

## Workshop 2

# CHANGING BEHAVIOUR IN PASSENGER TRANSPORT

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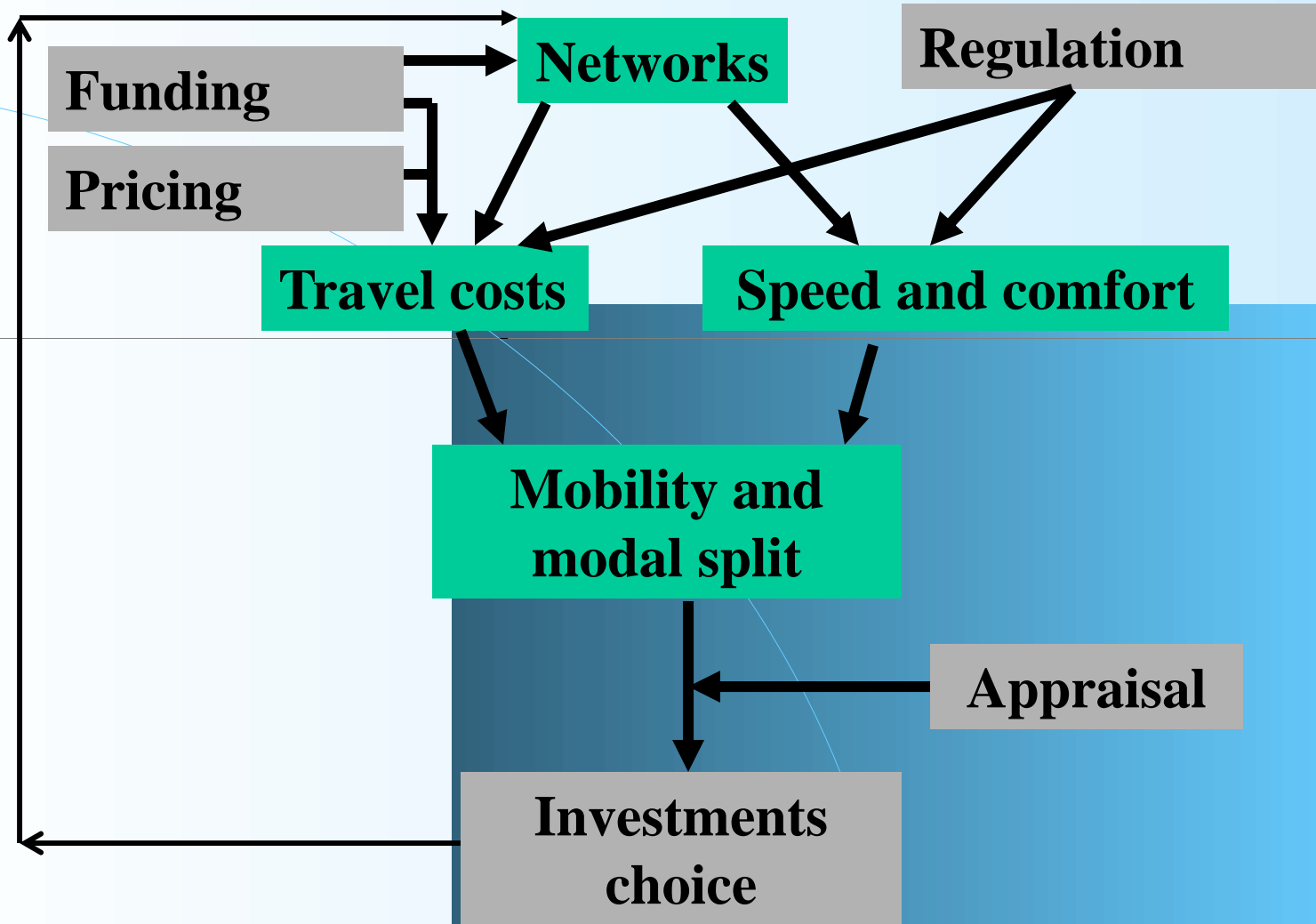
**LET**

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# Mobility behaviour...

