MONASH University

39th Australasian Transport Research Forum
University of Auckland, Grafton Campus,
Auckland, New Zealand
Weds 29th November 2017

Lies, Damn Lies, AV's, Shared Mobility and Urban Transit Futures

Prof Graham Currie FTSE
Public Transport Research Group
Monash Institute of Transport Studies
Monash University

PTRG PUBLIC TRANSPORT RESEARCH GROUP

GROUP OF EIGHT AUSTRALIA

MONASH INSTITUTE OF TRANSPORT STUDIES

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Introduction

The End

The Great AV Lie

The Great Shared Mobility Lies

Why Transit?

Transit Fusion

This session considers urban transit futures in a changing world

- It aims to :
  - consider how “new mobility”, “autonomous vehicles”, “shared mobility” and “ride sharing” is going to impact urban transit
  - Explore the future case for Urban Transit systems
  - Look at some new and interesting developments in the field
- It is going to debunk fallacies being promoted about new mobility and transit using:

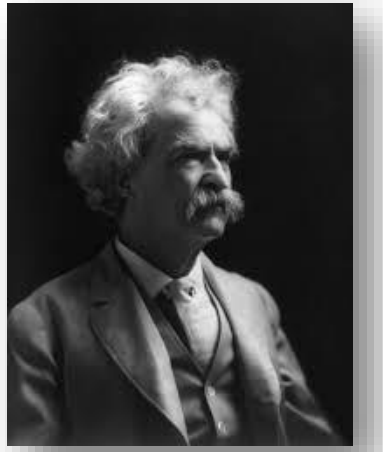
New words

Source:
Currie G (2017) ‘LIES, DAMN LIES, AV’S, SHARED MOBILITY AND URBAN TRANSIT FUTURES’ Journal of Public Transportation Special Issue on the Future of Public Transport.

A major focus is LIES and DAMNED LIES!

"There are three kinds of lies: lies, damned lies, and statistics"

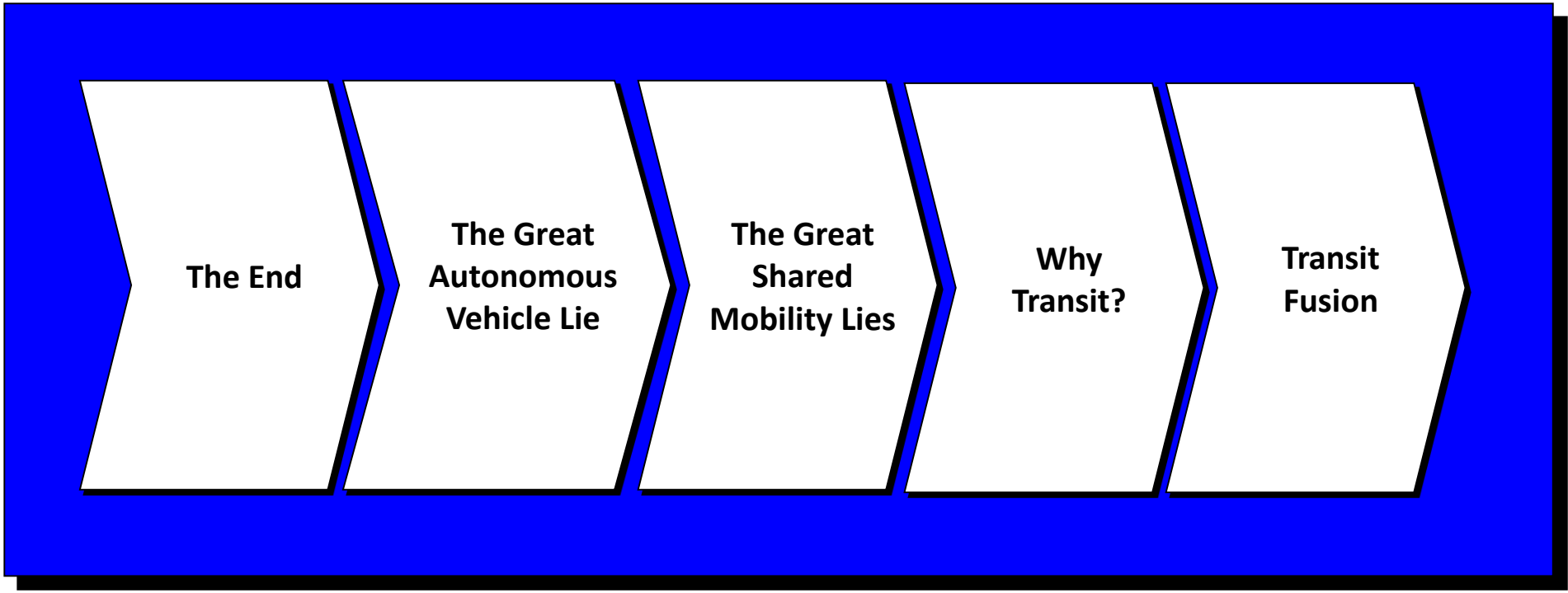
Mark Twain or Benjamin Disraeli (Velleman 2008)



- famous "Benjamin Disraeli?" quote on 'lies, damn lies';
- In trying to find a source to cite, I found no known attribution to Disraeli
- Many think Mark Twain might be the source.
- Isnt this impressive! ; a foundation stone of thought about 'the truth' may indeed be a lie;
- perhaps this is a prophetic way start to this paper about transit futures?

Source:
Currie G (2017) 'LIES, DAMN LIES, AV'S, SHARED MOBILITY AND URBAN TRANSIT FUTURES' Journal of Public Transportation Special Issue on the Future of Public Transport.

...and is structured as follows



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THE END

CATO INSTITUTE
The End of Transit and the Beginning of the New Mobility: Policy Implications of Self-Driving Cars
SHARE
Policy Forum
October 14, 2014
12:00PM to 1:30PM EDT
Hayek Auditorium
Featuring Randal O'Toole, Senior Fellow, Cato Institute; Marc Scribner, Research Fellow, Competitive Enterprise Institute; and Adam Thierer, Senior Research Fellow, Mercatus Center; moderated by Matthew Feeney, Policy Analyst, Cato Institute.
Experimental self-driving cars have successfully operated more than 700,000 miles on American highways. Such cars will be on the market by 2020 and will radically transform the 21st century. What should Washington policymakers know about the future of American mobility? Randal O'Toole will describe the implications of self-driving cars for urban transit and regional transportation planning. Marc Scribner will discuss the laws and regulations that should govern self-driving cars. Adam Thierer will review the privacy implications of self-driving cars. Please join us for a preview of the future of American transportation.
THE ATLANTIC
COULD TRANSIT START-UPS BE THE TRANSPORTATION?
Start-ups lik
disrupted the
revolutionize
have to rely o
However, they
on public transi
Public transportation is often funded by
the amount of people riding it regularly,
s some riders choose to catch a Lyft, economics of funding a bus route is making
s harder for cities. The problem begs the question, should cities privatize
portation? After all, the New York City subway system
e companies, not the
Sections
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SHUTTLE
The End of Public Transit?

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Auto-no-(e)motion

New Word Definition:

"**Auto-no(e)motion**" is the unscrupulous use of the concept of the autonomous car by technologists to assert that the driverless car will solve all the worlds mobility problems, so that we can get rid of urban public transport which is a bad and should have been got rid of anyway; good riddance!

Prof Graham Currie, 22-06-2017

Driverless Cars; the end of Transit

Driverless cars could make mass transit obsolete

BY DAVE ROSS

OCTOBER 25, 2016 AT 9:27 AM

A group of self driving Uber vehicles position themselves to take journalists on rides during a media preview at Uber's Advanced Technologies Center in Pittsburgh. Driverless

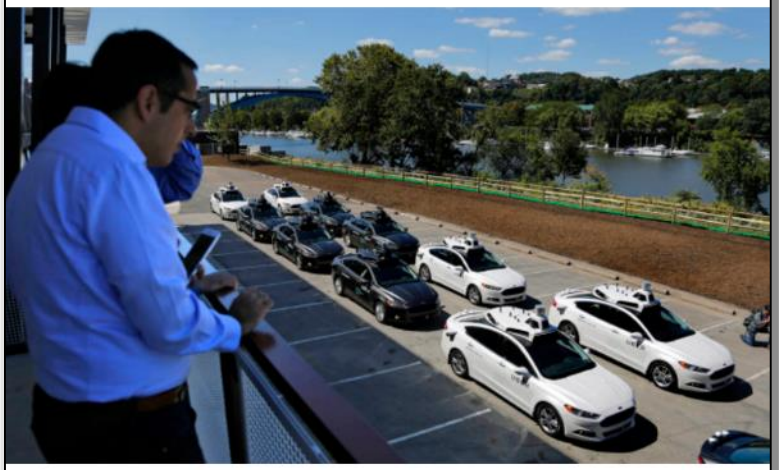
<u>The Great AV Lie</u>:

AV's will take over public transit because public transport is old, too old to be involved in the modern AV technology trend and hence car based AV's will take over.

