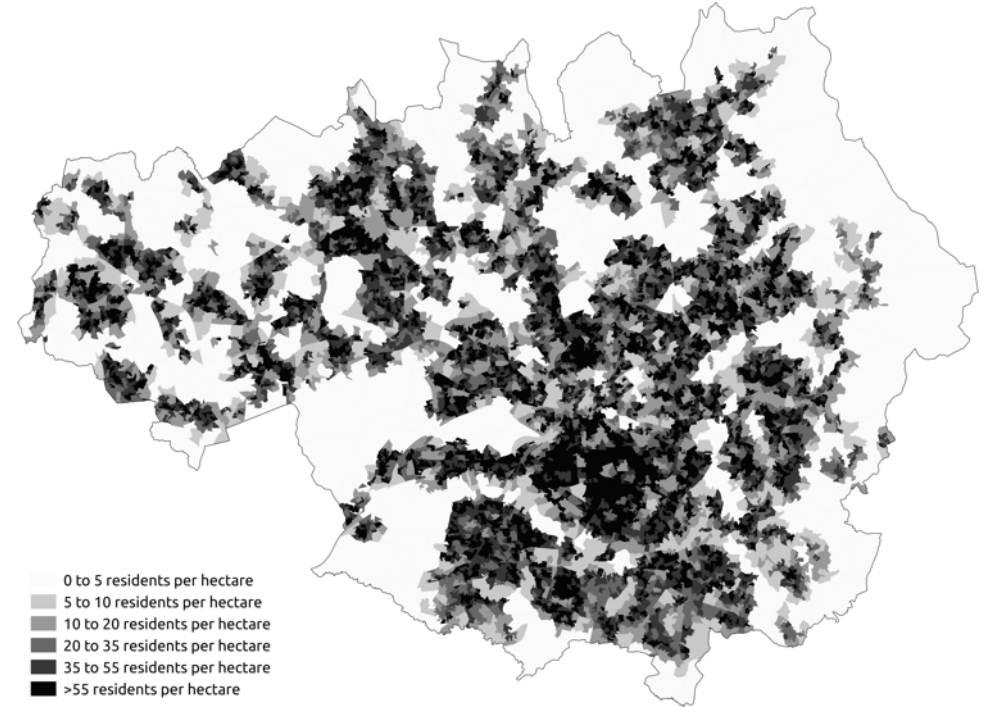


Figure 4.19 Proportion of households owning cars, by PTAL, LTDS 2016/17.



