



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

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## 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;

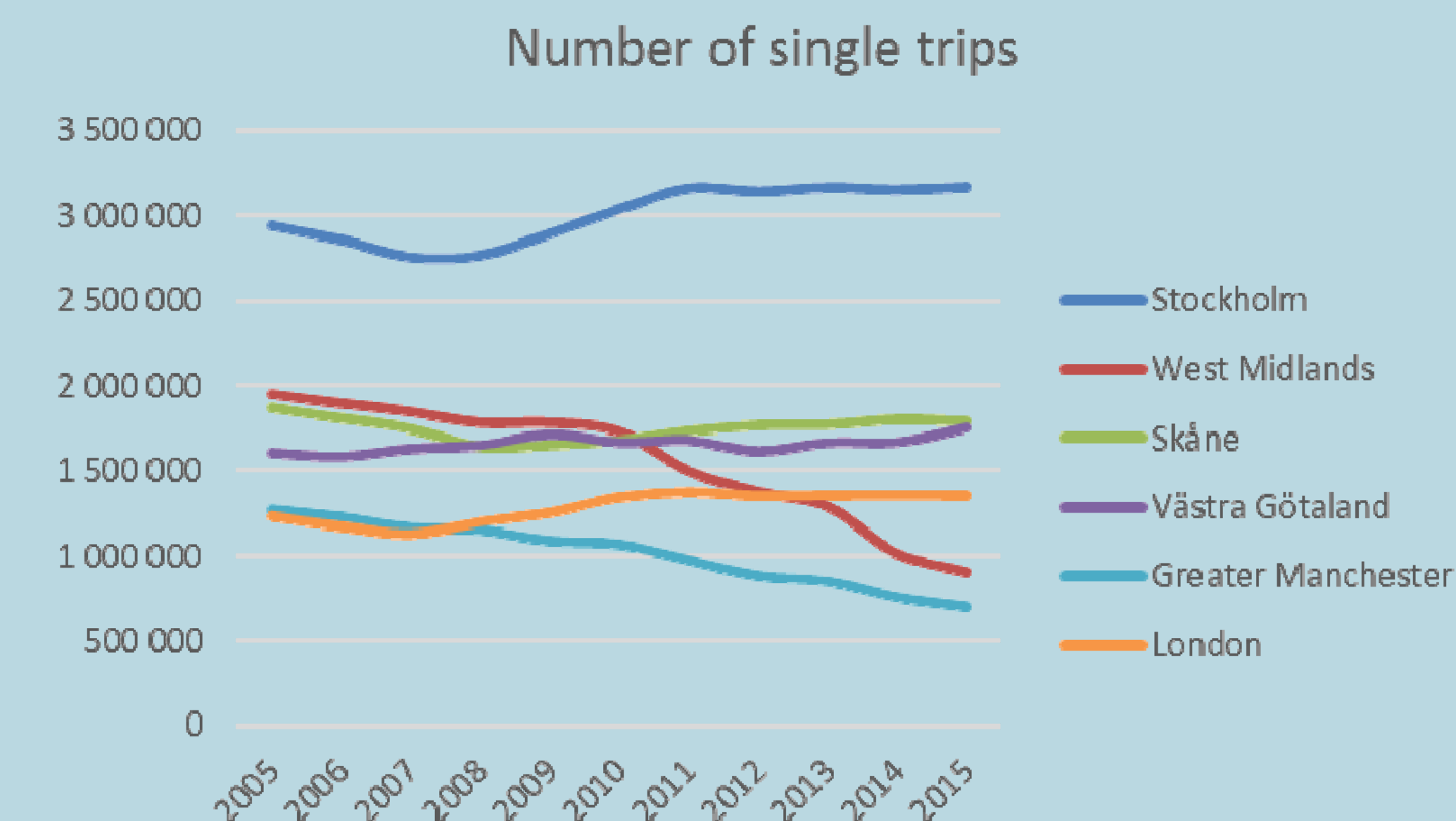
**Eligibility and operating strategies** - because of economic burdens, authority have to be stricter regarding who can travel and the choice passengers have over where and when they can travel;

