Outline

› Why is access to public transport important

› What is the “accessibility gap”?
  - Conventional public transport
  - Community transport

› Scale of the accessibility gap

› What can be done?

› Advocacy actions

Source: Parramatta Advertiser, 13 Jan 2009
Why is access to public transport important?

Public transport has a key role

› Participation in life opportunities: work, education, health, shopping, social/recreation, volunteering
› Social inclusion
› Independence
› Choice
› Health and environmental benefits
› For all members of society
Aspects of the “accessibility gap”

What affects people using public transport?

› Spatial gap
› Time gap
› Cost gap
› Physical accessibility gap
› Information gap
› Attitudinal/Cultural/Behavioural gap
  - safety, security

Source: SMH, Nov 2007
What is the accessibility gap?

The spatial gap

› The gap between conventional public transport and community transport

› Conventional public transport
  - Service Planning Guidelines for bus services
  - 90% of households within 400 m of rail or bus in daytime
  - But not everyone can walk 400 m
  - Many factors affecting use of public transport

› Community transport
  - Eligibility criteria
Conventional bus services

» Strategic Bus Corridors
» Regional and district routes
» Local routes

Source: Service Planning Guidelines (NSW MoT 2006)
Routes create networks

Region 3

Region 13

Region 2
Conventional public transport

› How well is the government meeting its own 90% criteria?

› 86% of Sydney households meet 400 m criteria

› 11 out of 15 contract regions don’t meet 90% of households criteria

› 200,000 households in Sydney not within 400 m

Assumptions
- Straight line distance to bus stop
- Households from 2006 Census
- Bus data from April 2010

Source: Bureau of Transport Statistics, Transport NSW, Request No. 10/287
Community transport

› Closing the accessibility gap
  - Door-to-door transport
  - Personal assistance

› Very specific program
  - HACC eligibility + “transport disadvantaged”
  - For specific types of travel

› Very small program
  - Budget: approx $36 million pa (NSW)
  - Clients: 150,000 pa (NSW)
  - Passenger trips: 2.5 million pa (NSW)
Role of Flexible Transport Services

Closing the gap

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<thead>
<tr>
<th>route</th>
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<th>Fixed one hour before trip</th>
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Increasing flexibility
Urban DRT for all

Increasing flexibility

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WSCF – Closing the accessibility gap

LinkUp, UK
## LocalLink, Queanbeyan

### Route Flexibility
- **Fixed months in advance**
- **One day in advance**
- **Fixed one hour before trip**

### Vehicle Options
- **Available for only part of the day**
- **Available all day**
- **One type of vehicle**
- **Many types of vehicle**

### Operator Types
- **Contracted**
- **Commercial**

### Passenger Types
- **Special transport services e.g. CT**
- **General public only**
- **No restrictions**

**Increasing flexibility**
Telebus, Victoria

Increasing flexibility

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**REGIOTAXI KAN**

- **CALL CENTER**
- **LOGISTIC CENTER**
- **FEDERATING OTHER PUBLIC TRANSPORT**

**WSCF – Closing the accessibility gap**
Research findings

1. Policy, regulation and legislation
2. Economic issues: funding and fares
3. Operational issues: fleet and vehicles
4. Attitudes, culture and relationships
5. Information, education and promotion

Issues for government and advocates

› Why are some areas below the 90% standard

› Where should extra $ come from
  - Reallocation in transport?
  - Diversion from other sectors eg health or education?

› Where to spend the extra $
  - Strategic corridors vs local routes
  - Bus services vs community transport vs FTS
Cycles of public transport use

**Virtuous circle**
- More users → More services → More users
- Less services → Less users → Less services

**Vicious spiral**
- Less users → Less services → Less users
- More services → More users → More services

Issues for government and advocates
Possible advocacy actions

Lobby government to

› Measure the distance properly
  – actual 400 m, not straight line

› Increase resources to meet the Govt’s 90% of households
  within 400 m criteria in all metro bus contract regions

› Improve all aspects of the accessibility gap:
  spatial, timing, cost, physical access, information

› Encourage more flexible transport services
  – trial integrated approach in one bus contract region

› Increase funding for community transport and broaden
  role

WSCF – Closing the accessibility gap