





UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

SUSTAINABLE URBAN MOBILITY AND

PUBLIC TRANSPORT IN ECE CAPITALS





ITC Informal document No. 2 - Publication on "Sustainable Urban Transport and Mobility in ECE capitals"

Chapter 1: reviews the existing knowledge base related to sustainable urban transport and mobility and draws attention to crucial issues for consideration in the process of system development,

Chapter 2: evaluates to an extent possible the degree to which various ECE capital cities were able to ensure sustainable urban mobility and transport. This chapter also identifies some weak points that may require further attention and actions,

Chapter 3: provides the profiles of 36 ECE capital cities on urban transport and mobility, and

Chapter 4: provides conclusions from the analysis given in chapter 2 as well as lists several recommendations for consideration by the authorities at various levels on how to further improve urban transport and mobility.





Sustainable urban mobility and public transport pillars

Sustainable

Public Transport

and Mobility

Urbanization & Public Transport demand

The world urban population is expected to increase by 72 per cent by 2050, from 3.6 billion in 2011 to 6.3 billion in 2050. Urbanization needs efficient and sustainable public transport networks.

Accessibility and Congestion

Access of the urban population in total with the most efficient and effective way to employment opportunities, health and education facilities by reducing congestion and its negative effects, should be main objective of a sustainable public transport network

Road Safety

The development of Sustainable public transport is interrelated with the reduction of road fatalities and therefore increase of road safety. Residents of public transport-oriented communities with high rates of use have significantly lower per capita traffic fatality rates compared to residents of more automobile-dependent, sprawled communities.

Climate Change

Hundreds of millions of people in urban areas across the world will be affected by climate change. More than half of the world's greenhouse gas emissions come from urban areas. Sustainable public transport leads the fight against cities air pollution.

Affordability

Sustainable public transport implies availability for all! Calculation of fares based on population purchasing power and on the need to ensure profitability of public transport is a difficult exercise. The main message of Sustainability should be that all Citizens afford public transport lickets.

Public Transport Financing

Sustainable public transport financing should focus on projects that improve the integration across urban services, increase public transport capacity and increase the access of the urban poor to employment opportunities and health and education facilities

Well being: Cycling and Walking

The promotion of non-motorise transport (cycling and walking) for everyday physical activity is a win-win approach; it does not only promote health but can also lead to positive environmental effects, especially if cycling and walking replace short car trips. Sustainable Public Transport promotes cycling and walking!

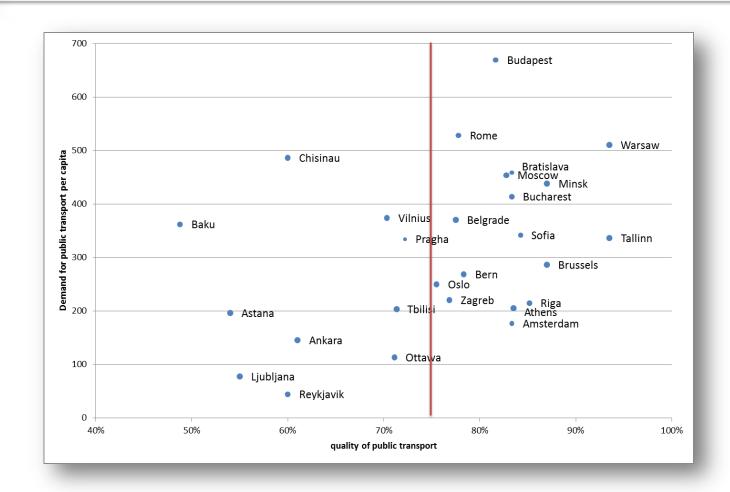
Intelligent Transport Systems (ITS)

Intelligent Transport Systems play a significant role in shaping the future ways of mobility and the transport sector. They are integral part of any strategic activities and actions towards Sustainable public transport and mobility.





Quality of urban public transport in ECE capitals





Recommendations

Quality and safety of public transport:

- 1. Public transport should preferably offer more than one option of service, while the offered options should be well interconnected with each other.
- 2. Public transport should offer the adequate accessibility.
- 3. Public transport should offer transfer at **speed above 20kmh** for bus, trolley and tram service and above 30kmh for metro and urban train service.
- 4. Public transport should offer **adequate comfort**, including clean, low-floor and air-conditioned vehicles, real-time information displayed for passengers in vehicles and at the stations and various passenger-friendly options of ticket purchase, including e.g. s purchase through mobile services and internet.
- 5. Public transport should be **safe** limiting the risk of injuries or fatalities as well as of theft or harassment to nearly zero.

<u>Traffic congestions and pollution:</u>

- **6. Road capacity** for private motorized transport should be **decreased** in city centres, which can be easily accessible by the public transport. Instead the existing road capacity should be dedicated to onground public transport modes, bicycles and widened pedestrian zones.
- 7. It can make a difference when **congestion fees** are introduced on the high traffic corridors to city centres while park-and-ride infrastructure is made available in the suburbs to allow for easy intermodal connection.

UNECE - Transport Division



Recommendations

Cycling and walking

- 8. Cycling and walking should be encouraged through availability of **adequate** and **safe** infrastructure, especially for short trips;
- 9. Cycling and walking should be encourage in connection with public transport for longer trips;

Affordability of urban transfers

10. Fares for public transport use should be set at the level taking into account the **profitability** of the operation and the average **income** of the population.



Thank You!