Driverless Cars; the end of Transit

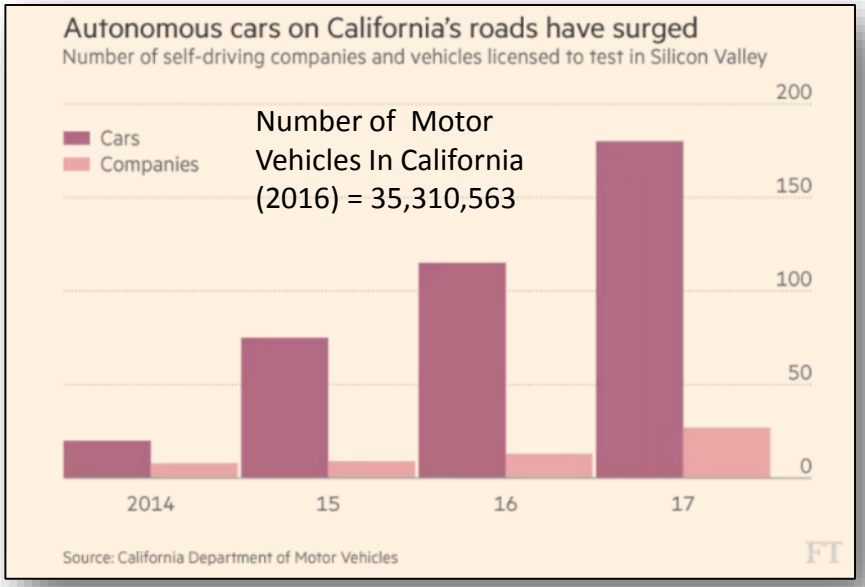
Driverless cars could make mass transit obsolete

BY DAVE ROSS
OCTOBER 25, 2016 AT 9:27 AM



A group of self driving Uber vehicles position themselves to take journalists on rides during a media preview at Uber's Advanced Technologies Center in Pittsburgh. Driverless

Driverless Cars; current status



Number of Motor Vehicles In California (2016) = 35,310,563

Australia's first self-driving car ready for the road this week

The World Today By Tim Lamacraft

Updated 6 Oct 2016, 2:05am

PHOTO: The car still needs someone behind the wheel, but it is designed to navigate roads with or without driver input.
(ABC News: James Hancock)

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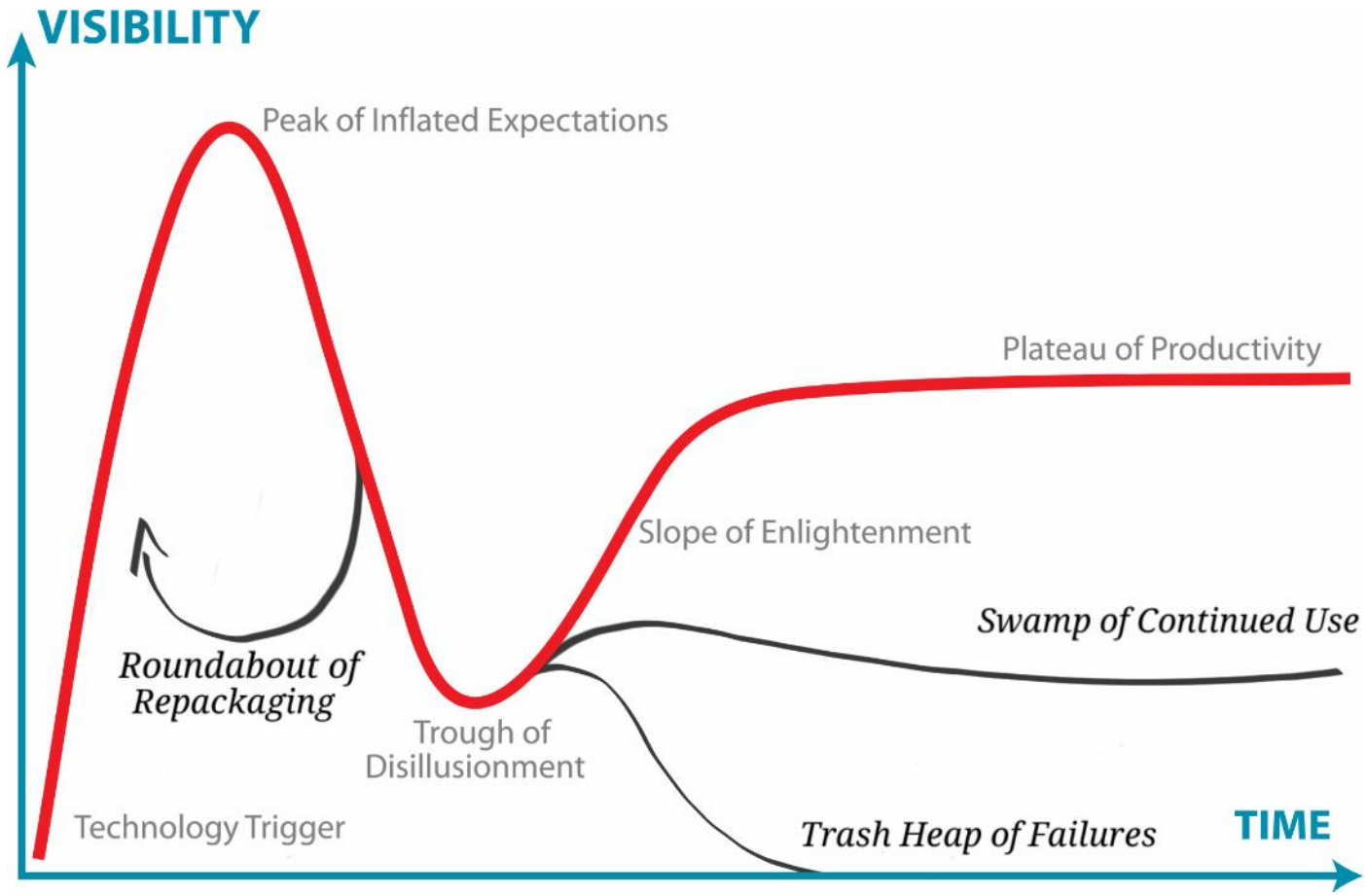
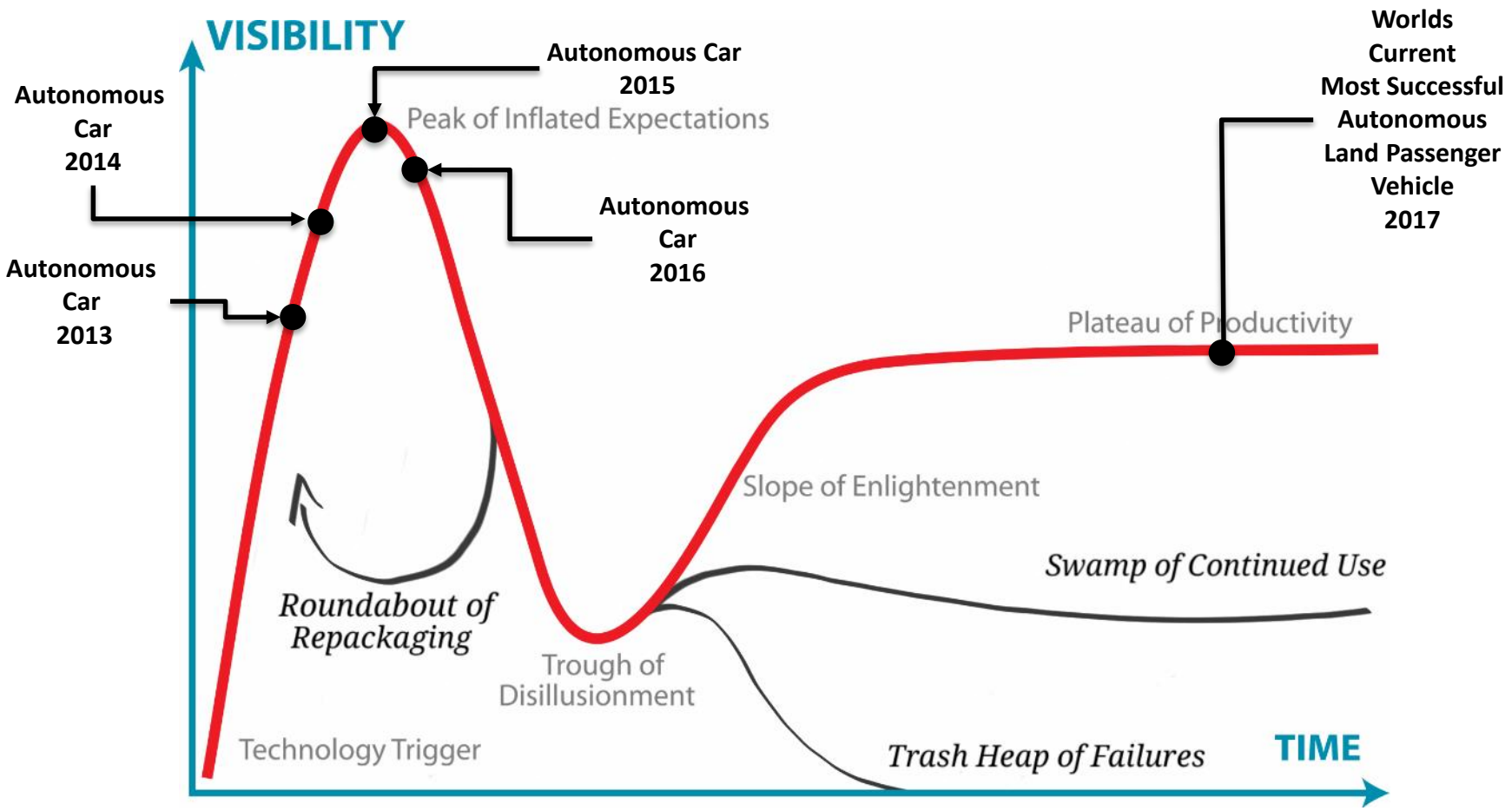
The Hype Curve; technologists as experts in spin

