

Thredbo 14: Workshop 8

The wider economic, social and environmental impacts of public transport investment

Presented by

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Outline

- Workshop composition and aspirations
- Key themes discussed in workshop and synthesis of discussion:
 - Accessibility and Speed
 - Social Capital and Wellbeing
 - Appraisal Methodologies
- Communication and usage issues
- Policy Recommendation
- Future research
- Recommendations for transport planning and contracts
- Recommendations for Thredbo 15

Defining Wider benefits

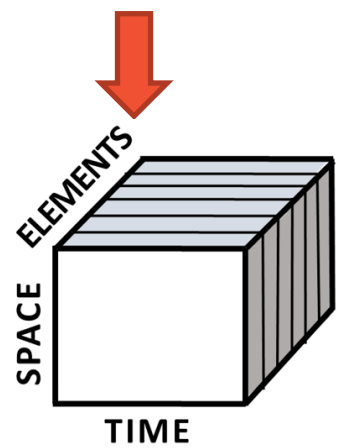
Social and economic impacts occur:

- Across elements of economy (who)
- Across spatial locations (where)
- Across time (when)

This matters for

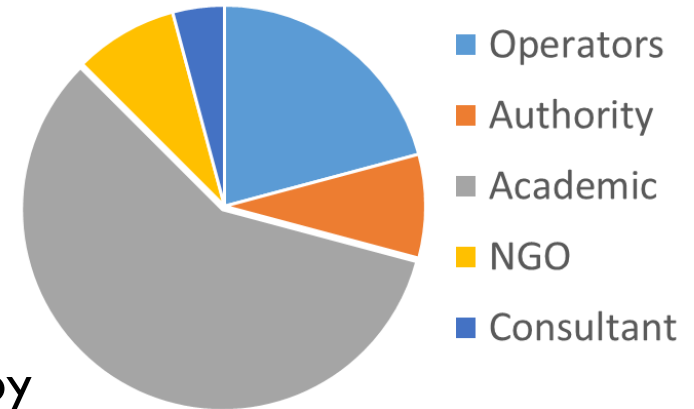
- equity effects
- strategic effects
- other policy effects

This requires a 3-dimension view of findings



Workshop 8: Composition and Aspirations

- Workshop composition heavily weighted towards the academic
- Aspirations identified a broad interest
 - How to incorporate impacts into decision making currently driven by CBA which in turn heavily influenced by time savings
 - To provide a stronger evidence base, particularly for social and equity goals
 - To recognise public transport's contribution to environment, economy and social inclusion improvements in investment and service decisions
- Overarching aspiration
 - to explore and identify the relevance of wider considerations to contracts and performance and hence to operators and government/authority

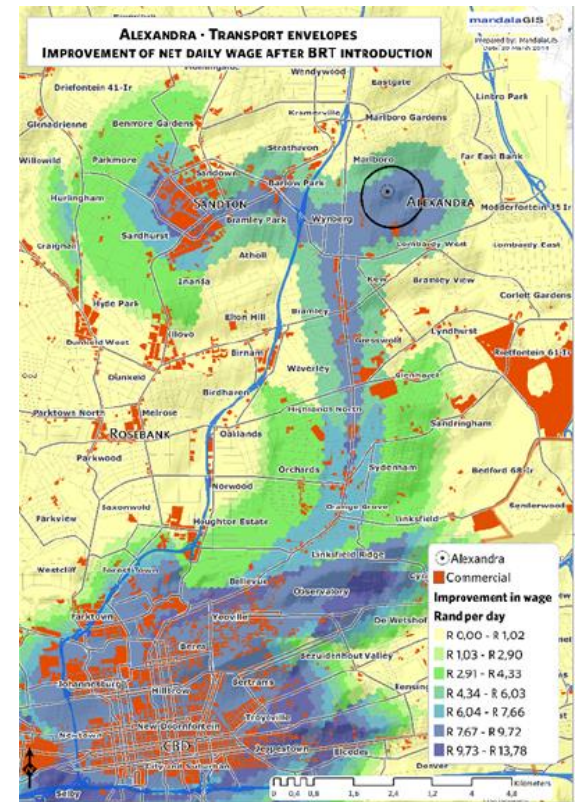


Initial discussions

- Highlighted the importance of relevance for measuring accessibility opportunities, social and economic development benefits.
- Papers either took a
 - Micro view of one element
 - More macro overall methodology
- Discussion focussed on
 - The accuracy and *usefulness* for
 - public policy and planning discussion
 - prioritising projects
 - evaluating or appraising proposed new projects
 - Designing services
 - The *insights* gained from applying them
 - How they might help design or help implement contracts or service provision.