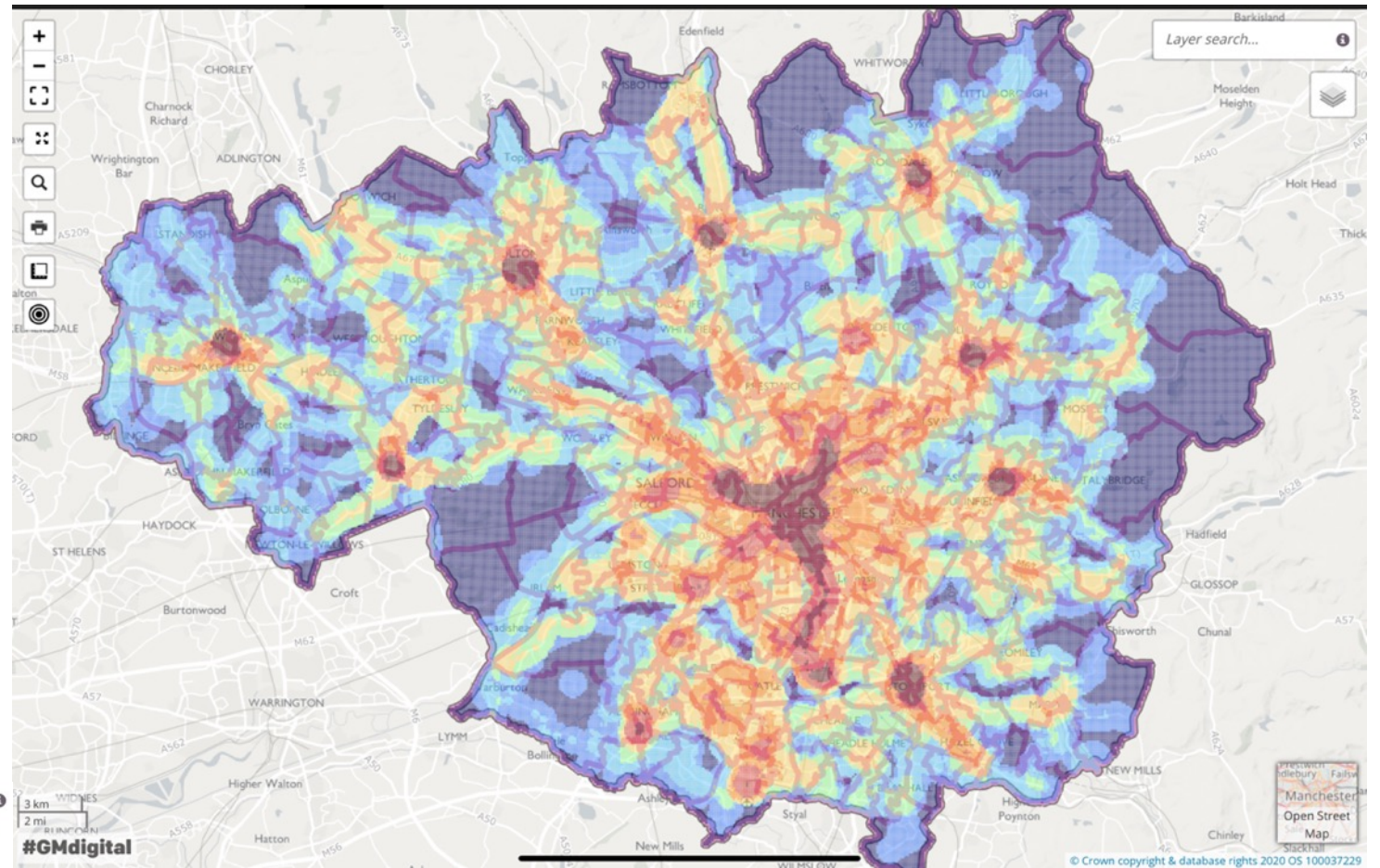
Let's look at Manchester

- 2.8 million people in the Greater Manchester area
- 600,000 live in the City of Manchester
- Population density: 4,750 people per km²
- 2.2 million people live in suburbs, towns and villages
- Population density: 1,940 people per km²



