The Developed Country City Public Transportation Policy Evolution History

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Abstract. Raising the level of motorization, in addition to improving people's lives and promote economic development, but also brought city traffic crisis. Western developed countries, Evolution of urban transport policy is to encourage private transport to the implementation of priority to public transportation, which for our period of rapid urbanization in urban transport to provide a reference for policy making.

Urban traffic management is an important work in the modern urban management. In recent years, China's urbanization process has accelerated markedly, which leads to gradually increase the level of motorization, the more people travel together is also convenient, fast. However, everything has two sides. Increased motorization has brought tremendous benefits to people, at the same time, it also brings a series of traffic problems. Such as Beijing, Shanghai and other cities, urban traffic congestion has severely affected people's travel efficiency, and in some small cities, traffic congestion has emerged. Raising the level of motorization led to traffic jams because of what?

This is the inevitable process of urbanization in the phenomenon?

To answer these questions, it is necessary review and analysis of foreign policy development in the developed evolution of urban transport and its trajectory, summed up the developed urban traffic management experience.

Part one, Evolution of Domestic and Foreign Developed Urban Transport Policy

100 years from the development of urban transportation history, urban traffic management policy has gone through three stages, namely, to encourage individuals to support transportation, limited Personal transportation system, priority development of public transport.

Stage of Support to Encourage Individuals to Transport

In 1885, the German Karl Benz invented the automobile, it appears to accelerate the process of urbanization throughout the world. After the World War I, the West has entered a phase of rapid urbanization. 1933, adopted in Greece, "Athens Charter", in which has been clearly stated: "Car of the universal application of transport ... the need for a new street system to accommodate modern transportation needs." Its purpose is to encourage the development of private cars. Soon, this strategy emerged in many countries of the transport policy.

Los Angeles is the first city in the development of car traffic. 20 years of last century, the city entered its second large-scale mobility, urban transport policy-makers to encourage the development of private cars in urban planning proposed to car-based urban transport planning policy, in planning the city streets, boulevards and highways, always thinking about the car as the main transport. The same policy in the United States have also used in other large cities such as San Francisco, Boston, Washington and New York.

60 years of the 20th century, French President Georges Pompidou has put forward the "Paris of the traffic must adapt to the development of cars," "that every employee has a car" policies to encourage the development of private transport.

These encouraging and supporting individual car transport policy, to a certain extent, for the city's rapid development and raise the level of motorization has played a positive role. But as the
number of cars is rising rapidly. Disadvantages of cars takes a lot of roads have brought a large area of "trouble".

1937, Los Angeles, first appeared in traffic jams. Since then, people continue to be troubled by the city's traffic jams. To 70 years of the 20th century, in San Francisco, Boston, Washington and New York and other large cities, as the number of cars increases, more and more frequent jams, overcrowded vehicles. In Chicago, the highway and the main channel, the "slow as a snail car" picture appears everywhere, in the center of the carriage car faster than 100 years ago not much. In Europe, Athens, Copenhagen, Paris, London, Tokyo and other big cities in Asia have also been blocked disaster, the speed of the vehicle is running less than 20 kilometers per hour. London and Paris, the average speed of cars is only 16 km. Into the 90's, the traffic congestion becomes more serious. Since 1989, created a jam of vehicles up to 53 km of the record, the traffic in London has not improved. Once, from Heathrow to central London M4/A4 road was almost blocked the vehicle. At that time there was a European Commission transport people with emotion, said: "We might as well set up a sign to tell people: go home, London has been closed." Summer of 1997 in Paris, even a long section Ketedazu was blocked up to four weeks.

The face of severe traffic congestion, the city's policy makers have taken some ways: Out a large number of roads have been paved to ease traffic. At the December 18, 1991, U.S. President George Bush signed a land transport efficiency of a composite bill, proposed total budget of 155 billion dollars from 1991 to 1997 on road, traffic safety, the traffic volume of the transport system development plan, of which more than 121 billion dollars will be used for the construction of road works. Unfortunately, the problem is not as easy as the government thought, and finally, that there is a stalemate: the road widening, and traffic congestion but more serious.

### Stage of Restrictions on Personal Transportation

People experienced the pain of traffic again and again before finally beginning to understand: If taken blindly support policies to encourage private transport, the result can only be one - serious urban traffic jams. So some cities began to introspection and take policies to limit the development of private transport. Singapore and Hong Kong is the first to adopt such a policy representative. From the 70s, the Singapore government began to implement traffic control method. Government acts on the car heavily taxed, the tax rate is currently 150% of the original price for the new car, another 45% import duty charged, add up to the equivalent of 2 times the original price of vehicles. In this way, the government effectively controls the growth of private cars. In addition, the Singapore government has also introduced a quota system for vehicles, this policy is mainly aimed at forcibly regulate the purchase of private cars, the total control of the car. In accordance with domestic traffic conditions, the amount of scrapped cars, road infrastructure, service capabilities and the implementation of the new traffic management tools and so on, the Government decided to accept the vehicle registration quotas next month. Want to buy private cars are required to participate in a monthly quota of fair bidding, bid the successful bidder to pay a certain fee to be allowed to buy a car and up the rear. And legislation for each car ownership certificate is valid only for 10 years. As a result, Volume of Singapore's car was very effective in controlling the government.

Successfully control the vehicle in total, the Singapore government began to control the sub-period traffic flow to the city, during peak hours all to the city vehicles are required to pay "into the zone" fee, This has made some people choose to drive into the city at different times, to further improve the traffic situation. Singapore Government adopted a comprehensive traffic management policies to restrict private after a few years, the city has been greatly improved traffic conditions; into the 90's, almost all the major cities in the world's best place to traffic conditions, Have no traffic congestion even the busiest times.

