UITP membership
Towards mobility agencies?

- “Associated” mobility competence for public and private transport:
  - car traffic, parking management, taxi regulation, road charging, bicycle sharing, car haring ...

- Beyond mobility:
  - Land use planning
  - Social inclusion and economic development
  - Sustainable development
Strategic Urban Mobility Planning

Promoting public transport and sustainable mobility in urban areas - 3 pillars:

- Integrating public transport & urban planning
- Controlling car traffic and parking
- Developing public transport
Public transport to structure urban regeneration and suburban development

Mutual benefits of integrating public transport and urban planning:

- Higher attractiveness and productivity
- Higher density development
(a) Involvement and coordination of all relevant actors

Coordination between urban planning and public transport planning policy frameworks.
(b) Cooperation between public authorities and private investors

- Fastrack is a cooperation between local authority, property developer and public transport operator.

- Fastrack is the backbone of the Kent Thameside area (East of London) with at least 50,000 jobs and 30,000 houses/appartments to be created in the next 20-30 years.
(c) Thinking of public transport since the start of urban projects
(d) Integration of public transport within the urban fabric

Design of public transport facilities with urban life in mind

Birmingham

Strasbourg
(e) Building a ‘living place’ not just a transport node

In Tokyo, station city concept

Germany
(f) Optimizing the use of urban space

- Urban planning which gives priority to walking, cycling, public transport (and the integration of these modes), rather than to private cars
- Maximisation of public space

*Seoul*
2. Controlling car traffic and parking

Available measures: regulation vs. pricing

- Access restrictions
- Congestion (and emission) charging
- Parking restrictions
- Parking charges
- Awareness raising, education, etc.
(a) Access restrictions

- Selected areas accessible by car to residents and authorized vehicles only (city centre or residential areas).
- Examples: Rome, Lisbon, Madrid.
- Access authorisation based on environmental performance of vehicles (e.g. cities in Italy and Germany).
- Access to city centre reserved to pedestrians, cyclists and public transport (e.g. Ghent).
(b) Congestion charging

- To discourage the use of private vehicles in a given area and/or during a given period.
- Zone charge, cordon charge, km charge.
- Usually flat fare
- To discourage the use of vehicles with high emissions (Ecopass scheme in Milan)
(c) Parking restrictions and parking charges

- Increasing number of cities fix a ceiling for parking availability in new buildings (before was the opposite!)
- Parking charge structure disincentive for commuter use of parking (to the benefit of shop clients).
3. Developing public transport and soft mobility

How can urban policies increase the attractiveness of public transport?
(a) Density of supply (capillarity)

(b) Speed, regularity, reliability
General conclusions

- Investment in public transport to be complemented by other measures
- Need to integrate urban policies: sustainable urban mobility plans
- Role of organising authorities and operators
- Highlighting the urban role of public transport

Thank you