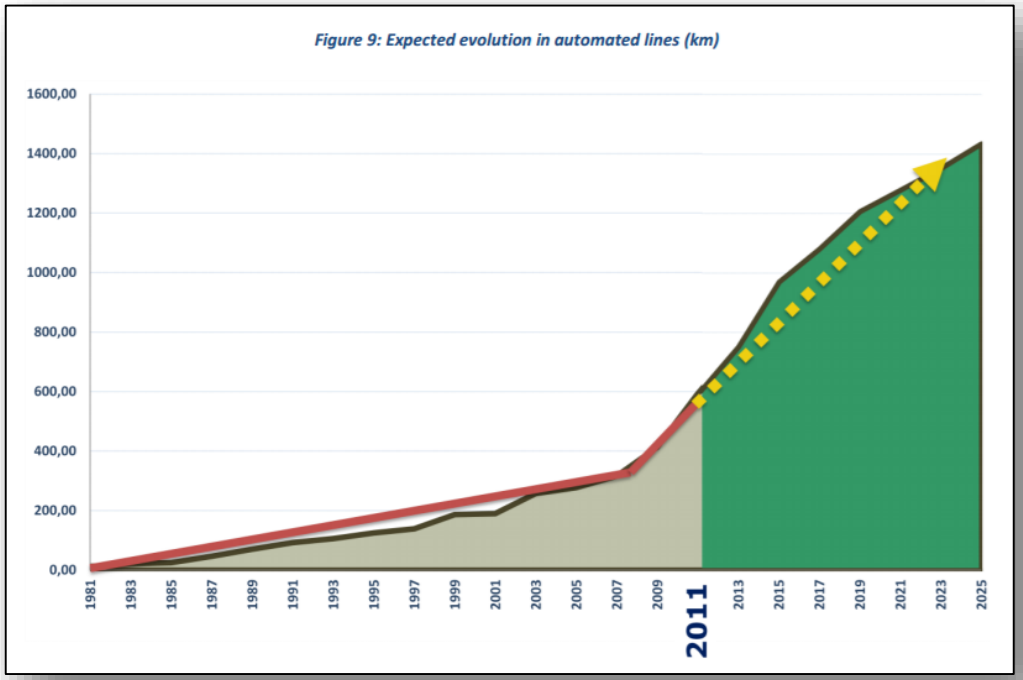


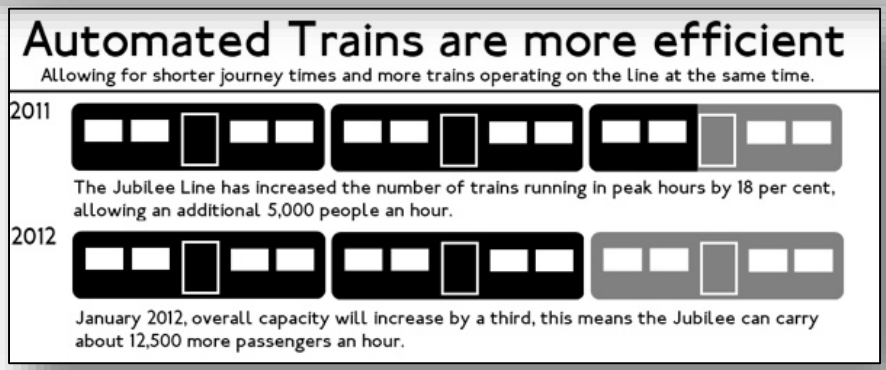
The Autonomous Car – Contemporary Progress



Source: Gartner; https://www.gartner.com/newsroom/id/3784363

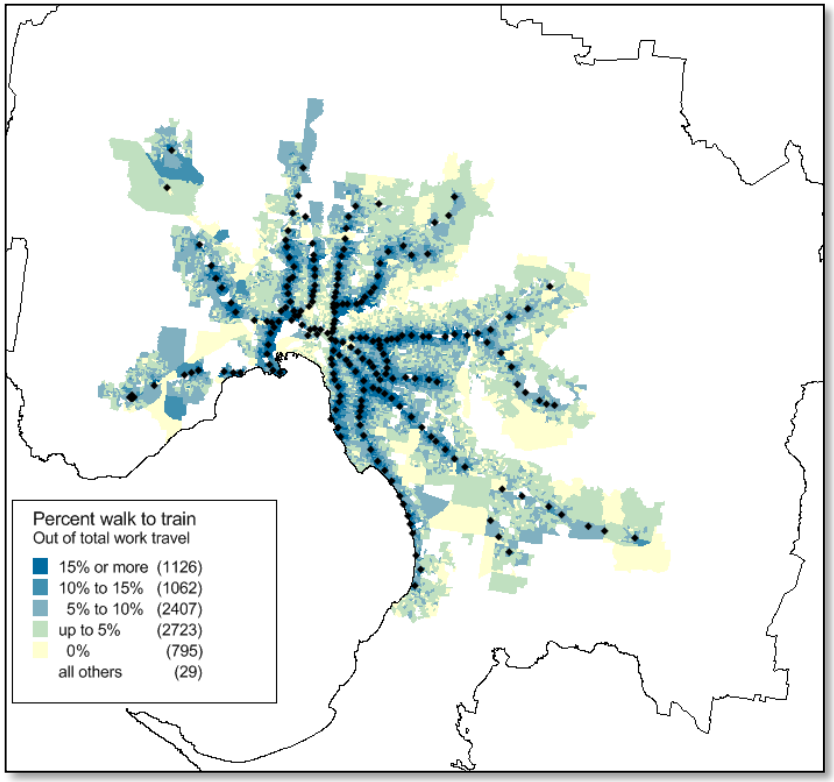
Real Driverless Vehicles; trains





Autonomous Buses – first/last mile solutions

Metro Trains Walk Market Penetrates only 7% of Melbourne



Source: PTRG Analysis of Census Journey to Work (2011)

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The Great Shared Mobility Lies

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Non-o-sharing

New Word Definition:

"**Non-o-sharing**" isn't sharing. Its using words to make it look like it is. It is the unscrupulous use of the word "sharing" by technologists to imply that new mobility modes are good and incorrectly asserts they involve lots of shared vehicle occupancy. This is to show they are much better than urban public transport which is not good and doesn't involve sharing in any good sort of way and which has to be got rid of as soon as possible.

Prof Graham Currie, 22-06-2017

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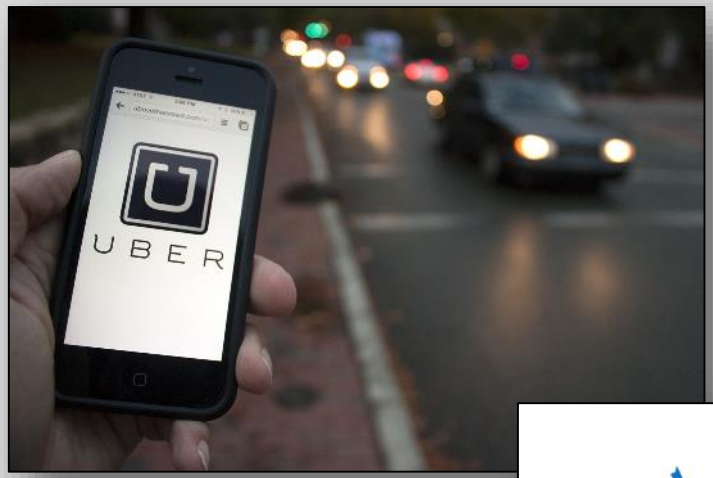
Shared Mobility

Is Sharing Sharing?