Area 1: Accessibility and Speed papers

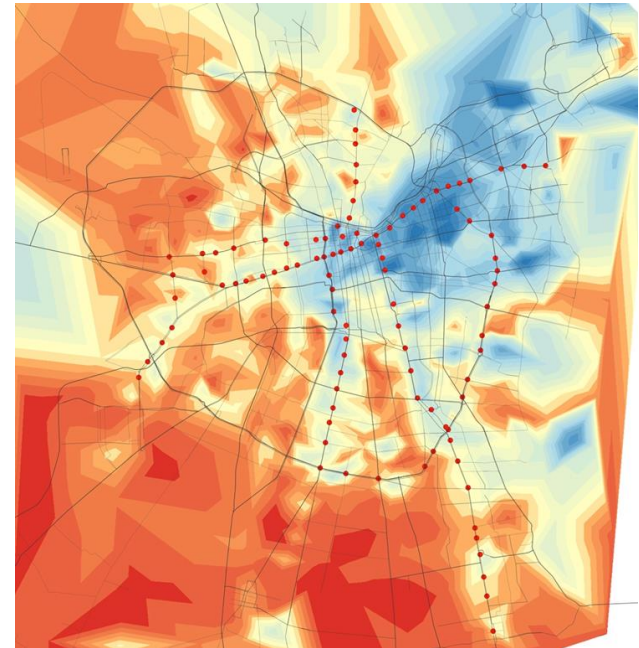
- The measurement of access to job opportunities highlighted
 - Affordability issues
 - Implications of new infrastructure location
- Papers gave new tools which contrasted
 - Spatial location impacts
 - Income distributional impacts
- Papers highlighted
 - Accessibility measurement is data hungry and data often a limiting factor
 - Might be resolvable with use of new technology to collect data
 - The contribution of spatial mapping to understanding



Area 1: Accessibility and Speed: discussion

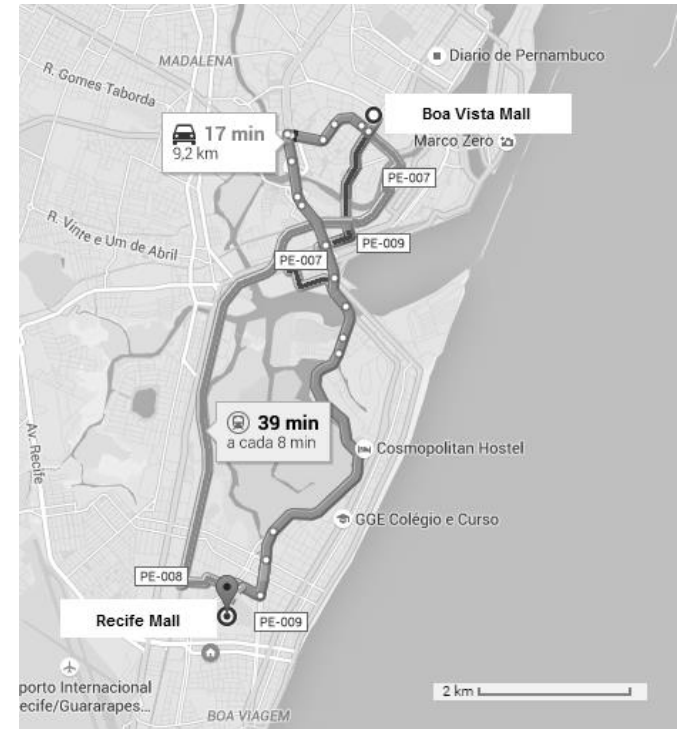
Usefulness of accessibility measurement for operators/authorities

- Accessibility measures can be seen to measure market potential or market penetration – shows the *potential* rather than just ‘what is’
 - Can help frame the contract through an understanding of accessibility needs
- Accessibility mapping can demonstrate threshold effects
 - On service adequacy/inadequacy
 - Different incomes giving rise to different time and cost trade offs
 - Identifying income impacts of public transport planning (value capture and gentrification)



Area 1: Accessibility and Speed: discussion

- Accessibility measurements can highlight conflicts between KPIs and impact for operators
 - Accessibility bottlenecks caused by eg fare policy, schedule limitations affecting ridership
- Travel time and affordability can interact in multimodal systems to identify those options which are not feasible for some neighbourhoods and some income groups.
- Accessibility has many dimensions and performance measures need to reflect this.

