

Kollektivreisen fra A til Å i et multimodalt perspektiv

Funn fra forskningsprosjektet TRANSFER om å komme til og fra og bytter underveis

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Nøkkelord

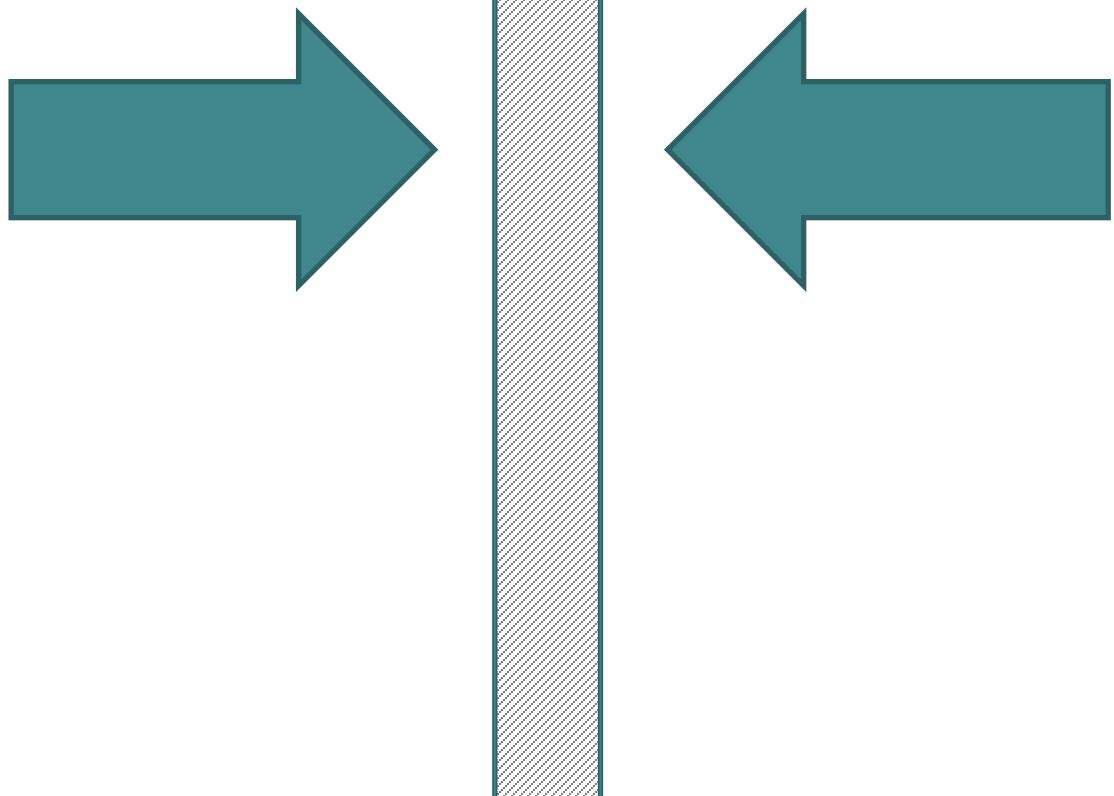
Strukturelle vs. Individuelle variabler

- Nullvekstmålet
 - Ulike statlige, regionale og kommunale aktører
 - Byvekstavtaler
-
- Brukernes opplevelser og preferanser
 - Tilgjengelighet
 - Nye transportmidler som sykkeldeling
 - Pandemi

