

# Do we need to change how we make sense of mobility?

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# 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

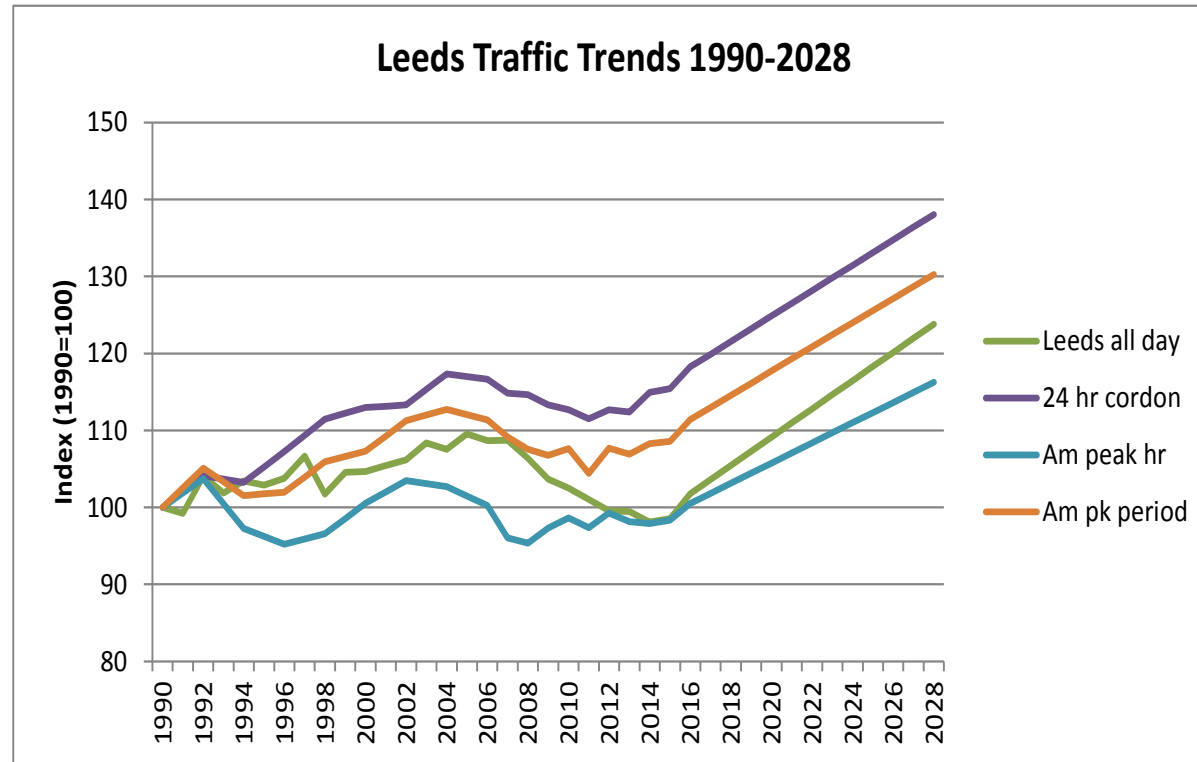
# What is travel demand?

- Travel is a derived demand – something which rarely occurs for its own sake but as part of other activities
- It is what we can observe being done on the networks
- It is the sum of individual decisions
- Travel is a disutility which we accept to participate in other activities

