


# Public transport network management and pricing initiatives to combat social exclusion

Polis –  
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 This Project has received funding from the European Commission within the frame of the Community Action Programme to Combat Social Exclusion 2002-2006

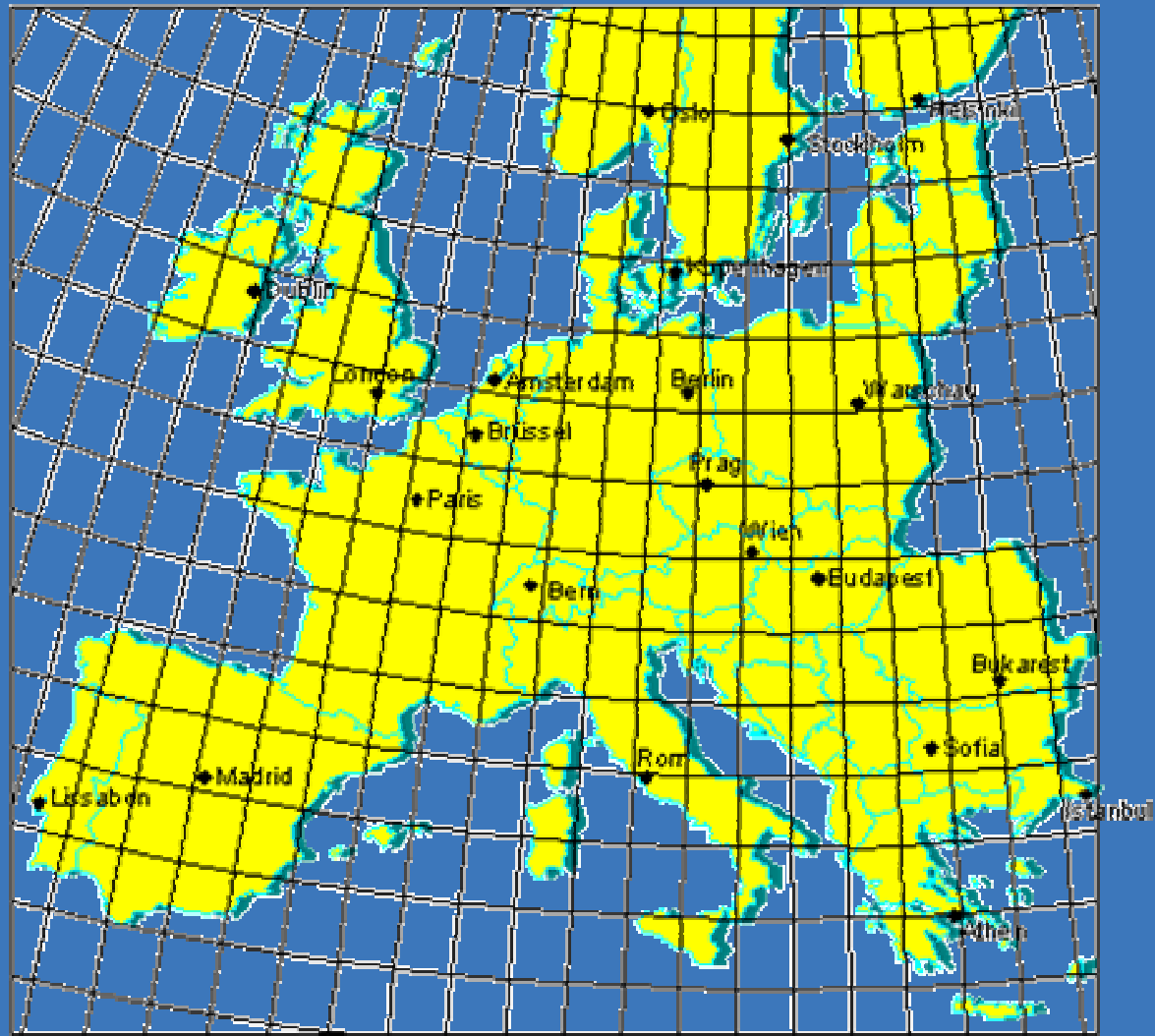


# Transport science from an easy chair

## 1. Defining mobility:

### *Function of*

- *distance traveled*
- *per time unit*
- *at what cost (financial, physical, psychological)*