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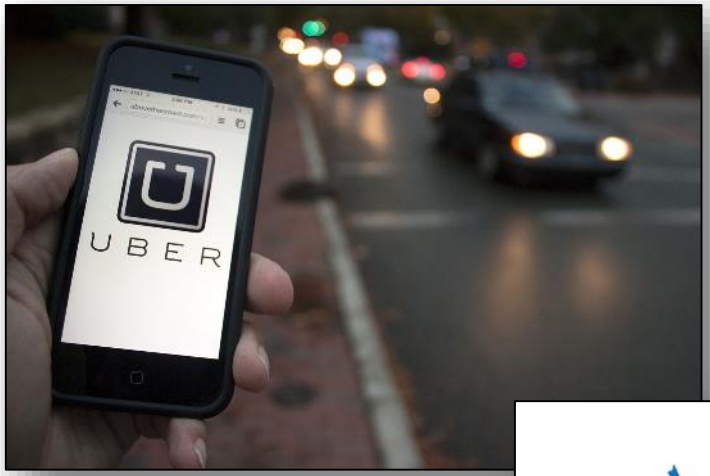
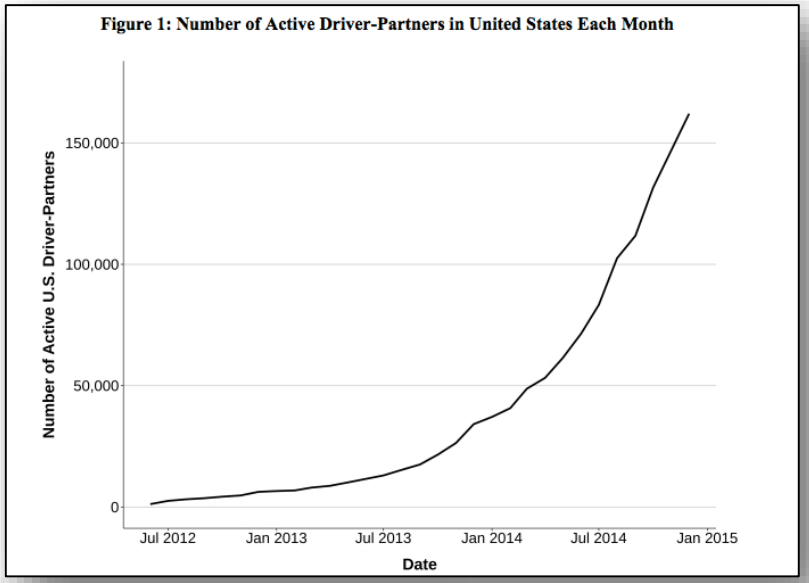


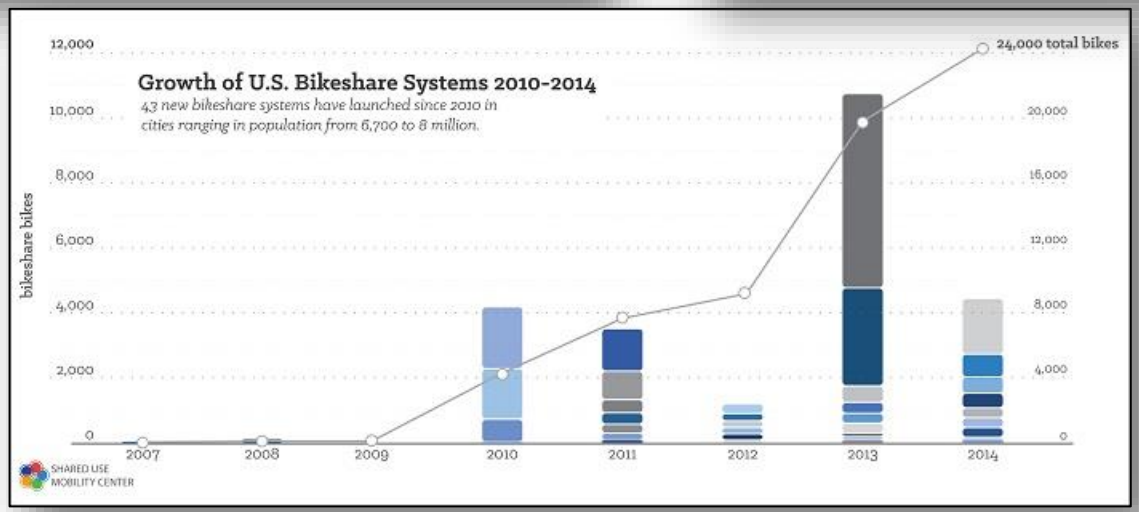
<u>The Great Shared Mobility Lie 1</u>:
Shared Mobility is growing transforming cities and improving the efficiency of urban transport through increased vehicle shared occupancy

<u>The Great Shared Mobility Lie 2</u>:
Shared Mobility involves vehicle sharing

Shared Mobility is growing; but is it transforming cities?

	2006	2008	2010	2012	2014
Members	346,610	670,822	1,163,645	1,788,027	4,842,616
Membership Growth Rate		39%	32%	24%	65%
Vehicles	11,501	19,403	31,967	43,554	104,125
Fleet Growth Rate		30%	28%	17%	55%
Member-Vehicle Ratio	30.1	34.6	36.4	41.1	46.5





Shared Mobility is growing; is that BAD for transit?

Can these companies make taking a bus cool?

SCOTT OLSON/GETTY IMAGES/FILE

Mark Fields, chief executive of Ford, spoke about the Chariot transit service — which was recently purchased by Ford — earlier this year at the North American International Auto Show in Detroit.

By Scott Kirsner

GLOBE CORRESPONDENT MARCH 03, 2017

TECH

Pop-up bus service looks to reinvent mass transit

By Ben Johnson and Abraham Moussako

July 03, 2014 | 5:00 AM

Listen to this story

An Academy Bus in New jersey. The "pop-up" bus service Bridj is using buses like these to provide an experience the company cites as a step above general public transit. - (Secondarywaltz/Wikimedia Commons)

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Shared Mobility is growing; is that BAD for transit?

Bloomberg Technology

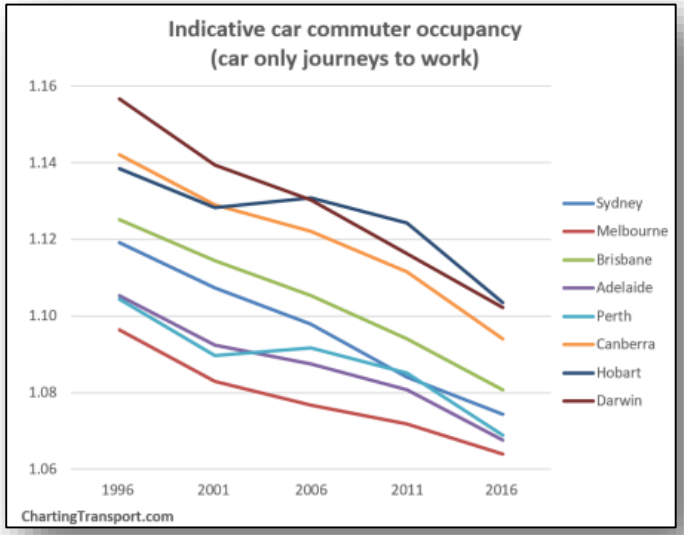
Uber and Lyft Want to Replace Public Buses

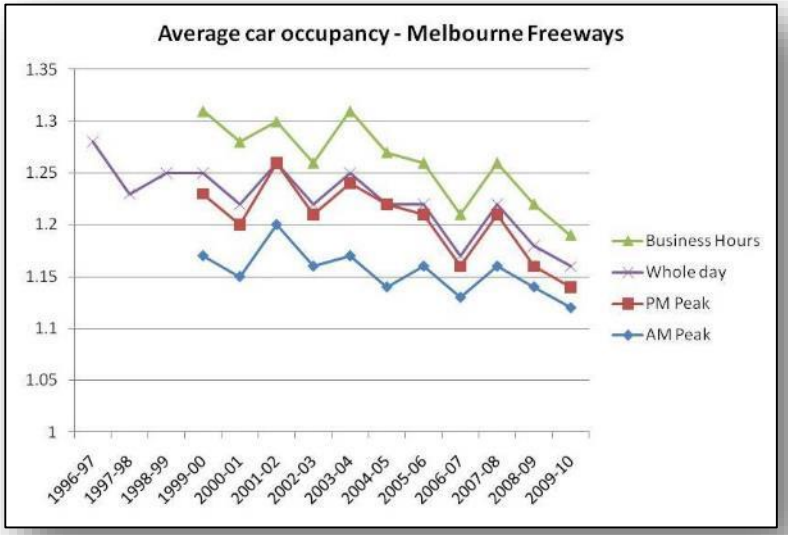
Pressed by tight budgets, some towns are cutting transit lines and subsidizing car rides.

