

Public transport alleviates congestion

Urban space is a precious commodity and public transport makes a better use of it than a car-dominant society. Vehicles that keep moving enable the space to be freed up for other uses and for all members of society to enjoy. Moreover, congestion makes cities unattractive places to live and work in. Considering the continuous urbanisation and the increasing mobility demand in urban areas today, congestion around the world will continue to worsen unless the approach to mobility undergoes a structural change.

- > The direct cost of congestion is estimated at around 2% of GDP. This represents billions of euros every year.
- > Congestion invades cities: a journey from home to work by car consumes 90 times more urban space and community financed infrastructure than the same journey made by metro, and 20 times more space than if it had been made by bus or tram.
- > If everybody travelled to work by car, the total space needed for parking cars would be as great as the space needed for business activities. Indeed employees need approximately the same amount of space to work in their offices as they need to park their car (about 20m² per person).
- > The investments needed to improve mobility and accessibility are at a level far below the costs of congestion. The divide is even greater if we take into account the external costs and social impacts of congestion.

2025=PTx2

Perth (Australia)

One target of Perth's metropolitan transport strategy is to **double by 2029** the modal share of public transport within the Perth metropolitan region – from 6 to 12%; as well as increase the proportion of morning peak period trips by public transport into Perth CBD from 35 to 65%.

According to UNEP, 1,000 new vehicles register daily in Beijing. This represents two additional soccer fields of parking space every day.

To carry 50,000 people per hour per direction, you need:

