

Transport for Melbourne Forum

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Institute for Sensible Transport

9th August 2019

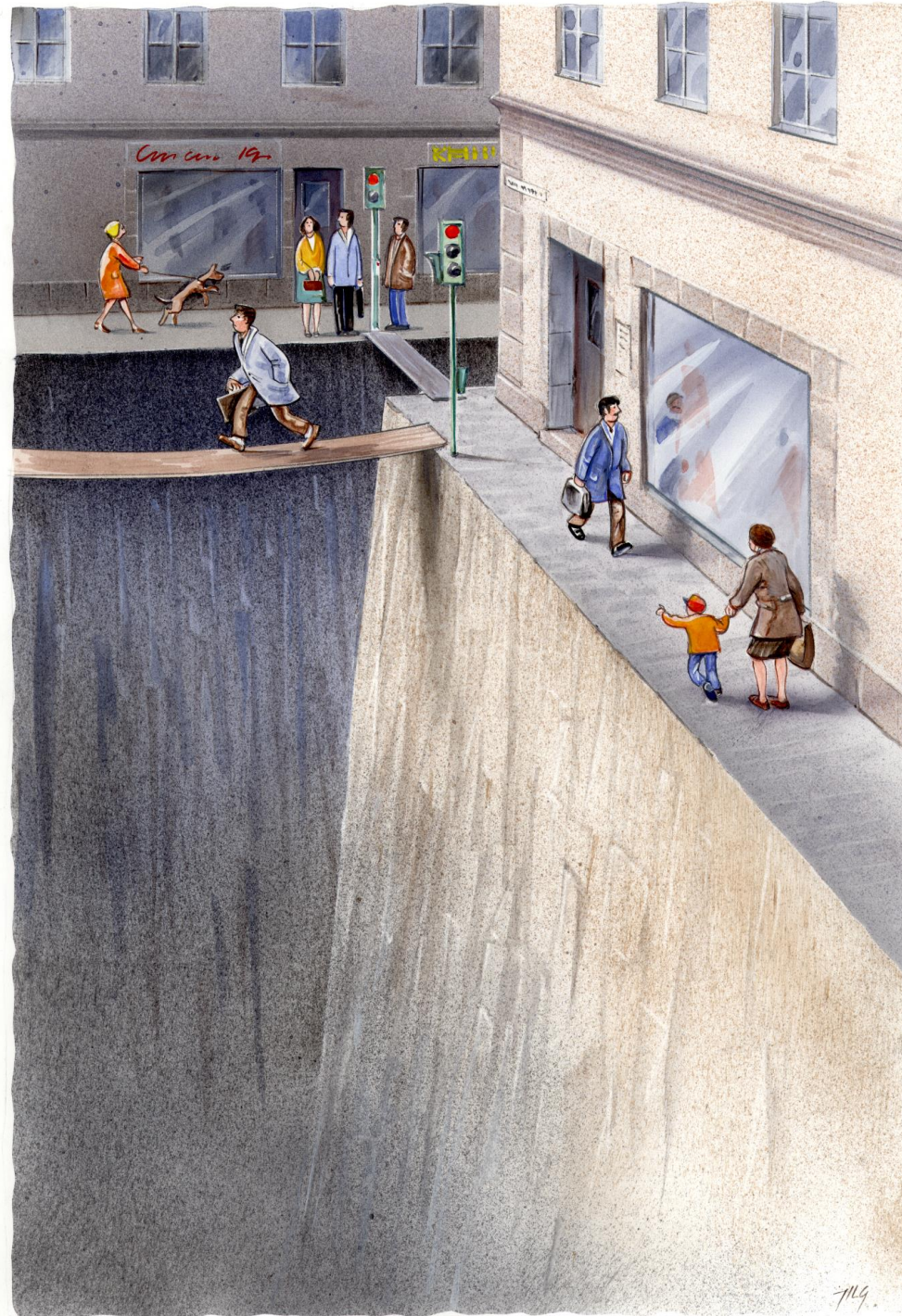


Conclusions

- What do you want Australian cities to look like in 2060?
- Transport is a *Gas*, not a *Liquid*
- *'Doing more with less'*
- 'Solving congestion' is not possible and we should stop trying to do the impossible
- People don't make transport decisions in isolation
- Cars are big, and big things don't fit in small spaces
- Road space allocation towards cycling, from cars is inevitable

