



ACCESSIBILITY TO PUBLIC TRANSPORT: THE OECD APPROACH

Tadashi MATSUMOTO

***WORKSHOP on ACCESSIBILITY TO QUALITY SERVICES IN
REGIONS AND CITIES: MEASURES AND POLICIES***

18 June 2013, Paris, France



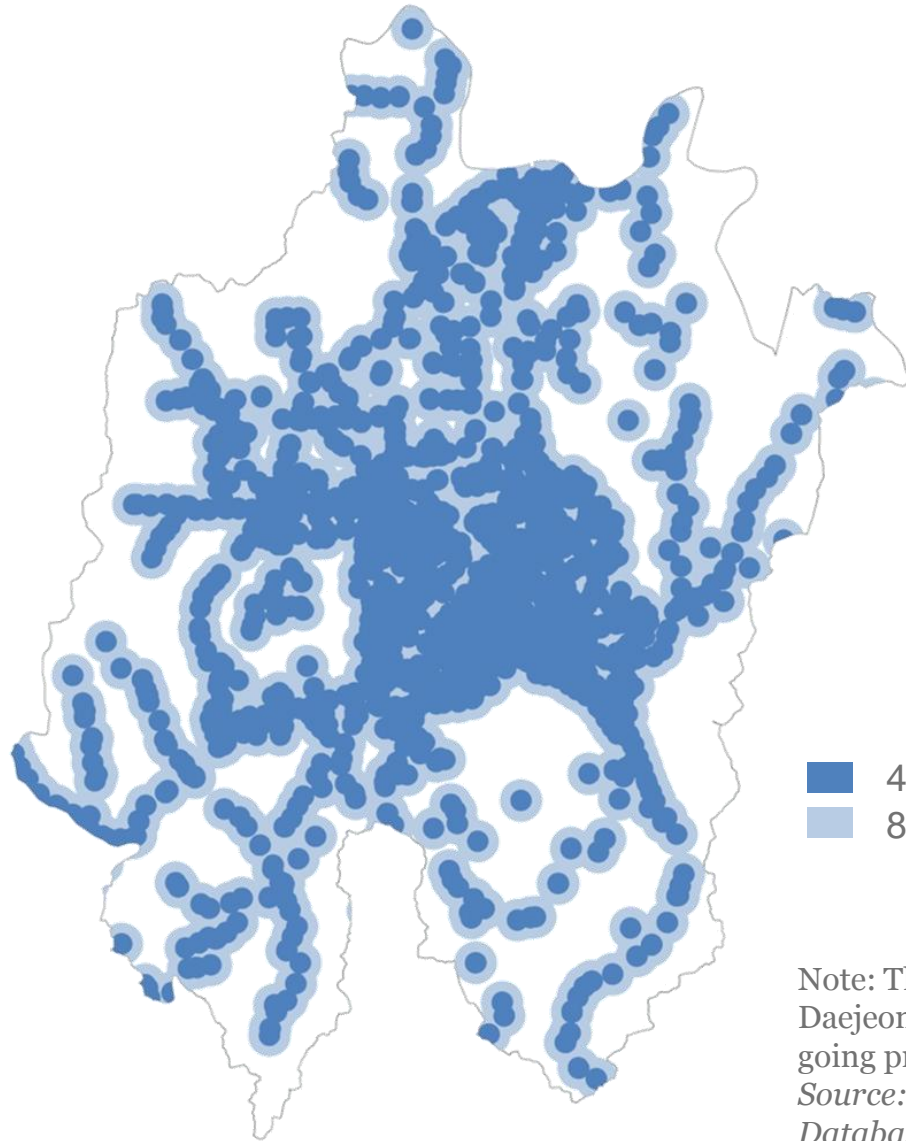
Overview

- Objective: To develop internationally comparable public transport indicators
- Definition of ‘accessibility to public transport’: “the percentage of population living within a *public transport service area* in a metropolitan area”.
- OECD’s approach
 - Simplicity
 - Comparability
 - Relevance to policy analysis
- Case Study of Daejeon, Korea



Case study: Daejeon, Korea

- Approach 1:
 - 400 and 800 meters from a metro, train and bus station
 - No road network consideration
 - No frequency consideration
- Result
 - 68% of city's population are living in the area accessible by public transport



