



ADVANCING
PUBLIC
TRANSPORT

MOBILITY IN CITIES DATABASE 2015

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Prague, 16 March 2016

A DIVERSE MEMBERSHIP

1300 member companies

- Operators (all modes)
- Authorities
- Policy decision-makers
- Research institutes
- The sustainable mobility supply and service industry
- Associations

14,000 contacts

92 countries



UITP unites the sustainable mobility community

CONTENTS



1. **Overview of MCD2015**
2. **Urban context: trends and trajectories**
3. **Modal choices: impact on urban life**
4. **Sustainable mobility: supporting factors**

1. OVERVIEW OF THE MOBILITY IN CITIES DATABASE

OVERVIEW (1)



- Mid-term review of PTx2 Strategy to double public transport market share by 2025
- Data collection for 63 metropolitan areas worldwide for 2012
- Evolution of urban mobility patterns (where possible) in the past 20 years
- identify the impact mobility patterns have on urban life
- Identify the policies underpinning growth in the market share of public transport and sustainable urban travel

OVERVIEW (2)

Topics covered:

- Demography and economy;
- Urban structure;
- Number and use of private vehicles, including taxis;
- Road network indicators;
- Public transport networks (infrastructure and rolling stock, supply and demand, farebox revenue);
- Mobility patterns.

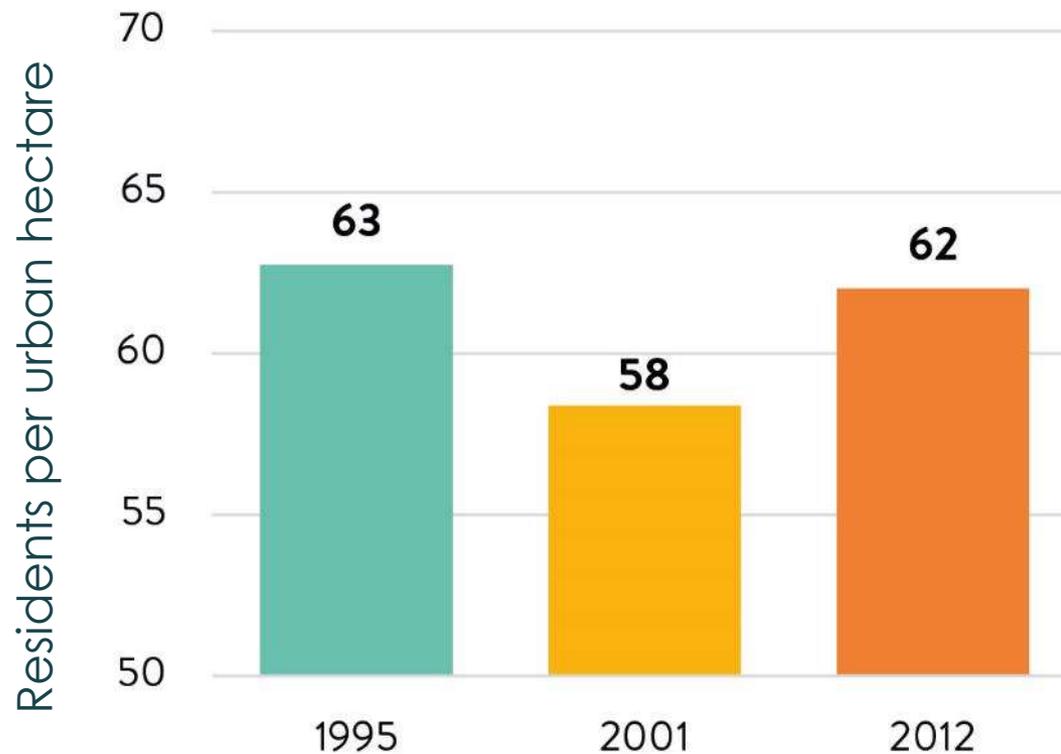
Where possible: comparisons with previous editions of the MCD

