

News from the cities

• AMT shares public transit vision 2020 for Greater Montreal.

What will tomorrow's public transit network look like? What are the leading issues and requirements that must be addressed by the transit network in order to attract users and compete against cars? The main challenges facing the AMT (Agence métropolitaine de transport) are outlined in its strategic development plan for public transit: The Future of Public Transit for the Greater Montreal Area – Vision 2020.

The AMT is a government agency whose mission is to expand public transit services in order to improve commuting efficiency in the Greater Montreal area. It plays a regional planning and transit funding role in a territory covering 4,000 km², 83 municipalities, 14 transit organizations and 12 para-transit* agencies. Against the backdrop of this complex governance structure, the AMT has been mandated to produce a 10-year strategic development plan for metropolitan transit including commuter trains as well as bus and metro services.

The 2020 Plan was made public in November 2011. It encompasses three strategic objectives for the development of mass transit in the region, along with several large-scale projects and numerous initiatives that target overall improvements in service quality. The plan calls for nearly \$17bn to be invested over a 10 year time frame:

- > \$2.4bn for the metropolitan bus network;
- > \$10.3bn for the metro and other guided transport systems;
- > \$3.7bn for commuter rail;
- > \$400M for service quality improvement initiatives targeting all modes of transportation.

Consulting our partners and citizens

The AMT has involved its partners and clientele, as well as interested citizens, in defining strategic directions for improving public transit in the region. During two discussion forums, the partners developed a shared vision of the main public transit issues and priorities that need to be addressed. In addition, AMT customers and other citizens of Montreal were asked to voice their expectations during two rounds of consultations: one online and another involving public meetings. This participatory approach helped identify the major issues involved in improving public transit in the region, which are:

- > Adapting to changing transportation and mobility requirements: renewed popularity of public transit; increasing number of trips between suburbs; need to travel outside of peak hours or in the counter-peak direction;
- > Managing demographic and urban growth: strong population growth in outlying areas typically characterized by low residential density, more widely dispersed activities and growing car ownership;
- > Improving the quality of service offered to customers: need to improve route time performance, make trips throughout

the metropolitan network easier and more seamless, and add capacity to the network so as to increase service levels.

Service improvements based on customer needs

In response to these issues, the AMT developed a metropolitan public transit vision for 2020 designed to facilitate mobility in the region and improve the quality of life of its residents. The overall goal is to make public transit services even faster and more frequent, as well as convenient, user friendly, accessible and diversified. Three strategic objectives were identified to help turn this vision into reality.



Objective 1: Easier trips

The AMT wants to make travel on its network easier for customers by adopting four action principles:

- > Facilitate access to terminals, train stations and metro stations by prioritizing sustainable modes of transportation (walking, biking and public transit);
- > Improve coordination between transit modes and carriers in the region in order to make customer trips as seamless as possible;
- > Provide clear and detailed real-time information throughout the network so that customers can better plan their trips and make adjustments in the event of any service disruptions;
- > Simplify and integrate fare payment practices throughout the metropolitan area.

Objective 2: Better quality of life

Public transit can play a key role in improving the quality of life of residents in the Montreal area and it is therefore necessary to maximize its contribution to sustainable development. Several actions have been planned with this in mind:

- > Design sustainable facilities that integrate harmoniously with the existing environment and anticipate future mobility needs;
- > Create quality living environments by supporting urban planning strategies that are integrated with public transit plans and by developing certain strategic sites;
- > Improve the network's energy performance by extending electrification to the bus and commuter train networks. Accordingly, the AMT is emphasizing the use of hydroelectric power, of which Quebec is the world's fourth leading producer.

Objective 3: A rapid, multi-modal metropolitan transit network

Customers appreciate fast and frequent transit services that offer an effective alternative to the automobile. A rapid, high-frequency multi-modal metropolitan transit network is therefore required to meet these expectations. Large-scale projects and quality improvement initiatives have been planned for each mode of transportation:

- > Metro: Extend three of the four existing metro lines; add system capacity to increase service levels by acquiring new rolling stock and planning rapid transit links for some major transportation corridors (for example, by adding light rail transit, or LRT);
- > Commuter trains: Improve service quality in the existing network by installing passenger-dedicated tracks, creating express trains and enhancing service in the counter-peak direction and during off-peak hours;
- > Metropolitan bus network: Improve its performance by completing the reserved bus lane network, by increasing the use of preferential measures and by implementing bus rapid transit (BRT) services.

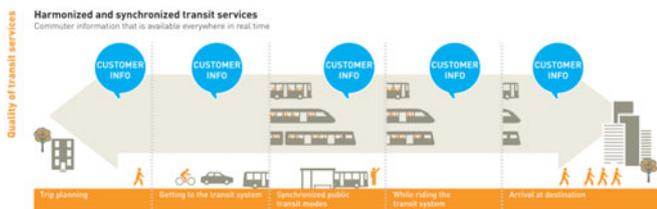
Ambitious but realistic targets

Progress and performance with respect to the 2020 Plan will be measured based on three types of targets: seamlessness of customer trips in the network; increased use of sustainable mobility in the network; and deployment of the metropolitan network.

