



Multi-modal integration

One region, one network, one ticket

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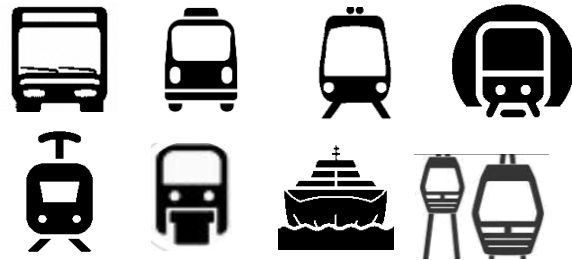


Travellers don't do modes They do journeys

And as they do journeys, they want
one integrated system, one information portal, one payment system

Multi-modal integration

Public transport
modes



Other modes



THE FOUR PILLARS OF PUBLIC TRANSPORT INTEGRATION

INTEGRATED PT SYSTEM



ONE PT SYSTEM

SEAMLESS TRANSFERS



INTERCHANGES

INTEGRATED INFORMATION



ONE INFO SYSTEM

TICKET AND FARE INTEGRATION



ONE TICKET

ONE INTEGRATED PUBLIC TRANSPORT SYSTEM

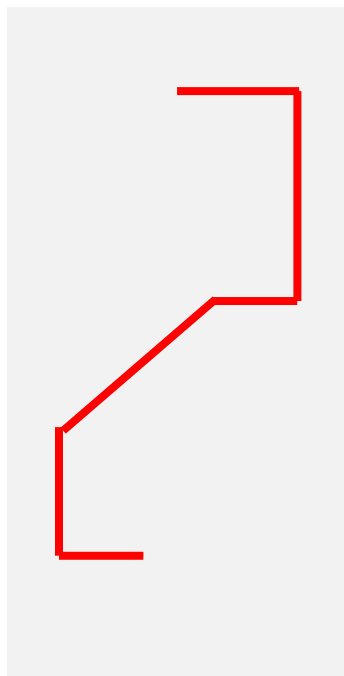
1 One system



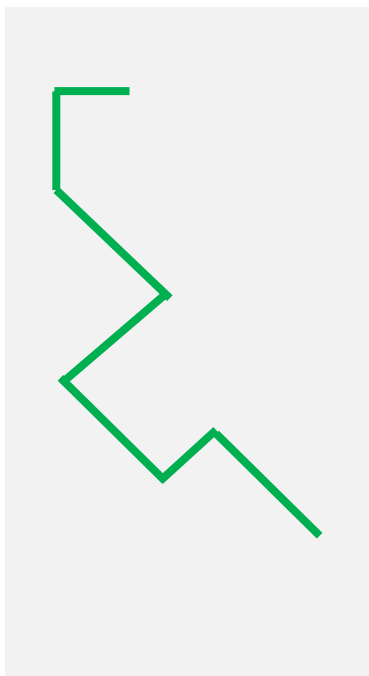
One network. All travel options

THE ADDED VALUE OF AN INTEGRATED NETWORK

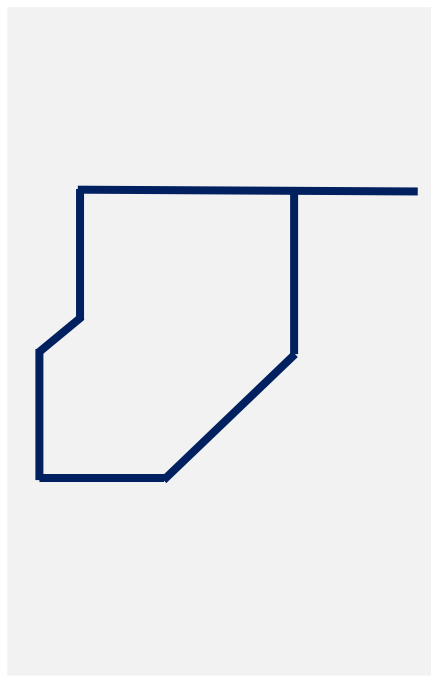
1 One system



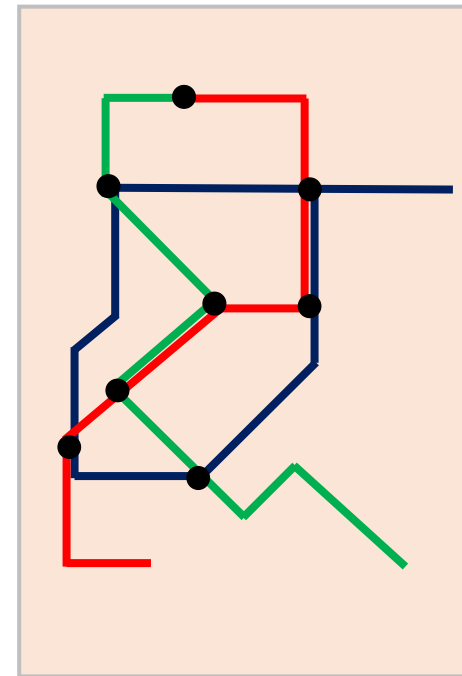
Rail



Metro



Bus



Network
with transfer options

A good network brings added value to the individual modes and routes

MULTI-MODAL INTEGRATION AT STATIONS

2 Seamless transfers



Seamless transfer between transport modes with sufficient space reserved around the station

Station
Amsterdam Sloterdijk
(Netherlands)

