



2050
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Triple Access Planning

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10 June 2020



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Overview

regime transition



beyond
automobility

a new approach to
planning



accessibility not
(only) mobility

accommodating
uncertainty



resilient decision
making

key messages

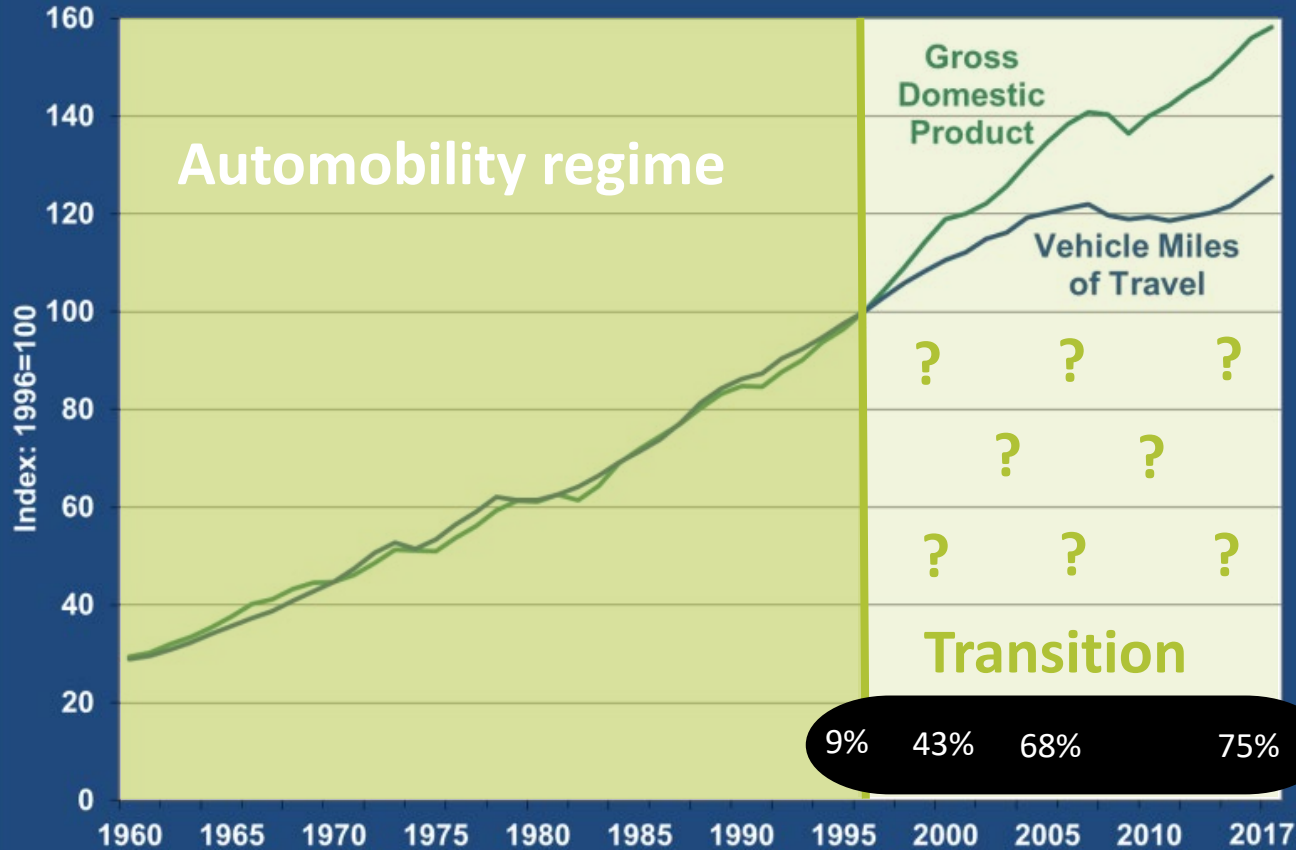


triple access