Fun facts

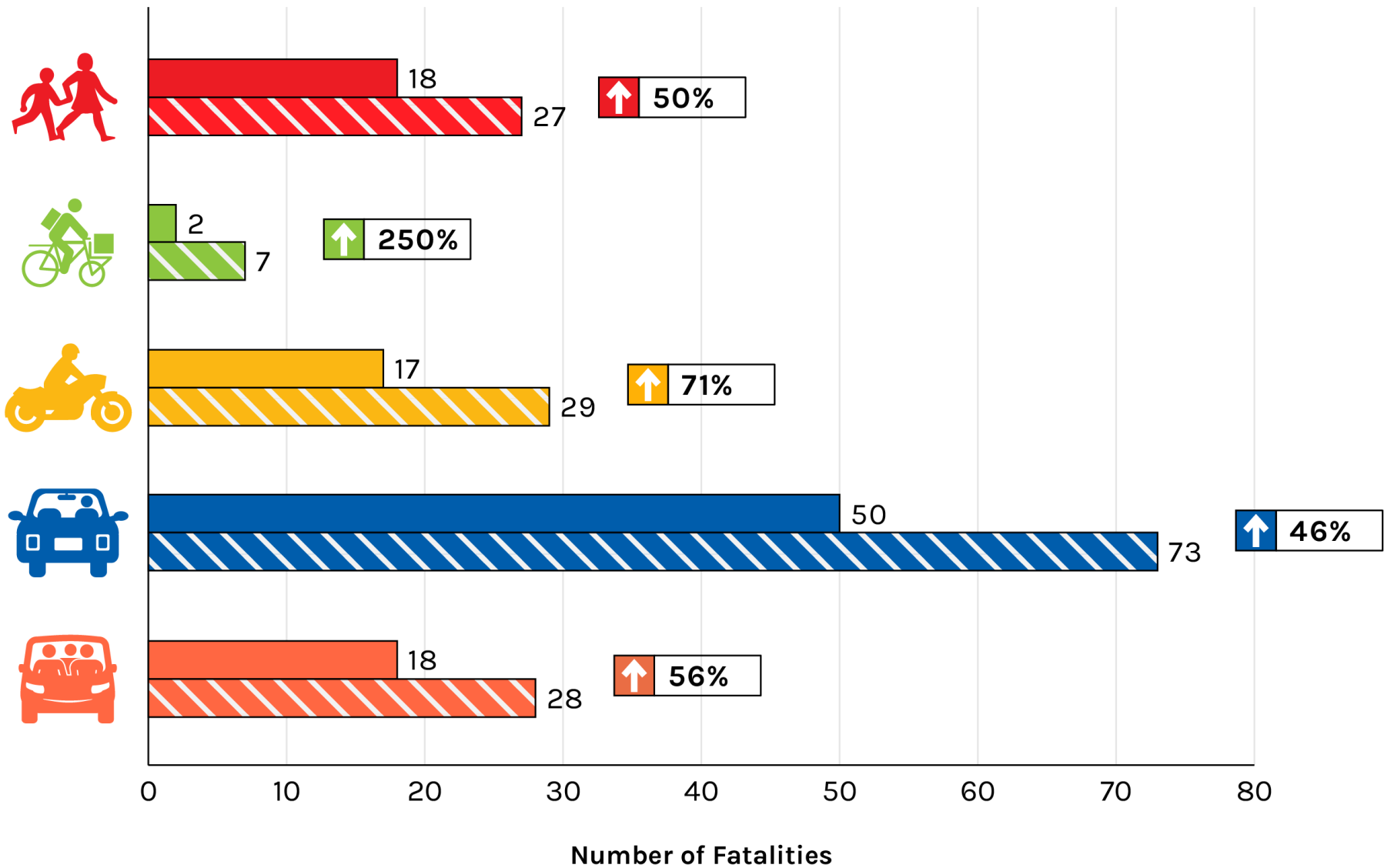
- Cars 2nd most expensive item most people will ever buy
- Sit idle 96% of time
- 1 car needs 4 – 8 spaces across the city
- Peak hour occupancy = 1.1 people per vehicle
- 40% of car parking space in new residential developments sits empty



Artist: Karl Jilg



Road deaths



2018 2019
 until 14 July





Mixed Traffic

Regular Bus

Cyclists

Pedestrians

BRT
(Single Lane Bus)

Light Rail

BRT
(Double Lane Bus)

Heavy Rail
(e.g. Hong Kong)