HIGH QUALITY INTERCHANGES – MOBILITY HUBS

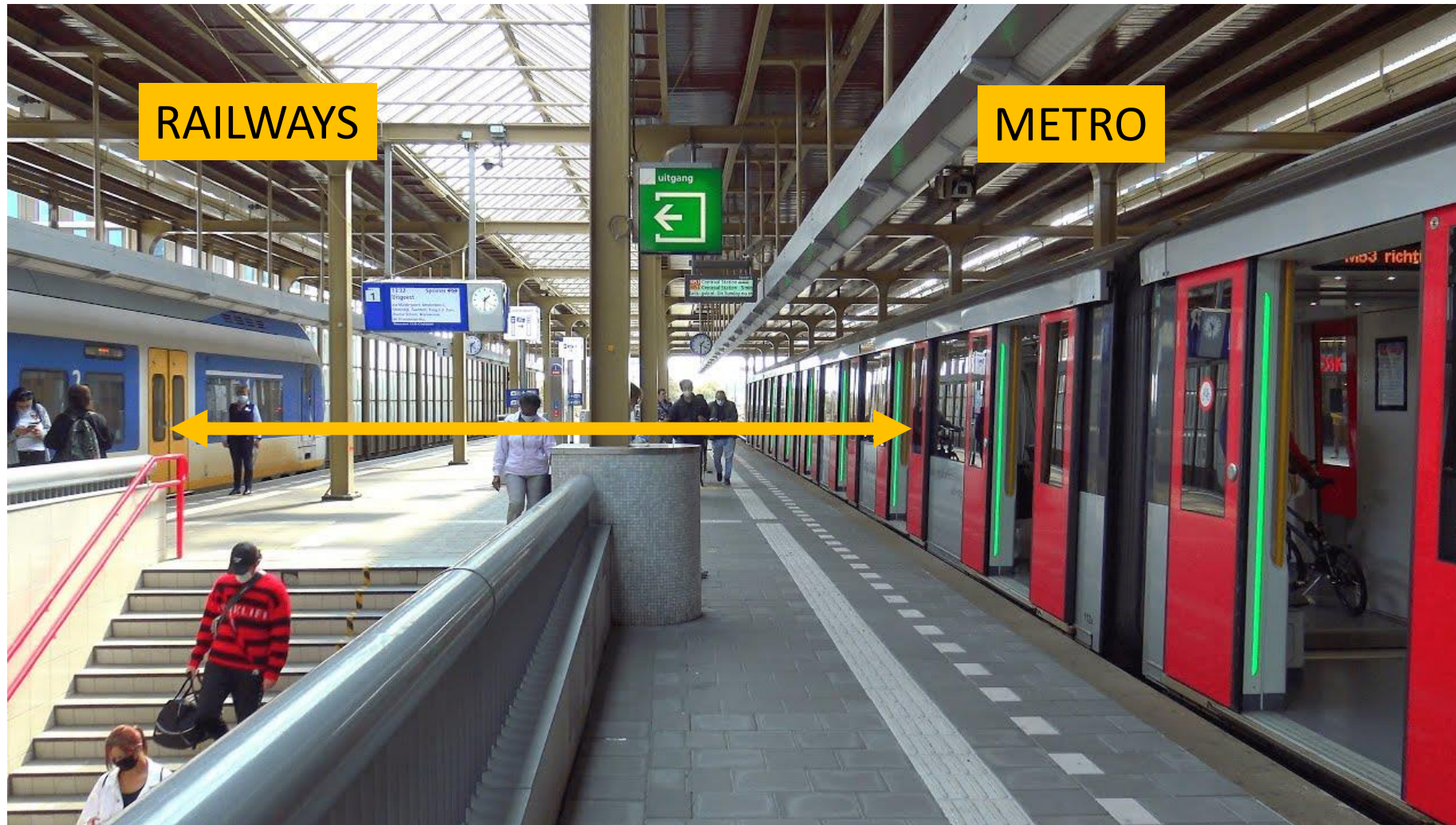
2 Seamless transfers



- Short walking distance
- Clear signage
- Sheltered
- Safe
- Clean
- Service point

INTERCHANGE RAILWAYS AND METRO (CROSS PLATFORM)

2 Seamless transfers



Station
Amsterdam Amstel
(Netherlands)

INTERCHANGE RAILWAYS AND LIGHT-RAIL

2 Seamless transfers



Station
The Hague Central
(Netherlands)