planning

Regime transition



Relationship of VMT and GDP, 1960-2017

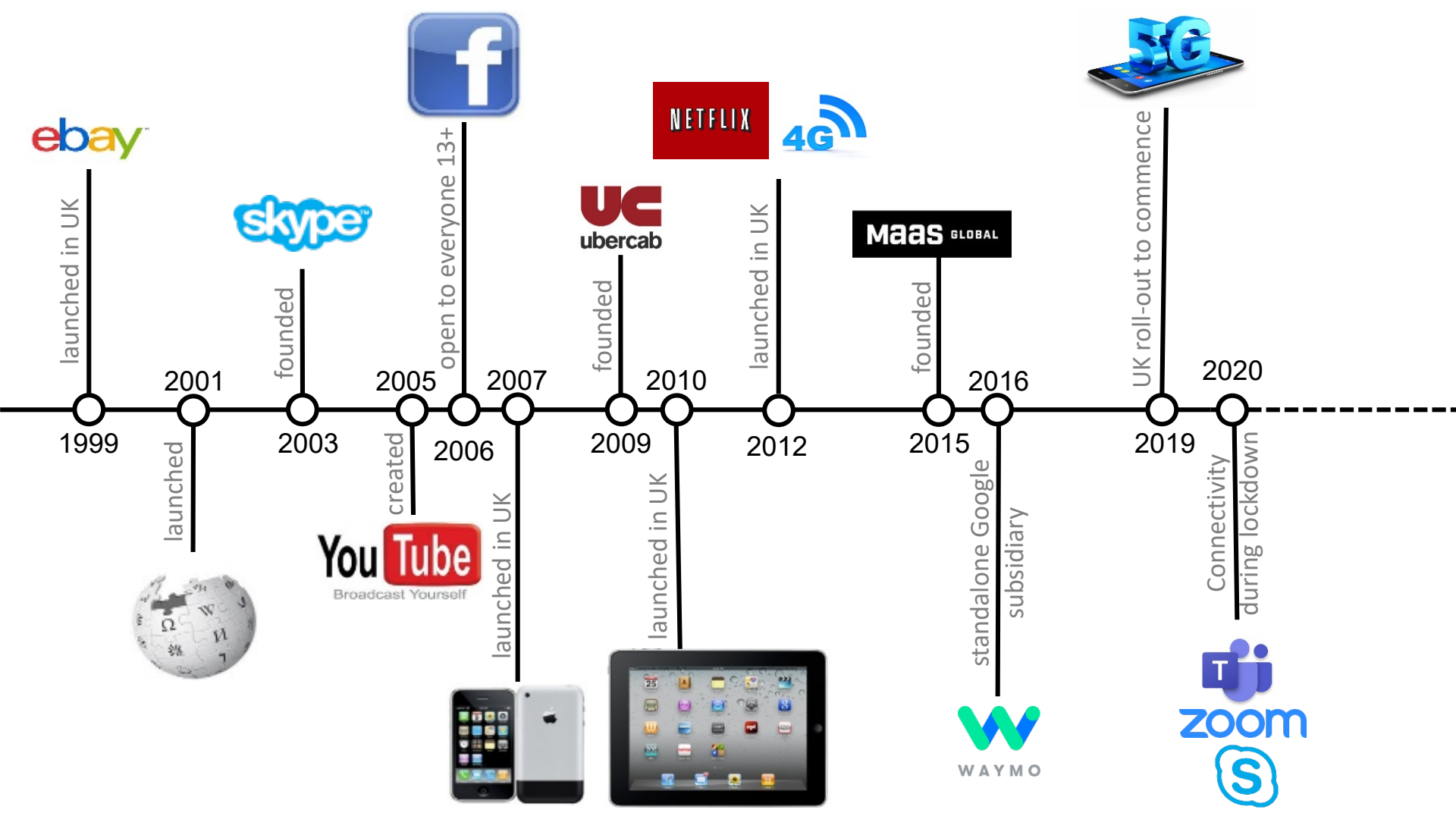


“There are many causes contributing to this trend such as societal and work organization changes, technology adoption, and **growth of economic activity that does not increase travel**”

<https://www.energy.gov/eere/vehicles/articles/fotw-1023-april-2-2018-gross-domestic-product-continues-outpace-vehicle-miles>

Internet users
(% of population)

