

Working Paper 3

Appendix A

Changes in trip productions under forecasting assumptions

| Purpose | PersonType | SEG | Household type / car ownership | | | | | All |
|-------------|---------------|--------|--------------------------------|-----------|-----------|-----------|------------|------|
| | | | 1ad/0car | 1ad/1+car | 2+ad/0car | 2+ad/1car | 2+ad/2+car | |
| HBW | Full time emp | High | 17.0% | 22.0% | -1.6% | 3.7% | 5.9% | |
| | | Low | 17.0% | 22.0% | -1.6% | 3.7% | 5.9% | |
| | | Medium | 17.0% | 22.0% | -1.6% | 3.7% | 5.9% | |
| | Rest of popn | | 13.9% | 21.4% | -1.7% | 4.1% | 6.0% | |
| HBEB | Full time emp | High | 16.3% | 21.0% | -2.1% | 3.3% | 5.3% | |
| | | Low | 16.4% | 21.1% | -2.0% | 3.3% | 5.2% | |
| | | Medium | 16.4% | 21.0% | -2.0% | 3.3% | 5.3% | |
| | Rest of popn | | 9.5% | 20.3% | -4.4% | 3.2% | 6.0% | |
| HBEd | Child | | -7.6% | 6.6% | -13.8% | -6.1% | -2.3% | |
| | Full time emp | | 18.1% | 23.7% | -0.8% | 3.9% | 6.2% | |
| | Other 16-64 | | 10.0% | 17.8% | -5.1% | 0.4% | 2.5% | |
| | Pensioner | | 8.2% | 17.8% | -2.6% | 2.1% | 3.8% | |
| HBPB / Shop | Child | | -7.6% | 6.6% | -13.8% | -6.1% | -2.3% | |
| | Full time emp | | 17.1% | 22.1% | -1.4% | 3.9% | 6.2% | |
| | Other 16-64 | | 12.9% | 19.7% | -3.3% | 1.5% | 4.0% | |
| | Pensioner | | 8.8% | 18.2% | -2.3% | 3.0% | 4.2% | |
| HB Rec | Child | | -7.6% | 6.6% | -13.8% | -6.1% | -2.3% | |
| | Full time emp | | 16.8% | 22.0% | -1.6% | 3.8% | 6.0% | |
| | Other 16-64 | | 13.5% | 19.9% | -3.0% | 1.8% | 4.0% | |
| | Pensioner | | 8.9% | 18.5% | -1.6% | 3.1% | 5.0% | |
| HBHol | All persons | | | | | | 3.1% | |
| NHBEB | All persons | High | | | | | | 6.4% |
| | | Low | | | | | | 6.4% |
| | | Medium | | | | | | 6.4% |
| NHBO | All persons | | | | | | 4.0% | |

Table A1.

