

Commission on Travel Demand

Welcome and Introductory Remarks

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Wednesday 20th September 2017

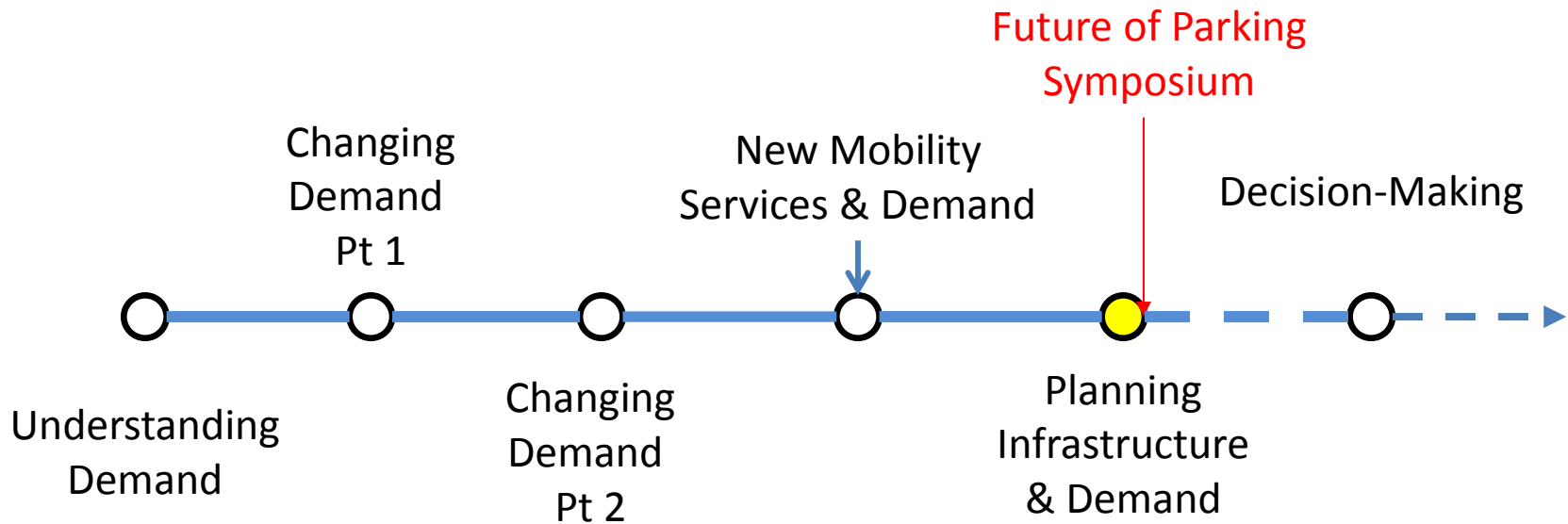


Commission Aims

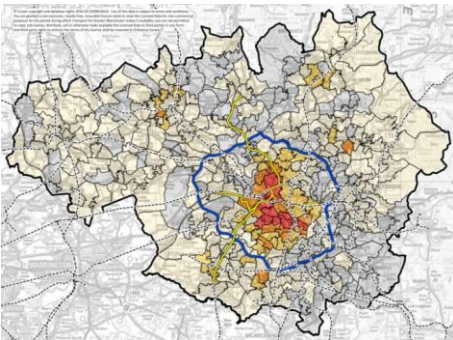
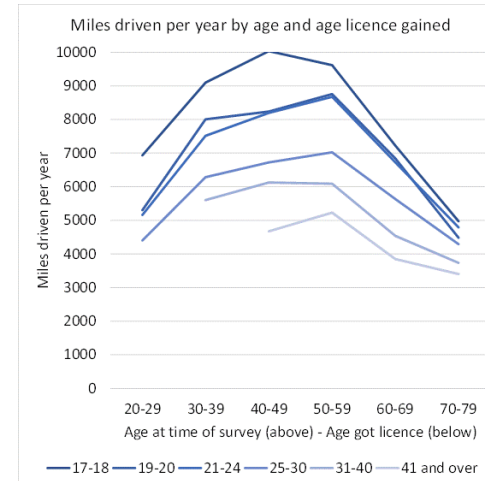
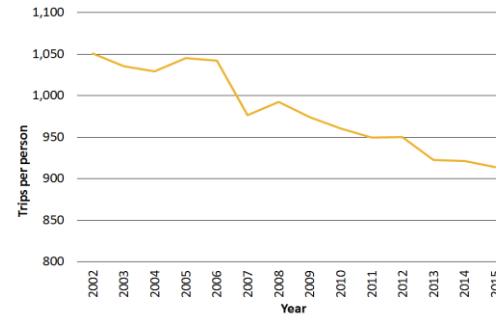
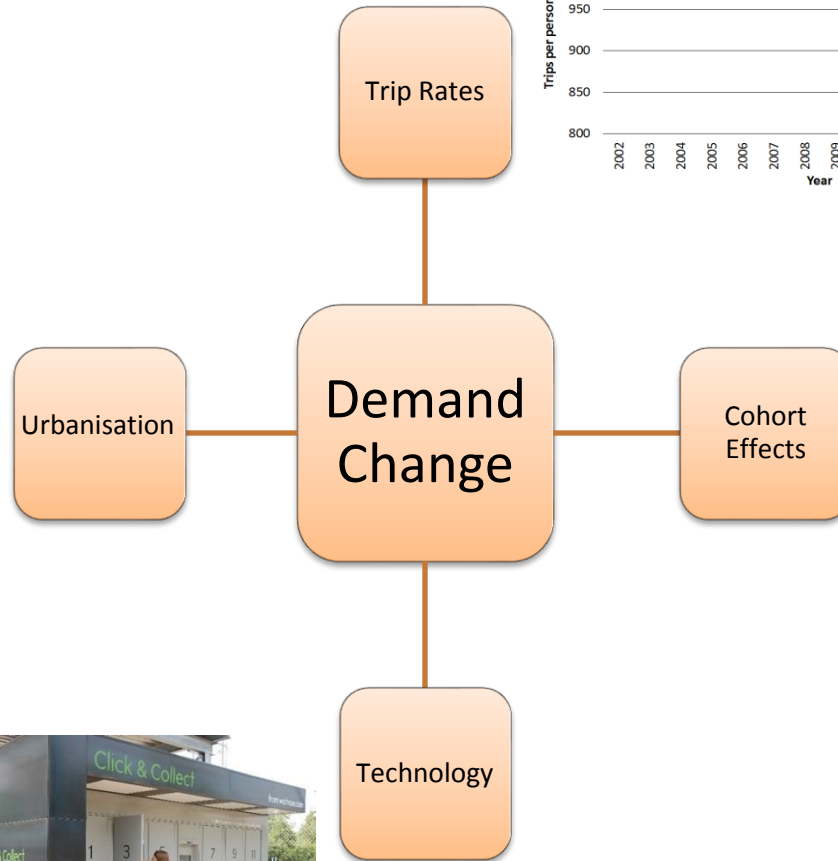
- Describe how demand is understood within the transport sector today and consider alternative approaches
- Understand how new types of demand are emerging and old types of demand disappearing and the influences on these processes
- Characterise the anticipated nature and speed of change in key elements 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



Where are we in process?