INTERCHANGE BUS AND LIGHT-RAIL

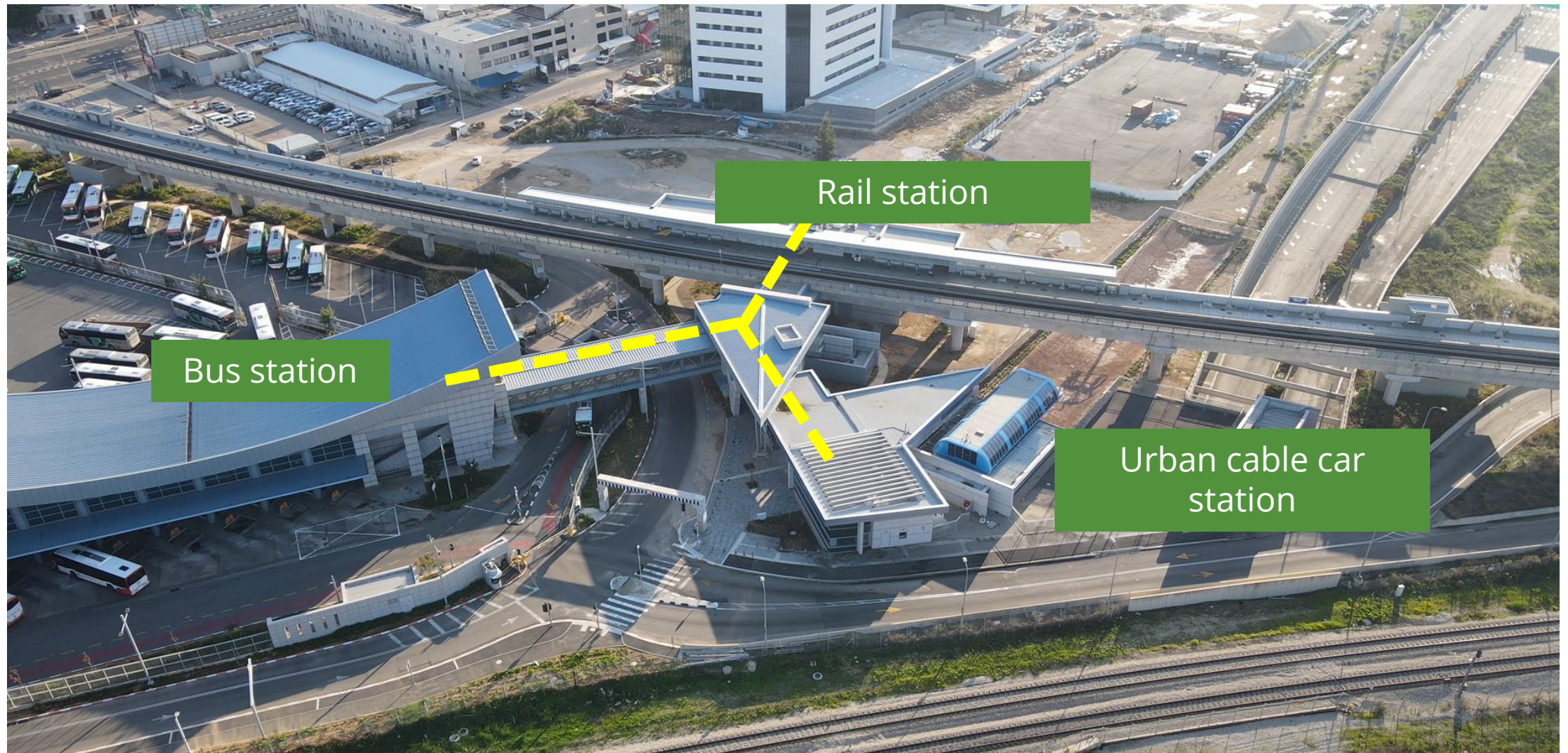
2 High quality interchanges



