Informal document 2

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

Ad hoc Meeting on Harmonization of Sustainable Urban
And Regional Transport Statistics
(Prague, 15-16 May 2003)

Note: On its fifty-third session (25-27 November 2002), the Working Party on Transport Statistics (TRANS/WP.6/143, paras. 24 and 25), encouraged delegates to prepare documents for the Ad hoc meeting on Harmonization of Sustainable Urban and Regional Transport Indicators to be held in Prague on 15 and 16 May 2003. In reply to this invitation, Eurostat has submitted this document which outlines certain methodology issues.

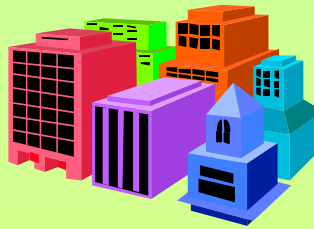
* * *

The Urban Audit II

berthold.feldmann@cec.eu.int

Urban Audit I

Structure of my talk

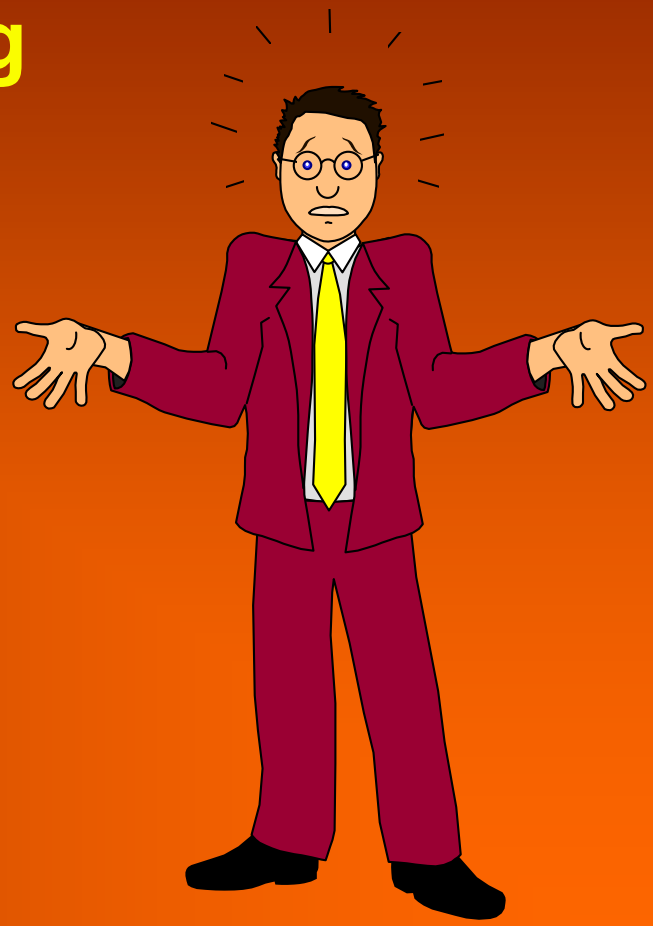


- **The Urban Audit pilot phase**
  and the lessons learned from it
- **Urban Audit II – the concept**
  organisational set-up, variables, choice of cities, spatial units
- **The steps ahead**

AIM OF THIS TALK:

Inform about a challenging project concerning new Europe-wide statistics

Highlight possible consequences



Chapter 1

Urban Audit pilot phase

Urban Audit I

Why Urban Statistics

- "**Cohesion**" is the basis of Regional EU Policy, aiming at **fewer disparities** between European regions
- **Cities** (urban agglomerations) play a specific and important role in this policy goal
- Hence: In the mid 90s, the Commission saw a growing need for **reliable, quantitative** urban data
- **Comparability** would be a key issue of such Europe-wide urban statistics

Urban Audit I

1998: the pilot phase

- Until then, no comparable urban statistics exist at a European level, very little a national levels
- Work **subcontracted** by DG REGIO
- Basic principle = use **existing data** sets
  - ☒ no fresh data collection
- Only for a selection of 58 cities
  - ☒ excluding London and Paris
- Pilot project: **test feasibility** within 1 year

Urban Audit I

The collected data set

- Nearly 500 basic **variables** collected, more than 100 **indicators** (derived series) calculated
- Data whenever possible for 1981, 1991 and 1996
- Three **spatial units**:
  core city, larger urban zone, sub-city information
- Very divergent response rates, **sometimes very low**
- Results published on the DG REGIO website
- Extensively used by the Commission
  (incl. Commissioner)