# Why do we need to understand demand?



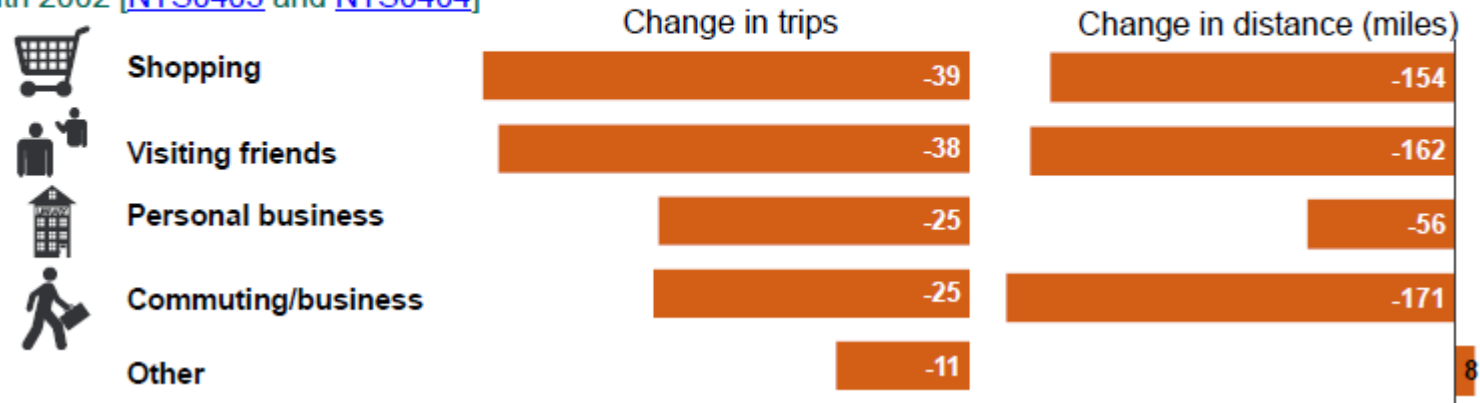
# (Why) is there a need to rethink?



# What things have we not expected that have already happened?

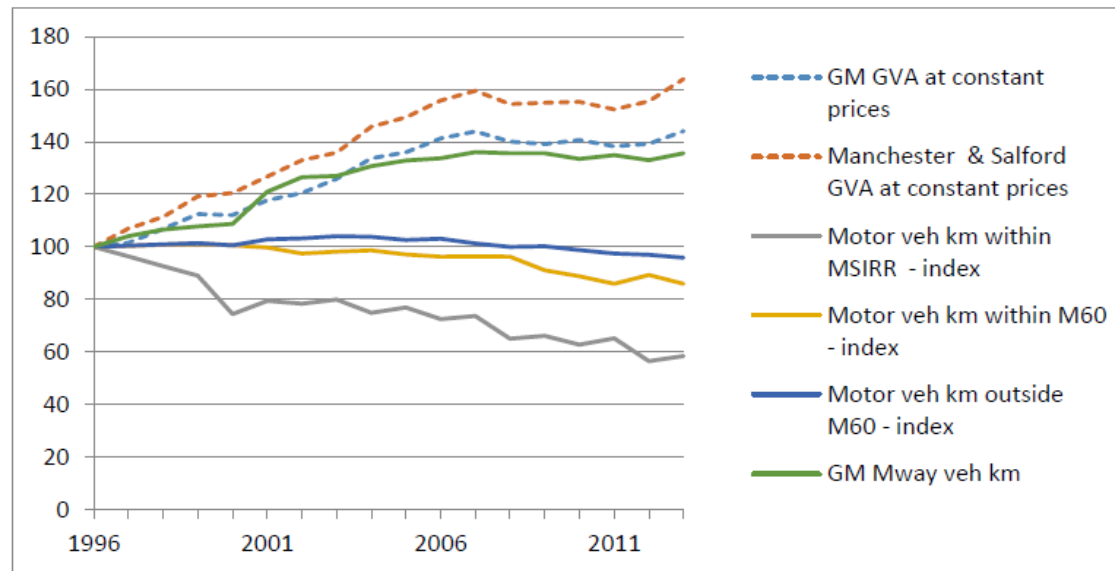
Since 2002 people are travelling less to shop, visit friends or for commuting or business reasons.

