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Tu sistema de transportes



www.crtm.es

XXVI Asamblea Alamys

Sesión: La percepción de la población y
la visión de los poderes públicos. El
papel de las autoridades de transporte
Granada, 18 – 22 noviembre de 2012

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1. ¿Por qué una autoridad de transporte?

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Necesidad de las autoridades de transporte

Por qué son necesarias las autoridades de transportes:

- Las grandes ciudades no son viables sin un **buen transporte público**: Densidad de población y empleos, suelo escaso, etc.: el TP es el más eficiente modo de transporte por viajero-km.
- Las grandes ciudades sufren de congestión y **contaminación** causada por el uso excesivo del vehículo privado.
- Las áreas metropolitanas tienen **marcos institucionales muy complejos**, que envuelven diferentes niveles de autoridades responsables de las políticas de transporte y urbanismo.
- Las **redes de transporte son muy complejas** en las grandes ciudades, con diferentes modos y diferentes operadores.
- La suma de un **todo integrado** es muy superior a la suma de las partes.

1. ¿Por qué una autoridad de transporte?



European Metropolitan Transport Authorities

¿Qué es EMTA?

EMTA (autoridades europeas de transporte metropolitano - www.emta.com) es la asociación que reúne a las autoridades responsables del transporte público en Europa.

EMTA promueve el intercambio de información y buenas prácticas en el ámbito de la organización, planificación y financiación del transporte público.

Desde su creación en 1998, EMTA tiene unas 30 ciudades asociadas que hacen un total de más de 70 millones de habitantes.



European Metropolitan Transport Authorities

Summer 2012 - n° 46

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:

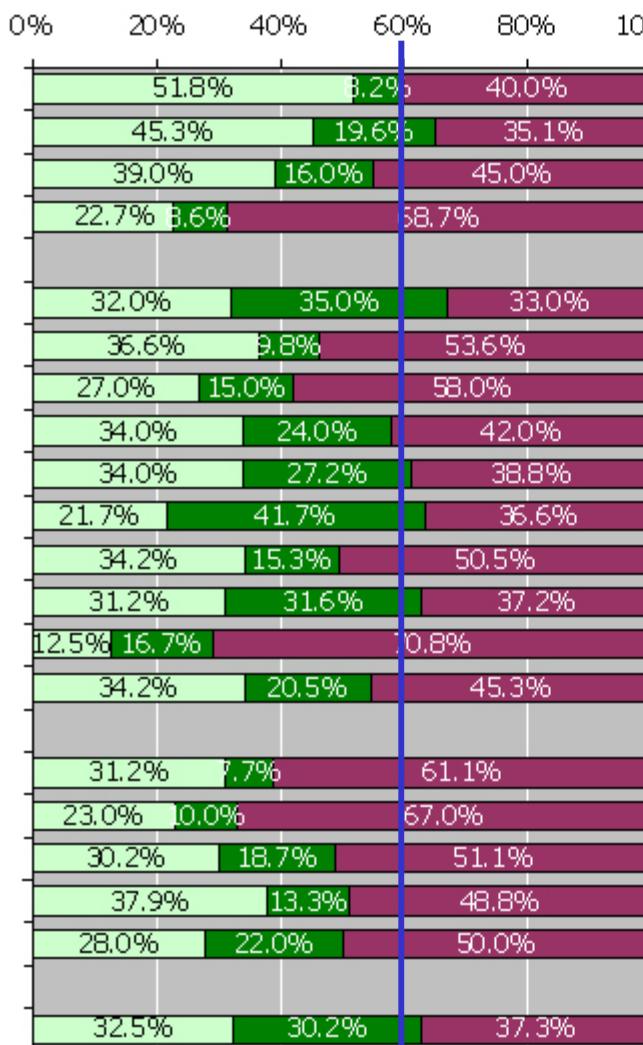
- > Design sustainable facilities that integrate harmoniously with the existing environment and anticipate future mobility needs;
- > Create quality living environments by supporting urban planning strategies that are integrated with public transit plans and by developing certain strategic sites;
- > 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.

1. ¿Por qué una autoridad de transporte?



