

# Commission on Travel Demand

## Evidence Session 1

Tuesday 7<sup>th</sup> March 2017

Understanding Demand



# Commission on Travel Demand

- Runs to April 2018
- Through calls for evidence, public debates/discussions explore the case for a rethink of how we understand travel demand
- Funded by RCUK End Use Energy Demand Centre  
DEMAND EP/K011723/1

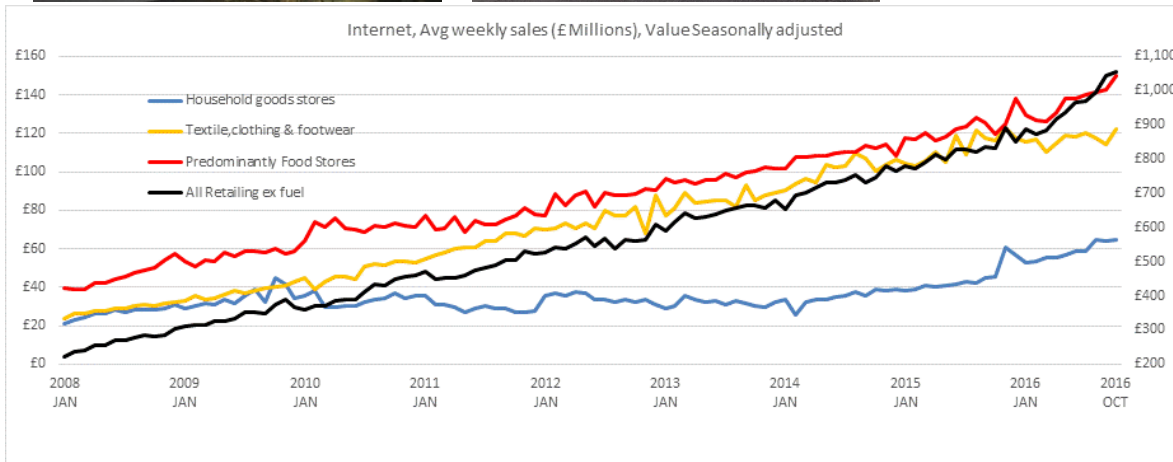


# Commission Aims

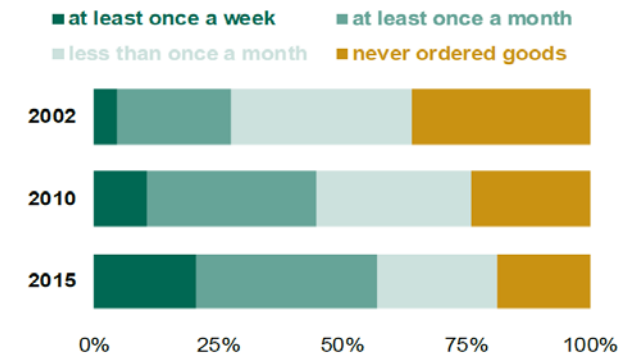
- Describe how demand is understood within the transport sector today and consider alternative approaches
- Understand how new types of demand are emerging and old types of demand disappearing and the influences on these processes
- Characterise the anticipated nature and speed of change in key elements of the mobility system and how this will interact with demand
- Explore how current practice would need to change to incorporate new insights, the barriers to change and how these might be overcome



# There is a lot of change going to systems which transport is just a part of



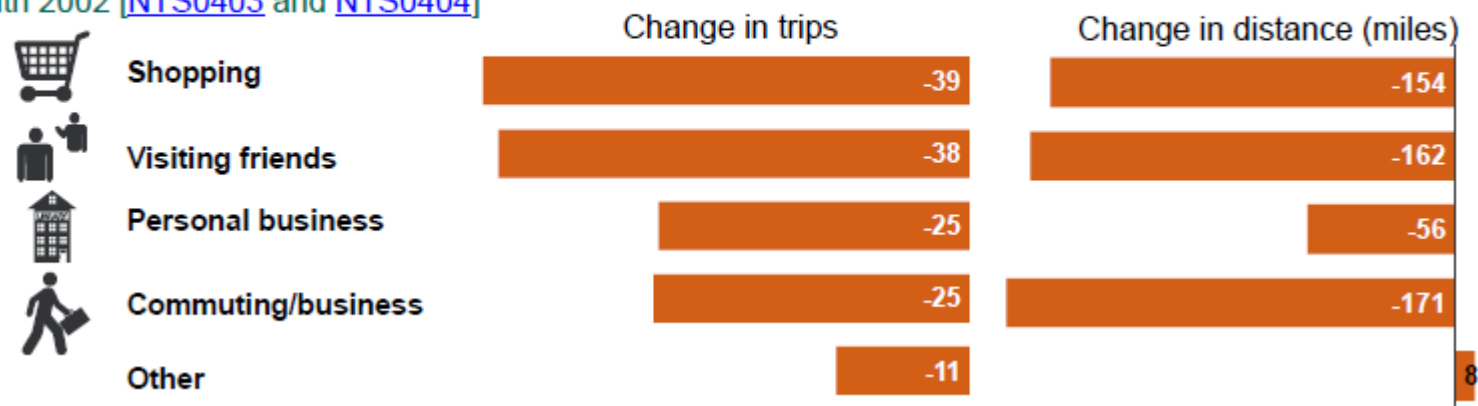
Frequency of household delivery of goods and services: England, 2002, 2010 and 2015 [NTS0806]



# Some trends have been surprising

Since 2002 people are travelling less to shop, visit friends or for commuting or business reasons.

