

Key indicators for the development of transport terminals and links

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1 Introduction

The aim of this paper is to demonstrate a method of selecting between proposed developments of transport terminals and links in order to satisfy interested parties and a given set of policy objectives.

A major objective of transport policy makers is to ensure that the movement of freight and passengers along links and at terminals takes place with the least cost and inconvenience to the item in transit and anything that it impacts upon during its journey. In order to achieve this objective, several schemes may be proposed, but it is necessary to identify those that are most efficient.

For example, EU policy makers may wish to compare different projects in order to allocate funding priorities; at the local scale, a council may wish to compare different projects when giving planning permission. At present there is no clearly identified mechanism for achieving this objective.

2 Context

The Key Indicator Selection methodology has been developed as part of the EU DG VII project EUROSIL (EUROPEAN Strategic Intermodal Links) whose objectives are to provide a set of guidelines and evaluation tools to promote Trans European Transport Networks (TENs). These networks are aimed at improving the economy and quality of life for people living in Europe.

The remit was to examine priorities for the development of new terminals and links or the upgrading of existing ones, terminals being nodes on strategic links. When strategic links are completed, they promote the achievement of TENs.

The methodology examines passenger and freight transport, and all modes can be applied to the methodology, i.e. road, rail, sea, inland waterways, air, pipelines.

3 The key indicator selection (KIS) methodological approach

3.1 The Objective of Key Indicator Selection (KIS)

The objective of KIS is to determine which project, amongst a group of alternatives, most closely meets the requirements of the policy makers and other interested parties (see selection of most desirable project in Figure 1). Each of the components of KIS are described below.

3.2 Policy Objectives (EUROSIL)

Initially policy objectives (see Figure 1) - in this case for the

This paper demonstrates a selection process, referred to as the Key Indicator Selection (KIS) methodology, which identifies the most important factors in the development or improvement of transport terminals and links for all interested parties and for a given set of policy objectives. Competing schemes can then be compared by considering the extent to which they fulfil the needs of policy makers and interested parties. The example based methodology is flexible, being applicable to all transport modes at a specific point in time, and has potential as a planning tool for policy makers.

EUROSIL project - need to be identified.

The first EUROSIL objective is multimodality. This looks at competition between transport modes in the same corridors with the aim of achieving the optimal (most efficient) modal split, e.g. the proportion of a journey spent travelling on road and rail.

Intermodality is the feasibility of having an integrated transport chain, e.g. at least two different modes from origin to destination on a trip.

Interoperability is the ability of two or more transport systems to work in harmony. This may take the form of technical, financial or physical harmonisation and it may take

place anywhere between the local intra-urban scale (e.g. the length of time spent waiting for connecting services at an interchange) and the international scale (e.g. restrictive border controls between countries) (Hibbert et al, 1996).¹

Lastly, impact to the area development is the improvement of the regional and economic cohesion of Europe, e.g. work and leisure activities.

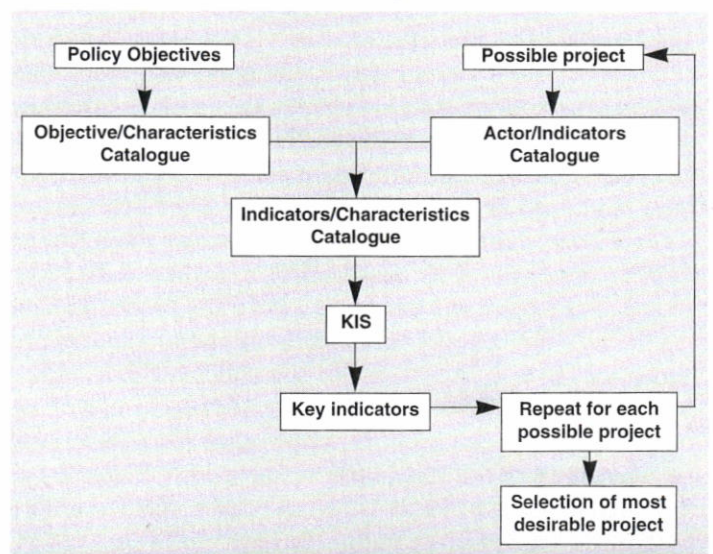


Figure 1 The KIS Methodological Approach

3.3 The EUROSIL Objective/Characteristics Catalogue

Having identified the policy objectives, the Objective/Characteristics Catalogue (see Figure 1 and Table 1) can be constructed.

The definition of each EUROSIL objective shows the featu-