

## Inter-city travel demand

Unbalanced resource distribution, socio-economic, cultural, and educational differences all contribute to differing transport needs for working, studying and travelling. Demand for passenger travel is split into production-orientated travel needs and supply-orientated travel needs. Demand for passenger travel is.

China's transport demand is in the process of undergoing multifaceted development. Different methods of transport meet different transport requirements. The dominant factors which influence travellers' travel needs are income, social status, educational level and consumption ideology along with transport cost, transport time, transport security, transport punctuality etc. Up to 2010, China's per capita inter-city travel requirements averaged 1509.81 KM/year.

### Trajectory 1

In this scenario, along with the continuous growth in China's per capita GDP, demand for travel becomes ever stronger. Furthermore, the time taken for inter-city journeys decreases, which increases the possibility for migrant workers to visit their homes. The combination of these two factors leads to a continuous rise in inter-city travel demand. Prior to 2030, the growth rate of inter-city travel averages 7% annually. After 2030, growth slows to 1.9% annually.

### Trajectory 2

In this scenario, growth of per capita GDP increases inter-city travel demand, but short and long distance journeys still form the bulk of inter-city travel. Prior to 2030, inter-city travel has an average annual growth rate of 6%. After 2030, this falls to 1.6%.

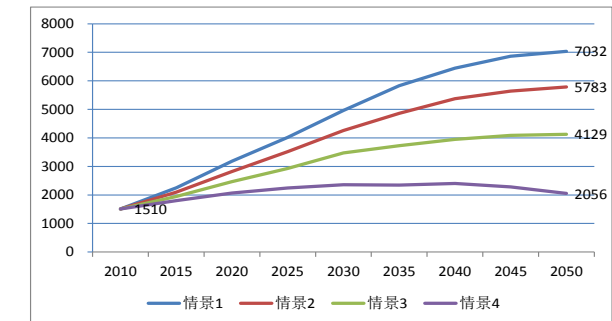
### Trajectory 3

Slow growth for per capita GDP has not yet led to a noticeable increase in inter-city travel demand. The issue of regional discrepancies in economic development is effectively resolved, and thus the majority of workers choose to work

close to home. Prior to 2030 there is an average annual growth rate of 4.6% for inter-city travel. After 2030, this drops to 0.9%.

### Trajectory 4

After 2030, China's process of urbanisation is fundamentally completed, and China's migrant workers travel less. There is slow growth for inter-city travel demand and then growth begins to fall. Before 2030, there is an annual growth rate of 2.4% for inter-city travel. After 2030, this drops to 0.6%.



Inter-city travel demand (KM/year)