Key Findings

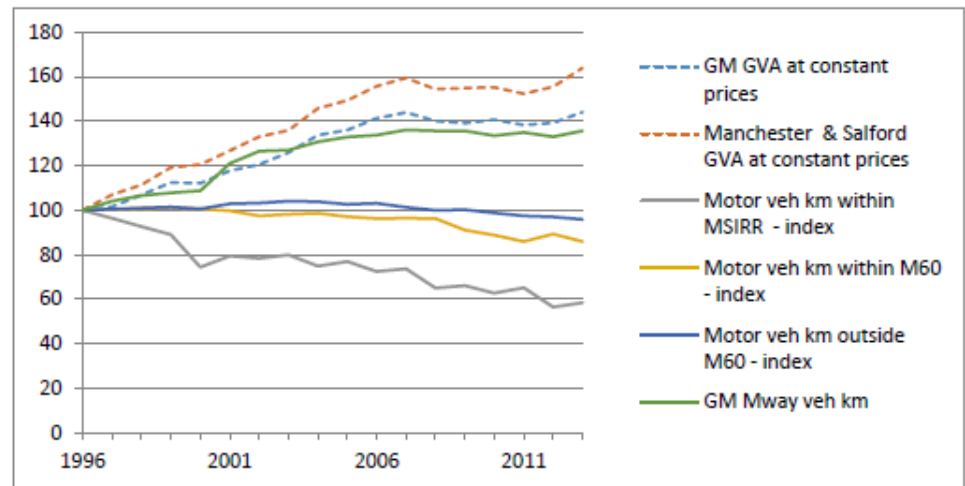
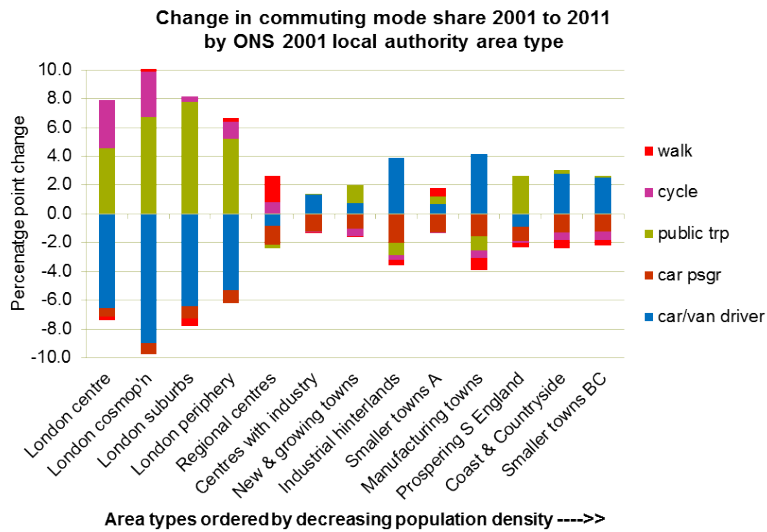


Census 2001 and 2011: Usual Resident Population Density
 Population Density Absolute Change

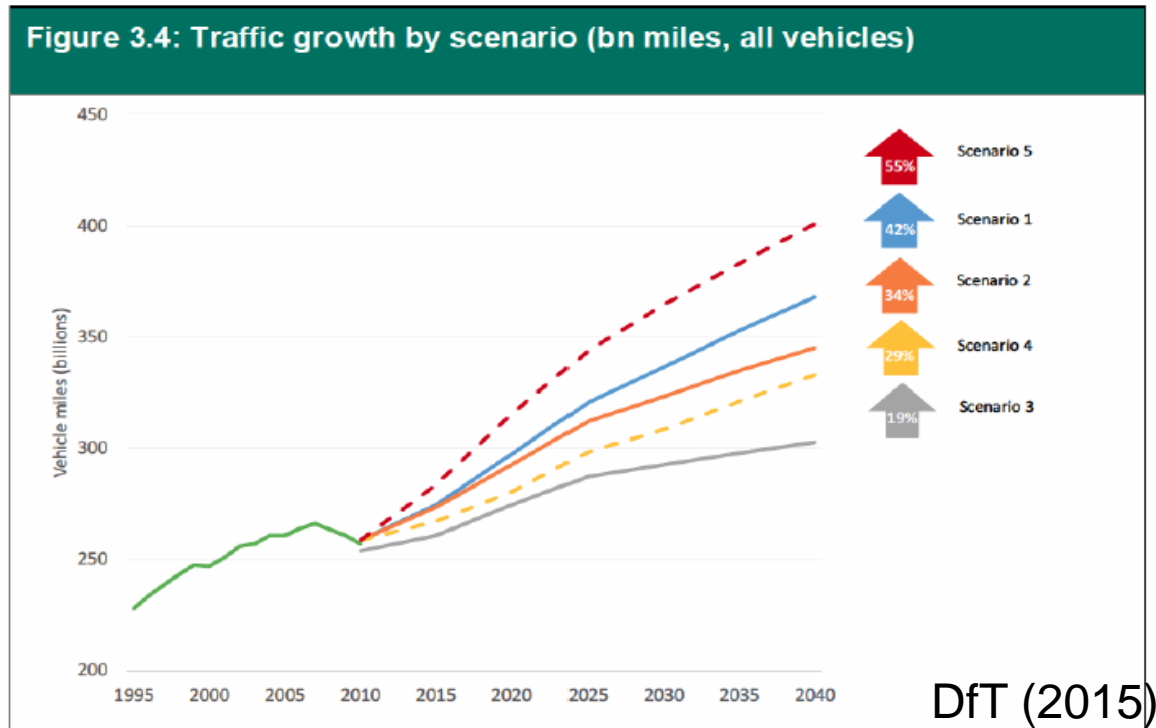
- Increase of over 2,000 per sq km
- 1,000 to 2,000
- 500 to 1,000
- 0 to 500
- Reduction per sq km