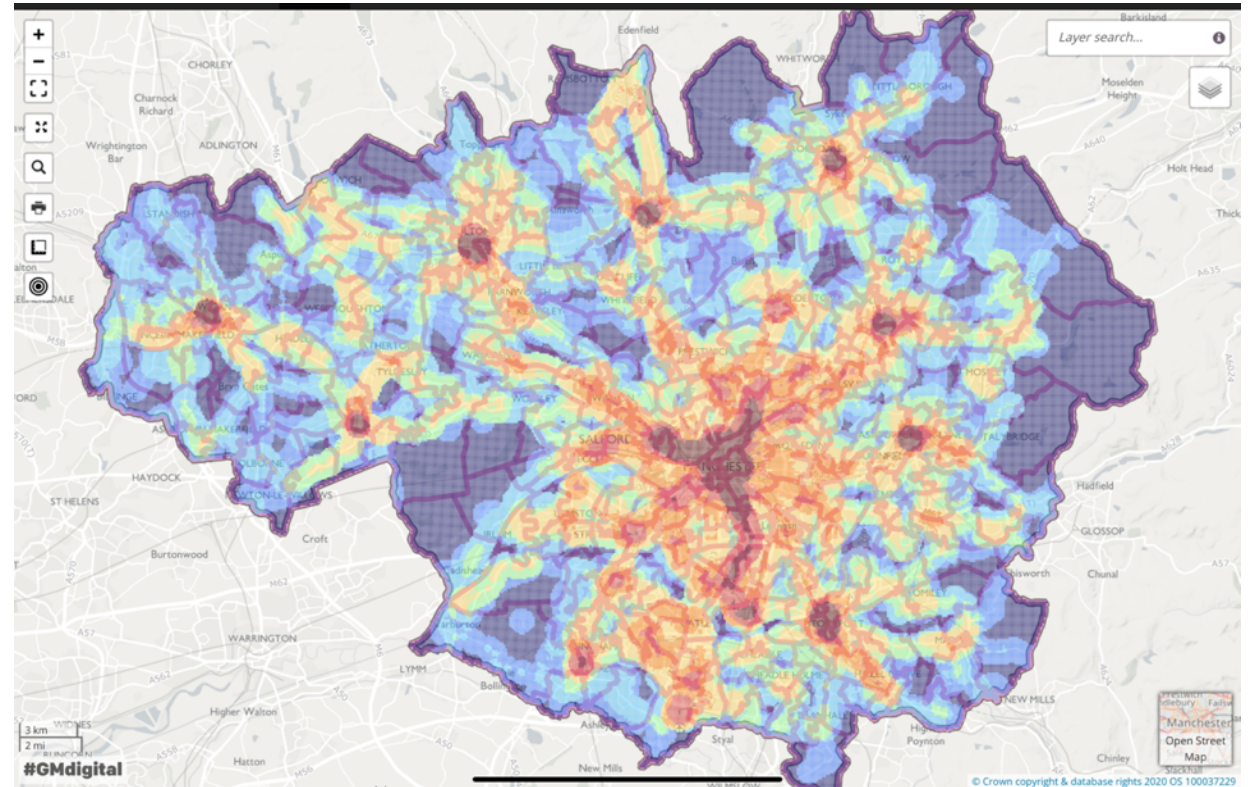
Manchester accessibility mapped

- Central core / corridor of highly accessible transport
- Satellite towns with more accessible transport in the centre



Journeys are lines, not points

- All journeys have an origin and a destination
- Accessibility is an indicator but it's not the whole connectivity story



