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Wretstrand, Anders; Rye, Tom; Hunter, David

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LUND UNIVERSITY

PO Box 117
221 00 Lund
+46 46-222 00 00



Trends In the Use of Dial-a-Ride and DRT Services – in Sweden and the UK

P17-21009 • ANDERS WRETSTRAND • TOM RYE • DAVID HUNTER



DOWNWARD TREND IN DRT USAGE

There appear to be three main variables which are likely to affect ridership:
Funding levels - correlation between the amount of resources put into a DRT service, and the number of trips which it can deliver, because such services never cover their costs from fares;

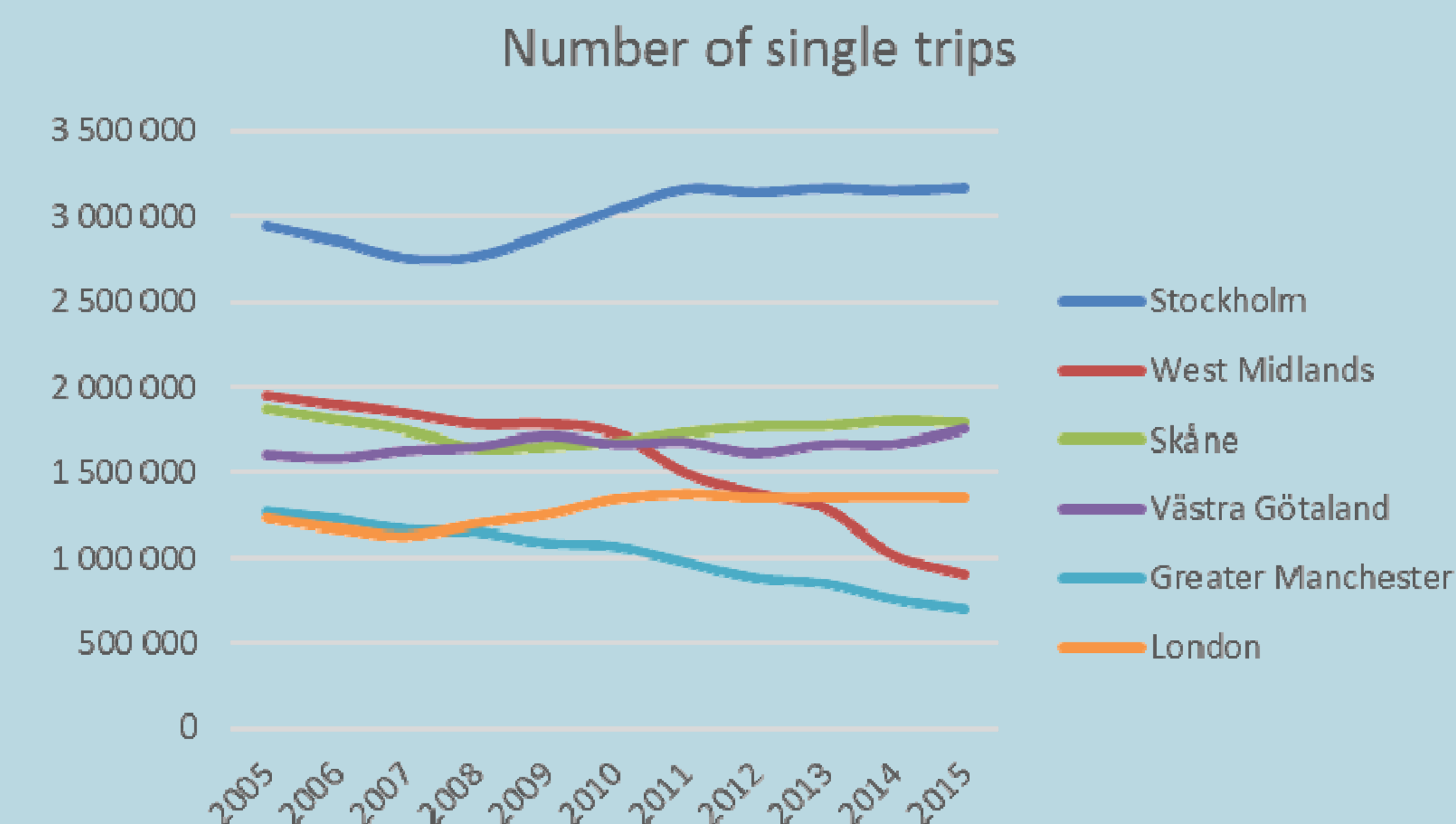
Eligibility and operating strategies - because of economic burdens, authority have to be stricter regarding who can travel and the choice passengers have over where and when they can travel;