Cities grouped into developed vs. developing economies

2. TRENDS AND TRAJECTORIES

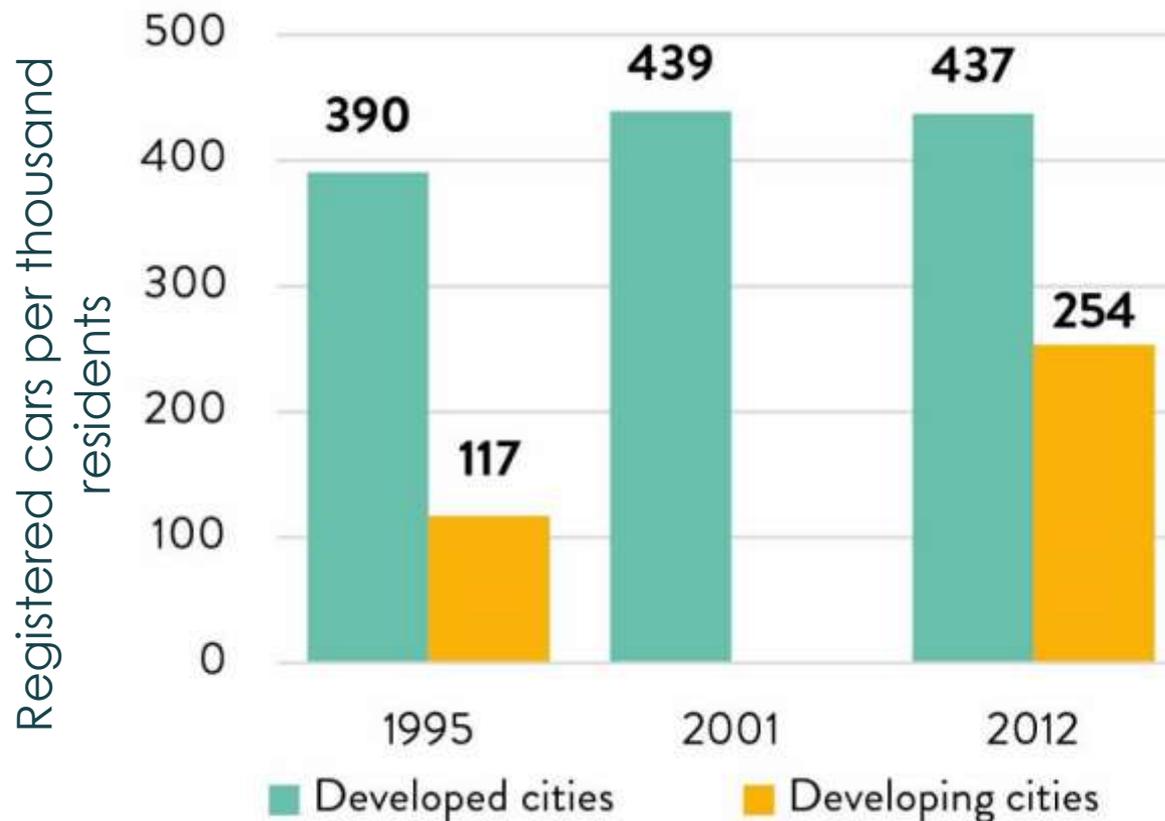
URBAN DENSITY

Cities in developed countries are getting denser



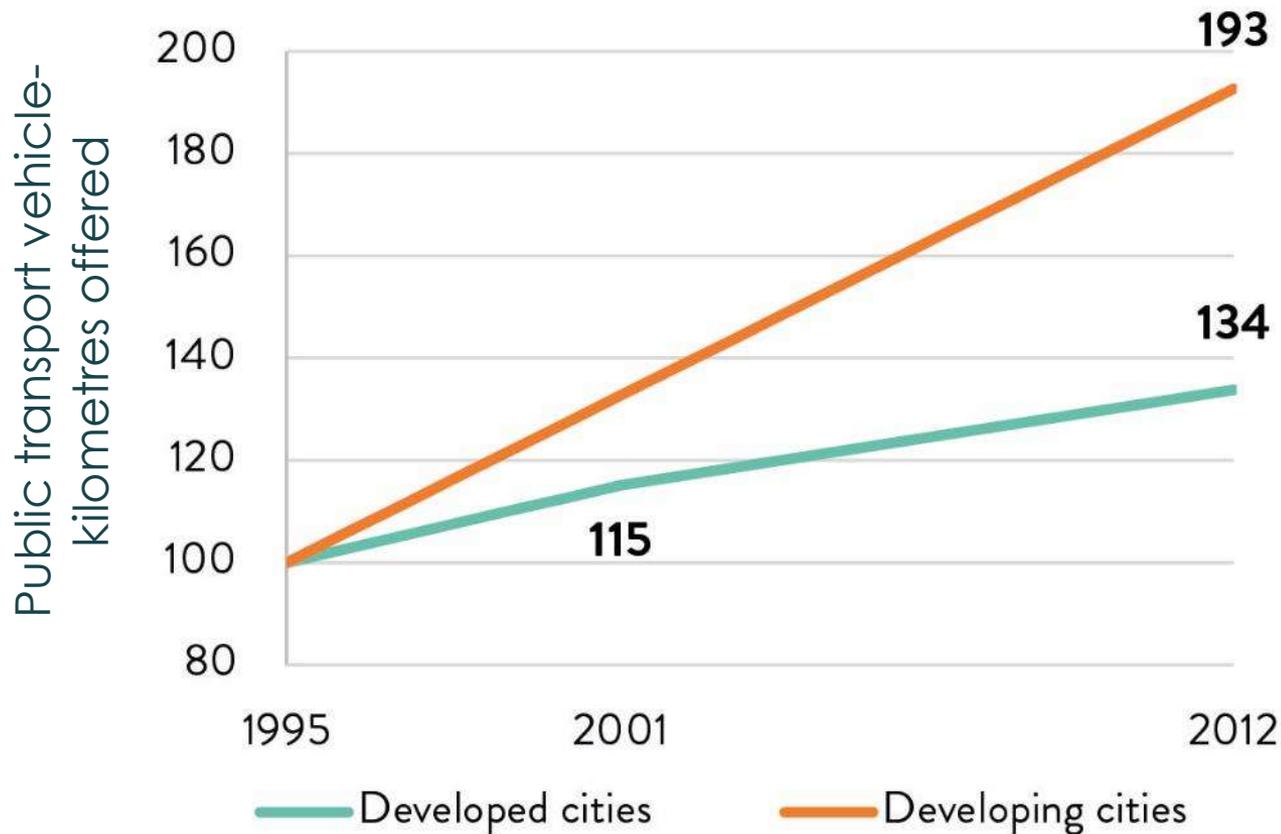
MOTORISATION

Motorisation is peaking in developed cities, but growing fast in developing cities



