# Workshop 4 - Access requiring physical mobility

**22 June 2021 – 1400-1700 CET (1300-1600 BST)**
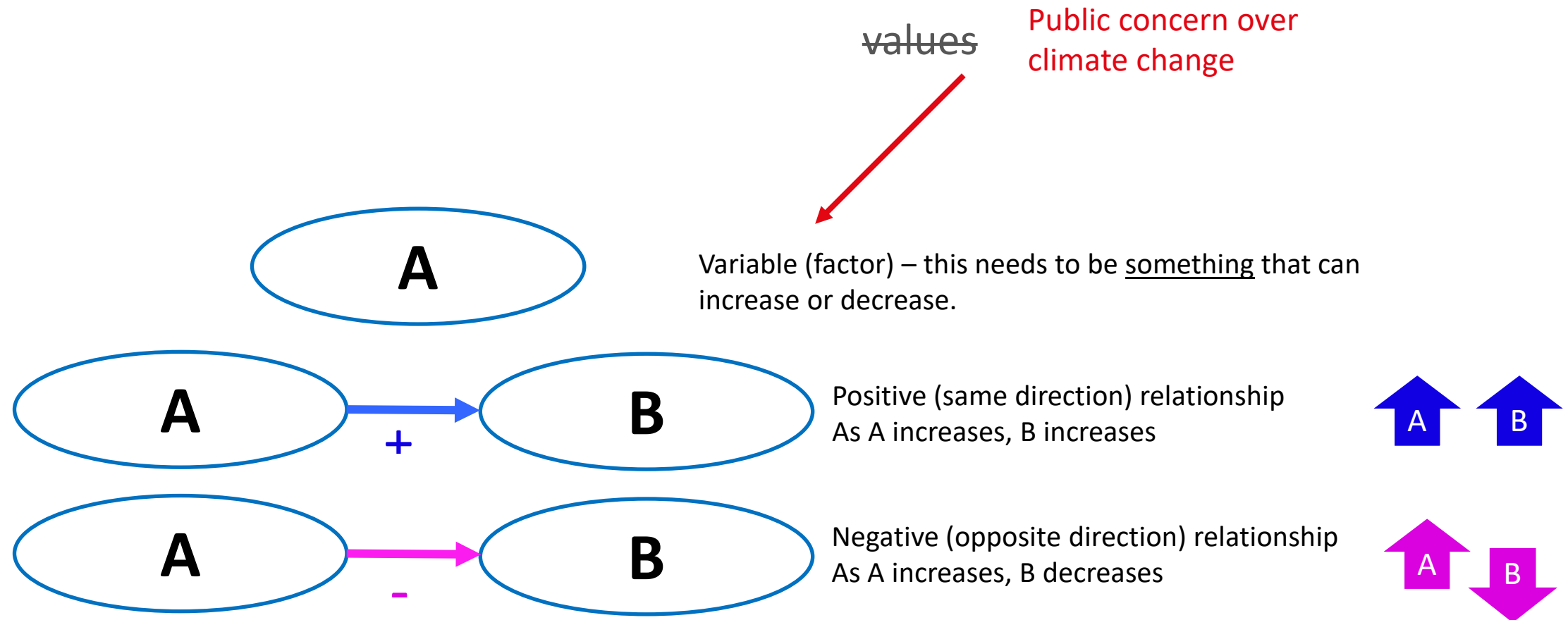
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# Agenda (1400-1700 CET)

1400      **Introduction and scene setting**

1415      **Review of our variables**

1430      **Breakout groups round 1 - creating Causal Loop Diagrams centred upon physical mobility**

