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‘Ask the Expert’:
***Travel Fast or Smart? A Manifesto for an
Intelligent Transport Policy***

Speaker:

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Chair:

Nida Broughton, Social Market Foundation

Wi-Fi

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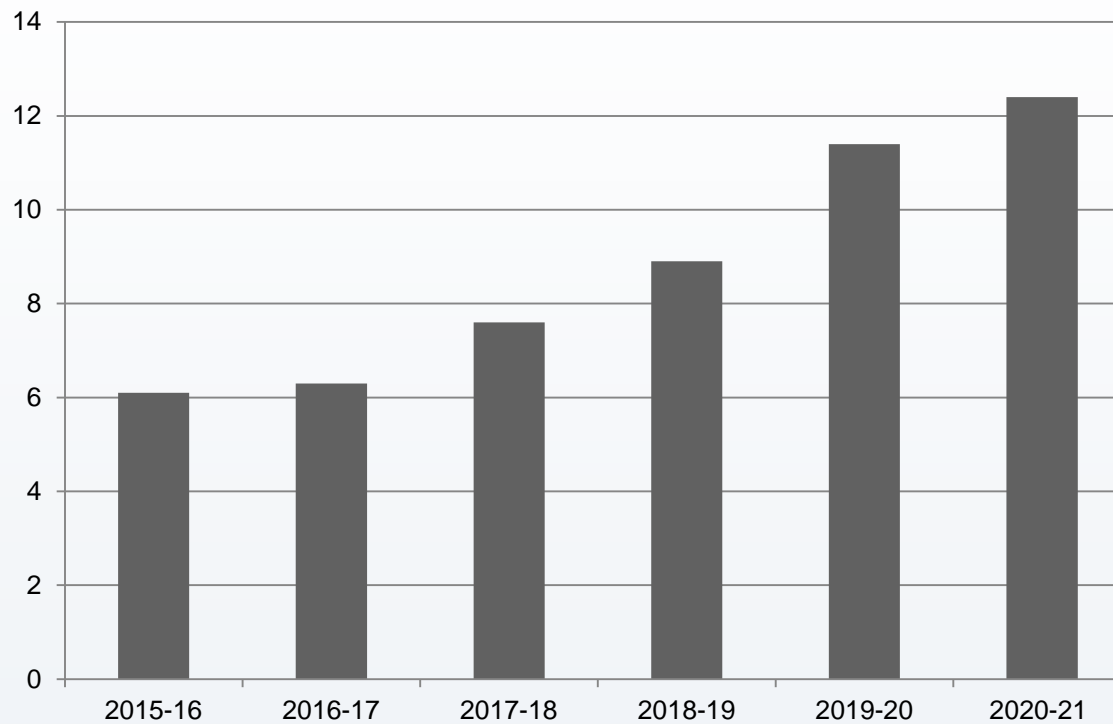
Travel Fast or Smart?