<https://data.worldbank.org/indicator/IT.NET.USER.ZS?locations=US>



ebay

launched in UK

1999

2001

launched



skype

founded

2003

2005

You Tube
Broadcast Yourself

created

2006

launched in UK



open to everyone 13+

2007

UC
ubercab

founded

2009

launched in UK



2010

NETFLIX

2012

launched in UK



Maas GLOBAL

founded

2015

2016

standalone Google subsidiary



UK roll-out to commence

2019

2020

Connectivity during lockdown



18 Commuting

28 Business

21 Shopping

14 Personal business

39 Visiting friends at private home

10 Escort education

35 Entertainment/public activity

67 Day trip

13 UK population

11 All purposes



20-year percent change in average trips/person/year

1995/97- 2017

A new approach to planning



Demand-led
supply

Predict and provide – forecast a most likely mobility future (within sensitivity-tested bounds of uncertainty) and provide a means to accommodate projected demand

According to who?



Supply-led
demand

Decide and provide – decide on a **preferred accessibility** future (and outcomes) and provide a means to move towards it in a way that **accommodates the deep uncertainty** ahead

Scotland to become a net-zero society

Published: 25 Sep 2019 10:30

Part of: [Environment and climate change](#)

New legislation will demonstrate global leadership.

Scotland's contribution to climate change will end definitively within a generation under the Climate Change Bill to be voted on by the Scottish Parliament later.

The landmark legislation commits Scotland to becoming a net-zero society by 2045 – five years before the rest of the UK and in line with the advice from the government's independent expert advisors, the UK Committee on Climate Change.

Press release

PM Theresa May: we will end UK contribution to climate change by 2050

Legislation laid today puts the UK on the path to become the first major economy to set net zero emissions target in law.