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



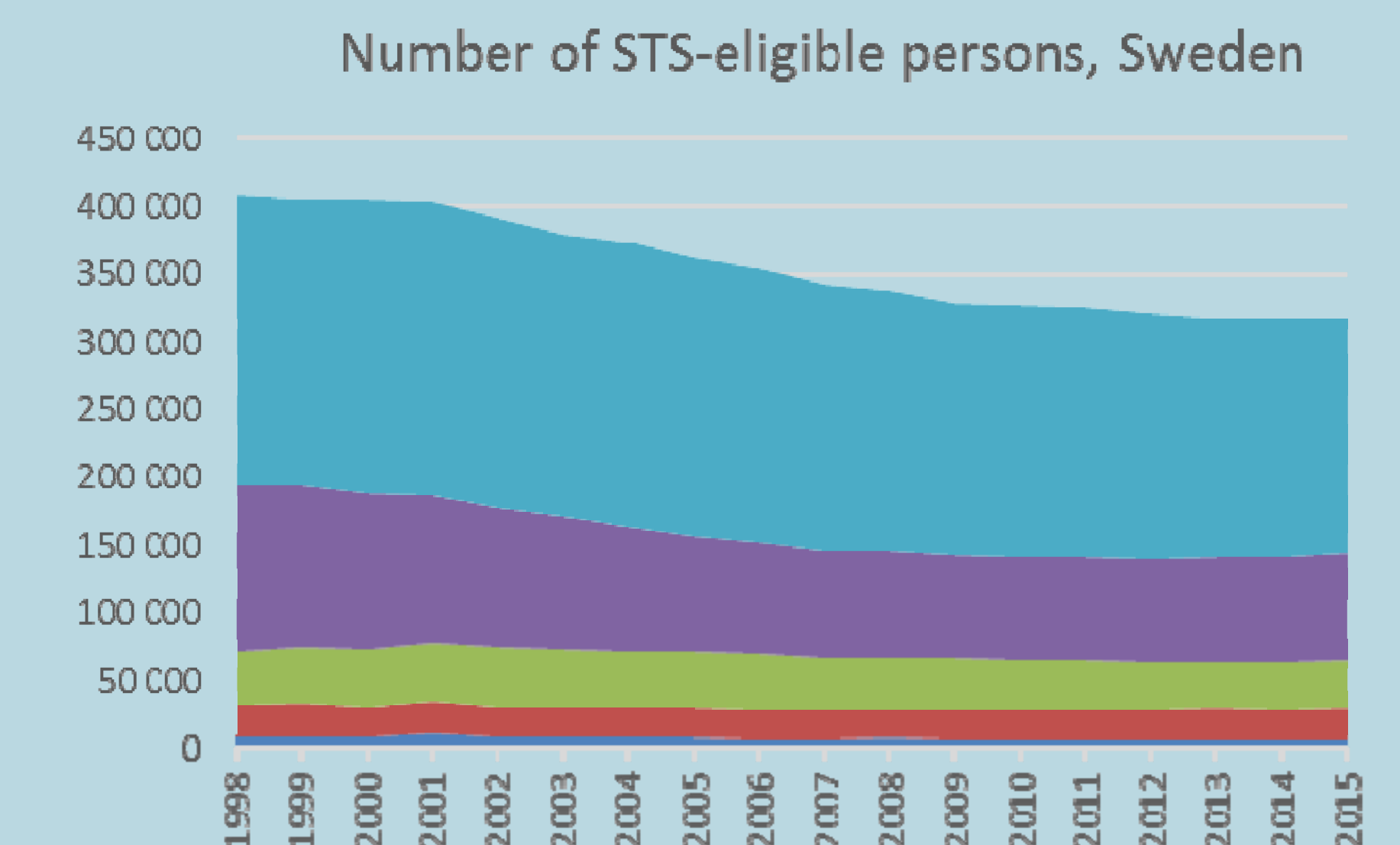
## DRT USAGE AND REGIONS

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.