David Metz

Centre for Transport Studies

University College London

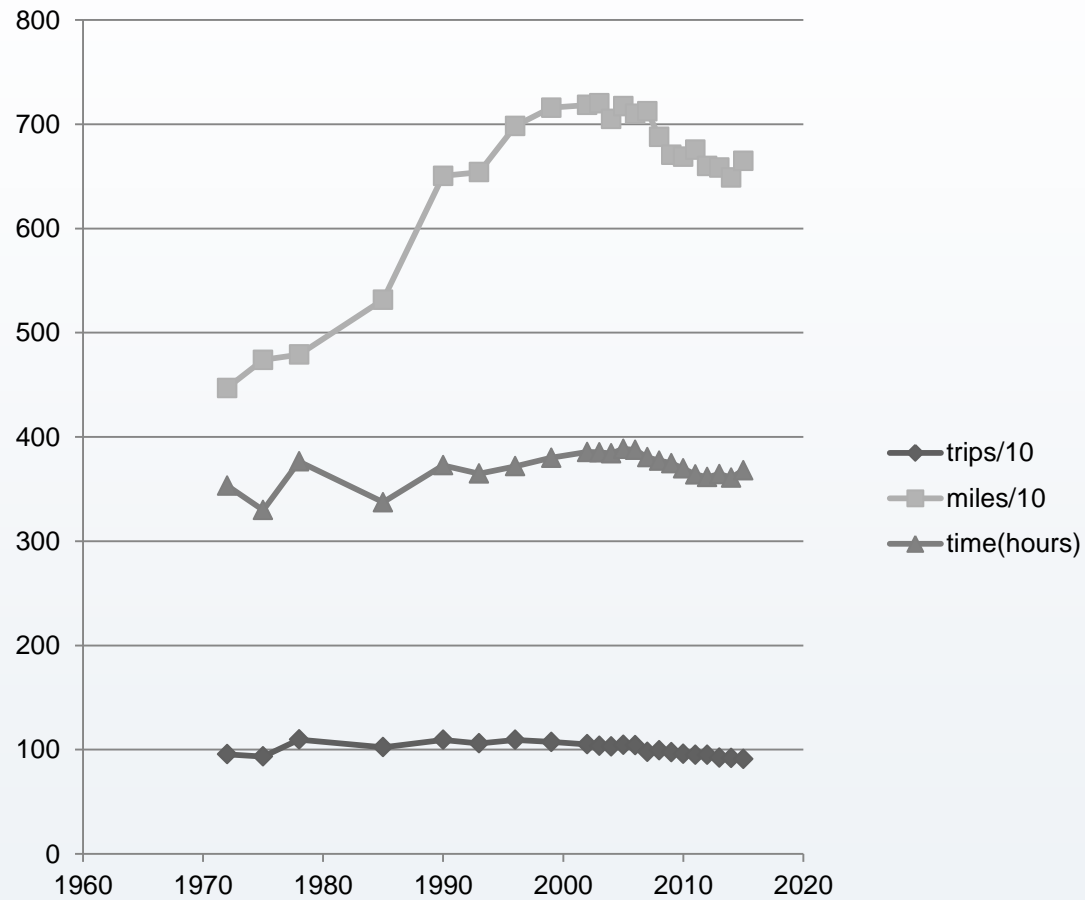
DfT Capital Expenditure £bn



Inconsistencies in transport policy

- Closed under-used railways, but then demand doubled
- Privatised railways, but took NetworkRail back
- Gave up investment in motorways, but now plan major new construction
- Vacillate on road pricing: London but not elsewhere
- Buses privatised outside London, but now other cities allowed to adopt London model
- Connectivity competes with Sustainability

National Travel Survey





Elizabeth line




Economic benefits of Crossrail

Benefits	Welfare (£m)
Business time savings	4,847
Commuting time savings	4,152
Leisure time savings	3,833
Total transport user benefits - conventional appraisal	12,832
Increase in labour force participation	
People working longer	
Move to more productive jobs	
Agglomeration benefits	3,094
Increased competition	0
Imperfect competition	485
Exchequer consequences of increased GDP	3,580
Additional to conventional appraisal	7,159
Total (excluding financing, social and environmental costs and benefits)	19,991

How values are estimated from the surveys

- 3.15 Respondents to the questionnaires were presented with two options for a hypothetical journey, one quicker and more expensive, the other cheaper and slower, and asked to choose which they would prefer.

	Option A	Option B
One way fuel cost	£33.30	£35.00
One way travel time by car	4 hours 23 minutes	3 hours 30 minutes


