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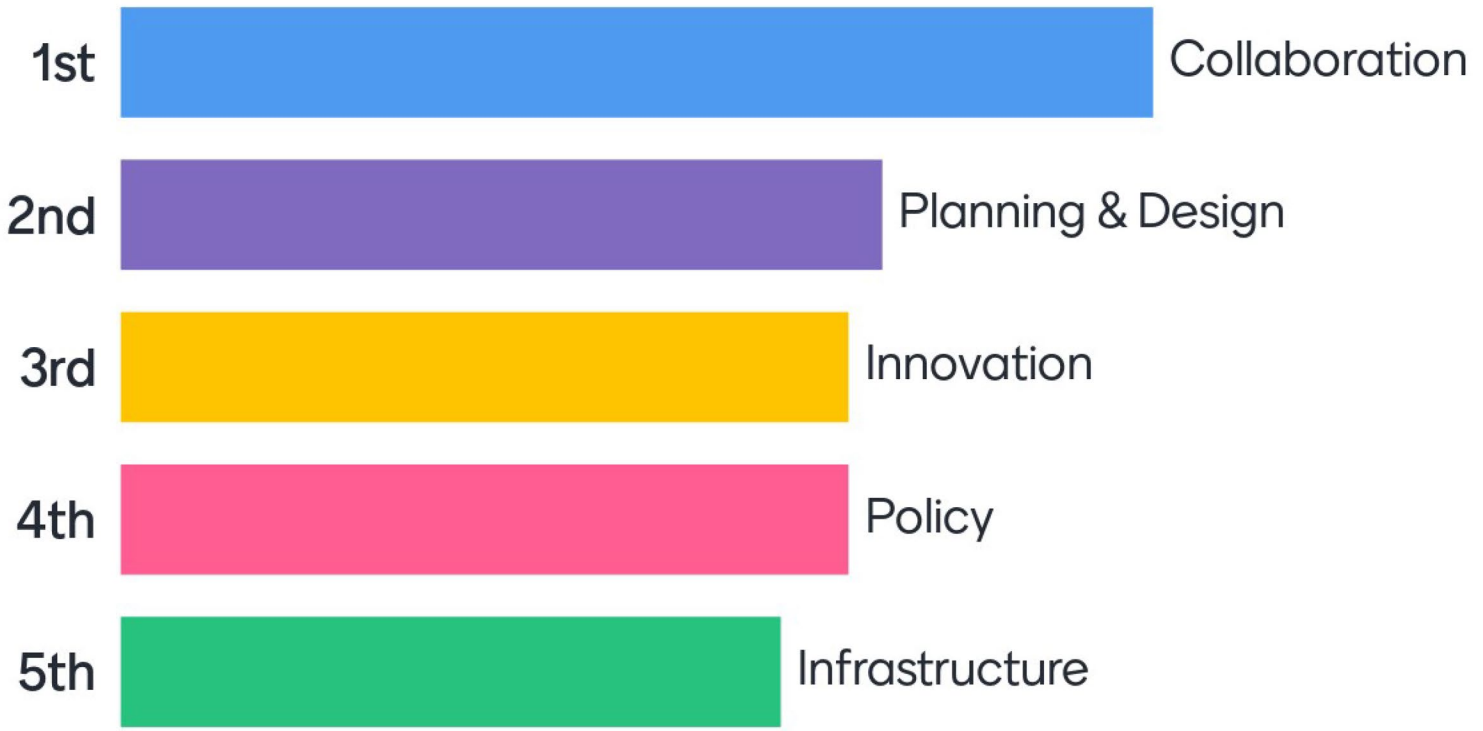
Vision Statement for Mobility

Mobility innovation offers the potential to improve access to information and expand customer choices, increase network capacity and transport sustainability while improving equity and environmental outcomes.

To support these goals ITS Australia undertakes to work with government, industry and academia to shape opportunities for new mobility in collaboration through both research and trials nationally and internationally.

The Mobility National Reference Group meets regularly to review these goals and develop shared approaches to deliver best outcomes for mobility in Australia.

What do you think are most important for future mobility?



