



The place of informal and community transport in future transport systems

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Workshop 7, Thredbo 16

Content:

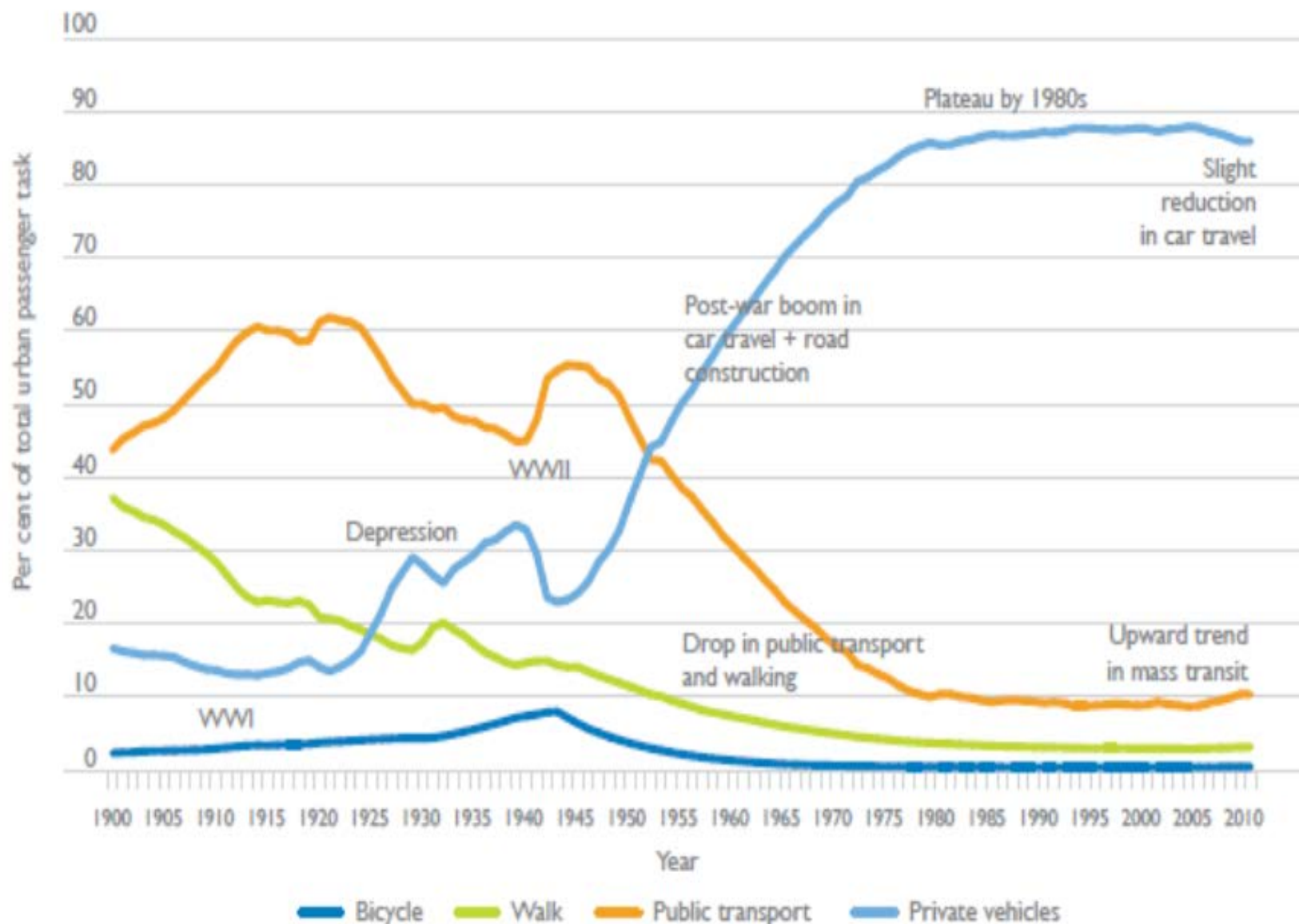
Question: Are we achieving social, environmental, economic and governance goals through transport?