Change in average trips and distance travelled per person per year by purpose: England, 2015 compared with 2002 [[NTS0403](#) and [NTS0404](#)]



# Some appear quite different spatially

Traffic Growth Bristol 2000 to 2014

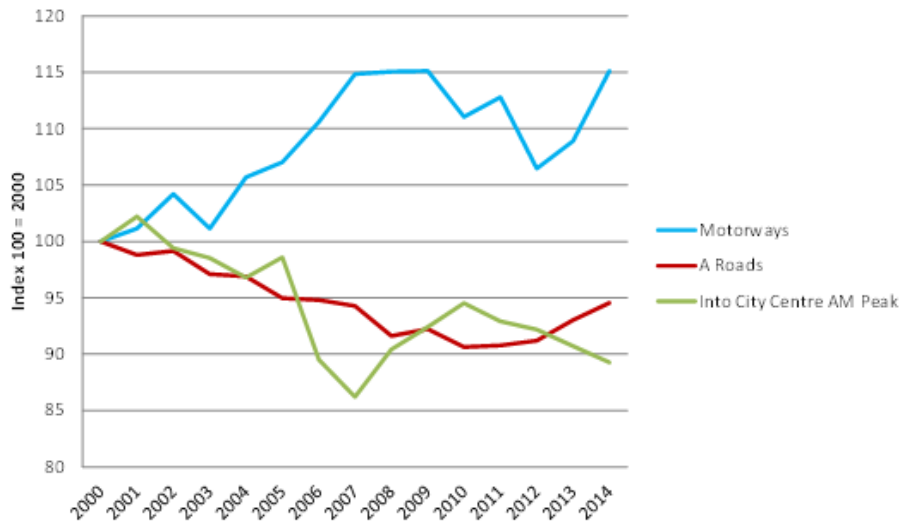
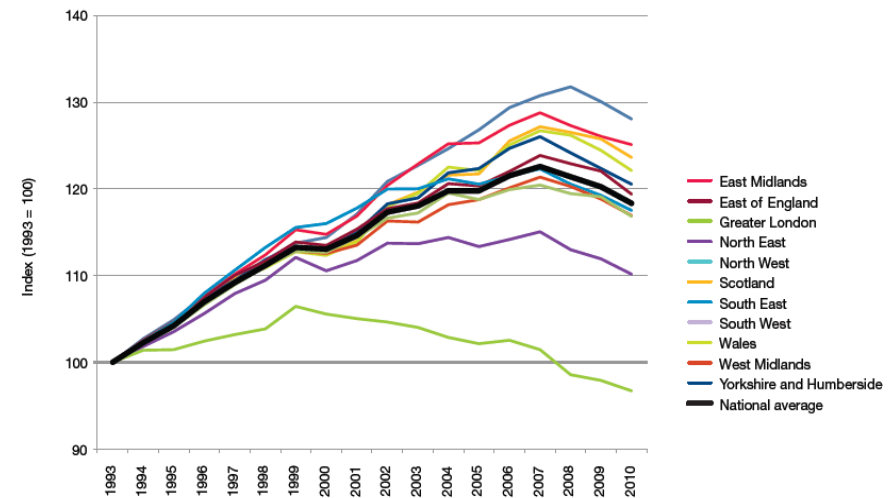


Figure 3.35: Index of growth rates in car traffic, by region, since 1993



Le Vine and Jones (2012)



# Some are different across cohorts

Evidence: Gordon Stokes

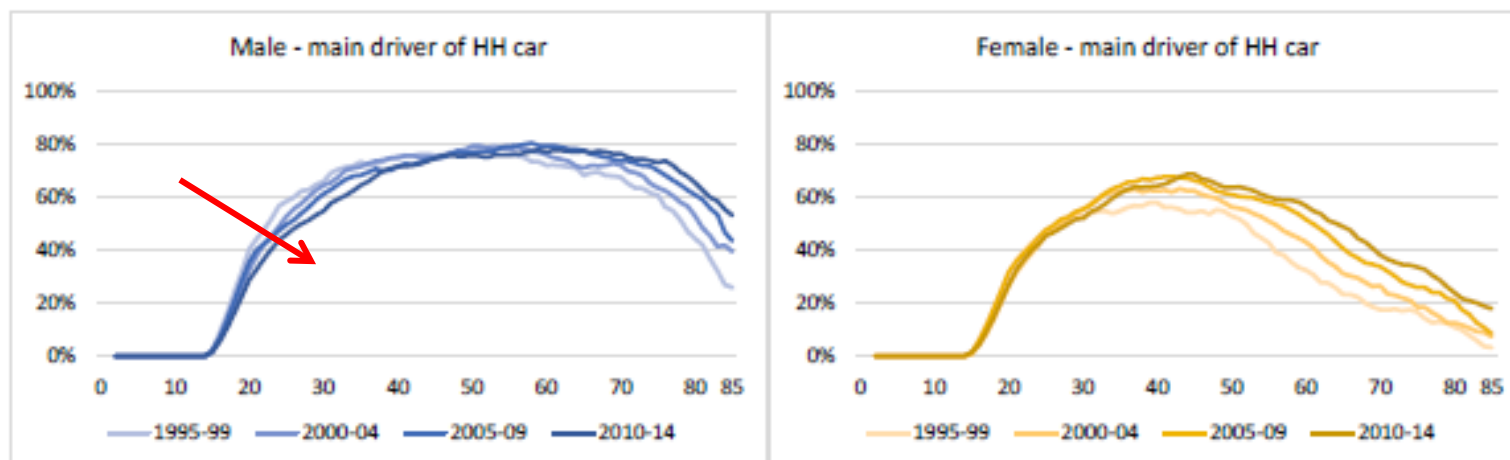


Figure 1 - % with access to a car as a main driver 1995-9 to 2010-14 (NTS data)

# Commission Aims

To have a broad and informed discussion about:

- How we think about travel demand
- Whether additional tools and perspectives might help and for what
- And if they did, whether and how it could influence decision-making