Reparto modal viajes motorizados en ciudades europeas

Reparto modal en área metropolitana



■ Bicleta y andar
■ Transporte público
■ Resto de modos motorizados

60%

Stadsregio Amsterdam

Región Metropolitana de Barcelona

Berlin Brandenburgo

West Midlands (Birmingham)

Región de Bruselas

Región Central de Hungría (Budapest)

Bahía de Cádiz

Gran Copenhague

Estocolmo

Helsinki

Gran Londres

Comunidad Urbana de Lyon

Comunidad de Madrid

Gran Montreal

París Ile-de-Françs

Región Central de Bohemia (Praga)

Área Metropolitana de Sevilla

South Yorkshire (Sheffield)

Área Metropolitana de Turín

Área Metropolitana de València

Región VOR (Viena)

Vilnius

Varsovia

data 2011

EMTA BAROMETER OF PUBLIC TRANSPORT IN THE EUROPEAN METROPOLITAN AREAS

EMTAbarometer
2011

European Metropolitan Transport Authorities

Foreword

The association of European Metropolitan Transport Authorities (EMTA) brings together the public authorities responsible for planning, co-ordinating and funding the public transport systems of 28 of the European largest metropolitan areas and Montreal (Canada).

A precise knowledge of reality is a prerequisite to define pertinent policies. Decisions on public transport affect the daily lives of millions of people, the investment and operation costs of complex system often amount to millions of euros if not billions and have a determinant impact on the economic dynamism and environmental quality of urban areas.

In this context, comparison of data between territories facing the same kind of challenges (benchmarking) is a useful source of information for decision makers. The EMTA Barometer of public transport in the European metropolitan areas aims to provide such comparative insight.

Where they exist, public transport authorities are the only organisations with a broad view of mobility issues in large urban contexts. Metropolitan areas have multi-modal and multi-operator public transport networks. Besides, gathering data on mobility patterns and passenger perception is instrumental to their knowledge. Data collection shall therefore be a key responsibility of public transport authorities.

Public transport authorities are the only organisations with a broad view on mobility issues in large urban contexts

To achieve this end, it is important to:

- > define pertinent territories, corresponding to the reality of mobility of people. Analysis should capture the reality of the territory where people do travel beyond administrative boundaries of local authorities or transport companies;

- > determine a set of key indicators that shall be collected and reviewed regularly so as to have a clear view of the main trends under way;
- > take into account not only public transport, but also mobility in a broader sense, including of course trips involving private cars, but also taxis, bicycle, and walking;

The well known difficulties and biases of collecting data call for a process of harmonization of definition of European cities according to the Action Plan on Urban Mobility (European Commission, 2009). In the meantime, EMTA continues to collect data from the transport authorities of the European largest cities. The present leaflet is a summary of key findings from the Barometer full version 2009 data⁴.

Changes over the previous edition - "Barometer 2008" show:

- > Populations tend to densify in the metropolitan areas, at the same time several transport authorities enlarge their territorial scope (metropolitan areas of Seville and of Codiz Bay);

- > the modal share in favour of public transport is still high in the main cities, and remarkably is quite balanced among private car (34%), soft modes walking and cycling (36%) and public transport (31%).

- > the demand for public transport is above one trip per inhabitant every working day, although in several metropolitan areas a decrease has been noticed due to the economic crisis;

- > Resources from fare revenues amount in average to 45.9% of the operational costs across the metropolitan areas surveyed and the public subsidies amount to 45.5%.

The Barometer is produced by CRTM Madrid.



* The Barometer 2009 data has been published in full version in May 2012 and available from www.emta.com publication section.

1. ¿Por qué una autoridad de transporte?



Manuales de la UITP

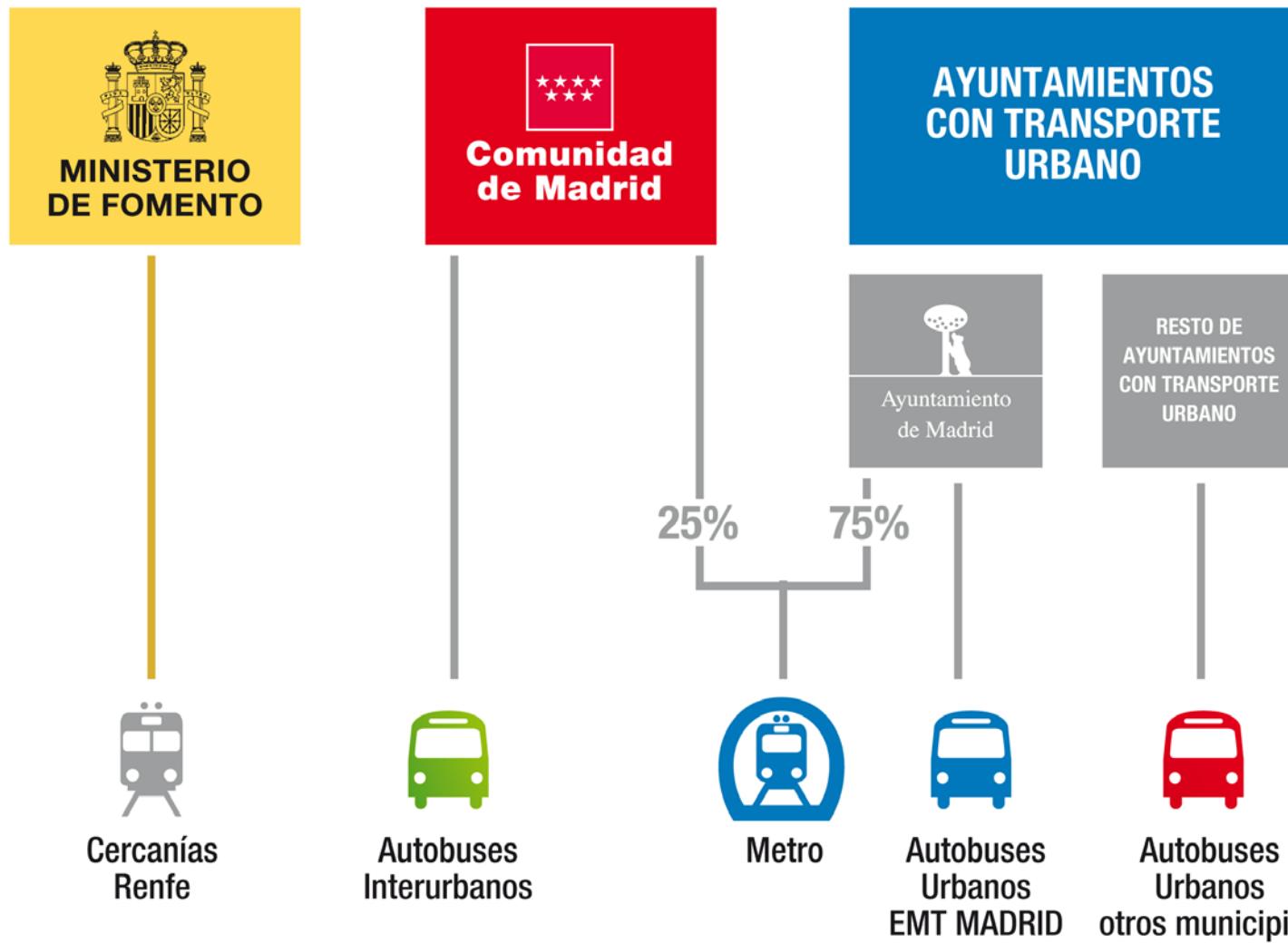


2. Unas pinceladas sobre el CRTM

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Marco institucional antes creación CRTM



