

# MORE Workshop - Session 2

## USING SCENARIOS TO PLAN FOR AN UNCERTAIN FUTURE

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# Scenarios

- Historically, cities have tended to make future forecasts based on one set of numbers, as a basis for investment planning
- While necessary, forecasts are inevitably wrong:
  - They are based on extrapolations of past behavioural relationships
  - It is usually the ‘input’ variables – e.g. population and employment growth - that poorly estimated
- And they also constrain thinking:
  - ‘Predict and provide’; vs ‘Vision and validate’
- Scenarios provide a way of addressing these problems in an open way – and can help cities prepare for the unexpected – e.g. COVID

# Changing traffic forecasts over time

## Government forecasts vs actual road traffic

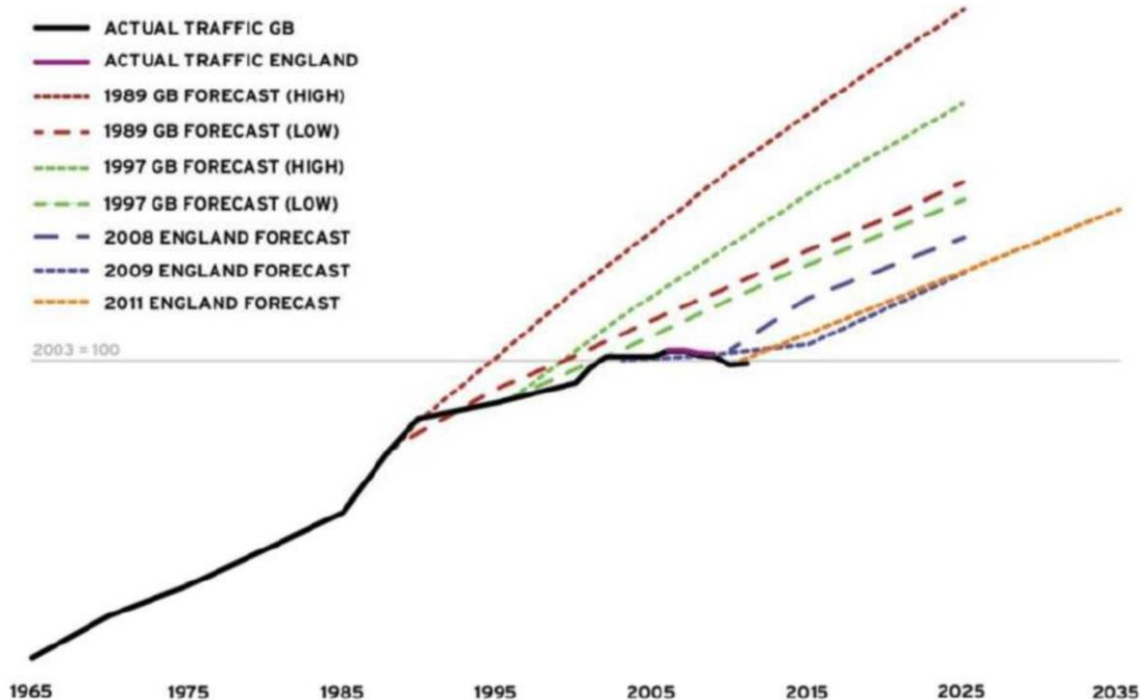
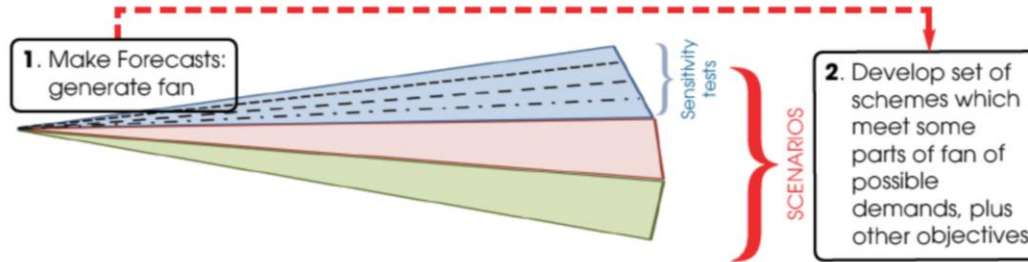


Chart first published in 'Due Diligence, Traffic Forecasts, and the Pension Infrastructure Programme' by Phil Goodwin, Local Transport Today, 13.4.2012  
Source data calculated by Mitchell, Stokes, Goodwin, IAM Motoring Facts, from DfT original sources.