- Explore what seems to be happening with local transport in **industrialising** and **industrialised** countries (using Melbourne)
- Look at the implications of social transit systems in both settings for desired outcomes for people, the environment and economic goals, within the broader context of challenges and transport trends
- What can we learn from each and are the goals common?
- Some pathways to reach better outcomes
- Some questions to explore

Warning: Generalisations about industrialising countries & European countries are different again.

Very happy to be corrected!

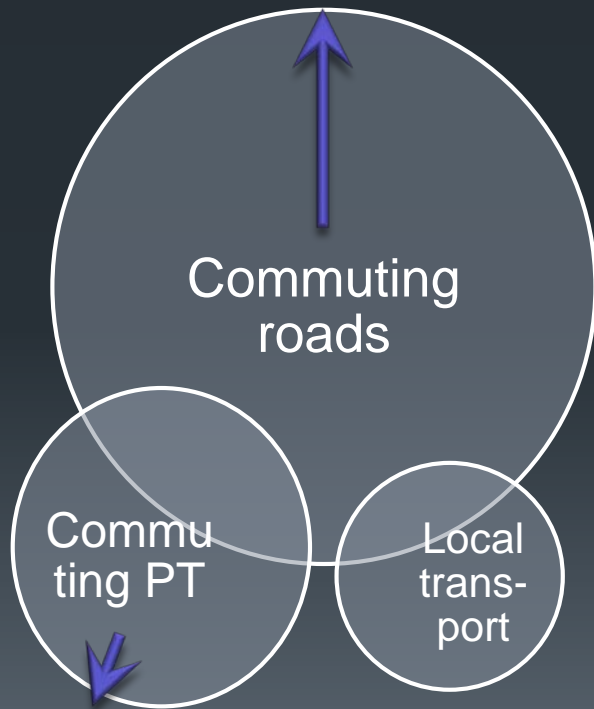
Figure 2.1 Proportion of metropolitan travel by kilometres travelled, by mode, 1900-2010



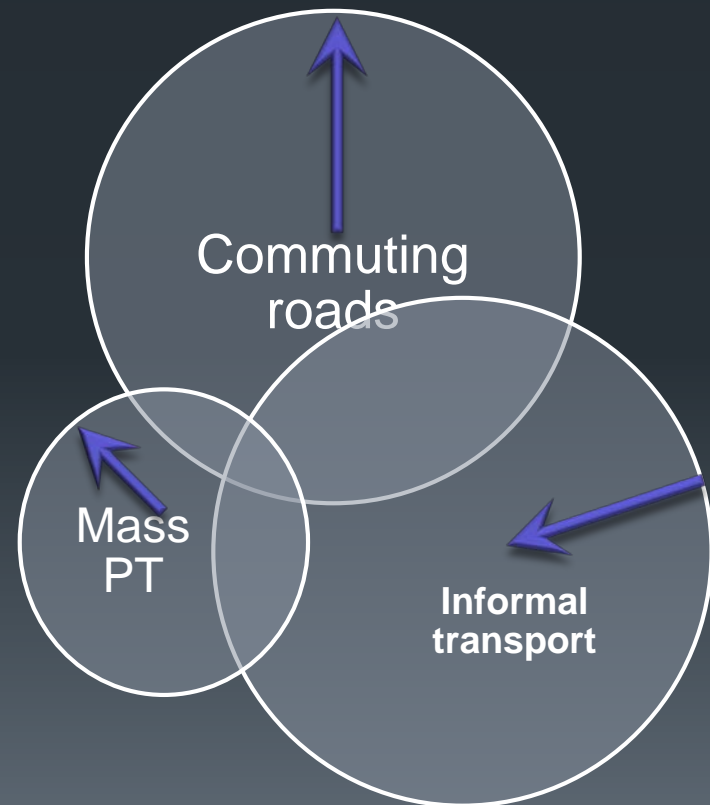
Current transport changes (generalised)

Context: High population growth in urban areas

Aust, Melbourne
(maintaining the flip!)