Chapter 2

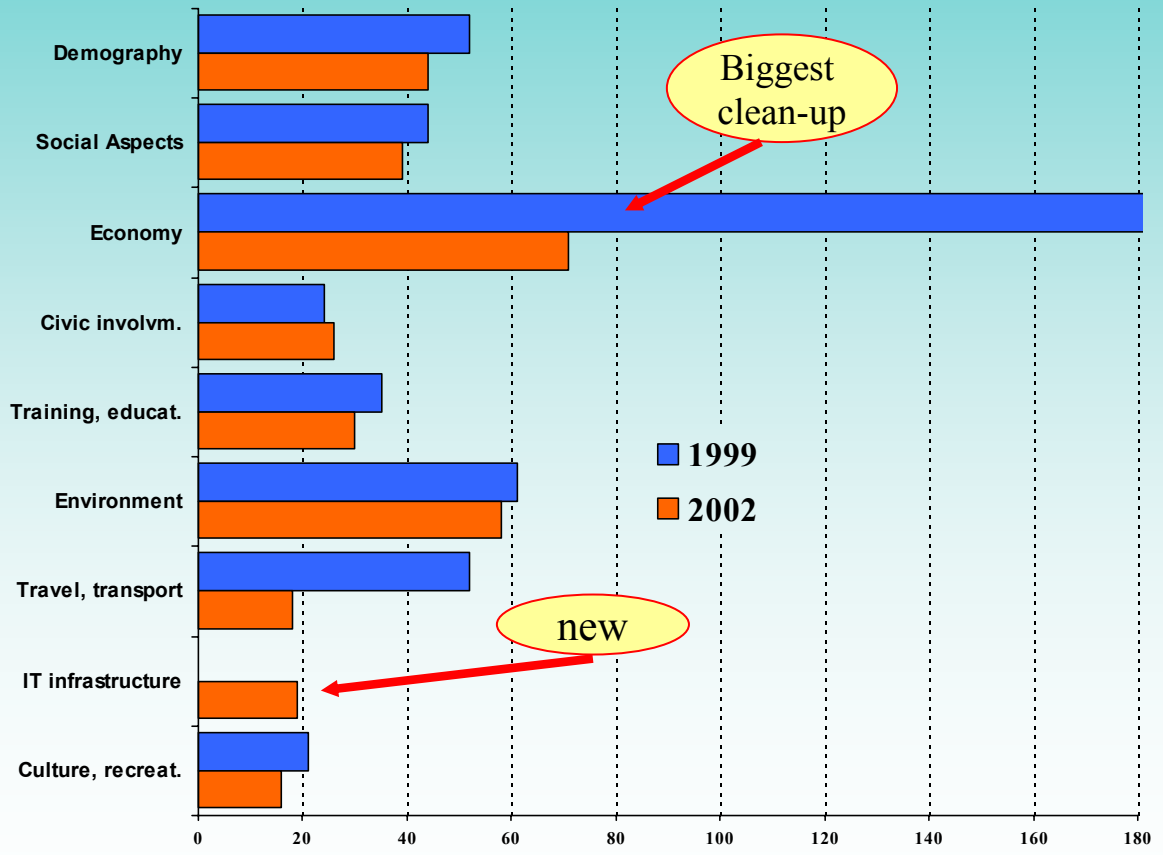
The Urban Audit follow-up

The treated topics

1. DEMOGRAPHY
   - 1.1 Population
   - 1.2 Nationality
   - 1.3 Household Structure
2. SOCIAL ASPECTS
   - 2.1 Housing
   - 2.2 Health
   - 2.3 Crime
3. ECONOMIC ASPECTS
   - 3.1 Labour Market
   - 3.2 Economic Activity
   - 3.3 Income, Disparities and Poverty
4. CIVIC INVOLVEMENT
   - 4.1 Civic Involvement
   - 4.2 Local Administration
5. TRAINING AND EDUCATION
   - 5.1 Education and Training (Provision)
   - 5.2 Attainment of Educ. & Training
6. ENVIRONMENT
   - 6.1 Climate/ Geography
   - 6.2 Air Quality and Noise
   - 6.3 Water
   - 6.4 Waste Management
   - 6.5 Land Use
   - 6.6 Energy Use
7. TRAVEL AND TRANSPORT
8. INFORMATION SOCIETY
9. CULTURE AND RECREATION
   - 9.1 Culture and Recreation
   - 9.2 Tourism

Urban Audit I

Variables: Comparison 1999 - 2002



Variables

- Thorough checking of relevance off 500 variables
- suppress 250 of them; **add 100**
- **Result: considerably reduced number of variables**