Suburban Rail

2,000

9,000

14,000

19,000

20,000

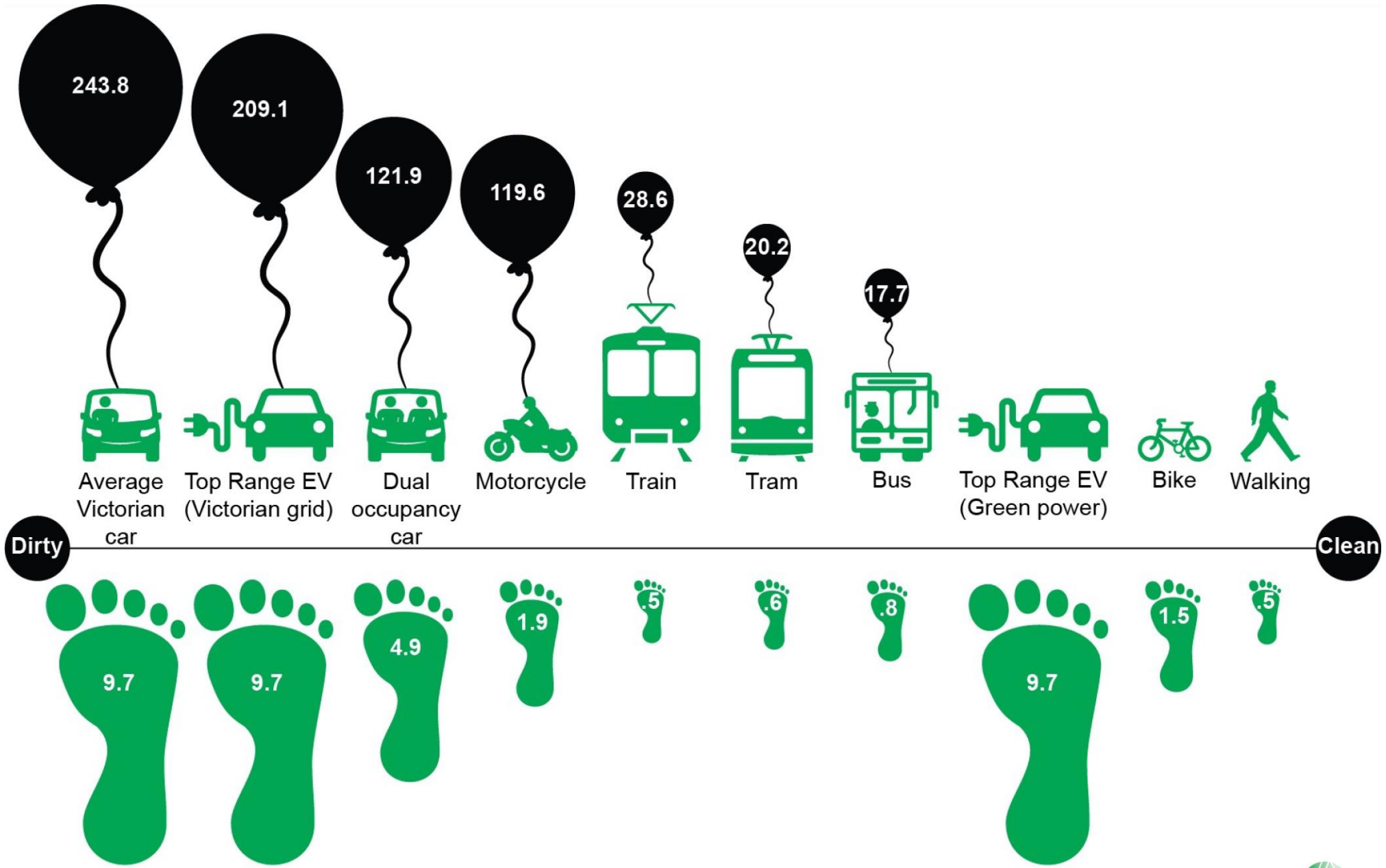
22,000

43,000

80,000

100,000





Dirty

Clean

= Grams of CO₂ per person kilometre travelled

= Space in square metres required per occupant

**Melbourne at 8 million by
2051**

**If it doesn't scale,
it doesn't matter**



Institute for
Sensible Transport

www.sensibletransport.org.au

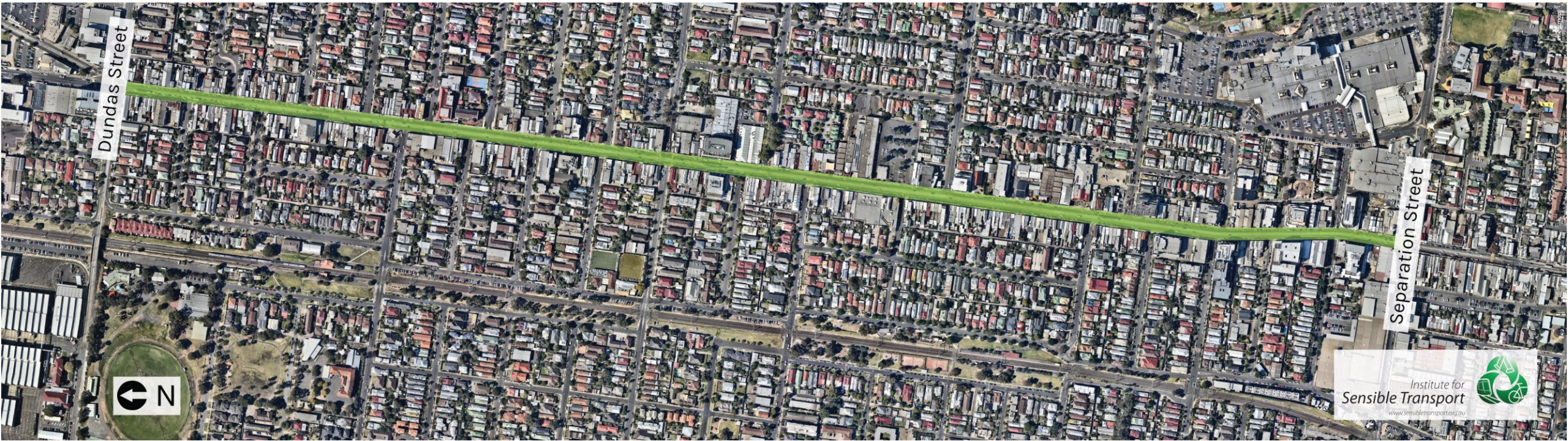




**If you want to make enemies,
try to change something**

- Woodrow Wilson

High Street Greenway



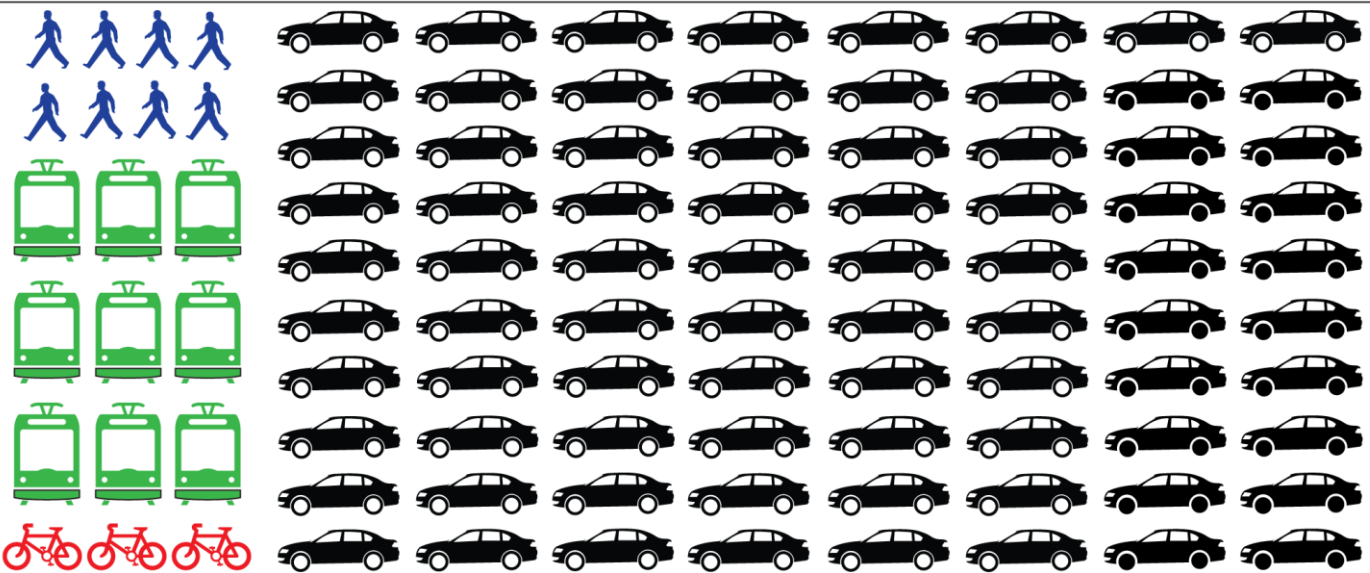




↑ cycling
↑ safety

↑ reliability
↓ frustration

Trams 28% quicker
9,600 people per hour



