Abstract

The present work deals with a study comparing public transport systems in the two European cities (London and Madrid) and the city of Mexico, evaluating three variables: incentives for using public transport, disincentives for using private transport and government public transport policy. This led to concluding that a clear strategy could be identified in the case of Madrid and London, as could the systematic application of policy providing incentives for using public transport and disincentives for private transport in their metropolitan areas in which zoning and coordinated action were highlighted, which did not prove consistent in the case of the city of Mexico. Public transport systems never compete with private transport when quality and providing service are not acceptable in terms of frequency, time spent travelling, comfort and reliable information, as these stimulate the use of public transport more than anything else. There was no single administrative agency for managing the whole public transport system in metropolitan areas (infrastructure, public transport, planning, tariffs and tax exemptions), meaning that coordinating and conciliating involved interest groups is fundamental for system efficiency. Managing public transport systems implies systematically and consistently applying a set of incentives for using public transport, disincentives for using private transport and government policy reconciling the interests of all groups so involved.

Keywords

megalopolis, public transport, government policy, intelligent transport systems.