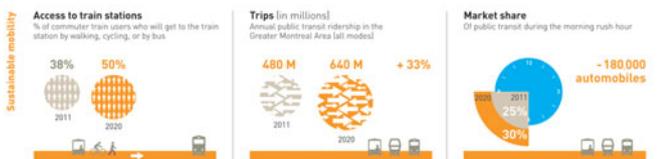
By 2020, customer trips throughout the network will be faster, easier and more seamless.



By 2020, public transit users will be more numerous and more likely to use active and public forms of transportation to get to their station.



By 2020, a larger percentage of the region's population will have access to a rapid public transit service within reasonable distance of their homes.



Contact: Mélanie Nadeau

MN@amt.qc.ca

The 2020 Plan is available in PDF format at:

<http://plan2020.amt.qc.ca/Accueil>

Quicker, Smarter, Smoother buses for South Yorkshire.

South Yorkshire Passenger Transport Executive (SYPTe) has been awarded millions of pounds to make buses quicker, smarter and smoother.

The Government has announced that it is to award SYPTe £4.91 million from the Better Bus Area Fund to make buses quicker through new bus priority measures, smarter through multi-operator smartcards and smoother due to improved traffic flows.

The funding will be targeted on the main employment areas in South Yorkshire and aims to significantly improve access to jobs and services. It should also allow for 1,225,000 more bus passenger trips a year and save 756 tonnes of carbon as a result of reduced boarding times for all bus users in South Yorkshire. As well as £4.91m from the Department for Transport the bid will pull in another £7.3m in local contributions. The scheme has been developed in partnership with bus operators to provide a network that enables existing and new passengers to benefit from the employment opportunities of the Sheffield City Region (SCR).

Research has shown that without investment traffic in South Yorkshire will see significant delays in the years to come. Investment will be targeted towards smart, multi-operator tickets. These will provide more cost effective travel for young people looking to access work or training. Bus journeys on the most important arterial and business routes will be faster and more reliable through infrastructure improvements. These will help improve the efficiency of the network and increase economic productivity. And the network will be managed and enforced to improve journey speeds and efficiency at traffic bottlenecks.

Also SYPTe, in partnership with Jobcentre Plus, will directly help 2,250 young people into work and training by providing a public transport smartcard allowing free travel for up to three months. After that the smartcard would allow the holder to pay for their tickets to access work by bus in the long term.

Amongst the works planned are highway improvements along Ecclesall Road in Sheffield to speed up bus journeys by relieving bottlenecks at Moore Street Roundabout, Hunters Bar and Bents Green to reduce bus delays by introducing bus pre-signals to junctions and preventing vehicles queuing onto a key roundabout.

Smart management technology will be used to control traffic signals and give priority to buses to minimise the delays experienced along the route. And there will be bus stop clearways, raised kerbs and tactile paving at 30 stops along the corridor including 10 new bus shelters with Real Time Information displays at key stops.

Further improvements will be made along the Sheffield to Halfway (Optio Orange route). This will see bus lanes at three pinch points at Granville Road, Mansfield Road/Manor Top and City Road/Spring lane to reduce bus delays.

Work will also be carried out on Rotherham Thrybergh, Woodfield Way, Barnsley Town Centre, and Sheffield key commuter routes.

David Brown, SYPTe Director General, said: "We are delighted that our bid has been successful. The Better Bus Area Fund will help to get public transport moving more efficiently on key

corridors which support employment. That will help employees, employers and improve air quality for everyone. "It will also allow us to directly help young people with their transport costs to make sure those costs aren't a barrier to them getting into work or training."

For more information: Tony Belshaw, Senior PR Officer
tony.belshaw@syppte.co.uk



Facts about public transport in South Yorkshire

- > South Yorkshire Passenger Transport Executive (SYLTE) is the driving force behind the development of public transport networks in South Yorkshire.
- > SYLTE implements the decisions of South Yorkshire Integrated Transport Authority (SYITA), which is made up of 12 elected councillors from Barnsley, Doncaster, Rotherham and Sheffield.

SYITA and SYLTE are members of the Travel South Yorkshire partnership. The aim of the partnership is to bring public transport together, encourage more people to use it, make it easier to understand and deliver new, innovative public transport products and services. All the transport operators in the county are also members of the Travel South Yorkshire partnership.

For more information visit:
www.travelsouthyorkshire.com

• Pass Navigo second generation

Early this year, Sophie Mougard General Director of STIF and Jean-Paul Huchon President of Region Ile de France along with designer Philippe Starck presented the second generation of the smart card pass 'NAVIGO'.

The pass NAVIGO has been in use since ten years, today it represents the key for mobility for nearly six million commuters in Ile de France Region.