How local traders thought people travelled to High Street, Croxton



How people actually travelled to High Street, Croxton



Cycle Planning





de Bijenkorf

Wij werken niet
nieuwe afde
dames mod
Vanaf 27 jun verkrijg
s a n d r

REISS

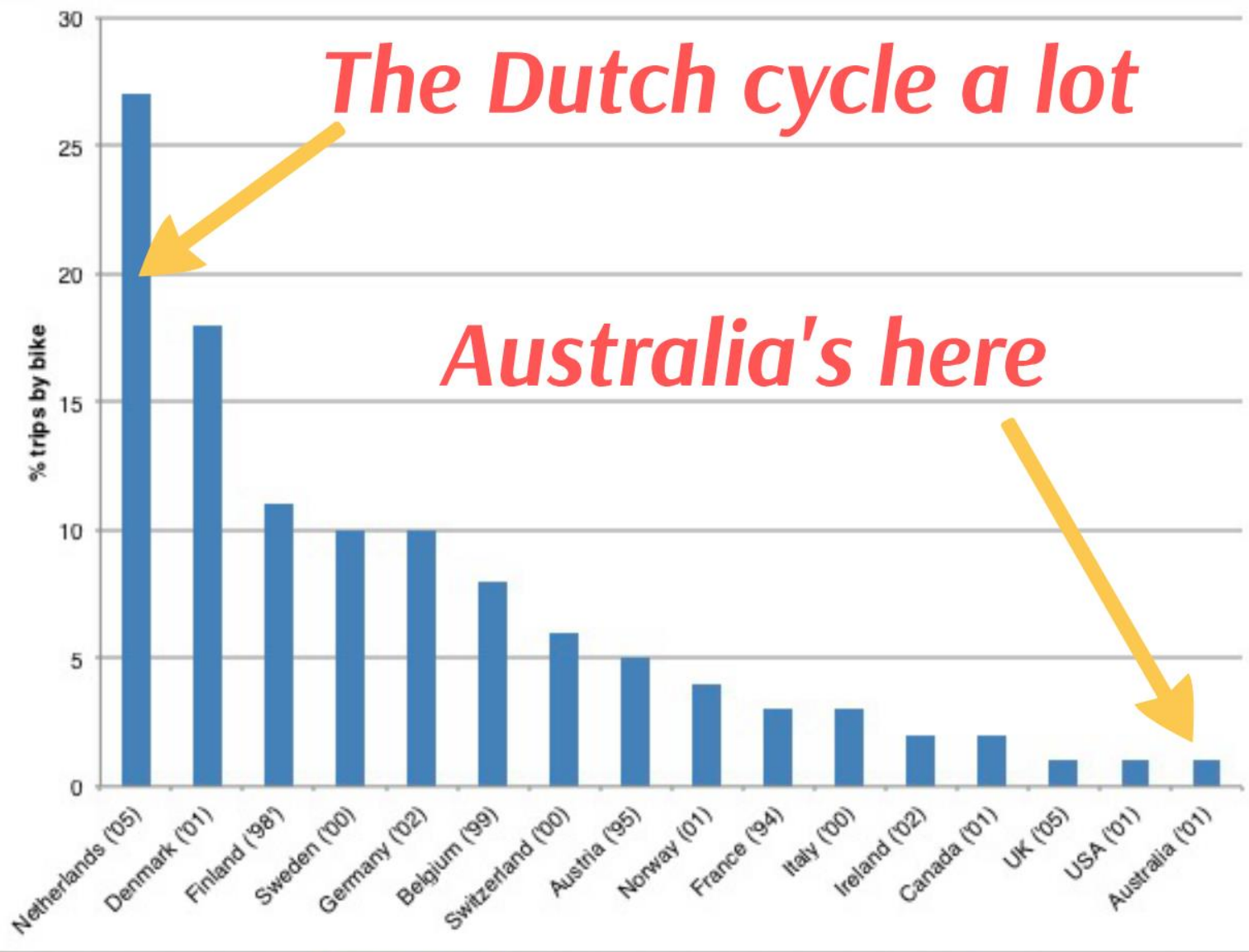
maje

SALE
50%
KORTING

P

123456789
1011121314151617181920
21222324252627282930
31323334353637383940
41424344454647484950

123456789
1011121314151617181920
21222324252627282930
31323334353637383940
41424344454647484950



Near market research results

Mid-block lane:



Protected: 83% confident



Painted lane: 22% confident

At intersection:



Protected: 73% confident



Unprotected: 16% confident

**The best bicycle plan is a car
management plan**

+

A land use management plan











the gift lab.



nukuhiva

aden

vitaminstore
every body happy

Soap & Co

P

HAPPY VEGAN

YOUR HEALTH COACH

30







Principles of Network Design

1. Cohesion
2. Directness
3. Safety
4. Comfort
5. Attractiveness



In Practice

- If cars and bikes have to mix – 30km/h max
- Above 30km/h – separate infrastructure
- Vehicle movements within cities are restricted and bicycle movements prioritised
- ~30% of households are in 15km/h streets
- When conflicts exist, Dutch planners don't remove the conflict, but redesign to make the negotiation safe.