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



# What things have we not expected that have already happened?

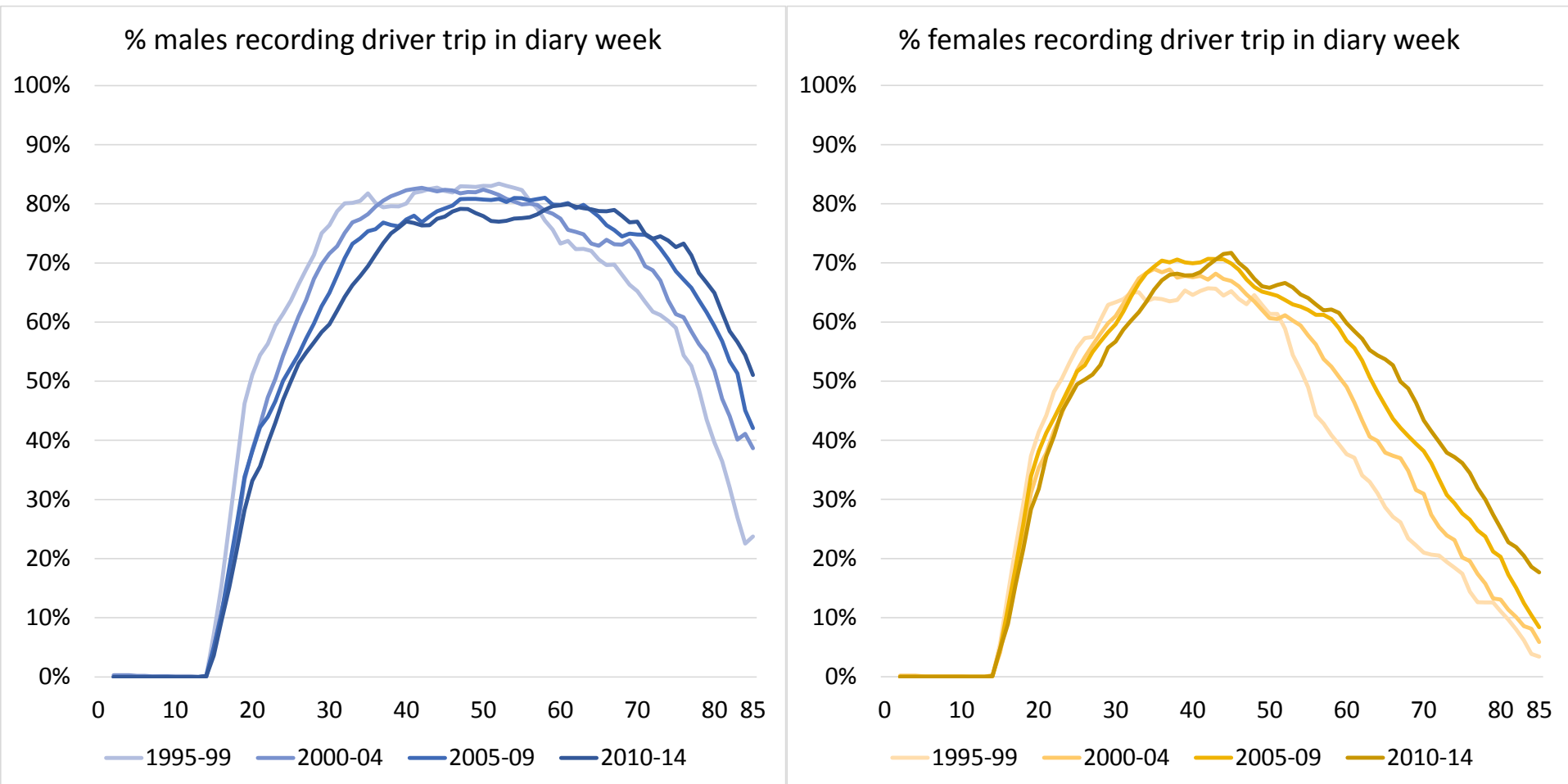
Figure 1: Changes in motor vehicle kilometres<sup>1</sup> by area of Greater Manchester – 1996 values set to 100



