

**NEW ROADS  
CREATE NEW TRAFFIC**

**I'd rather spend  
£30 BILLION on:**

**[roads2nowhere.org.uk](http://roads2nowhere.org.uk)**



# £30 billion?

Ministers have been giving a range of different figures, so how much exactly is planned for roads in the next Parliament?

We've crunched the numbers and the staggering total - including spending by the Highways Agency, Department for Transport, local authorities, Local Enterprise Partnerships and the London Mayor - is more than £30 billion, while buses and many other public services face steep cuts.

## Why this won't 'relieve congestion'

New roads create new traffic and soon fill up again. This effect, known as 'induced traffic' has been observed by transport professionals repeatedly since at least 1925!

In the 1980s, studies comparing corridors through London where roads had been widened with those that hadn't, found dramatic increases in traffic. And in the 1990s, policies changed for the better after an influential Government advisory committee found decisively that building roads creates new car journeys.

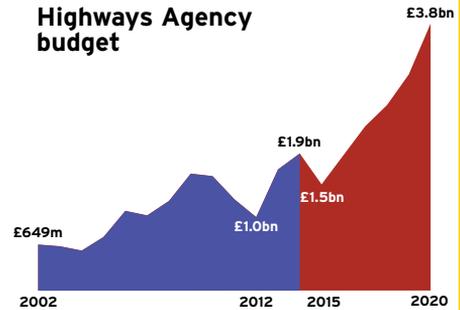
## Why this won't 'help the economy'

Building new roads is expensive - the average cost per metre of recent schemes is nearly £25,000 and even more for motorways.

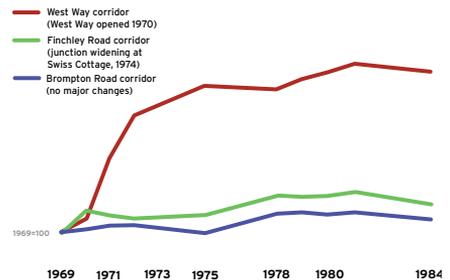
Much better value can be achieved with road repairs, public transport and active travel, with more social and health benefits for society and the wider economy in the long term.



Highways Agency budget



Effect of road widening in London, 1960s-1980s



Find more details and evidence about all this on our website.



## What should we do instead?

Here's what our campaigners would like to happen, but tell us what you think!

Use the front of this card to show what you'd rather see **£30 billion** of public investment help towards, and send us a photo via **#newroadsnothanks** or **@roads2nowhere**