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# Sustainable Urban Mobility and Public Transport in ECE Capitals

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Future

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

*SUSTAINABLE URBAN MOBILITY AND  
PUBLIC TRANSPORT IN ECE CAPITALS*



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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

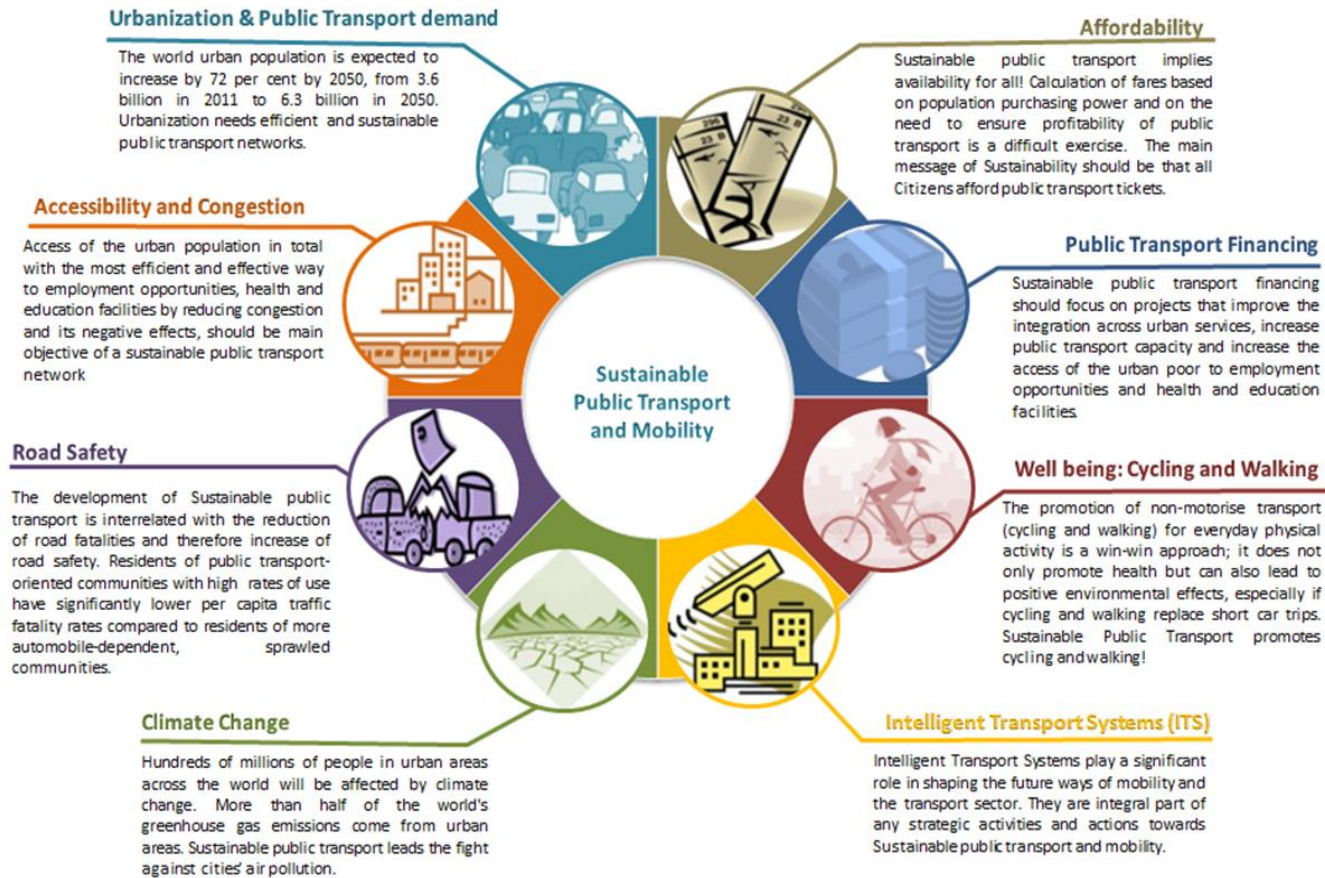
**Chapter 4:** provides conclusions from the analysis given in chapter 2 as well as lists several recommendations for consideration by the authorities at various levels on how to further improve urban transport and mobility.