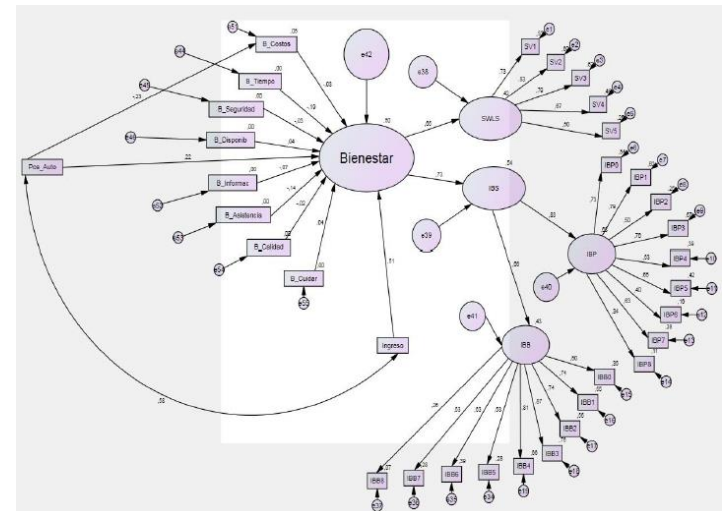


Area 2: Social Capital and Wellbeing papers

- Social capital reflects the way in which experience is enhanced by social and recreational and community opportunities
- Social capital measurement, as with accessibility measurements, look at a critical micro area of public policy
- Social capital can be enhanced by better services
 - more engaged operators through greater community interaction
 - Discussion as to who should ‘hold’ the funds and its relationship to trusting partnerships
 - Increased social capital through markedly better service frequency
- Income is only one of the factors that is important in driving public transport induced wellbeing.

Other important factors are:

- Barriers to transport access
- Barriers to health, education, recreation and community activities
- Wellbeing indicators
- Personality/preferences



Area 2: Social Capital and Wellbeing discussion

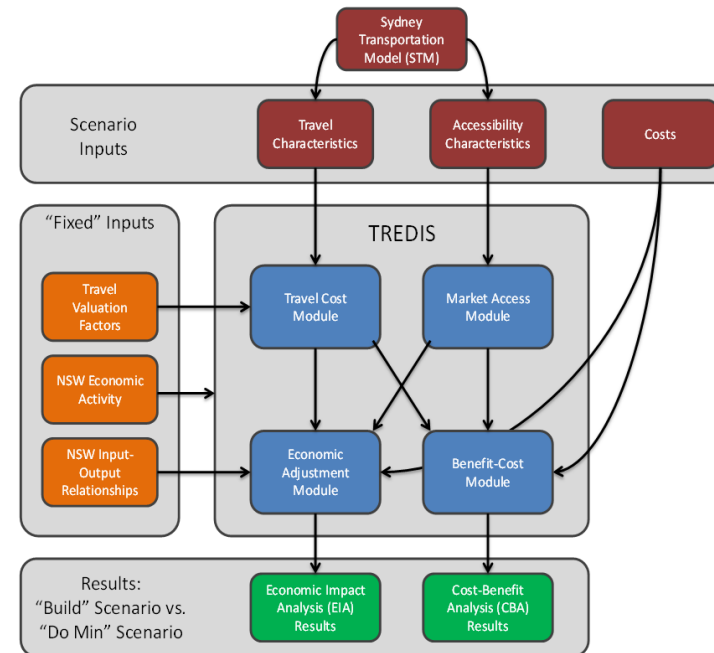
Usefulness of social capital understanding for operators/authorities

- Understanding the social realm critical for understanding winners and losers
- Provides an understanding of critical patronage drivers
- Essential for identifying specific neighbourhood and community needs



Area 3: Appraisal Methodology papers

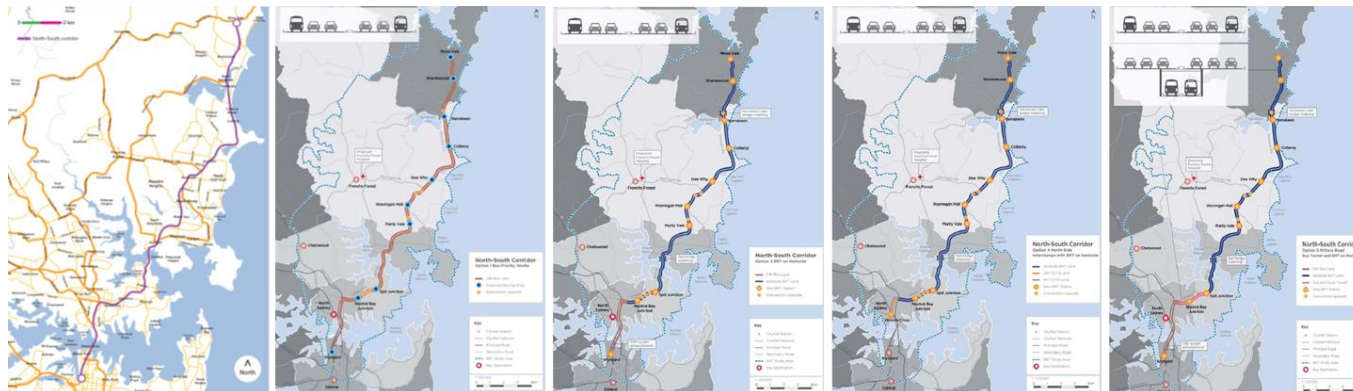
- The wider evaluation showed the importance of a fuller picture of evaluation
- Economic impact analysis shows how the economy is impacted in terms of jobs, types of jobs and wage levels
- Agglomeration impacts show the outcome of changes in accessibility
 - Changes in market access for business
 - Changes in access to jobs, health care and education for residences
 - Changes in accessibility to destinations for travellers
- Including income distribution considerations shows clearly winners and losers.