Industrialising countries
(Undertaking the flip)



Local (social) transport users

(Same groups of people (largely SE), but different extent

Melbourne

- About 1/3 people socially excluded, failing 2+ from 5 indicators
 - Big problem is lack of social transit in outer suburbs
- 60% of bus users in Melbourne don't have a current drivers licence
- Estimate 2/3 of bus users are SE in Melbourne – much higher in regional centres (90%?)
- Community Transport:
 - Nos.? All SE

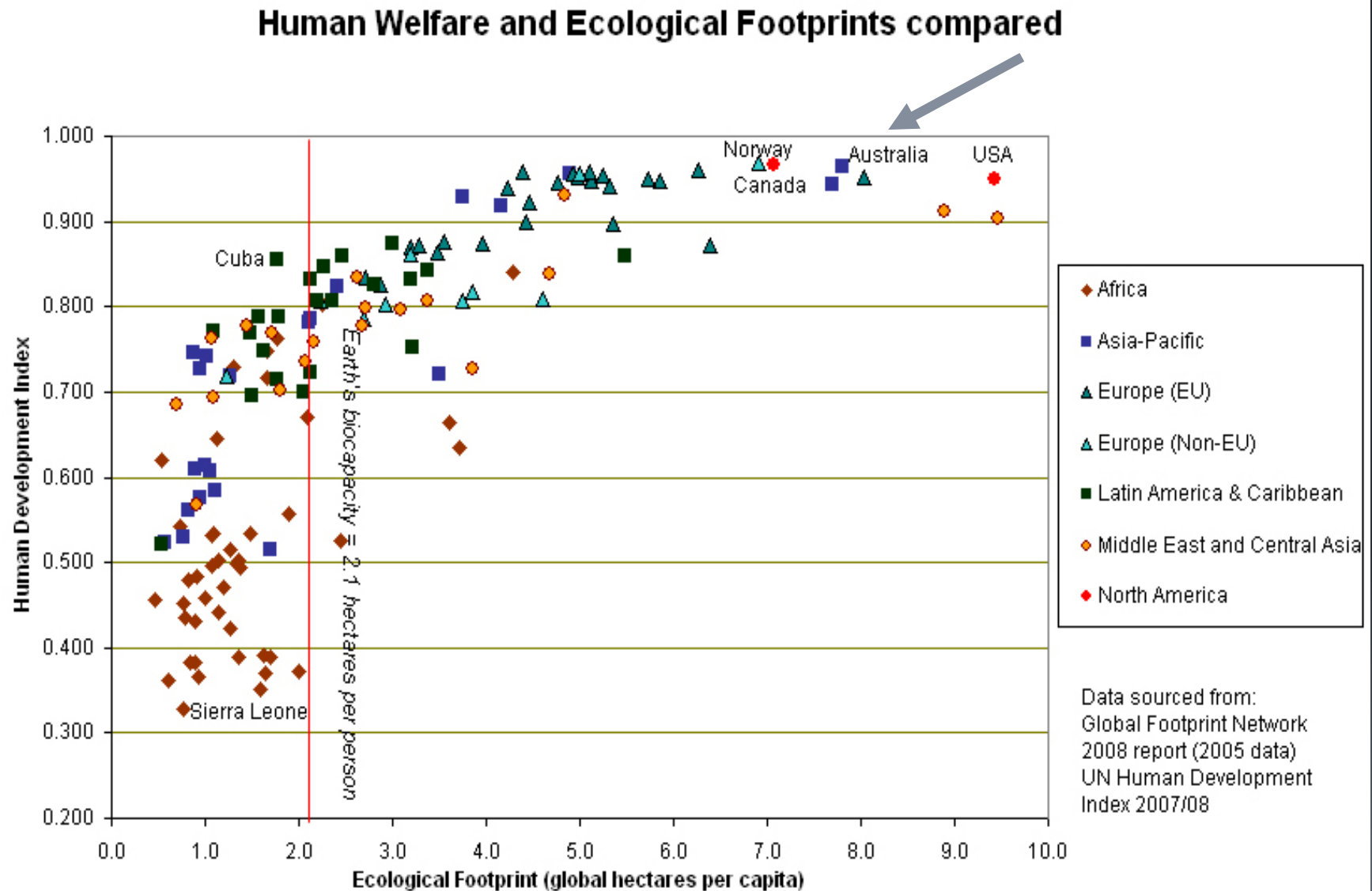
Industrialising

- SE size?
- ~35% people in urban Southern Asia live in informal settlements
- Informal transport users?
 - In poorer cities in southern Asia ~ 90% of trips are non-motorized
 - ~ 100 of 5,000 cities in India don't have a formal public transport system

Local transport is currently predominantly used by those experiencing SE but there is also a broader need to increase use of local (and trunk) PT by others, to reduce emissions.

