



PRIX BETTER MOBILITY BETTER LIFE 2012

The 9 pre-selected proposals

Micro cycle bus for communities

City: Qingdao (province du Shandong)

University contact: Shandong Institute of Architecture

Institutional contact: Traffic Police Detachment

In recent years, the rapid development of Qingdao city construction, Multi-center growth trend, and the urban population is multiples surge produced a series of problems of the city.

- (1) Pressure of rapid population growth in urban public transport.
- (2) Community problem of aging population, the lack of concern for the vulnerable groups of the city's travel.
- (3) Urban functional areas, the traditional bus has been difficult to meet the diverse needs of the city's.
- (4) The high level of car ownership in the city's traffic pressure further increase, the environment at the same time by the great threat.

To solve the problem of cities above, Qingdao operated 401,402,403,405 four mini-cycle bus lines on March 23, 2012. This four line one way in less than 5 km which combined with existing long-distance bus station and residential area entrance and large transit hub set site To achieve the following objectives.

- (1) From a social justice point of view, the micro-bus easily to students, office workers, "ferry" to the public hub, zero distance transfer, while also addressing the difficult problem of elderly travel.
- (2) From the traffic point of view, to achieve the target of "three", that the passengers travel up to transfer, go by car to over 500 m, urban travel is not more than one hour.
- (3) From the point of view of traffic demand, Micro-cycle buses supplies of the shortcomings of the conventional public traffic. Now because of the rapid expansion of Qingdao eastern residential area, causes the new part keeps a quite long distance between the traditional city center. So for this reason, the buses that severed the residential mostly are long-run buses. The moment Qingdao urban population growth and the eastern residential area residential population density grow exponentially, the long-term commuter bus, and can no longer meet the diverse needs of the settlements population. As a result, the establishment of a micro-community bus for flexible transport services in urban fringe areas to make a landmark step.

(4) Great importance to solve the new district school family from an environmental point of view, the micro-cycle bus workers traveling to the problem of its fundamental goal is to make more and more people willing to enjoy the convenience of public transport, so as to minimize private car to use. So since you can promote the city of traffic jams and air pollution problems to solve.

Primary School Bus

City: Jinan (Shandong)

University contact: Shandong Institute of Architecture

Institutional contact: Traffic Police Detachment

The current school bus industry commonly exist poor operation and management. Although The School Bus Safety Regulations are taken as the norm, this phenomenon has not been fundamentally improved, for its high standard cannot adapt to the current social situation in a short term. In terms of such conditions, we take The Primary Attached to Shandong Normal University as the instance to study the successful operation and management mode these years on school bus in order to promote this model and propose comments and suggestions on current school bus industry which is expected to become the real guardian of the children.

Free parking for special vehicles

City: Beijing

University contact: Tongji University

Institutional contact: Beijing Federation of the disabled

On October 24, 2011, a notice on < free parking for special vehicles in Beijing> was issued. According to the notice, handicaps who carry a special pass issued by the municipal public security bureau public security traffic administration are authorized to park at any non-residential area for free. Handicaps must be both the driver of the licensed vehicle and the special pass holder in order to take advantage of this policy. Handicaps should also carry their handicaps certification cards, driving license, vehicle license and be prepared to show these certifications when entering parking lots. Inspections will be strictly implemented under the coordination of administrative departments. For those parking lot operators who do not follow the policy, they are subject to punishment under the relevant public law. Although free parking policy of special vehicles for handicaps in Beijing has increased the mobility of handicaps and extended their social outreach, many obstacles were encountered during the implementation of policy. Handicaps might find some parking lots continue with their parking charge for disabled vehicles, or the disabled parking spaces being occupied by regular vehicles. Some parking lots might not even have parking spaces reserved for disabled person. The lack of motivations and effective supervision in enforcing the regulations of the parking management companies are considered as the primary obstacles for implementing the free parking policy.