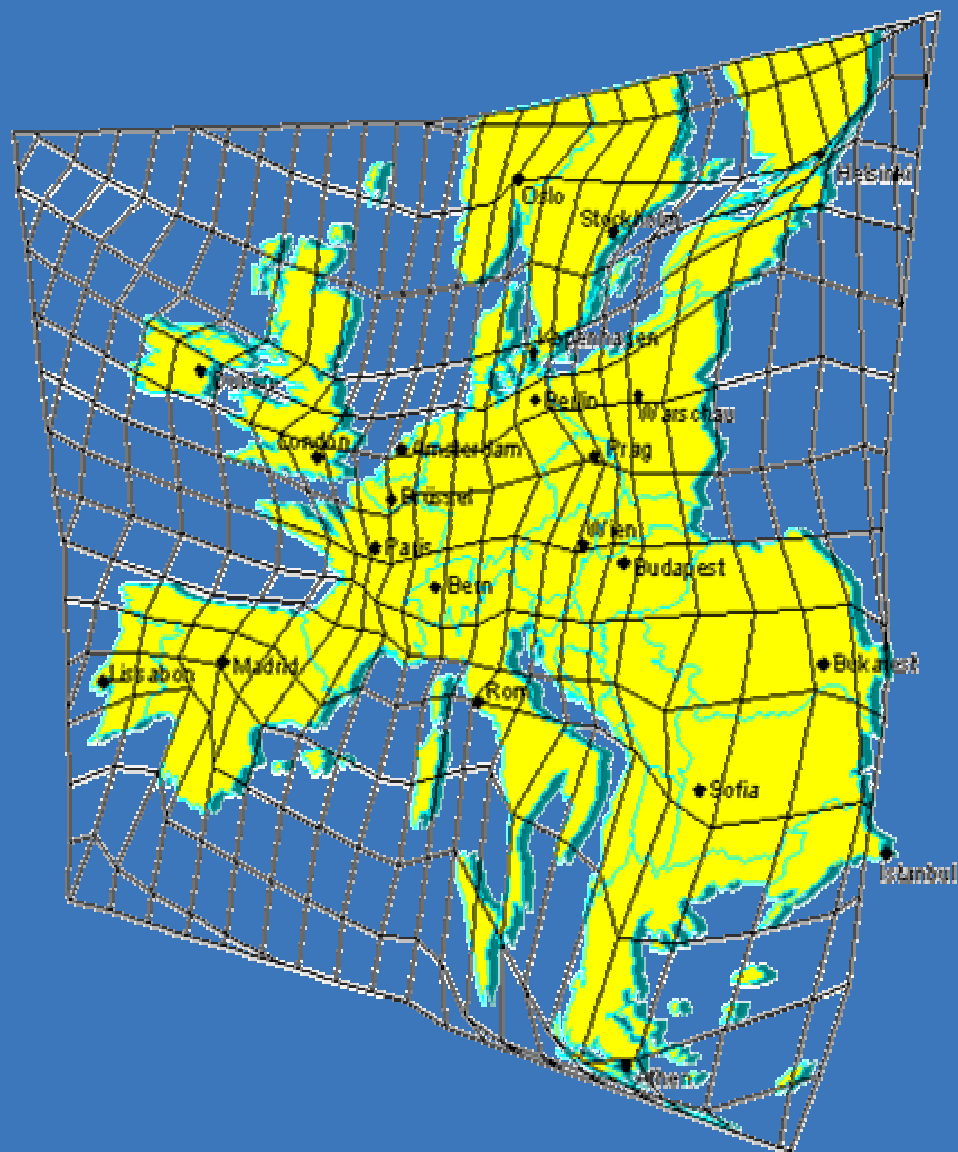
 500 km  
 5 h

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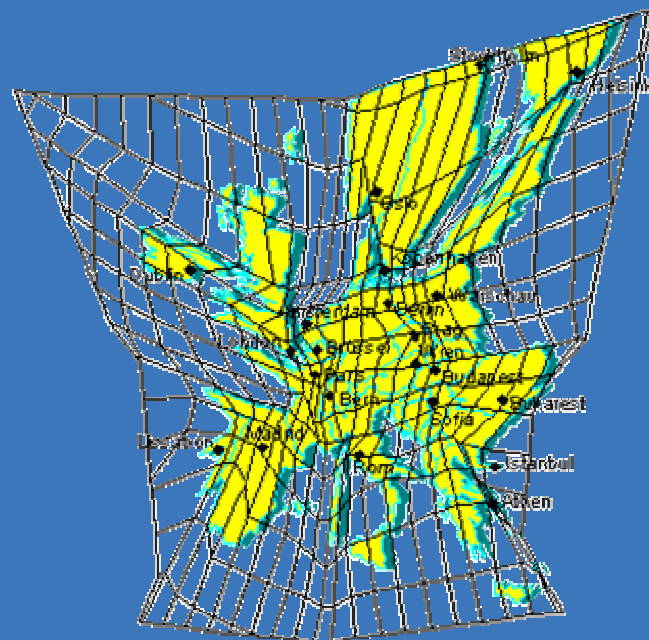


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1000 km

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# Transport science from an easy chair

## 2. Defining accessibility

### *Function of*

- *distance traveled*
- *per time unit*
- *at what cost (financial, physical, psychological)*
- ***per destination reached***

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# Transport science from an easy chair

## 3. Increasing accessibility

*“Tamper” with*

- *distances*
- *speed*
- *financial cost*
- *physical accessibility*
- *psychology (travel horizons)*
- *nature and location of destinations*


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# Current focus

- Increase physical accessibility of rolling stock and interchanges
  - National obligations in France, UK, Romania, NL...
  - Passenger rights discussion on the EU level
- DRT or individual transport as an alternative in case the first solution is not working well enough.

# *What other actions can be taken in public transport to improve social inclusion?*


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# Fare policy and public transport network management

Increasing accessibility by addressing

- *speed*
- *psychological cost (effort)*
- *financial cost*

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# PT network management (I)

- Minimise the distance to PT access point
  - Interchanges design
  - Flanders regional standards
  - Portable flag bus stops?
- PT network hierarchy
- Travel data to improve network coherence
  - Origin destination matrices