1520      **Break**

1540      **Quickfire feedback from groups**

1555      **Breakout groups round 2 – Causal Loop Diagrams review and revision**

1625      **Reflections and discussion**
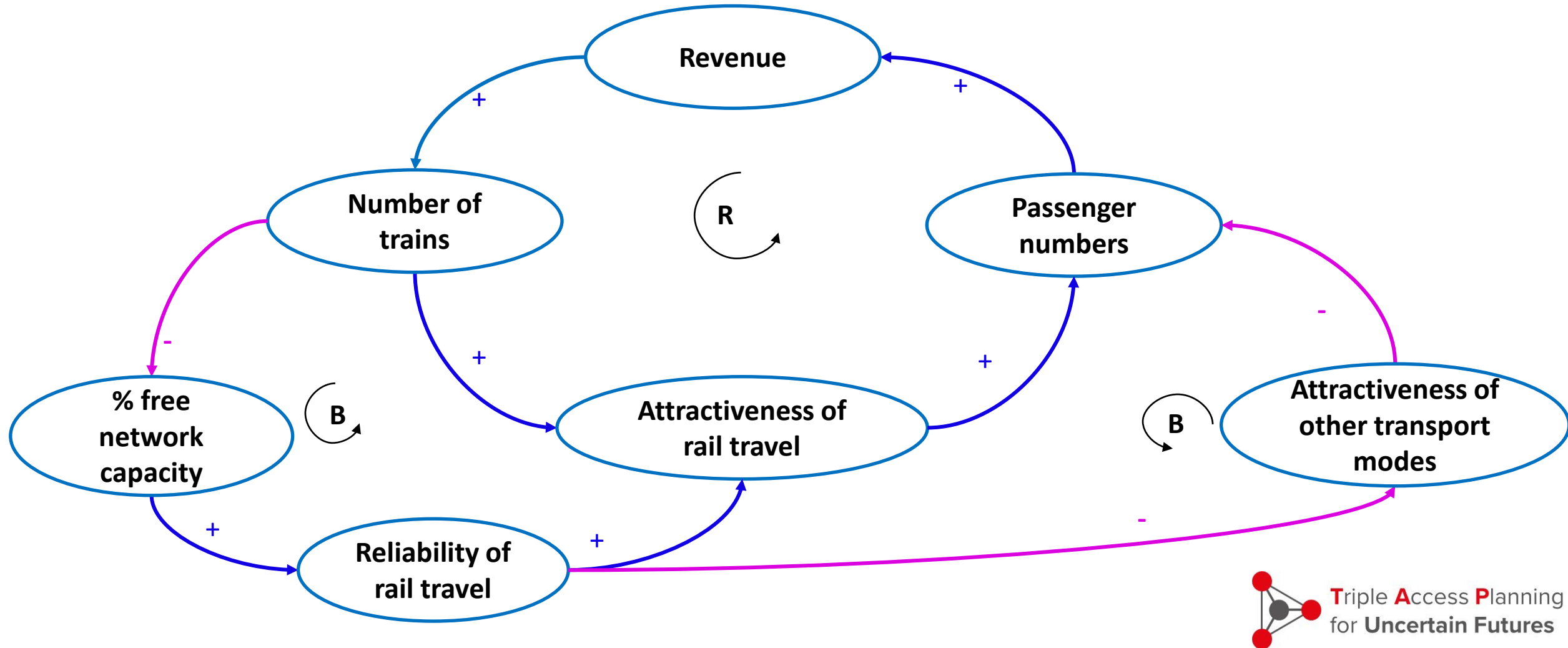
1655      **Next steps**

1700      **Close**

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# Introduction and scene setting
## 1400-1415

~~values~~ **Public concern over climate change**

**A**

Variable (factor) – this needs to be <u>something</u> that can increase or decrease.

**A** + → **B**

Positive (same direction) relationship
As A increases, B increases

**A** - → **B**

Negative (opposite direction) relationship
As A increases, B decreases

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A simple example of a causal loop diagram
*What Drives Revenue for a Rail Company?*

Slide from Adam Jones, BEIS

# Indicative sub-system Causal Loop Diagram for TAS

## Physical mobility



Transport system – physical (motorised) mobility

Normalisation of access based upon motorised mobility

Policy priority for access based upon motorised mobility

Affordability of motorised mobility

Accessibility of distant face-to-face activities and services

Demand for access based upon motorised mobility

Capacity of motorised transport system

Demand for distant face-to-face activities and services

Attractiveness of distant face-to-face activities and services

Economic output from engagement in distant face-to-face activities and services

Availability and utility of distant face-to-face activities and services

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# Why?