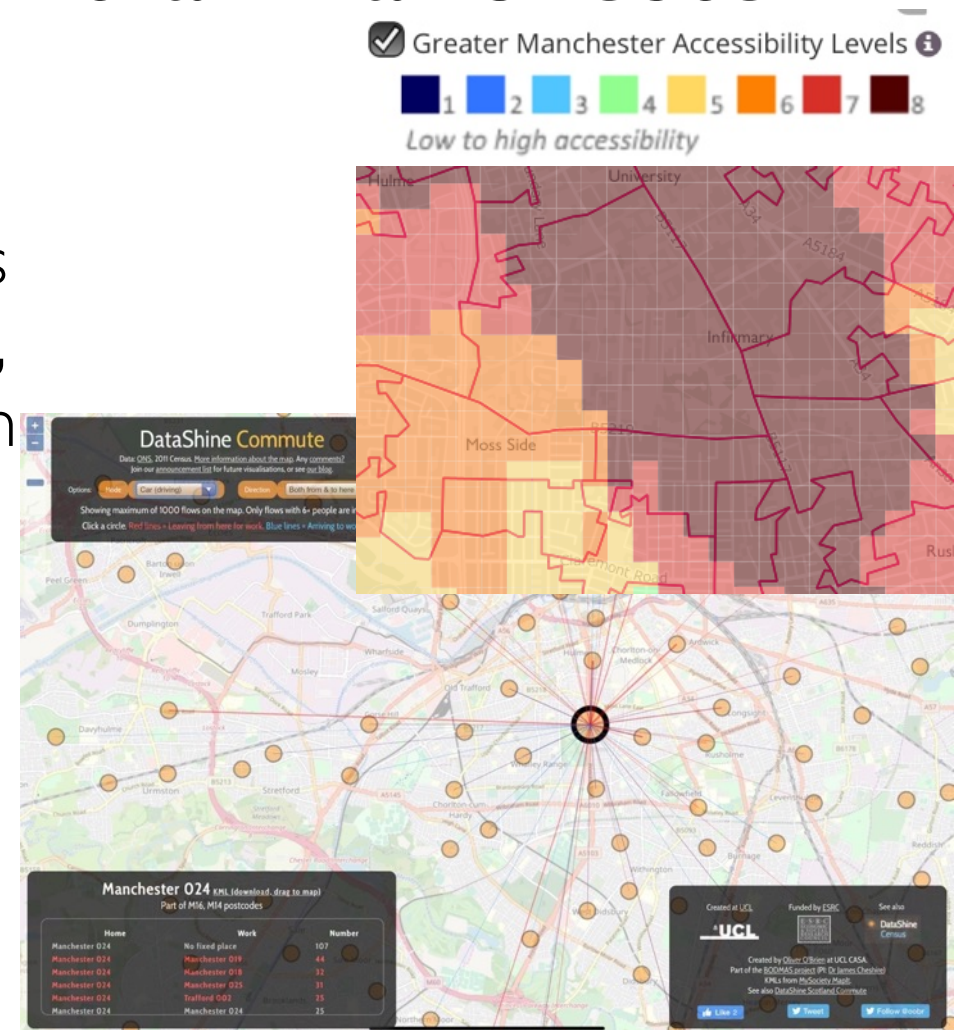
Some data

- In the absence of more sophisticated data we have census data from 2011 which gives people's commutes and their mode.
UK National Census 2011 Method of Travel to Work Table:
<https://www.nomisweb.co.uk/census/2011/qs701ew>
- Great visualisations from:
Data shine / Oliver O'Brian (<https://commute.datashine.org.uk>)
- These give us an idea of journeys people need to make
- For Manchester we can cross reference with the Accessibility score