PUBLIC TRANSPORT SUPPLY

Supply of public transport services is growing



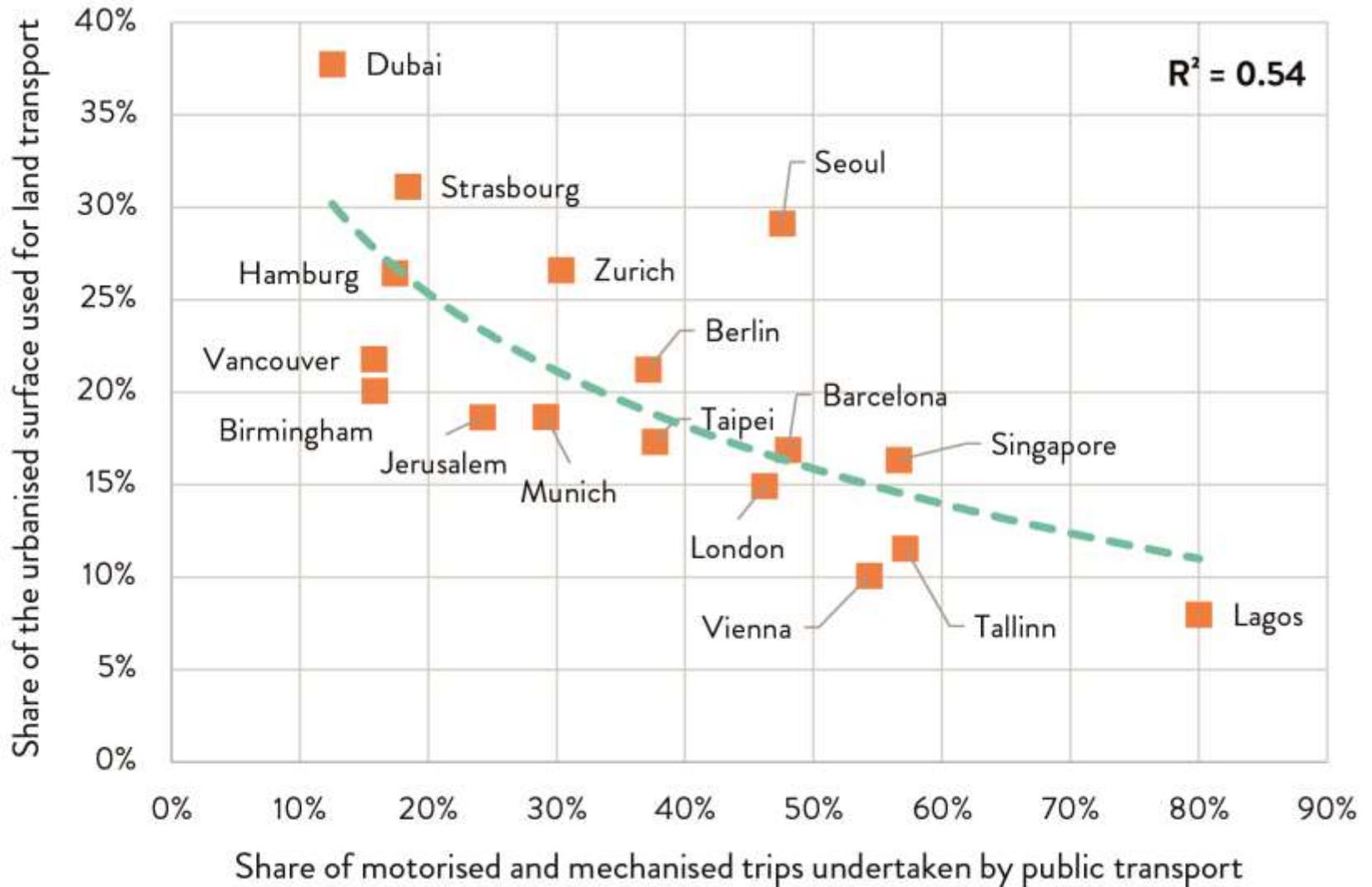
MOBILITY BEHAVIOUR

Modal share of public transport is growing in developed cities, but falling in developing cities

