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Urban Mobility

Urban areas vary in terms of their population, area, urban form, topography, economic activities and income levels. Yet throughout the world, most urban areas share similar mobility patterns due to rising incomes, increasing motorisation, densification and the outward growth of suburbs. Mobility is on the increase and with it comes increased congestion. This is overwhelming the operational sustainability of urban mobility systems and is causing social, economic, and environmental imbalances and inequities.



Downtown Minneapolis Skyline by Greg Benz

The challenge for towns and cities everywhere is to enhance mobility while at the same time reduce congestion, accidents and pollution. Some urban areas are achieving some measure of success in dealing with these problems but replicating these successes is proving extremely difficult.

Efficient and effective urban mobility can significantly contribute to overall socio-economic objectives, energy dependency, or concerns over climate change. Urban mobility policies are therefore becoming of increasing importance to national governments. As recently as 2005, India drafted a National Urban Transport Policy aimed at providing a transport system that would "save lives, time and money" and enable Indian cities to realise their full potential as "Engines" of India's economic growth.

While cities themselves are usually in the best position to manage urban mobility and meet the challenges of increasing demands for mobility according to their specific circumstances, many cities lack the technical, human and financial resources to do the job. This is where knowledge sharing can help.

This section of the gTKP website is designed to facilitate knowledge sharing on urban mobility. It is managed by the gTKP Urban Mobility Theme Champion, Peter Midgley (peter.midgley@gtkp.com) and it provides a focal point for accessing detailed knowledge (policies, issues and actions) and information (key resources, organizations and expertise) grouped within topic areas.

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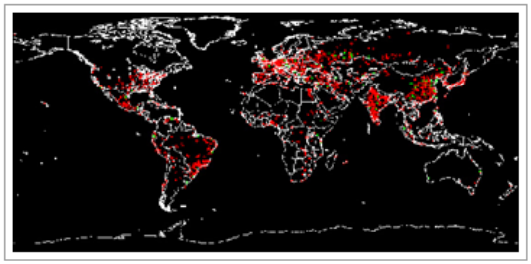
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CITIES

This section of the gTKP Urban Mobility Core Theme presents information from the Knowledge Centre on urban transport and mobility by city.