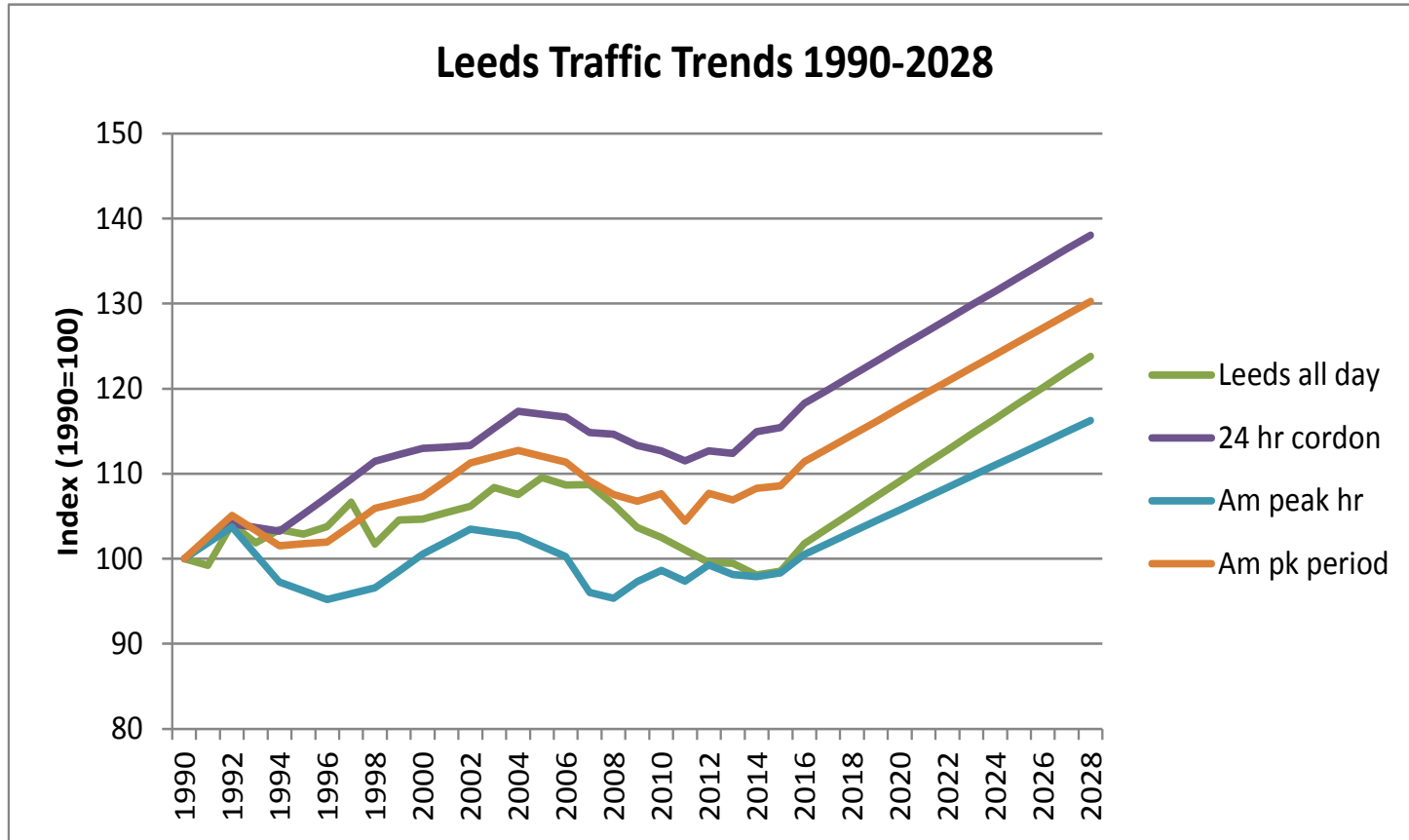
Key Findings - Heterogeneity



Key Findings – Changing Assumptions?

