



MEASURES FOR FOLLOW-UP OF OBJECTIVES

Conceivable measures for the transport policy subsidiary
objectives for accessibility, regional development and
transport quality.

Progress report Passenger transport

Summary in English

Background

There is a need for a systematic approach in following up the transport policy objective and the subsidiary objectives. This report, which has been produced on SIKA's own initiative, contains an inventory and a selection of conceivable measures that can be used to follow up development towards the objectives of accessibility, regional development and transport quality.

The report is a result of work carried out by a working group with representatives of the National Rail Administration, the Civil Aviation Administration, the National Public Transport Agency, the Swedish Maritime Administration and the National Road Administration. Åsa Vagland, SIKA, has been project manager.

Stockholm, June 2004

Summary and proposal

SIKA has, in collaboration with the National Rail Administration, the Civil Aviation Administration, the Swedish Maritime Administration, the National Road Administration and the National Public Transport Agency, worked to create a common basis to make the follow-up of transport policy more systematic and transparent. This progress report is the result of this work.

The background to this work is the need for a systematic approach in the follow-up of the transport policy objective and the subsidiary objectives for the reports made by the transport agencies as part of their sector and agency responsibilities, and for the overall annual report to the government made by SIKA.

The intention of this report is to describe conceivable measures and indicators for passenger transport for the transport policy subsidiary objectives of accessibility, regional development and transport quality.

The report also takes up applicable methods, models and data that can or should be used to measure goal fulfilment (with respect to different objectives) with the emphasis on the methods, models etc. which are used or which can/should be used jointly.

The report is an inventory of measures and is intended to serve as a work of reference. As required, the measures are selected that shed light on the relevant issue. It is not the intention that all measures should be used for every report. It is important to bear in mind that the measures as such do not function independently but that an analysis is required of what the measures say. It is also important that the presentation is clear as to what has actually been measured. The recipient must be able to understand what a measure shows for it to gain acceptance. One consequence of the intention of a monitoring system is also that it must be possible to re-create the measures that are reported at different points in time so that developments can be followed up over time.

The inventory and selection of conceivable measures shows the need to develop methods and analytical tools, in particular to be able to measure the contribution of local public transport to goal fulfilment. The possibilities of following up development are limited at present, in particular concerning accessibility by public transport within a region.

The progress report also contains a discussion of the needs for common (further) development of methods, models and data required to develop follow-up of objectives. Besides this, work should also continue to produce measures for, for

instance, the level of service, punctuality, comfort, security, access to information and usability for disabled travellers.

A list of conceivable measures is shown below.

MEASURES AND INDICATORS FOR ACCESSIBILITY, REGIONAL DEVELOPMENT AND TRANSPORT QUALITY

Accessibility within a region

Accessibility to school

Proportion of children who can get to school on their own

Proportion of children who get to school within travel-time interval

Accessibility by cycle

Number of kilometres of newly-created cycle paths

Cycle traffic's proportion of travel

Proportion of population with access to workplaces via a continuous cycle network

Accessibility to work

Distance to work

Proportion of work journeys made by public transport

Travel times to work

Proportion of workplaces within travel-time interval

Generalised cost to work

Accessibility to regional centre

Distance to regional centre

Travel times to regional centre

Proportion of population who can reach a regional centre within travel-time interval

Generalised cost to regional centre

Accessibility between regions

Accessibility to rail stations, airports and ports

Proportion of population within walking/cycling distance of rail station

Proportion of gainfully employed within walking/cycling distance of rail station

Travel times to rail stations, airports and ports

Proportion of population who can reach a rail station, airport and port within travel-time interval

Generalised cost to rail station, airport and port

Accessibility between regional centres

Travel times between regional centres

Number of regional centres within travel-time interval

Journey times (in vehicle) between regional centres

Number of departures between regional centres

Ticket prices between regional centres

Average time of stay in regional centres

Accessibility to the surrounding world

Accessibility to Nordic cities

Travel times to Nordic cities

Number of departures to Nordic cities

Ticket prices to Nordic cities

Accessibility to European cities

Average time of stay in European cities

Level of service

Level of service in the road network

Relative speed reduction in the road network

Limited level of service during thaw periods

Punctuality

Rail, sea and air transport

Proportion of trains on time

Proportion of delayed ferries in archipelago services

Proportion of delayed flights

Proportion of delayed air passengers

Extent of delays in air transport

Usability for travellers with functional disabilities

Measurement of users' views and of system characteristics



THE SWEDISH INSTITUTE FOR TRANSPORT AND COMMUNICATIONS ANALYSIS

The Swedish Institute for Transport and Communications Analysis, SIKA, is an agency that is responsible to the Ministry of Industry, Employment and Communications. SIKA was established in 1995 and has three main areas of responsibility in the transport and communications sector:

- To carry out studies for the Government
- To develop forecasts and planning methods
- To be the responsible authority for official statistics

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