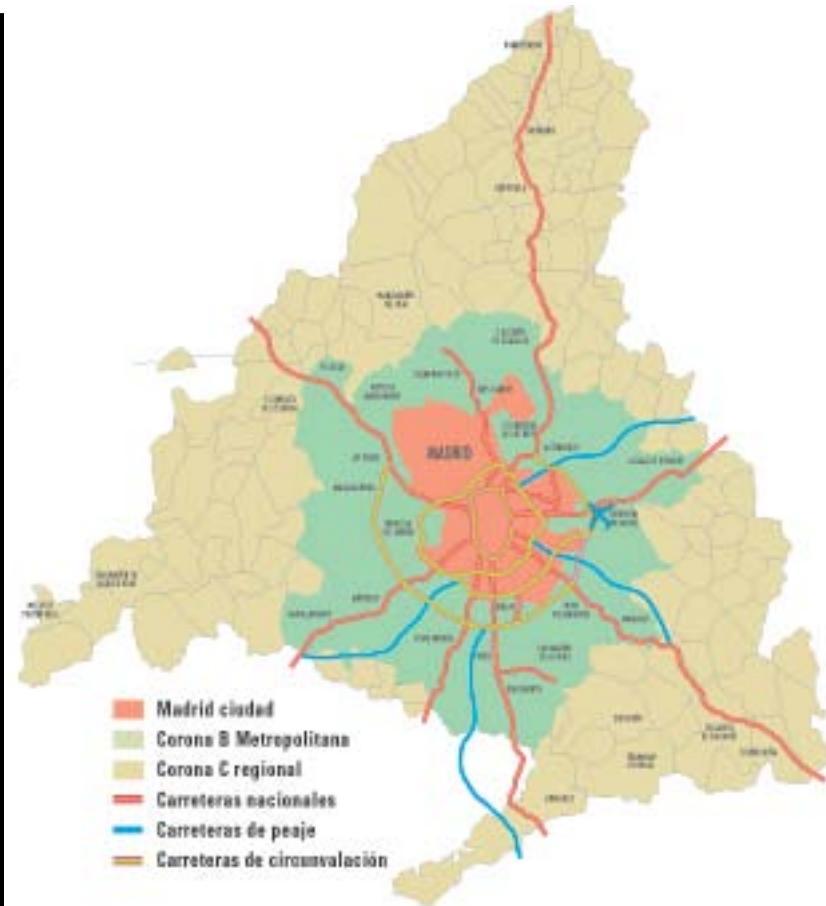
2. Unas pinceladas sobre el CRTM



Una organización territorial compleja

Madrid es una de las 17 Comunidades Autónomas existentes en España, compuesta por **179 municipios**, con **casi de 6,5 millones de habitantes** en una superficie de **8.028,5 km²**.

Tamaño municipio	Número municipios	Población 01.01.2011
Hasta 100	5	338
101-500	23	5.363
501-1.000	20	14.348
1.001-5.000	52	129.074
5.001-10.000	31	227.030
10.001-50.000	28	635.633
50.001-100.000	10	726.116
100.001-250.000	9	1.486.740
Más de 250.001	1	3.265.038
Total	179	6.489.680