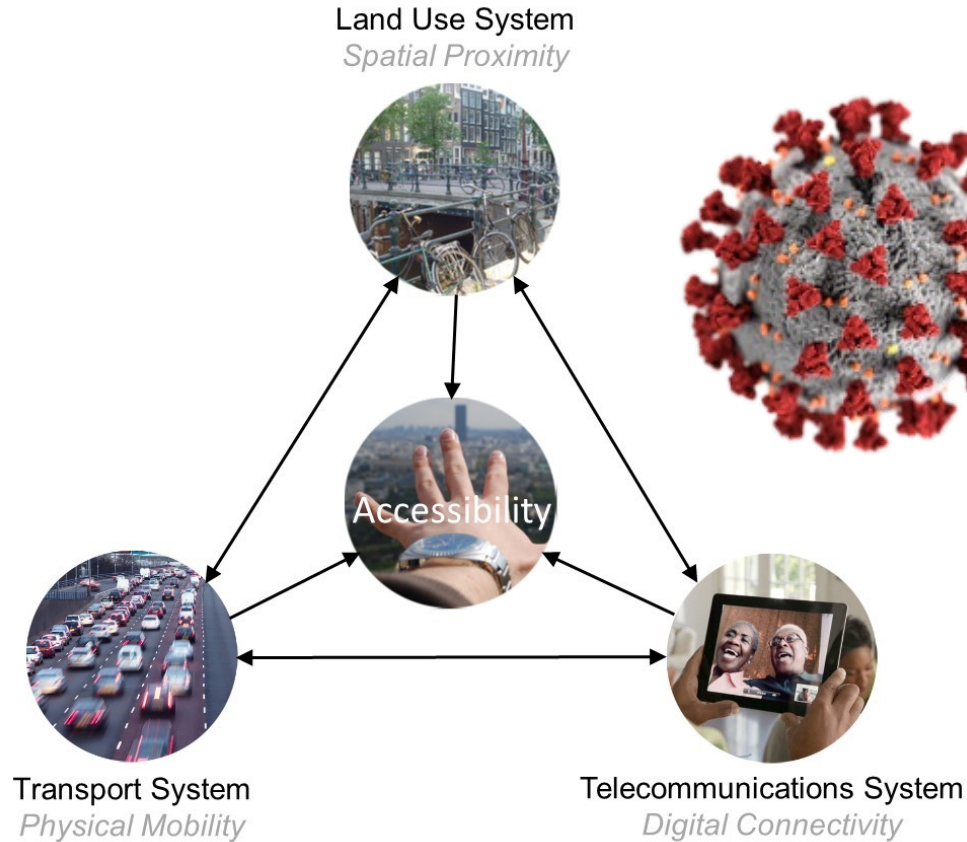
Published 12 June 2019

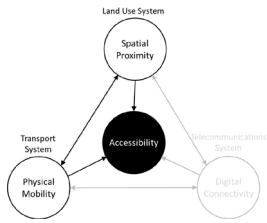


legally binding decide and a very challenging provide

From transport planning to triple-access planning

Lyons, G. and Davidson, C. (2016).
Guidance for transport planning
and policymaking in the face of an
uncertain future.
Transportation Research Part A:
Policy and Practice, 88, 104-116.
<http://dx.doi.org/10.1016/j.tra.2016.03.012>





Accessibility pathways

“sprawling car-oriented cities”

“walkable, public transport-based compact cities”

	Atlanta	Los Angeles	Berlin	London
People per km ² (average)	580	1870	3930	4120
GDP per capita (\$)	54,853	60,881	37,147	54,304
Private motorised mode share (%)	92	88	32	33
Population living 500 m from rail based public transport network (%)	5	12	33	36

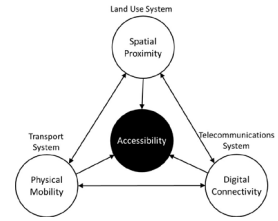


urban design

movement priorities (and pricing)

enhanced urban realm and permeability

improved proximity



Influencing fulfilment of access

new possibilities for digital connection

encouraging new business and social practices

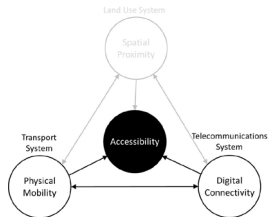
supplementing and substituting for physical travel

from movement of people to movement of goods

The possibility and desirability of digital connectivity



“11% of all respondents (including those who don’t work) said they would work from home more often once the lockdown is lifted, with this increasing to 23% amongst those aged 35-44”



An April 2020 poll of nearly 20,000 drivers in the UK showed that of those still working during lockdown:

- 66% were doing *some* working from home compared to 43% before lockdown
- 45% were working *five or more days a week from home* compared to 8% before lockdown

<https://www.theaa.com/about-us/newsroom/motoring-news/life-after-lockdown>

Access to
geography

A walking renaissance?
30% increase in walking
trips under 1 mile in
England 2015-2018