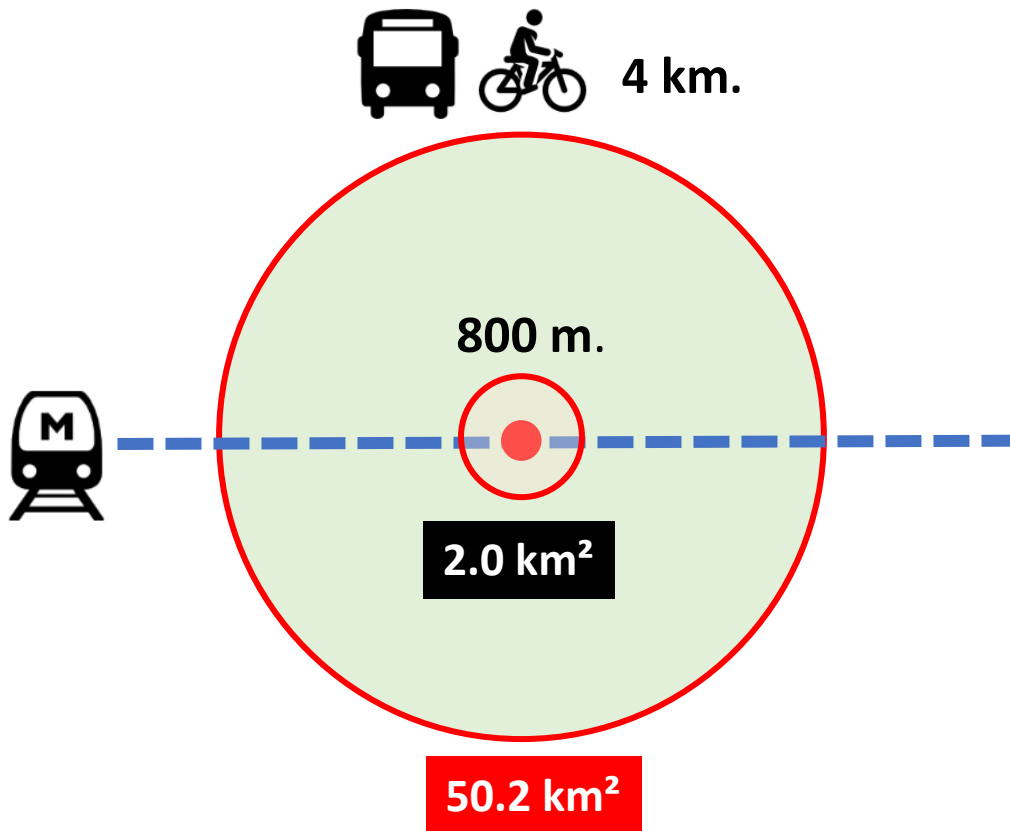
Manchester Wythenshawe Interchange (United Kingdom)