2. Unas pinceladas sobre el CRTM



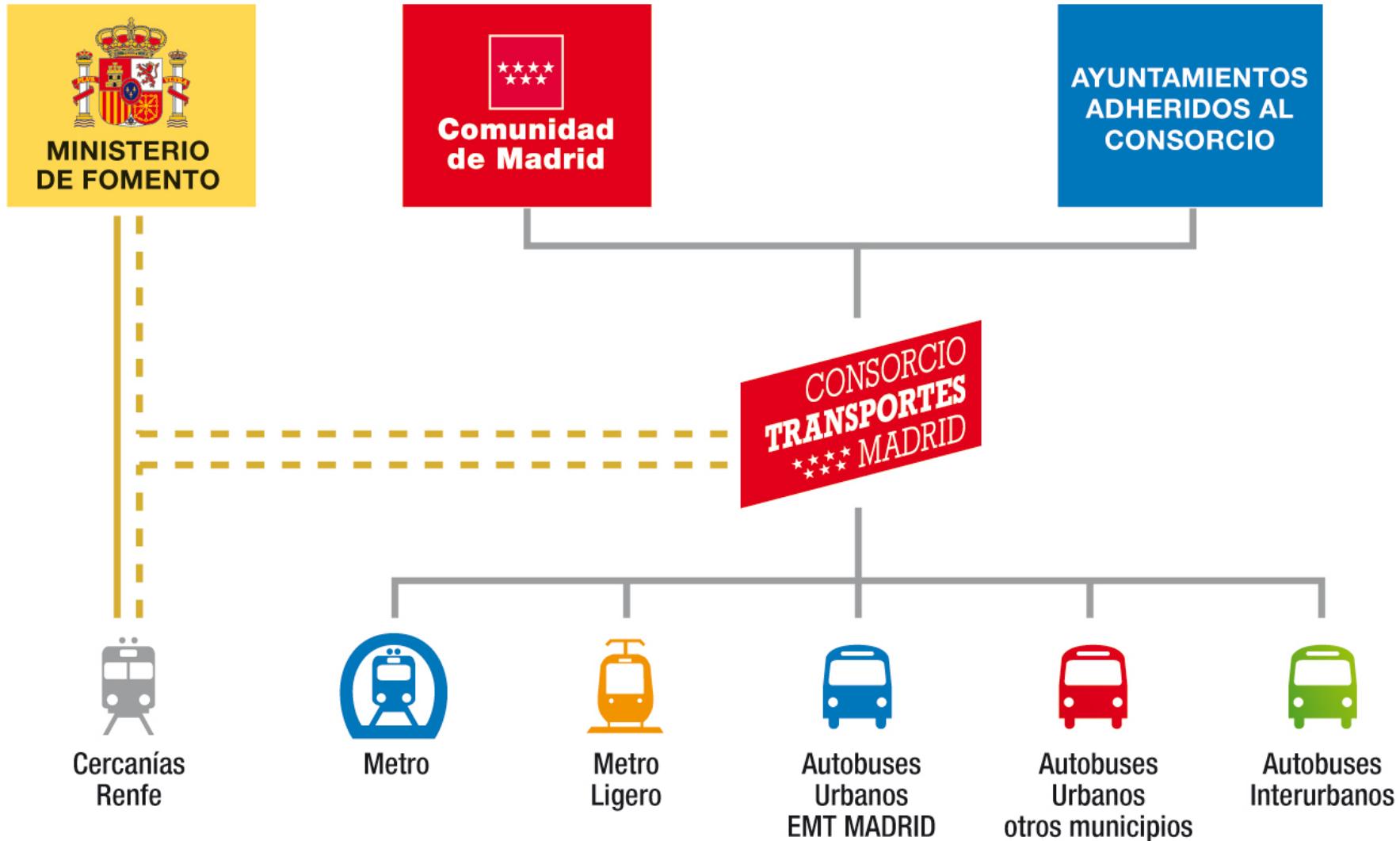
Un sistema de transporte complejo: operadores públicos y privados

	Metro (subterráneo)	Metro Madrid: Empresa pública propiedad de la Comunidad de Madrid (100%). Además hay 2 tramos concesionados
	Autobuses urbanos en la ciudad de Madrid	EMT: Empresa pública propiedad del Municipio de Madrid (100%)
	Autobuses urbanos en otros municipios	Empresas privadas, excepto 1 pública, algunas concesionadas. Unos 38 municipios
	Ferrocarril suburbano de cercanías	Cercanías Renfe: Empresa pública propiedad del Gobierno nacional
	Autobuses interurbanos	29 operadores privados operando 31 concesiones
	Metro ligero	3 concesiones a operadores privados
	Grandes intercambiadores subterráneos con autobuses	5 concesiones

2. Unas pinceladas sobre el CRTM



Marco institucional: CRTM - Autoridad de transporte público



2. Unas pinceladas sobre el CRTM



Modelo de integración del CRTM

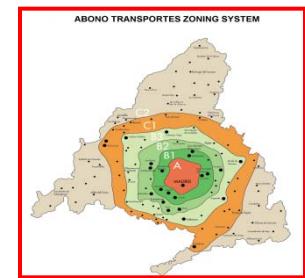
Integración Administrativa

Con la creación del Consorcio Regional de Transportes de Madrid, como **única autoridad de transporte público** en la Comunidad de Madrid.



Integración Tarifaria

Con la implantación del **Abono Transportes**, utilizado en casi 2/3 de los viajes en transporte público.



Integración Modal

Trabajando la complementariedad de los diferentes modos y redes de transporte, extendiendo las redes y servicios, promoviendo la **intermodalidad**.