Australian Mobility leaders surveyed via the Mobility National Reference Group - September 2021

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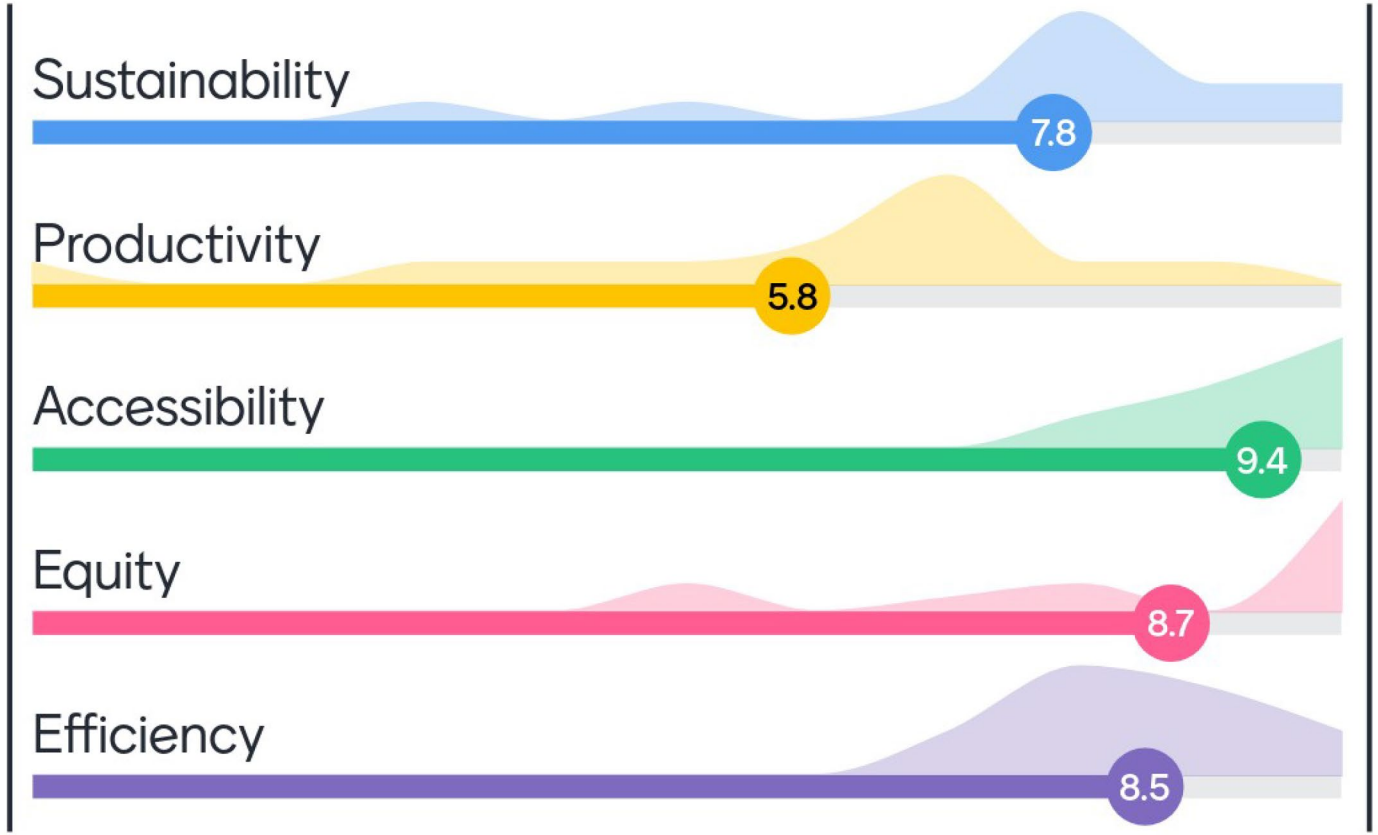
ITS Australia Mobility Objectives

- Promote the efficient movement of people and goods to improve safety, and productivity, and reduces congestion and environmental impacts.
- Encourage a vibrant and competitive industry sector and supports effective deployment new mobility.
- Enable and grow an efficient and effective public / shared transport network and support improved access to transport options for all customers.
- Enhance transport access and mobility options to customers across metropolitan and regional centres that Australians live and work in.
- Be responsive to the socio-demographic and mobility needs of all customers, balancing innovation and improvements against equitable access for all Australians.
- Deliver interoperable open access solutions that encourage competition and enable effective data sharing while managing privacy and security concerns.
- Reduce the reliance on and need for private car ownership and increase opportunities for active transport.

What are the key issues that should be the focus in transport technology?



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Modal mix for the future of Mobility

There are numerous iterations of the Transport Pyramid with many currently including at least 5 modal segments, with the only consistent distribution showing active transport as most favoured and private cars least, the segmentation of other modes don't necessarily reflect their utility and impact. This structure is generally illustrative of the relative current performance of each modal option against accessibility, sustainability and cost but in developing a vision for the future of mobility that is not the way it should always be.

In reviewing the 2018 ITS Australia Vision for MaaS, while the importance of reducing reliance on private cars was determined to still be a key element of the future of mobility, there was also recognition that while active and public transport are the most effective modes for short trips and in reasonably high-density environments respectively there are a large number of both trip types and jurisdictions that make those modes less available.

This supports a more collective segmentation model as long-term transport modelling shows that sharing of any mode is the key as with the average car occupancy being 1.3, large scale private vehicle reliance is not sustainable.

