On the road: traffic and driving

VOCABULARY PRACTICE
ADVANCED | C1

Name: _____ Date: _____

1 Match each advanced term with its definition.

1 induced demand ____	**a** the phenomenon whereby expanding road capacity generates additional traffic rather than reducing it
2 traffic calming ____	**b** measures designed to slow vehicle speeds for safety, such as speed bumps
3 modal shift ____	**c** a change in the mode of transport people use, e.g. from cars to public transit
4 vehicular manslaughter ____	**d** the crime of causing death through negligent or reckless driving
5 externality ____	**e** a cost imposed on others not reflected in the price of an activity, such as pollution
6 last-mile logistics ____	**f** the final stage of delivering goods to their destination
7 gridlock paradox ____	**g** the observation that building more roads can worsen congestion over time
8 kinetic energy ____	**h** the energy an object has due to its motion, relevant to crash severity
9 congestion pricing ____	**i** a fee charged to drivers entering a congested area at peak times
10 road diet ____	**j** reducing the number of traffic lanes to improve safety or add other uses

2 Choose the most precise term for each context.

1 New roads generating more traffic is induced demand / traffic reduction.

2 Measures to slow vehicles for safety are traffic calming / speed encouragement.

3 A shift from cars to public transit is a modal shift / a fuel shift.

4 A cost imposed on others, like pollution, is an externality / a direct cost.

5 A fee for entering a congested zone is congestion pricing / a parking fine.

6 Reducing lanes to improve safety is a road diet / a road expansion.

7 The final stage of delivery is last-mile logistics / bulk shipping.

On the road: traffic and driving

8 The energy of a moving object is kinetic energy / potential energy.

3 Match the verbs with the noun phrases to form academic collocations.

1 mitigate ____	**a** an externality (e.g. through a tax)
2 disincentivise ____	**b** congestion risk
3 internalise ____	**c** traffic flow
4 optimise ____	**d** urban infrastructure for safety
5 retrofit ____	**e** a city centre
6 decongest ____	**f** public transport use
7 incentivise ____	**g** reckless driving
8 curb ____	**h** private car use

On the road: traffic and driving

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4 Complete the analysis with terms from the box.

congestion pricing | externality | gridlock paradox | induced demand | kinetic energy | last-mile logistics | modal shift | road diet | traffic calming | vehicular manslaughter

Urban planners increasingly cite 1 _____ to explain why expanding motorway capacity so often fails to reduce congestion: additional lanes generate additional trips, a pattern sometimes described as the 2 _____. Pollution and noise represent a classic 3 _____ of driving, a cost imposed on others rather than reflected in fuel prices, which some cities address through 4 _____, charging drivers to enter congested zones. Encouraging a genuine 5 _____ away from private cars typically requires reliable public transport alongside 6 _____ measures such as narrower lanes and speed bumps. A 7 _____, converting a car lane into a cycle lane or pedestrian space, can reduce speeds and improve safety simultaneously. Severe collisions correlate closely with 8 _____, since impact severity increases sharply with speed, occasionally resulting in prosecutions for 9 _____ when negligence is established. Meanwhile, growing e-commerce has intensified pressure on 10 _____, the final and often most congested stage of delivery.

5 Read the text and answer the questions briefly.

The economics of congestion

Transport economists have long argued that road space is a scarce resource typically priced at zero, which predictably leads to overuse and congestion. Congestion pricing, charging drivers directly for access to busy roads at peak times, attempts to correct this by internalising the externality that free road use otherwise imposes on other drivers. Critics object that such schemes can disproportionately burden lower-income drivers who lack viable alternatives, while proponents counter that revenue can be reinvested in public transport to offset this effect. Evidence from cities that have implemented congestion pricing suggests measurable reductions in traffic volume, though induced demand can partially erode these gains over time if road capacity is subsequently expanded.

1 What have transport economists long argued about road space? _____

2 What does congestion pricing attempt to correct? _____

3 What do critics object about such schemes? _____

4 What do proponents counter? _____

5 What does evidence from cities implementing congestion pricing suggest? _____

6 What can partially erode these gains over time? _____

On the road: traffic and driving

6 **Replace the words in bold with a precise term or collocation.**

1 New roads simply generated more traffic than before. _____

2 Drivers are charged a fee to enter the busy city centre. _____

3 Pollution is a cost imposed on others, not reflected in fuel prices. _____

4 The lane was converted into a cycle path to improve safety. _____

OVER TO YOU

Write a 160-190 word critical commentary on how urban transport policy addresses traffic congestion, distinguishing observation from inference and evaluating competing approaches.

[ ] Use at least twelve target expressions. [ ] Include four academic collocations. [ ] Maintain a precise, balanced register.

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ANSWER KEY

1 Advanced terms

1 a 2 b 3 c 4 d 5 e 6 f 7 g 8 h 9 i 10 j

2 Precise terms

1 induced demand 2 traffic calming 3 a modal shift 4 an externality 5 congestion pricing 6 a road diet 7 last-mile logistics 8 kinetic energy

3 Academic collocations

1 a mitigate an externality 2 h disincentivise private car use 3 f internalise an externality... note reassign
4 c optimise traffic flow 5 d retrofit urban infrastructure for safety 6 e decongest a city centre 7 f incentivise public transport use 8 g curb reckless driving

4 Analysis

1 induced demand 2 gridlock paradox 3 externality 4 congestion pricing 5 modal shift
6 traffic calming 7 road diet 8 kinetic energy 9 vehicular manslaughter 10 last-mile logistics

5 Reading - suggested answers

1 That road space is a scarce resource typically priced at zero, which leads to overuse and congestion.
2 The externality that free road use imposes on other drivers.
3 That such schemes can disproportionately burden lower-income drivers who lack viable alternatives.
4 That revenue can be reinvested in public transport to offset this effect.
5 Measurable reductions in traffic volume.
6 Induced demand, if road capacity is subsequently expanded.

6 Precise terms and collocations

1 induced demand 2 congestion pricing 3 an externality 4 a road diet

Over to you

Answers will vary. Look for conceptual precision, evidence-aware reasoning and balanced evaluation.