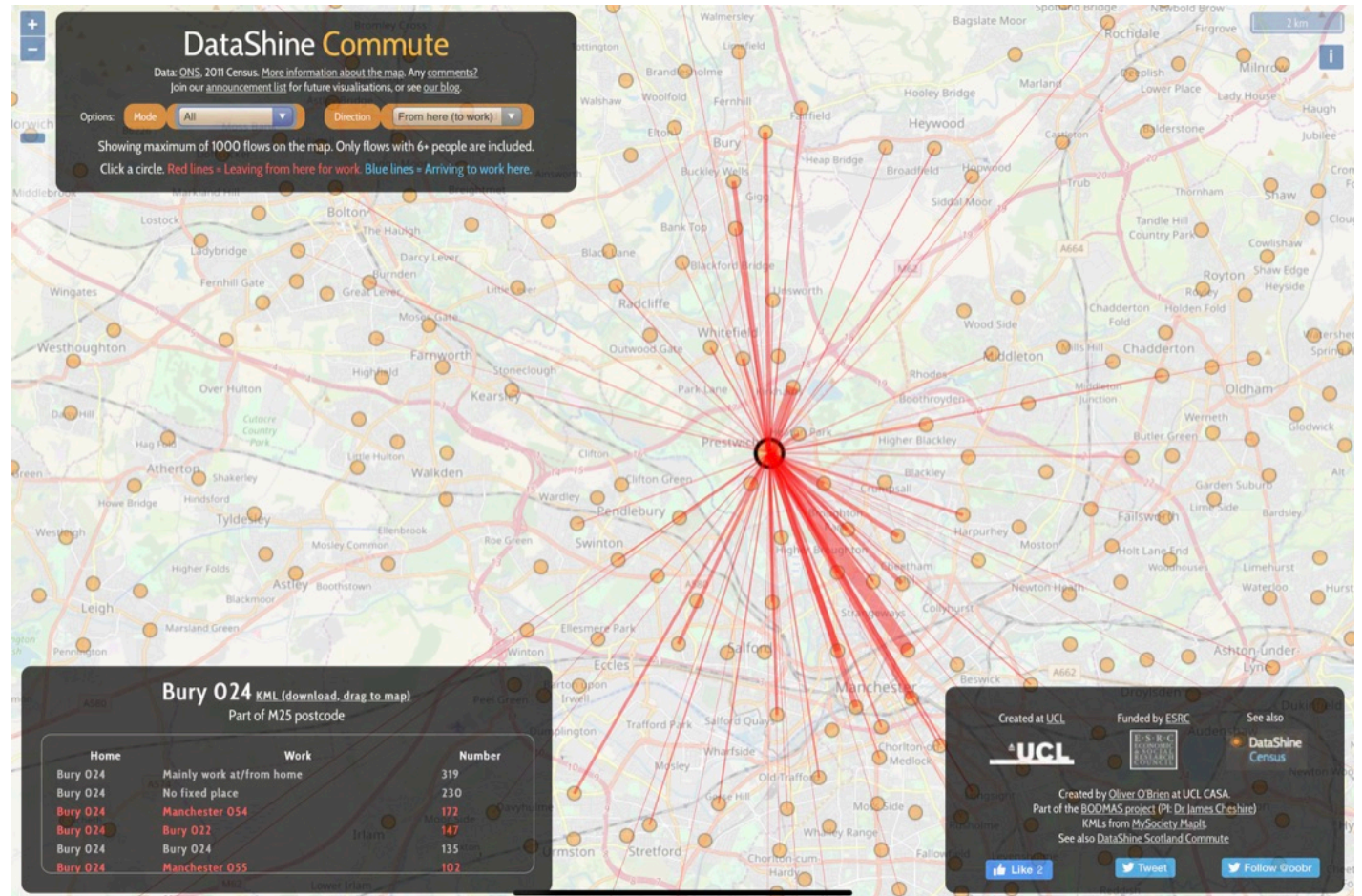
Travel of people living in central Manchester

- 11,453 commute from well connected central zones with high accessibility scores (where much of the area has a score of 8, with areas scoring no lower than 5) and in most cases also metro and trainline connection.
- Of these people 591 drive – a rate of 7% commuting by car