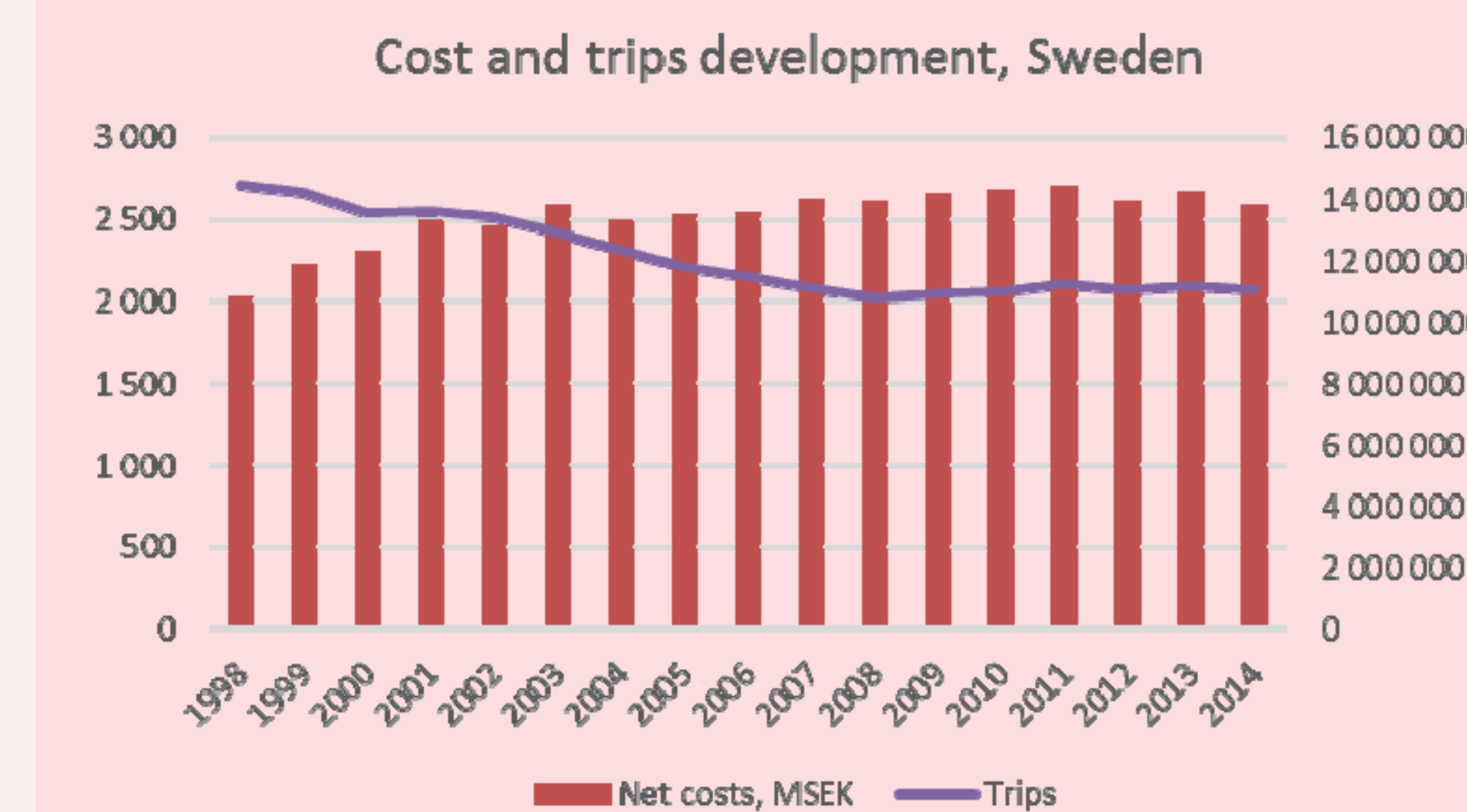
## CHANGING TRAVEL PATTERNS

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)



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