

Mobility as a Service, Have we waited Long Enough?

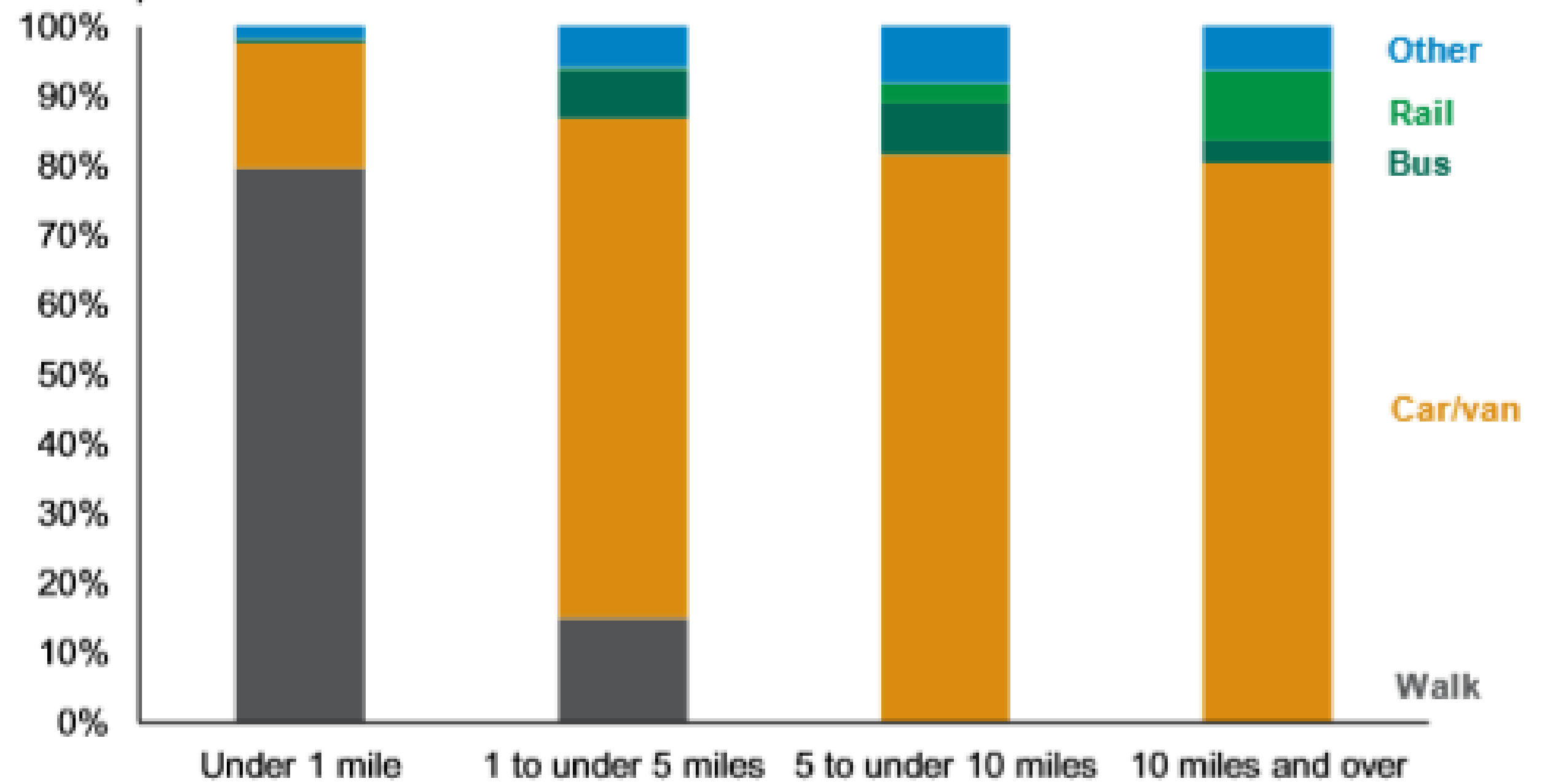
A vision from **Alex Thomas**

Transport Planning Officer

Devon County Council



% of trips



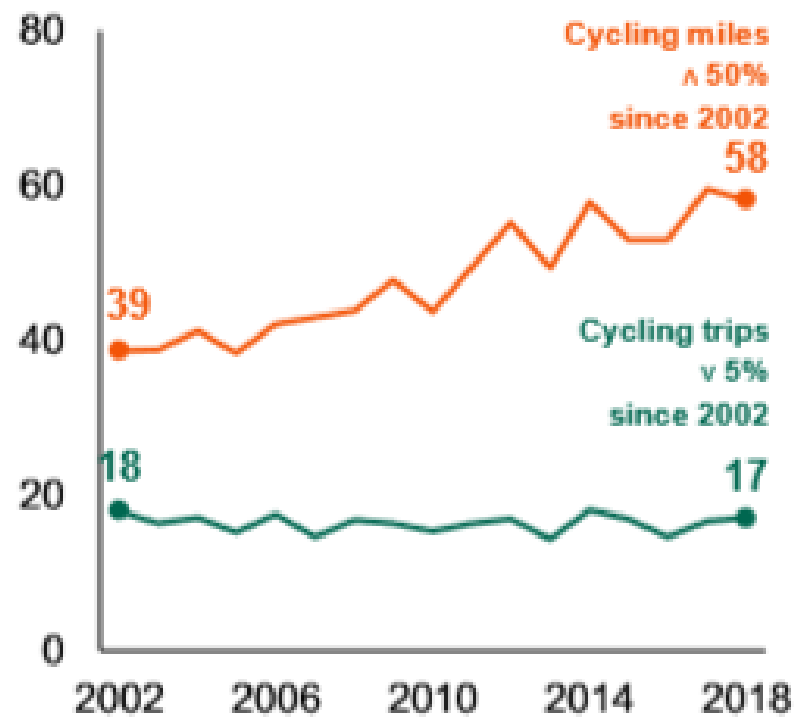
Not enough in Isolation



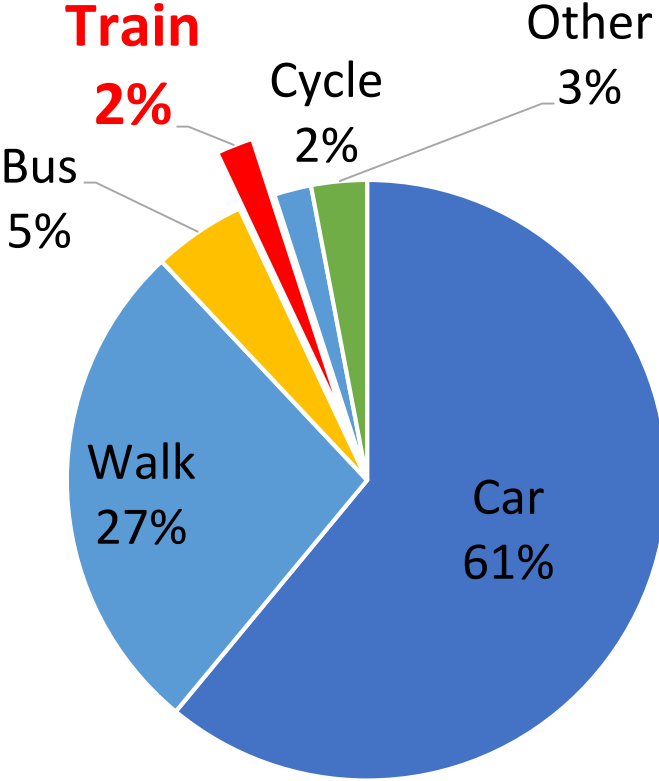
Strength in numbers

Cycling

Average cycling trips made and miles travelled per person per year

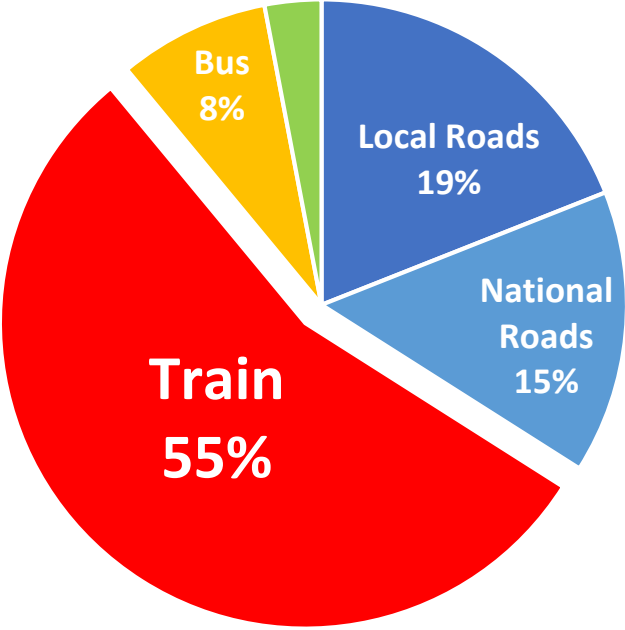


Mode Split



16/17 Budget Split

VS





“Anybody seen in
a bus over the
age of 30 has