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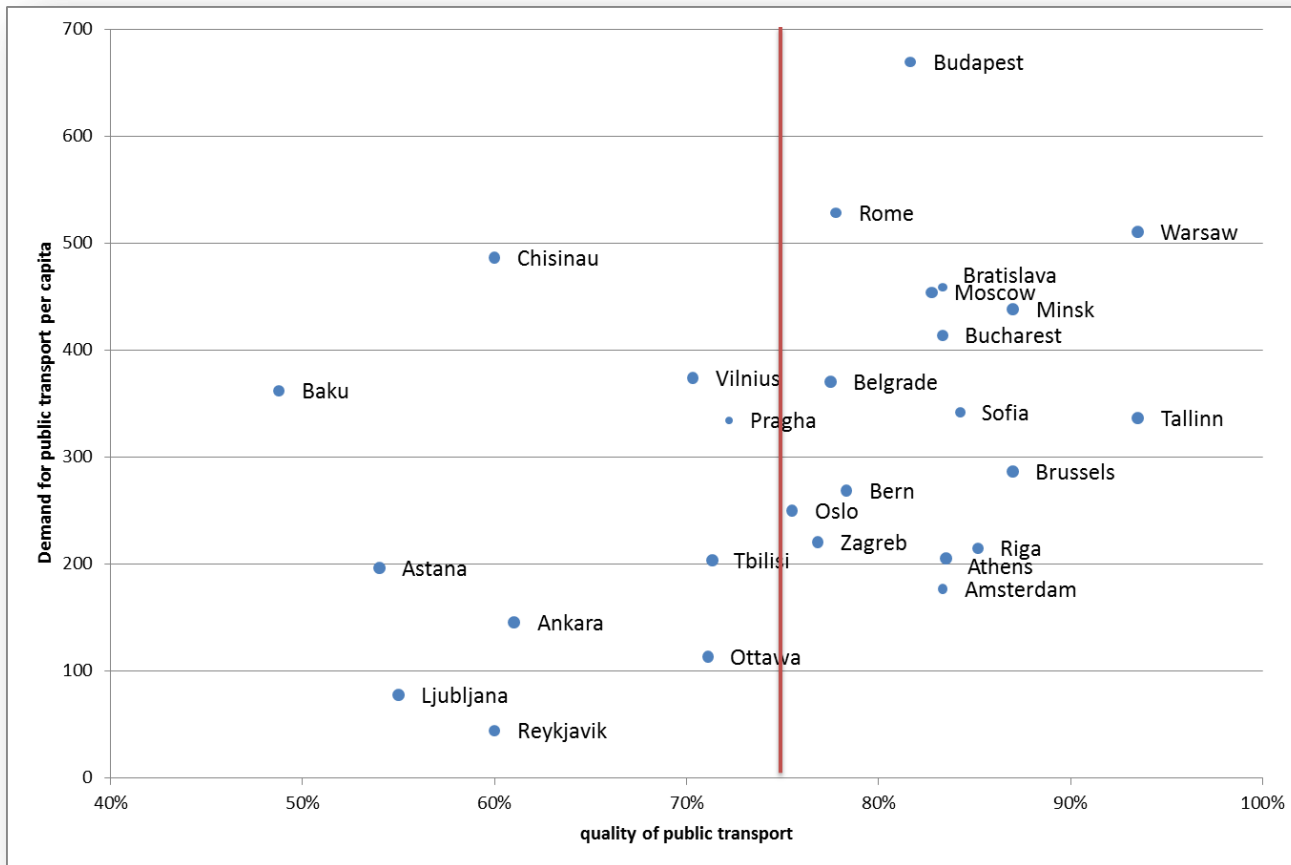
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# Sustainable urban mobility and public transport pillars



# 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.

### Traffic congestions and pollution:

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 on-ground 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.

## 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.*



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# Thank You!