Human Development Index (proxy for SE) & ecological footprint

Average for each country



Indore - India

- Current transport (all trips)
 - Cars 6% of trips in the city,
 - Motorized two-wheel vehicles 39%
 - Public transport (bus, Bus Rapid Transit, mini buses, auto-rickshaw, local trains) 19 %,
 - Bicycles 12 %
 - Walking 15 %
 - Non-motorised informal transport 9%.
- The spread of the city is increasing; car ownership growing by almost 10% per year
- Fifteen car-related companies are behind a project to improve the current and trending system of mobility through car-based travel. Solutions appear to be Western-based in approach, leaving out the informal travel modes. How do we ensure car use is increasingly shared?

Similarities and differences between local (social) transit in Melbourne and industrialising countries

Melbourne

- Restrictive according to who you are (CT) and where you live (PT)
- Safe
- Subsidized for SE
- Availability often restricted (limited time and coverage)
- Purpose very limited (CT)
- GHGs OK
- Not integrated into broader transport system (esp. CT)
- Much down-time
- Not growing

industrialising

- Anyone can use but some restrictions now about where informal transport can travel
- May not be safe
- Not subsidized – but price at what the market will bear
- Available and flexible
- GHG good for non-motorised, poor with motorised (motorcycles)
- Any purpose
- Not integrated into broader transport system (exception Johannesburg)
- Well-utilized
- Diminishing or changing

Melbourne: Proposed upgrade of the Eastern Freeway, the North East Link that will be widened to at least 12 lanes - and as wide as 24 lanes in sections.

New Delhi: Traffic in New Delhi moves at 15 km an hour. Bus lanes could increase the carrying capacity of the roads but need more buses



Both seem to be moving in the wrong direction – will this increasingly leave SE people stranded?

Melbourne

- Growth in major urban roads and commuting heavy train (as a solution to congestion!), but great gaps in PT where SE people more likely to live
- Little coordination between modes
- Governance structure which requires agency instead of community outcomes
- Some interest in 20 minute cities, but little adoption
- Some ideas about actual community involvement, but tokenistic
- Discussion but little action on electric vehicles

Industrialising

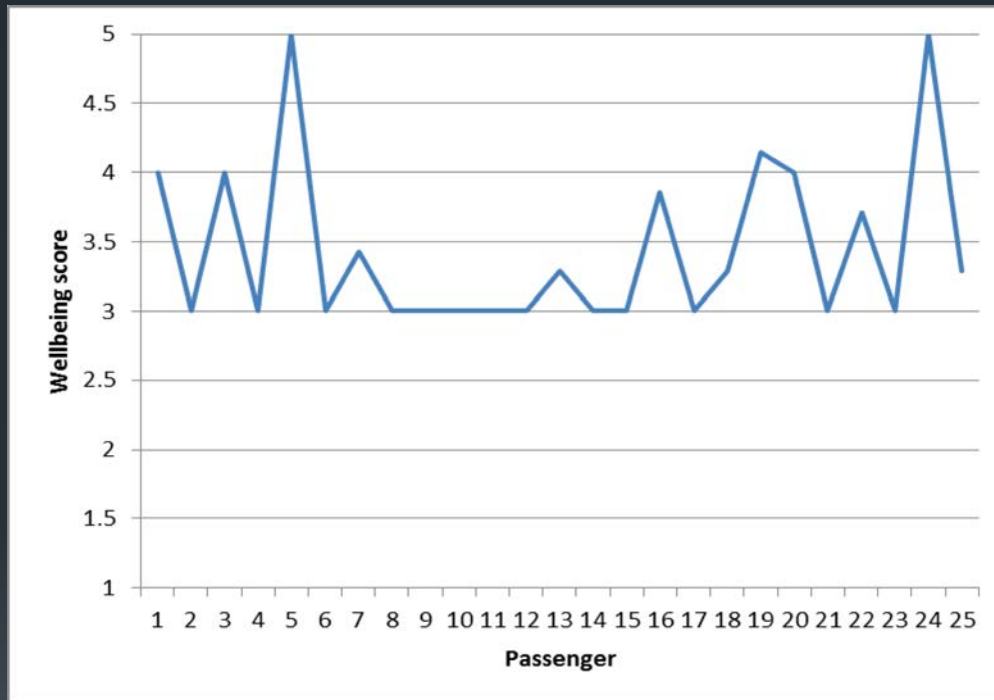
- Not building transport system but roads
- Losing/changing local transport
- Growth of car use
- Solution for SE people is to force relocation and take people from the streets

