

Examples of good practices from MCD

STOCKHOLM

Mobility in cities
Database

POLICIES & ACTIONS

	1990 – 2001 PERIOD	2001 – 2010 PERIOD
Town Planning and Transport		
Control of urban sprawl	Transformation of former industrial zones within city of Stockholm into compact residential areas. Stockholm City Structure Plan (1998) relies on concept of internal development (protection of green areas and densification of existing settlements).	Stockholm Regional Development Plan (2001) recommends a polycentric regional structure made of compact centres.
Integration of town and public transport planning	Stockholm City Structure Plan recommends integrating public transport within new urban development projects (cf. light rail line).	Stockholm Regional Development Plan recommends: - reinforcing the concentration of activities along public transport (rail) routes; - organizing new settlements and regional centres around public transport stations and lines.
Rules limiting the construction of parking spaces		
Control of Car Traffic		
Parking regulations and restrictions	Parking charged in inner city, high parking fees, parking permits for residents. Charge for the exact parking duration (1998).	
City centre access control		Access restrictions for heavy vehicles
Pedestrian areas and low traffic zones		
Urban toll	Tolls on new roads.	Congestion charging trial in all inner city area (2006).
Development of Public Transport		
Investment in Public Transport	Extension of one metro line (1994). Development of one light rail line (2000). Development of city airport rail link (1999). Metro fleet renewal.	Light rail network extension (2002), further extensions towards East and North planned. Planned tunnel under city centre for commuter railway line. Planned metro and commuter railway extensions.
Extension of reserved routes and public transport priority schemes	Bus lanes and priority at crossing as part of trunk bus routes.	
Improvement of service quality	Development of trunk bus network in inner city (1998/99): higher speed and frequencies, upgraded bus stops, real time information, branding, comfort, accessibility. Introduction of environmentally friendly vehicles.	Further development of trunk bus routes. Further use of environmentally friendly vehicles. Further improvement of ticketing and information.
Attractive price scale	Monthly ticket at attractive price.	

Organisation and Integration		
Public transport organization	<p>Storstockholms Lokaltrafik in charge of long term planning, procurement, integration, and infrastructure. Owns rolling stock and stations.</p> <p>Private operators in charge of operations, quality management, local marketing and information, rolling stock maintenance.</p> <p>Quality provisions in contracts.</p>	
Network integration (image, information, fares)	<p>Effective coordination between feeder buses and railway system.</p> <p>Integrated fares.</p>	<p>Advanced journey planner (2005).</p> <p>Upgraded real-time information (2007) and electronic travel card under development.</p>

SINGAPORE

POLICIES & ACTIONS

	1990 – 2001 PERIOD	2001 – 2010 PERIOD
Town Planning and Transport		
Control of urban sprawl	In line with previous plans, the 1991 Concept Plan calls for vertical expansion and the development of mixed use regional settlements with short travel to work distances.	Concept plan (2001) recommends increasing housing density, through the further development of both the central urban area and existing regional settlements (while preserving the quality of life and the environment). Sustained focus on short travel to work distances.
Integration of town and public transport planning	(Since 1970s) Integration of rail with urban development plans and concentration of high density developments around rail stations. Development of a feeder light rail line between new residential areas and rail stations. Cheap Park & Ride facilities at the limits of the congestion charging area (cf. below).	Concept plan calls for the densification of industries and businesses around rail stations. Further development of feeder light rail lines. Planned development of new radial and orbital rail lines (for commuting and regional travel).
Rules limiting the construction of parking spaces	(Buildings have to provide parking spaces that serve their own demand.)	
Control of Car Traffic		
Parking regulations and restrictions	Little roadside parking; high fees.	
City centre access control		
Pedestrian areas and low traffic zones	Improvement of conditions for pedestrians in city centre (sheltered pedestrian links).	Further improvement of conditions for pedestrians and cyclists (bicycle parking, cycle lanes).
Urban toll	Area Licensing Scheme in 720ha wide central zone (since 1975) complemented by Road Pricing System on three major expressways. Shift from manual to electronic system (1998).	Planned extension of the area and roads covered.
Development of Public Transport		
Investment in Public Transport	Extension of two metro lines (1996, 2001). Development of one 7.8km long automated elevated light rail line (1999).	Extension of one metro line (2002, 2009). Development of one 20km long automated metro line (2003). Development of two automated light rail lines (2003, 2005). Planned automated circular metro line (2010). Further rail developments planned (500km long metro envisaged under network Concept plan).
Extension of reserved routes and public transport priority schemes	Extension and strict enforcement of peak hour dedicated bus lanes. Upgrade of bus priority systems.	
Improvement of service quality	Overall improvement of service quality, including comfort (notably air conditioning), accessibility and real-time information.	Upgraded bus and metro operation management. Upgraded bus information (kiosks, mobile phone, web site). Metro stations upgrade.
Attractive price scale	Moderate fare level; concessionary fare schemes.	

