Should Malta be Planning for a Different Mobility Future?

Prof. Greg Marsden
Institute for Transport Studies
g.r.marsden@its.leeds.ac.uk

Outline

• Background
• Malta NTS
  • Issues
  • Reflections
• What do you really want?
• How can that be delivered?
  • Non-transport
  • Transport
• What might the strategies look like?
Background

Source: Phil Goodwin
Background

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)

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Change in trips</th>
<th>Change in distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping</td>
<td>-39</td>
<td>-154</td>
</tr>
<tr>
<td>Visiting friends</td>
<td>-38</td>
<td>-162</td>
</tr>
<tr>
<td>Personal business</td>
<td>+25</td>
<td>+55</td>
</tr>
<tr>
<td>Commuting/business</td>
<td>-25</td>
<td>-171</td>
</tr>
<tr>
<td>Other</td>
<td>-11</td>
<td>-148</td>
</tr>
</tbody>
</table>

Source: UK NTS
Background

Commission on Travel Demand

- 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

www.demand.ac.uk/commission-on-travel-demand
Malta NTS – Looking Ahead

- Population Increase between 7 and 12%
- Ageing population

Figure 5: Age distribution of the Maltese population: Forecast
Malta NTS – Looking Ahead

Reflections

• Tackle pinch points
• Better management of the network
• Improve public transport
• Cleaner vehicles
• Newer vehicles
• Better awareness and information
• More inclusive

Crucial but not sufficient
What do you really want?

To provide a sustainable transport system which is efficient, inclusive, safe, integrated and reliable for people and freight, and which supports attractive urban, rural and coastal environments and communities where people want to live and work now and in the future.

Your decisions could help make different futures

This is not just a sensitivity test

The model estimates total private VKT varying between a 35% increase and a 53% decrease.

Are your assumptions right?

Source: Gordon Stokes
Greatest increases in population densities 2001 to 2011 are near Manchester City Centre and some town centres.

Figure 1: Changes in motor vehicle kilometres by area of Greater Manchester – 1996 values set to 100
What wider trends are missing?

Source: Rob Chesters
What will the future transport mix contain?

Should Malta be Planning for a Different Mobility Future?

In London 186000 members, 2500 cars
Rest of England & Wales 27585 members
In use 6 hours a day (25% vs 5% private)
Should Malta be Planning for a Different Mobility Future?

Malta – Average Car Occupancy = 1.25

Syncs with your calendar
Suggests routes and options
Learns preferences
Will offer add ons
Should Malta be Planning for a Different Mobility Future?

E-bikes
Maximum speed 25km/hr

[Image of an electric vehicle with text: Autonomous Drive]

[Bar chart showing the weight distribution of different age groups in Malta]

And Malta is no different, with 41% of children and 50% of adults being overweight and obese, across weight in both children and adults in Malta has become a major concern.
People or Vehicles?

New York City’s Interim Public Plaza Programme

http://nacto.org/usdg/interim-public-plazas/

People or vehicles?
Pull and Push

Opportunity to:

• Be less car dependent and more resource efficient
• Accelerate the adoption of cleaner technologies
• Advance shared mobility and multi-modality
• Increase active travel

Conclusion

“We can't solve problems by using the same kind of thinking we used when we created them.”