# Influences on Road Transport Policy Decisions and Peak Oil Rebecca Wardell

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Te Whare Wānanga o Waitaha CHRISTCHURCH NEW ZEALAND

#### **Transport, Oil and Economic Growth Potential Future Problem** Situation **World Oil Production and Demand<sup>2</sup>:** Cheap, easily Internal 45 accessible combustion 40 engine oil 35 peryear Potential shortfal World oil production (EIA, 2008) **Oil Consumption & GDP**<sup>1</sup>: 30 World oil production (majority of published forecasts — median) 40000



# **Transport Policy Decision Making**

Influences

### Current Trends







### **Transport Policy Decision Makers**

Traditional method: "predict and provide"



Environmental & social concerns;
Sustainable transport solutions; and
Integrated transport & land use planning

#### However...

 Uncertainties about future re climate change, energy & technology;
Funding availability; and
Desire for political and public acceptability, and economic growth



Incremental shifts from traditional policies and status quo<sup>6</sup>

## **Transport Policy Decisions & Peak Oil**

### Conclusions

- Transport policy decisions that address future traffic growth by catering to the private car through investment in road construction appear to ignore the fact that potential future energy constraints may result in less car use;
- Transport policy decision makers cannot make their decisions based solely on the technical/scientific data available to them there are a wide range of influences;
- The ongoing debates surrounding the concept of peak oil (timing, validity, alternative energy sources) provide little direction or certainty for transport policy decision makers;
- Because of these uncertainties, and influences on decision makers, incremental and risk averse changes to current transport policies are the extent of planning for potential future energy shortages in transport.

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