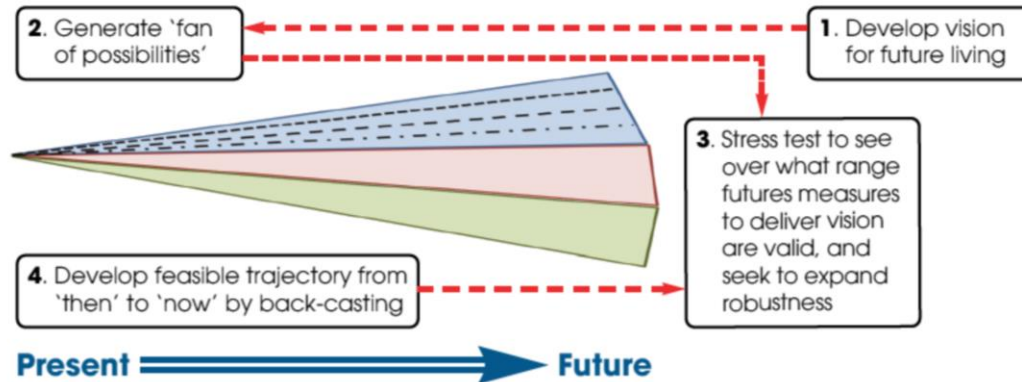
# 'Predict & provide' vs 'Vision & validate'

Changing role of modelling when shifting from C (car-oriented) and M (sustainable mobility) to P (place-based) policies

**C and M:**  
**'Predict & Provide'**



**P:**  
**'Vision & Validate'**



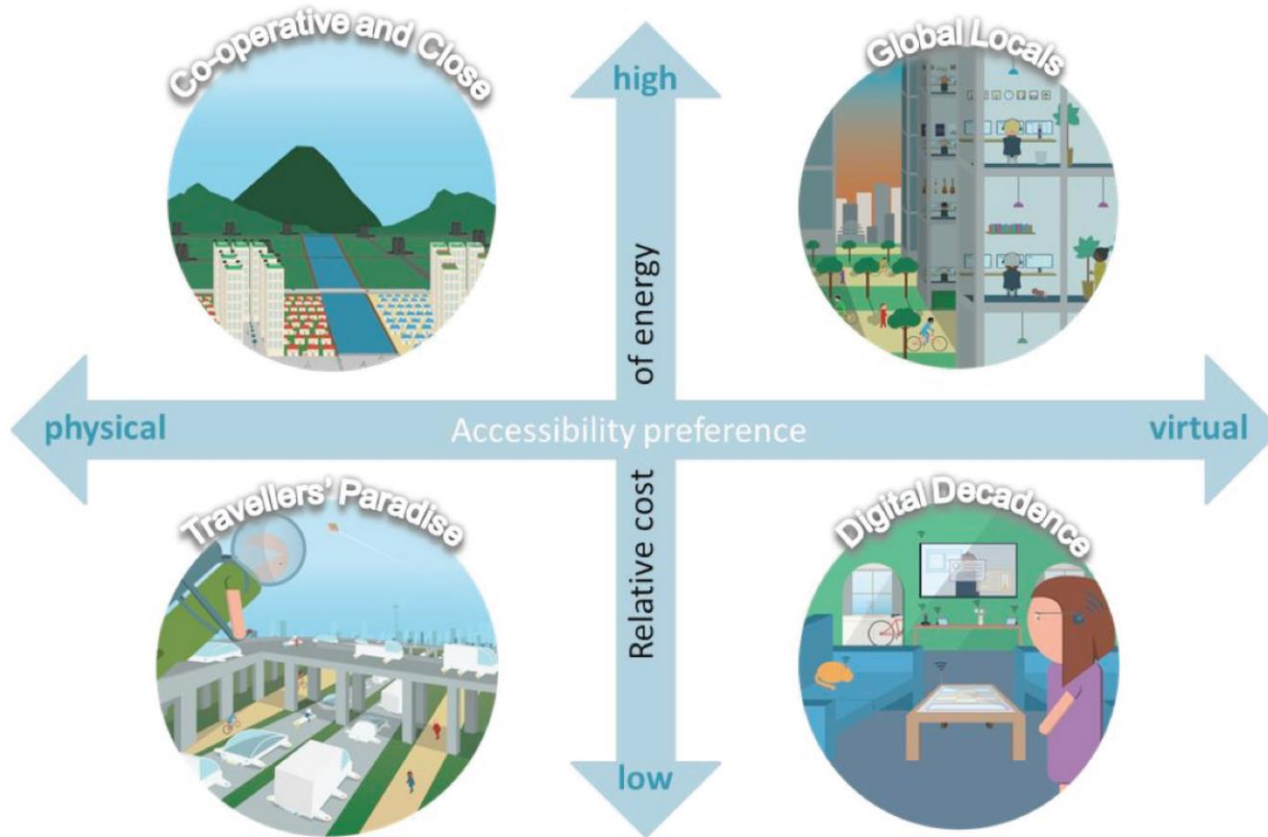
# Different uses of ‘scenarios’