Investment in
walkability

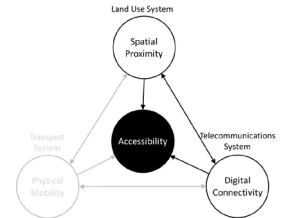
Growth in
economy

Improvement in
navigability



Increase in
profit

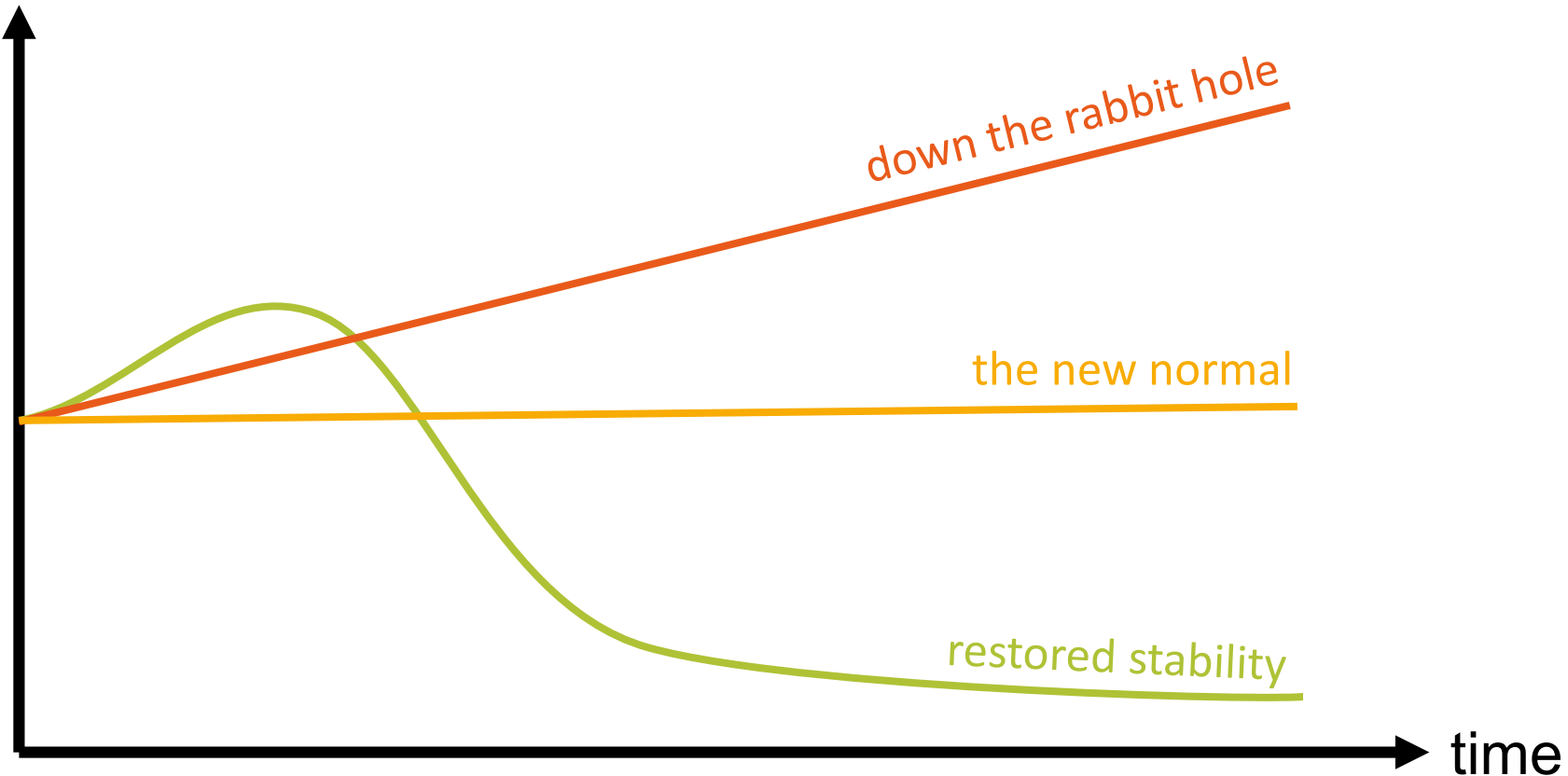
Increase in
walking



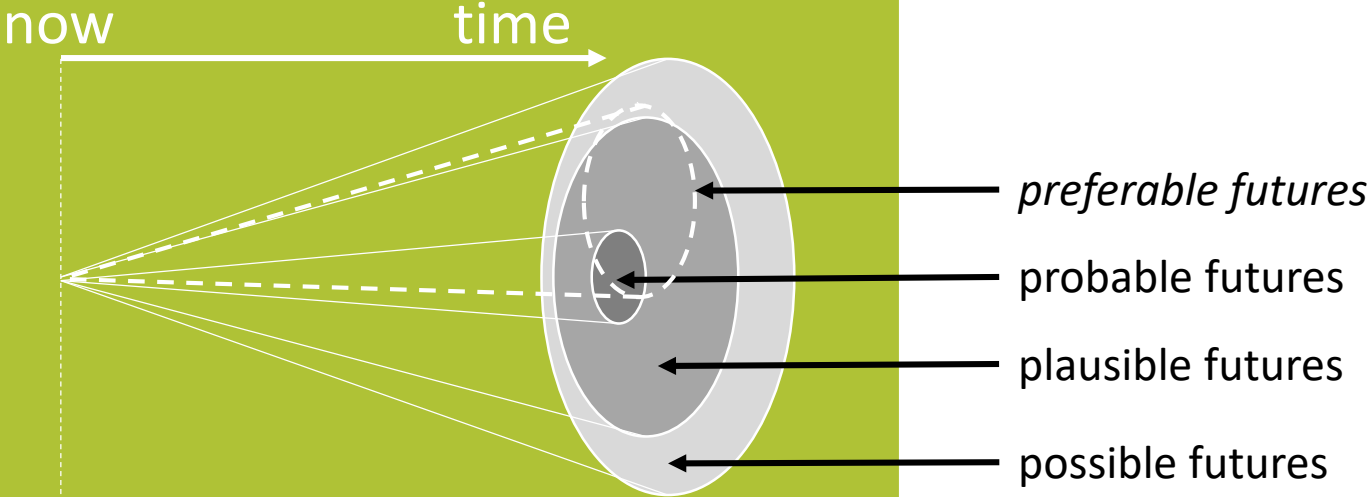
Accommodating uncertainty



uncertainty



Deep uncertainty



the futures cone

Vision-led and resilient planning

Regime compliant

