Thredbo 14 Conference

Workshop 4 Report

Developing inter-modal transport systems

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The Workshop

Papers

- 9 papers
- Experience in 6 countries

34 members

- 12 countries, 5 continents
- Mix of operators, government, students researchers and consultants

Outline

- Overview
- Defining inter-modal transport
- Challenges of inter-modality
- Context specific challenges
- The role of active transport
- How do we address the challenges
- Conclusions and recommendations
- Recommendations for next Thredbo

Overview

- Challenges:
  - Climate change, energy consumption, air quality, sustainability, congestion, safety, social equity, affordability
  - Culture of automobility
  - Austerity and slow economic growth

All inter-related

Defining inter-modal transport systems

Inter-modality is the seamless integration of diverse motorised and non-motorised transport systems that are socially, environmentally and economically sustainable - as a response to human diversity and needs

- Integration: social inclusion, physical, information and fares
- Hubs and links

Challenges of inter-modality

- Accessibility
- Changing demand characteristics and the need for responsive planning
- Financial/economic considerations
- Geographic/topographic/cultural constraints
- Seasonal/temporal and derived nature of demand
- User acceptance and rights
- Governance and planning issues
- Integration in physical, operational and human terms
- Incorporating social and cultural dimensions into planning
- Improving assessment and evaluation

Accessibility and changing demand

- Trip motivation (work/leisure)
- Social justice and inclusion
- Impaired mobility
- Ease of connections between different modes

Financial/economic considerations

- Cost of provision/funding constraints
- Subsidies and imbalance in subsidies
- Public/private financial considerations
- Fare evasion
- Pricing mechanisms
- Integrated ticketing

Geographic/topographic/cultural constraints

- Urban form/local conditions
- Diverse trip origins and destinations
- Climatic conditions and relief
- Cultural appropriateness

Seasonal/temporal and derived nature of demand

- The shifting nature of demand
- The need to adjust to local climate and other conditions
- Transport provision for mega events and legacy

User acceptance and rights

- of transport provision
  - Age, gender, personal mobility needs
- of ICT and digital media
- Role of communication and participation
- Issue of trust building

Governance and planning issues

- Political short-termism
- Failure to recognise problems
- Quality of active civil society and participation
- The influence of mayors and governing bodies
  - Conflicting objectives
  - Political visions

Context specific challenges: airport ground access

Trip characteristics:

- Trip motivation (business/leisure, urgent/routine)
- Trip duration (travelling with/out luggage)
- Time of departure/arrival

Socio-demographic characteristics:

- Travelling alone, in a group, with/out children or elderly
- Physical dis/ability
- Gender, age and income
- Residence and language skills
- Widely dispersed origins and destinations
- Familiarity with public transport

Context specific challenges: BRT

- One size doesn’t fit all
- Fragmentation, poor inter-modality and first and last mile issue
- BRT technology transfer with limited understanding of context and adaptation to local user expectations
- Vision – commuting or leisure activity
- Operational difficulties and lack of resources for maintenance
- Several institutional levels [local, municipal, metropolitan, national]
- Low frequency, excessive waiting times, dead miles
- Fare evasion

The role of active transport

- Public transport and cycling can be complementary
- Safe walkability and cycle inclusion is vital to public transport
- Cycling often treated as an add-on
- Cycling infrastructure has improved but its design standards, security and coordination with public transport require enhancement
- Climate and topography affect user participation
- Cities lacking expertise in the design of cycle infrastructure: should look to Dutch and Danish expertise
- Quality of pedestrian environments is low
- Challenges for cycling and walking in terms of the weather

How do we address the challenges?

- Challenge the dominance of automobility through urban changes (design, rules) and behavioural change (promotion, education), and consider complementary economic measures
- In terms of public transport increase frequency, promotion, marketing, integrated electronic ticketing and user focused rather than budget focused
- Facilitate communication between agencies to coordinate integration
- Flexible and responsive services can be seen as complementary to conventional scheduled passenger transport services. They can become integral components of intermodal urban mobility
- Need clear vision and objectives
- Consistent political support and need to materialise/communicate benefits
- Mobilise catalysts for change

Conclusions and recommendations

- There is a need to improve inter-modality (on-street, financial)
- Inter-modal integration is central to creating a more sustainable transport system
- There is a role for policy entrepreneurs
- Policy transfer/sharing of best practice
- There is a role for skilfully organized, strategic citizen participation
- Facilitating role of new technology in building new platforms for coordination
- Focus on the people: direct and indirect users
- Engineering needs to work alongside public engagement to meet citizens' aspirations
- Consider the rural environment
- Clarity of vision and need for consensus

Recommendations for Thredbo 15

- Health impacts of transportation systems
- Transferability of Policy – respect for local context
- Engage with society's poorest members to improve their mobility, wellbeing and opportunities
- Challenges of gentrification and dislocation
- Focus on active transport (walking and cycling)
- Comprehensive housing and transportation affordability, social inclusion, and land use (living transport)
- Citizen participation
- To treat transportation as a meeting place involving interactions between different social actors
- Evaluation of tools and regulations for inter-modality
- Marketing and communication of inter-modal systems
- The future role of technology in inter-modal integration systems
- Continuation of inter-modality as a workshop theme was considered very important

Thanks to the translators

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