

Q&A

Question:

Are national transport surveys (HLT) still needed ? So, is there some information that your data is not yet able to do?

Answer:

I guess there is room for both. One of the advantages of mobile network data is that it is produced constantly and shows in almost real time what movement looks like, so the decisions are made based on existing travelling behaviour.

Question:

How do we get around the so-called chicken-egg problem? So, for example, people use car-oriented environments because society has been investing in these environments for the last 70 years. In other words, we get data that people use car environments, in which case the current solutions support this negative development. That is, how do we take into account the planned dependency and the solutions we could use to get rid of these dependencies?

Answer:

When certain initiatives are taken, for example, to support more sustainable travel choices, we can use mobility data to see what kind of an impact such initiatives have had on people movement as the data is generated constantly.

Q&A

Question:

Does the People Movement road infrastructure modeling also model flows for cars, busses and cyclists in a road junction?

Answer:

Yes, the model can be set-up as multi-modal to include simulations for pedestrians, vehicles, cyclists and public transport.

Question:

Also, does the pedestrian modeling factor in pedestrians not using crosswalks but instead jaywalk to reach their destination faster?

Answer:

Yes, the default route choice is by shortest distance. It can be coded in the model to request portion of the users to walk with the designated crossing, and the others to be assigned by shortest distance.