



European Conference of Ministers of Transport



SEMINAR ON IMPLEMENTING SUSTAINABLE URBAN TRAVEL POLICIES

***SMART PROGRAM
UNIVERSITY OF MICHIGAN
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European Conference of Ministers of Transport

- ❖ Forum for policy discussion and debate among transport ministries.
- ❖ 43 Member Countries from all regions of Europe
- ❖ 7 Associate Members (Australia, Canada, Japan, Korea, Mexico, New Zealand, United States)
- ❖ 1 Observer (Morocco)
- ★ **Since May 2007: International Transport Forum**



European Conference of Ministers of Transport



FROM ECMT TO THE INTERNATIONAL TRANSPORT FORUM



- ✦ **Cities in ECMT/OECD = 80 % of population, 90% economic activity worldwide**
- ✦ **Urban transport systems problematic (congestion, road accidents, traffic pollution, CO₂)**
- ⇒ **Urban travel = not just local government problem**

“The Council of Ministers of Transport...emphasizes the urgency of taking measures to regulate where necessary the volume of urban motor traffic, particularly private cars, in the largest towns”

ECMT Resolution No. 1965/15 on Urban Transport Problems

Lisbon, 29-30 June 1965





European Conference of Ministers of Transport



The Evolving Policy Context For Sustainable Urban Travel

Evolving Policy Context

- ✧ **Decision-making = increasingly complex;**
- ✧ **Growing demands for policy integration with other sectors.**
- ★ **maintaining balance in the policy package not always easy; tradeoffs in objectives sometimes necessary.**



What impact can transport have on... ?

- ⇒ Ageing populations;
- ⇒ Disability;
- ⇒ Poverty;
- ⇒ Unemployment;
- ⇒ Personal security;
- ⇒ Ethnicity/ culture;
- ⇒ Gender;
- ⇒ Youth.



The Evolving Institutional Context For Sustainable Urban Travel

Evolving Institutional Context

- ✧ **Decentralisation of responsibilities for urban travel**
- **Local and regional governments – larger role in decision-making;**
- **Problem: incomplete or excessive decentralisation:**
 - **Transfer of authority to lower levels of government must be accompanied by transfer of commensurate resources;**
 - **Usually requires reform to fiscal and regulatory structures, so difficult, but often necessary to facilitate implementation.**

The Integrated Policy Package

Integrated policy strategies

★ Two principles:

- ⇒ Synergy or complementarity of measures
 - Measures reinforce each other

- ⇒ Reducing barriers to implementation
 - Measures facilitate implementation of other measures.

Integrated policy strategies

- ⇒ **In isolation: land use measures that focus development in city centres and on public transport corridors = little effect;**
- ⇒ **In integrated package: can increase effectiveness of public transport and car use management measures;**
- ★ **Public transport and car use pricing measures can in combination achieve largest benefits for sustainability.**

✧ **Many sustainable transport measures also promote accessibility safety:**

- **encouraging alternatives to car use;**
- **lower traffic speeds;**
- **better urban design;**
- **public-transport based development...**



- ✧ **Re-thinking traffic management and land use planning**
- **Traffic can divide communities – physically and socially;**
- **Traffic impacts health and road safety (particularly of children and older people);**
- **Increasing car dependency increases exclusion for those without cars;**
- **The legacy of out of town developments reduces choice and opportunity for non-car owners.**

ECMT-OECD STRATEGY on URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT (1995)

STRAND 1: Best Practice Policies

STRAND 2: Innovations In Policies

STRAND 3: Pricing Strategy

ECMT-OECD STRATEGY- URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT

Best practice

✧ includes:

- ✓ **limit city spread** to maintain density/ strengthen urban core;
- ✓ **steer commercial & retail development** to areas served by public transport,
- ✓ **impose low maxima on the no. of parking spaces;**
- ✓ **shift parking supply** from central districts to suburban and peri-urban park- and -ride interchanges;
- ✓ **encourage residential development in city centre / inner areas.**