Source: World Cities Population Database

Documents

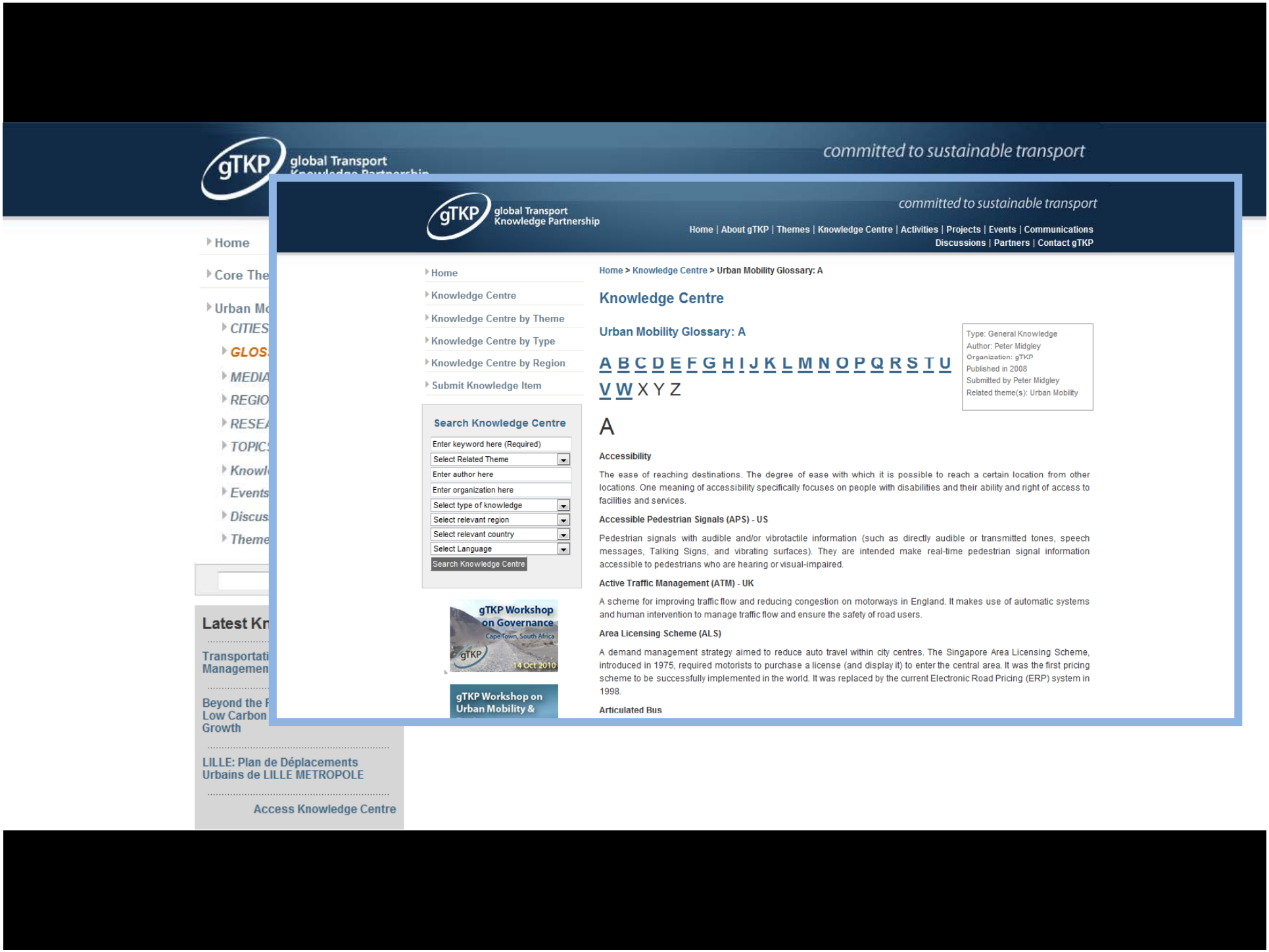
- ADDIS ABABA: Simplified travel demand modelling for developing cities: The case of Addis Ababa
- BANDUNG: The Characteristics of Paratransit and Non-Motorized Transport in Bandung, Indonesia
- Cape Town: A proposed strategic plan for non-motorised transport (NMT) for Cape Town
- COLOMBO: Impact of Transport Infrastructure & Services on Urban Poverty and Land Development: A Case Study- Colombo, Sri Lanka
- CONAKRY: Poverty and Urban Mobility in Conakry
- DHAKA: Vehicle Mix and Road Space in Dhaka: The Current Situation and Future Scenarios
- DOUALA: Poverty and Urban Mobility in Douala
- GANGTOK (India): Comprehensive Mobility Plan
- HANOI: Hanoi Urban Transport Development Project
- HANOI: Influence of Asian Transport on Urban

Media

- BOGOTA: Lessons from Bogotá
- GUANGZHOU: Guangzhou City Center Transport Project
- ISTANBUL: Taking a Bite out of Traffic in Istanbul

Presentations

- BANGKOK: Transport Management in Bangkok
- CAIRO: Outcomes of Strategic Urban Development Master Plan and Pre-Feasibility Study
- GOTHENBURG: Mobility Management
- JAKARTA: Creating a Pedestrian Environment by Integrating NMT Facilities in the Urban Transport System in Jakarta
- KABUL: Urban Transportation and Environmental Challenges in the City of Kabul, Afghanistan
- KATHMANDU: Kathmandu Sustainable Urban Transport Project


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Urban Mobility Glossary: A
A B C D E F G H I J K L M N O P Q R S T U
V W X Y Z
Type: General Knowledge
Author: Peter Midgley
Organization: gTKP
Published in 2008
Submitted by Peter Midgley
Related theme(s): Urban Mobility
A
Accessibility
The ease of reaching destinations. The degree of ease with which it is possible to reach a certain location from other locations. One meaning of accessibility specifically focuses on people with disabilities and their ability and right of access to facilities and services.
Accessible Pedestrian Signals (APS) - US
Pedestrian signals with audible and/or vibrotactile information (such as directly audible or transmitted tones, speech messages, Talking Signs, and vibrating surfaces). They are intended make real-time pedestrian signal information accessible to pedestrians who are hearing or visual-impaired.
Active Traffic Management (ATM) - UK
A scheme for improving traffic flow and reducing congestion on motorways in England. It makes use of automatic systems and human intervention to manage traffic flow and ensure the safety of road users.
Area Licensing Scheme (ALS)
A demand management strategy aimed to reduce auto travel within city centres. The Singapore Area Licensing Scheme, introduced in 1975, required motorists to purchase a license (and display it) to enter the central area. It was the first pricing scheme to be successfully implemented in the world. It was replaced by the current Electronic Road Pricing (ERP) system in 1998.
Articulated Bus

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MEDIA

Increasingly the internet is featuring blogs, photos and videos about urban mobility. As more and more people are affected by congestion, rising energy costs and climate change issues, the internet is being used to voice opinions, share ideas and get involved in discussion groups through blogs. The old adage "a picture is worth a thousand words" is increasingly valid when it comes to trying to discuss the complex issues surrounding urban mobility. This is clearly the case with the rapid increase in the posting of urban mobility related photos and videos on the internet. It is also part of the growth in the internet use of visual media to bridge differences in language and culture.