Option A



Option B

Figure 4 'SP1' - the time vs. cost stated preference experiment

High Speed 2



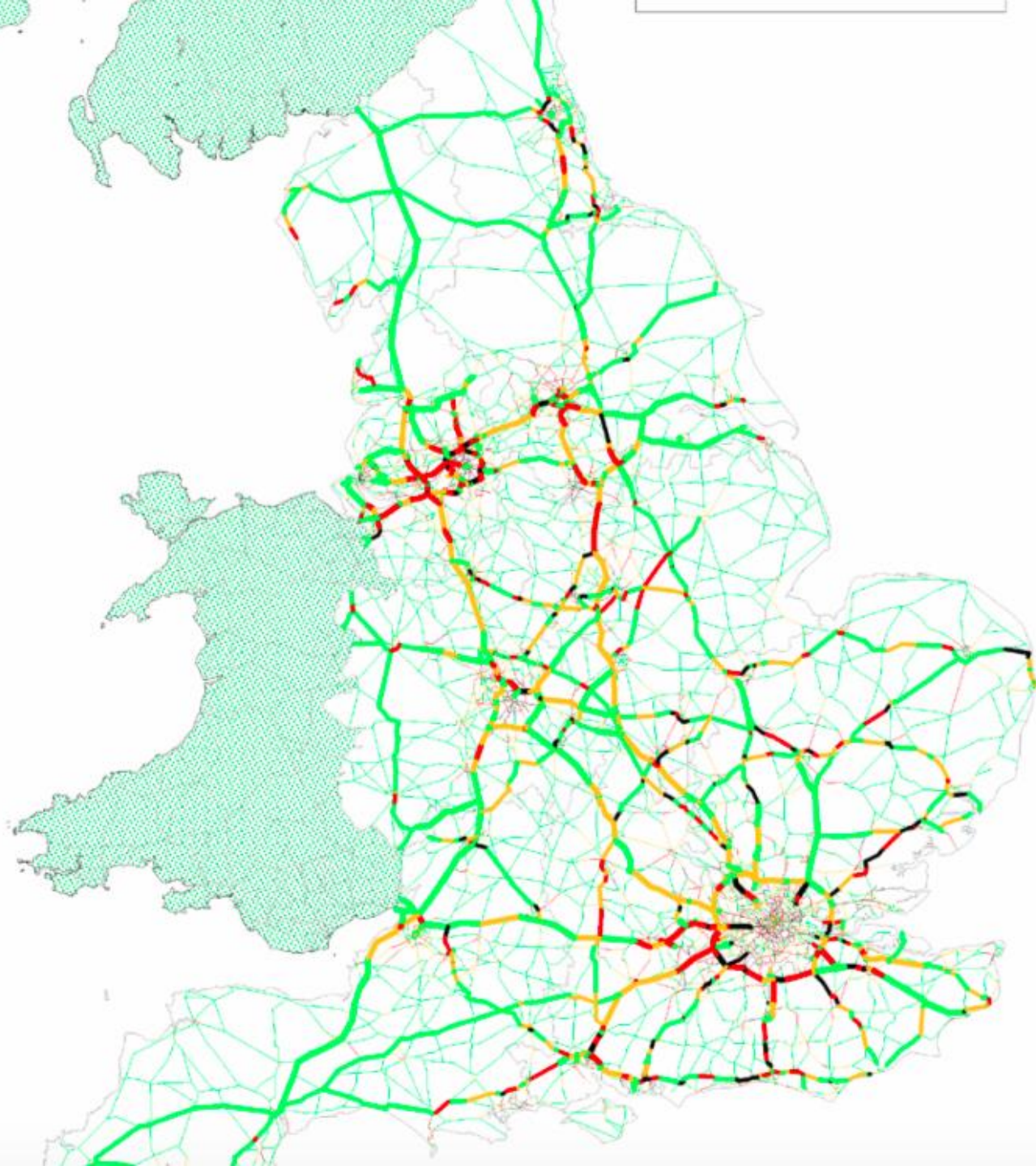
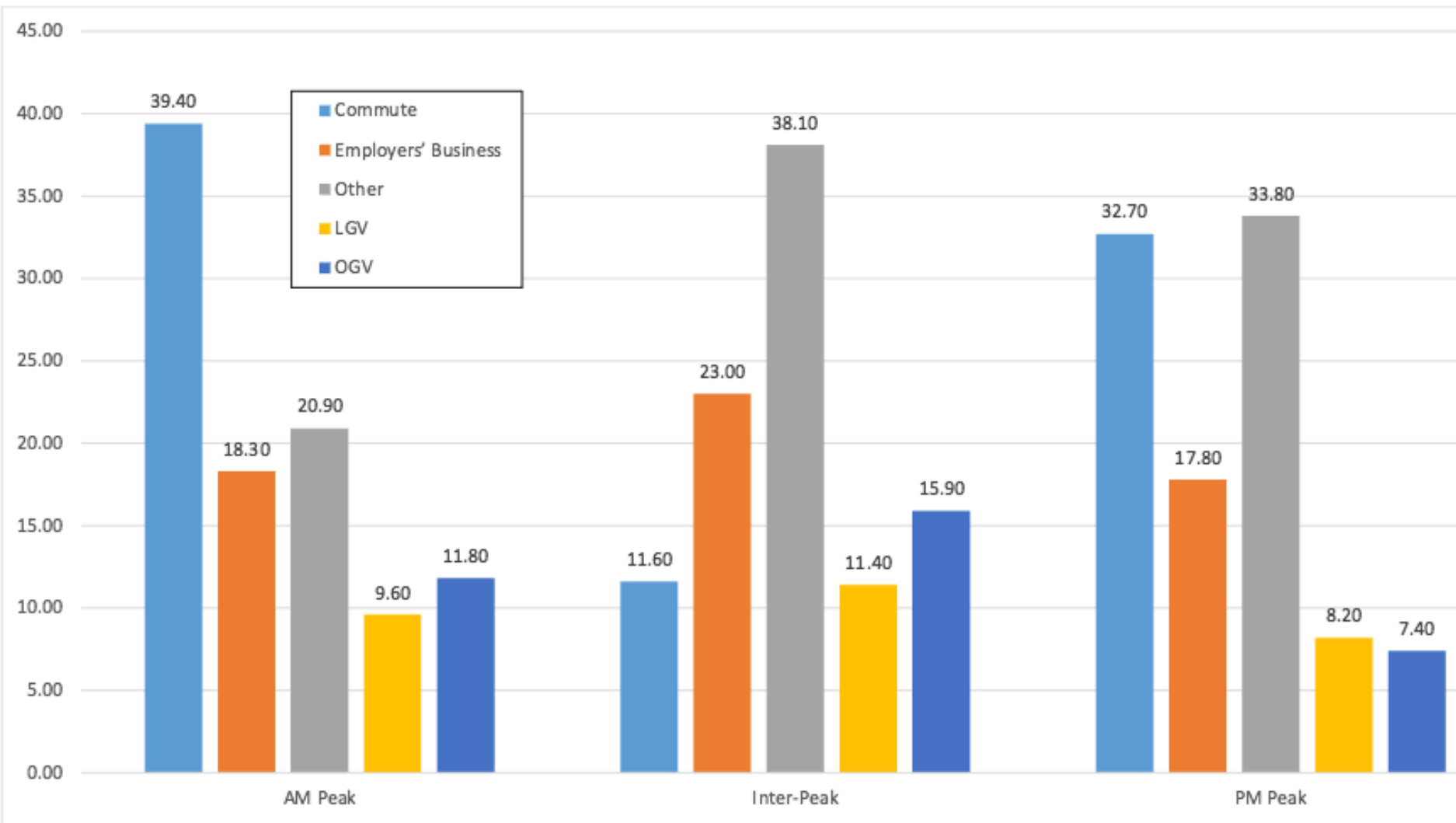
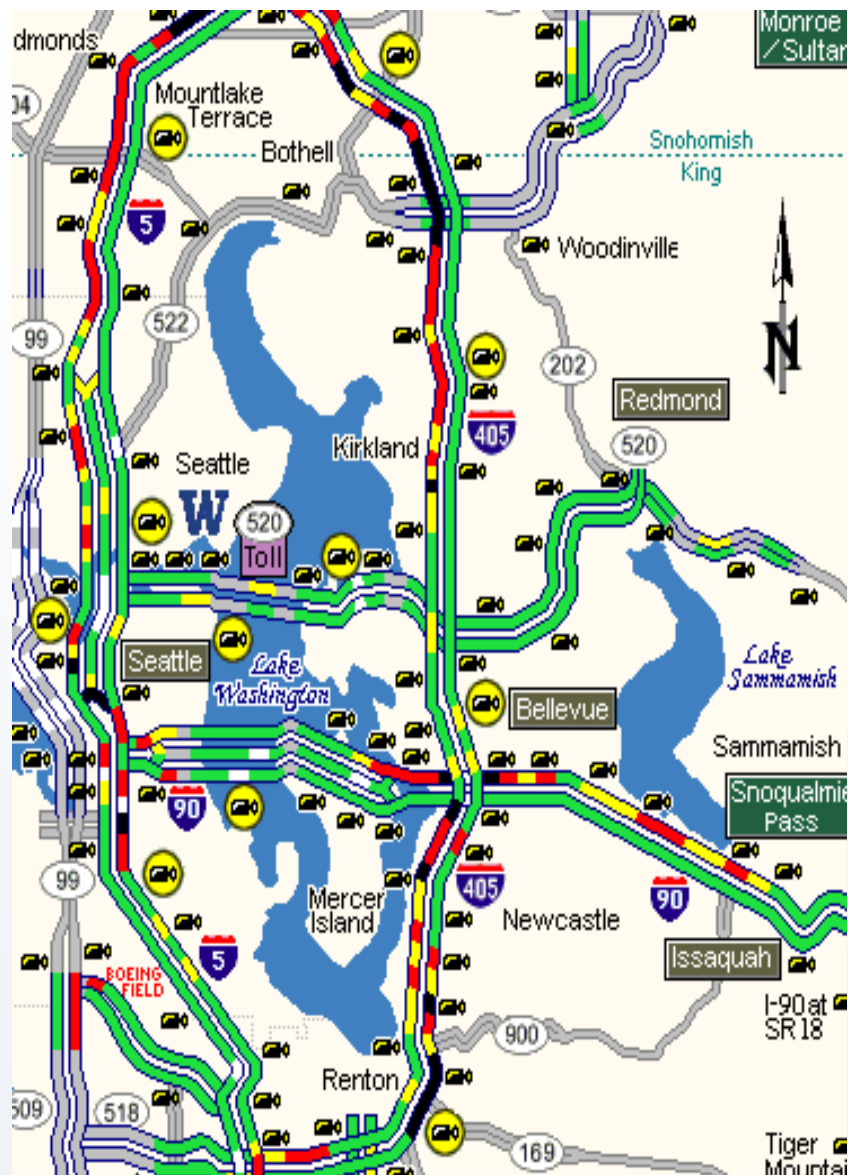