To accompany the upgrade to NFC technology of the smartcard and mobile phones, pass 'NAVIGO' enjoyed a new design from the well known designer Philippe Starck who graciously volunteered for the work "[...] when STIF asked me, I didn't hesitate to accept. To me being a citizen means also that talents of individuals be requested to serve the community¹, says Philippe Starck. In fact designer Starck project was to raise the prestige of this ordinary object of daily use although not trivial so that

citizens living in the Region Ile de France so called Franciliens "be proud of their card [pass Navigo] as well as of the value of common interest that [public] transport enshrines".

The Franciliens are continuously exposed to the branding of the public transport system, be it on the vehicles, at bus stops, at metro stations, on the network maps and therefore very familiar with the pass 'NAVIGO'. It is the responsibility of STIF to bring consistency in the branding activity at regional level, making sure whatever the place in Ile de France the signals are the same and belong to the transport network system of the region.

The second generation pass 'NAVIGO' based on ISO 14443 type B technology (as opposed to type B' in the first generation) compatible with NFC phones will allow a broader use of the smartcard with new applications notably to reload the pass NAVIGO from a NFC cell phone.

The second generation pass 'NAVIGO' will be introduced from 1 January 2013.



Key facts and figures on pass 'NAVIGO':

- > one single smart card for the whole region of Ile de France (8 counties in total);
- > to be used on any of the different transport modes composing the network (metro, tram, bus, train and soon river services);
- > allows transfer from one operator to the other across the network;
- > gives access to complementary services (such as Velib public bike rental, Veligo secured bike parking at main train stations, Park and Ride for private cars at main train stations).

Types of season pass	Number of users (2010)
Navigo découverte* (weekly or monthly)	1 100 000
Navigo classique (weekly or monthly)	3 100 000
Navigo annuel (annual)	890 000
Imagine'R (annual for students)	780 000
	5 870 000

Navigo classique is the pass most used where owners are registered on a client file. As opposed to the Navigo découverte where there is no inscription on a client file in order to respect privacy.

For more info: www.stif.info
 Contact: Sebastien.mabille@stif.info

● New transport governance in Budapest

The 1st of May 2012 signifies the beginning of a new era in the transport governance structure of the Hungarian capital. The wide-ranging reform process embarked upon by BKK Centre for Budapest Transport reached its ambitious goal of overhauling the management model that had been in place untouched since 1968. The Municipality of Budapest officially appointed BKK as the integrated transport-organising authority with responsibilities covering public transport, cycling, public road infrastructure management, parking and taxi services as well as transport development projects. The first major achievement of BKK since 1 May is the successful attainment of EU co-funding for the 140 million Euro project for the refurbishment and extension of tram lines 1 and 3.

As the PSO contract between the Municipality and the in-house operator BKV (Budapest Transport Company) expired on 30 April 2012, a new PSO contract structure was put in place from 1 May 2012. BKK has a large frame contract with the Municipality of Budapest for 15 years, while BKK contracted BKV for the fixed-rail services as an in-house operator for 15 years. Bus operations contracts will be split: the Budapest Assembly voted to contract out 66% of bus operations and open the market for competitive tendering while the remaining 34% would be with the in-house operator. The new bus tenders will be issued gradually throughout the upcoming months and years.

History

BKK was established following a series of thorough professional consultations in October 2010. The founding principle was to integrate and to fundamentally reform the previously fragmented sectors of transport governance in order to ensure a high level of professional operation and the systematic coordination of the various actors of the transport branch. BKK gradually took over responsibilities in the course of the reform process following relevant legislative changes. The original goal of the transport governance reform was and the on-going mission of BKK is to increase the quality of urban transport, which will result in a more competitive and sustainable Budapest.

What will change compared to the previous system?

The establishment of BKK was necessary because previously the different transport sectors were competing against each other on account of the lack of consolidated governance and urban policy. As opposed to that, BKK integrates the transport sectors, which enables it to provide high-quality transport services thereby offering a real alternative to private transport in a more liveable and cleaner city. By separating the roles of service commissioning and provision, BKK as the customer ordering transport services will be able to represent the interests of the passengers as well, which will lead to better and more efficient service as well as punctual and attractive public transportation.



Budapest Chainbridge.

For more information visit:

www.bkk.hu

Contact:

tamas.kajdon@bkk.hu

To receive
this newsletter
by e-mail:
contact@emta.com

Agenda

- **World Urban Forum**
1-7 September 2012
Naples, Italy
www.worldurbanforum.org/worldurbanforum/equity-prosperity-of-cities
- **EMTA General Assembly**
17-19 September 2012
Berlin, Germany
www.emta.com
- **EUROPEAN MOBILITY WEEK**
16-22 September 2012
Brussels, Belgium
www.mobilityweek.eu/
- **INNOTRANS 2012**
18-21 September 2012
Berlin, Germany
www.eventseye.com/fairs/f-innotrans-1381-0.html

EMTA
European Metropolitan Transport Authorities

41, rue de Châteaudun • F-75009 Paris
Tél. + 33 1 53 59 21 00 - Fax + 33 1 53 59 21 33
www.emta.com • contact@emta.com