ECMT-OECD STRATEGY- URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT

Innovations

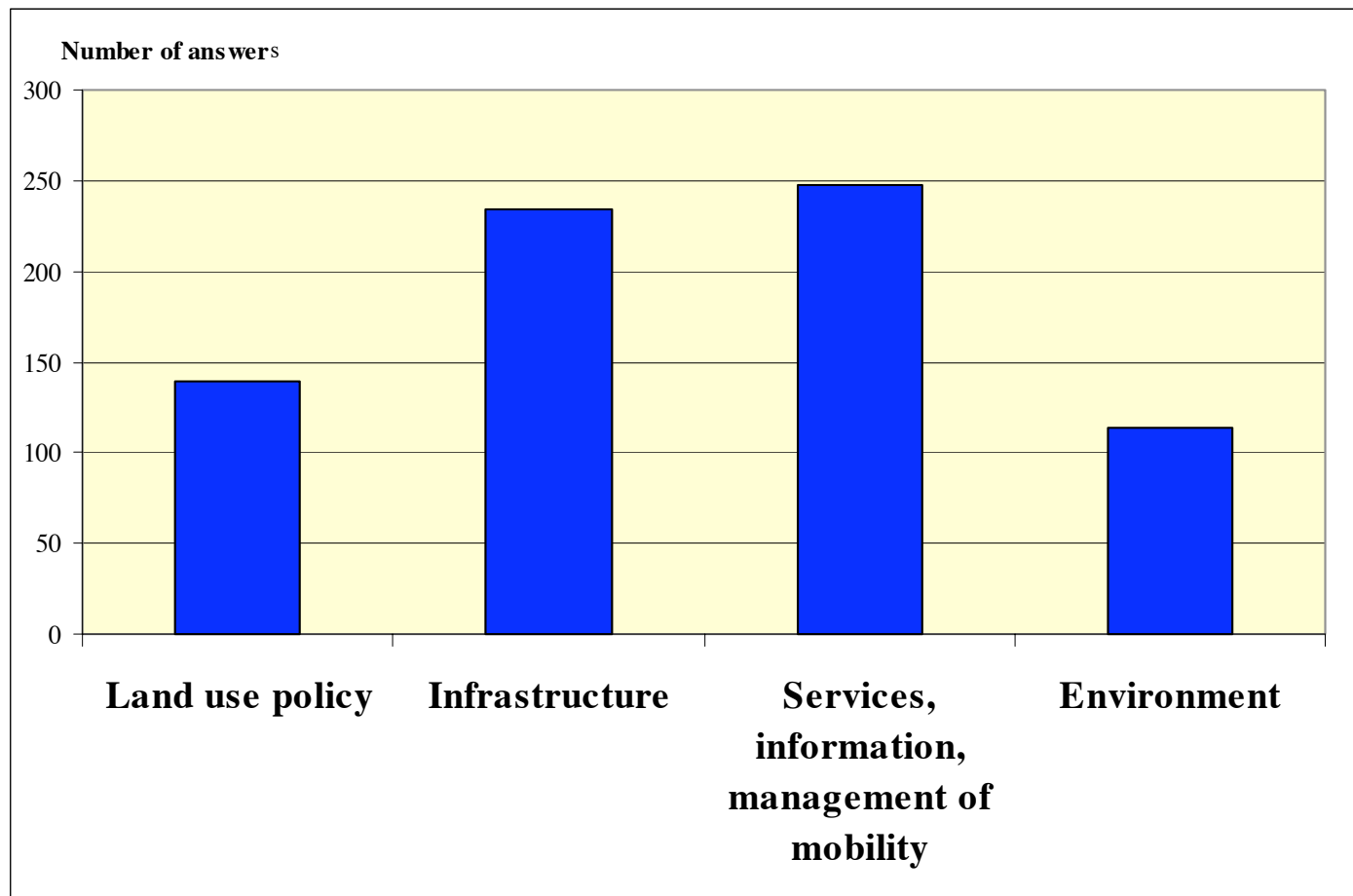
✧ include:

- ✓ policies to promote **mixed land use or “urban villages”**;
- ✓ **tramways threaded through suburban districts; higher residential densities around stations;**
- ✓ use of **incentives** to encourage **development around existing transit routes, stations.**

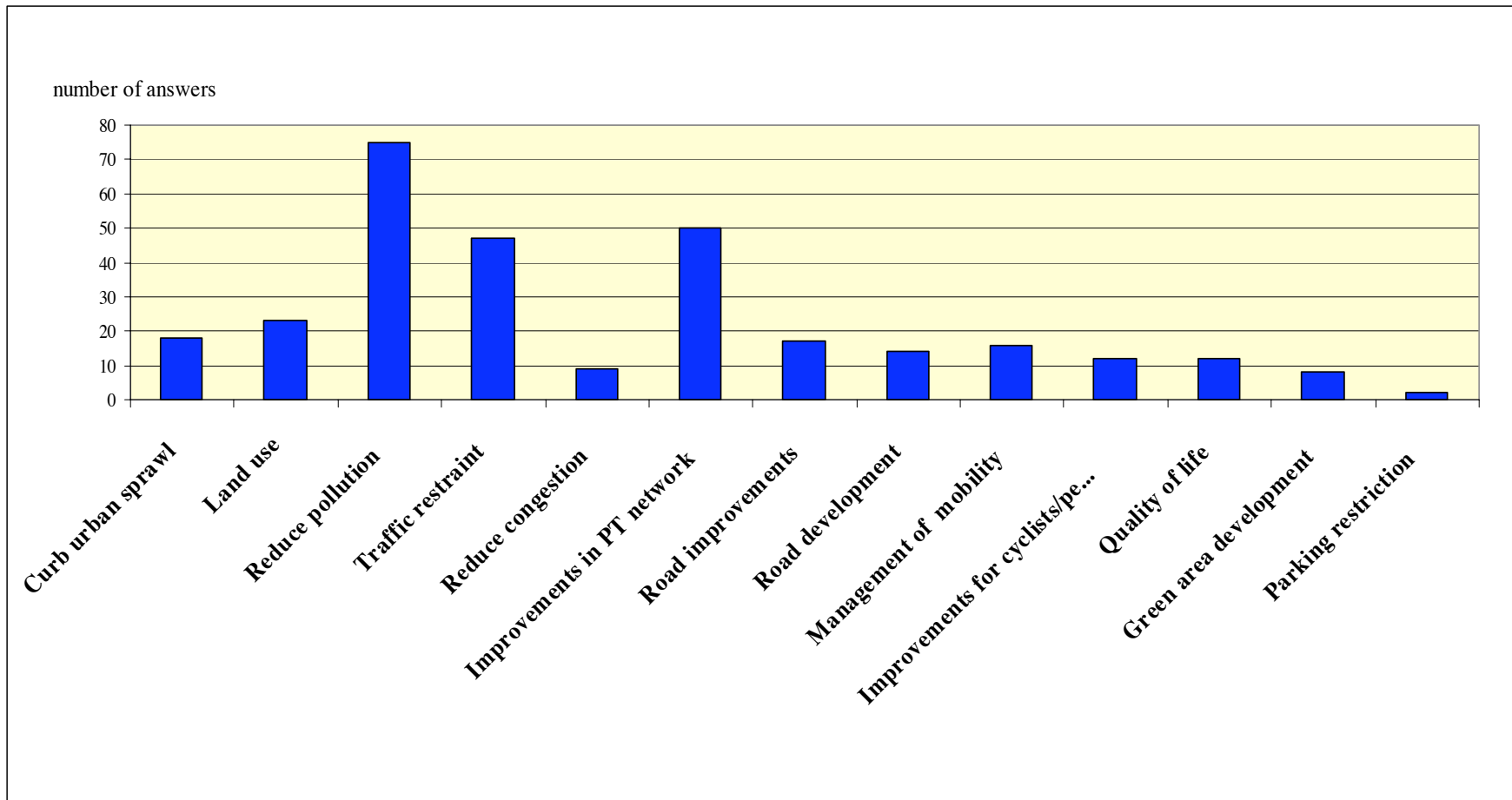
IMPLEMENTING SUSTAINABLE URBAN TRAVEL POLICIES

ECMT-OECD SURVEY OF TRAVEL IN CITIES

Policies implemented or pursued since 1990



ECMT Survey of Cities (2000): Policy objectives & plans



ECMT National Reviews (2003): Implementing Urban Travel Policies

	CZ	FIN	F	D	H	I	NL	N	PL	RU	CH	USA
LOCAL AND REGIONAL GOVERNMENT CAPACITIES												
DE-CENTRALISED INFRASTRUCTURE AND PUBLIC TRANSPORT:												
<i>PLANNING</i>												
<i>FUNDING</i>												
INTEGRATION OF REGIONAL AND LOCAL POLICY MAKING												
CENTRAL GOVERNMENT ABILITY TO AFFECT LOCAL POLICIES												



Successful/advantageous instrument/structure




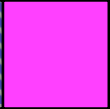
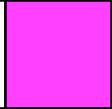
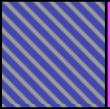
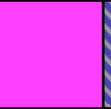
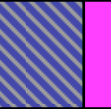
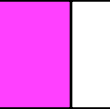










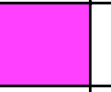

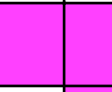


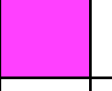



Promising recent initiative

ECMT National Reviews (2003): Implementing Urban Travel Policies – cont'd 1

PUBLIC TRANSPORT	CZ	FIN	F	D	I	NL	N	P	CH	USA
COMPETITIVE TENDERING FOR PUBLIC TRANSPORT WITH EFFECTIVE INCENTIVE STRUCTURES FOR REDUCING COSTS		Successful/advantageous instrument/structure	Promising recent initiative	Successful/advantageous instrument/structure	Promising recent initiative	Promising recent initiative			Successful/advantageous instrument/structure	
TRANSFERS PROVIDED TO KEEP FARES DOWN TO PROMOTE RIDERSHIP		Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure		Successful/advantageous instrument/structure	Successful/advantageous instrument/structure