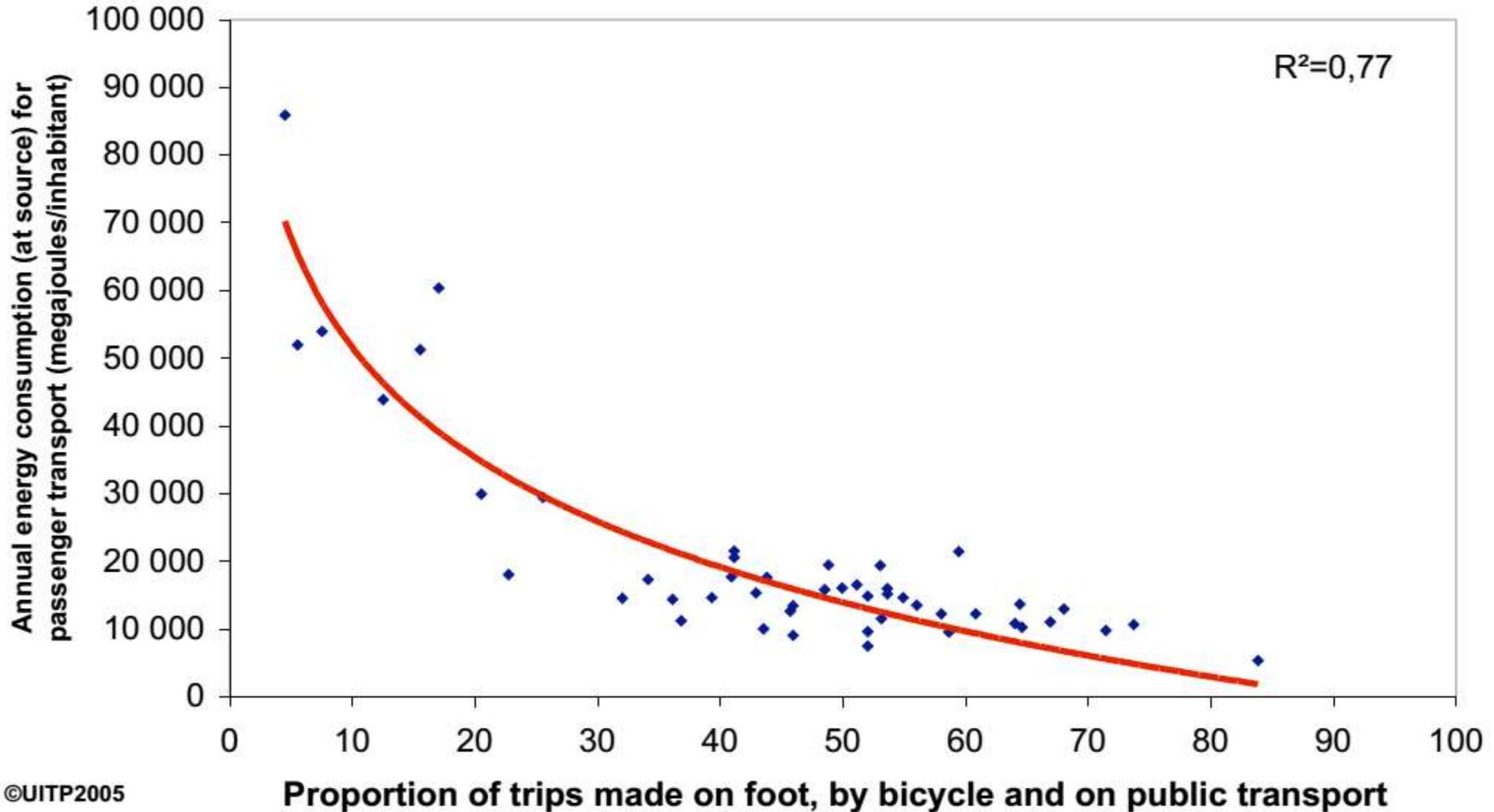


3. MODAL CHOICES: IMPACT ON URBAN LIFE

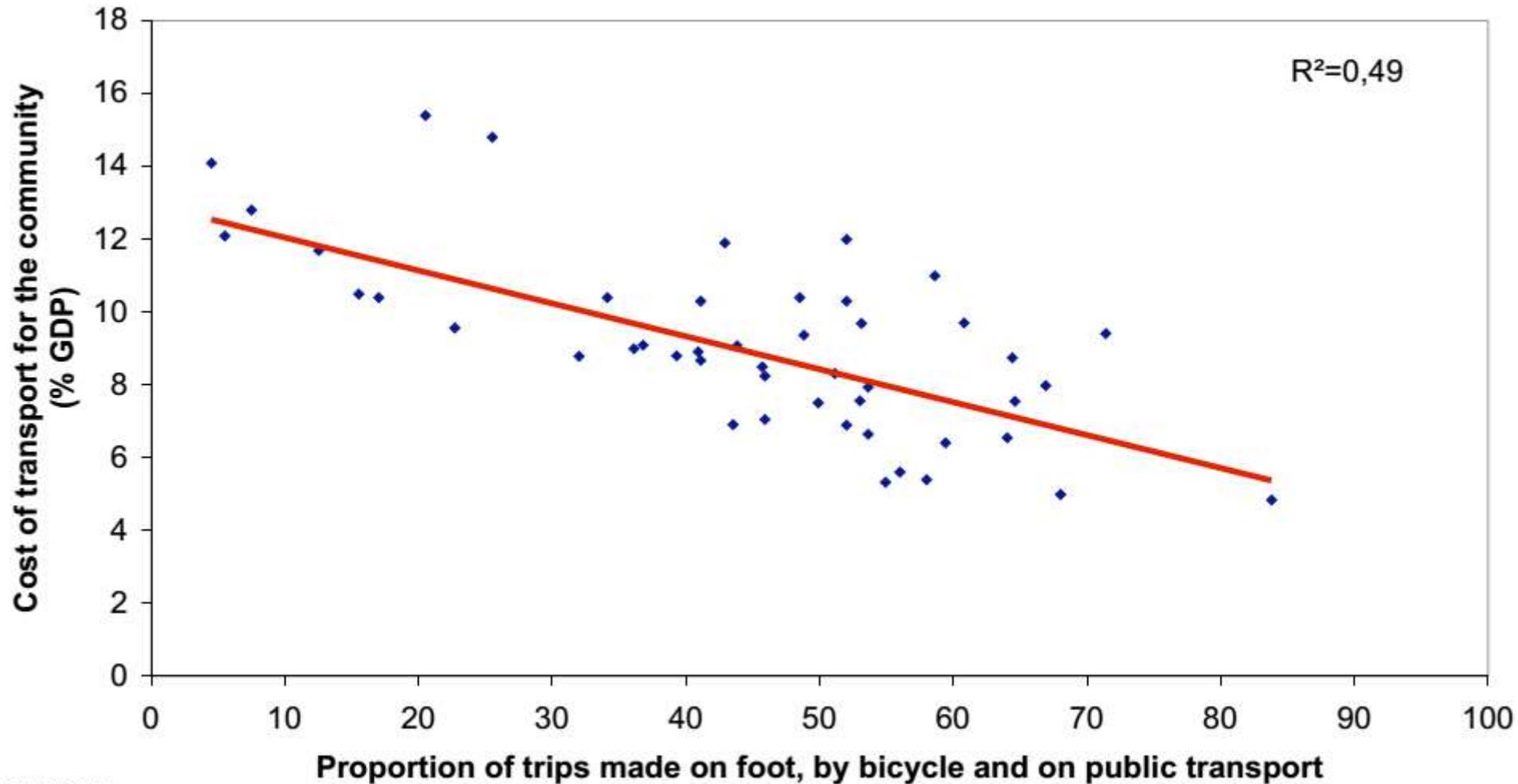
USE OF URBAN SPACE