Transport related variables

EN5019V Land area in road network use

EN5020V Land area in rail network use

EN5008V Land area in ports use

EN5009V Land area in airports use

EN6031V Total petrol use for private & commerc. transport

EN6011V Total electricity use by the transport sector

CR2004V Number of air passengers using nearest airport

TT1002V Percentage of journeys to work by rail/metro

TT1003V Percentage of journeys to work by car

TT1004V Percentage of journeys to work by bus

TT1005V Percentage of journeys to work by tram

TT1006V Percentage of journeys to work by motor cycle

TT1007V Percentage of journeys to work by bicycle

TT1008V Percentage of journeys to work by foot

TT1009V Percentage of journeys to work by other modes

TT1019V Average time of journey to work (minutes)

TT1062V Average speed of inner-city traffic (km/hour)

TT1063V Average waiting time for a bus (min.) in the rush hour

TT1064V People commuting into the city

TT1065V People commuting out of the city

TT1066V Length of public transport network (km)

TT1068V Total kilometre driven in public transport (per day)

TT1067V Public transport supply: Number of places times kilometre driven

TT1057V Number of private cars registered

TT1058V Road accidents resulting in death or serious injury

TT1059V Average number of occupants of motor cars

Urban Audit I

Selection of cities

- Specific focus on **medium-sized cities** (50 000 to 250 000 inhabitants)
- Enlarge the sample of large cities
- Include London and Paris
- **Candidate countries** participate on a voluntary basis (PHARE project under way)
  - **over 60 cities**
- **Result: the number of cities increased from 58 to 189 in MS, plus over 60 in CC**

The cities

The cities

Urban Audit I

Spatial units

Administrative unit

➔ Corresponds to the empowerment of the city administration

(Commune / Municipality / Ward / Gemeinde)

Larger Urban Zone (LUZ)

➔ Industrial development, infrastructure, environmental impact, commuting, new residential areas

Sub-city districts:

some quotes of Commission documents

➔ "… information on **intra-city disparities** indispensable for further **political action**"

➔ "… enable city authorities to gather precise information on possible '**pockets of concern**' "