EFFECTIVE COST CONTROL					Promising recent initiative	Promising recent initiative	Successful/advantageous instrument/structure		Successful/advantageous instrument/structure	
INTEGRATED PUBLIC TRANSPORT PASSES AND SIMPLIFIED FARES	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure		Successful/advantageous instrument/structure	Successful/advantageous instrument/structure			Successful/advantageous instrument/structure	
TRAFFIC LIGHT BUS PRIORITY AND REAL TIME ARRIVAL INFO.	Successful/advantageous instrument/structure	Promising recent initiative			Successful/advantageous instrument/structure			Promising recent initiative	Successful/advantageous instrument/structure	
GUIDED BUSES / DEDICATED BUS LANES	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure		Promising recent initiative	Successful/advantageous instrument/structure			Successful/advantageous instrument/structure	
PARK AND RIDE SCHEMES	Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	Promising recent initiative	Successful/advantageous instrument/structure	Promising recent initiative	Successful/advantageous instrument/structure		Successful/advantageous instrument/structure	Successful/advantageous instrument/structure	

-  Successful/advantageous instrument/structure
-  Promising recent initiative

ECMT National Reviews (2003): Implementing Urban Travel Policies – cont'd 2

	CZ	FIN	D	H	I	NL	N	P	RU	CH
ECONOMIC INSTRUMENTS & PARKING POLICY										
PARKING CHARGES / CAPACITY MANAGEMENT CITY-WIDE										
VARIABILISATION / DIFFERENTIATION OF ROAD USER CHARGES										
CONGESTION TOLLING / ROAD PRICING										
FREEDOM TO TRANSFER OF REVENUES FROM TOLLS TO OTHER MODES, WITH A TEST OF EFFICIENT USE OF RESOURCES										
NON-MOTORISED MODES										
CAR FREE ZONES IN CITY CENTRES										
EFFECTIVE PROMOTION OF WALKING										
EFFECTIVE PROMOTION OF CYCLING										

 Successful/advantageous instrument/structure

 Promising recent initiative

Two key questions:

- ➔ Why is implementation so difficult?
- ➔ What can national governments do?

