Session C :
Structuring transit system
and urban integration

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Structuring transit system and urban integration

- Urban integration of transit system within Mediterranean cities
- Urban integration issues of transports infrastructures
- Presentation of the session
The Mediterranean region is one of the most urbanized in the world. By 2030, 2/3 of the Mediterranean will be urban, with about 3/4 of the urban population concentrated on the coastline. There will be 30 urban areas with more than 1 million inhabitants, and 3,280 small to medium-sized cities. The source is Plan Bleu’s "Population Prospects: The 2005 Revision."
Challenges linked to the urban territories new scales

Photos: Le Caire, UN Habitat

- **urban sprawl and metropolization:**
  - More areas under urban influence (urban sprawl and multipolarity);
  - A larger number of players involved in urban management;
  - An increasing cities’ interdependence linked to globalization (tourism, economy, foreign investments ...).

- **A region mainly centralized in the South and East**
  - A predominant role of the states in regional planning and urban management;
  - Lack of means and capacity on the local level;
  - An emerging citizen participation.
Some hardly managed urban development dynamics

Photos: Plan Bleu

Fragmented and spreaded cities:

- Difficulties for housing access (in both North and South)
- Over a third of the housing is build in the informal sector in South and East
- Difficulties for basic services access (water, sanitation, waste ...)
- Socio-spatial segregation and poverty concentration

In the North, urban sprawl has already occurred.

To the South and East, it is in progress.

Photos: Plan Bleu
Questioning the role of the car in the cities

• Congested transportation system.

• A sharp decline in the use of public transport

• The constant increase of informal systems (taxis, minibus ...)

• A mass motorization prospect by 2020.


A growing awareness on sustainable urban mobility issues …

... But still few integrated approaches

- Prevalence of sector divisions and institutional rivalries
- Prevalence of operational reasoning and supply based approaches
- Daily users are often forgotten in transit project and urban policy design
- Public spaces are gradually ignored in urban design
Structuring transit system and urban integration

3 axes to explore:

- Including urban mobility in regional planning
- Integrating public transport into urban planning
- Mobilizing local resources for financing mass transit infrastructures
How to take into account the Mediterranean cities' new scales?

In order to fully understand spatial economic and institutional dimensions;
In order to have a better knowledge of urban dynamics.

How to give priority to demand management?

In order to control urban sprawl before supply based approaches;
In order to structure urbanization around the public transport system.

How to improve coordination between local players of urban development?

In order to overcome sector divisions and institutional rivalries;
In order to focus on more systemic and integrated approaches;
In order to regionalize public policies.
Integrating public transport into urban planning

- **Which urban models should be favoured?**
  - In order to reduce the cities dependence to the car and the road;
  - In order to link urban planning and transport networks.

- **How to integrate transport infrastructure in urban projects?**
  - In order to preserve urban accessibility for all;
  - In order to promote alternative modes;
  - In order to rehabilitate the public space;
  - In order for new urban centers to emerge (stations and intermodal hubs).

- **How to strengthen the urban management authority?**
  - In order to clarify responsibilities and strengthen the means of the local actors;
  - In order to anticipate land planning policies.
What resources could be mobilized?

How to take benefit from urban development?
How to take advantage of leverage effect for urban projects in mass transport projects?

How to mobilize theses resources?

On what operation scale?
How to sustain and secure investment?

What tools are needed?

What legal and legislative framework are to be implemented?
What kind of Partnerships can be relied on?
What kind of technical and financial engineering will be needed?
Session C

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 ➤ Presentations:
  • M O P Agarwal, World Bank
  • Ms Aicha Mhand, City of Casablanca

 ➤ Testimony:
  • M Claude Valette, City of Marseille
  • M Bernard Reichen, Urban Planner, Paris

 ➤ Publication:
  • M Jean Charles Crochet, World Bank