

# NICHES+ POLICY AND RESEARCH RECOMMENDATIONS

## WG2: Efficient planning and use of infrastructure and transport interchanges

### Introduction to the working group



Cities in the New Member States are currently very actively planning and building new infrastructures and interchanges; in other cities, the sustainable transport infrastructure is often optimised with for instance new intermodal nodes or the extension of public transport lines to promote the use of alternative modes.



The big challenge in this whole process is to design interchanges that do not only meet high functional standards for internal passenger flows, but also offer high quality facilities for sustainable feeder trips. Apart from the functional approach for new infrastructures, progress can also be made by using existing infrastructures in a more efficient way, e.g. dedicating existing road user space to innovative bus services.



Three innovative concepts have been developed:

- Passenger friendly intermodal interchanges
- Innovative cycling facilities for intermodal interchanges
- Infrastructure for innovative bus systems

Links have been established with additional projects, namely the [European Bus System of the Future \(EBSF\)](#), [LINK](#) and [PROCEED](#).

### Research Recommendations

#### → RR2.1: Explore the effects of measures on passenger behaviour

The EC should provide financial support and guidance for local governments to study behavioural issues. They are very important in seeking to develop a walking and cycling travel culture, and to influence private car users to change to soft ('sustainable') modes. It is very important to integrate cycling and walking and other soft modes into urban transport and to integrate urban transport mobility into city planning and city policy.

#### → RR2.2: Examine the relationship between the tools making PT smarter and the use of public transport

Intermodality between public transport modes is crucial in order to provide a real alternative to the private car. Urban transport intermodality would include infrastructure (stations, etc. and their accessibility), technology (telematics, information technology, etc), good co-ordination between modes and operators and a reliable institutional framework. Relationships and interdependencies should be examined by the EC between ticketing, infrastructure, passenger information, safety and security and public transport usage.

#### → RR2.3: Investigate ways for best influencing public transport usage and other sustainable modes

Innovative research methods on passenger travel choices should include social factors, especially inclusion for young, old, disabled, non-car owners, etc. This helps planning for demographic

trends. It also fits in with sustainability and inclusion objectives, and would embrace some behavioural research, including understanding user needs and getting their feedback about schemes in this thematic area.

## Policy Recommendations

### → PR2.1 Introduce minimum standards for interchanges

The EC should finance a guide book on quality standards for interchanges. There should be different quality levels for interchanges to help cities, operators and authorities realise the concept more easily. Similar initiatives already exist (e.g. UK Golden Standard). The guide book should consider that introducing the same standards may cause equity problems (different national incomes, different national regulations, etc).

### → PR2.2 Develop innovative traffic regulations - positive discrimination of sustainable modes of transport

There should be motivating measures introduced to make sustainable modes easier to implement. So the EC should elaborate new/innovative taxation rules and traffic regulations in a way that sustainable and soft modes enjoy priority against cars, which is an easy and cheap solution.

### → PR2.3 Promote public transport usage, while explaining the real impact of car usage

People still do not know the extent to which the external cost of transport puts pressure on the public budget. Car users are the largest contributor to these costs. The EC should initiate a campaign on public transport and soft ('sustainable') modes of transport causing a better modal share.

### → PR2.4 Promote the importance of walking and cycling by stressing environmental and health benefits

Stressing the environmental and health benefits of cycling and walking is one of the most effective promotional measures for those modes. An appropriate solution would be to include these issues in the curriculum of primary schools, so that pupils would be educated in this issue from an early age.

## Contact information

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