

# **Sustainable Mobility in Tehran from Past to Tomorrow**

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My city with an area of 750 km<sup>2</sup> and a population of over 8.5 million (night time) is one of the largest and most populated megacities in the west of Asia. Like any other city, Living in it without Mobility is impossible, in other word Mobility is a vital matter. But what we are looking for is something more than moving and living. We are looking for a cheap, accessible, safe, integrated and last but the most important one a human-oriented transportation. These goals are absolutely in line with having a safe, developed, sustainable and eco-friendly city.

The number of daily trips in Tehran has reached 18.3 million in 2016. We have 179 km of metro operating lines (5 lines) with over 1200 coaches and 104 stations, ten BRT lines with a network of 183 Km, 221 bus routes with a bus fleet reaching 6289 buses, and around 78 thousand taxis.

The modal share of the daily trips is as follows:

15% metro network, 18% buses and minibuses, 21% taxis, and 46% private cars and motorcycles.

Based on a comprehensive study and the approved master plan of Tehran transportation, the modal share for the year 2025 will be for the benefit of public transportation. The number of daily trips in 2025 will be 23 million.

According to Tehran traffic and transportation master plan, in 2025, Tehran should have an integrated transportation system accompanied by improvement in citizens' life quality and human-oriented development of the city.

Some of the main important policies and attitudes which have been considered in the revision of Tehran traffic and transportation master plan are as follows :

- Changes in attitudes regarding walking and cycling
- Changes in attitudes regarding the supply and demand of parking spaces with a focus on travel demand management
- High quality and available public transportation services for everyone
- Restrictions in urban roads network development

Our Goals and objectives of transportation policy are:

- Public transportation with high quality service

- Increasing the share of Non-motorized transportation
- Travel demand management
- ITS based mobility

In 2025 the share of public transportation will be 55% (out of which 30% percent will be by rail, 22% by Bus and 3% by minibus). The share of taxis and vans will be 20%, private cars 22%, and motorcycles 3% .

In the year 2025 the public transportation will cover 98% of the city. This figure for the rail network will be 13.2% and for the BRT system will be 56.7%.

As you can see the highest priority goes to rail network. We plan to add another 2000 rail coaches to the existing 1200 ones. The length of our rail network will extends from 170km with 104 stations to 266km and 166 stations by the end of 2017 increasing the number of metro lines from 5 to 7 lines. We plan to have 581km of metro lines in the future. The ultimate daily trips by rail will be ten million per day. Another 233 km of rail network will connect Tehran to its satellite cities. Now, around 20 thousand people are working 24 hours a day, seven days a week to expand the metro network.

We are also trying to have a smarter city by taking the advantage of new technologies and Intelligent Transportation Systems (ITS). These tools help us to have a more integrated travel demand management. There is a main Traffic Control Center, six local control rooms, and four tunnel and bridge control rooms. The whole ITS infrastructure is connected to each other through a dedicated fiber optic network of about 1400 km. Over 500 intersections are managed by an adaptive system.

The Municipality of Tehran deeply welcomes any cooperation between Tehran and international initiatives to share expertise, and success and even unsucccess stories. Tehran is the active member of international initiatives such UCLG, METROPOLIS, UITP and has very close cooperation with UN-Habitat to improve indexes of prosperity. We commemorate The World Day of Remembrance for Road Traffic Victims, call a day "Bicycle for all", and welcome "Urban Electric Mobility Initiative" declared at the UN Climate Summit in 2014 by UN-Habitat. We are the founder of the Traffic & Transportation Committee of the Asian cities and based on the article number 8 of the

declaration of the 4<sup>th</sup>. General Assembly of the Asian Mayors Forum, Tehran is the president of the committee.

The most important practices that the cities can share are the ones that help us to have a sustainable, human-oriented, and environmental friendly cities. We believe some of the best practices in Seoul are:

1. Reforming urban bus network
2. Expanding the electric bus network (Peanut Buses)
3. Private section investment in Metro Line 9
4. Removing urban highways – Cheonggyecheon
5. Eco-friendly building of the new city hall
6. TOPIS and taking the advantage of ITS
7. Promoting the share of public transportation
8. Encouraging the people not to use private cars such as being volunteer for one day a week
9. Building proper Metro stations