HAIFA (ISRAEL) – MULTI-MODAL INTEGRATION

2 Seamless transfers



INCREASING CATCHMENT AREA AROUND STATIONS THROUGH MMI



Radius	Coverage
800 m.	2.0 km ²
4 km.	50.2 km ²

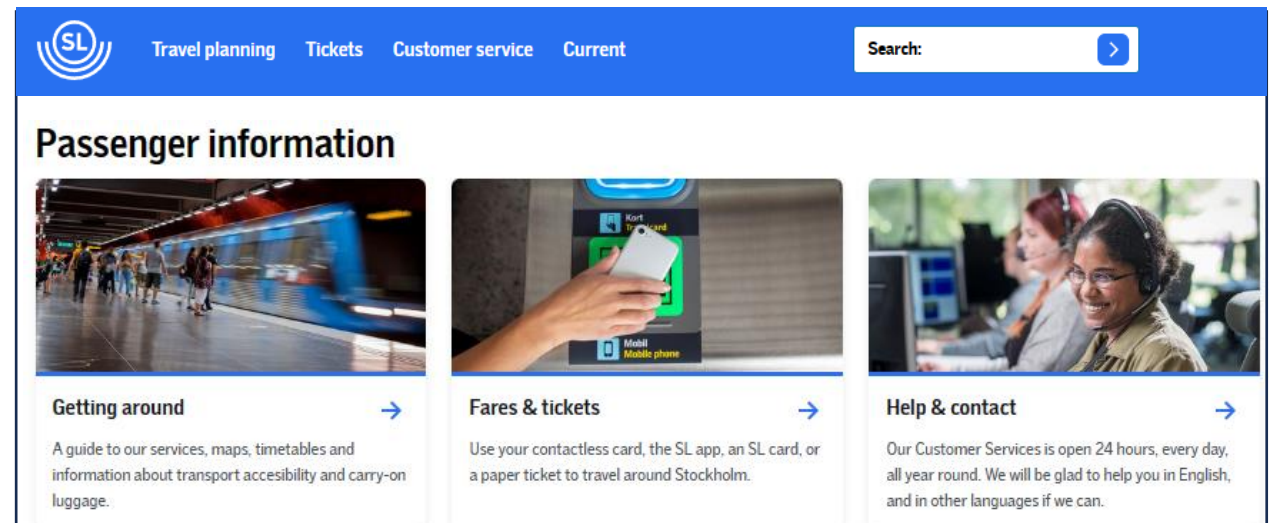
Feeder buses and cycling can increase the catchment area of a metro station by 25 times

MAKING IT EASY FOR PASSENGERS TO TRAVEL

3 Integrated information


Calculate important journey details including travel time, interchange stations, distance and price

One integrated and consistent system of information for all forms of transportation




SL Travel planning Tickets Customer service Current Search: >

Passenger information




Getting around

A guide to our services, maps, timetables and information about transport accessibility and carry-on luggage.




Fares & tickets

Use your contactless card, the SL app, an SL card, or a paper ticket to travel around Stockholm.



Help & contact


Our Customer Services is open 24 hours, every day, all year round. We will be glad to help you in English, and in other languages if we can.



[Timetable information](#)[Ticket shop & prices](#)[Plans & stations](#)[Mobility](#)[MVV & Service](#)[Leisure time](#)