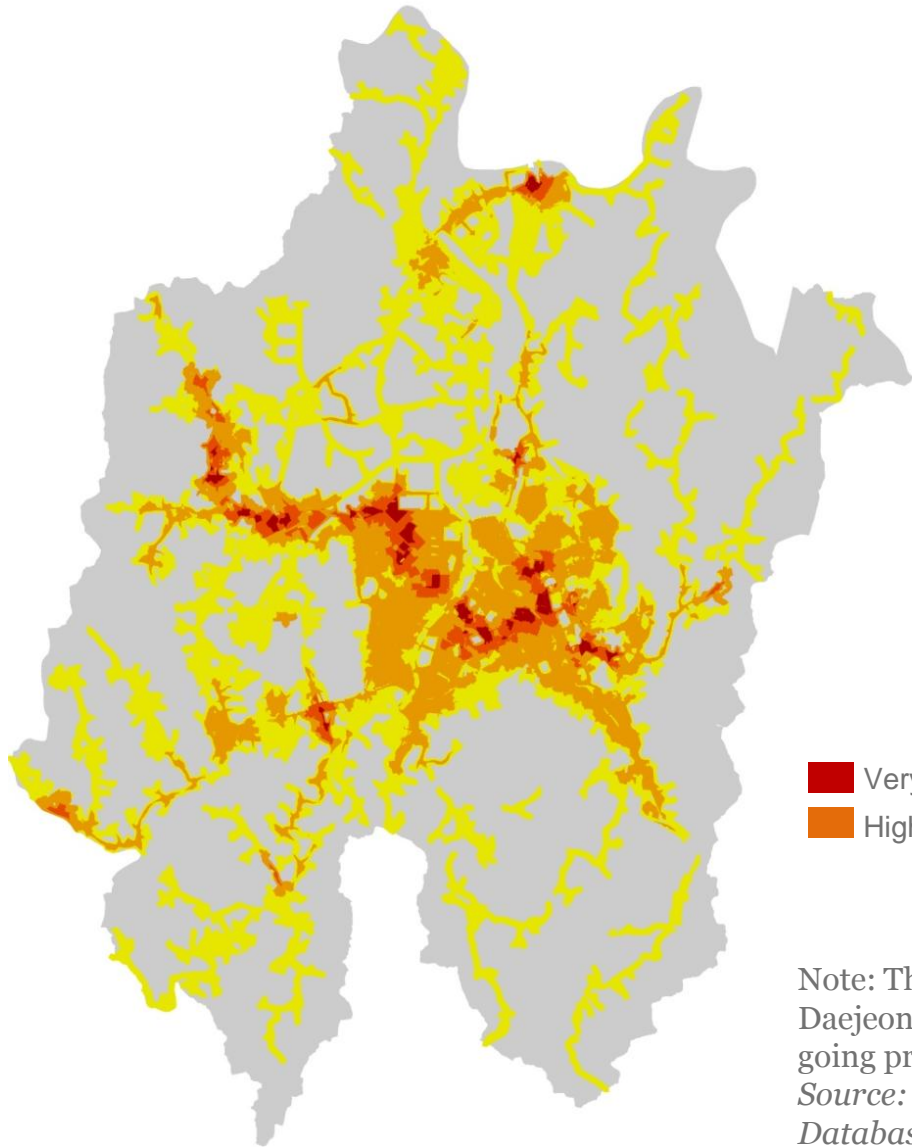
- 400 meters from metro and bus
- 800 meters from metro and bus

Note: This analysis is based on administrative border of Daejeon, Daejeon is chosen considering data availability and relevance to the on-going project: Compact City Study; Korea

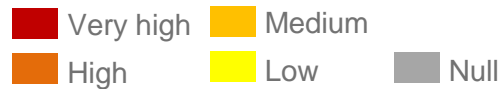
Source: OECD's elaboration based on Korea Transport Database(2011)



Case study: Daejeon, Korea



- Approach 2
 - Distance (5 or 10 minute walk from stations) is now based on road network
 - Average frequency (≥ 5 or < 5 times per hour) is combined with distance
- Result
 - 51% of city's population are living in the area accessible by public transport (3 % of very high, 7% high, 34% medium, 6% low accessibility)