**People do not make
transport decisions in
isolation**



Bike Use Propensity Index

Objective

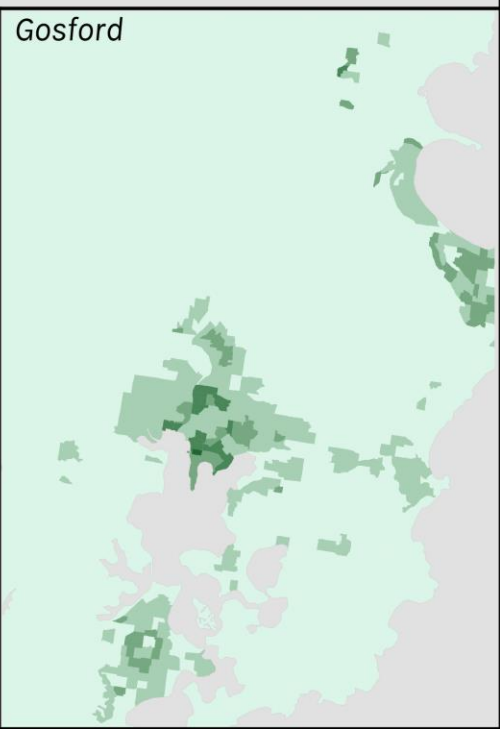
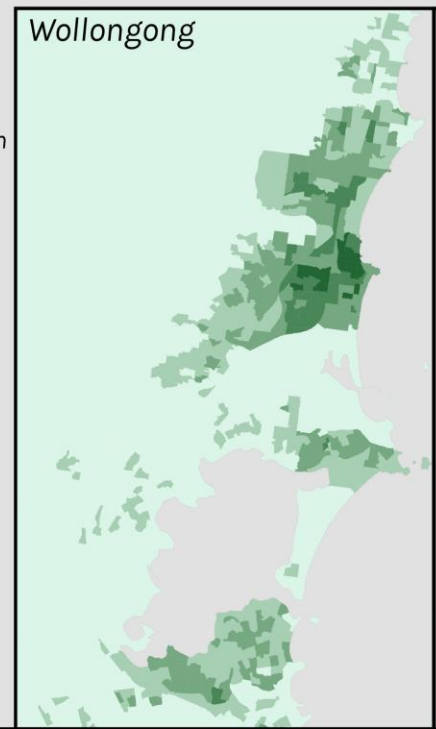