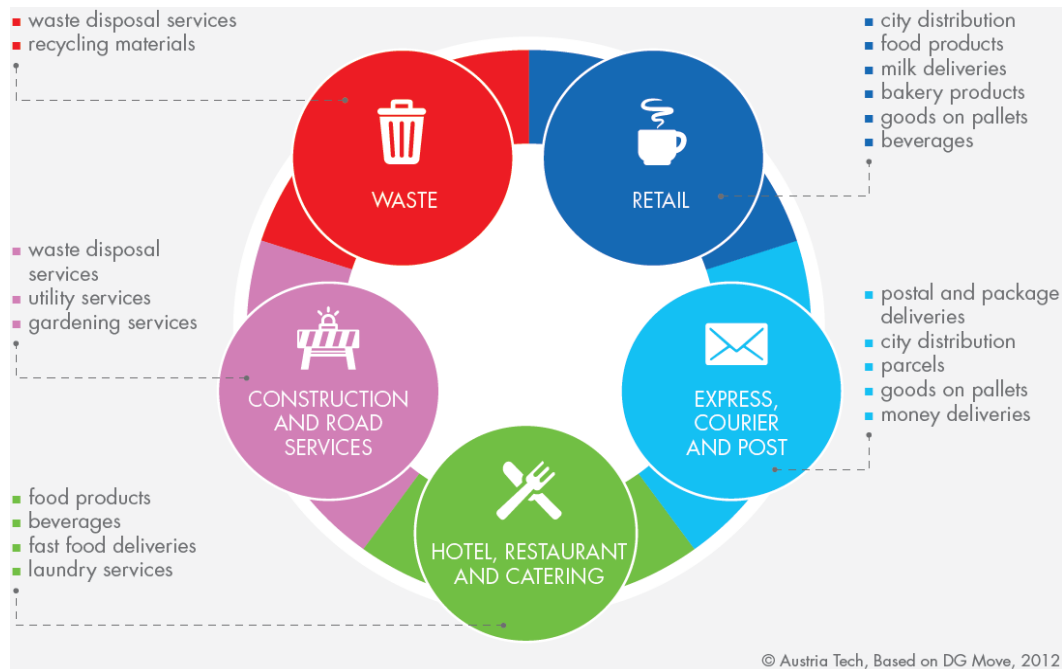


Key Findings – Changing Assumptions?



Key Findings – Technology

- Focus on the individual or household travel is missing key growth areas
- Blurring of some trip purposes



- Next-day delivery (non-food) grew by 50% (2012-2015)
- Same-day delivery = 10% of the total parcels market by value
- 13-14% of all e-commerce deliveries in the UK arrive either late or when the customer is not at home (IMRG, 2014a) costing £771m in 2014