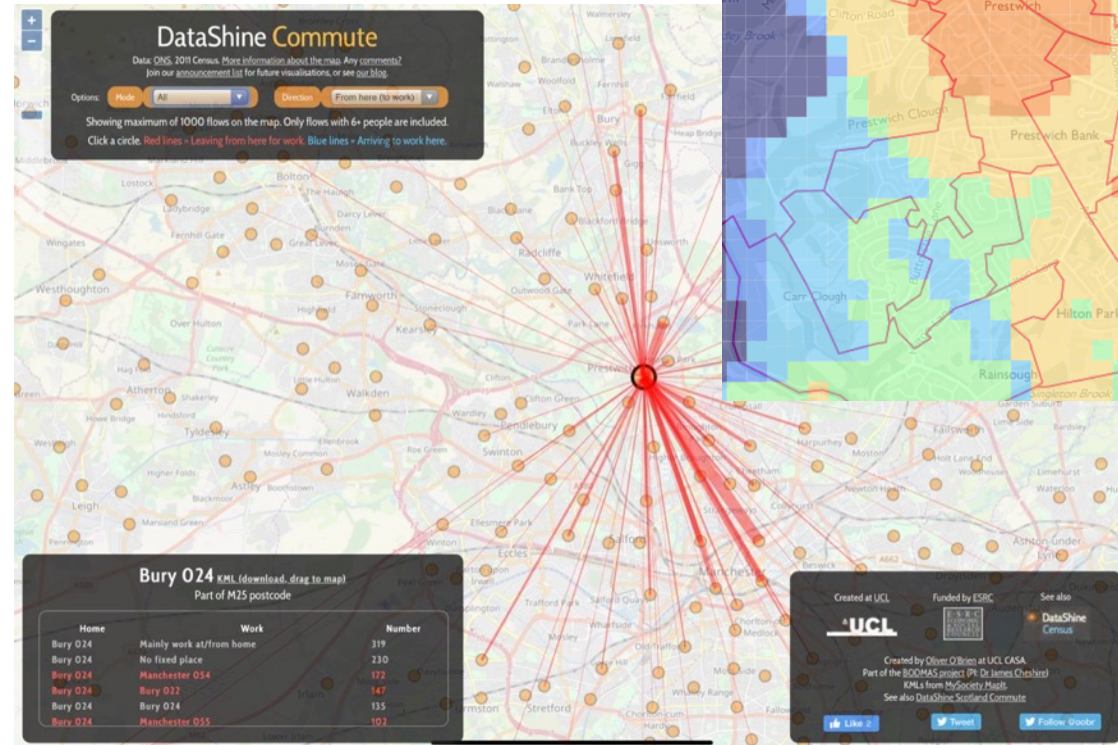
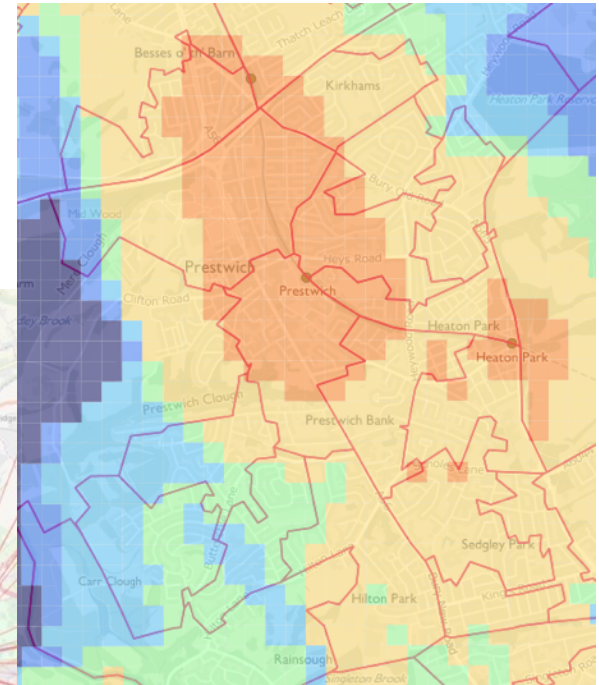
Outside the centre: take Prestwich

- Prestwich is a town in the north of Greater Manchester
- Around 13,500 commuters
- ✓ Greater Manchester Accessibility Levels
 1 2 3 4 5 6 7 8
 Low to high accessibility
- It scores between 1 and 6 on the GM accessibility score



What kind of place do they set off from?

- Commuters from zones in Prestwich: 13,497
- Commuters driving to work: 8,718
- This implies that 65% of commuters drive to work.



How do people from Prestwich get to central Manchester?

- over 15% of Prestwich commuters (2,051 people) work in central Manchester in areas which score the highest score on the transport accessibility scale.
- 45% of these people drive to work



So, what about Mobility as a Service?

Creating a digital platform that enables people to book and pay for transport, putting together multiple modes of transport reduces the need for a car.

But

The transport needs to be there first.



New mobility access all areas

Better walking and cycling routes

Bike share

Secure bike parking

Demand responsive buses

Mobility hubs



City centres with more space for people



22 OCT 2019

Bee Network

Parklet success as 95% of people want more installed across Greater Manchester





@beatekubitz



/beate-kubitz



beatekubitz.com

Thank you!