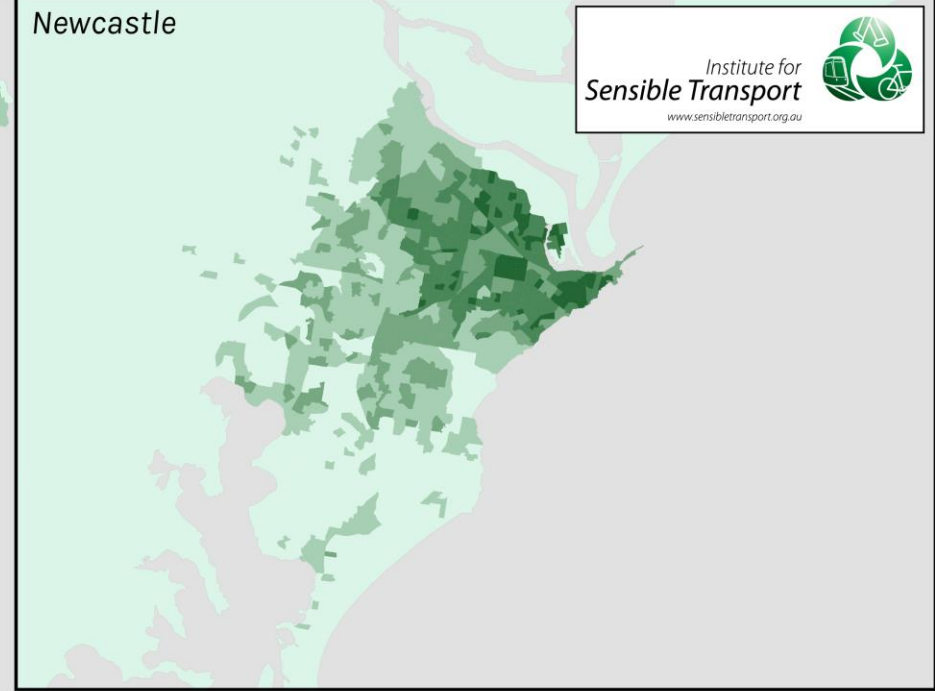
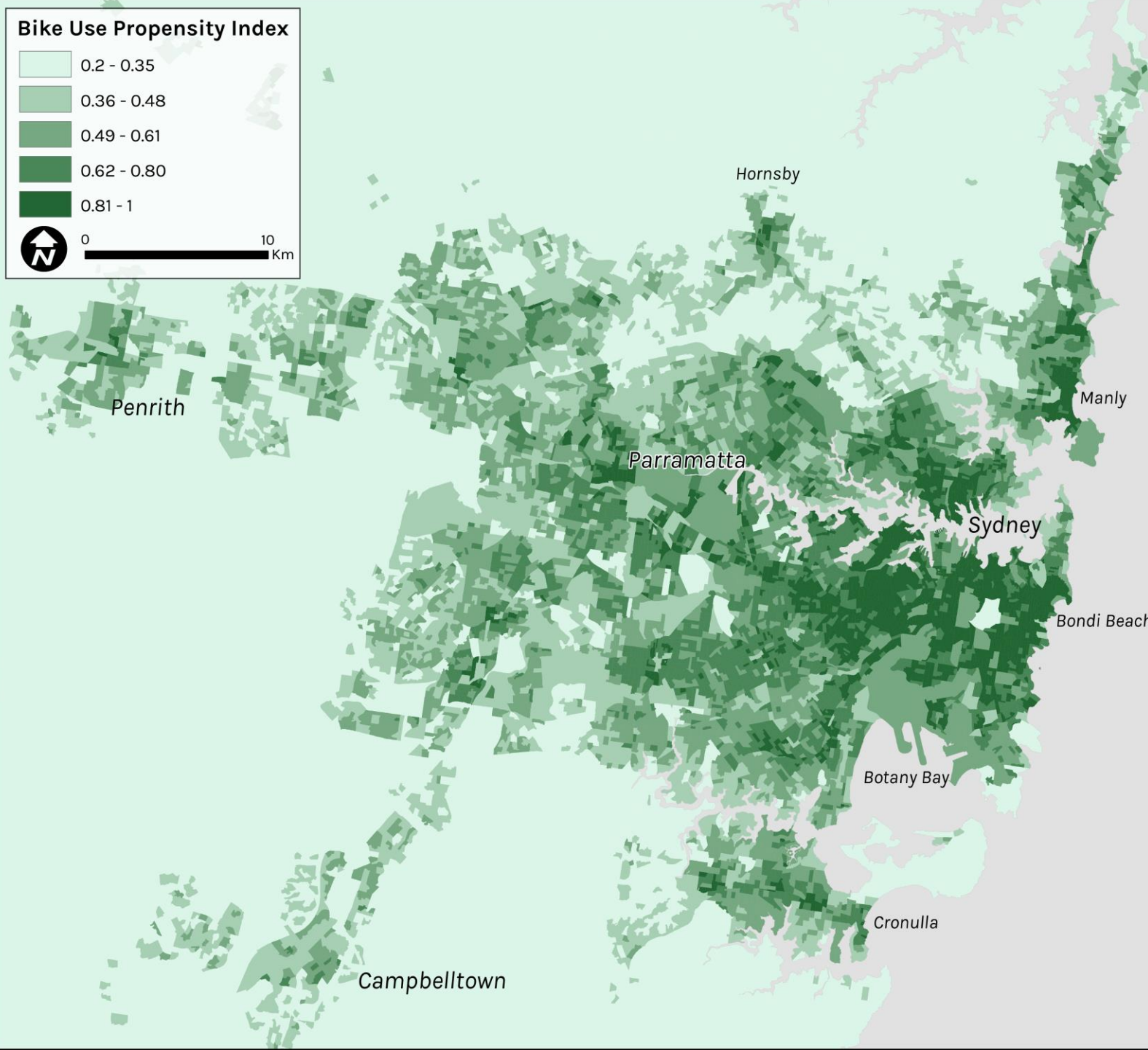
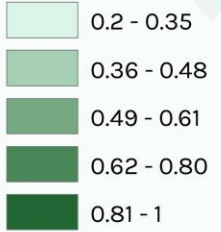
To provide a spatial tool to understand where latent demand for cycling is highest

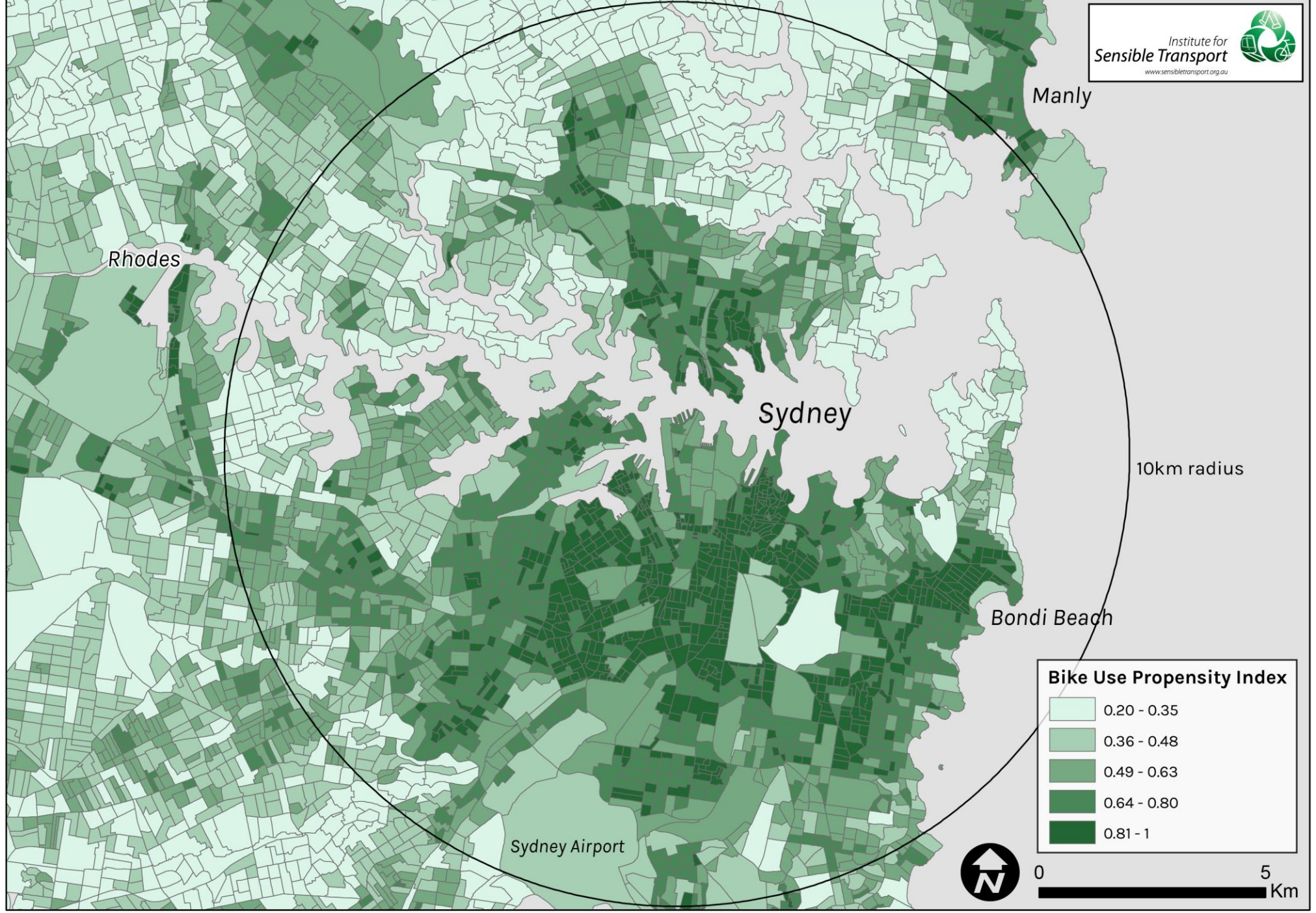
Methodology

1. *Residential population density*, measured as people per hectare
2. *Employment density* measured as number of people working per hectare.
3. *Density of young adults* measured as number of people working per hectare.
4. *Low motor vehicle ownership* measured as number of households with zero or one cars per hectare.
5. *Bicycle use - origin* measured as number of people riding to work per hectare.
6. *Bicycle use – destination* measured as number of people riding to work per hectare.
7. *Short car trips– destination* measured as number of people driving to work between 0 and 7 km per hectare.



Bike Use Propensity Index





Conclusions

- What do you want your city to look like in 50 years?
- Einstein's definition of insanity...
- A former PM once said...
- We need a Transport Strategy
- We need to make tough, evidence based decisions
- Density, speed, vehicle access restrictions, parking policy and bicycle infrastructure
- The best time to start was 20 years ago



Thanks

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