been a failure in
life.”

EV's the Solution?

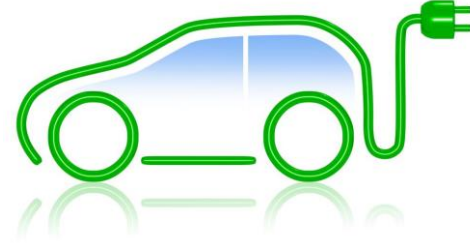
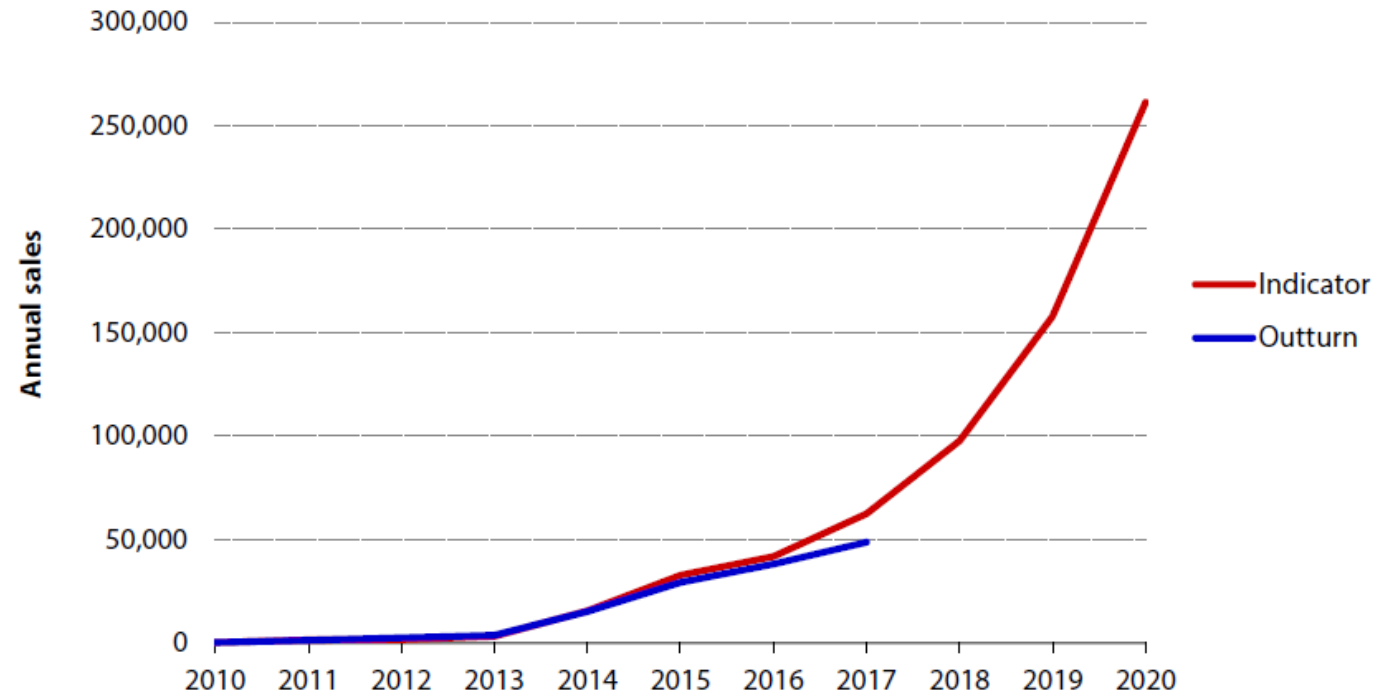


Figure 5.13. Electric vehicle sales against our indicator



Source: DfT (2017) *Vehicle licensing statistics*; CCC analysis.