1. Alternative **futures** – often used as the basis for decided on a preferred vision

Or

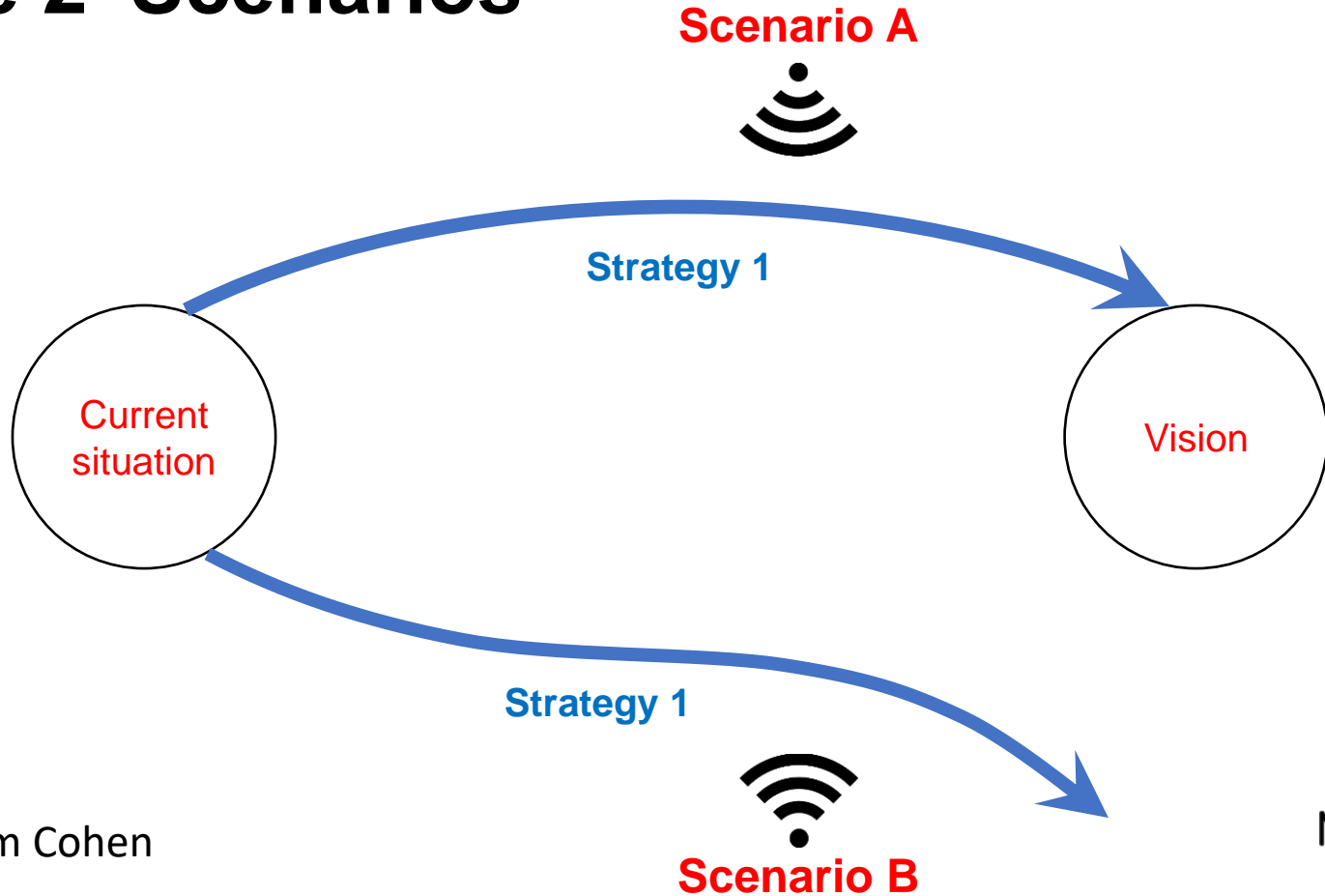
2. Alternative **sets of external pressures** – which will affect a city’s ability to achieve its desired vision

