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.

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The Urban Audit II

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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_
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.
1998: the pilot phase

- Until then, no comparable urban statistics exist at a European level, very little at 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.
- Pilot project: test feasibility within 1 year.
The collected data set

- Nearly 500 basic **variables** collected, more than 100 **indicators** (derived series) calculated
- 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
Variables:
Comparison 1999 - 2002

- Demography
- Social Aspects
- Economy
- Civic involvm.
- Training, educat.
- Environment
- Travel, transport
- IT infrastructure
- Culture, recreat.

变量:
比较1999年与2002年

- 人口统计
- 社会方面
- 经济
- 民主参与
- 培训，教育
- 环境
- 旅行，交通
- IT基础设施
- 文化，娱乐

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
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
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
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
Conclusion

Very tight timetable

Spatial units: challenging concepts

Many partners involved

Relevance for Structural Funding

Comparability will be crucial

Investment into the future
Thanks for listening!

Any Questions?