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Ensuring Public Transport is the Tool for the Future

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A challenging future

- increasing cost of oil
- high reliance on imported fuel
- need to reduce greenhouse emissions, congestion

“Rapid population growth...and rising oil prices...mean that public transport will have to bear an increasing share of the burden of providing personal mobility if this city is to remain liveable”.

Kenneth Davidson, The Age 14 August 2008-08-15

Increasing cost of oil will hit gov agencies as well as private consumers

Petrol may reach \$2.80/l by 2012. High prices for 20 years

Next 5-10 years to reform land use & transport = energy efficiency, economic development

Land use changes to reduce need to travel by car

Pricing – face true costs of travel choices

Infrastructure investment (not roading capacity - alternative modes)

Behaviour change

Serious and urgent need to understand...and address the impacts of sustained high oil prices...on NZ transport system

Increasing cost of oil and the need to reduce greenhouse gas emissions will drive change

The price of oil based products will increase

Uncertainty = moderate preparation

Australia is vulnerable to changing market conditions

Any increase in transport costs will adversely impact low income Australians

Technology alone will not be sufficient to meet the potential fuel supply gap

Australian travel preferences are as important as fuel and technology preferences in reducing greenhouse gas emissions

NZ Transport Strategy 2008

- targeting greenhouse gas emissions, urban congestion, road safety
 - objective - sustainable transport system
- reduce single occupant VKTs by 10% pa by 2015
- PT use to 7% of all trips by 2040 (near doubling)
- active modes to 30% by 2040 (near doubling)

Is it all doom and gloom?

- oil is a finite resource
- increasing demand from developing world
- NZ isolated, highly reliant
- impacts will be early and hard
- will hit vulnerable people
- uncertainty, lack of readiness
- strong role for PT identified by Govt

- *can it be done?*
- *can we afford not to?*

Making a difference locally

1. culture change
2. focusing effort
3. leadership
4. real integrated planning
5. supporting service provision and quality



The Denmark experience

- 1973 oil embargo prompted conscious decision to reduce reliance on oil imports
- cars and fuel heavily taxed (\$3.38/l)
- primary energy consumption static since 1970s
- travel 47% active, 20% pt, 33% car



The Denmark experience

"The cure is not to reduce the price, but, on the contrary, to raise it even higher to break our addiction to oil. We are going to introduce a new tax reform in the direction of even higher taxation on energy and the revenue generated on that will be used to cut taxes on personal income."

Anders Rasmussen, Prime Minister



1. Culture change



- overcome the "loser cruiser" label
- a culture that values PT as a necessary part of the urban fabric
- success in Europe, Canada, Asia
- success of recycling example



1. Culture change

- got to be your own culture change
 - can't import solutions from overseas



2. Focusing effort

- build a network – accessibility
 - PT as option for as many trips as possible
 - infrastructure to facilitate services
- being smart about targets
 - CBD JTW (congestion) or accessibility
 - ridership versus mode split and the risks
 - frequency versus operating hours
 - need to coordinate local and regional targets
 - goods & people, not veh LoS



3. Leadership

- single most important transport issue
- big sustainable transport ideas need champions
 - Ken Livingstone and London Congestion Charge
- local champions can make a difference

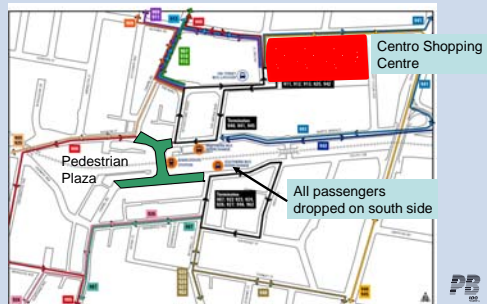


Bankstown Council's Town Centre Transit corridor

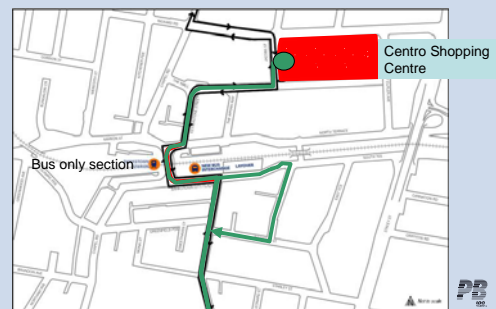
- proposal to open up pedestrian mall for bus only access
- addressing long term problems for PT access to town centre and the region
- Council initiative bringing on board NSW Ministry of Transport and RTA
- now being implemented



The problem for transit services



Transit corridor

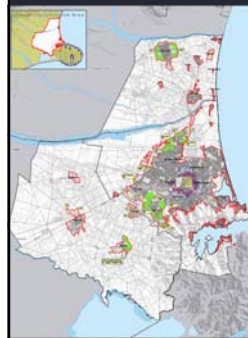


4. Real integrated planning

- land use change to reduce need to travel
- embracing PT in town and city centres
 - "real" integration



4. Real integrated planning

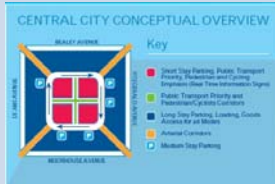


- Christchurch UDS
 - UDS partners collaborating TRIP
- reviewing transport and land use strategies and policies
- identifying and supporting key nodes and corridors



4. Real integrated planning

- get populations into centres (like Christchurch is doing)
- address parking provision
- get rid of rural-residential



5. Supporting service provision & quality

- local centres will need to accommodate more public transport
- overcome idea that this is a threat
- quality is important
 - vehicle and stop/station facilities
 - Orbiter, GoBus are evidence of success



5. Supporting service provision & quality

- Lambton Quay is proof
 - 115 buses/hour
 - most valuable rents in NZ
 - 20 car spaces in 1.2km



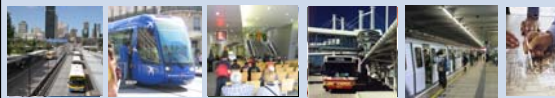
A vital tool

"..... The dearth will end. Public transport will come to our city, and in a big way. How do I know? Not because the Government has promised me anything (other than concrete boots, and I'm happily assuming they're on the same slow boat as the north-west rail link.) No, we'll get public transport because we'll have to. There will be no choice. Sydney, like every other major city, is in a pincer movement whose upper jaw is climate change and whose lower, crushing-and-grinding mandible is peak oil."

Elizabeth Farrelly, Sydney Morning Herald (SMH) October 2007)



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Thank you