Barriers to implementation

- ➔ **poor policy integration and co-ordination;**
- ➔ **inefficient or counterproductive institutional roles and procedures**
- ➔ **an unsupportive legal or regulatory framework;**
- ➔ **weaknesses in the pricing/fiscal framework;**
- ➔ **poor data quality and quantity**
- ➔ **Wavering political commitment**

Barriers to implementation

- ☞ **inefficient or counterproductive institutional roles and procedures, including incomplete or excessive decentralisation of responsibilities for urban travel.**
 - ⇒ **Lack of coordination among Ministries/different levels of government creates mixed signals & inefficiencies;**
 - ⇒ **Withdrawal of national level creates policy vacuum (e.g., Poland, Hungary, Russia, but in EU countries as well!).**

Barriers to implementation

➤ Excessive and incomplete decentralisation

Financial aspects:

- ⇒ Mismatch between responsibilities and resources;
- ⇒ Local authorities reliant on state-owned monopolies for transport services;
- ⇒ Lack of consistency in financing of main operators;
- ⇒ Complex arrangements for fare concessions and support.

Institutional aspects:

- ⇒ Political vacuum in authority over/ organisation of demand management, public transport service provision;
- ⇒ Lack of clarity of roles and responsibilities.

Barriers to implementation

- ⇒ **weaknesses in the pricing/fiscal framework for public transport financing**
 - ⇒ **No one financing model;**
 - ⇒ **National government involvement = key factor; coverage of operating costs in addition to capital costs may provide incentives for revenue generation/less for cost efficiency;**
 - ⇒ **User pays principle = widely accepted, but balancing needs with what user can and will pay, and with public and private funding sources is difficult;**
 - ⇒ **Public service obligations (reduced fares/other concessions) must avoid distortions in competition/economic prejudice;**
 - ⇒ **Integrated pricing approach (earmarking transport charges for public transport financing = promising).**

KEY MESSAGES FOR GOVERNMENTS



Key Messages for Governments

- ➔ **Develop national policy framework;**
- ➔ **Co-ordinate national policy approaches on land-use, travel, health, environment;**
- ➔ **Encourage effective public participation, partnerships and communication;**
- ➔ **Provide a supportive legal and regulatory framework;**

Key Messages for Governments

- ➔ **Ensure a comprehensive pricing and fiscal structure;**
- ➔ **Rationalise financing and investment streams;**
- ➔ **Improve data collection, monitoring and research.**

APPLYING THE KEY MESSAGES:

Do they hold up?

Applying the Key Messages: Do they hold up?

- ✦ **Three regional workshops to “test” messages**
Washington, D.C. (2003), Moscow (2004), Tokyo (2005)

- ✦ **Specific studies:**
 - **National policies to promote cycling**
 - **Organisation & Financing of Public Transport**
 - **Collection & Monitoring of Urban Travel Data**

“A national cycling policy approach – be it a separate document or elements of a more general transport policy plan – can be a powerful tool for national governments to encourage cycling in urban areas”



NATIONAL POLICIES TO PROMOTE CYCLING

Findings: Key Messages do hold up !

↑ Essential factors in implementation of policies

↑ Applicable to most decision-making contexts

⇒ devolved; centralised; deregulated

But...

↓ Implementation remains slow across countries

Additional barriers to implementation ...

Often missing in strategy development process:

- Clear statement of objectives**
- Appraisal of policy options**
- Effective monitoring and evaluation of results**

Additional Key Message to Governments:

- ★ National Governments should support local or regional authorities (...) in development, appraisal, monitoring, evaluation of integrated urban travel strategies.**



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Thank You For Your Attention

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