

Analysis of sustainable Transportation indicators in Tehran metropolis

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Abstract

Sustainable urban transport is the movement of vehicles, people and goods that requires the comfort of the people and the stability of the environment with the most desirable cost and effort. Sustainable transport planning focuses on the effects of transport development on economic efficiency, environmental issues, resource consumption, land use and social justice and it helps to reduce environmental impacts, increase the efficiency of the transportation system and improve the social status of the community. And aims to increase the system's efficiency and the relocation of goods, services and individuals with minimal access problems. Considering these issues, in the present research, we try to outline the goals and indicators of sustainable transport from different dimensions and describe the social, economic and environmental dimensions and we measure these indicators for the Tehran metropolitan transport system. In this paper, we use descriptive-analytical method and the method of collecting information based on library and documentary methods. For a sustainable and comprehensive transportation system planning, it is best to consider a balanced set of indicators that is a combination of economic, social and environmental objectives. Traffic managers and policymakers can make correct decisions by carefully studying and accessing a robust and update database. They can also use the indicators as the basic information in transportation policies and monitoring the results in Tehran metropolitan transport system.

Key words: Sustainable Transportation, Transportation Planning, Sustainable Transportation Indicators, Tehran Metropolis.

١. Introduction

When urban public transport does not have the necessary efficiency, citizens use other methods, one of the consequences of this situation is the crowding of private cars. Since buses occupy much less street and urban space than private cars, they reduce traffic and increase access speed (Saeednia, ٢٠٠٩: ٤١)[١]. In traditional planning, it was thought that the progress of transport was linear, and faster and newer states replaced the slower and older