2. Unas pinceladas sobre el CRTM



Billete integrado: El Abono de Transportes

Abono Transportes es un título personal, multimodal e integrado, de uso ilimitado en un periodo de tiempo, en cualquier modo, dentro de su zona de validez.

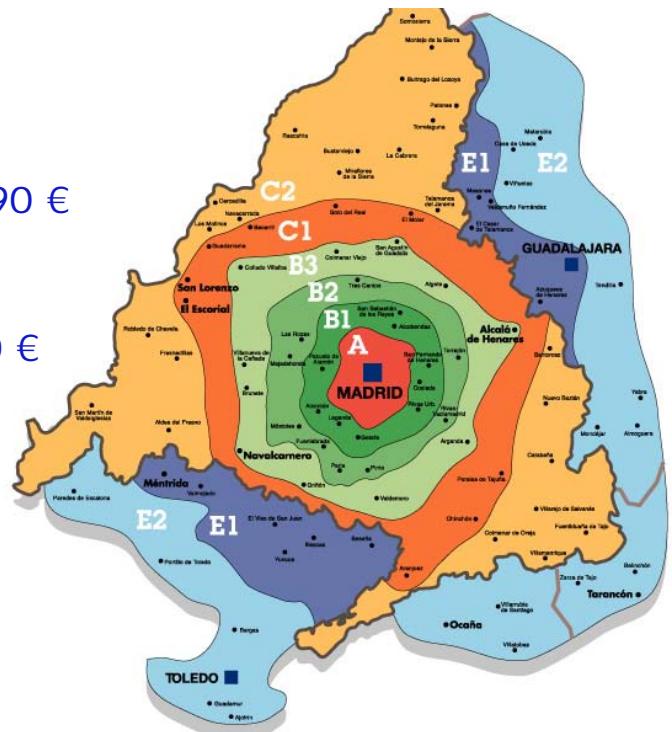
Hay diferentes tipos de *Abonos mensuales*:

- **Ordinario:** para personas entre 23 y 64 años. 52,20 € - 94,90 €
- **Joven:** desde 4 años hasta el día que se cumple 23 años. 33,50 € - 59,10 €
- **Tercera Edad:** para personas de 65 o más años. 11,80 €

Además hay *Abonos anuales* Ordinario y Tercera Edad.

También **billetes Turísticos** para 1, 2 , 3, 5 y 7 días.

Sistema zonal



2. Unas pinceladas sobre el CRTM



Bus-Vao (BRT)



Ejemplos de integración modal

Intercambiadores con buses

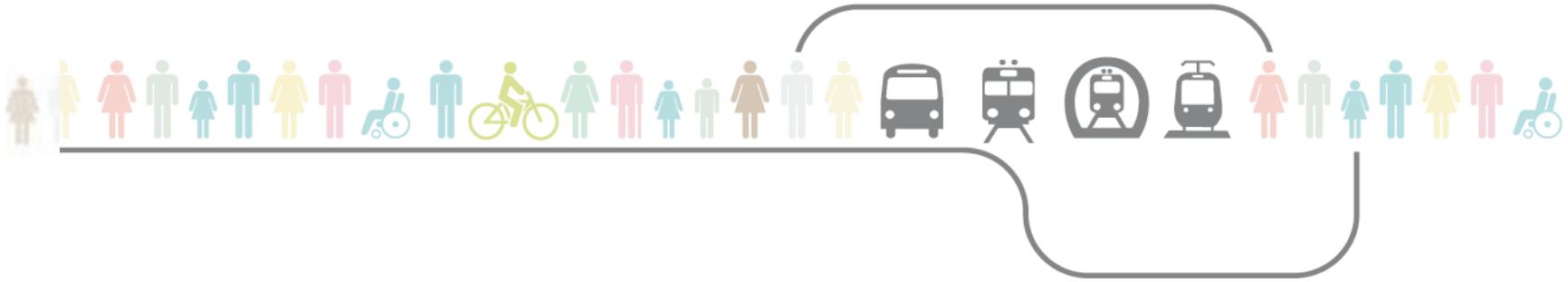


Tren de Cercanías pasante



Planes extensión Metro





Muchas gracias por su atención

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www.crtm.es

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Consorcio de Transportes de Madrid.
Tu sistema de transportes.

