

## Working paper 3

### Section 1: The Effects of Forecasting Assumptions

Table 2. The effects of introducing each assumption on Do-Minimum forecasts 2000-2010

Descriptor	Change in total distance travelled by mode						Change in trips by mode			Congestion		Change in average travel time per trip
	Walk	Cycle	Car driver	Car passenger	Bus	Rail	Car driver	Bus	Rail	All roads	Highways Agency	
1. Population/employment	2.8%	4.9%	5.4%	2.3%	0.9%	5.6%	5.8%	-1.8%	6.9%	6.0%	16.4%	1.1%
2. Car ownership	-2.3%	-1.2%	3.8%	2.1%	-1.2%	0.3%	3.2%	-4.1%	-1.0%	9.7%	16.3%	1.1%
3. Value of time	-1.4%	-4.1%	5.6%	-5.5%	6.4%	8.4%	3.5%	4.5%	4.6%	5.5%	26.1%	1.3%
4. Licensing	-0.8%	-0.5%	1.3%	0.6%	-0.5%	0.0%	1.0%	-1.3%	-0.4%	1.7%	3.1%	0.3%
5. Engine efficiency	-0.6%	-1.9%	5.0%	-3.9%	-3.1%	-2.5%	3.3%	-1.4%	-1.5%	6.1%	12.0%	0.9%
6. Fuel price	-0.3%	-1.0%	2.4%	-2.1%	-1.6%	-1.3%	1.6%	-0.7%	-0.8%	3.2%	7.4%	0.5%
7. PT Fares	0.0%	-0.1%	0.1%	0.3%	-5.3%	2.5%	0.0%	-0.6%	1.7%	-0.1%	0.4%	0.0%
8. Road infrastructure	-0.1%	-0.3%	0.4%	0.2%	-0.5%	-0.6%	0.1%	-0.2%	-0.7%	-3.5%	-21.7%	-0.4%
9. Rail overcrowding	0.0%	0.2%	0.1%	0.2%	0.4%	-6.0%	0.1%	0.2%	-3.5%	0.4%	0.3%	0.1%
Grand Total	-2.8%	-4.2%	26.5%	-5.8%	-4.8%	5.9%	20.2%	-5.5%	4.9%	32.2%	67.0%	4.9%