# Example set of scenarios – ‘Type 1’



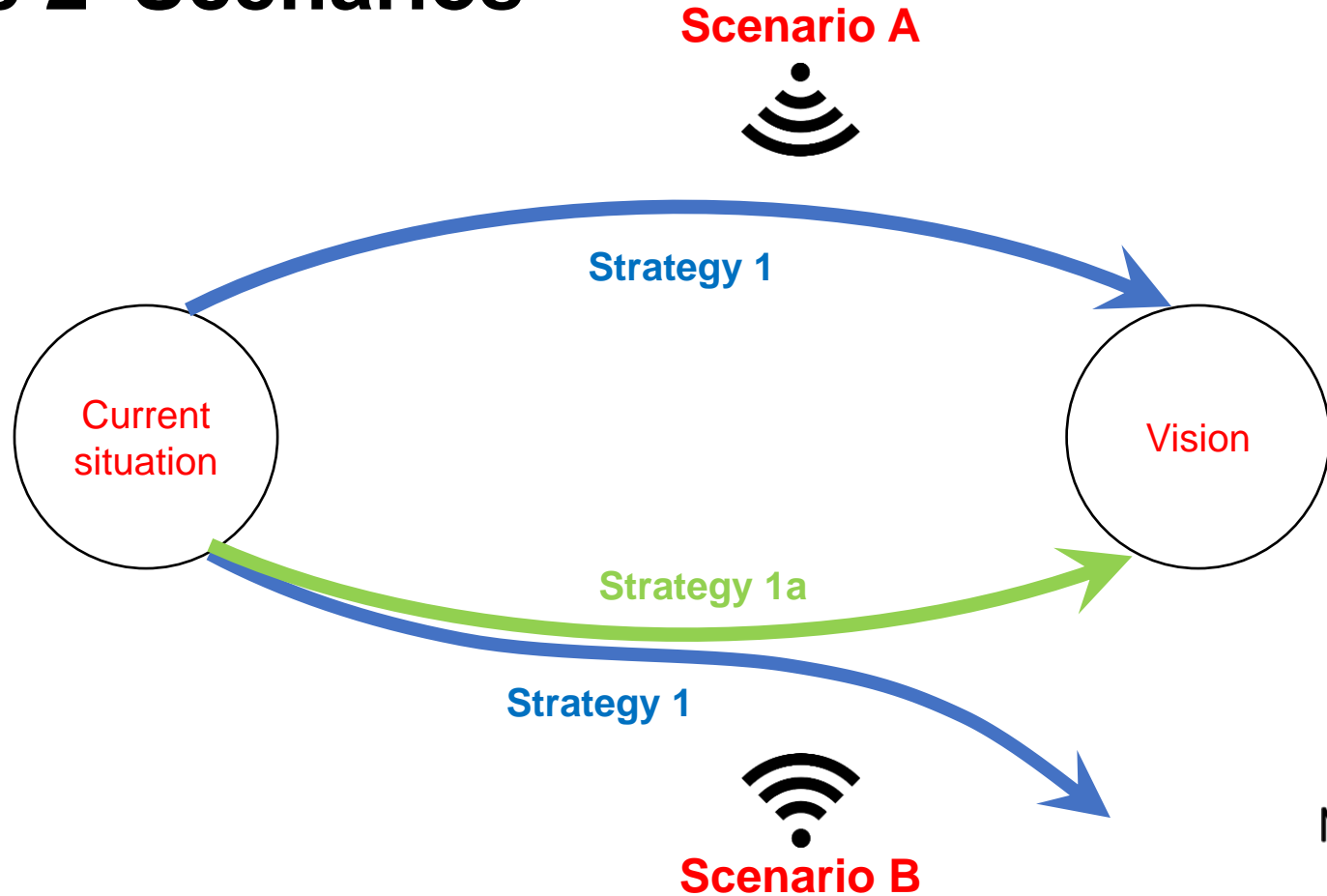
Source: Glenn Lyons for the New Zealand government