by **Joshua Brustein**
August 15, 2016, 9:00 PM GMT+10
Updated on August 16, 2016, 1:16 AM GMT+10

Illustration by Stephanie Davidson

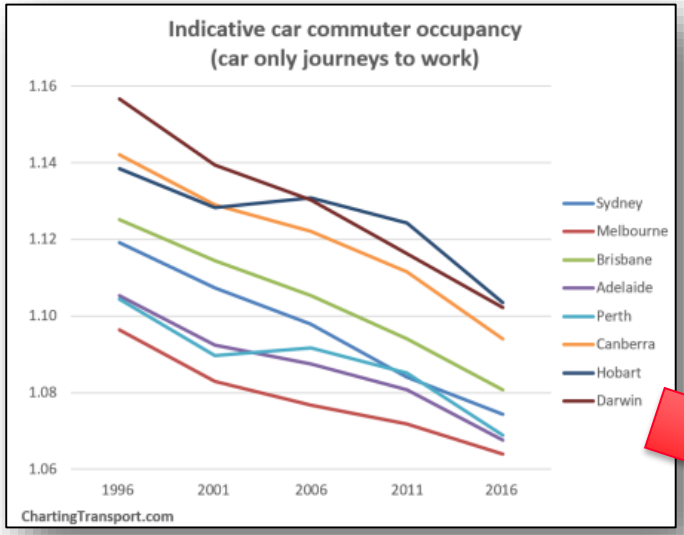
Shared (car) travel is NOT growing; its been DECLINING for 30 years

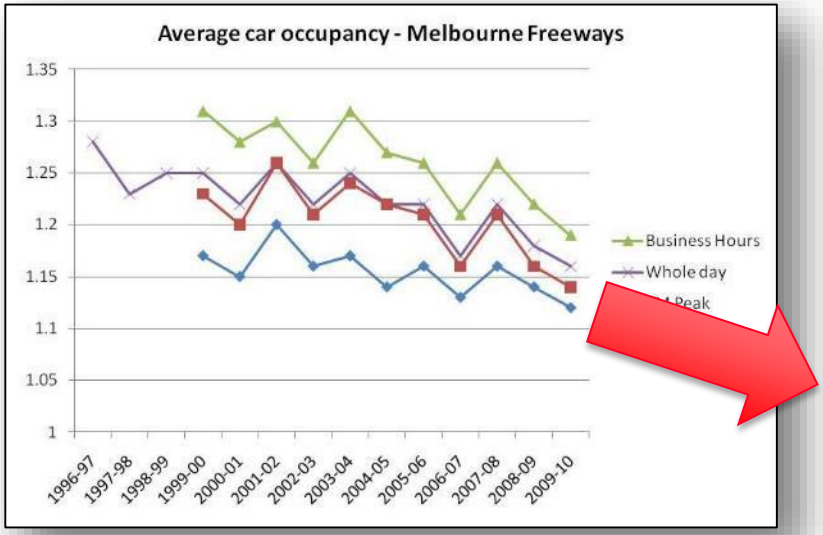




Source: Charting Transport (2017)

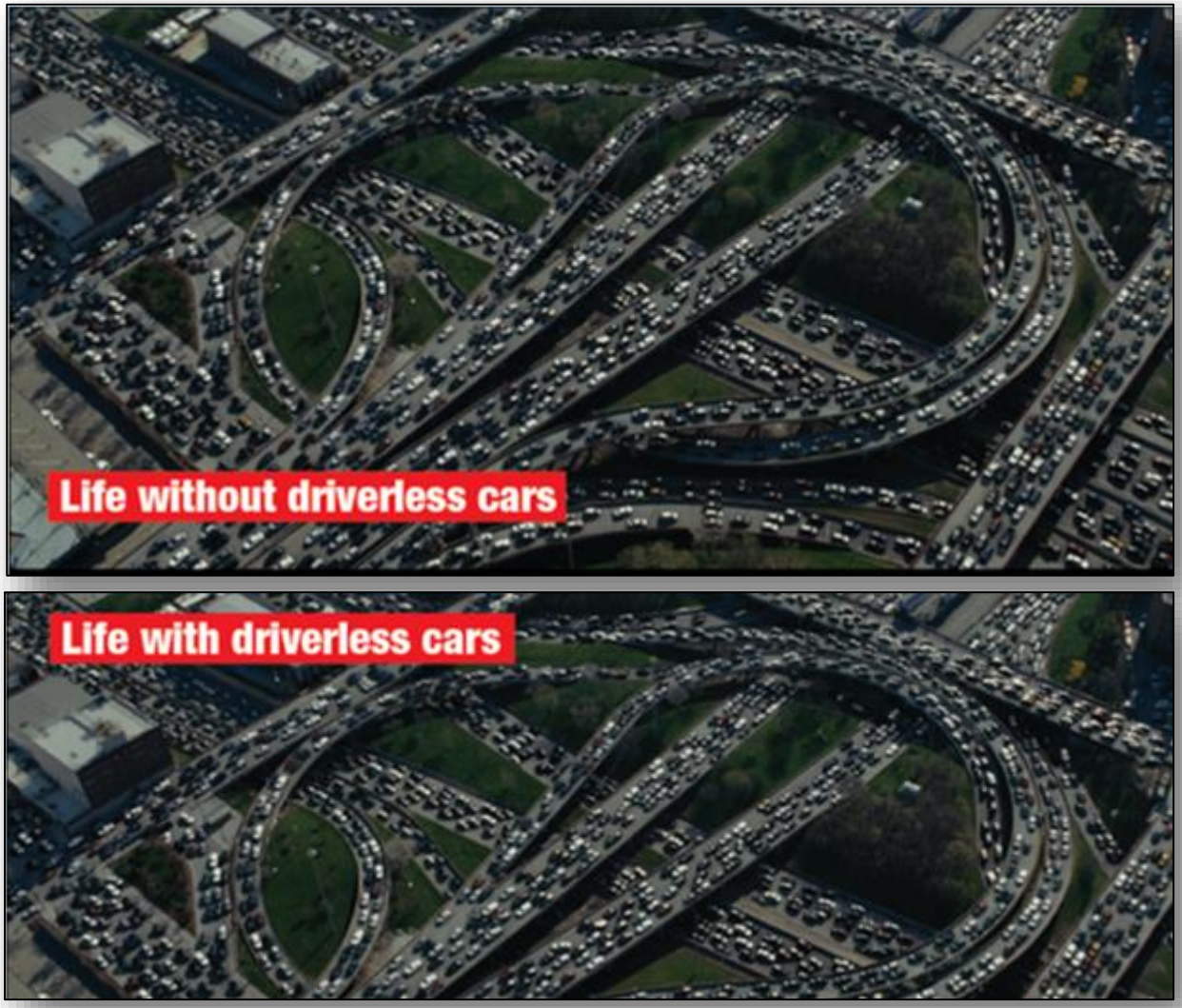
With AV's we can now achieve occupancy ; BELOW 1!





Source: Charting Transport (2017)

Are Driverless cars the solution or another part of the problem?



When Ride Sharing Isnt – TNC's and Carshare

- Uber assumed to have the same occupancy as Taxi at 1.66 per vehicle (including the driver)
  - Source: San Francisco County Transportation Authority (2017) 'TNC's Today'

