

Future of mobility call for evidence

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Introduction

This call for evidence seeks views and evidence to inform government's work on the Future of Mobility Grand Challenge, including our Future of Urban Mobility strategy and regulatory review. Thank you for taking the time to read the document and to respond to the questions.

Confidentiality and data protection

We're not asking for any personal data as part of this consultation. If we receive any it will be securely deleted in line with [DfT's privacy policy](#).

Organisation or individual

1. Are you responding:

on behalf of an organisation? Go to Question 2
as an individual? Go to Question 4

Organisation details

2. Organisation name

ITS United Kingdom

3. What type of organisation are you responding for?

Local or regional council or transport authority

Trade association

Transport provider

Other business

Non-governmental organisation

Other:

Future of Urban Mobility Strategy – emerging technologies

4. We have identified in our call for evidence the main technologies and trends that we believe will affect urban mobility in the coming decades. Are there any missing?

Changing consumer and shopping habits
Changing social habits - pub culture went first, now the restaurant boom seems to be waning.
Demographics – 30% of primary school children 2018-19 are not of white British background
Travel “for the sake of it”, as in “going for a drive” or to a retail area without needing to buy anything, no longer an aspiration?
Social isolation in the physical sense – people interacting socially online without leaving their homes.

5. We want our urban infrastructure to support these trends and deliver benefits to society. What changes are required to urban infrastructure?

(or mitigate the bad trends)
Creating streetscapes where it is pleasant to walk / cycle – cannot be achieved while supporting current levels of private car use
The “high street” concept is on its last legs and those urban spaces need a radical rethink
What does an ideal city look like to today’s under-30s? Policy now will create the cities they have to spend up to 60 years in.
Stop the drift of personal shopping deliveries to workplaces but don’t fill residential areas up with delivery vans either – support local delivery hubs like local shops, libraries and museums, locker banks, etc.
Get a proper understanding of the links between using transport and avoiding social isolation. There is evidence from Scotland on improved pensioner mental health linked to free travel.
Understand that new models like MaaS and AVs have the potential to remove all meaningful control of transport from the public sector, and make informed policy accordingly.
Support shared mobility initiatives – they are one of the few new trends which have no losers. It’s only good quality interoperable data which is any use – “shared/open data” without quality and format control is pointless.
There is finally an amount of public demand for cleaner air even at the cost of personal convenience – build on this with campaigns and incentives. Dirty travel could be the drink driving of the 2020s if the public sector puts its mind to it.

6. What evidence do you have to enhance our overview of the impacts of these trends on cities and their use of urban space? Are any impacts missing?

The potential public health impacts of active and clean travel are probably understated in the analysis.
The benefits to the economy of successful entrepreneurship in these areas are not mentioned – though some traditional transport sector players will be losers

Future of Urban Mobility Strategy - role of government

7. What possible market failures might emerging technologies and trends give rise to that could require intervention by government?

Traditional public transport use requires quite a bit of walking. New models such as MaaS and the use of on-demand automated vehicles risks undermining rather than supporting public health unless informed strategies are adopted.

Some new mobility trends may result in private sector operators effectively taking control of transport networks, as already seen where highways operators' ability to control route choice by drivers is ever diminishing due to the ubiquity of commercial navigation products using data not provided by the highways authority. Whether this is a risk or an opportunity depends on whether you prefer a large or a small state, but it requires an active approach based on solid analysis.

8. We are committed to a transport network that works for everyone. What role should government play in helping ensure that future transport technologies and services are developed in an inclusive manner?

It is unlikely that the market will deliver such a network in relation to disabled (maybe particularly those with mental disabilities, if technology becomes ubiquitous in navigating the network) and elderly people. This is a role Government must undertake. In DPTAC it already has the ideal sounding board cum task master for this role.

9. How can government ensure that future urban transport systems support people's wellbeing and flourishing, healthy communities?

This is a planning, not a technology issue. Travel needs and the offer of sustainable and healthy travel options must be at the core of all planning decisions whether for housing, commercial, cultural, medical, educational ... provision. Government should impose an evaluation tool to make sure that this happens everywhere. Fudging as in the "affordable housing" area should not be allowed to take root.

10. What role should government play in understanding, shaping and responding to public attitudes to emerging technologies and services?

The most important role for Government here is to commission and publish relevant research on public attitudes so that itself and others can act accordingly. There is a tendency to make assumptions without solid research to underpin it, as for example in what we think we "know" about younger people's transport aspirations and needs.

We do know by now that if citizens see convenience, profit or fun in an emerging technology, they will adopt it very quickly. No "shaping" of public attitudes will help a technology which does not tick any of those boxes. In that case, only legislation will work. This leads to the interesting potential situation whereby a future Government may outlaw non-automated vehicles on our roads, in the scenario where the safety and environmental benefits are great but a significant number of vehicle owners prefer to drive themselves in the traditional way.

11. What changes do you expect to the mobility-related labour market? How can government best support people and businesses affected by these changes?

