

# Transit Alliances



Intermodality, Flickr: Carlos Parro 2007

## NUA #5: Transit Alliances

“We will promote access for all to safe, age- and gender-responsive, affordable, accessible and sustainable urban mobility and land and sea transport systems, enabling meaningful participation in social and economic activities in cities and human settlements, by integrating transport and mobility plans into overall urban and territorial plans and promoting a wide range of transport and mobility options, in particular through supporting:

- (a) A significant increase in accessible, safe, efficient, affordable and sustainable infrastructure for **public transport**, as well as non-motorised options such as walking and cycling, prioritising them over private motorised transportation”

New Urban Agenda #114(a)

Transit Alliances can be understood as an umbrella for public transport in the form of a legal entity, administrative unit or association – which aims to integrate all public transport services and modes in a city, metropolitan area or wider region into one attractive and easy-to-use system with major benefits for users. Individual operators may still keep their independent status.

It is proven fact that through the creation of Transit Alliances (in Germany since 1965) the attractiveness of public transport rises as well as the amount of people using it. The Transit Alliance incorporates multiple operators into one system with the aim to make the system attractive and above all user-friendly.

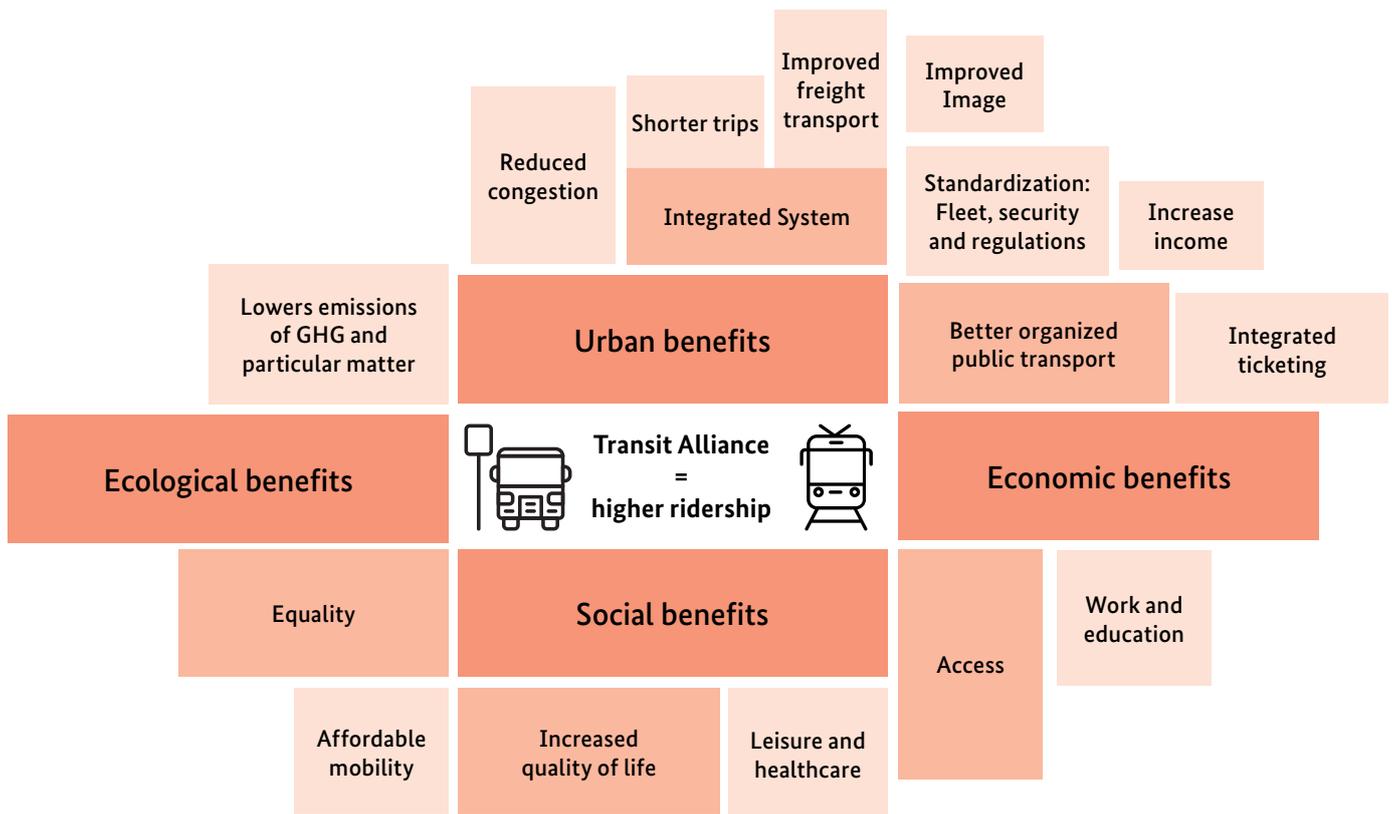
Transit Alliances provide coverage of an entire region through:

### 1. What are Transit Alliances good for?

Supplying accessible, safe, efficient, affordable and sustainable public transport are effective measures for reducing road congestion and increasing economic development of cities and regions, creating new employment opportunities, giving access to markets, education and healthcare. You as a decision maker can lay the foundation for a more sustainable transport system and shape the future of mobility in your region.