Figure 23 - Journey Purposes for time periods (M60 junction 12 to 13)⁵²



Problems with investment appraisal based on travel time savings

- Infrastructure investments are long-lived
- Time savings are short run
- Disregards
 - Land use change and value enhancement
 - Spatial and socio-economic distribution of benefits
- Biases
 - against urban rail
 - in favour of inter-urban road construction, in the vain hope of ‘building our way out of congestion’
 - against digital technologies

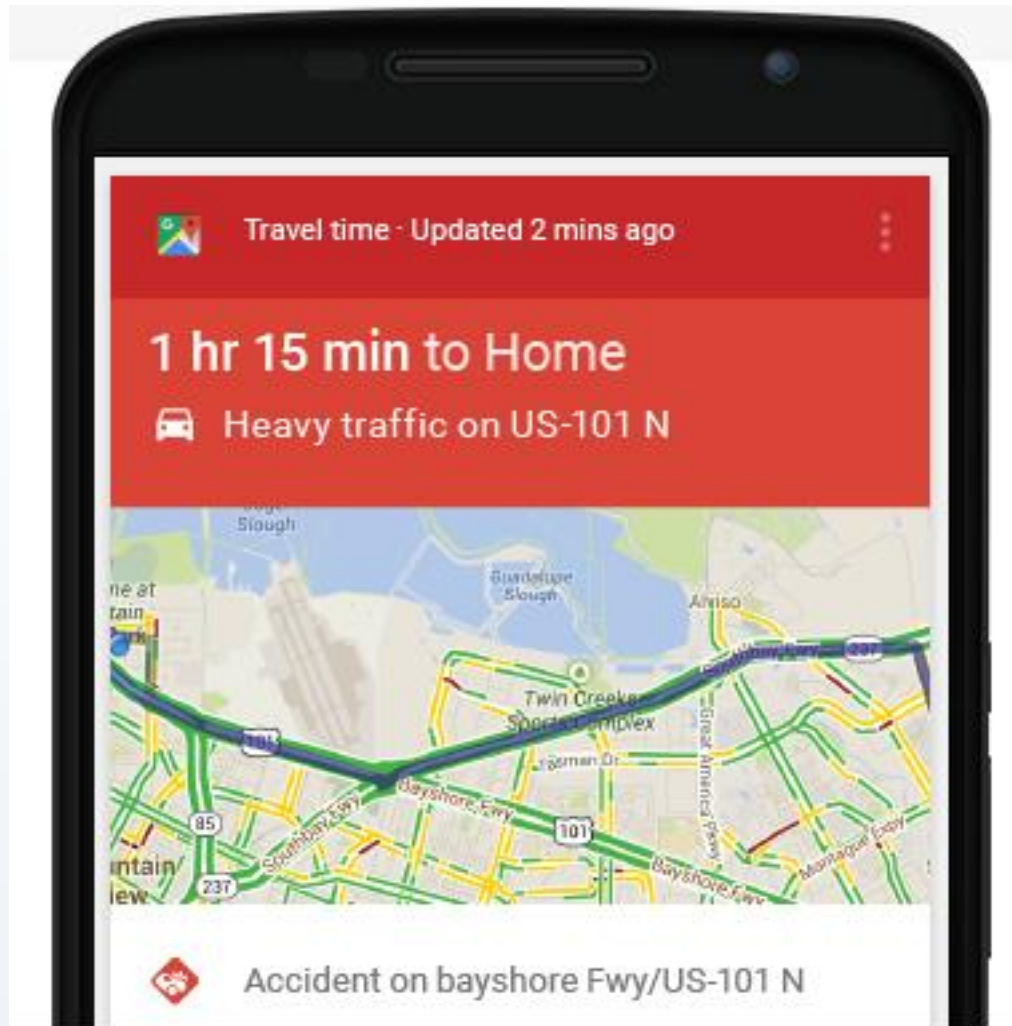


Plan Your Commute - 95% Reliable Travel Times

Calculate Your Commute - This feature uses travel time data to provide a reasonable approximation of the "worst case" travel time scenario. By allowing for the calculated travel time, commuters can expect to arrive at the end of the route, on time, 19 out of 20 working days a month (95 percent of trips). These travel times are based on weekday travel time data from the hours of 6:00 AM to 7:00 PM.