This adaptive model enables a more flexible transport mix to ensure optimal trip type and customer needs are accommodated. The goal intended to identify any latent demand and allow for more appropriate allocation of resources. Building a more adaptive and utilised transport fleet that is, sustainable, accessible and equitable.

Modal Future of Transport Pyramid

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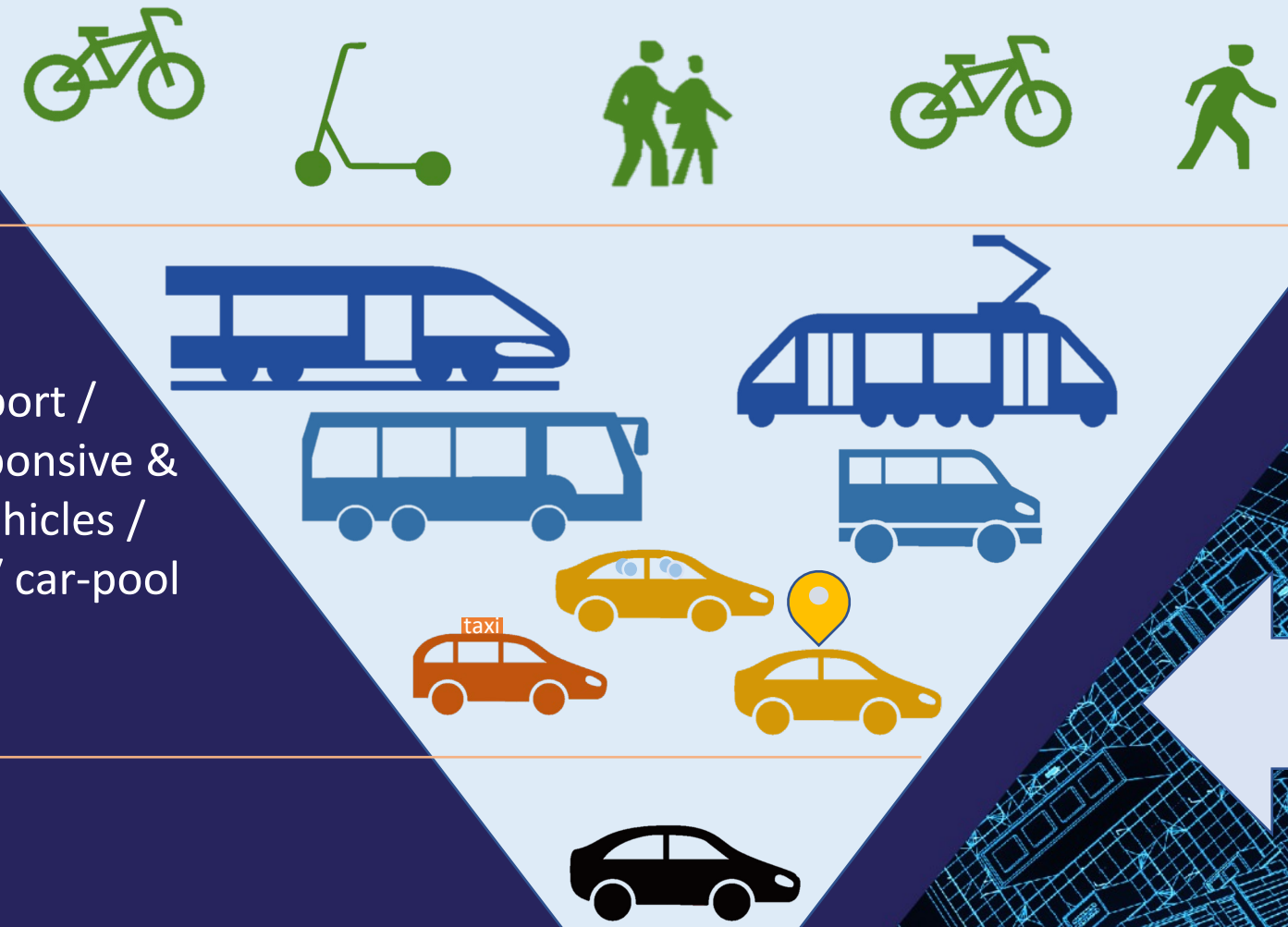
Active Transport

Public Transport / demand responsive & accessible vehicles / Shared cars / car-pool / taxi

Ride-share
Private cars



Modeled on the Food Pyramid this diagram represents the ideal target transport mode split, reducing reliance on private car use and over time limiting CEV use as we shift to LEV and ZEVs - this includes reduced reliance on ride-share but increased focus on sustainable and accessible last mile / first mile modes.

*https://www.sciencedirect.com/science/article/abs/pii/S0967070X20309525?dgcid=author#!