- The urban system is complex and to plan for urban mobility means we must first have a better mental model of the system we are seeking to support and shape

- Systems thinking helps us focus our later attention on getting better at being approximately right instead of precisely wrong

- Systems thinking helps us identify the variables we consider to be most important to triple access as a basis for creating plausible triple access scenarios for the future

- Our better mental model of the urban system of access helps us better identify and judge candidate interventions to shape a better urban future

act

plan

think

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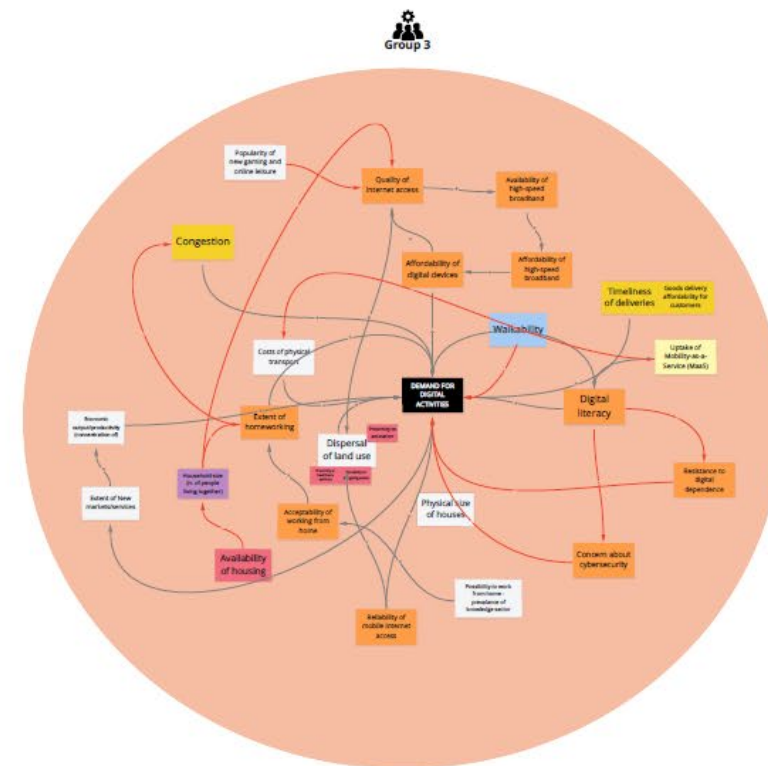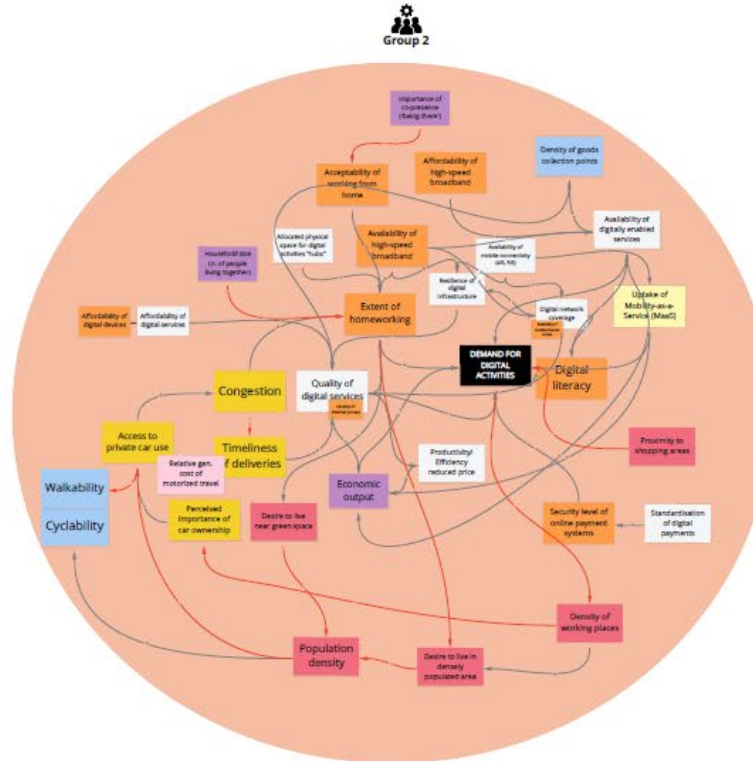for Uncertain Futures
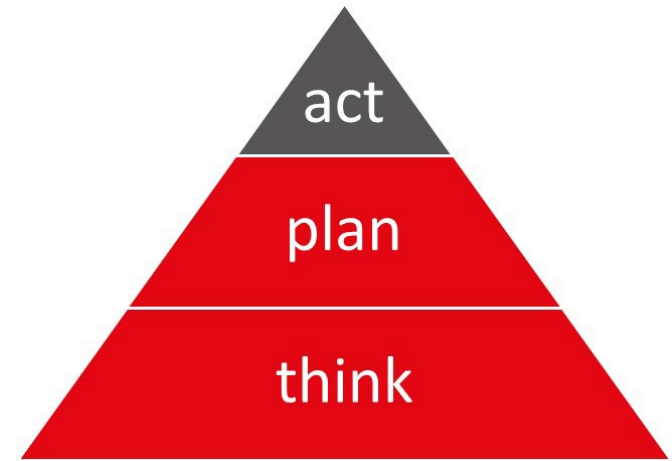
