

The critical role of Ferry Oriented Development in water transit system success

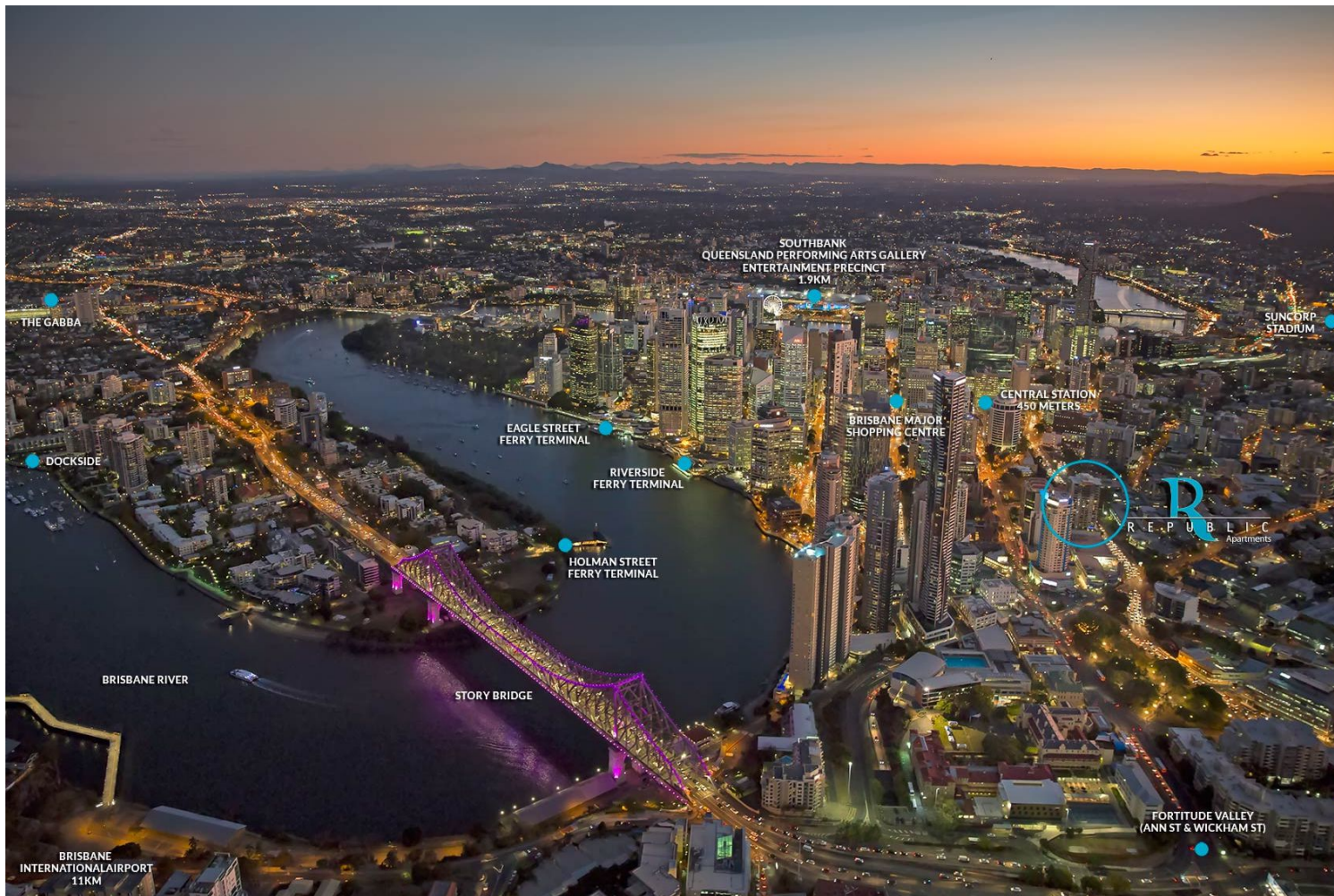
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International comparison key findings

- Ferry services planned for different reasons eg.
 - **Commuting** service (Bangkok)
 - **Economic development** / land development agendas (New York, London) Funding arrangements including terminals/service subsidy contribution by land developers
 - **Leisure and tourism** (Brisbane)
 - **City development/branding** (Brisbane, Copenhagen)

Services also fulfil **multiple roles**. There is also evidence of **evolution in function** from one purpose to another e.g. waterfront development focus in New York adapted to now an increasing commuting function



- Brisbane: New terminals financed by developers to attract buyers (4% value uplift around terminals demonstrated)