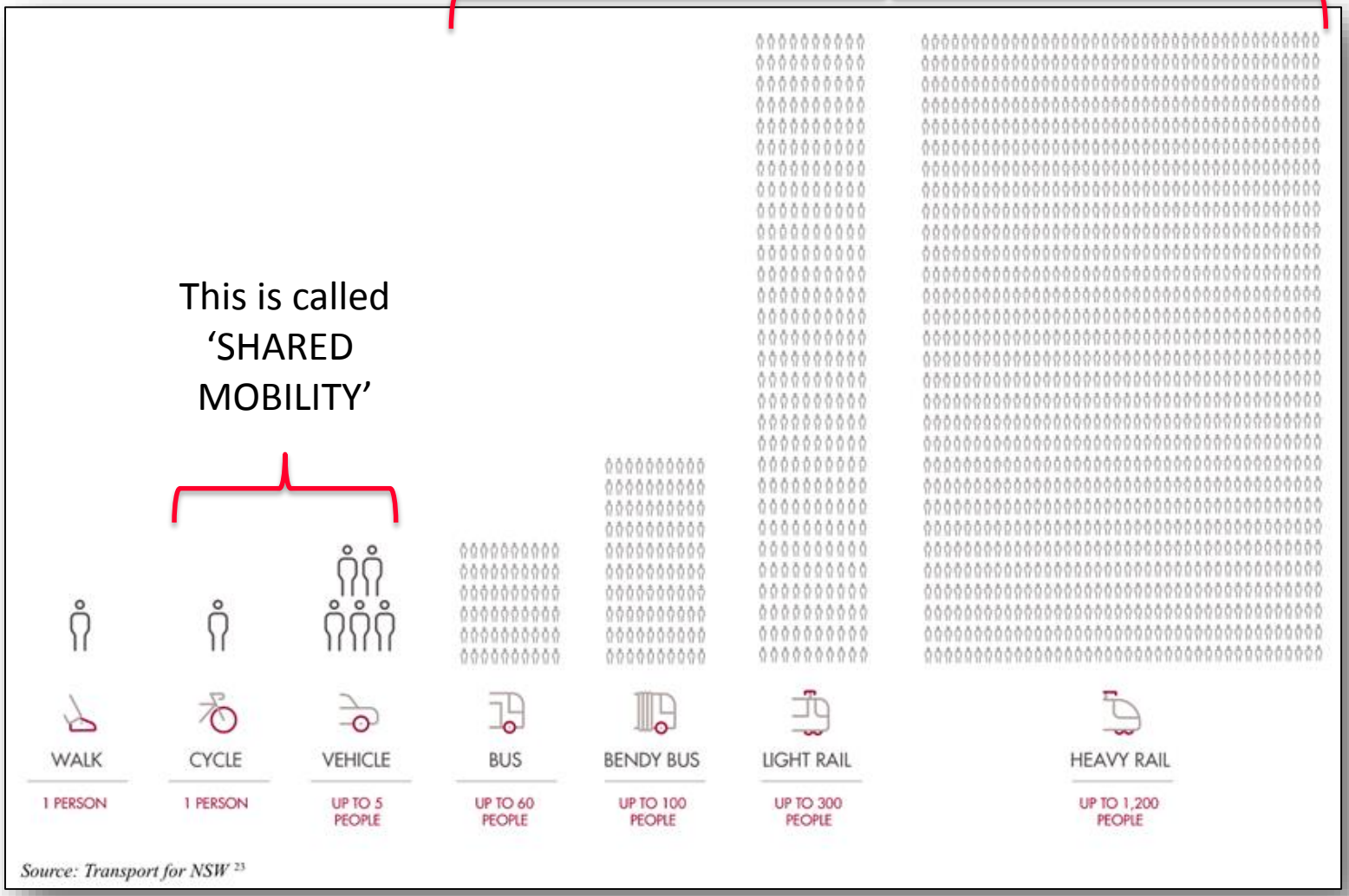
It isnt much in the way of sharing

- CarShare – average vehicle occupancy is 1.44 (including the driver)
  - Source: Cervero, R Golub A and Nee B (2007) 'San Francisco City CarShare: Longer-Term Travel-Demand and Car Ownership Impacts' Institute of Urban and Regional Development University of California at Berkeley

Slightly better than Melbourne traffic but known to have positive impacts in reducing car ownership

This is NOT Called ‘SHARED MOBILITY’

This is called ‘SHARED MOBILITY’



Source: Transport for NSW [23]

Bus based demand responsive sharing has in general; always failed

Academic Results – DRT Trials:

"Most of the services that have stopped have done so because of the high costs in relation to their patronage"

Oxley(1979)

"Increased mobility is rather intangible when compared to the harsh reality of deficits on a balance sheet"

Transport Canada (1978).

Bridj, local on-demand bus service, is shutting down

KATHERINE TAYLOR FOR THE BOSTON GLOBE/FILE

Matthew George, the 26-year-old founder and owner of Bridj, loaded a truck with packages for delivery in August 2016.

By Curt Woodward, Adam Vaccaro and Felicia Gans

GLOBE STAFF | GLOBE CORRESPONDENT APRIL 30, 2017

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2007

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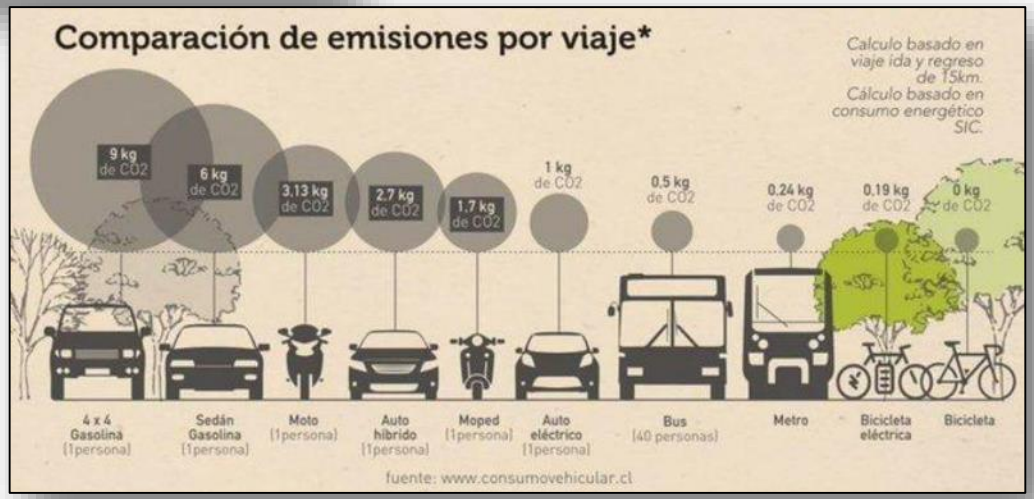
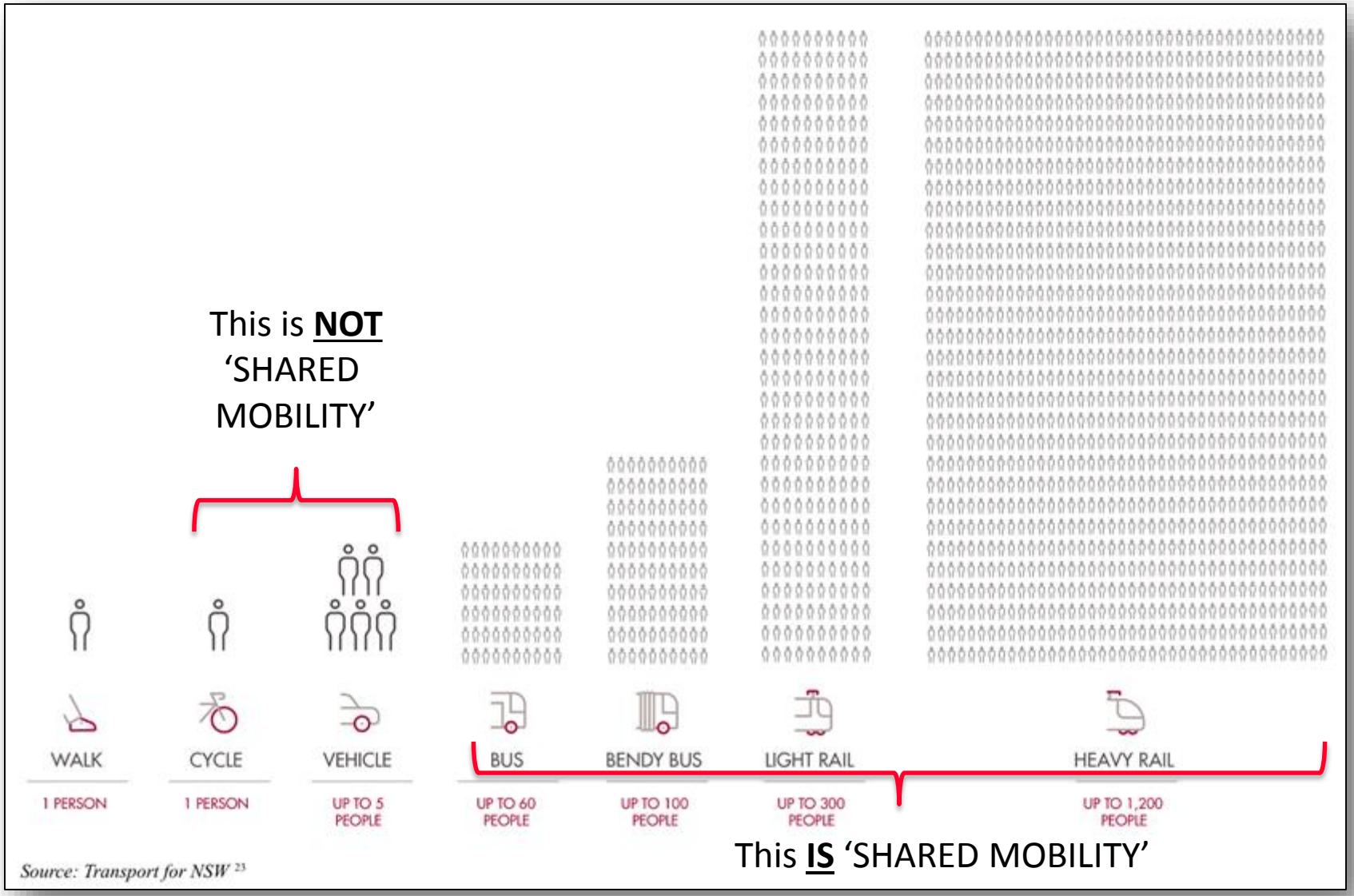
Cities; humanities future

