

Concept– this remains as the original statement so looking at the future of mass public transport in the large city environment.

Sustainable Development – the developments should take a clear position on sustainability. This would cover the complete transport system in terms of its manufacture and installation, its service use and its final removal.

Energy & Emissions – linked to sustainability, the energy demands for the systems must be considered in outline terms. Even with low energy consumption, there are still risks from emissions so this should play a part of evaluating the proposals.

Access – the systems should be ‘available’ to as wide a section of the population as possible. This relates not only to the physical aspects, but also such items as cost, security, lightly loaded night operation.

Information age – the impact of telecoms, intelligent transport systems (ITS), smart tickets and electronics in general need to be addressed. This aspect will be hard to over-estimate.

Integration – transport systems that match well to other modes, including walking & cycling, and also blend into the commercial and residential city areas are attractive. Concrete canyons with high-speed road traffic do not currently achieve this. Potential beneficial changes to the French cycle of Metro-Boulot-Dodo (travel, work, sleep) will be appreciated by all.

Fuels – the energy sources need to be considered as oil supplies will be waning and alternatives will require new infrastructures. The fuel options should include the full cycle, in oil terms well-to-wheel, rather than saying ‘clean electricity’ that in fact comes from leaky nuclear plants.

City – the city itself is the backdrop for the transport systems and within this timeframe will change or be able to be changed. Potential target cities are certainly London, plus perhaps Hong Kong or another PR China city, plus Ankara or Istanbul?

Vehicles – the central core design issues, and the final output, are based on the Vehicle Design aspects. These are likely to address vehicles from taxis (see interesting www.taxibus.org.uk using dolmus idea) through buses to trams to trains. OK we cannot do them all.

Safety – the safety issues relate both to vehicle dynamic safety (crashes) but also to the travelling passengers and other city dwellers. Pedestrian safety is a current important area.

Capacity – the passenger capacities will be related to passengers per direction per hour. These are likely to be in the 500 to 50,000 per hour range for the main corridors.

Specifics, metrics & numbers – some quantitative values (vehicle mass per passenger, vehicle energy per passenger km) will be needed to establish some of the parameters above. Capoco will support some of this work.

Social – there are a number of important and well-known social issues that require consideration. One critical aspect is the travel, work and leisure trends for various societal groups.

UITP – the UITP have agreed that the project can use their MOBI+ database, including their ‘Millennium City Database for Sustainable Transport’. The Capoco Login is XXXX and Password is XXXXX. This is only for Merih’s use as UITP have agreed he can access their MOBI+ electronic library on the Capoco membership as part of this HHRC program.

Output – it is early days to consider any output in any detail, but the ingredients may well include 3D visualisations set within cityscapes. As the Capoco in-house modeller is Rhino, it would be useful if this package could be used for this work. It is not expected that any significant hardware, scale or full size, will be created.

Research data – Capoco has a great deal of research info that can be shared at the first meeting.