

Why should public administrators support priority measures for public transportation?

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[annotation]

Passengers expect public transportation will move them quickly and on time. The main reason why passengers choose to use public transportation is because it is fast and reliable, demonstrating how successful segregated public transportation systems – often rail systems (metro, train) – are. However, passengers also expect the same public transportation system quality from aboveground modes of public transportation, namely trams, trolleybuses and buses. Only systematic priority measures for these modes of transportation at the street level can ensure this speed and reliability by using an efficient combination of various types of priority measures. This is one of the main tools for offering residents of the city and region a public transportation system that is of such high quality that they themselves would prefer it to passenger cars, thus positively shifting the modal split towards sustainable transportation.

Moving towards permanently sustainable mobility, increasing the modal split in favour of public transportation, improving the quality of public transportation – these are the goals that almost every city and region has defined in their transportation policies and strategy and planning documents. But when a specific bus lane is implemented, private cars are excluded from part of the street, or other priority measures in favour of public transportation are enacted, public administrators often fail to put their own strategies into effect and the plan fails because it would result in the loss of a few parking spaces, a reduction in capacity for car transport, etc. Yet the very same public administrators subsidise public transportation and by implementing priority measures, public transportation not only improves and becomes a more attractive option, but also becomes significantly more cost-effective.

The talk focuses on the role of public administration in designing, approving and implementing priority measures for public transportation, the reasons why public administrators should support priority measures, and considers the reasons why the implementation of priority measures (at least in Central Europe) is not always completely smooth ...