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**PRESS RELEASE 23rd October 2014**

**Motoring of the Future: Written Evidence submitted by the Transport Planning Society to the Select Committee on Transport**

The Select Committee is today publishing the evidence submitted to its investigation into the future of motoring and the Transport Planning Society (TPS) is now able to release its own written evidence. This had the benefit of a survey of TPS members, conducted in August 2014, as well as input from the TPS Board and Policy Committee.

Overall the Society calls for a clear transport policy framework within which the role of motoring can be set out, rather than an ad hoc approach which over emphasises vehicle technology. There are also gaps in our evidence base which need to be filled – including a better understanding of why people own as well as use cars, and how car ownership and use models are changing (for example with new web based car sharing). Technological change is happening, and will have a dramatic impact, however it will take a long time to work through to everyday motoring. TPS members see planning policy and travel cost as key drivers in car use, but nevertheless believe that demand management will play a key role.

The key conclusions from the TPS Submission are set out below.

* Motoring strategy is not limited to vehicles alone and needs to be framed within a wider context, with clear objectives for the role of motoring
* More research is needed into the reasons why people will own (or not own) cars and the extent to which they will use them in the future
* Spatial planning and the affordability of motoring will be key drivers
* Car use will become increasingly subject to demand management measures to meet wider environmental, sustainability, health and congestion reduction objectives
* Industry will be the main driver of technological development, albeit encouraged by government incentives
* Autonomous vehicles will be a game changer but are likely to have only limited application by 2040
* Pan-EU co-operation within the motoring sector is already good but there is more to be done, including preparation for autonomous vehicles
* Vehicle-to-infrastructure data links are an important area to be developed
* Near realtime traffic management across the network, particularly in association with autonomous vehicles,is another area that merits further research.

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**Note to editors**

(1) The Transport Planning Society is an independent institutional body based in England, established to facilitate, develop and promote best practice in transport planning and to provide a focus for dialogue between practitioners and others interested in the field. It is supported by four long established professional institutions – ICE, CIHT, CILT and RTPI - all of whom have an interest in transport planning within their own core activities.

(2) The Transport Planning Society administers its own Professional Development Scheme for transport planners, leading to award of the Transport Planning Professional qualification which is the only professional qualification uniquely aimed at transport planners. The Society has almost 1000 professional members in the UK and elsewhere. Many of our members are active in traffic, highway and road safety matters, and have an active interest in the future of motoring.

(3) This response has been prepared by the Policy Group within the Society’s Board and includes results from a member survey on key issues. In the full submission we comment on all questions raised by the Committee in their call for evidence.

For further details of TPS activities see our website:

[www.tps.org.uk](http://www.tps.org.uk)