# 'Type 2' Scenarios



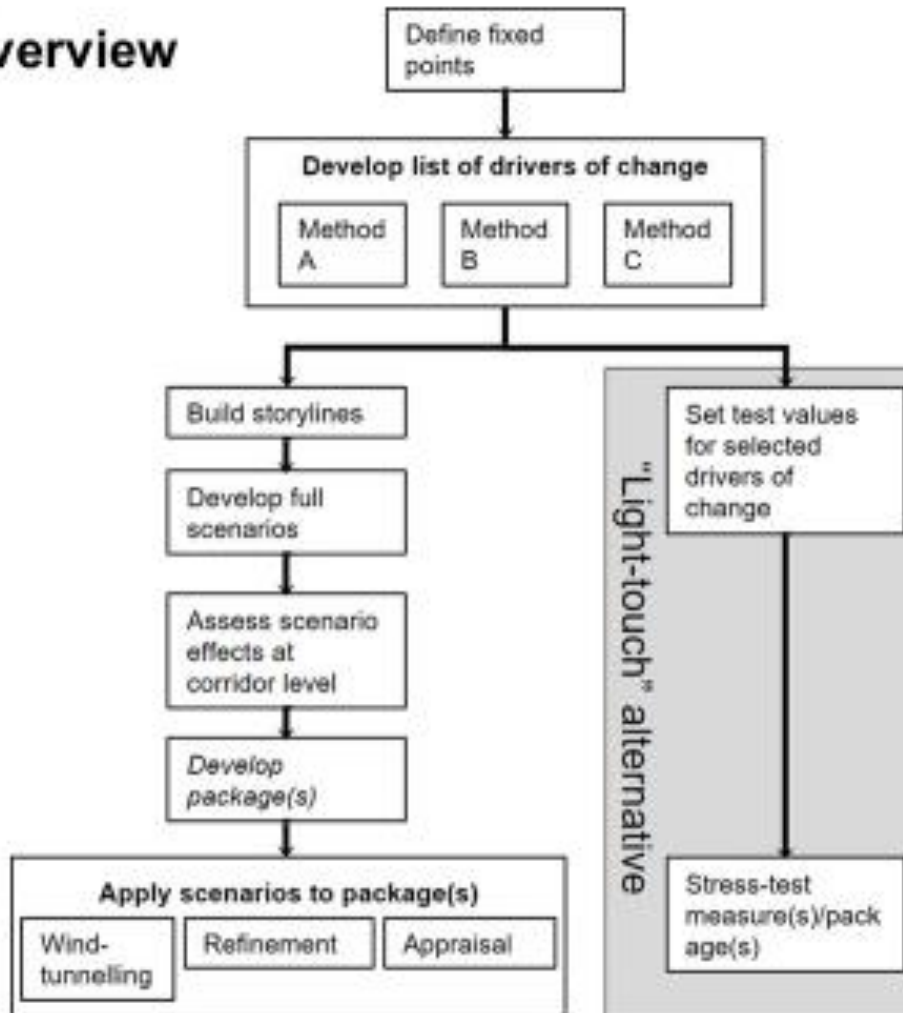
Source: Tom Cohen

# 'Type 2' Scenarios





# Overview

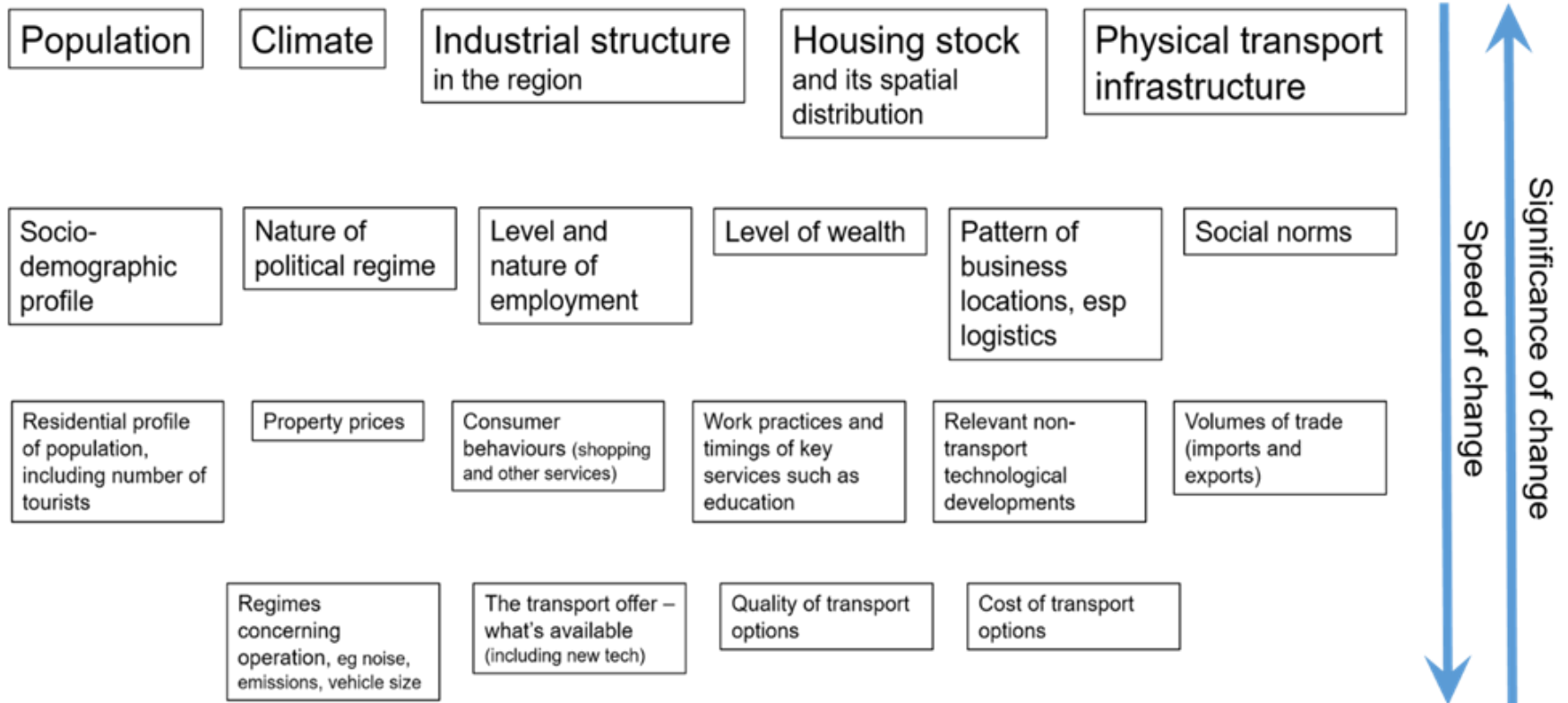


- **Method A:** using the city vision and its 'contextual environment' as a reference point
- **Method B:** Developing your own list of 'drivers of change'
- **Method C:** Working from the MORE 'starter list'

D3.3: Future scenarios for TEN 'feeder routes'


[www.roadspace.eu](http://www.roadspace.eu)

## Method C: Working from the MORE 'starter list'



# MORE City applications

- Each of our MORE cities has adapted the scenario approach to meet their particular needs:
  - Budapest
  - Constanta
  - Lisbon
  - London
  - Malmo
- The next presentation explains the scenario work developed in London, by Transport for London.....



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**MORE**  
Multimodal Optimisation  
of Roadspace in Europe