Underlying demand – reduced demand among “younger” older adults (Sweden) and among younger persons (UK)



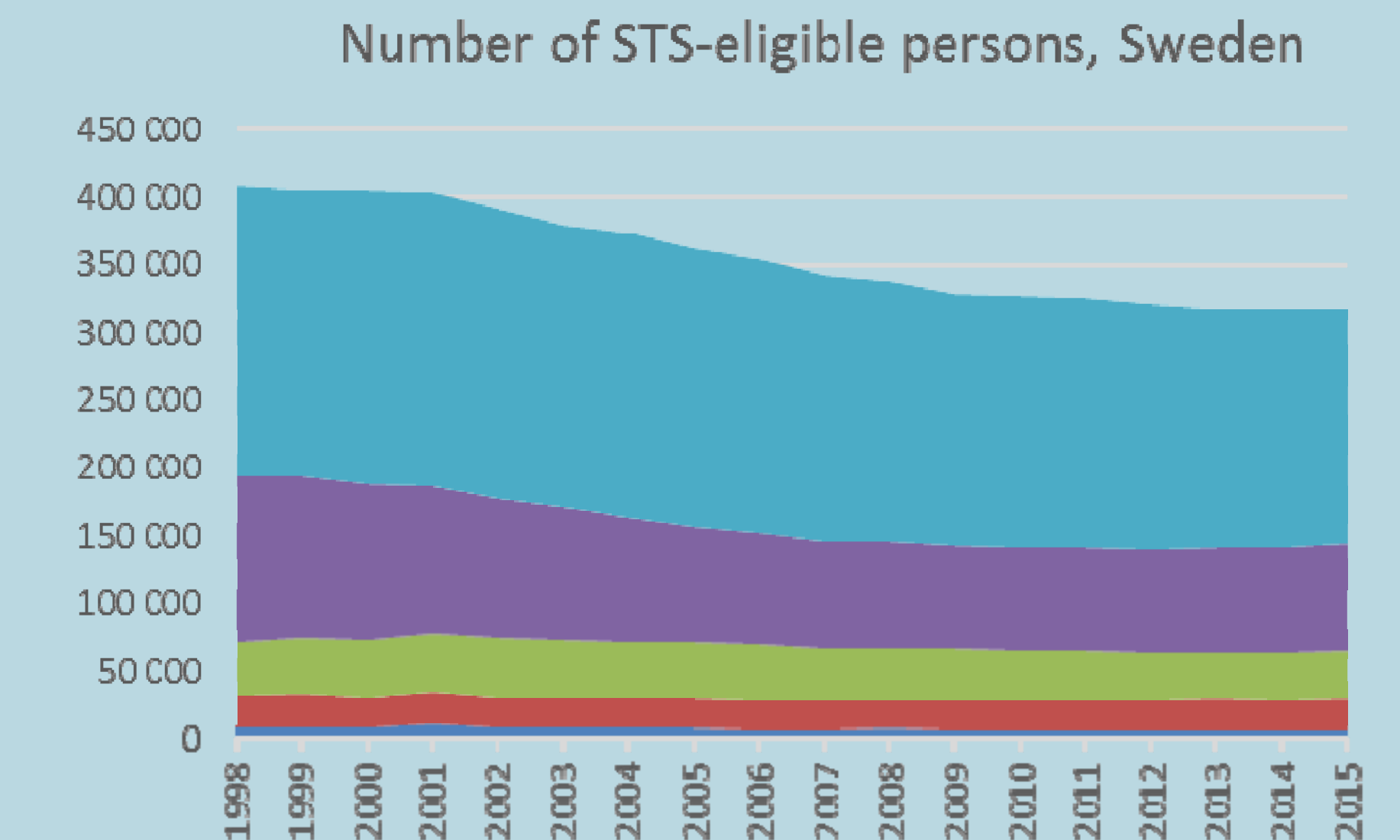
DRT USAGE AND REGIONS

In larger metropolitan regions, DRT usage remains stable. In Sweden, there is a correlation between regional density and usage ($r^2=0.56$); in rural regions demand decreases over time. No clear correlation between increased mainstream PT supply and decreased DRT use can be observed.



CHANGING TRAVEL PATTERNS

Demand is correlated with improved access to PT ($r^2=0.44$, Sweden: 90% of buses) and private cars (UK: the Motability scheme). Remaining users have less options (trips cost more). Further research need: equity and potential mobility effects, adaptive preferences, accessibility changes.



THE “YOUNG” OLD EFFECT

Half of reduced usage are among 65-79 seniors (less expensive trips)