Evidence from Transport for Greater Manchester



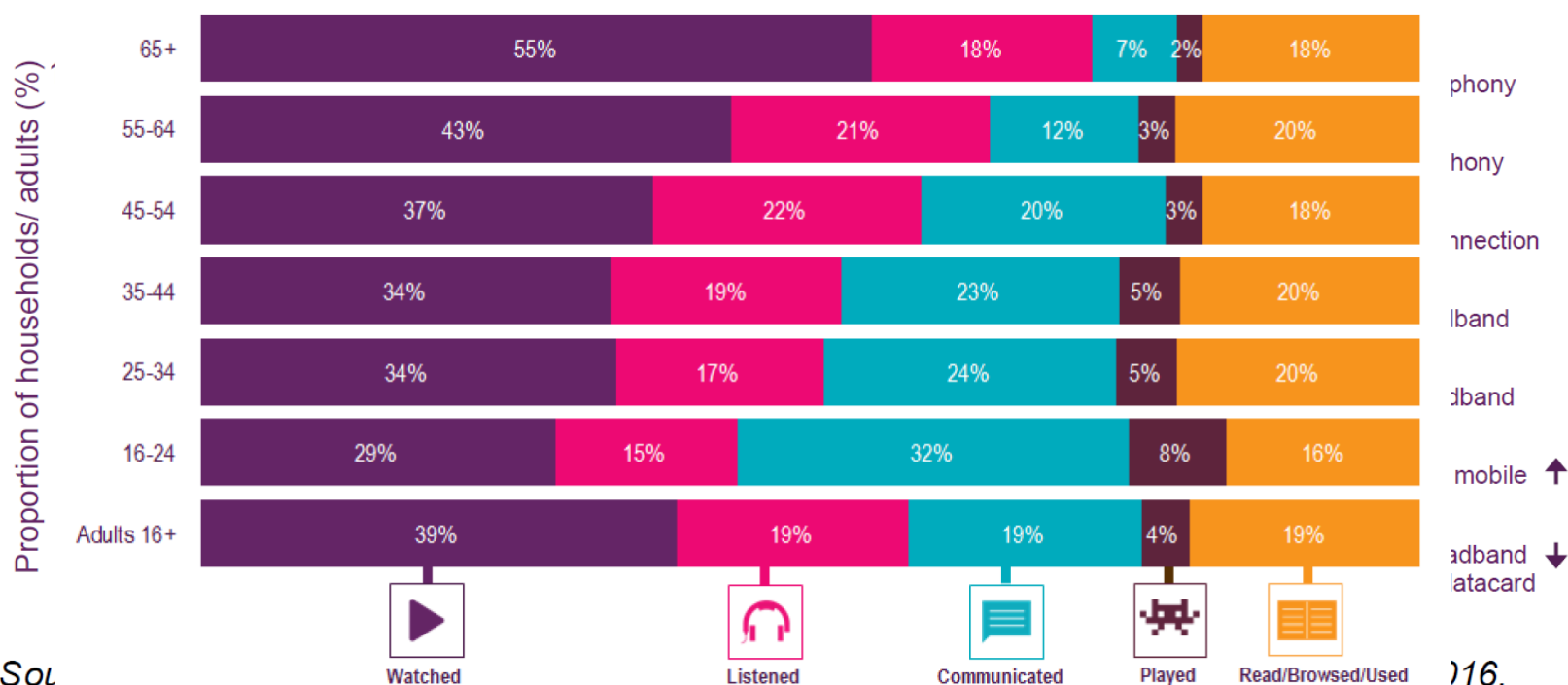
# What things have we not expected that have already happened?



