Urban Travel Policy

Some lessons and challenges

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International Transport Forum
Singapore, 30 June 2010
• An inter-governmental organisation for transport with 52 member countries
• A major meeting place for the sector in May of every year (Leipzig, Germany)
• A transport policy think tank
Well-known Trends

- Urbanisation continues
  (70% of the world by 2050)
  – especially in developing world

- Megacities growing in number and in size
Increasingly Urban World

1955: Europe and N America lead the way

Source: http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm
Increasingly Urban World

1965: Latin America catching up

Source: [http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm](http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm), data from UN DESA
Increasingly Urban World

1975: Growth slows in China but booms elsewhere
Increasingly Urban World

1985: Rapid urban expansion in Asia and Africa

Source: [http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm](http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm), data from UN DESA
Increasingly Urban World

1995: Latin America overtakes Europe

Source: [http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm](http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm), data from UN DESA
Increasingly Urban World

2005: World nears 50% urban threshold

Source: [http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm](http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm), data from UN DESA
Increasingly Urban World

2015: African growth fastest - Asian growth biggest

Source: http://news.bbc.co.uk/2/shared/spl/hi/world/06/urbanisation/html/urbanisation.stm, data from UN DESA
Different Densities...

- Jakarta: 14.9 million people, 2,942 km²
- Moscow: 8.5 million people, 470 km²
- London: 6.6 million people, 1,062 km²
- Shanghai: 7.3 million people, 244 km²
- Berlin: 4.2 million people
- Paris: 7.8 million people, 893 km²
- New York: 10.7 million people, 2,674 km²
... but fast growth in many cities

Chengdu, Sichuan: 2000
Well-known Trends

- Urbanisation continues
  (70% of the world by 2050)
  – especially in developing world
- Megacities growing in number and in size
- Suburbanisation continues
- Car ownership increasing rapidly
  (x3 by 2050)
- Ageing of population (> 80 x 3 by 2050)
  % over 65 will double
Cities as Drivers of Growth

- Economic importance of cities is due to agglomeration economies
- Importance of transport has been understated

Conclusion:
Transport will be a key to economic viability, sustainability and livability of cities
Shared Transport Problems

Cities are different but their transport problems are similar:

- Congestion
- Emissions
- Increasing car use
- Access problems for those without cars
- Urban sprawl
- Institutional fragmentation
Same Mistakes Everywhere

- Inconsistent policies and ineffective structures
- Failure to manage car use
- Failure to integrate land use and transport planning
- Urban space lost to inefficient users
- Decline in public transport services
Emerging Ideas / Towards a New Consensus

- Polices in cities are also a national matter
- City policies start from clear aims
- Need to agree on priorities
- Organisations and structures matter; they need to be broader based
- Integrated approaches in transport needed so that instruments work together
Ideas developed in publications from ECMT/ITF
Key Issue is Implementation

- Stated policies are usually excellent

- But many problems in implementation
  - Split or duplicated responsibilities (investment, modes, planning, enforcement...)
  - Incoherent frameworks; between Ministries, cities, ...
  - Incomplete or excessive decentralisation (powers without finance or skills)
  - Poor data and analysis
  - Political will to bring about changes
Key Issue is Implementation (cont.)

- **Strasbourg**
  long term plan, supported by both left and right; political continuity

- **London**
  Congestion charging as an exercise in political leadership

- **Paris**
  > reallocation of urban road space to public transport
  > financing mechanism (local tax)

- **Dublin**
  Transport authority with all actors ---- but ---- no teeth

- **Spain**
  Strong regional role (e.g. Catalona/Barcelona)

- **Tokyo**
  liberalised/privatised public transport services
Some Specific Innovations
Real-time traffic information

Source: Sytadin, France
Congestion Charge

Source: Autoalertme.com, Transport for London, UK
Navigation

Car, public transport, bicycle, Pedestrian navigation

Source: GoogleMaps, Google Transit
Real-time car sharing localisation, reservation and payment

Source: ZipCar, USA
Bike-sharing

Real-time shared bicycle localisation information

Source: Ve'lib, Paris, France
Real-time parking availability, charges and metering

Source: Chicago Parking App, USA
Real-time taxi localisation, reservation and payment

Source: Taxis G7, France
Real-time regional and national rail timetable and fare info.

Source: CFF (Swiss National Rail), Switzerland
Public Transport

Real time bus/bus station localisation, schedule and fare information
Contactless payment

Source: Seoul Bus App, Korea
Urban Mobility Services and Networks
Conclusions/Key Challenges

- Coherent approach essential (national -> local with integrated policies and institutions)

- Adequate financing and investment

- Better data and comparative analysis
Thank you

More information, studies, publications

www.internationaltransportforum.org