Mass Transit=Efficiency and Volume



Public Transport is the most efficient form of SHARED MOBILITY



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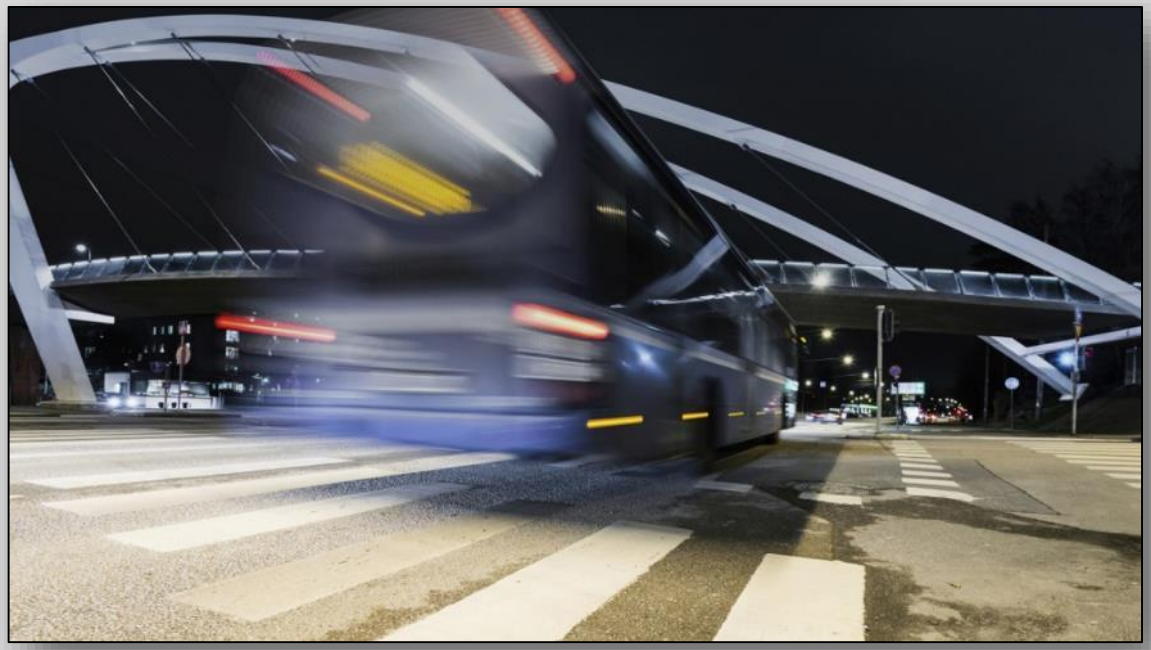
Transit Fusion

New Word Definition:

"Transit fusion" is the adaptation of transit vehicles, infrastructure and service design to integrate the best features of new technologies into new transit modes and services to improve overall service performance, attractiveness and effectiveness outcomes.

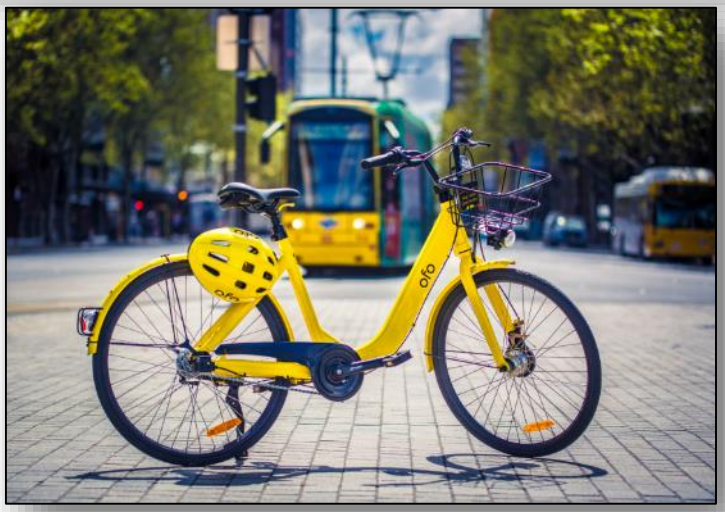
Prof Graham Currie, 22-06-2017



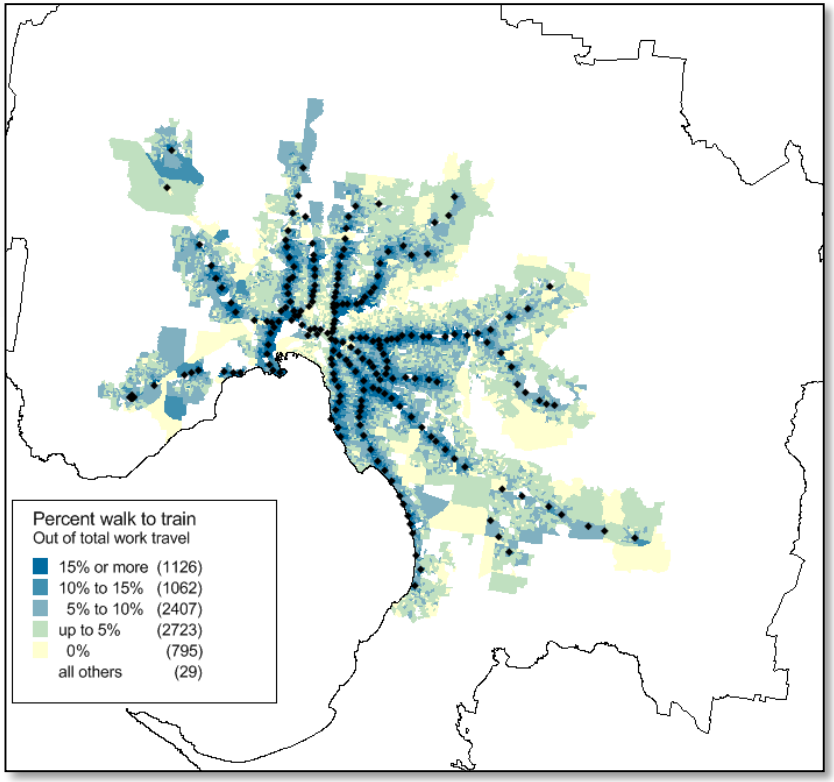
Transit Fusion – Bringing the New into Transit