When?



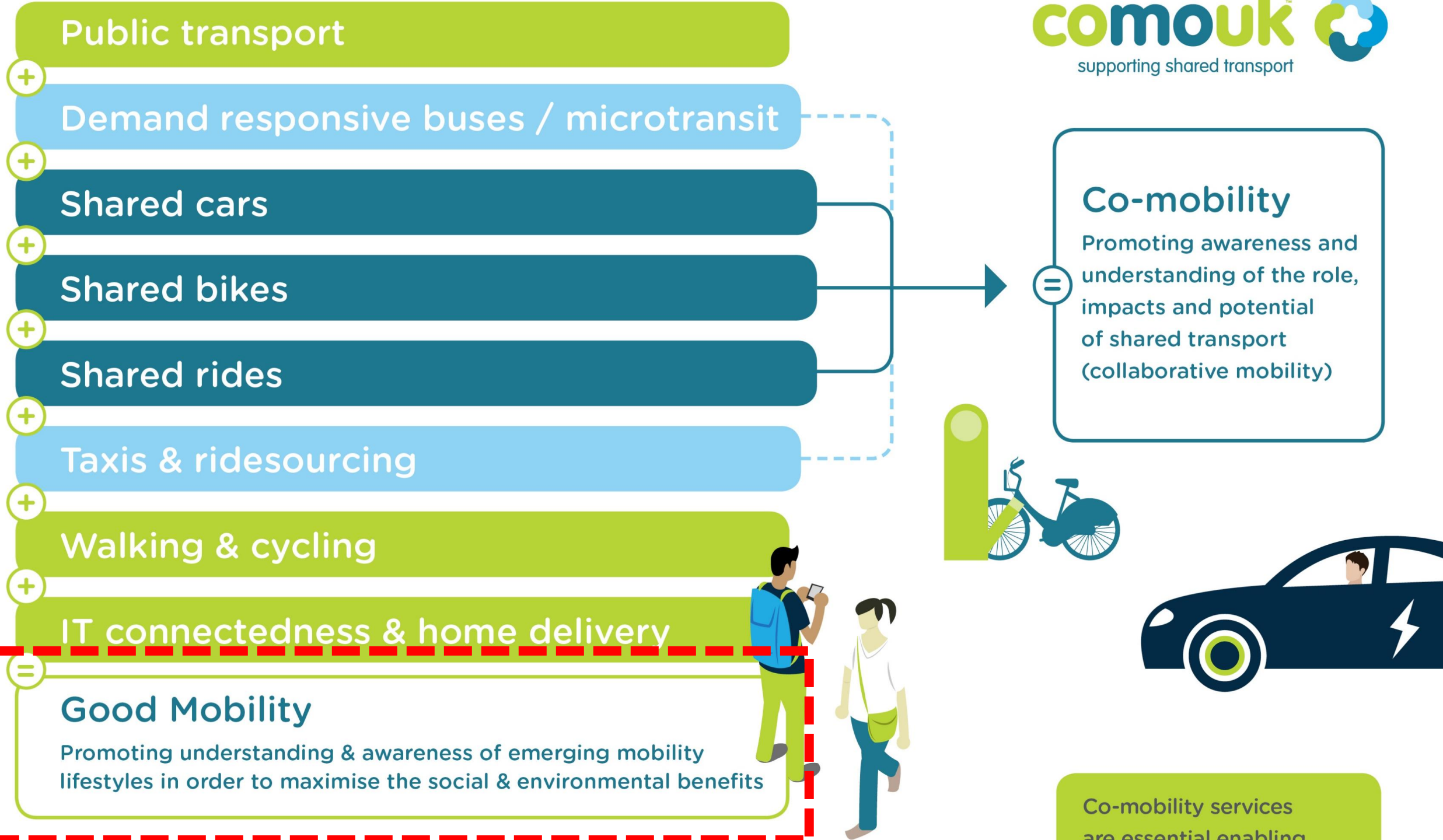
4 Years to
become global
standard



10
Years
Later

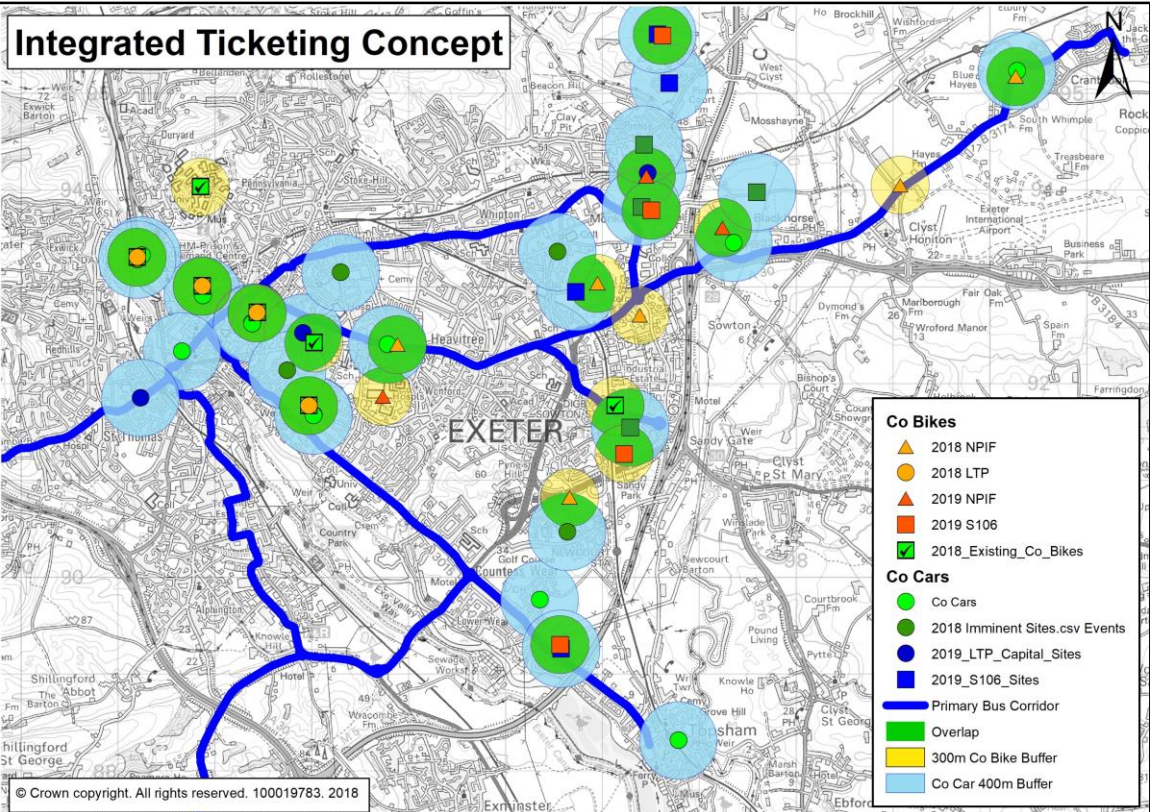
WHIM





Future proof?

- Funding mechanisms are changing
- Expand the network of shared mobility options
- Identify key Mobility Hubs



but recharging?