MVV call taxi

You order, we drive: on-demand transport in the MVV →




Accessibility in the MVV

Information for passengers with limited mobility & handicaps →




FLEX

The new on-demand service from MVV in the Munich district →




Park & Ride in the MVV

By car and train: About the parking spaces available at MVV train stations →




Mobility points

Public transport meets individual transport and sharing offers →





Cycling in the MVV

Using bicycles in the MVV: simple, clever, environmentally friendly →





Scooter sharing

Traveling with scooters and e-scooters →




Bike sharing

MVV + Radl = :-) →



Car sharing

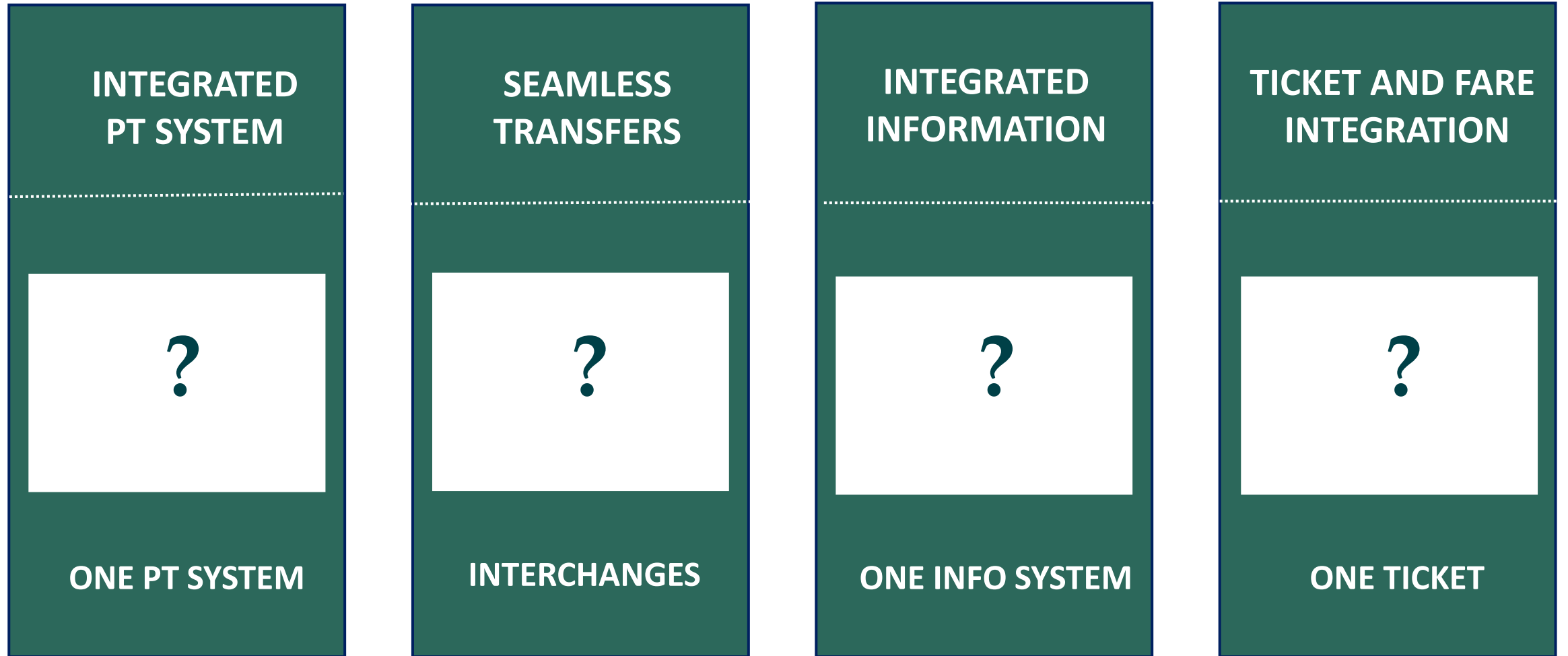
MVV and car sharing. A clever combination →



Multi-modal integration

**Where things stand in India
and what can we learn from abroad?**

MULTI-MODAL INTEGRATION IN INDIA?



SOME TAKEAWAYS

1. Move from a fragmented public transport to **an integrated system**
2. Recognize **walking and cycling** as part of the PT system
3. Build **transport systems** instead of transport **infrastructure**
4. Reserve **10% of budget** for metro lines for multi-modal integration at stations
5. Invest in **high-quality interchanges** with a focus on passenger experience
6. Make work of **standardisation of transport information** (guidebook)
7. Speed up **integrated ticketing** (customer focused)
8. Organise transport **system integrators** at metropolitan level

**The difference between
public transport and
an integrated transport system is
50% more passengers**