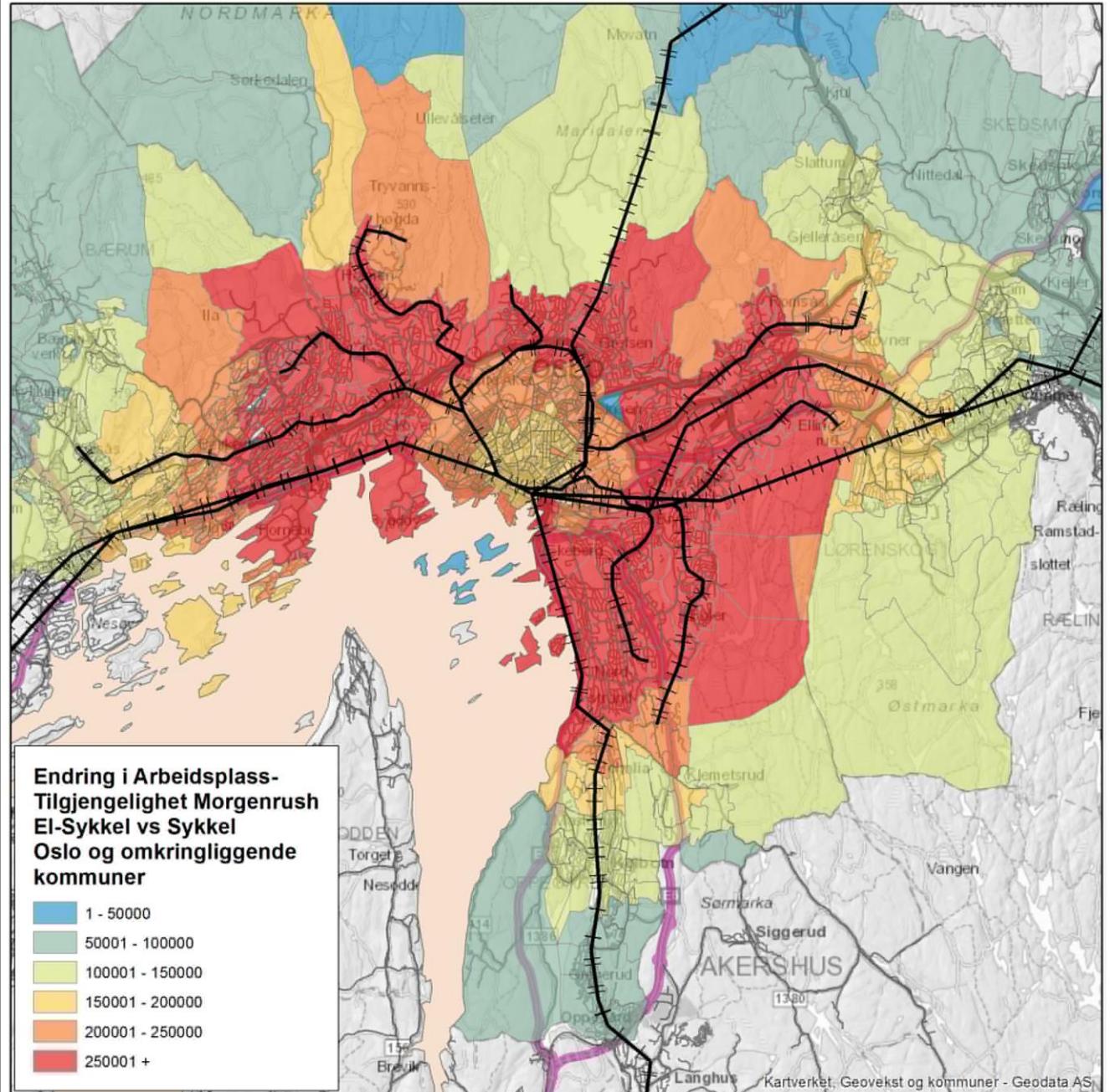
*kjønn, alder, geografisk
variasjon, reisende
prioritering osv.*