Use [WSDOT's 95% Reliable Travel Times](#) commute calculator. This feature accesses travel time data to provide a reasonable approximation of the "worst case" travel time scenario during weekdays. It's easy to use. Enter:

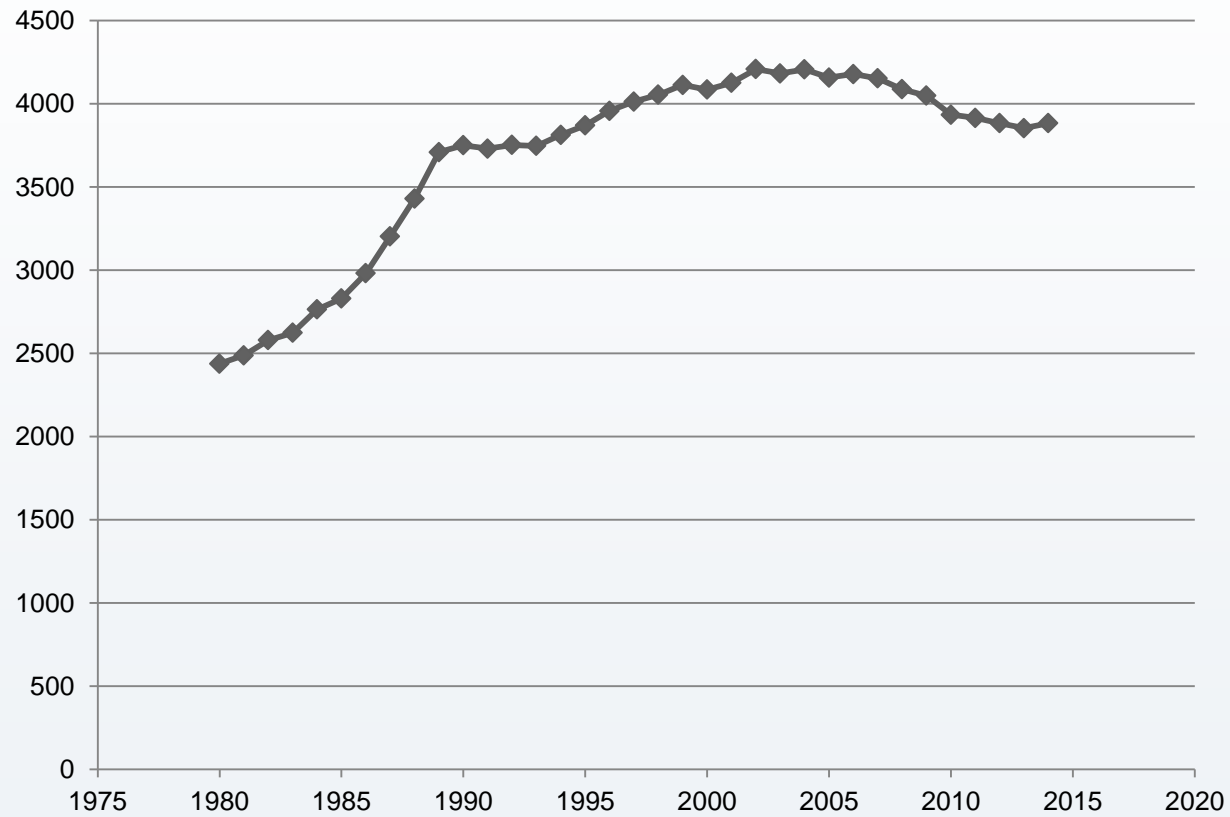
- Where you are starting from,
- Where you are going,
- What time you need to get there.



Rethinking transport investment appraisal

- Evidence based, not theory based - avoids double counting benefits
- Recognise enhancement of land values
- Develop Spatial Economics
- Joint planning of transport investment by planners, developers and transport authorities
- Determine monetary value of reliability to allow appraisal of investment in digital technologies