Source: Republic Apartments <<http://www.republicapartments.com.au/site/wp-content/uploads/2016/05/brisbane-cbd-aerial-photo.jpg>>

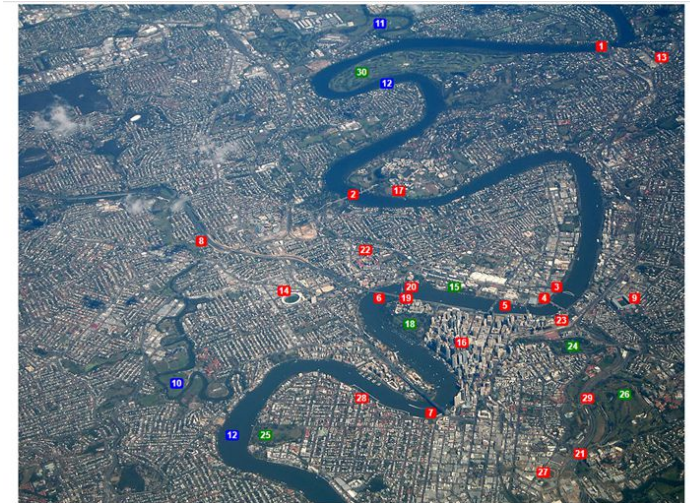
- Brisbane: Branding and imagery of vessels and infrastructure is now associated with “river city” identity



Source: Cox Rayner Architects



Source: Brad Walker Graphic Design



Source: Greg O'Beirne GFDL / Creative Common CC BY-SA 3.0

- New York: Began not primarily as a transport service, but as a waterfront revitalisation program (NY Economic Development Corporation)
- 8% value uplift around terminals
- Demonstrated value led to city wide commuting service



- London: Cost of servicing transport disadvantaged communities covered by new developers in the area
- Early integration with new redevelopment projects



Source: Battersea Power Station Development Company

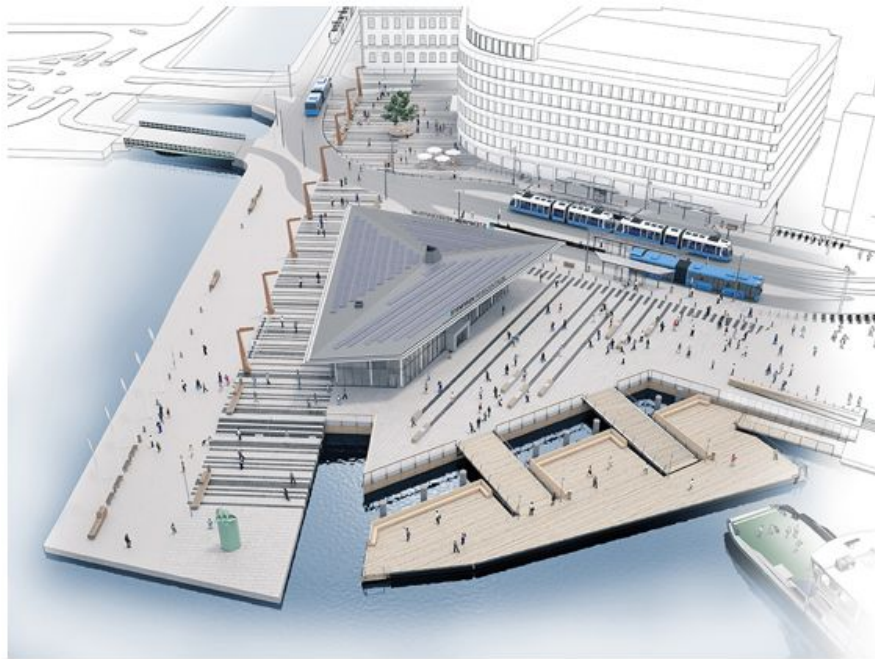


Figure 3 Stenpiren ferry terminal and transit hub in Gothenburg



Figure 4 Stockholm route 85 pier and accessibility

4.5. FALLSTUDIE 2 – Söder Mälarstrand



Figur 23: Stad avskilt från vattnet, principskiss av sektion.



Figur 21: Panorama över Söder Mälarstrand, sett från Norr Mälarstrand.

Figur 22: Orienteringskarta över Söder Mälarstrand med 1800-talets roddbåts/ångslupsturer (gult), tidigare hissar (rött) och den planerade vattenburna kollektivtrafiken (blått) redovisade. Mariahissen är idag stängd och Katarinahissen är ur funktion men ska renoveras; © Lantmäteriet, 12012/901 (Kartbakgrund).
Lägg till skalstock!

Questions?

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