K2 Research Area 5
"Travellers' attitudes and behaviour"

Comments for discussion

conference
"The Way Forward"
5 – 6 October 2016

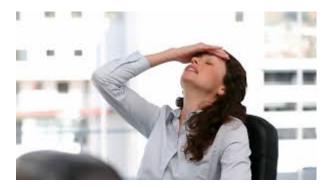### Jane Summerton
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Travellers' perspectives – important and under-researched area

- Huge area – need to <u>focus</u>
- <u>Many complexities</u> - heterogeneity, differences
  in traveller**s'** experiences, preferences, practices
- Need for <u>new approaches</u> to capture these!

- Important with a <u>long-term perspective</u>
- - in-depth, <u>responsive</u> social science research…
- - long-term <u>changes</u> in norms, practices…
- - work processes (and <u>engaging stakeholders</u> in them) takes time
- - qualitative "results" in the form of new understandings <u>not always visible</u> as you go along…

- Takes time! Calls for creativity, persistence, openness! (also by funders…)

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What is innovative about this work?

- Methodologies – <u>taking co-production seriously</u>
    - Linking knowledges from researchers – public transport companies - planners – travellers
    - <u>Active</u> engagement of travellers (beyond surveys…)

- Close attention to <u>context(s)</u> – in-depth study of situated, everyday practices, "on the ground"

- Exploring <u>user representations</u> among
    planners & in planning processes –
    and how further develop into tools

- Theoretical ambitions (really needed…)

Comments and themes (1) to discuss
(OR exploring the ambitions of the RA5 program plan….)

- 1) Focus here is mostly on "the already converted" (PT users) -
  but what about those **travellers who don't already use** public transport
  (the "non-travellers")?
  ..the "potential" travellers of the program plan

- Their norms about mobility ("mobilitetsnormer")?
- Everyday practices?
- Exploring in-depth the situated "what-would-it-take"
- beyond standard knowledge

- Widen the
focus of RA5 as
move forward…?

Comments and themes (2) to discuss

2) What are **relevant "categorizations"** of traveller groups? Are categorizations relevant?

- RA5 tends to focus – so far - on "young" and "old" – motivation? why more interesting than other groups?
- Complexities and dangers of "categorization"
- -   hides differences <u>within</u> groups; overlaps between "groups"
- -   boundary-making always excludes/includes (read litt review!)

- Alternative categorizations?
- -   urban – suburban – semi-rural – rural…?
- -   those who are "most motivated" to abandon car..?
- -   intersectional perspective useful here

- Question to all: what are relevant "categories" &
- why? Thick descriptions to generate new
- categories? Or capture practices in other ways?

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Comments and themes (3) to discuss

3) Need for generating new theoretical perspectives –
or at least
useful analytical tools that help us to share perspectives over empirical cases, towns and regions, disciplines…

- building on multidisciplinarity of K2 -> resource!
- going to the next level in research on public transport

How can we as researchers develop
concepts and analytical tools
where researchers and practitioners
can meet..?

Good ambition for RA5!

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And finally (4)…

We need to pay more attention
to **marginalized or vulnerable groups
("those who are not served")**

- Their <u>resources</u> and (lack of)
  <u>access</u> to public transport options

- What <u>planners/planning</u> can
  integrate, listen to, consider
  in their work

- Particularly important now –
  large migrating groups. How can RA5 contribute?

"Bus come, but out of service."

Bonus question – ”ways forward”

If RA5 were given 10 000 000 euros

to use over the next four years,

what would you do with it?

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Thank you all –

and let the discussion continue!

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