# Where we finished workshop 1
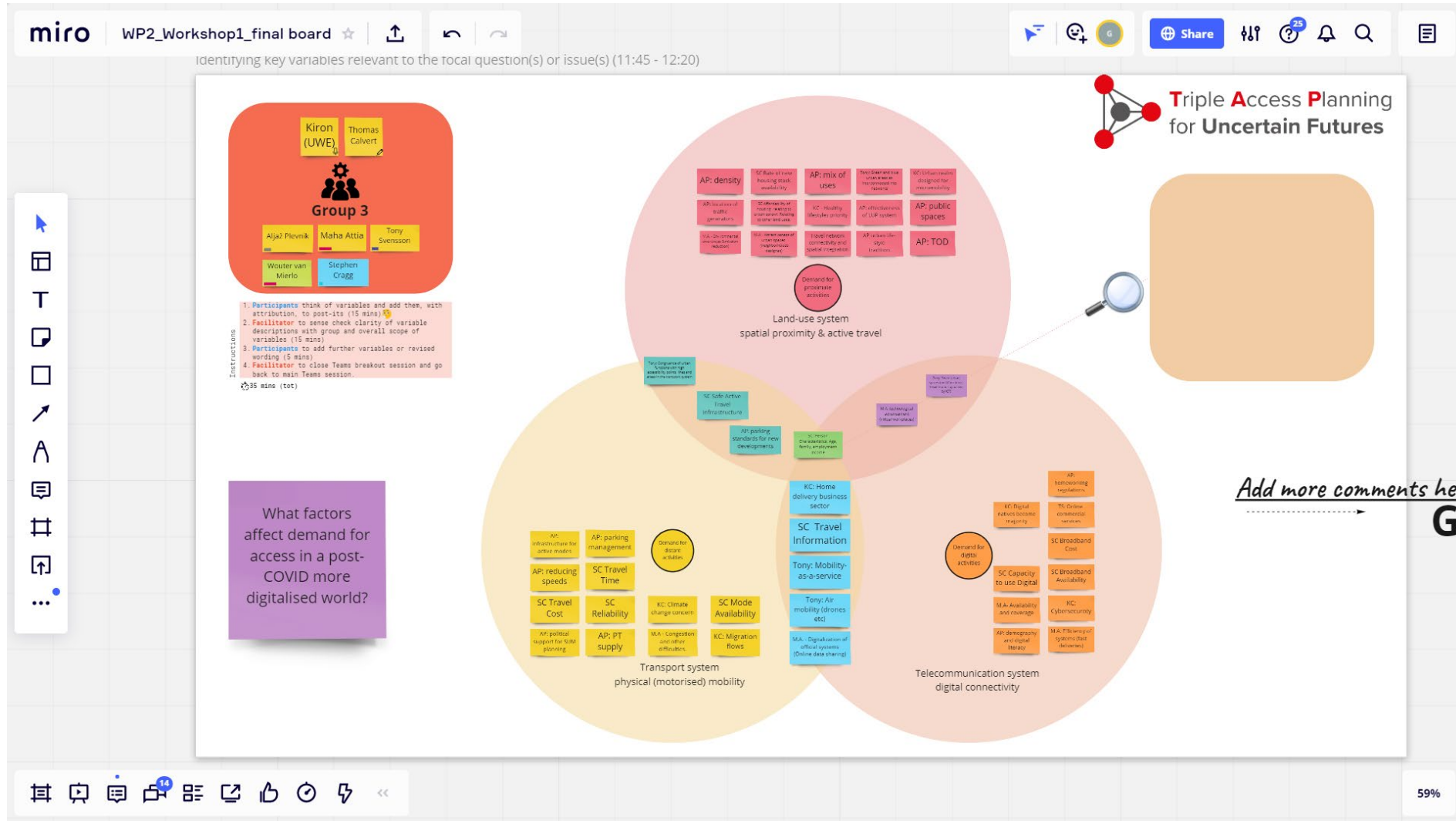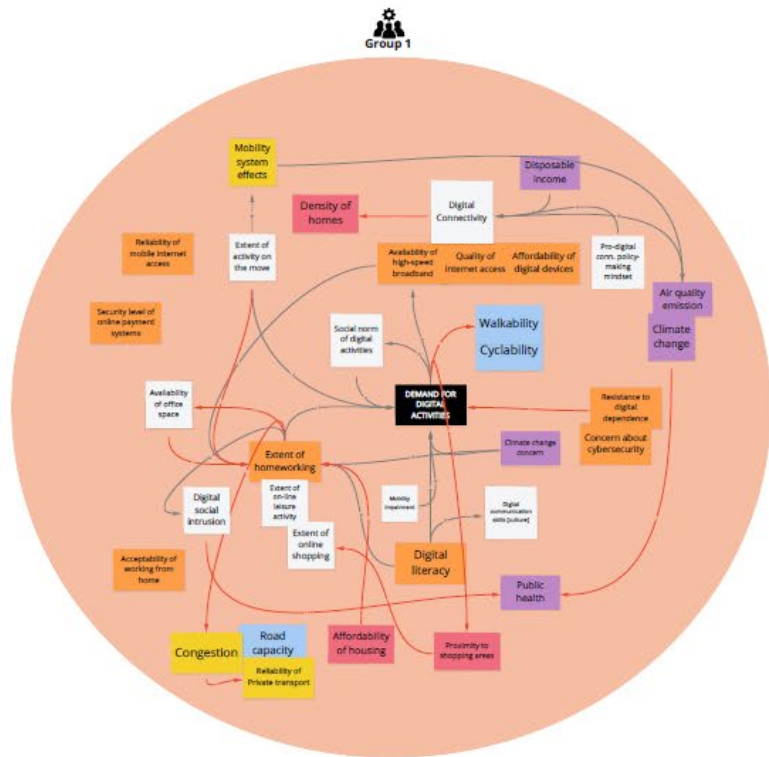
# Where we finished workshop 2
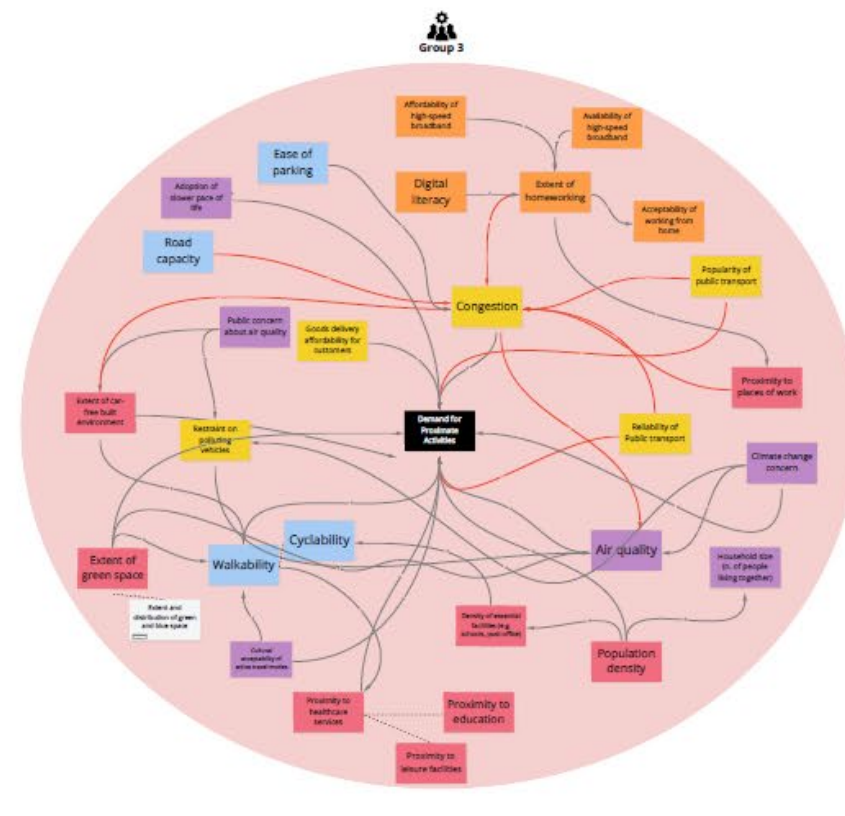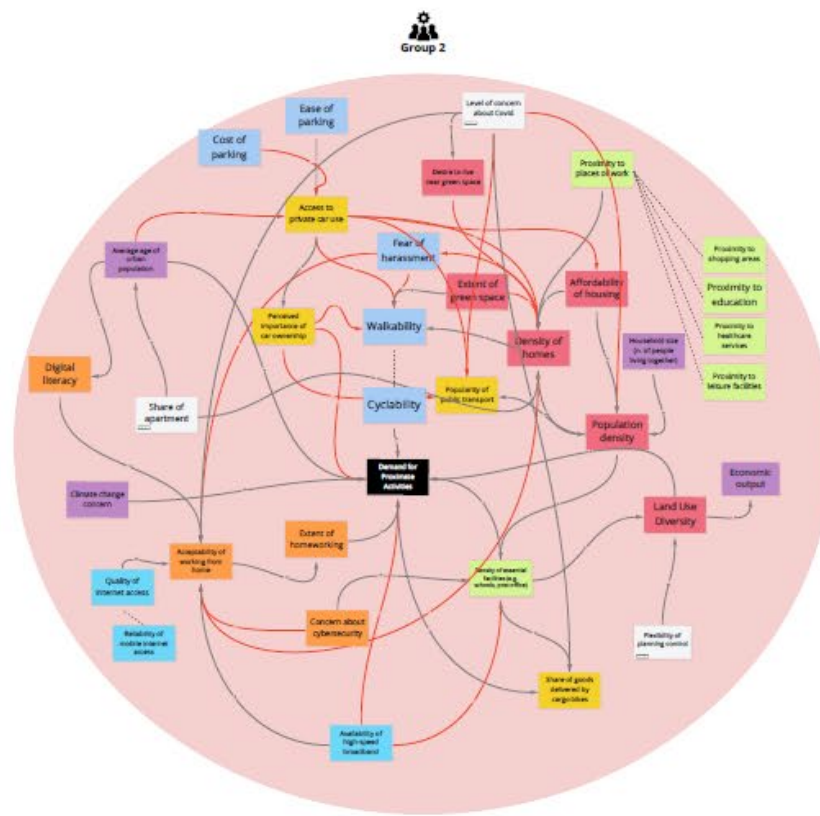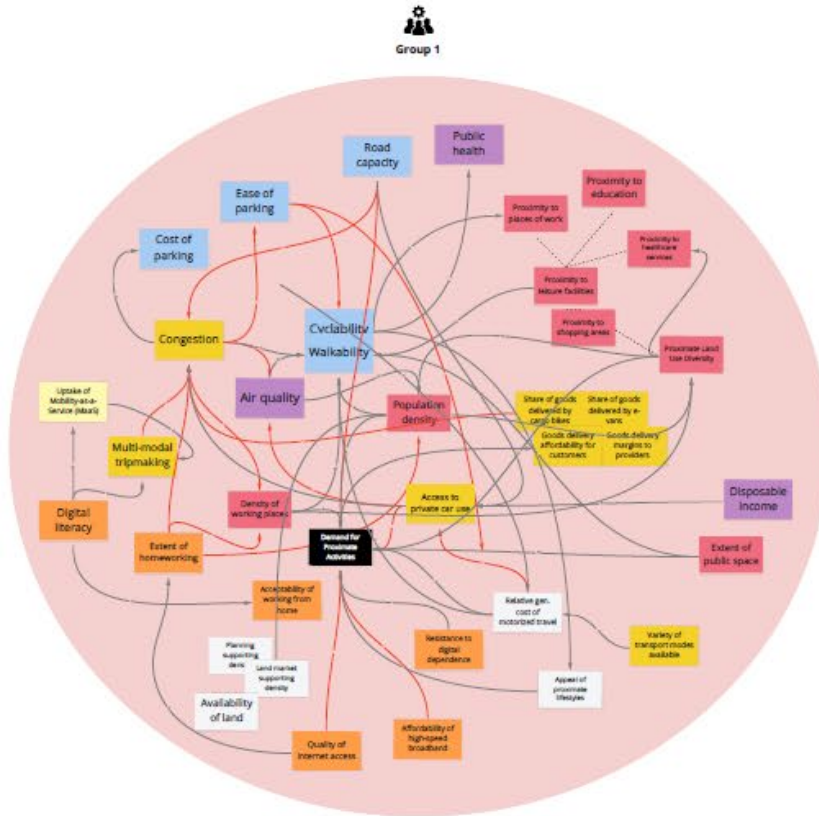


