Workshop on “Sustainable and Healthy Urban Transport and Planning”
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Policy instruments and demand management techniques

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Content of presentation

- R&D supported by the European Commission (through its key action “City of Tomorrow and Cultural Heritage”)
- The needs of decision-makers
- Examples of successful policy instruments and demand management techniques
- Conclusions
The main objective of the Key Action

To promote sustainable development in urban areas
The four inter-related themes of the Key Action

<table>
<thead>
<tr>
<th>Research area</th>
<th>Nr of projects</th>
<th>EC Contribution (M€)</th>
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</thead>
<tbody>
<tr>
<td>1. Urban governance and sustainable resource management</td>
<td>63</td>
<td>71</td>
</tr>
<tr>
<td>2. Cultural Heritage</td>
<td>42</td>
<td>39</td>
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<tr>
<td>3. Sustainable built environment</td>
<td>16</td>
<td>30</td>
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<td>4. Sustainable Transport</td>
<td>20</td>
<td>24</td>
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<td><strong>Total</strong></td>
<td><strong>141</strong></td>
<td><strong>164</strong></td>
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To develop planning tools and assessment methodologies aimed at promoting sustainable mobility through integrated transport and land use planning

Puts together 13 research and demonstration projects

Co-ordinator: Prof. Tony May, University of Leeds, UK

See http://www.lutr.net/
The original approach of the Key Action

- Holistic approach and integration as absolute requirements at the proposal evaluation stage
- Strong emphasis on the development of affordable, effective and accessible tools for the application of SD in urban areas
- Involvement of all stakeholders within the research-demonstration-dissemination phases
- Contributes to a wide range of EU/MS policies
How to select the most cost-effective measures to better manage transport demand?

- existing and/or new policies (in virtually all domains of the city administration!)
- approaches to urban management and governance (incl. participatory approaches)
- methodologies, techniques and/or technologies
- services which offer an alternative to product ownership
The needs of the decision makers (2)

- But a lack of understanding of their potential
  Long term impact of new measures almost ignored
- But a lack of understanding of their possible synergies
  Best solution often a package of measures
- But a lack of understanding of their transferability
  What works well in Vienna could fail in Nicosia!
- A lot of other barriers limiting their implementation
  Institutional, financial, legal, etc.
The needs of the decision makers (3)

WANTED = New range of “tools”

- databases
- indicators
- models and simulation tools
- accounting frameworks
- scenarios
- risk analysis
- codes of practice
- guidelines
The needs of the decision makers (4)

To support the whole decision implementation process:

- Ex-ante impact assessment
- Support to decision-making
- Implementation
- Monitoring of performance
- Benchmarking
- Transfer of good practice
Examples of research results: the PROSPECTS project (1)

- PROSPECTS aims to integrate land use and transport planning

**Two main deliverables:**

- **Three guidebooks, incl. a “decision-makers’ guidebook”:**
  - To help politicians in taking the initial decision
  - To help planners and developers mitigating long term impacts on sustainability
  - To help measuring the progress towards sustainability
Examples of research results: the PROSPECTS project (2)

Challenges addressed by the DM guidebook:

- Transport and land use decisions are no more made solely by local elected politicians
- Objectives often conflict with one another
- So many possible solutions are available
- There are major obstacles to implementation
Examples of deliverables: the PROSPECTS project (3)

the interactive “KONSULT” database:

- puts together over 60 types of policy instruments, mostly in the transport and land use domains
- many are rather new or poorly used throughout Europe
- describes experience with each of these policy instruments
- helps urban planners to devise the most appropriate “policy packages” in their own local circumstances
Examples of effective policy combinations: the PROSPECTS project (4)

- Park & ride to increase patronage of a light rail system
- PT services to reinforce traffic restraint measures
- Parking charges to finance new infrastructure
- Improved PT to make road pricing acceptable
- Traffic management to reduce adverse impacts of road space reallocation
Examples of research results: the EXTERNE project (1)

ExternE quantify the social and environmental damages for the electricity and transport sectors

- Evaluation of damages to the natural and built environment, such as *effects of air pollution on*
  - human health
  - buildings
  - crops
  - forests
  - global warming
Examples of research results: the EXTERNE project (2)

- Translation of damages in monetary terms for the whole European Union and for different fuel cycles for power generation (fossil, nuclear and renewable) and for transport modes and technologies
- Contribution to the cost-benefit analysis of policies options
- Quantification of impacts through the damage function or impact pathway approach
Quantifiable externalities due to transport in Germany

* Accident and Noise Externalities only for Road and Rail

Million EURO
Conclusions

- Research is a must to foster implementation of new policies and measures conducive to better transport management

- New range of tools/measures, developed by the LUTR cluster, will become available from now until the end of 2005