adherence to trends and the nature of the world we have known pushes policy

Regime testing

the nature of the world as we have known it is brought into question and **vision** pulls policy decisions



Six stages

Gearing up – open your mind and get ready to engage

Preferred futures – decide where you want to get to

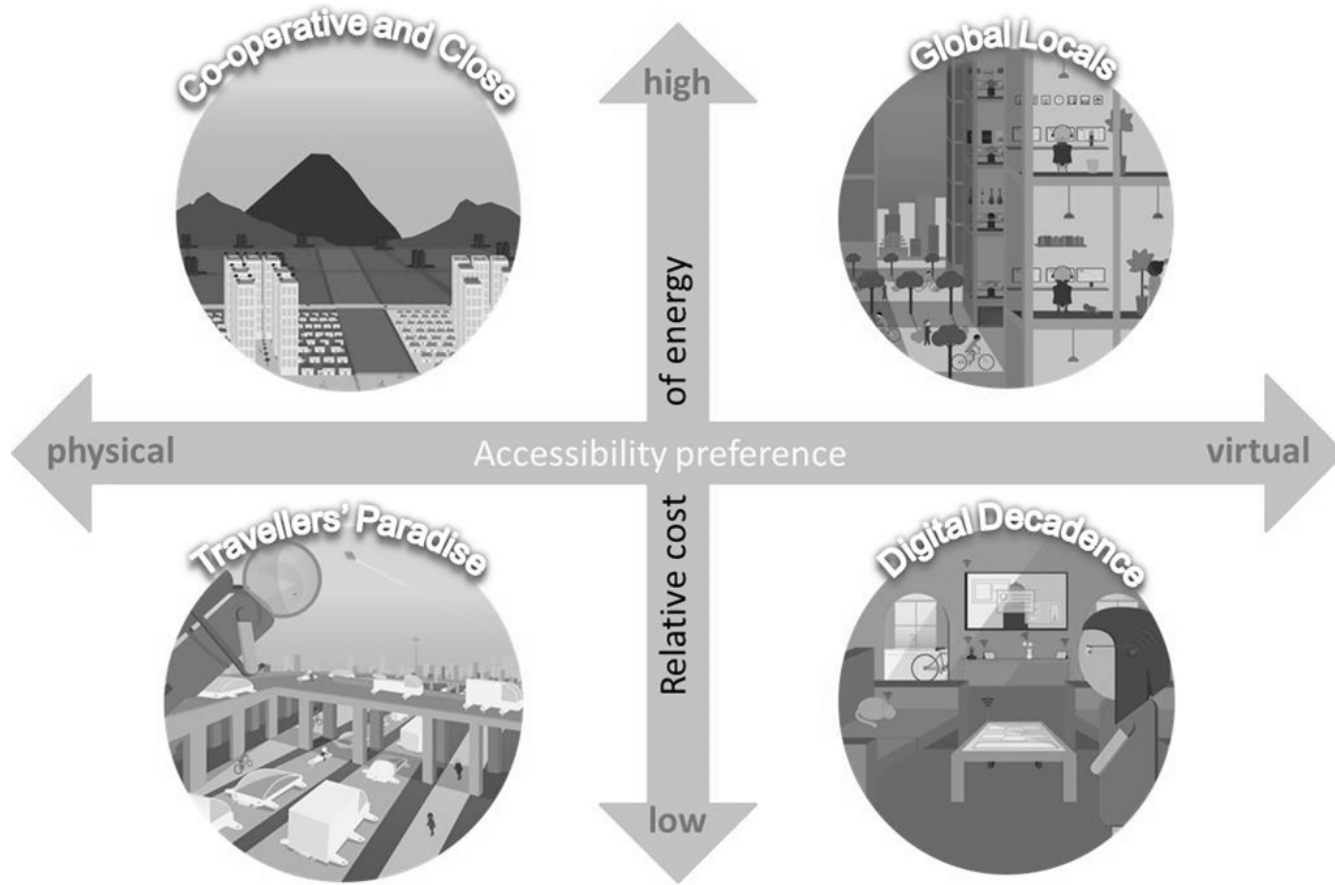
Opening out – expose the uncertainties you face