What factors affect demand for spatial proximity <<in urban areas>>in a post-COVID more digitalised world?

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# Where we finished workshop 3



What factors affect demand for digital connectivity <<in urban areas>>in a post-COVID more digitalised world?

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# Our focal question

## What factors affect demand for access
## in a post-COVID more digitalised world?

**Demand for distant face-to-face activities**

Our starting point

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# Terms of engagement

- Be active not passive (this is a **work**shop!) – ensure your views are captured
- Listening (not just hearing) is important as well as talking
- Keep an open mind and beware of unconscious biases
- Do challenge but in a constructive manner
- Allow yourself to be facilitated
- Highlight ambiguity but don't seek perfection
- Please respect the Chatham House Rule
- Have fun

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# Review of our variables
## 1415-1430

# Telecommunication

- Extent of homeworking
- Acceptability of working from home
- Concern about cybersecurity
- Security level of online payment systems
- Reliability of mobile internet access
- Affordability of digital devices
- Digital literacy
- "Owning a smartphone indicates success"
- Resistance to digital dependence
- Affordability of high-speed broadband
- Availability of high-speed broadband
- Quality of internet access

# Land Use

- Affordability of housing
- Proximity to education
- Proximity to healthcare services
- Proximity to leisure facilities
- Proximity to shopping areas
- Proximity to places of work
- Density of essential facilities (e.g. schools, post office)
- Density of homes
- Extent of car-free built environment
- Extent of public space
- Density of working places
- Desire to live in densely populated area
- Desire to live in historic areas
- Desire to live near green space
- Density of mobility hubs (n. mobility hubs per sqm)
- Availability of housing
- Population density
- Priority of healthy lifestyles
- Land Use Diversity
- Retail floor area (sqm)

## Telecommunication & Transport

- Social anxiety around meeting in person
- Uptake of Mobility-as-a-Service (MaaS)

# Land Use & Transport

- Walkability
- Cyclability
- Density of goods collection points
- Seggregated capacity for cycling/micromobility
- Public acceptance of roadspace reallocation to active travel
- Road capacity
- Ease of parking
- Cost of parking
- Fear of harassment

# Transport

- Congestion
- Access to private car use
- Perceived importance of car ownership
- Share of car fleet electrified
- Safety of private motorised travel
- Restraint on polluting vehicles
- Speed limits on motorised transport
- Reliability of Private transport
- Safety of active travel modes
- Multi-modal tripmaking
- Reliability of Public transport
- Public transport crowding
- Popularity of public transport
- Variety of transport modes available
- Share of goods delivered by cargo bikes
- Timeliness of deliveries
- Goods delivery affordability for customers
- Goods delivery margins to providers
- Share of goods delivered by e-vans