Evidence: Professor Tom Cherrett

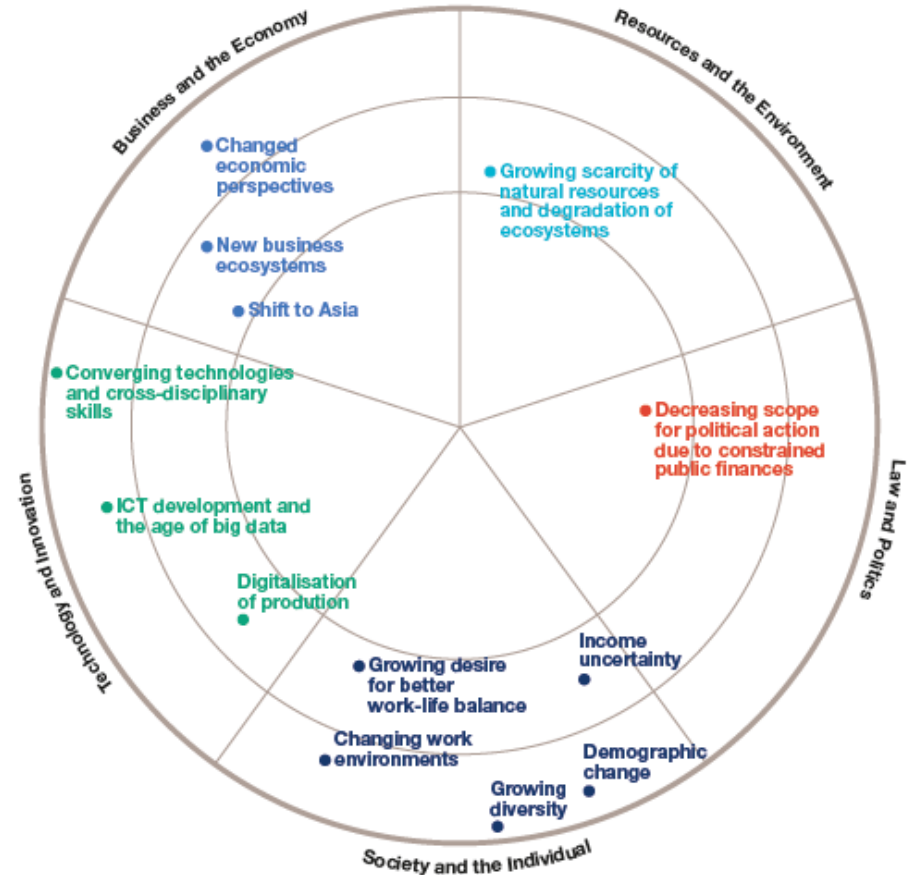
Key Findings – Broader Social Change

There has been relatively little attention paid to change in the services and activities people travel for



Evidence: Rob Chesters NHS

Trends shaping the future of UK jobs and skills up to 2030



Key Findings – Transport Technologies

Mechanisms	Impacts	Automation level
Distances	XX	
Modal shift	XXX	
Trip number	X	
New user groups	X	
Mobility on demand	X	
Empty running	X	

Smaller impact at low levels of automation

Step change at high levels of automation

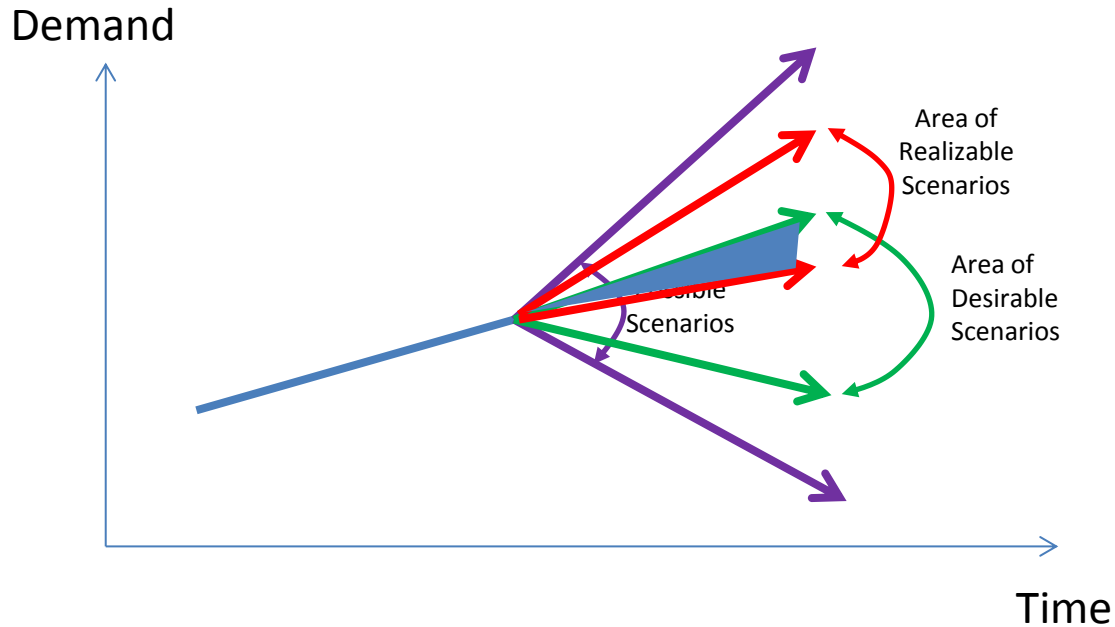
But demand will **almost certainly** increase

USA: up to 60% increase in demand, range 5%-60%

Wadud et al. 2016



Demand is made (in part) by policy



Adapted from Godet, M. and Roubelat, F. (1996)
Creating the Future: The Use and Misuse of Scenarios
Long Range Planning, 29(2), 164-171

Today's session

- Planning for less car dependent cities
- Updates on infrastructures and demand
- Planning, growth and practice

