Creating space(s) for Collaborative Mobility

WOCOMOCO 2015

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Regulate this, WOCOMOCO!

- Integrated ticketing and information services
- (Semi-) professional drivers
- Taxi permits
- Access to data / privacy
- Tendering – concessions – Quality partnerships
- Allocation of Incentives
- Parking management
- Access restrictions
- Access to terminals/interchanges
- Land use permits integration with transport services
- Standardisation (e.g. For public bicycles)
- Passenger rights in a multimodal services / spaces
- MSP certification
- Payment / ticketing
- Local taxes and fares
- MaaS
- Driverless vehicles
- Role of CoMo in emergency situations
- ...

...
collectivity meets connectivity
The NODES project

- FP7 Collaborative project
- Total budget: **4.2 million €** (EC cont.: 2.8 million €)
- Project duration: **3 years** (start date: 1 October 2012)
- Coordinated by
- **17 partners**

**Local Government Administrations:**
Madrid, Birmingham, Toulouse, Reading, Budapest, Thessaloniki

**Public Transport Operators:**
Rome, Osnabrück, NS, Cityway

**Research centre and consultants:**
TU Delft, Berends, DTV, FIT

**3 European associations:**
UITP, Polis, EPF
NODES objectives

• Build a **Toolbox** to support European cities, transport authorities and operators, in the design and operation of new or upgraded public transport interchanges

• **Enhance services and satisfaction** for travellers, users and societal/economic actors depending on the efficiency of the interchange
NODES topics

- Land use & infrastructure (11 tools)
- Design (14 tools)
- Intermodality and ICT (24 tools)
- Business models (26 tools)
- Energy and Environment (14 tools)
Application sites

Integrated planning
Design
Intermodality
Business models
Energy & Environment

Budapest
Birmingham
Toulouse
Rome
Rouen
Netherlands
Thessaloniki
Reading
Osnabrück
Vision for intermodality

- Seamless
- Flexible, reliable, secure
- Shared modes
- Enabling modal shift
- ICT supported
- Independent travel
Vision for the role of the station

• With growing variety of mobility services, the role of interchanges in the network will increase
• Interchanges simplifies the PT system
• ‘A mythical place’ - ‘Cities within cities’
• Interchanges drive urban development
• Centre of the neighbourhood - Place to meet
• Easy to use – Accessible - Comfortable
Interchanges under decompression

- Shrinking time windows of PT operations
  - Negative for CBA and business models of station operations
  - Cost of management increase per passenger
  - Lower RoI

- Shrinking territorial coverage of PT
  - Most likely bad for intermodality
  - Parking pressure at stations
  - Do flexible mobility services really feed mainline PT?
Interchanges under decompression: CoMo / MaaS

• Do (all) flexible mobility services need nodes?

• Localised component (station as asset) vs Desintermediated component (connectivity, ownership as barrier to innovation)

• In many cases, the logical location of flexible mobility services is peripheral – but are users located there?
So what?

Cost efficiency - profit
Fleet management tools /ITS
Knowledge about customer
Ticketing

Mobility / PT operator

Passenger

Travel information
Affordable journey
Comfortable journey
Accessibility
But there is more...

- Value for money
- Ability to control
- PT as tool to reach societal goals: Resilience, Emergy management, Economic development, energy and environment, social equity, accessibility
- Combat sprawl

Mobility service Provider / PT operator

Cost efficiency
Fleet management tools /ITS
Knowledge about costumer
Ticketing

Organising Authority

Passenger/citizen

Travel information
Affordable journey
Comfortable journey
Accessibility
Re-inventing the interchange to enable collaborative mobility

- Urban development nodes
- Food
- Offices/meeting rooms
- Off peak alternative use

- Attractive public space
- Connector role
- Off peak alternative use

- Building on LU role
- Open for all modes, but not for free?
- Freremium policies?
- LA step in again!

- Open for all modes

- Stations as powerhouse for electromobility
Role of local authorities: push and pull!

- Coordinator
- Planner
- Regulator

- Funder, opening ‘common’ assets
To conclude: before regulating: understanding when to act?

- **Governance Dimension**
  Capturing politician motivations. *(Service, quality of service, service ownership, citizen’s satisfaction, environment protection)*

- **Financial Dimension**
  Mainly focused in ROI

- **Operational Dimension**
  Involving other sources of public value
Thank you/ Questions

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www.nodes-interchanges.eu