# Land Use & Transport & Telecommunication

- Public concern about air quality
- Cultural acceptability of active travel modes
- Climate change concern
- Air quality
- Average age of urban population
- Disposable income
- Household size (n. of people living together)
- Sharing of household roles between adults
- Cultural acceptability of private motorised transport
- Importance of co-presence ('being there')
- Economic output
- Trend toward slower pace of life (slow city movement)
- Educational focus on active travel and climate change
- Adoption of slower pace of life
- Public health
- Immigrant share of population

# New Variables from W2

- Availability of land
- Planning supporting density
- Relative gen. cost of motorized travel
- Flexibility of planning control
- Land market supporting density
- Share of apartment
- Appeal of proximate lifestyles
- Level of concern about Covid

**DEMAND FOR DISTANT FACE-TO-FACE ACTIVITIES**

# New Variables from W3

- Dispersal of land use
- Physical size of houses
- Availability of office space
- Allocated physical space for digital activities "hubs"
- Productivity/Efficiency reduced price
- Extent of online shopping
- Extent of on-line leisure activity
- Extent of activity on the move
- Extent of New markets/services
- Popularity of new gaming and online leisure
- Standardisation of digital payments
- Resilience of digital infrastructure
- Pro-digital conn. policy-making mindset
- Mobility impairment
- Possibility to work from home - prevalance of knowledge sector
- Costs of physical transport
- Social norm of digital activities
- Digital communication skills [culture]
- Digital social intrusion
- Affordability of digital services
- Quality of digital services
- Availability of mobile connectivity (4G, 5G)
- Digital network coverage
- Availability of digitally enabled services
- Digital Connectivity

Breakout groups round 1 - creating Causal Loop Diagrams centred upon physical mobility
1430-1520

# Building the diagrams

- Three breakout groups with two facilitators

- The facilitators will 'hold the pen' in Miro

- Don't think too much (ironically!) – approximate not perfect

- Each breakout groups starts with the same variables

- Take turns to add a variable, and consider what other variables it links to and how (+/-/?)

- If 'missing' variables come to mind add them in chat when you like – remember something that goes up or down and is unambiguous

- Prioritise 'important' variables (considering what makes them of interest)

- You have 50 minutes

## This is it! Good luck!!

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# Break
# 1520-1540

Quickfire feedback from groups
1540-1555

# Looking for inspiration from the other groups

- Each group in turn displays their draft Causal Loop Diagram on screen

- Others to make notes at their desks as they look at the diagram (while someone from that group offers overview commentary)

- 5 minutes only for each group

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Breakout groups round 2 –
Causal Loop Diagrams review and revision
1555-1625

# Review and revision

- **If you've done well in round 1, keep working hard please!**

- Incorporate any inspiration drawn from the other two groups
  - this may lead to groups' Causal Loop Diagrams converging more (but this is not the objective)

- Bring remaining variables into the Diagram if appropriate

- Consider new connections if appropriate

- Move variables within the diagram (their connections will follow)

- Consider the wider set of variables from Workshops 1-3 (if you have time!)
  - Go into the Miro Board yourselves to do this and move a variable 'onto the board' if you think its relevant – but let your facilitator build it into the diagram

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# Reflections and discussion
## 1625-1655

# How did we do, what did we find?

- We will display the three revised Diagrams while we have this discussion

- Were most of the variables from Workshops 1-3 used (and why or why not)?

- Were the connections obvious to make and judge?

- Did you spot any reinforcing or balancing loops?

- Did your Diagram feel as though it reflected PESTLE dimensions?

- How did this exercise compare to that for spatial proximity?

- What do you think of the systems thinking we've done together and what it might lead to?

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# Next steps and close
# 1655-1700

# Thank you!

- We will share the three Diagrams with you and invite your comments
- The intention is to create a combined version of the three Diagrams
- Workshop 5: 'System of systems'
  - 29 June **1000-1300 CET**

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