Strukturelle vs. Individuelle variabler + *deres kombinasjoner*

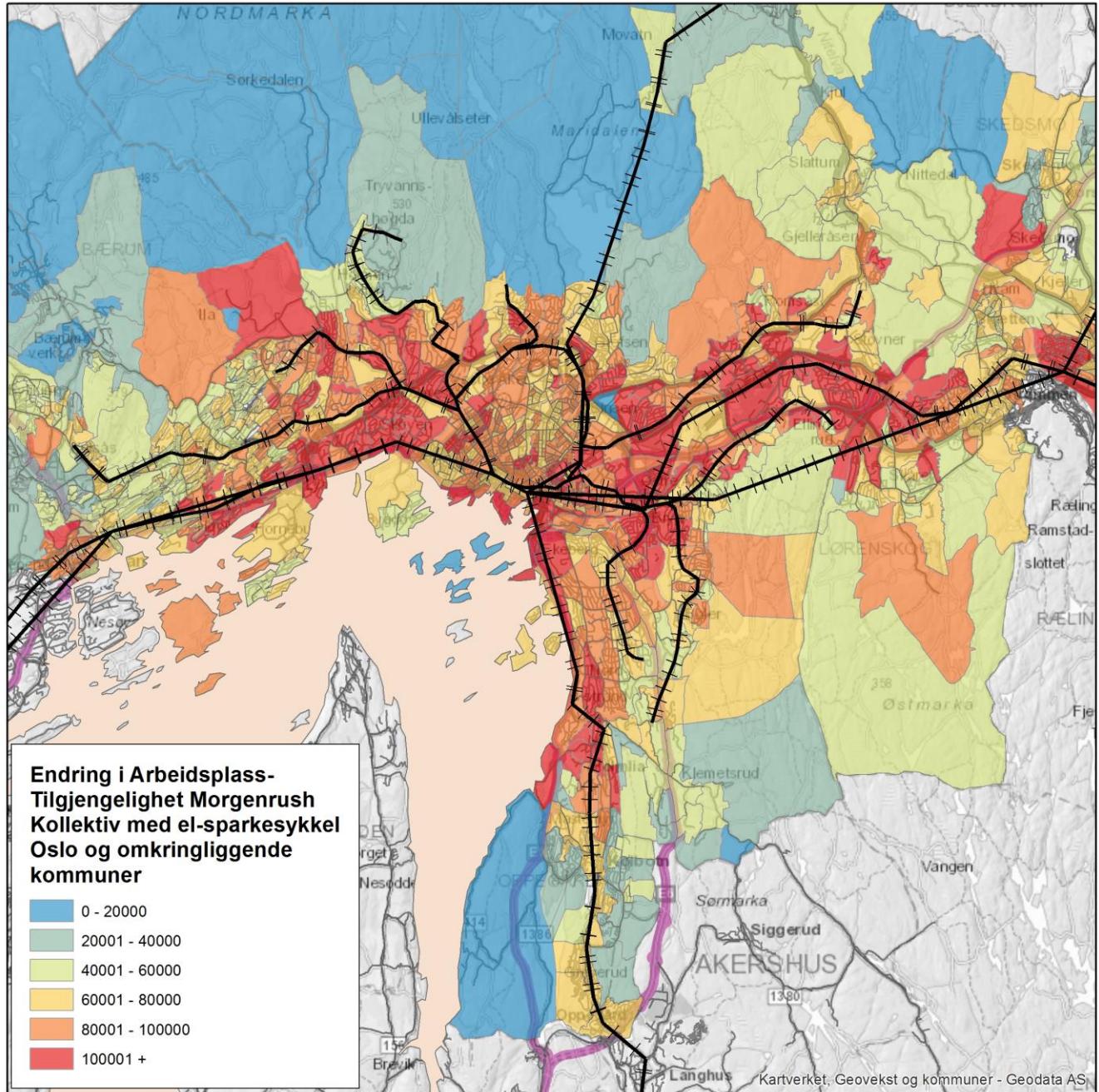


EFFEKTER: SYKKEL OG EL-SYKKEL



EFFEKTER: EL-SPARKESYKKEL / EL-SYKKELE + KOLLEKTIV

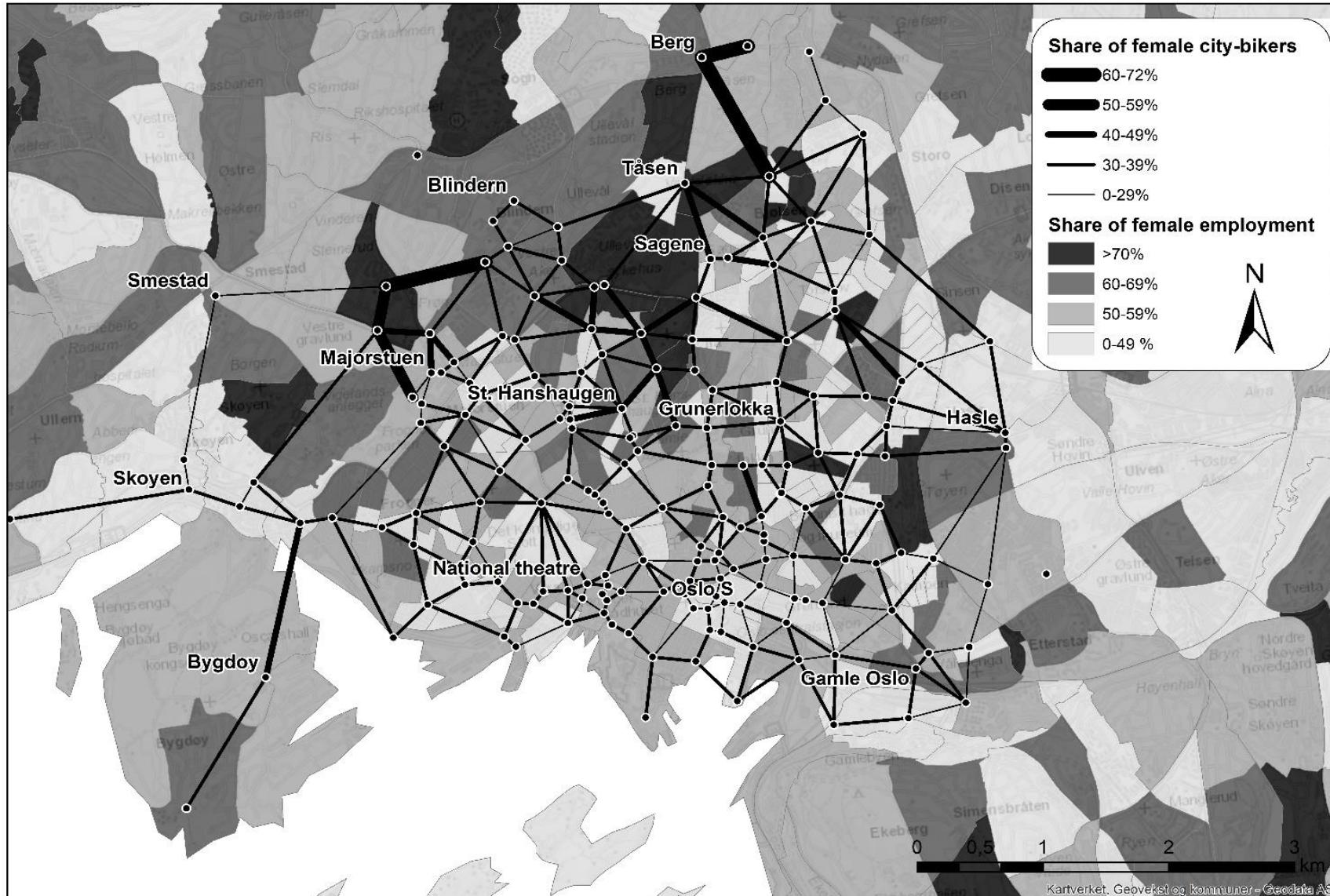
RAMBØLL



Conclusions

- The **combination of e-bike usage and e-bike integration** into the PT system has a **potential to shift commuting patterns**.
- **Integration** of e-bike into the PT system through **e-bike parking** and **e-bike rental** (also true for el-scooter) – **should be made a priority**.

Bysykkel. Route mapping vis-à-vis share of female employment



Bysykkel. Multivariate analysis

- **Women** - more concentrated on the **outer fringes** of the city, both in terms of **residential and employment locations**
- **High employment/residential density** of women – **high bike sharing**
- **Access-egress – Men**
- **Multi-purpose trips – Women**