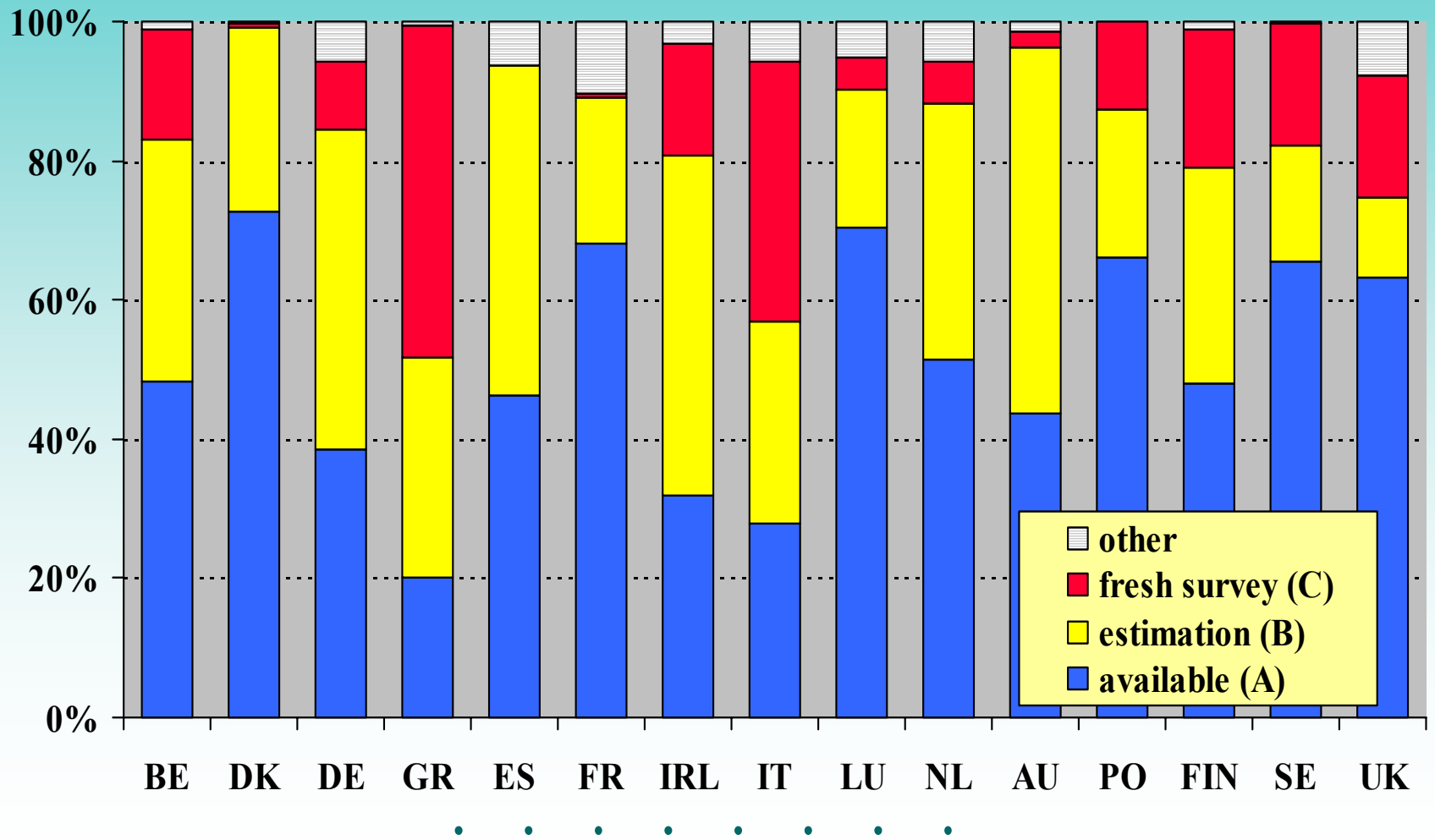
Reporting timetable

Three categories (assessed for each country)

- Variable is **at hand** and can be supplied (=type A)
  - **sent to Eurostat in April 2003**
- Variable is **not available**, but similar quantitative data is at hand, so that the variable can be **estimated** (=type B)
  - **will be supplied to Eurostat in June 2003**
- The required variable is **not available** and cannot be estimated. Hence, a **fresh survey** is necessary in order to obtain this variable (=type C)
  - **fresh data collection in 2004**

Urban Audit I

Type A, B or C in Member States



Chapter 4

Next steps

Challenges ahead

- **Check** the data quality thoroughly
- Improve the data set of the **pilot phase**
  - will allow analysis over time
- Create a **web site** for the results
- Calculate **indicators** (from the variables)
- Analyse the data and publish results

Urban Audit I

Conclusion

Very tight **timetable**

Comparability will be crucial

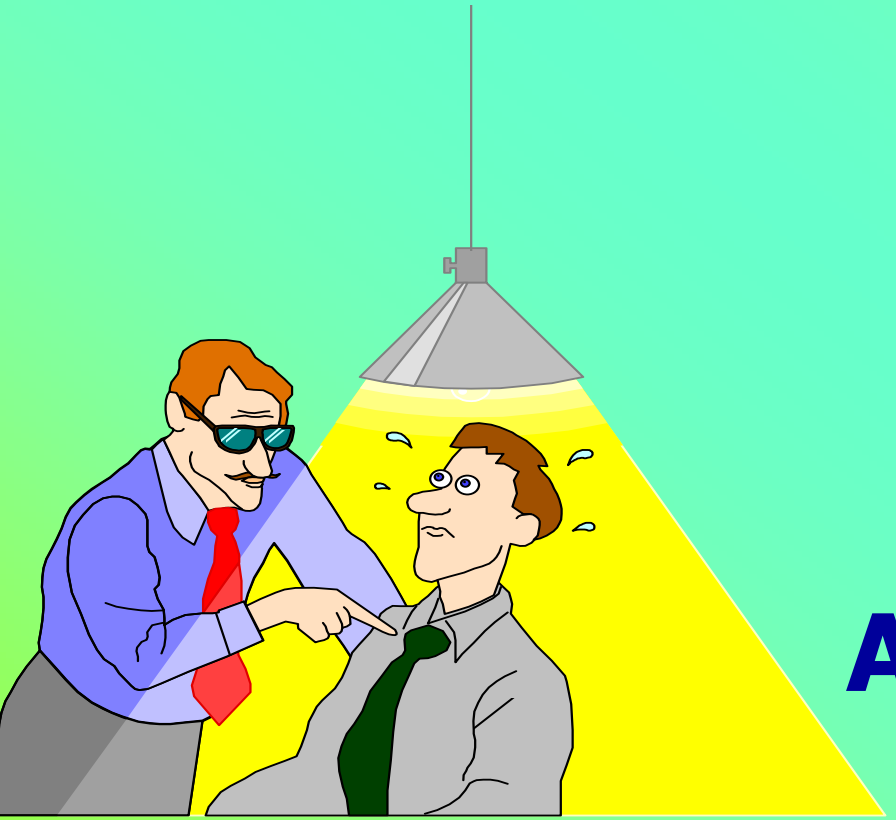
Spatial units: challenging concepts

Many partners involved

Relevance for **Structural Funding**

Investment into the future

Thanks for listening !



Any Questions ?