To escort the pupils to school in a “love relay”

City: Jinan (province du Shandong)

University contact: Shandong Institute of Architecture

Institutional contact: Traffic Police Detachment

To study the measures of the safety of the pupils who are disadvantaged, we want to do a survey about the school traffic organization mode of the Primary School attached to Shandong Normal University. The focus of analysis is the role played by “loving parents” who escort their children on the way to school as well as the seamless connection between the school and the police. Our purpose is to show the importance of “loving parents” on the protection of the pupils’ safety and its significance on popularization.

A Supermarket shuttle = Another city bus?

City: Shanghai

University contact: Tongji University

Since the establishment of the first free supermarket shuttle in Shanghai by RT-Mart in 1999, there has been a total number of 145 supermarkets offering more than 1000 lines with 1109 buses in Shanghai by the end of 2008. This research program will extract good experience and improve the problems to make supermarket shuttles play an appropriate role in the city's public transportation system. Through the cooperation of the three urban planning and design professional graduate, we hope to play professional features in taking the theoretical analysis and practical investigation, visited. We will concentrate on make more scientific and operational lines.

A traffic policy government system based on micro-blogging

City: Xi'an

University contact: Southeast University

With the popularity of micro-blogging, there are more and more government departments open Administrative micro-blogging, including the traffic police department. The micro-blogging of traffic police-government system, it is an emerging traffic management methods. As a rapidly developing communication and information platform, The micro-blogging of traffic police-government can contact the relationship between police and citizens, deal with the network of public opinion in a timely manner, improve the image of the Traffic Police. People can acquire the traffic information, query to transact business news, feedback and suggestions and ask questions from the Internet without going out. We can study the development status and operating mechanisms of the micro-blogging to know that

how do the traffic police micro-blogging serve the people, what is its role in traffic management and whether it is worth promoting.

A NGO about public transport: the Passenger's committee of urban public transport

City: Nanjing

University contact: Nanjing University

Nowadays, diversified demand of traffic leads to significant challenge to traditional public transport, which brings great trouble to governments and passengers. On one hand, the government has no access to the practical problem annoying people. On the other hand, passengers are not able to communicate with deciders. Meanwhile, public is playing a more and more important role in Chinese society, which is particularly wanting in traffic industry. It is a timely help when the Passengers' committee of urban public transport emerges in August 2011, which has created a hit stir in society. This is an absolutely NGO about public transport which is composed of enthusiastic volunteers from all walks of life. Through media, we know about the committee has made great contributions to many aspects. For example, they made valuable suggestions to the setting of bus lanes through investigations and analysis, which are taken seriously by government, and they find out defects of public transport by means of taking bus on their own. What more, they take advantage of media information platform to improve people's consciousness of public engagement. This survey aims at studying the concrete constitution of passengers' committee of urban public transport, as well as their operational process and the practical influence. Apart from these, we also intend to figure the committee's shortcomings in order to help them improve. We are firmly believed that it is a meaningful organization, flexible and easily understood. Furthermore, this scheme is low input and high return, which is fit for the background of Nanjing's public transport and the urgent need for public engagement. Last but not least, it is easy to operate and popularize in almost every city, which is thought of great importance.

New parking policy

City: Nanjing

University contact: Nanjing University

Nanjing proposed a new parking policy in February 2012 coming up to the idea to solve the parking problem by combining the economic development, provision of the proper parking plots and adjusting the urban traffic structure, which is different from the increase of the parking capacity to cater the needs of parking in the past. The new policy involves in several aspects: parking demand management, differentiating parking management at various locations, sharing parking space in the universities, proper parking pricing, and parking management implementation. By taking the above measures, the new policy successfully changes from "meeting demand" to "managing demand". The project is to evaluate the new parking policy and analyze how to go from "difficulty of parking" to "parking at will".

Taxi call service

City: Wuhan

University contact: Huazhong University of Science and Technology

Institutional contact: Wuhan Passenger Taxi Management Office

In order to improve the efficiency of taxi, Wuhan launched taxi call service. However, its assessment was controversial. The authors analyze this service from four aspects: fundamental characteristics, comparisons with the non-call service taxi, characteristics of customers, and management mode, which prove taxi call service brings up social and economic benefits. Finally, this paper poses several suggestions for taxi call service.