Options – identify steps you could take to realise your vision

Closing down – identify the best steps for your strategy that are resilient to the uncertainties

Review – keep revisiting your strategy and be prepared to adjust





futuredemand

How could or should our transport system evolve in order to support mobility in the future?

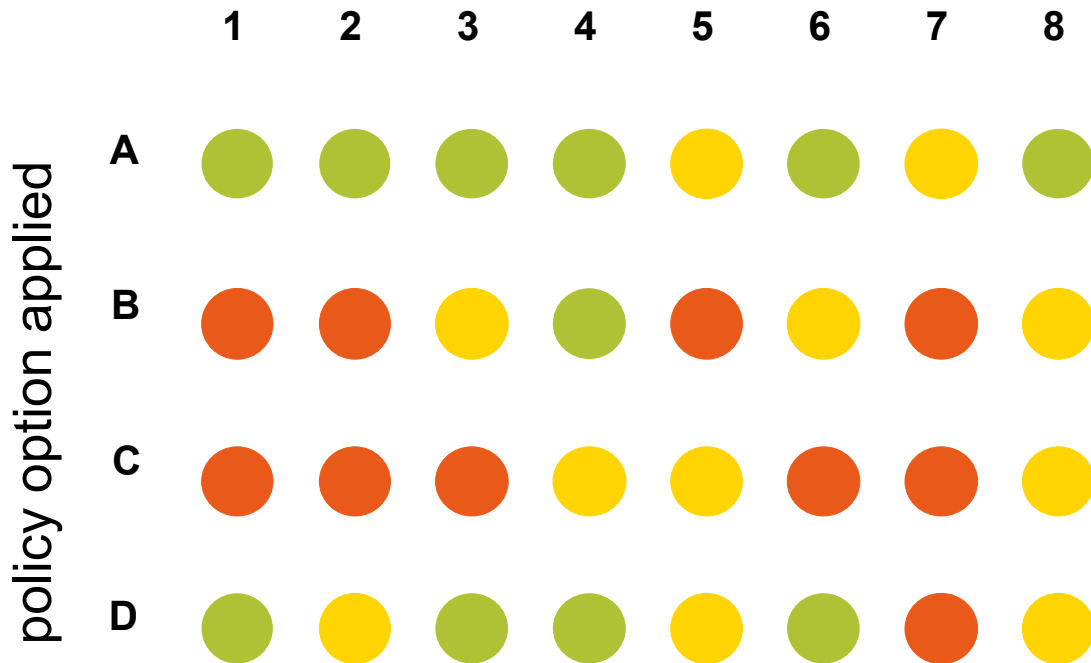


Ministry of Transport
© 2014

<http://www.transport.govt.nz/ourwork/keystrategiesandplans/strategic-policy-programme/future-demand/>