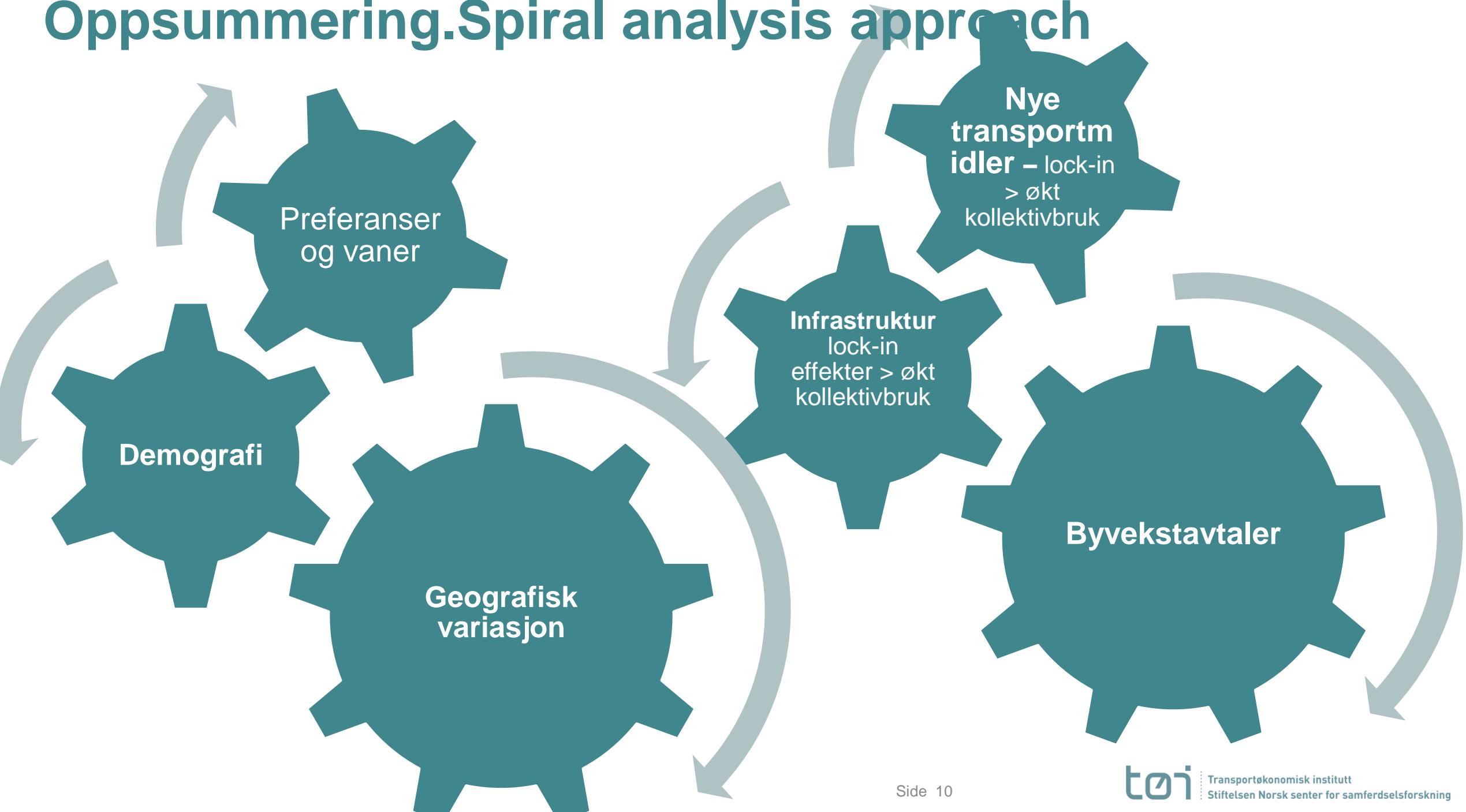
OLS Regression analysis (N=16,950 routes)			
		B	t
(constant)		-19.938 **	-6.725
route attributes		.018 **	4.368
Δ elevation in m		.261 **	9.580
origin bike station attributes			
(in a 250m buffer)	employment density	-.672 **	-5.350
	population female share	.349 **	8.752
	employment female share	.334 **	15.061
destination bike station attributes			
(in a 250m buffer)	population density	-.743 *	-2.475
	employment density	-.353 **	-2.920
	population female share	.193 **	4.951
	employment female share	.238 **	10.061
rail/metro access (<200m)	access at start and at end	-1.072 **	-2.847
(ref. = access neither at start	access at start, not at end	-1.492 **	-3.983
nor at end)	access at end, not at start	-2.852 **	-2.736
model fit: F = 94.244 **; R ² = .074			

Takk for oppmerksomheten!