- coordinated timetables
- integrated ticketing with through going ticketing (i.e. a single ticket from origin to destination, independent from the number of operators involved)
- intermodal stations

This standardization provides quality for the users and encourages public transport use.



## 2. What can I do as a mayor?

### 1. Initiate Dialogue:

Start by collecting basic data to lay the groundwork for further steps. This includes a master plan for urban development or similar documents, which contain estimated population growth and projections for transport sector development.

Additionally, information on the status quo of current public transport (formal and informal) should include current operators' stops, routes, vehicles, passenger flows and ticketing structures.

Assess the current framework conditions by creating an overview of the legal framework such as vehicle registration, licensing, and financing. While doing so also identify necessary improvements to these regulations.

Use the data collected to actively seek out those who need to be incorporated in forming a Transit Alliance for your city or region.

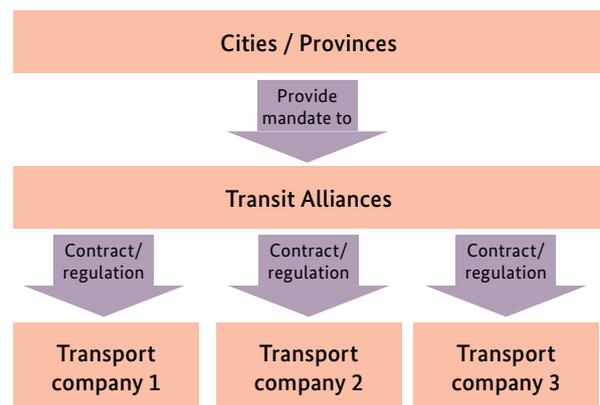
Approach:

- Political stakeholders
- Authorities and departments responsible for transport, planning, licensing and financing
- Transport operators and their employees
- Present and future passengers

### 2. Identify targets:

Make an official political decision to establish a Transit Alliance and include the main goals: improve access, increase public transport share, fostering local economy, improving road safety, foster transit oriented development, and environmental protection.

For the alliance, determine a structure including size, hierarchy and network routes and stops. Set standards for accessibility, for timetable integration, passenger information, marketing and common fare structure. Also identify quantitative and qualitative targets concerning maximum travel time, distance between stops and transfer times.



Source: GIZ (2017): Source Book Module 3f

### 3. Identify Funding:

Since the creation of a Transit Alliance aims at providing a high quality for its users it must be stated that such a system will require subsidies in one form or another. To maintain an alliance, long running investments must be anticipated and accommodated for and for these purposes funding shall be made available. Carve out a space for financial support now and for the future.

- Make preliminary calculations of necessary investments for infrastructure, vehicles, trainings and operation, service of the Transit Alliance and vehicle maintenance.

**Challenge - Concerns of transport operators:** The operators are afraid to lose market shares, influence and business opportunities. Identify risks for them when establishing a Transit Alliances and show them the benefits. Participatory approaches are a useful tool to engage in dialogue and make sure that partners have a platform where they can come together and discuss concerns openly and find solutions collaboratively. Eventually, you have the chance to take the right decision.

**4. Identify Risks:**

Have a risk analysis done and identify risks during the transitional times related to planning and technical difficulties. Include risks related to timing and duration of this period in the analysis.

- Perform a stakeholder analysis and identify expectations and concerns. Use stakeholder participation and external communication to ensure accuracy of the results and increase their usefulness for further developments.



Bus in Barcelona, M. Breithaupt 2013

**Challenge - Keeping focus on users not on business:** Don't let yourself get sucked into economic debates too deeply. Remain focused on the users. As mayor your service is to the citizens who deserve good public transport in order to pursue their day to day life easily. Mediate between parties and if needed, remind organizations that funding and supplementing funds are secured for the future. Continue leading the conversations on how to work together to achieve the highest quality.

**5. Identify a project team for implementation:**

For actual implementation it is necessary to hand over mandate to a responsible entity. After starting the dialogue, securing funding and setting the over-arching goals, a project team shall direct further and concrete implementation. While further and exact planning will be handed off, you will still need to be part of some of the implementation steps:

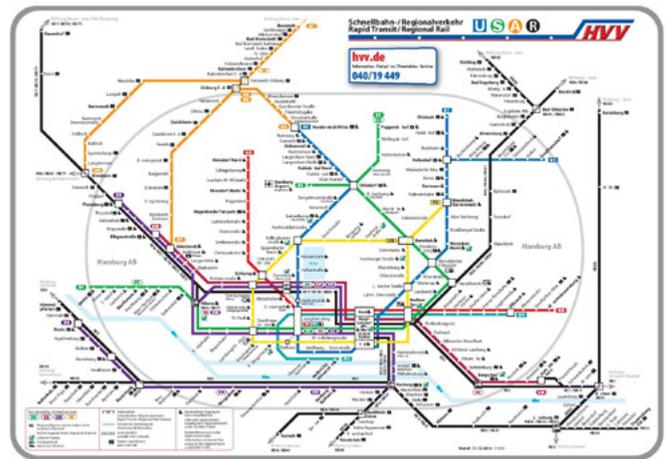
- Necessary contractual arrangements
- Final budget
- Final political decision on implementation of the Transit Alliance and agreement on milestones.