Unlimited Bus Travel

(Exeter MegaRider Ticket)

Unlimited Co-Bikes for Trips <30 min

(£0.75 per 30 min thereafter)

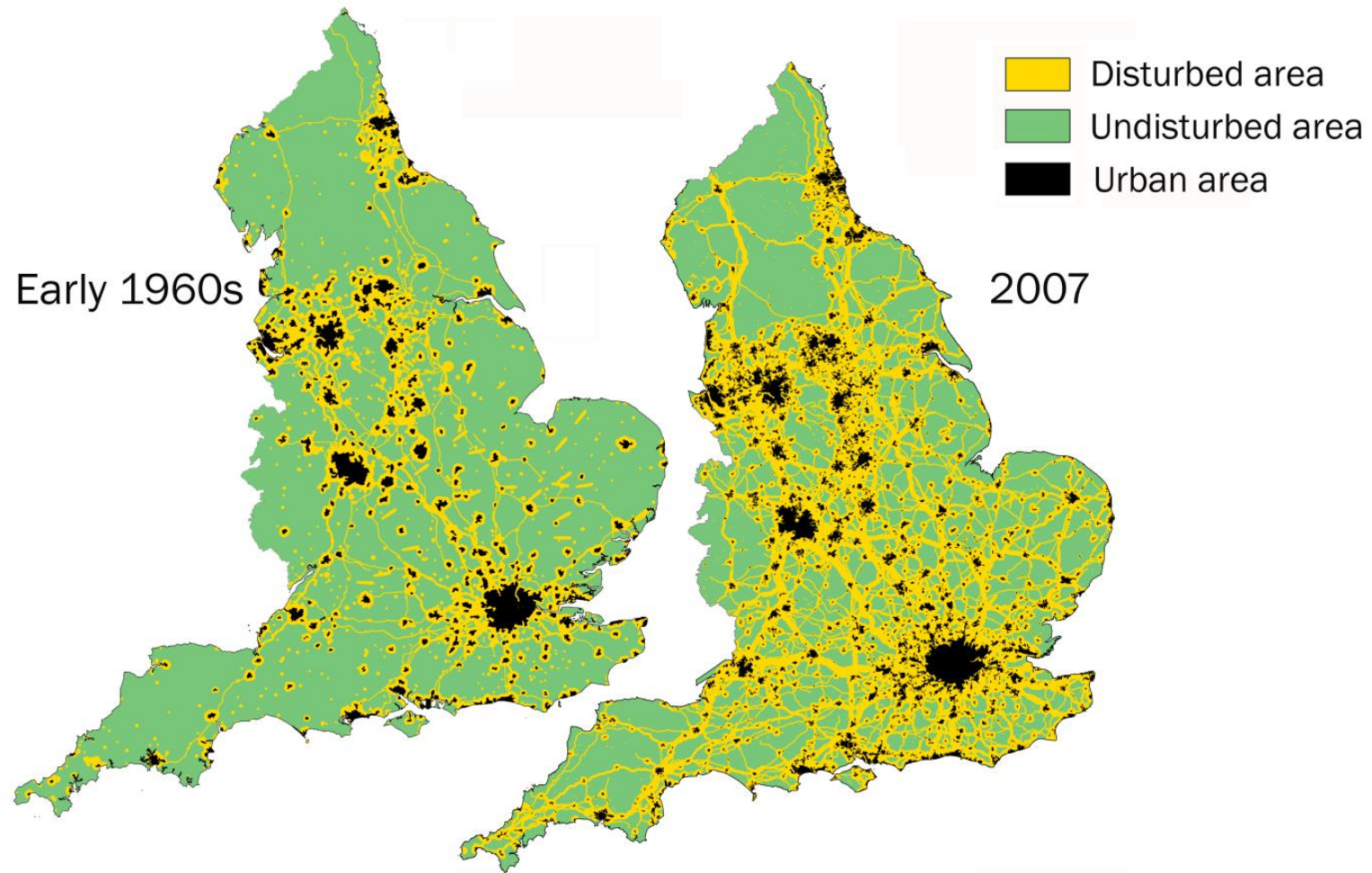
Two 90 minute Co-Car Passes

(up to 20 miles of mileage per week also included)

Strategic Importance

- Need for 240,000 new homes a year

= A new city the size of Manchester every 5 years.