It is already clear that large scale changes to this market should be expected and planned for. Automation of driving tasks and moves away from traditional freight delivery services in cities to more environmentally friendly options will overall reduce jobs, and automation has the particular distinction of potentially removing a large number of unskilled jobs but creating another large number of highly skilled engineering, science and design jobs. The problem is that those individuals who lose out on the driving and warehousing jobs are not going to be able to start work in the high tech industry. Green delivery options such as e-bikes and micro-vehicles have the jobs market potential of creating new, unskilled jobs, which in the UK context will be very helpful in the shorter term. In the longer term, our education and employment sectors need to make much more of a strategic effort to create the workforce we will actually need over the next 50 – 100 years, which means many more workers with STEM qualifications and as few unskilled new entrants as possible.

12. What other actions should government prioritise to help people, businesses and cities prepare for the future?

There needs to be an overall strategy of working to distribute the benefits of the new mobility fairly and equally – cities / rural, north / south, men / women, ablebodied / disabled, and so on. For example, technology has the potential to improve accessibility for non-drivers in rural areas far above the benefits that can be expected in already well-served urban centres. This could enable elderly and disabled rural residents to stay in their homes for longer. But the commercial business case for providing such services will be elusive, and will need public sector support.

Future of Mobility Grand Challenge – fostering innovation

13. Which ‘missions’ in the areas we have identified could be most effective in driving innovation and investment? Please refer to the criteria suggested in paragraph 2.6.

Safer Streets – in addition to the very strong Government focus on automated vehicles, look at the significant body of research already undertaken on using connected vehicle (C-ITS) technology to alert drivers and vulnerable road users to potential conflicts. This may offer more impact in a shorter time frame.

Improved access to transport – fund a large scale pilot with a realistic chance of becoming a permanent transport scheme, in the area of rural transport without car ownership. As your document rightly says, demand responsive networks offer the best opportunity for enabling rural residents to manage without owning vehicles or being capable of driving. However, the business case at a glance looks impossible if it is to be taken as a purely commercial undertaking. A large scale pilot exploring options for car-free rural living is certain to add important knowledge and insights and may even result in a permanent step-change.

Cleaner freight – work with the micro- and medium businesses already working with bike deliveries, micro vehicles, and electric vehicles in freight. There have been a lot of interesting developments in this area over the past few years and a Government intervention enabling these service providers to work with a larger number of highways authorities and clients should widen take up and contribute to further development and refinements of these urban deliveries.

Liveable cities – it is not possible right now to trial the removal of parking from urban areas as described in your document. No realistic trial of that type is possible and doing very small area trials or choosing locations where car ownership is already very low would not contribute any useful new knowledge. However, consider funding large scale and very stringently designed modelling work of how this may play out. Modelling this to the highest standard is likely to have an excellent influence on decision making. It is of particular concern that building developments approved now include parking arrangements as if current Government statements about automated vehicles had never been made and parking requirements will stay the same for the next twenty years.

14. How should government funding be targeted to help UK innovators build and scale transport solutions?

The Horizon 2020 schemes for SMEs are brilliantly designed for exactly this and copying their principles of staged funding, funding to or close to 100%, and close monitoring and support by well qualified project officers with regular options to terminate the funding, would not be a bad model to follow. This approach removes the need for start-ups to partner with large companies in order to secure cash-flow, and retains their agility and independence for the whole of the innovation process.

15. Which laws or regulations not currently being addressed need to be amended or created to help harness the benefits and mitigate any risks associated with new transport technologies or services?

N/A

16. How could the experience of working with local and / or national regulators be improved for transport innovators?

N/A

17. What further actions should government prioritise for resolving barriers to data sharing and use in the mobility sector while protecting privacy and security?

See question 5 regarding why “open” data per se is of very limited use.

Personal data used for planning and management purposes should be anonymised in a non-reversible way. This is already a legal requirement. Highways England provide a good example of how to do this with their journey time data, which starts off as information about individual vehicles but is anonymised before being processed to create the openly available journey time data.

For trip planning and payment, very comprehensive personal data including banking information is essential. Here, very robust security is required and is also already a legal requirement, as per the recent BA data breach which is likely to be prosecuted under the GDPR legislation.

The UK has a positive and open climate for data sharing and the main challenge is around the quality and interoperability of this data, not about obtaining it in the first place. Messages from Government could stress quality more, and sharing less, since the latter principle is by and large accepted.

It is also important that private sector data obtained at the expense of the data holder is respected as any other commercial property. Such data may well be shared, but the holder should always be entitled to charge for its reuse.

18. Do you have any further suggestions or comments on the subject of this call for evidence?

N/A

How to respond

The consultation period began on 30 July 2018 and will run until **10 September 2018**. Please ensure that your response reaches us before the closing date. If you would like further copies of

this consultation document, it can be found at <https://bit.ly/2zJGbae> or you can contact futureofmobility@dft.gov.uk for alternative formats (Braille, etc.)

It would be helpful if you would respond [online](#). Alternatively, you can send your response to:

Department for Transport Zone
1/33 Great Minster House
33 Horseferry Road London
SW1P 4DR

Email: futureofmobility@dft.gov.uk.

If sending responses by email, please keep responses to a **maximum of 10 pages**.

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

Please note that we do **not** expect you to submit evidence or views in response to every question listed if not applicable.