Evidence from Gordon Stokes

# What other sorts of changes are on-going that matter?

**Fig** Figure 1.11 Proportion of time attributed to activity types, by age group

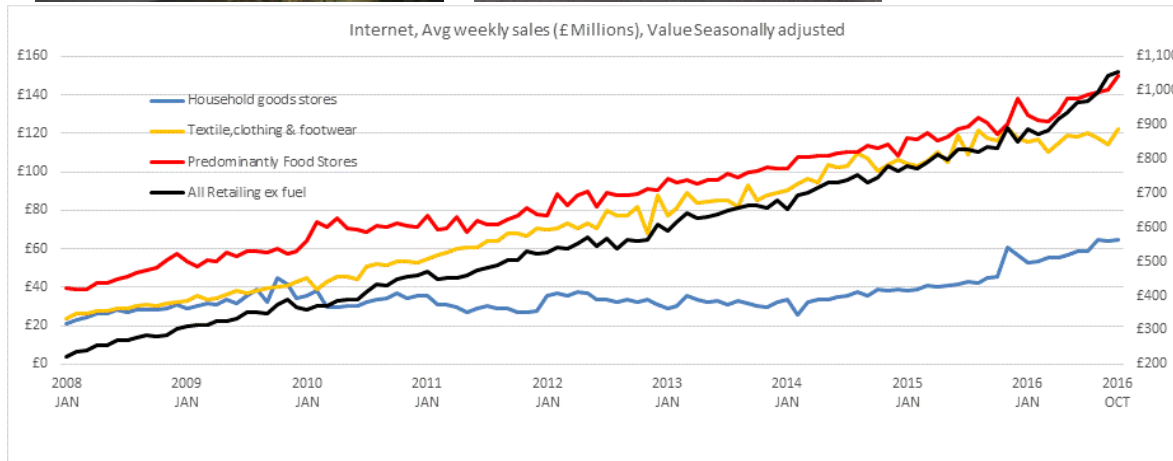


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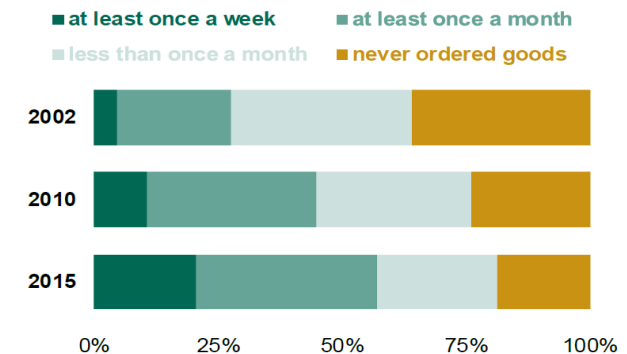
Bas Base: Adults 16+ (1512), 16-24 (129), 25-34 (189), 35-44 (282), 45-54 (299), 55-64 (259), 65+ (354)

116.