Transit runs the Car Share Scheme

Autonomous Buses, Dockless Bikes etc – first/last mile solutions

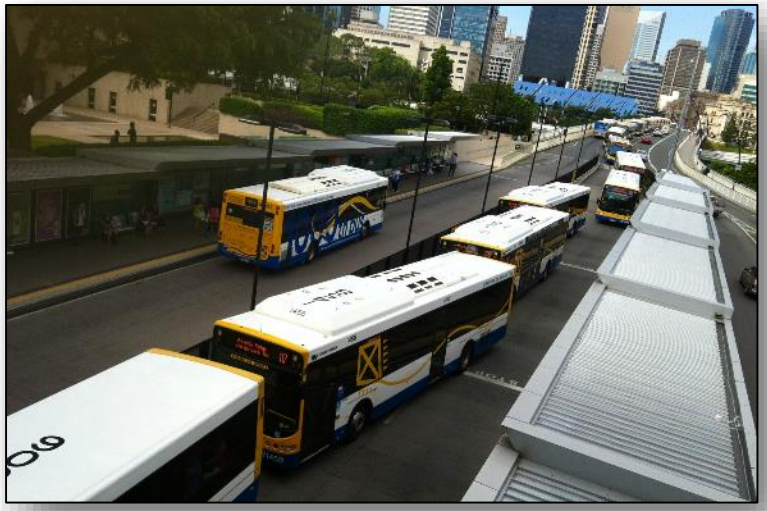


Metro Trains Walk Market Penetrates only 7% of Melbourne



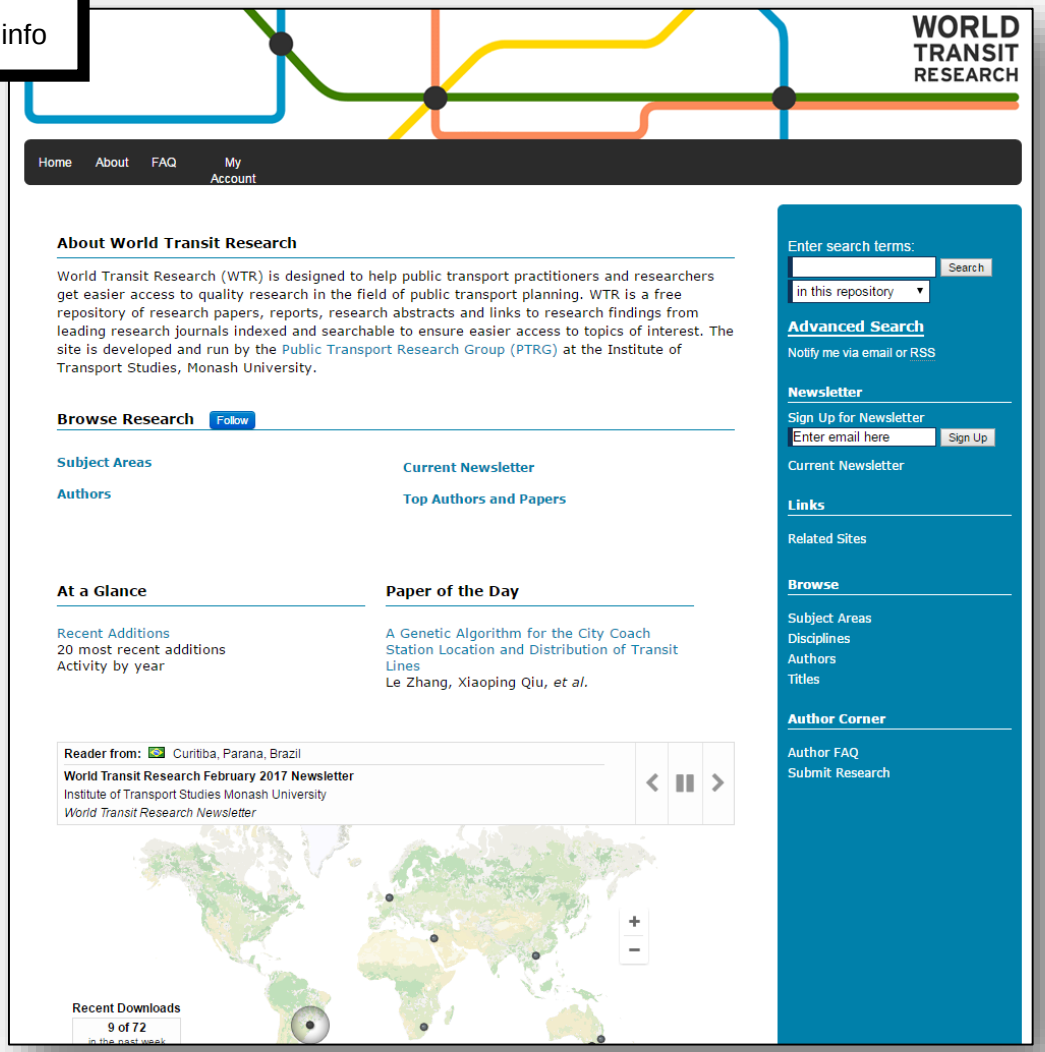
Source: PTRG Analysis of Census Journey to Work (2011)

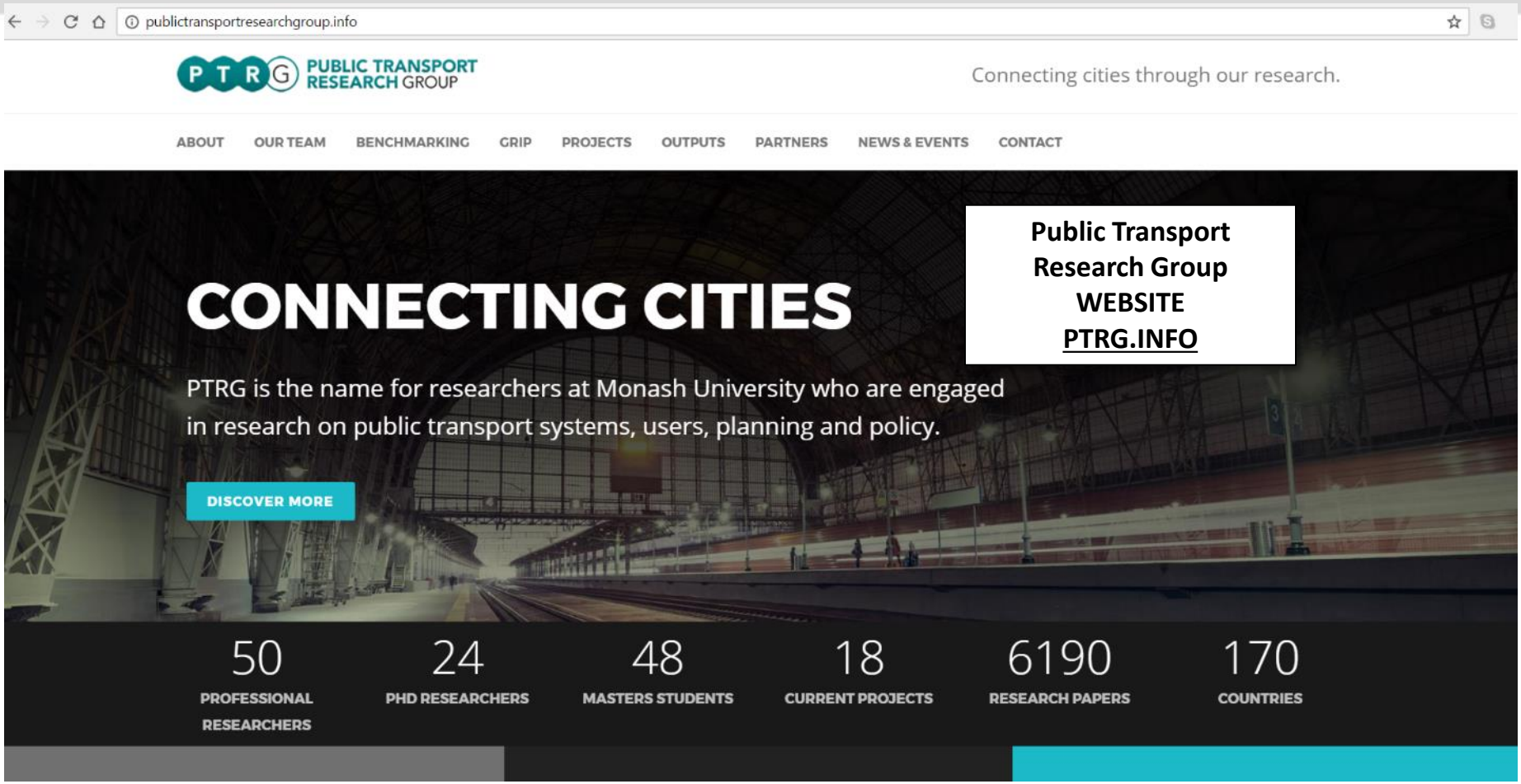
Bus Rapid Transit IS Transit Fusion; Rubber Tired Railways; cost effective adaptation of new technologies



A New Way to Bring the Train to the City

www.worldtransitresearch.info





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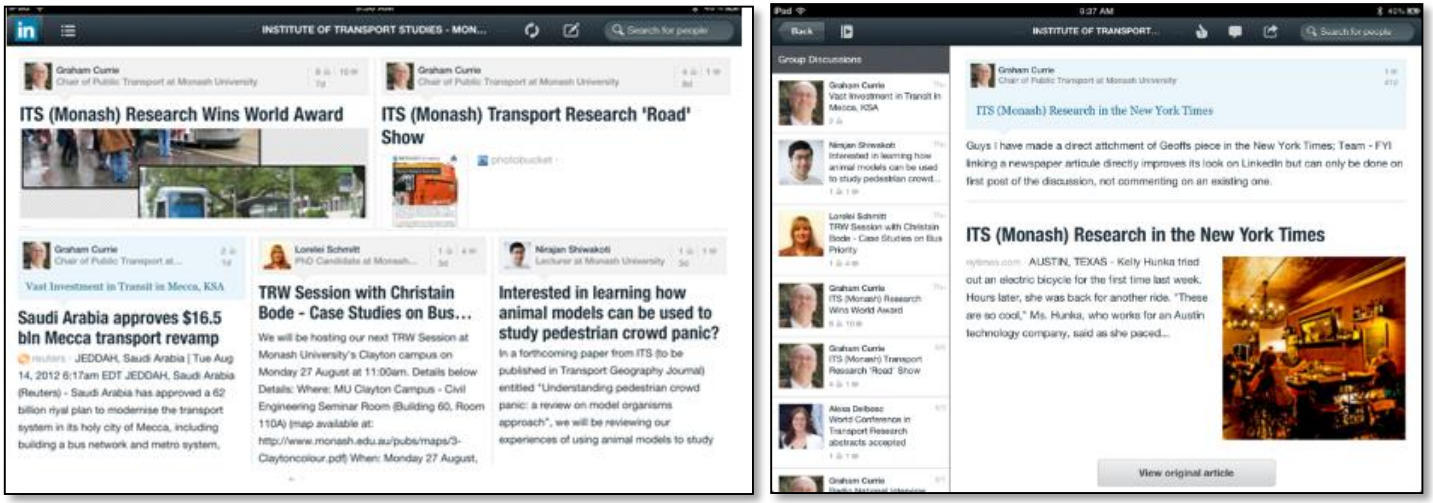
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