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# **Some best practices in urban mobility**

**Pierre LACONTE**

President, Foundation for the Urban Environment,  
Honorary Secretary General, International Association of Public Transport.

# **1.Megacity: London**



London : Oyster Card for the Underground. Debit full trip on entrance. Credit on unused part on exit.

London : Oyster Card for the Commuter Trains. Same system applies from 2010. Intermodal use entailed doubling of patronage. It received the ITF award 2012.

## Ticketing and travel guide



2 January 2010 until further notice



London : 8 £ congestion charge to enter Central London by car – payment can take place by SMS.

## **2.Large city: Zurich**



Zurich traffic management: In Zurich, trams and buses enjoy absolute priority on street. When approaching a traffic light the sensor (shown on the lower left) ensures they have a green light at any time of the day. The reliability of timetables makes public transport the City's fastest mode of transport. Modal split is around 80% in favour of public transport.





Zurich parking management:  
Unrestricted on-street parking is exclusively reserved for Zurich-registered residents, while automobile commuters entering the city from other municipalities are subject to limits on their parking time. This parking measure has entailed a large-scale return of inhabitants to the city, has benefitted the public car parks and has been politically rewarding for the city fathers, while suburban rail travel has been made easier.





### **3. Medium city: Nantes**

Nantes has been a pioneer of the tramways revival since 1982, complemented today by a bicycle rental scheme. Tramways are not only a tool for sustainable mobility. They are an opportunity for enhancing the street network and creating pedestrian-friendly environments. As initiated in Karlsruhe, Germany in 1992, some tram networks are using existing railway tracks in operation.



## **4. Small city: Louvain-la-Neuve University town (near Brussels)**



Louvain-la-Neuve university town: entrance to the underground railway station. All streets are pedestrian and combine university buildings, housing, retail and cultural services. Land remains property of the University and is leased to investors.





Louvain-la-Neuve university town: View of one the numerous small piazzas on the pedestrian streets network. Cars are parked underneath.





Louvain-la-Neuve university town : all storm water is led to a reservoir treated as a lake, which attracts housing investments.