Opening out – exposing and exploring uncertainty

without-policy plausible futures



Closing down – stress-testing options against uncertainty

Key messages



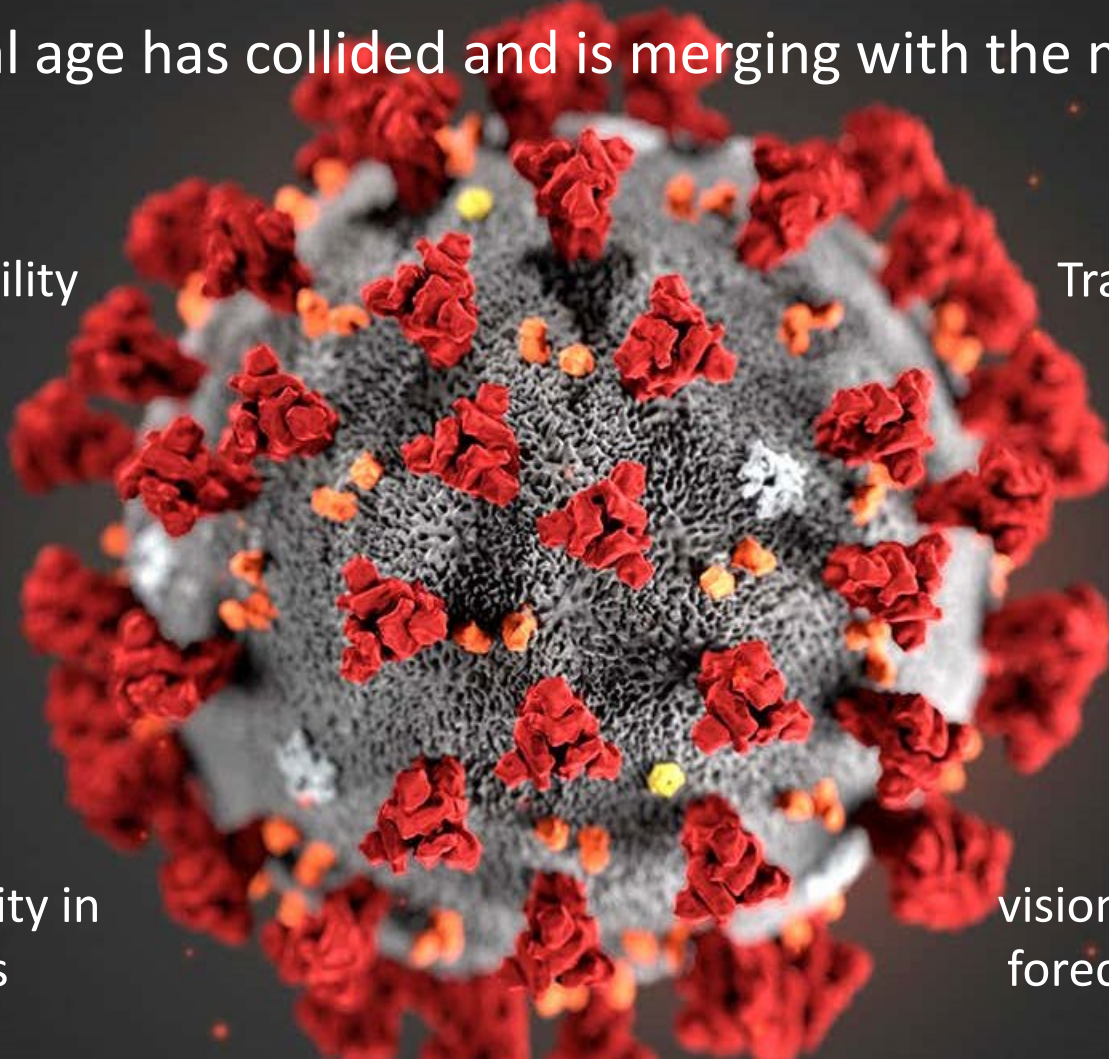
The digital age has collided and is merging with the motor age

Society and mobility
are in a
state of flux

Transport planning
is also in a
state of flux

COVID-19 has
amplified the
significance of
digital connectivity in
many of our lives

Deep
uncertainty
promotes
vision-led rather than
forecast-led planning



Supporting economic prosperity, social wellbeing and **environmental sustainability** comes from the Triple Access System (TAS)

How we shape the TAS
influences how it is used:
supply-led demand

There is a need to be
outcomes-led and
support rather than
merely serve society



Triple access planning helps increase resilience and adaptability

Anticipating and influencing what people will want to do in future

Anticipating and accommodating what people will be able to afford to do in future

Human adaptability to change versus fear of, and resistance to, change

Evolution not revolution

“The best time to plant a tree was 20 years ago. The second best time is now.”