Jaime Lerner - the "father" of Bus Rapid Transit - being interviewed in Curitiba in 2004 by Peter Midgley (Urban Mobility Theme Champion) for the film "Making Things Happen with Bus Rapid Transit".

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REGIONAL RESOURCES

This section of the gTKP Urban Mobility Core Theme presents a breakdown of resources according to the following regions of origin, application or interest:

- Global
- Africa
- Asia and the Pacific
- Eastern Europe, Caucasus and Central Asia
- Europe
- Latin America and the Caribbean
- Middle East and North Africa
- United States and Canada



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Asia and the Pacific

There are currently 136 resources available on Asia (of which 13 are useful links and 5 are videos):

Asia-wide (21)

- Analysis of policy processes to introduce Bus Rapid Transit systems in Asian cities
- Bicycles: An integral part of urban transport system in South Asian cities
- Bicycling in Asia
- Bus Rapid Transit (BRT) Overview
- CAI-Asia and Sustainable Urban Mobility in Asia (SUMA): Bus Rapid Transit Systems
- Changing Course: A New Paradigm for Sustainable Urban Transport
- Comparitive assessment of BRTS in Asian Cities
- Environmentally Friendly Public Transport Planning
- Impact of Better Traffic Management
- Measuring Passenger Car Equivalents for Nonmotorized Vehicle (Rickshaws) at Mid-Block Sections
- Mitigating Environmental Emissions from the Urban Transport System
- Moving forward : towards better urban transport
- Non-Motorized Vehicles in Asia: Lessons for Sustainable Transport Planning and Policy
- Street Space Sustainability in Asia: The Role of the Asian Pedestrian and Street Culture
- Sustainable Urban Transport in Asia
- The Issues and Realities of BRT Planning Initiatives in Developing Asian cities
- Urban Mobility and Sustainability in Asia and the Power of Context
- Urban Transport and Local Governance in Asian Developing Countries
- Urban Transport in Asia: An Operational Agenda for the 1990s
- Urban Transport in Asia: Towards Climate Change Mitigation
- Using Intelligent Transport System for Sustainable Development of Asia
- Walkability in Asian cities: state and issues

Afghanistan (1)

- KABUL: Urban Transportation and Environmental Challenges in the City of Kabul, Afghanistan

Australia (3)

- Integrated Transport and Land Use Planning - The Victorian Experience

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RESEARCH AND TRAINING

Australasian Centre for the Governance and Management of Urban Transport, Melbourne, Australia

GAMUT (Governance and Management of Urban Transport) is a collaborative research centre dedicated to promoting and supporting sustainable urban transport in Australia and the Asia Pacific region. Based at the University of Melbourne, GAMUT works with a network of researchers to focus attention on the need for innovative institutional design for integrated transport systems. GAMUT is one of a global network of Centres of Excellence in Future Urban Transport created by the Volvo Research and Educational Foundations, an independent research and educational institution.



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Website: www.abp.unimelb.edu.au/gamut/

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    - Public Transport
    - Stakeholder Participation
    - Street Design
    - Traffic Management
    - Urban Freight
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TOPICS

Urban Mobility is a complex subject that covers many topic areas. Each topic area has a separate page with a brief introduction and a selection of relevant documents, media, presentations and useful links.

More detailed knowledge and information is available in the Topic Information Sheets that can be downloaded from the Knowledge Centre from individual links on each page.

The topic groupings are as follows (see also the navigation menu to the left of this and every page):



Topic Pages

- Demand Management
  - Car Pooling
  - Parking
  - Road Pricing and Congestion Charging
- Environment
  - Air Pollution and Urban Mobility
  - Climate Change and Urban Mobility
- Institutions
- Mobility Management
  - Mobility Plans
  - Mobility Policies
- Non-Motorised Transport
  - Non-Motorised Vehicles

Topic Information Sheets (pdf)

- Demand Management
  - Car Pooling
  - Parking
  - Road Pricing and Congestion Charging
- Environment
  - Air Pollution and Urban Mobility
  - Climate Change and Urban Mobility
- Institutions and Management
- Mobility Management
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  - Mobility Policies
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    - *Poverty Alleviation*
    - *Public Transport*
    - *Stakeholder Participation*
    - *Street Design*
    - *Traffic Management*

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Road Pricing

Road pricing means c
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pedestrians.

Read more in the
Information Sheet on
Charging.

Documents

- Central London C
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- CfIT World Reviev
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- Congestion Pricir
- Green Urban Mob
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gTKP **Topic Information Sheet** *Urban Mobility*

Road Pricing and Congestion Charging

Definitions

Road pricing means charging for the use of roads in a way that reflects the costs of using them - paying more when roads are congested and less when traffic is light. Congestion charging is a form of road pricing that aims to reduce motor vehicle travel into congested urban areas.

Context and Policies

Road pricing is a form of demand management that has become accepted as a policy measure to combat pollution and congestion. Motorists are encouraged to change their habits, travelling at different times or by different routes, possibly to alternative destinations, or making their journey by public transport and/or non-motorised transport (on foot or by cycle). Road pricing works best when applied in parallel with other measures, such as public transport improvements and provisions for cyclists and pedestrians. Road pricing is a tool to reduce congestion and thereby improve air quality and standards of health. It can also reduce the need for new or widened roads. Key stakeholders are vital to the success of a pricing scheme, and must be consulted effectively to raise the level of awareness and support.

Examples

The Central London Congestion Charging Scheme has been in operation since February 2003 and was extended westwards in February 2007. During its hours of operation, drivers of vehicles are required to pay a standard daily charge of £8 (increased from £5 in July 2005) to travel within the Congestion Charging zone, subject to a number of discounts and exemptions. The principal aim of the scheme is to reduce congestion by encouraging drivers to switch from private car use to other modes of transport. It also produces net revenues to support London's Transport Strategy (in the 2007/08 financial year these amounted to £137 million, allocated mainly to improvements to bus operations). Following its introduction in 2003, congestion was substantially reduced within the zone and traffic entering the zone was reduced by around 20 per cent. The initial traffic and congestion reductions led to overall CO_2 reductions of 16 per cent inside the charging zone, a reduction of emissions of oxides of nitrogen (NOx) of eight per cent and fine particulate matter (PM10) of six per cent.

The Singapore Area Licensing Scheme (ALS), introduced in 1975, was the first urban congestion pricing scheme to be successfully implemented in the world. Motorists had to purchase daily or monthly licences to enter the 6-square-kilometer central area during restricted hours (called the "Restricted Zone") - later increased to 7.25 square-kilometers. Car pools with four persons including the driver were exempt from paying the congestion charge. The initial drop in traffic entering the Restricted Zone was 44% (31 % by 1988) due to diverting away from the city centre those motorists whose destinations were not the city itself but had merely been using the city roads as short cuts, as well as by those who changed their journey start time to avoid paying the ALS fees. There was little evidence



Photo credits: ERP gantry at North Bridge Road. Singapore © 2005 maller_diablo

Resources

Documents

- **Central London Congestion Charging: Impacts monitoring Sixth Annual Report**, 2008, Transport for London (UK)
- **CfIT World Review of Road Pricing Phase 2 - Case Studies**, 2008, WS Atkins, Commission for Integrated Transport (UK)
- **CfIT World Review of Road Pricing Phase 2 - Final Report**, 2008, WS Atkins, Commission for Integrated Transport (UK)
- **Congestion Pricing: A Primer: Overview**, 2008, Office of Transportation Management, Federal Highway Administration (USA)
- **Green Urban Mobility - transport plans for the Copenhagen capital region**, 2008, City of Copenhagen (Denmark)
- **International Experience with Road and Congestion Pricing and Options for Johannesburg**, 2008, T. M. Ueckermann and C. Venter, University of Pretoria (South Africa)
- **Road Pricing - A Guide to Public Understanding**, 2004, Institution of Civil Engineers, London (UK)
- **Road pricing: Can the technology cope?**, 2006, The Green Light Group, Institution of Civil Engineers (UK)
- **Road Pricing: Singapore's Experience**, 2002, Dr Chin Kian Keong, Land Transport Authority, (Singapore)
- **Road pricing: What are the facts?**, 2007, Institution of Civil Engineers, London (UK)
- **Towards a Policy on the Imposition of Road Tolls in the City of Cape Town**, 2003, R.M. Halden and B. Floor, City of Cape Town (South Africa)

Presentations

- **Congestion pricing and parking policy in the Netherlands**, 2009, Karel Martens, Institute for

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Impacts monitoring

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Thank You