MORE Workshop - Session 2

USING SCENARIOS TO PLAN FOR AN UNCERTAIN FUTURE

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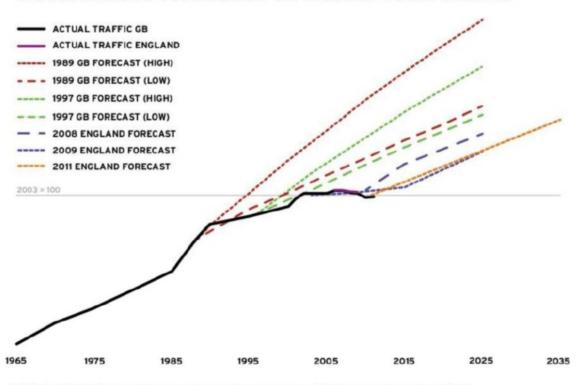
Scenarios

- 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





'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: 1. Make Forecasts: 2. Develop set of 'Predict & aenerate fan schemes which Provide' meet some parts of fan of possible demands, plus other objectives P: 2. Generate 'fan 1. Develop vision 'Vision & for future living of possibilities' Validate' 3. Stress test to see over what range futures measures to deliver vision are valid, and 4. Develop feasible trajectory from seek to expand 'then' to 'now' by back-casting robustness Present : **Future**



Different uses of 'scenarios'

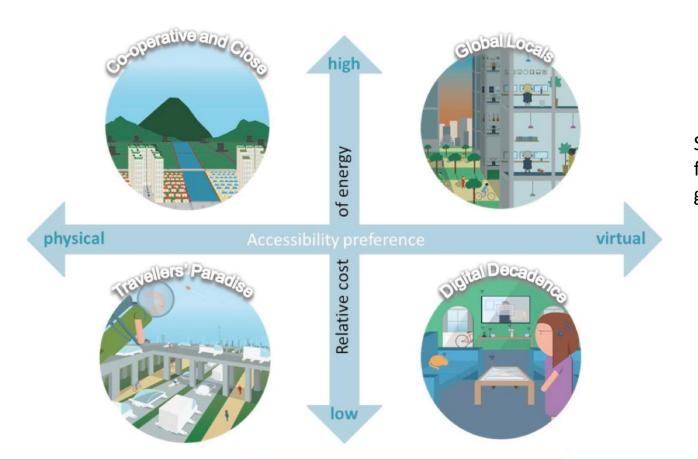
 Alternative futures – often used as the basis for decided on a preferred vision

Or

 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



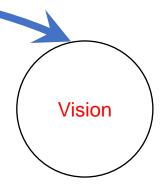
'Type 2' Scenarios

Scenario A



Strategy 1

Current situation



Strategy 1



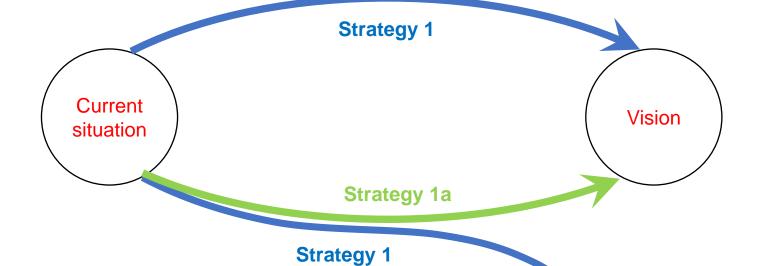


Source: Tom Cohen

'Type 2' Scenarios

Scenario A









Define fixed Overview points Develop list of drivers of change Method Method Method B **Build storylines** Set test values for selected "Light-touch" drivers of Develop full change scenarios Assess scenario effects at corridor level alternative Develop package(s) Stress-test Apply scenarios to package(s) measure(s)/pack Wind-Refinement Appraisal age(s)

tunnelling

- 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

Method C: Working from the MORE 'starter list'

Population Climate Industrial structure Housing stock Physical transport and its spatial in the region infrastructure distribution Level and Level of wealth Pattern of Socio-Nature of Social norms demographic political regime nature of business profile employment locations, esp logistics Residential profile Property prices Consumer Work practices and Relevant non-Volumes of trade timings of key of population, behaviours (shopping transport (imports and including number of and other services) services such as technological exports) developments tourists education

> Regimes concerning operation, eg noise, emissions, vehicle size

The transport offer – what's available (including new tech)

Quality of transport options

Cost of transport options

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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