**3. Where to learn from**

**Hamburger Verkehrsverbund – Hamburg Transit Alliance (HVV):**

After 5 years of planning HVV was officially established in 1965. Three operators came together: HHA for light rail, the German federal railway (DB) for metropolitan heavy rail and VHH for bus services. Originally planned as a joint ticketing system, joint network planning and marketing were soon added to the plans. Since then HVV has tripled its territory covered. Ridership and revenue have increased greatly, benefitting the alliance and the population.

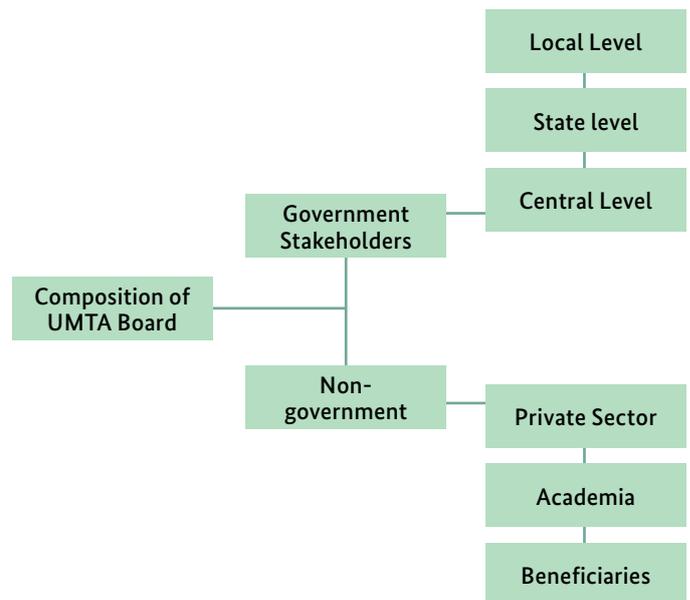
More on HVV: <http://www.hvv.de/en/about-us/the-hvv/overview/index.php>



Hamburg Transit Alliance Map, HVV 2017

**Unified Metro Transport Authority (UMTA)– Hyderabad, India:**

Its tasks include planning and implementation of transportation measures among transport operators in the metropolitan region. In 2008, a document was signed with the decision to implement a Transit Alliance. The initial document laid out members and clearly assigned tasks such as coordination, implementation, integration, data collection and reporting to each. An operation document was published in 2016. All over India, technology drives transport integration forward.



Organization of UMTA, Ministry of Urban Development 2016: 25)

**Lagos Metropolitan Area Transport Authority (LAMATA):**

The Lagos public transport system runs on Bus Rapid Transit (BRT), trains and cable cars. In addition, it is also responsible for road improvements. It is a strategic planning platform responsible for coordinating operators and creating consistency in implementation processes. Without this overarching coordinator the BRT could not have been implemented in 2008. E-Ticketing was introduced in 2013 and LAMATA transforms gradually towards a Transit Alliance.

More on LAMATA: <http://lamata-ng.com/>

**Further Reading:**

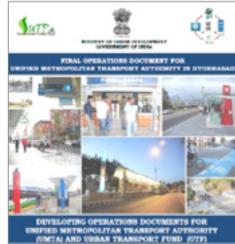


**GIZ (2018): Module 3f Sustainable Transport:**  
A Sourcebook for Policy-makers in Developing Cities – Transit Alliance and Public Transport Integration (coming soon)



**ITDP (2007): The BRT Planning Guide**  
<https://www.itdp.org/the-brt-planning-guide/>

**Ministry of Urban development (2016)**  
**Final Operation Document for Unified Metropolitan Transport Authority in Hyderabad**  
[http://moud.gov.in/upload/uploadfiles/files/UMTA\\_Hyderabad\\_v13.pdf](http://moud.gov.in/upload/uploadfiles/files/UMTA_Hyderabad_v13.pdf)



**ITDP (2017): TOD Standard**  
<https://www.itdp.org/tod-standard/>



**Government of India (2008): Constitution of the United Metropolitan Transport Authority**  
[http://moud.gov.in/upload/uploadfiles/files/K\\_14011152007\\_UT.pdf](http://moud.gov.in/upload/uploadfiles/files/K_14011152007_UT.pdf)



**ADB (2015): Improving Interchanges: Toward Better Multimodal Railway Hubs in the People's Republic of China**  
<https://www.adb.org/publications/improving-interchanges-prc>



**ITPD (2016): People Near Transit: Improving Accessibility and Rapid Transit Coverage in large Cities**  
<https://www.itdp.org/publication/people-near-transit/>

**WRI (2010): Modernizing Public Transportation, Lessons learned from major bus improvements in Latin America and Asia**  
[http://www.wri.org/sites/default/files/pdf/modernizing\\_public\\_transportation.pdf](http://www.wri.org/sites/default/files/pdf/modernizing_public_transportation.pdf)



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