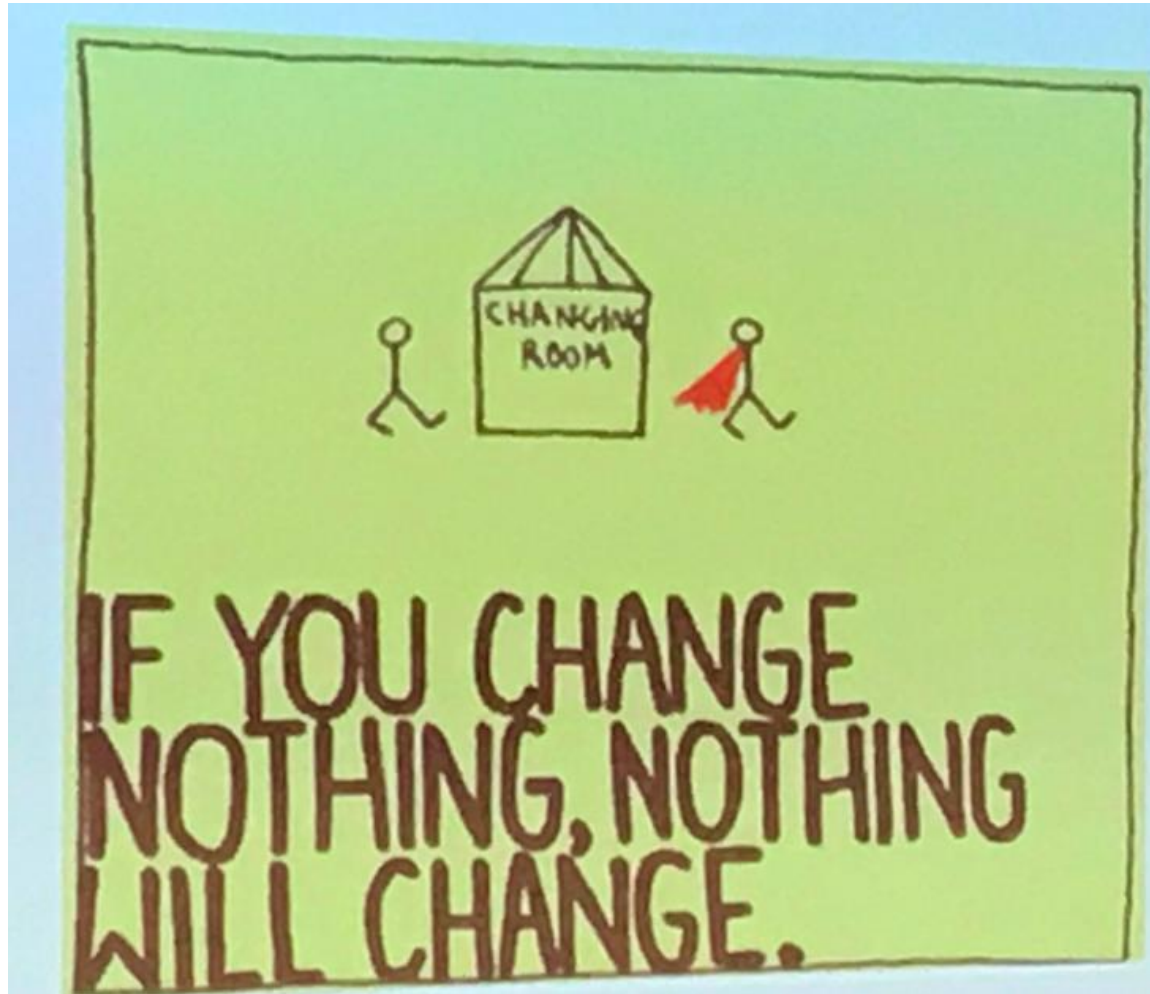
Land Use Consultants (2007)

Car Clubs

- Better **utilisation of space**: Private 3% vs Shared 20 - 50%
- Improved **financial case**
- Each Car Club vehicle removes 6 - 15 vehicles from the network
- **Behavioural** 25% - 50% Growth in use of sustainable modes by members
- **Greener option** 20 – 40%% less carbon per km from more efficient vehicle mix
- Improved efficiency for **Public EV charging**



“Wait and see approach” set by the DfT is no longer fit for purpose



Need to be Proactive not Reactive



Its OKAY to start small.....

As long as we START

**"Change has never happened this fast before,
and it will never be this slow again"**