  - « biorythm of traveler »


# PT network management (II)

- Simple network
  - Coupling and linking of lines
  - Visualisation
  - Weekend versus week service
- Balance between demand responsive transport and main line public transport

# Noord-Brabant initiative (I)

- Province: PT authority
- Local Authorities: bus stops and DRT
- Unsustainable growth of cost of DRT
- DRT mainly used on main line trajectories


What to do?

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# Noord-Brabant initiative (II)


- Local authorities put money aside from DRT budget to increase accessibility of main line public transport.
- This goes together with a long term perspective and commitment for the main lines.
- Adaption of bus stops is logically rolled out along the most important lines
- Promotion and information
- **End goal: reach optimal economic and social balance between DRT and main line PT**

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# Fare policies

- Overall subsidy to PT system (0 – 100%)
- Targeted policies ranging from reductions to free public transport
  - Young people
  - Elderly
  - Families
  - Job seekers

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# Fare Policies: modalities


- Third payer principle
- More value for the same money:
  - Accompanying traveler
  - Full network access instead of fixed trip passes
  - Access to other (transport) services

# Conclusions

Providing a physically accessible PT network is only part of the exercise.

PT operational matters play a role in opening the system for socially disadvantaged people.

Specific fare policies offer the possibility to financially involve other sectors.

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