Change in trip productions
between 2000 and 2010
Population/employment
scenario

| Purpose | PersonType | SEG | Household type / car ownership | | | | | All |
|-------------|---------------|--------|--------------------------------|-----------|-----------|-----------|------------|------|
| | | | 1ad/0car | 1ad/1+car | 2+ad/0car | 2+ad/1car | 2+ad/2+car | |
| HBW | Full time emp | High | -8.8% | 4.6% | -20.6% | -6.8% | 8.5% | |
| | | Low | -8.8% | 4.6% | -20.6% | -6.8% | 8.5% | |
| | | Medium | -8.8% | 4.6% | -20.6% | -6.8% | 8.5% | |
| | Rest of popn | | -5.9% | 7.3% | -18.2% | -4.6% | 10.4% | |
| HBEB | Full time emp | High | -8.7% | 4.6% | -20.6% | -6.8% | 8.5% | |
| | | Low | -8.8% | 4.6% | -20.7% | -6.8% | 8.5% | |
| | | Medium | -8.8% | 4.6% | -20.6% | -6.8% | 8.5% | |
| | Rest of popn | | -5.1% | 9.1% | -17.8% | -4.1% | 11.2% | |
| HBEd | Child | | -8.8% | 7.1% | -20.0% | -6.9% | 12.8% | |
| | Full time emp | | -8.8% | 4.7% | -20.6% | -6.8% | 8.5% | |
| | Other 16-64 | | -4.1% | 8.4% | -16.6% | -3.4% | 11.0% | |
| | Pensioner | | -1.9% | 11.7% | -14.2% | 0.3% | 15.5% | |
| HBPB / Shop | Child | | -8.8% | 7.1% | -20.0% | -6.9% | 12.8% | |
| | Full time emp | | -8.8% | 4.6% | -20.6% | -6.8% | 8.5% | |
| | Other 16-64 | | -3.1% | 9.5% | -15.7% | -2.6% | 11.6% | |
| | Pensioner | | -1.9% | 11.7% | -14.2% | 0.2% | 15.5% | |
| HB Rec | Child | | -8.8% | 7.1% | -20.0% | -6.9% | 12.8% | |
| | Full time emp | | -8.8% | 4.6% | -20.6% | -6.8% | 8.5% | |
| | Other 16-64 | | -3.2% | 9.3% | -15.8% | -2.7% | 11.5% | |
| | Pensioner | | -1.9% | 11.7% | -14.3% | 0.2% | 15.4% | |
| HBHol | All persons | | | | | | 2.4% | |
| NHBEb | All persons | High | | | | | | 2.5% |
| | | Low | | | | | | 2.5% |
| | | Medium | | | | | | 2.5% |
| NHBO | All persons | | | | | | 1.6% | |

Table A2.

Change in trip productions
between 2010 Car ownership
scenario and 2010
Population/employment
scenario

| Purpose | PersonType | SEG | Household type / car ownership | | | | | All |
|-------------|---------------|--------|--------------------------------|-----------|-----------|-----------|------------|------|
| | | | 1ad/0car | 1ad/1+car | 2+ad/0car | 2+ad/1car | 2+ad/2+car | |
| HBW | Full time emp | High | -4.1% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | | Low | -4.1% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | | Medium | -4.1% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | Rest of popn | | -3.1% | 2.7% | -4.8% | -2.9% | 3.8% | |
| HBEB | Full time emp | High | -4.2% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | | Low | -4.2% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | | Medium | -4.1% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | Rest of popn | | -2.7% | 3.4% | -4.6% | -2.8% | 4.0% | |
| HBEd | Child | | -3.9% | 1.9% | -5.3% | -4.7% | 4.9% | |
| | Full time emp | | -4.0% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | Other 16-64 | | -2.4% | 3.1% | -4.2% | -2.5% | 3.9% | |
| | Pensioner | | -1.5% | 4.4% | -2.9% | -1.0% | 5.7% | |
| HBPB / Shop | Child | | -3.9% | 1.9% | -5.3% | -4.7% | 4.9% | |
| | Full time emp | | -4.0% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | Other 16-64 | | -2.2% | 3.4% | -3.9% | -2.2% | 4.1% | |
| | Pensioner | | -1.6% | 4.4% | -3.0% | -1.1% | 5.7% | |
| HB Rec | Child | | -3.9% | 1.9% | -5.3% | -4.7% | 4.9% | |
| | Full time emp | | -4.0% | 1.8% | -5.7% | -3.7% | 3.1% | |
| | Other 16-64 | | -2.2% | 3.4% | -4.0% | -2.3% | 4.1% | |
| | Pensioner | | -1.6% | 4.4% | -3.0% | -1.1% | 5.7% | |
| HBHol | All persons | | | | | | 0.7% | |
| NHBEB | All persons | High | | | | | | 0.8% |
| | | Low | | | | | | 0.8% |
| | | Medium | | | | | | 0.8% |
| NHBO | All persons | | | | | | 0.5% | |

Table A3.

Change in trip productions
between 2010 License holding
scenario and 2010 Car
ownership scenario