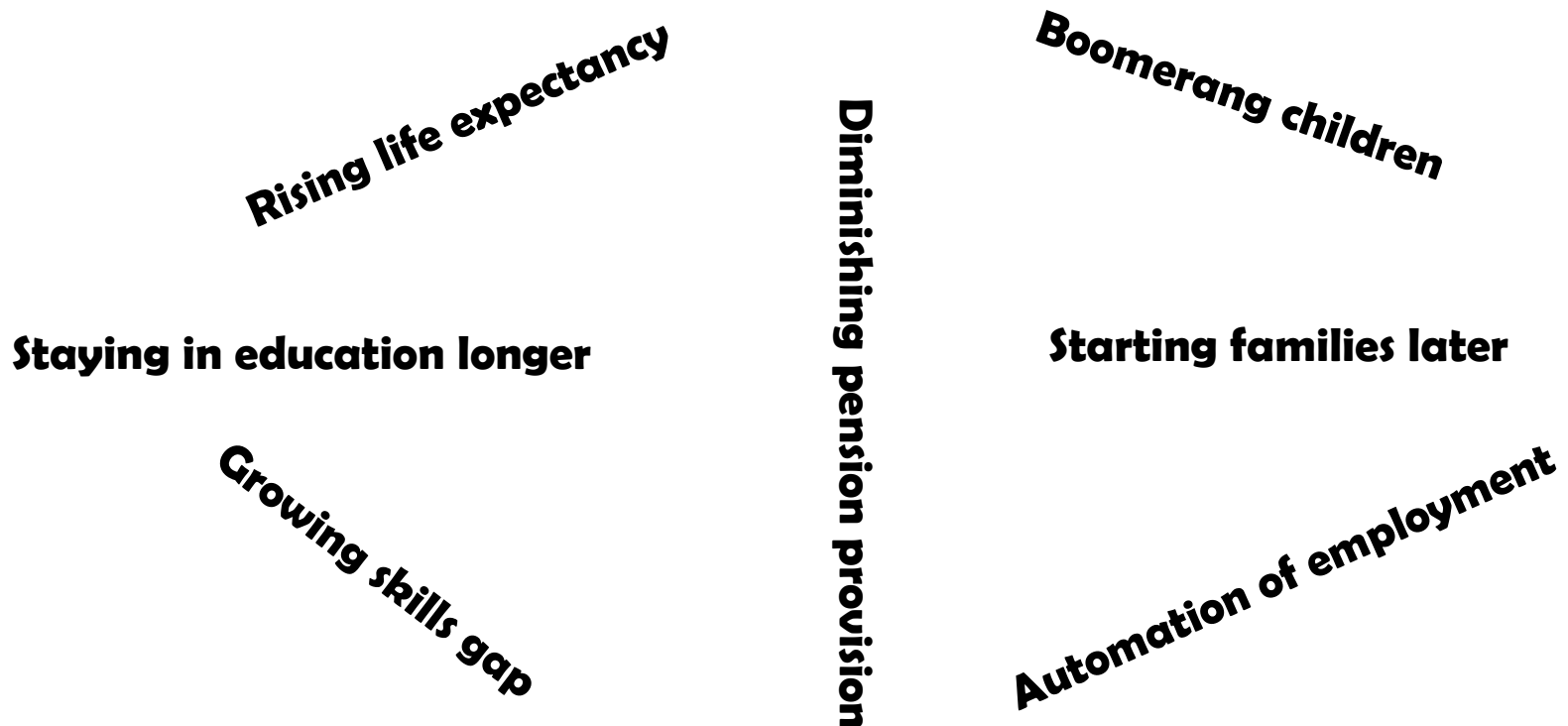
# What other sorts of changes are on-going that matter?



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



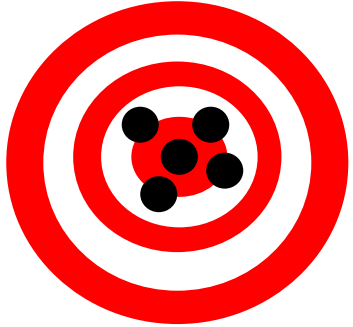
# What other sorts of changes are on-going that matter?



# What is the importance?



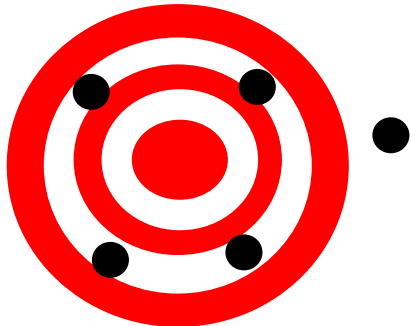
# Why might thinking differently matter?



This world view works when there is limited uncertainty and where sensitivity tests capture the variables that matter



This risks being the world view if assumptions about the variables that matter are wrong



If the underlying basis for demand could be changing a lot but in ways we are not certain about then accepting less precision and robustness to a greater range of futures may be better

# Questions

## Reminder - 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

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