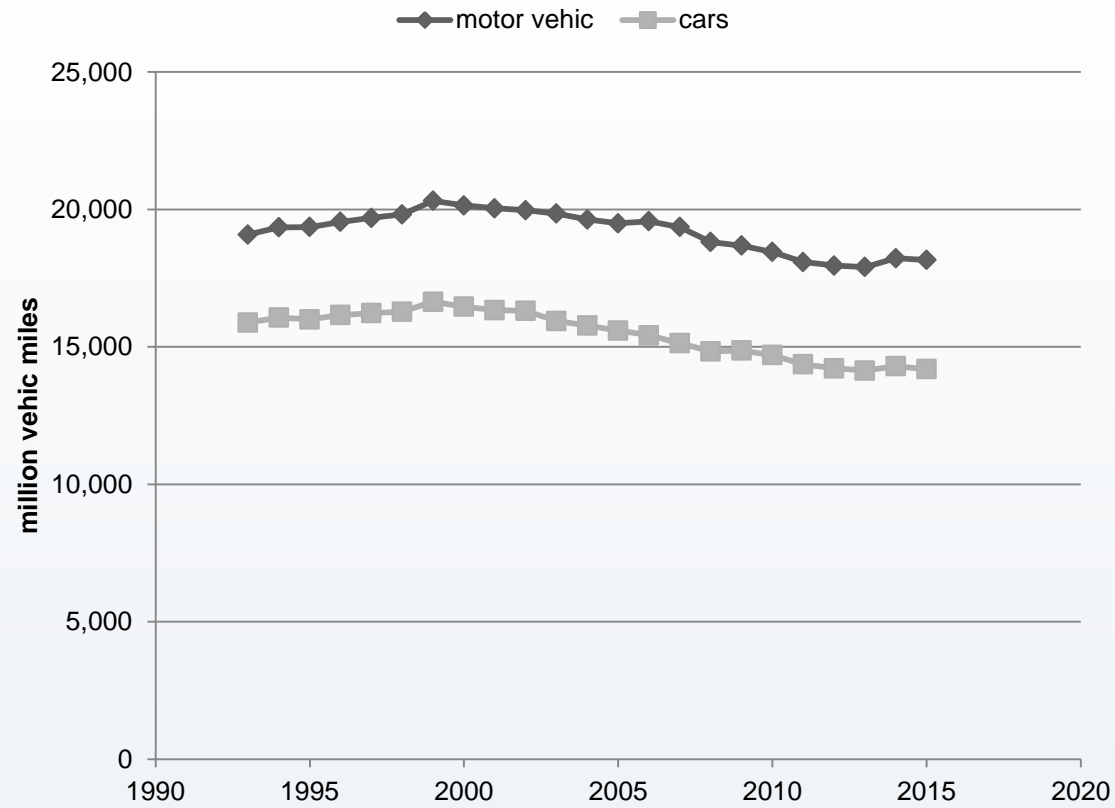
Average distance travelled by car (miles)



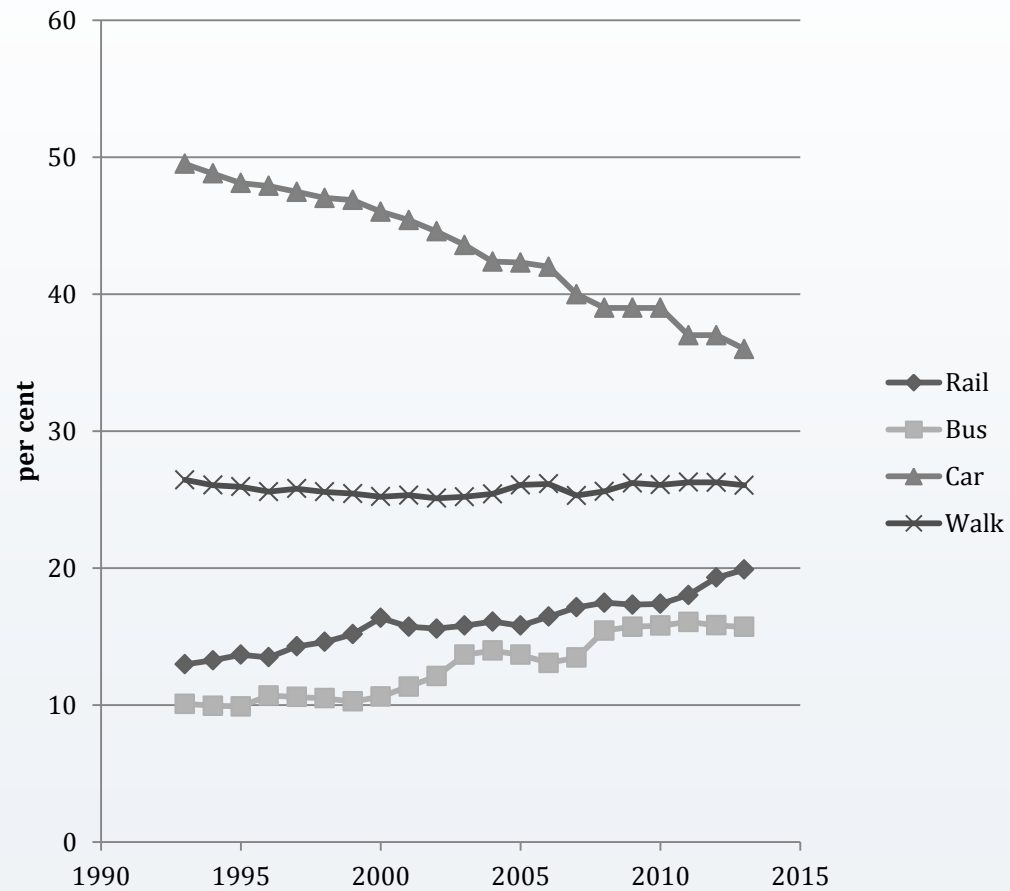
Why has per capita travel growth ceased?

