

Develop visionary integrated urban policies

Integrated urban policies optimise the benefits of public transport and enable citizens to enjoy a pleasant urban life.

To guarantee quality of life and sustainable development of cities and regions around the world, it is essential to develop an integrated approach to urban policies underpinned by economic, social and environmental values for citizens and business. A well functioning and integrated public transport system is the cornerstone of such policies.

Coordinate the different policies

Any public transport policy can only succeed if it is effectively coordinated and integrated with other urban policies (e.g. land use, policing, parking, fiscal etc.). This interaction brings benefits to both the public transport sector and other urban policy areas. National and regional governments play a major role, by providing a coherent and integrated legal administrative framework and strong support for local governments. As a result local authorities are empowered to ensure and oversee the proper functioning of the sector. It is essential in this case that regional and local authorities hold the relevant powers to ensure that the policy goals set at the national level can be achieved.

Coordinate the different modes of transport

To meet the economic, social and environmental ambitions of society, different transport modes and companies need to be coordinated in order to create an integrated public transport system with all actors pulling in the same direction. Action should be taken at the level which will be most effective for the local conditions and can contain areas with different regions and policy backgrounds. Without this coordinated approach, results will not live up to the expectations and ambitions because mobility zones often stretch beyond strict administrative boundaries.

At the same time a balance is needed to ensure that intervention leaves room for the business-oriented activities of the operator without sacrificing the social functions of public transport. The design of appropriate regulatory and institutional frameworks ensures that both objectives are met.

2025=PTx2

Madrid (Spain)

Since the creation of the regional transport authority in 1986, **public transport patronage in the Madrid region has risen by 70%** while the population has grown by 25%. Significant infrastructure developments have taken place since 1995, with over 200km of metro and light rail line built in Madrid and its suburbs.

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Toronto (Canada)

The new regional transport plan of the Greater Toronto and Hamilton area set out ambitious objectives for public transport with a 25 year timeframe. It plans to build 1,200 km of rapid transit (over three times what currently exists!) so that over 80% of residents in the region live within two km of rapid transit (compared to 40% today). The plan advocates investing CND 2bn a year on public transport projects during the period. An initial CND 11.5bn has already been pledged by the regional government. It is expected that in 25 years, public transport will cover 26% of the trips to work compared to 16% today and **ridership should grow by 130%**. As a result, emissions from transport should halve within the period.

Call for action

- > Adopt a clear regulatory framework that provides business stability, supports sustainable mobility and leaves room for commercial activities besides traditional public transport provision.
- > Integrate all aspects of urban mobility and shift from isolated decision making to integrated mobility management.
- > Provide urban centres with ambitious sustainable mobility plans and targets with monitoring tools.
- > Coordinate all modes of public transport (different modes, services and operators) in the territory.
- > Foster single pricing or ticketing policy, compatible timetables, collective marketing and optimise networks and interchanges.
- > Coordinate local and regional levels.
- > Ensure that no one is excluded from using public transport (availability, affordability and awareness of services).