LOWER RESOURCE CONSUMPTION: 2001 DATA

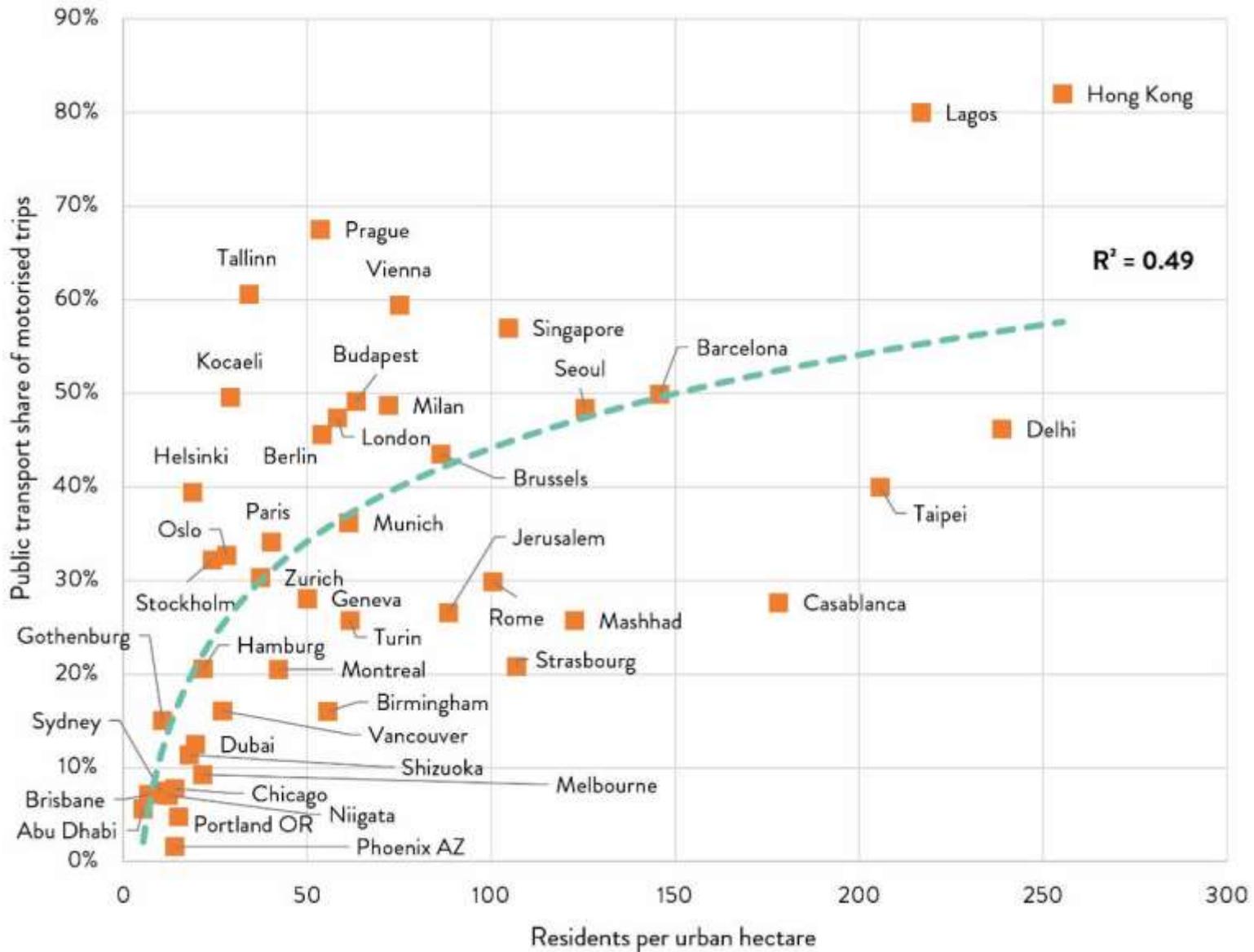


LOWER TRANSPORT COSTS: 2001 DATA



4. SUSTAINABLE MOBILITY: SUPPORTING FACTORS

FACTOR #1: DENSER CITIES

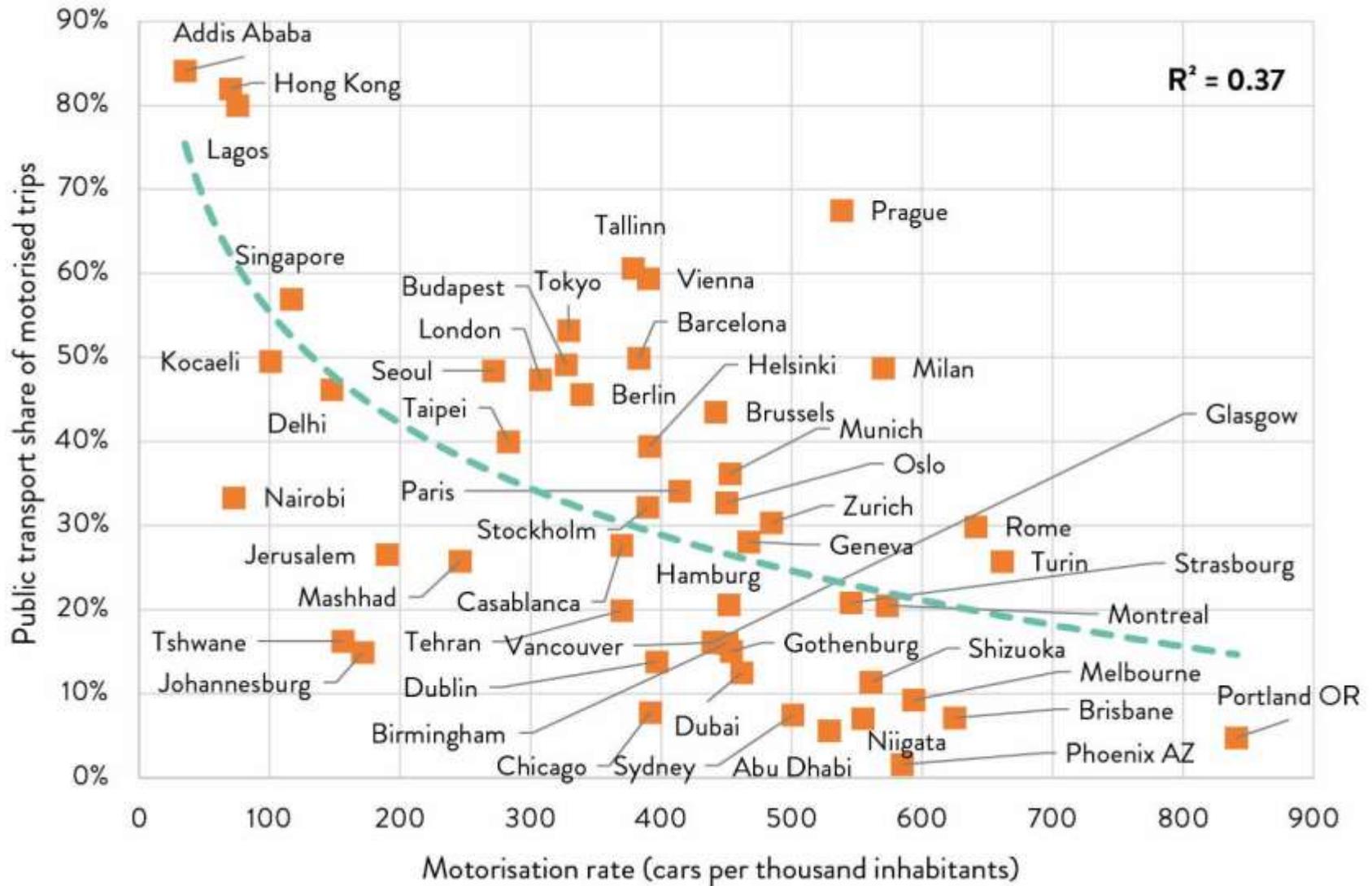


FACTOR #1: DENSER CITIES

RECOMMENDATIONS

- **Integrate land use planning/housing development policies and transport planning**
- **Foster cooperation and regular dialogue between the departments within the municipality**

