PROVIDING ACCESS BY COMBINING PUBLIC TRANSPORT AND CYCLING

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UITP : A DIVERSE GLOBAL MEMBERSHIP

1500 member companies
   ▶ Operators (all modes, incl. shared mobility)
   ▶ Authorities
   ▶ Policy decision-makers
   ▶ Research institutes
   ▶ The sustainable mobility supply and service industry
   ▶ Associations

18,000 contacts
96 countries

UITP unites the sustainable mobility community

“We are working to enhance quality of life and economic well-being by supporting and promoting sustainable transport in urban areas worldwide”
A WORLDWIDE ASSOCIATION

16 offices

NORTH AMERICA
- Regional Office | New York City

LATIN AMERICA
- Regional Office | São Paulo

EUROPE
- Main Office & Centre for Training | Brussels
- Liaison Office for Turkey | Istanbul

AFRICA
- UATP - Regional Office | Abidjan
- Liaison Office for Austral Africa | Johannesburg

EURASIA
- Regional Office | Moscow
- Liaison Office for Kazakhstan | Astana

MIDDLE EAST & NORTH AFRICA
- Regional Office and Centre for Transport Excellence | Dubai
- Liaison Offices for Angol & Eritrea
- Liaison Office for Iran | Tehran

ASIA-PACIFIC
- Regional Office | Hong Kong
- UITP ANZ - Regional Office for Australia / New Zealand | Melbourne
- Regional Office for India | Bengaluru
- Liaison Office for China | Shenzhen
- Centre for Transport Excellence | Singapore
SUSTAINABLE MODES GROW TOGETHER WITH INTEGRATED STRATEGIES

**Graphs showing trends in transport modes entering central London in the weekday morning peak**

- **People entering central London in the weekday morning peak** - road traffic by main mode of transport

- **Cyclists as proportion of people entering central London by road in the weekday morning peak**
SUSTAINABLE MODES GROW TOGETHER WITH INTEGRATED STRATEGIES

Modal split Ile-de-France

Paris 2001
- Walk: 46.47%
- Cycle: 34.62%
- PT: 17.98%
- Private motorised: 0.88%

Paris 2012
- Walk: 39.23%
- Cycle: 38.42%
- PT: 20.33%
- Private motorised: 2.02%
EXAMPLE : BOGOTÀ, COLOMBIA

The strategy: Less car usage, more public transport, walking & cycling

The Benefits: Greater access for all, better traffic safety, public space improvements – greater livability, better air quality
THE KEY: INTEGRATION & COORDINATION

1. Urban planning – Interchange design
2. Ticket integration
3. Communication & Information integration
4. Operational issues
1. URBAN PLANNING & INTERCHANGES

- Integrated & strategic urban planning
- Bike parking close to PT stations
- Intermodality
- Coordination of the PT & bike-sharing networks

Montpellier and The Hague
2. INTEGRATED TICKETING

Navigo pass in Paris gives access to Velib’ and bicycle parkings

PassMobilité Strasbourg, France gives also access to bike- and car-sharing
2 + 3. MAAS - INTEGRATED TRAVEL INFORMATION & TICKETING: VIENNA, WIENMOBIL

- On Route Navigation
3. INTEGRATED COMMUNICATION

Common communication

- Integration of bicycle facilities into the signalling in stations and at stops
- Info on public transport maps
- Info on travel planners
- Joint advertising campaigns
- Co-Branding
4. OPERATIONAL ISSUES

- Bicycles on board
- Common use of reserved lanes

Munich, Germany

Berlin
CONCLUSION: SUPPORT OF AN INTEGRATED APPROACH

Coordination of sustainable transport modes and integrated planning to offer citizens better access to life.
THANK YOU

GET IN TOUCH 😊

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