

Deciding with confidence

Implications of European policy for analysis and modelling

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Introduction

Introduction

Several initiatives at the European level are of relevance for the analysis and modelling of transport policy:

- Transport policy
 - Provision and use (charging, pricing) of infrastructure
 - Functioning of markets
 - Technology (safety and emissions)
- Competition policy
 - Cross-border access to markets
 - Level playing field
- Environmental policy
 - Emissions

Introduction [2]

Commission has recently proposed a thematic strategy (COM(2004)60) on the urban environment. This strategy takes an integrated horizontal approach across Community policy to improve the quality of the urban environment. This thematic strategy explicitly addresses:

- The promotion of Local Agenda 21
- The link between economic growth and passenger transport demand
- Increasing the share of public transport, rail, inland waterways, and non-motorised transport
- Rising traffic volumes and decoupling transport growth and GDP growth
- Use of low emission vehicles in public transport
- Urban environment indicators

Introduction [3]

Thematic strategy on the urban environment has identified four priority themes:

- Sustainable urban transport
- Sustainable urban management
- Sustainable urban construction, and
- Sustainable urban design

Clear emphasis is on action to improve the urban environment (rather than further consideration of the issues)

Commission recognises that towns and cities are best placed to develop solutions to they face

Working group (WG) on sustainable urban transport

Role of the EC:

- The subsidiarity principle means that the EC leave matters best considered at lower levels to these lower levels. However, the subsidiarity principle should not be used as an excuse for inaction
- Given that every city and metropolitan area is different, the EC should refrain from mandating specific policy measures and instead develop a framework that helps cities determine the specific set of policy measures for the city

Recommendations of the WG [1]

- Policy coherence
 - Where TEN-T and structural fund proposals affect urban areas their local and regional impacts need to be assessed
 - Urban transport policies should be consistent with air quality, noise, safety and technology policies
- Development of transport master plans
 - Vision on sustainable urban transport
 - Objectives
 - Policy measures
 - Monitoring mechanism
- Monitoring of progress towards policy objectives
- Impact assessments

Recommendations of the WG [2]

- Non-motorised transport modes should have a more prominent role in urban transport
- Ex-post evaluation of policy measures
- Involvement of stakeholders
- Coordination of transport and other relevant policies at the urban level (in particular land use)
- Social marketing to stimulate use of public transport

Promoting sustainable urban transport

- Stimulating markets for fuel efficient vehicles, and fuel alternatives
- Mobility management schemes (collective transport)
- Demand management (parking controls, access limitations ...)
- Provision of dynamic traffic information
- Integrated intermodal freight and passenger transport (urban distribution centers)
- Use of pricing and tolls
- Integrated transport and land use planning
- Promoting efficient public transport
- Stimulating non-motorised transport
- Transport avoidance

Implications

- Policy relevance of models and modelling
- Deepening the analysis
- Broadening the scope
- Addressing “new” issues

Policy relevance

- Modelling the effect of policy measures
- Focus should be on providing outcomes and not only outputs
 - Energy use
 - Accessibility
 - ...
- Estimation of the joint effects of multiple policy measures to help develop policy packages

Deepening the analysis

- Inclusion of non-motorised transport modes
- Modelling of choice behaviour (not just transport related)
 - Residential and work location
 - Driving behaviour
- Better estimation of local/regional emissions and noise
- Estimation of the local/regional impacts of national/European projects

Broadening the scope

- Land use and transport interaction
- Health and transport
- Impacts of e-Economy on transport (not only tele-work etc.)

Addressing “new” issues

- Quality of life issues
 - Putting a value on “nuisance”
 - Measuring happiness
- Development of attitudes and perceptions (e.g., towards public transport)

Conclusions

European policy in the field of urban transport is not yet mature

However, it is only a matter of time before the Commission formulates policies to deal with the issue of urban transport

The cities and regions will have the freedom to choose and act within the framework of the EC policy

Currently, we do not have the capability to help formulate urban transport policy

Thus, if those charged with formulating urban transport policy are to **DECIDE WITH CONFIDENCE**, we need to start improving and adding to our tool kit.