Organisation and Integration		
Public transport organisation	<p>Land Transport Authority established in 1995 as integrated body for transport policy making and management.</p> <p>Bus and rail services operated by private companies under licenses from Land Transport Authority, which determines fare structure and service standards. Rail infrastructure is provided and owned by Land Transport Authority.</p> <p>There are also four major taxi operators.</p>	<p>Development of multimodal operators: the metro operator acquires bus operators and one large bus operator runs the new metro and two light rail lines.</p>
Network integration (image, information, fares)	<p>Good physical integration between bus and metro networks (interchanges).</p> <p>Light rail lines developed as feeder to metro network.</p> <p>(Since late 1980s) Integrated fare structure and ticketing system.</p>	<p>Introduction of integrated contactless travel card system (2002).</p>

LONDON

POLICIES & ACTIONS

	1990 – 2001 PERIOD	2001 – 2010 PERIOD
Town Planning and Transport		
Control of urban sprawl	Regional planning guidance for London (1994) puts forward measures supporting the occupation of existing housing.	London plan (2004) recommends accommodating London's growth within its boundaries, without encroaching on open spaces, through densification of housing and activities.
Integration of town and public transport planning	Regional Planning guidance for London supports development of offices in Central London around public transport stops and stations. Development/regeneration of East-London accompanied by Jubilee line and Docklands Light Railway extensions.	London plan recommends integrating the scale and phasing of urban development projects with the capacity of existing and proposed public transport system.
Rules limiting the construction of parking spaces		
Control of Car Traffic		
Parking regulations and restrictions	Reduction of roadside parking space availability in Central London (not only on Red Routes but also on secondary network). Extension of charged and short stay parking. Strict parking enforcement (increased powers for Boroughs since 1991).	Strengthening of parking enforcement: increased control, higher fines, use of CCTV (2005).
City centre access control		
Pedestrian areas and low traffic zones	Speed limited to 30 km/h in selected areas.	Programme for improvement of 100 public spaces, including the pedestrianisation of Trafalgar square (2003). Improvement of conditions for cyclists (London Cycling Action Plan, 2004).
Urban toll		Congestion charging scheme in Central London (2003); flat charge (initially 7 EUR, risen to 11 EUR in 2005) on working days; enforcement by plate number recognition. Simultaneous capacity increase and service level improvement of the bus network (cf. below); 80% of charge revenue allocated to bus network improvement. Planned extension of charging zone to the West.