Another representative city of this policy is Hong Kong, China, Hong Kong SAR Government has also drawn heavy duty car behavior, but not as high in Singapore, Pumping of the tax car prices in terms of the relative level of people's income, not too expensive, those who have the ability to buy a car or a lot. So use another policy in Hong Kong to control the number of vehicles is used -
Control the number of car parks. That is, by reduce the construction of parking spaces to limit the use of private transport, so as to achieve the purpose of limitation.

In Hong Kong, skyscrapers everywhere, beautiful buildings, but one thing makes all been to Hong Kong people feel strange: the high-rise buildings only a few parking spaces. In fact, This is the government policy of control according to the number of cars. In the city center, parking building is strictly controlled by the government. Allowed to build a small number of parking spaces in every building, then followed the surge in parking fees. Because of this, the vehicle is impossible to drive to the city center, the time when people go to work. Where parking is too difficult, and too expensive. The same policy is also suitable for downtown and shopping centers, such as Mong Kok, is also a lack of parking spaces. Even in individual residential areas, the Government has strictly controlled the number of parking spaces. Such as the Grand View Garden, with nearly ten thousand residential units, parking spaces even less than 300.In this way, making car ownership in Hong Kong less than 10%. The success of the car stricting control policy approach to the traffic jams are now suffering the pain of some of the big cities inspirational. City of London have begun to charge the cars entering the downtown area during peak hours, and this policy was implemented for some time, and can effectively alleviate the charging zone traffic.

Stage of the Priority Development of Public Transport

Although the comprehensive restrictions on private transport in the ease urban traffic congestion has made some achievements, but cannot meet the travel needs of large-scale urban residents, then, Some people in Western countries began to put forward: should be made to save the city, it is necessary priority to the development public transport in the city, and through a lot of priority to the development proved the importance of urban public transport.

Paris first developed and implemented policies that give priority to the development of public transport. After 70 years, Paris has some serious traffic problems. Built in 1973 Paris's loop, just 10 took place in a traffic jam. In 1974, Valery D'Estaing was elected President of France. He came to power, negate the policy of encouraging and supporting private transport in the President Pompidou period, give priority to the development of public transport, cancel the fast road construction plan of the south bank of the Seine, decided to accelerate the development of rapid rail public transit system to compress the amount of private car travel.

In Paris, the government implemented a policy priority to the development of public transport. Its main contents include: Provide high quality services for passengers, attracted by the original passenger cars; public transport fares should be lower than the private car travel expenses; set free parking by the public transport pass in an important public transport hubs lines; improve urban car parking charges; provide bus lanes in the streets of conditions to improve their speed, and matched with the rapid rail transit. To implement this policy the French government enacted a special "national traffic law," and so on. Japan also attaches great importance to public transport development strategies. In the development process of urban public transport has clear principles: First, in order to ease the tensions of urban passenger must be efforts to develop large capacity and efficient public transport-based rapid transit system; Second, service quality and passenger transport service must be subordinated to the National level of economic development, diversified as far as possible; Third, in terms of policy, stabilize and strengthened the economic benefits of transport companies and investment capacity. In addition, the government has to develop citizen awareness of traffic, has taken many measures in the construction of integrated hubs, etc. Thus laid the foundation for the city manager of public transportation construction and safety management. On the construction in the regulations, according to "Urban Planning Law" were developed "rules of the road", "tram regulations "and" parking regulations," and so on.

The three stages between them is not completely separate, often coexist in many ways. As in Western Europe and Japan, although the main policy providing public transport, but also to take some control measures to limit car use. Another example is the United States, although its cars to support the development of the city has been advocated in most city, but in recent years, is encouraging the development of public transport priority.
Part two, The Development of Urban Transport Thinking And Enlightenment

In fact, over the years, China has always taken a policy of strict control on the development of private cars. Until the late 80s of last century, Government in accordance with the prevailing economic and social development needs of transportation, cars and fuel prices was reduced to reduce the car tax rate. In 1994, China began implementation of the family car strategy, a clear policy to encourage private car is proposed. In the 21st century, the private car consumption and the effect of WTO accession, as two strong boosters, push 2002 in the first half of the Chinese automobile market to a historic peak. By far, the Chinese automobile market has been hot. Today, China's automobile industry has become one of the fastest growing industries and pillar industries in national economy, the level of motorization in many cities has reached a very high level. Unfortunately, in recent years, urban transport ills like the original developed countries, began to appear in our city. As described in the paper before, a lot of urban traffic situation is not optimistic.

Through the development of urban transport policies evolution of western countries, it is clear that they are basically the process of transport development from support to encourage private transport to limit private transportation, to give priority to the development of public transport. In the process, they have been setbacks, the experience gained and lessons are worth our reference and learning.

Our city is in a stage of rapid urbanization, of motorization is very demanding, The issue before us is that whether is able to enter the family car, but rather how to grasp the car into the family's degree, and after entering the home, how to control the use, as well as in supporting infrastructure, traffic management, community education and other issues which policy measures should be taken, and how should be done to respond the urban traffic congestion and so on. In fact, these problems are much more complex than the intuitive feel. In order to solve these problems, the city manager needs to study urban traffic management policies of Western countries, Based on their experiences and lessons, studying the following issues: City can accommodate the number of vehicles under the constraints of natural resources and environmental resources; How do actively strengthen the construction of public transport, while in the car into the family, implement bus priority policy to make public transport and private transport to maintain a reasonable ratio between the relationship; how to guide the family car in a reasonable time and space used within a range; how to use new technology to speed up the transformation of the road transport system to improve system efficiency and efficient use of resources. Only in this way, urban transport development can take less or not other people's old way, proposed for the development of their urban transport policy to achieve urban long-term, coordinated development.

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Reference: