Discussion on the Development Trend, Mode and Policy for Urban Public Transportation

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I. Development Trend of Urban Public Transport

1. Development stages of urban public transport

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<tr>
<td>Hong Kong</td>
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<td>Singapore</td>
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Generally speaking, the urban public transport is divided into three stages: primary stage, combination and upgrading, and integration.

First stage (preliminary)
- Public bus takes the lead, and the demand increases rapidly at the latter stage, which brings about the appearance of minibus.

Second stage (combination and upgrading)
- Build rapid public transportation system (especially the commuter transportation); public bus combining with railbus.

Third stage (integration)
- The network of railbus is completed, and public traffic integration with multi-modes; a situation of competition and coordination comes into being.

2. Development trend of urban public transport

Urban public transport is supposed to be integrated, and its characteristic including:

- Integrated network, integrated operation, integrated service with high efficiency and coordinated management.

The goals of integration:

- Coordinated development among land, transport and environment
- Multi-mode transit system with reasonable structure, supplementing each other
- A reliable, safe and convenient public transportation
- The governmental finance can afford the public transport fee
I. Development Trend of Urban Public Transport

3. The key for public transport integration

Development and integration of rail transit, the operational mode of public transport

- Effective integration
- Reasonable duty
- Larger input

II. Overseas Successful Experience

1. Sustainable development of rail transport

the capability of rail transport’ central area and coverage are enhanced constantly in Singapore.

II. Overseas Successful Experience

2. Integration of Rail transit, land utilization and traffic system

successful experience on integration of Hong Kong and Singapore

III. Overseas Successful Experience

3. Integrative & coordinated operation mode

（1）integration mode: basically, rail transit and buses are integrated in Paris

- 大巴黎地区：
  - 1100万人口，市区215万
  - 12000平方公里
- 交通模式：
  - 14条铁路线 + 1条轻轨
  - 2条电车
  - 60条区内巴士线路
- 地铁及铁路贯穿整个市中心，并为通勤主模式
- 郊区主要为巴士及轻轨

Hong Kong
II. Overseas Successful Experience

3. Integrative & coordinated operation mode

(2) Integration mode with low degree of competition: rail transit and buses are integrated and overlapped in Singapore.

- Mixed operation of two railcars/buses
- Competition/regional monopoly
- Coordination of buses and railcars
- Coordination of tickets price

SMRT
NEL
SBS

II. Overseas Successful Experience

4. Reasonable division of policy-making in management, operation and coordination

(2) Harmonious policy-making for coordinating complicated problems (take Singapore as example)

- Planning of bus route and tickets price - presented by TRANSITLINK, which is jointly set up by operators
- LTA
  - Technical inspection for proposal
- PTC
  - Review the proposal based on public opinions
- Government of Singapore
  - Recognize the opinions of PTC
  - Proposal Publicity
III. Preliminary Analysis on the Strategy for the Development of Urban Transport in Fuzhou City

1. Main pressure facing the development of public transport

- How to achieve the integration between urban and rural areas with the constant expansion of urbanization?
- How to meet the rapid-increasing requirement for public transport and expand its scale as mechanization and urbanization develops rapidly?
- How to ensure the attraction of public transport?

2. Comparison of the development of public transport in Chinese cities

- The public transport in many domestic megapolises has undergone the above process from the primary stage to the integration and upgrading stage.
- Comparatively few operational enterprises were added at the primary stage of PT development in Fuzhou, most of which are state-owned and state-holding, so it is conducive to the integration and adjustment in the next stage.

III. Preliminary Analysis on the Strategy for the Development of Urban Transport in Fuzhou City

3. Background of policy for the development of public transport

- The national regulation, *Opinions on the Priority of Developing Urban Public Transport*, contains requirements for planning, construction, operation, preferential road, reform enhancement, policy support and organization consolidation, etc., which has become the comprehensive policy for the development of public transport.
- After the regulation was issued, the policy environment for the development of public transport has been improved a lot, and the development trend and strategy are clearer than before.

III. Preliminary Analysis on the Strategy for the Development of Urban Transport in Fuzhou City

4. Strategy 1: develop rail transit in a good and rapid way

- "good": a strong integration with land utilization and transport system.
- "rapid": urgent demand of the development of city and transport
5. Strategy II: increase the input in public transport and improve the depots and the hinge
- Increase the input in public transport and form a complete system of depots and hinge as soon as possible.
- Provide foundation for building integrated network.

6. Strategy III: increase the road priority for public transport, and build trunk lines and fast lines for public transport
- Before the railcars are built, the main stem for public transport is to be set up at the core corridor and BRT for secondary corridors if conditions allow.
- To build an integrated route network preliminarily based on trunk lines, BRT, and interchange hinge and depots.

7. Strategy IV: integrate the operational mode of public transport
- Study the feasibility of building several exclusive areas for public transport operation in the whole city.
- Large state-owned PT enterprises are responsible for regional exclusive operation, realizing scale operation with moderate competition, and avoiding undue competition due to scattered operation.
- Rural public transport shall adopt scale operation as early as possible, avoiding the accession of small companies and multi-parties to the market of public transport operation.

8. Strategy V: to build a coordinated management mechanism
- Conduct research of building coordinated management, clarifying the management, operation, and operation, and make a reasonable duty division on policy-making.

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<th>Item</th>
<th>Government</th>
<th>Operator</th>
<th>Consultancy units</th>
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<tr>
<td>Policy making and strategy planning</td>
<td>Yes</td>
<td>Participation</td>
<td>Participation</td>
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<tr>
<td>Infrastructure (stations and exclusive lines, etc)</td>
<td>Yes</td>
<td>Participation</td>
<td>No</td>
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<tr>
<td>Coordination of complex projects (routes and ticket prices)</td>
<td>Participation</td>
<td>Participation</td>
<td>Yes</td>
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<tr>
<td>Operational facilities (vehicle and repair stations, etc)</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Public traffic operation</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Public traffic supervision</td>
<td>Yes</td>
<td>No</td>
<td>Participation (consultancy units)</td>
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III. Preliminary Analysis on the Strategy for the Development of Urban Transport in Fuzhou City

9. strategy VI: to build a people-oriented and scientific management

- Issue and popularize the All-in-One Card electronic ticketing system, which can be used in all PT vehicles in the city.
- Achieve a preferential system of bus switch through the All-in-One Card.
- Lay a foundation for the ticketing settlement for operation by different enterprises in the future.
- Build the center of public transport operation supervision and bus dispatch service so as to improve the dispatching of public transport vehicles.

Thanks!