Wider impact of 'good social transit' = better productivity, social and environmental outcomes



- ✓ Improve social capital and sense of community, reduce social exclusion and improve wellbeing, self-esteem, hope and belief they can control their lives.
- ✓ Provide transport opportunities to a wider range of people, at wider time options & locations – greater choice and control by passengers (capacity building)
- ✓ Reduce GHG emissions
- ✓ Cost-effective

Average change for each interviewee since using CU



Benefit /cost ratio now - 3
At scale - 5

Wellbeing (Flourishing Scale)

- You are leading a purposeful and meaningful life
- Your social relationships are supportive and rewarding
- You are engaged and interested in your daily activities
- You actively contribute to the happiness and wellbeing of others
- You are competent and capable in the activities that are important to you
- You are optimistic about your future
- You are socially engaged

Even better if part of delivering a 20 minute neighbourhood

Enabling people to reach most services & activities by 20 mins using public transport or active transport by:

- Increased density; mixed use housing & buildings
- Greater provision of local services
- Encouraging local engagement
 - Local community decision-making
 - Sense of place: green spaces, treed streets, arts, urban forests, community gardens

Freiburg, Germany



Shared mobility contracts as one way towards better outcomes

- Local PT services in many jurisdictions are under threat from a 'bums on seats' approach to services
 - OK for trunk services but not for coverage services aimed at inclusion
- 'At-risk' people have a high value/trip
- Shared mobility services are important for inclusion
- Low boarding rates can be sufficient in low density settings for break-even on inclusion grounds (6-7/service hour in regional Australia)
- Should 'at-risk' users be subsidized directly or a base service level be underwritten?

The case for subsidizing services

- Subsidizing particular **people** requires a means of indentifying them and when they use a service
- Service use is easy to identify but identifying particular 'at-risk' people is much less so
- 'At-risk' groups can be identified (e.g., low income, rural youth, older, etc)
 - But some individuals outside these groups may also be 'at-risk' and some inside a group not be 'at-risk'
- Subsidizing people will miss those who fall between the cracks (e.g., some young people from high income rural families) or subsidizing others who do not need it
- Person-centred subsidies in low density settings also risks fragmenting service availability, to the detriment of supply (diseconomies of small scale)
- **Subsidizing the provision of a decent base shared mobility service level avoids these concerns**

Shared mobility contracts

- Should be for *service* rather than *modes*
- Service contracts should specify *minimum acceptable service availabilities* (e.g., seat kms per time period/spatial setting; maximum wait times) and invite bids on that basis (if tendered)
- Service providers should have the freedom to decide how to deliver this service but be accountable for so doing (bonuses/penalties)
- Cross-subsidization from more commercial services may take place, reducing the costs of shared mobility support

Some questions to ponder

- Are the categories of SE people different in different countries?
- How have many EU jurisdictions managed inclusion and transport better than examples in this talk?
- How do we bring about a better transport response in many countries
 - ❖ include social and environmental components and see the link with productivity improvements
 - ❖ improve governance and willingness to change enough to bring about improvements?
- Is there a link between economic growth and pressure on social transit?
- How do you manage the free market to deliver better inclusion outcomes?
- What transferrable lessons can we draw from mobility/inclusion approaches in different settings?
- In which settings will DRT and MaaS be most supportive?
- How do you get functional govt. departments cost-sharing?
- Will the 20 minute neighbourhood be the best way to approach solutions in all settings?