FACTOR #2: CAR USE

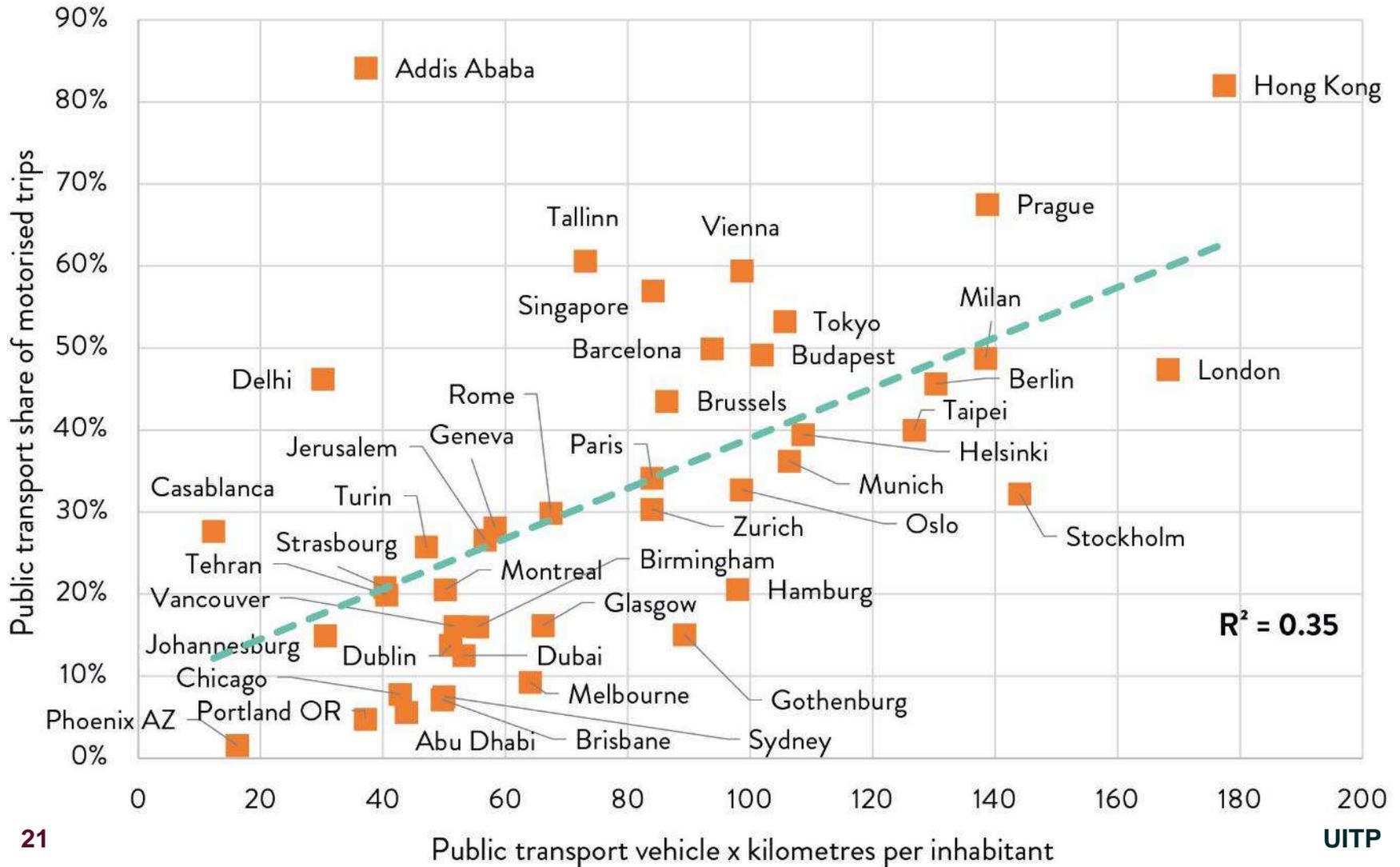


FACTOR #2: CAR USE

RECOMMENDATIONS

- **Manage the demand for private car travel: both through taxation (of ownership and use) and through access restrictions/congestion charging at peak times, etc.**
- **Tighten parking policies and remove parking minimums in new residential/commercial developments.**

FACTOR #3: BETTER PUBLIC TRANSPORT SUPPLY



FACTOR #3: BETTER PUBLIC TRANSPORT SUPPLY RECOMMENDATIONS

- **Improve and integrate the supply of different modes of public transport**
- **Prioritise higher capacity modes, using lower capacity vehicles/services to feed into the higher capacity ones.**

LESSONS LEARNT

- **Dense, compact urban design contributes to improving the modal share of public transport**
- **Lower motorisation rates and measures to control the demand for private car travel contribute to higher public transport modal share**
- **Denser public transport supply contributes to higher public transport modal share**
- **Best results are achieved through a combination of policies and measures**

THANK YOU FOR YOUR ATTENTION

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