

Publication TenderNed: English¹

New estimation of the national Value of Travel Time Savings and Value of Travel Time Reliability in the Netherlands

We would like to inform you that The Ministry of Infrastructure and Water Management intends to execute a multiple private tendering for the following assignment. Objection is possible until the 30th of April 2019.

The Ministry of Infrastructure and Water Management is committed to improving quality of life, access and mobility in a clean, safe and sustainable environment. The Ministry strives to create an efficient network of roads, railways, waterways and airways, effective water management to protect against flooding, and improved air and water quality.

Client: Netherlands Institute for Transport Policy Analysis (KiM). KiM provides knowledge inputs for the preparation of mobility policy at the Ministry of Infrastructure and Water Management. We carry out our own research and collect the results of studies conducted elsewhere. We ensure that the ministry is able to develop policy with a sound knowledge base. We do this by analysing and explaining developments, doing exploratory studies, drawing up scenarios and analysing the effects of policy instruments.

The assignment

‘Value of Travel Time Savings’ (VTTS) and ‘Value of Travel Time Reliability’ (VTTR) are periodically determined by a large field study among travellers. The last Dutch VTTS/VTTR study was conducted with values for base year 2010.

There are three reasons for a new determination of the VTTS and VTTR values.

1. Economic, social and technological changes in society affect the level of the VTTS and VTTR, e.g. continuous technological innovations increasingly enable spending travel time in a useful and pleasant way.
2. There are new methods for data collection and analysis. For example, developments in the underlying utility functions through which the VTTS and VTTR are determined.
3. Policy making now also requires a VTTS and VTTR for the active modes (walking and cycling) in Cost Benefit Analyses.

Tendering parties should write a thorough proposal for the new VTTS/VTTR study in which the new values for both persons and freight are to be determined.

- The estimation of the VTTS and VTTR for persons involves a Stated Preference (SP) field study and needs to include travel modes and trip purposes, that have been included in the previous VTTS/VTTR study.
- The field study has to include the estimation of VTTS for the active modes, walking and cycling.
- Additionally to the VTTS and VTTR values, we want the aspect of non-linearity to be included as a sensitivity analyses. Therefore, it should include analyses on the effect of the size of the travel time savings, the effect of the length of the journey on travel time savings and differences between travel time gains and losses.

¹ The Dutch language version is the binding version.

- For freight transport, the estimation involves developing a method for translating factor costs (that are determined in a different KiM project) into a VTTS and VTTR for the relevant segments, see previous VTTS/VTTR study.

The proposal should contain a detailed description of the method and of the necessary choices and assumptions, with arguments as to the reason of these. Tendering parties further need to present a detailed time schedule, including deadlines for the different phases as specified in the tender document of the VTTS/VTTR study (from preparing the data collection to writing the technical report). The reserved lead time for this project is 12 to 14 months.

We specifically want to stress out the complex nature of the study. It requires from parties to have a very specific mix of knowledge and expertise. This mix contains extensive knowledge and experience in the field of VTTS/VTTR research, experience with recruiting a representative sample, experience with developing SP questionnaires, extensive experience with advanced statistical techniques (e.g. utility maximisation) and experience in the applications of VTTS/VTTR in the field of transport and mobility policy evaluation. Therefore, tendering parties need to meet the following requirements:

- Demonstrable experience with scientific research on determining the VTTS and VTTR, for both persons and freight. They need to be able to present a track record in scientific publications on this subject.
- Demonstrable experience with data collection, specifically using SP questionnaires.
- Demonstrable experience with recruiting a representative sample to determine the VTTS/VTTR values for the needed travel modes and trip purposes.
- Demonstrable experience with empirical research and advanced statistical techniques.
- Demonstrable experience with the application of VTTS/VTTR in transport and mobility policy evaluation.
- An international scientific network in the area of VTTS and VTTR research.
- Knowledge of the Dutch mobility system, especially with respect to cycling and walking.
- Knowledge of the Dutch language, preferably native; at least at C2 level, spoken and in writing.

To get an impression of the size of the project, the final report of the previous VTTS/VTTR study, the questionnaires and the datasets can be found on the following website:

<https://easy.dans.knaw.nl/ui/datasets/id/easy-dataset:56276/tab/2>.

The following parties will be included in the multiple private tendering, which will be in English:

- Significance
- MuConsult