Development of Public Transport		
Investment in Public Transport	<p>Extension of one metro line to the East (1999). Progressive upgrade of metro infrastructure and vehicles. Extension of Dockland Light Railway (DLR) network (2000). Development of a tramway/light rail network to the South (2000). Development of a direct railway line towards Heathrow airport (1998). Suburban railways upgrades: new rolling stock, station renewal including longer platforms, and improved signaling system.</p>	<p>Bus fleet increase. Extension of one metro line towards Heathrow airport's terminal 5 (2006). Extension of one metro line to the East of London towards the North and the South (2010). Major upgrade of metro infrastructure and vehicles. Extension of DLR towards London City Airport (2005); two further extensions planned (2010, 2012). Future tramway/light rail extensions to the South and the West under study. Upgrade of seven inner London stations served by Thameslink; further Thameslink expansion plans are under review. Crossrail project: development of two new heavy rail routes through London, involving construction of tunnel under Central London (2012/13).</p>
Extension of reserved routes and public transport priority schemes	<p>Development of Red Routes network and London Bus Priority Network (1994) benefiting from various traffic management measures including bus priority and parking restrictions. Strict enforcement of bus lanes, including use of on-board cameras.</p>	<p>Further increase in the number of bus lanes and junctions with bus priority; improvement of junctions (including bus gates), notably through the London Bus Initiative. Use of roadside cameras for bus lane enforcement.</p>
Improvement of service quality	<p>Increase of metro frequency, new rolling stock and renewed stations. Higher commuter railway capacity.</p>	<p>London Mayor's Transport Strategy includes the increase of capacity, reliability and frequency of bus and metro services. Additional bus network specific upgrades include low floor buses, information, security, alternative fuel trials (hydrogen fuel cell, diesel electric hybrid). General bus service quality improvement notably through London Bus Initiative and the congestion charging scheme. Additional metro network specific upgrades include accessibility to and comfort of stations, real-time information. Regarding commuter railways, London Mayor's Transport Strategy includes notably better integration with the urban network and safety improvement.</p>
Attractive price scale		<p>Reduction and simplification of bus fares.</p>

HONG KONG

POLICIES & ACTIONS

	1990 – 2001 PERIOD	2001 – 2010 PERIOD
Town Planning and Transport		
Control of urban sprawl	Redevelopment of the "old" urban area. Principle of high density mixed use settlements applied to the development of "new towns".	Continuation of this policy.
Integration of town and public transport planning	(Since 1970s) High density mixed use areas integrated with rail stations. Metro and suburban railway network construction partly financed by real estate development. "New towns" connected to city centre through frequent and high capacity rail services.	Continuation of this policy.
Rules limiting the construction of parking spaces		
Control of Car Traffic		
Parking regulations and restrictions	Very little roadside parking in the Central Business District. Roadside parking highly charged and limited in time. Strict enforcement of illegal parking.	Decrease of roadside parking space.
City centre access control		
Pedestrian areas and low traffic zones	Covered pedestrian link between Central Business District and residential areas (1993).	Further development of pedestrian links.
Urban toll	Congestion charging schemes considered but not implemented. Tunnel tolls since 1980s. Toll on motorway section (1997).	
Development of Public Transport		
Investment in Public Transport	Development of one new metro line (34km) including airport express branch (1998). Metro fleet increase.	Extension of metro lines (2001, 2002, 2005). Development of 30km long new suburban railway line (2003). Extension of existing suburban railway lines (2004, 2007). Extension of the light rail network. Development of Maglev line considered. Metro and suburban railway fleet increase.
Extension of reserved routes and public transport priority schemes	Extension of bus reserved routes, bus reserved streets and bus reserved junctions, in particular along busy corridors.	
Improvement of service quality	Bus fleet upgrade (air conditioning, clean fuel).	Metro station improvement programme. Increased provision of parking at railway stations. Use of new technologies in the design of the new suburban railway line (noise and vibration mitigation).
Attractive price scale		

Organisation and Integration		
Public transport organization	<p>Bus transport operated by private companies under route by route franchises from Government. Supplementary bus services (e.g. schools), minibuses and taxis operated under licenses.</p> <p>Partial privatisation of metro operator in 2000; contract with Government granting a 50 year franchise.</p> <p>Suburban railways and light rail operated by public corporation. Tramway privately operated.</p>	Tendency to shift from franchise to competitive tendering of bus services.
Network integration (image, information, fares)	<p>Common contactless payment system since 1997 (Octopus card) but no fare integration. Progressive extension of Octopus card to non transport applications (car park, phone, shops, etc).</p>	Partial fare integration underway. Integration between light rail and suburban rail (various interchanges).