# And some levers



**Table 2. Effects of selected MANAGEMENT measures on travel and modal split (Paris metropolitan area)**

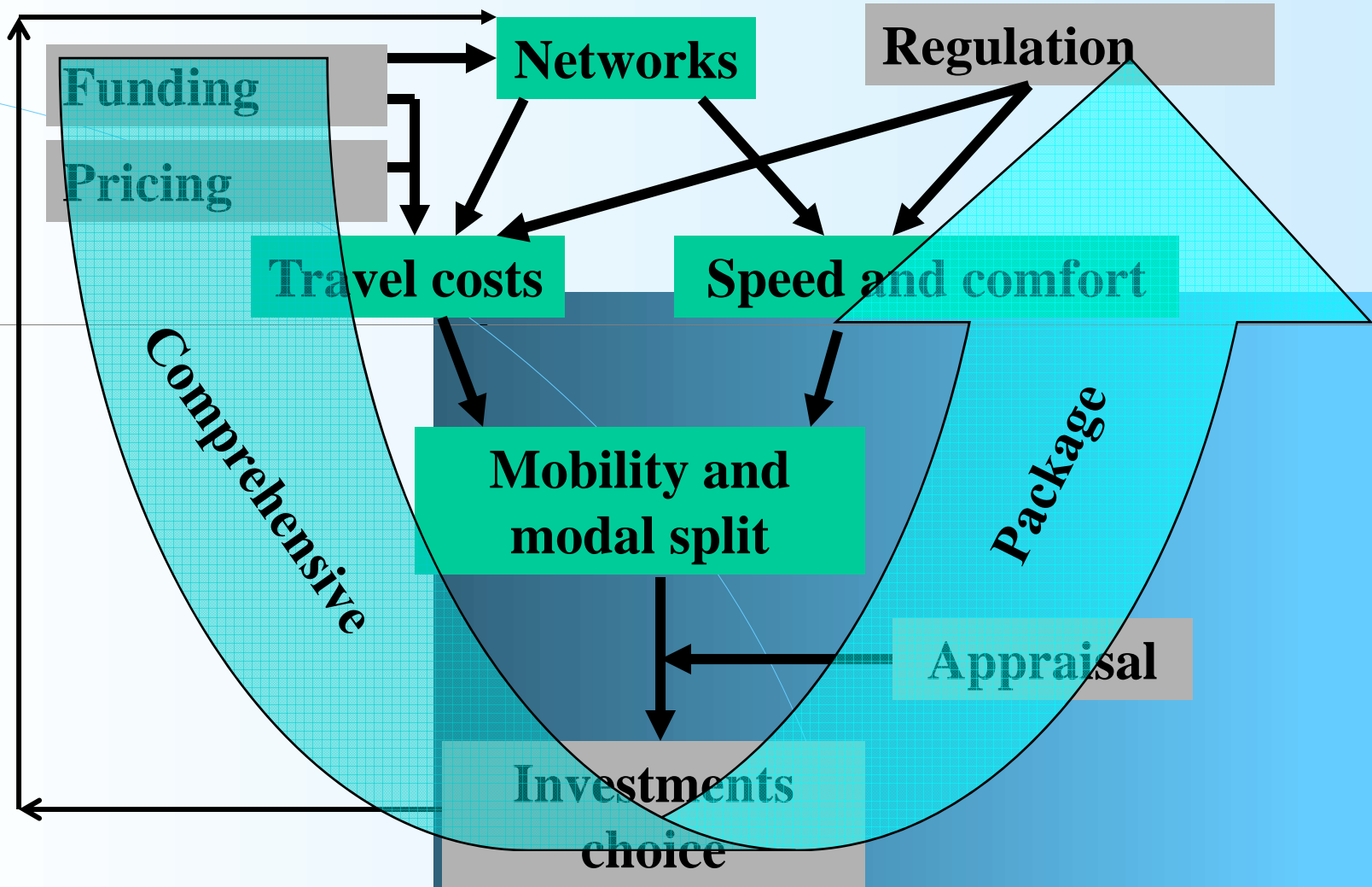
Lever used	Measure	Pass.km PT	Vehicle.km PC	Total pass.km	PT revenues	Total user costs*	Total time
<b>PT investment</b>	Extension of PT network in suburbs	+ 5 %	- 3 %	+ 1 %	+ 9 %	- 0%	- 0 %
<b>PT pricing</b>	Lower PT fares by 50 %	+ 34 %	- 6 %	+ 12 %	- 32 %	- 10%	+ 9 %
<b>PC pricing</b>	Charge of EUR 0.8 /km in Paris	+ 4 %	- 6 %	- 1 %	+ 5 %	+ 7%	- 2 %
<b>Regulation</b>	Lower PC speed by 33%	+ 6 %	- 22 %	- 9 %	+ 6 %	- 20%	+ 6 %

*Source: Olivier Morellet (2002, working document for the Commissariat Général du Plan not published); results rounded by author of this paper.*



# Mobility behaviour...

# And some levers



# An exemple of inconsistency

Table 1. **What the economic calculation tells us: Lowering speed limits on French motorways**

	Lowering speed on motorways by:	Speeds in km/h Car/HGV	Value per tonne of carbon that would offset loss of surplus	Loss in net present value (NPV) with carbon at EUR 100/tonne
Motorway Speed Cars: 130 km/h HGVs: 90 km/h	-1 %	128.7 / 89.1	165	-1 %
	-2 %	127.4 / 88.2	232	-2.1 %
	-5 %	123.5 / 85.5	401	-4.8 %
	-10 %	117 / 81	754	-10.5 %
	-15 %	110.5 / 76.5	1250	-18.5 %
	-20 %	104 / 72	1833	-27.9 %

To be compare with  
the present value :  
Eur 100/tonne



**THANK YOU**