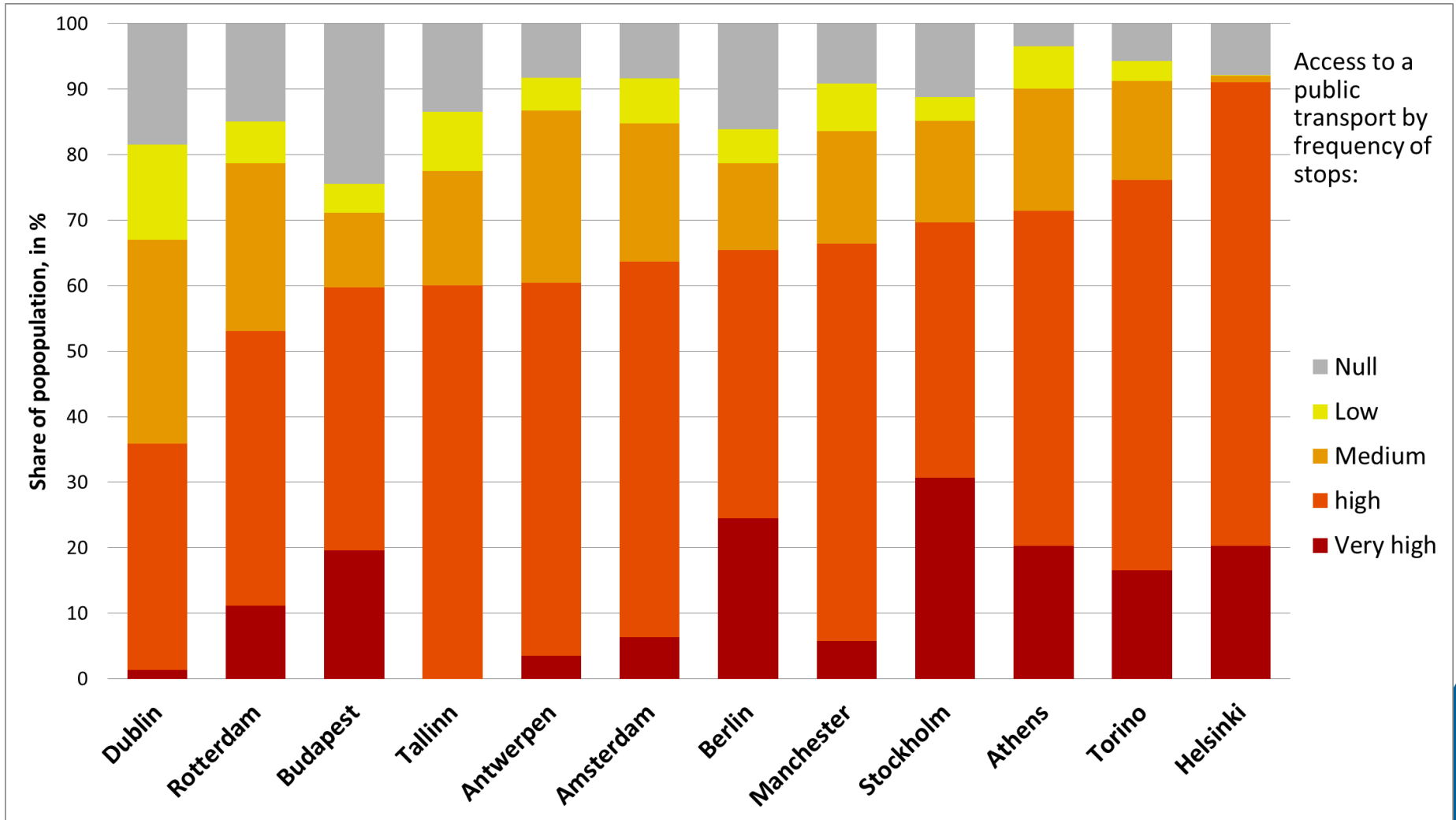


Note: This analysis is based on administrative border of Daejeon, Daejeon is chosen considering data availability and relevance to the on-going project: Compact City Study; Korea

Source: OECD's elaboration based on Korea Transport Database(2011)



Studies by European Commission





Summary results and future work

Approach 1:

- Relatively simple, easier to expand to more OECD metropolitan areas

Approach 2 :

- Provides detailed analysis (by frequency and pedestrian network)
- Lack of data for all OECD metropolitan areas
 - Frequency data: GTFS (google maps) provides only some of North American and European cities.
 - Pedestrian network: Detailed road network of each city is needed

Future work

- More case studies to identify the optimized approach
- Continued collaboration with European Commission