



## NICHES+ APPROACH

**Building on the successful approach of the first project, which identified, examined and promoted examples of innovative transport concepts, NICHES+ follows 5 working steps:**

### Step 1

**Selection of Champion Cities and Innovative Concepts**

### Step 2

**Needs and expectations of potential users and implementers**

### Step 3

**Reviewing the transferability of Innovative Concepts**

### Step 4

**Research and policy recommendations**

### Step 5

**Implementation scenarios and preparation of take up**

## NICHES+ ONLINE

Interested stakeholders are invited to visit the project website [www.niches-transport.org](http://www.niches-transport.org), which is also linked to [www.osmose-os.org](http://www.osmose-os.org), an open source for urban transport professionals providing information on innovative urban transport solutions.

[www.niches-transport.org](http://www.niches-transport.org)  
[www.osmose-os.org](http://www.osmose-os.org)

The mission of NICHES+ is

*to build on the success of the first NICHES project by stimulating a wide debate on innovative urban transport and mobility between relevant stakeholders from different sectors and disciplines across the EU and accession countries, in order to promote the most promising new urban transport concepts, initiatives and projects and transfer them from their current "niche" position to a mainstream urban transport application.*

NICHES+ team

The NICHES+ consortium is composed of a variety of experts in the field of urban transport, ensuring the knowledge of the academic sector (Universities of Southampton and Newcastle), the expertise of consultants (Rupprecht Consult, TRANSMAN) and the multiplier effect of European networks (POLIS, EUROCITIES).



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[www.niches-transport.org](http://www.niches-transport.org)  
[www.osmose-os.org](http://www.osmose-os.org)

Pictures by ATIS - Advanced Transport Systems Ltd, Portal, Transport for London and Siemens



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## MAINSTREAMING URBAN TRANSPORT INNOVATION



# WHY NICHES+ ?

The first NICHES project facilitated the coordination of research activities of academic institutions, industry, mobility operators and transport authorities. It identified, examined and promoted twelve excellent, transferable innovative transport concepts in four crucial thematic areas of sustainable urban transport: new seamless mobility services, innovative approaches in city logistics, new non-polluting and energy-efficient vehicles, and innovative demand management strategies.

Throughout the NICHES project, it became clear that a range of other innovative themes and niches have the potential to become crucial for sustainable urban transport. The project also identified a significant need for further guiding local authorities in taking up the challenge of actually integrating and implementing such innovative concepts in their urban transport policies.

**How can urban policy makers efficiently move from the development of innovative mobility solutions to their practical implementation? What are the barriers – and how can they be overcome?**

**NICHES+ will look into the specific needs and expectations of potential users and implementers, while exploring topical new themes and corresponding innovative concepts to complete the picture. The project will also work directly with its main target group, i.e. local and regional authorities, to develop implementation scenarios for the integration of innovative concepts in existing urban transport policies. This way, NICHES+ can help to find answers to crucial questions relating to innovative and sustainable urban transport policy making.**

# NICHES+ WORKING GROUPS

**Four new themes, each with three innovative urban transport concepts, will be studied and promoted within NICHES+. For each of the thematic areas, a working group of experts will be set up to facilitate networking activities and provide expertise to the project. In these working groups, the following themes and concepts will be explored:**



## WG1 INNOVATIVE CONCEPTS TO ENHANCE ACCESSIBILITY

Urban transport systems need to offer the possibility of independent mobility and provide an accessible environment suitable for everyone. The accessibility of the public transport system is already on the agenda of many European cities. Low-floor trains and buses as well as other measures to improve physical accessibility are becoming common practice in many places. However, other areas which urgently need to be addressed to improve accessibility in urban areas are not yet ranking high on the agenda of cities and operators. This does not only cover the "easy to reach", but also the "easy to use" aspect.

**In WG 1, the following innovative concepts will be explored:**

- travel training for public transport
- neighbourhood accessibility planning
- tailored traveller information for users with reduced mobility

## WG3 TRAFFIC MANAGEMENT CENTRES

Many traffic management solutions involve the application of Intelligent Transport Systems (ITS). This means adapting existing control systems or integrating new systems in a flexible way, to permit ease and efficiency of operation and potential for expansion. It is also important to provide high quality information and the means to use this information optimally, in order to provide better services to the travelling public, and ultimately to influence traveller decisions.

**In WG 3, the following innovative concepts will be explored:**

- finance models for traffic management centres
- mobile travel information services for the public
- using environmental pollution data in traffic management

## WG2 CONCEPTS FOR EFFICIENT PLANNING AND USE OF INFRASTRUCTURE AND INTERCHANGES

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 space to innovative bus services.

**In WG 2, the following innovative concepts will be explored:**

- passenger friendly intermodal interchanges
- innovative cycling facilities for intermodal interchanges
- infrastructure for innovative bus systems

## WG4 AUTOMATED AND SPACE EFFICIENT TRANSPORT SYSTEMS

Niche applications of automated transport systems already show the potential contribution of shuttle services to parking solutions and to the upgrade of the public transport system with enhanced feeder transport. Also Advanced City Vehicles, as intermediate form of vehicle automation in between assistance functionalities and full automation, are becoming mature solutions that can help to enhance public transport systems across Europe.

**In WG 4, the following innovative concepts will be explored:**

- Cybernetic Transport Systems
- Personal Rapid Transit
- Advanced City Vehicles

