

Leading-practice Models of Collective Urban Transport

Began with VREF 'small project' in 2005:

- documented institutional features of transport planning and management in 15 cities

(11 international 'successes' & 4 Australian cities)

Directions from the initial survey

- Institutional interventions in transport management depend on the local form of urban governance
- Common feature of 'success' is an emerging 'model 2' **policy network**

Features of new policy networks

- long-term political and public credibility built on project achievements
- active role in political contention
- 'Public' transit agency with strong focus on *'network planning'*



GAMUT & network planning

- Original work by Paul Mees identifying the 'network effect' published in 2000
- Gustav Nielsen & HiTrans: best practice guide for small cities in Northern Europe
- Seminars in Melbourne and Brisbane in August 2007

F4.11 Properties of public transport lines

The line is the basic building element of the public transport network. Name, route, stopping pattern and timetables must be published in various forms. The line is the key to clear and concise information about what the public transport system can offer to the user, as well as the basis for operational planning of the service.

The line should have a name. The line should follow a defined route and have a fixed stopping pattern. The departures on the line should be according to a specific timetable.

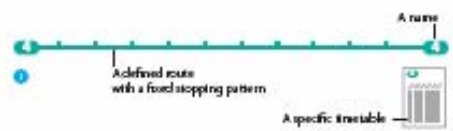
The ideal line runs between A and B and all departures follow the same route and stopping pattern. In this example the departures on the line with a frequency of 6 departures per hour, 10 minute headway between departures.

A line may have different frequencies on different sections. This allows for the adjustment of capacity to varying demand along the line, without having to adjust or redesign the line geography.

If the market base along the route varies considerably it will be better to divide the line into separate lines. Then the lines may be run by different types of vehicles resulting in more efficient use of capacity. Each line will then also have its own timetable, so that a section of the route may be without any service at certain periods.

A line should not follow different routes at different times or departures. The line becomes diffuse, difficult to understand by the public and difficult to inform about. Instead one should create more lines, for instance as illustrated here.

A line should not have different stopping patterns on different departures. The line concept loses its meaning, the service becomes difficult to understand and mediate. Instead one should create more lines with different stopping patterns. For instance as illustrated here: Line a is a full-stopping bus line serving all stops along the route. Line e is an express bus service with limited stops on the route.



Research, advocacy & teaching

- 'Best practice guide' for Australian cities
- Case studies to provide further 'hard' evidence of the value of simplicity in network and system design
- International guide to network planning theory and practice