- Younger people less interested in cars
- Demand saturation – enough daily travel to meet our needs
- Technological constraints prevent faster travel
- Urbanisation – less scope for car use
- Changes in company car taxation (UK)

Road Traffic in London



London share of trips



Share of journeys by car in London 1950-2050

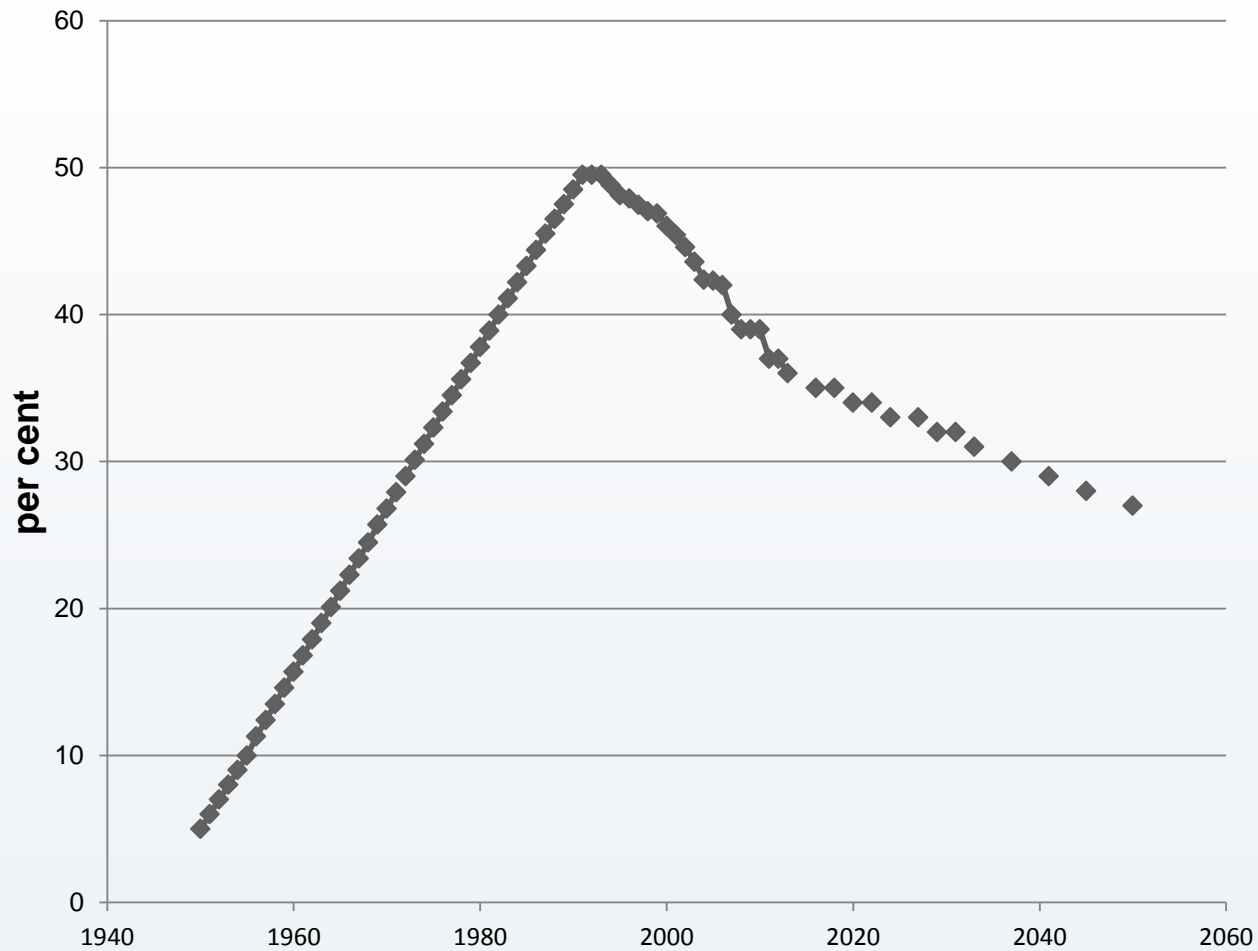
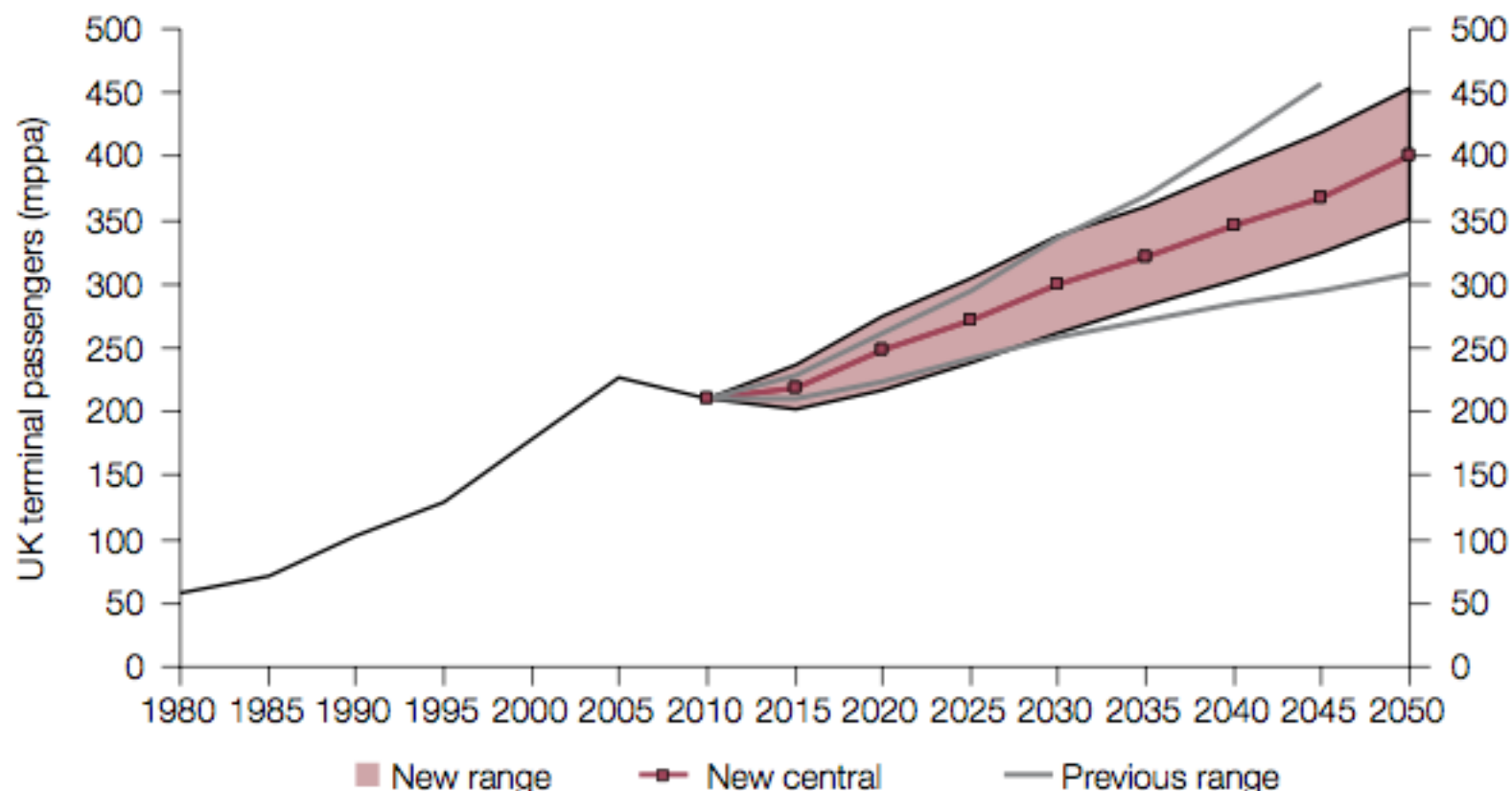
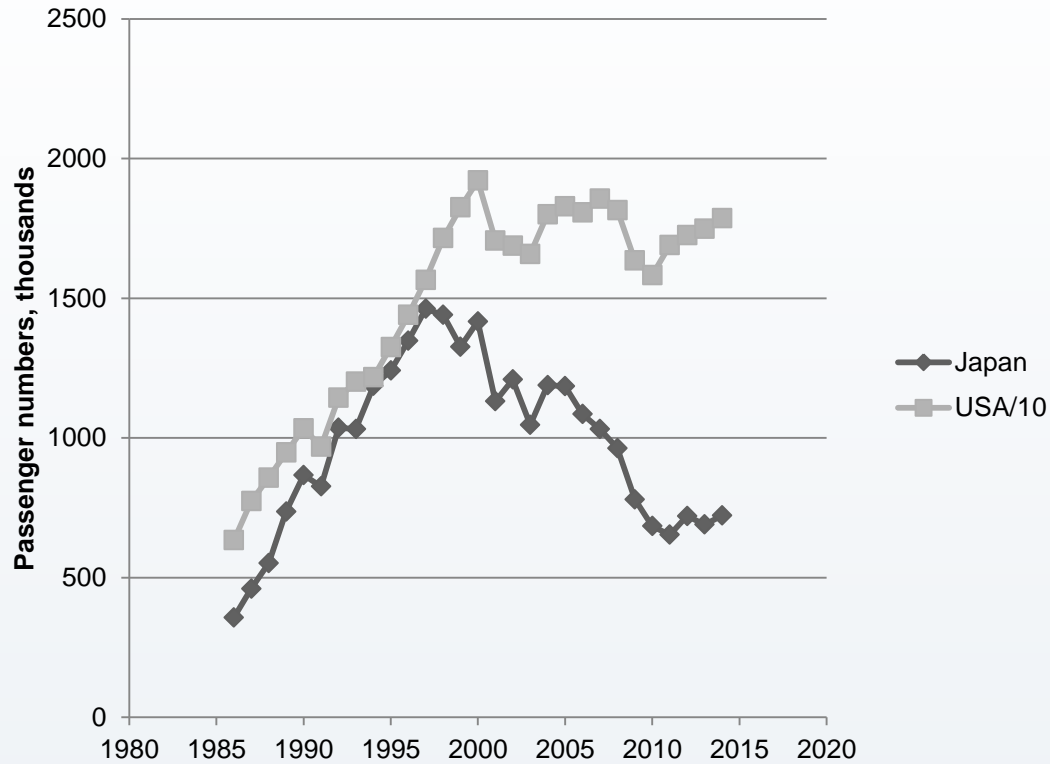


Figure 3.4: Comparison of new uncertainty forecasts with previous DfT low-high range forecasts



Air travel: UK-USA and UK-Japan



Heathrow expansion?

- Future demand likely to be less, and more uncertain, than Airports Commission believed
- 70% of passengers on leisure trips
- Case for more capacity is about business travel
- Plenty of room at Heathrow for more business travel if leisure travel displaced elsewhere
- Very competitive aviation sector would meet market demand, utilising capacity at Stansted etc
- If it were easy to agree on expanding Heathrow, worth doing, but if not, could manage without

PERSPECTIVES

 UCL

TRAVEL FAST OR SMART?

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Intelligent Transport Policy



DAVID METZ