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Oppsummering.Spiral analysis approach

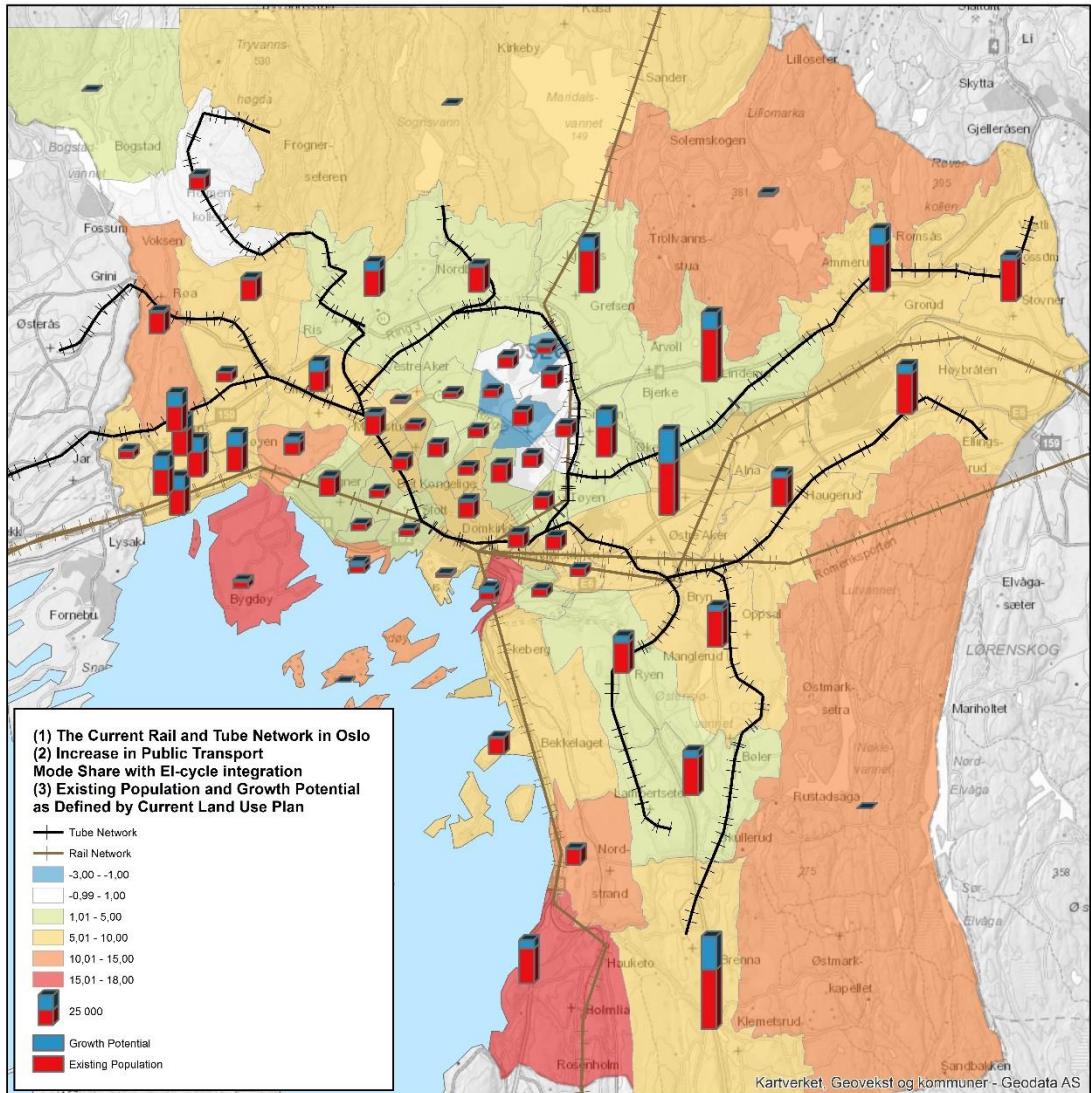


Oppsummering

Spiral analysis approach: **POLICY MAPPING** (i.e., urban growth; growing PT use; locking in infrastructures etc.); a **FRAMEWORK for mainstreaming Access-egress-transfer questions** (i.e., whose costs benefits; opportunity cost / trade off analysis; visions for the future / local imaginaries); **METHODS** (ex. access to mobile data?)



Å gå videre.....for eksempel



Takk for oppmerksomheten!

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