Area 3: Appraisal Methodology discussion

Usefulness of appraisal methodology understanding for operators/authorities

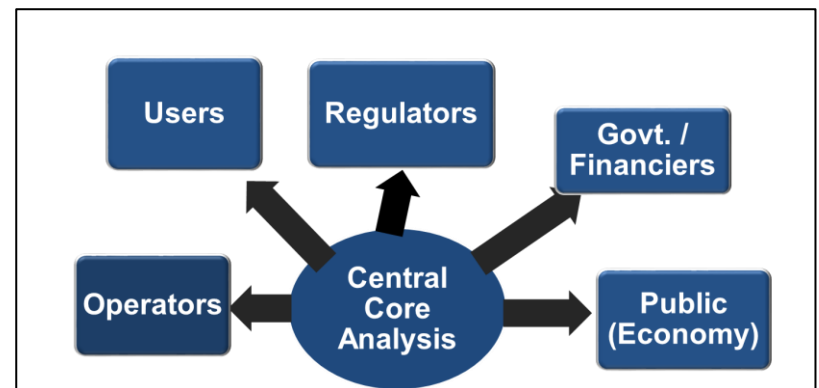
- Need metrics to guide decision making and planning to meet strategic aims; they can also reflect performance and adequacy of service
- Agglomeration and other wider impacts are driven in part by accessibility
- Benefit cost ratios can reflect some wider benefits but also need other accompanying measures to capture success addressing distributional equity and social policy objectives
- They can include measures of:
 - economic development for cities and regions
 - social inclusion and community development for neighbourhoods



Communication and Usage Issues

Communication of benefits is key:

- Including wider benefits key to giving ‘fuller story’ and more holistic picture
 - Understanding how improvements (investment and social) contribute to
 - the economy and
 - density of economic development
- Accessibility is multidimensional and difficult to communicate this in the general ‘roll up’ of measures.
 - Need to document document/understand how different access aspects deliver some social good (job access, intermodal connections, access to health care, education)
- Thresholds are important
 - different cut offs for different activities/modes
 - Much easier to communicate to decision makers
 - Recognises that CBA is incremental not threshold based



Policy Recommendation

Strategic Policy Objectives:

- efficiency
- equity
- economic development
- well being



Minimum Requirements
based on thresholds
(*how much is enough*)



Government:
public service
achievement

Inclusion of performance Indicators for

- design of facilities and services
- selection of bidders
- Implementation and operation

Operators:
operator service

Future Research

- More case studies to provide a more compelling evidence base
 - Maps to show the gaps in spatial equity
 - Tables to show where distributional equity is enough/insufficient
 - Create performance indicators for contract monitoring
- How incorporating wider economic and social effects can **reduce risk and increase return** by
 - Better community acceptance
 - Likelihood of achieving intended objectives
 - Greater consideration of intervening factors

Recommendations for planning and contracts

- To encourage authorities to be more explicit/transparent about their objectives and motivations
 - At each of three stages of the service planning and contracting process can include economic and social impacts:
 - Public design of system infrastructure and desired service
 - Selection of bidder
 - Contract with bidder (ie after evaluation)
 - Depending on country/context, this will affect specification
 - Formal specification with prescriptive requirements (eg certain proportion of evaluation being devoted to this)
 - A process allowing bidders to propose additional actions they would undertake to support social or economic development.
- Real time operations data should be saved in a 'bank' to allow later evaluation of changes over time (operators and authorities)

Recommendations for Thredbo 15

- Governance issues need further discussion
 - Impact on context and country very different
 - Imposes different requirements for partnership trust in contracts
- Analysis of risk needs further discussion to get better quality projects
 - Rely on ex-post cases to better identify how risk is affected by the role of:
 - Wider social and economic impacts (eg how communities involvement can create delays and increase costs)
 - Operators and government behaviours
 - Factors outside everyone's control