Overview of the ECMT Project on Sustainable Urban Travel and Sustainable Development

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SUSTAINABLE URBAN TRAVEL PROJECT

- Phase 1 – Original Study – Urban Travel Sustainable Urban Development Strategies
- Phase 2 – Barriers to Implementation and Approaches to Overcome Barriers
- Phase 3 – Adapting Implementation Strategies to Specific Regions
PHASE 1 - URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT

PRINCIPAL ACTIVITIES

- National Overviews of Trends and Policies From 18 Participating Countries
- Twelve Urban Area Case Studies
- Questionnaires on Urban Travel and Development Trends and Policies From 132 Urban Areas
- Two Specialty Conferences: Pricing of Urban Travel and Integrated Transportation and Land Use Strategies to Limit Vehicular Traffic
- A Number of Issue Papers on Various Aspects of the Problem
PHASE 1 - URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT

SUSTAINABILITY PROBLEMS

- Growth of Vehicular Traffic
- Greater Congestion
- Higher Air Pollution Levels
- Increased Noise
- More Energy Consumption
- Decreased Safety
- Low Density Development Patterns
- Reduced Use of Alternative Means of Transportation
- Reduced Gross Domestic Product
PHASE 1 - URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT

ACTIONS AND POLICIES TO REDUCE CONGESTION

- Expanded Highway Capacity
- New Transit Service
- Additional Ridesharing
- Traffic Management/Car Restraints
- Land Use Planning Measures
- Vehicle Technology Improvements
PHASE I – URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT – STRATEGIES

STRAND 1: BEST PRACTICES POLICIES

- Limiting the Spread of Cities to Maintain Densities and Protect Open Land
- Enforcing 30 Km/h Speed Limits in Residential Areas
- Tightening Regulations to Reduce Emissions of Gas and Noise From Vehicles
- Using On- and Off-street Parking Charges to Balance Demand and Supply for Road Use
PHASE I – URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT – STRATEGIES

STRAND 2: INNOVATIONS IN POLICIES

- Establishment of Auto Free Zones
- Provision of Foot and Bike Paths With Priority Over Motor Vehicles
- Using Area Wide Traffic Calming Measures;
- Applying Pricing and Regulatory Mechanisms to Promote Low Polluting Vehicles
- Electronic Congestion Pricing for Central Cities and Other Congested Areas
PHASE 1- URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT-STRATEGIES
STRAND 3: SUSTAINABLE URBAN DEVELOPMENT

INvolves:

- Implementing Steep Year-by-year Increases in the Price of Fuel to Conserve Fuel and Reduce CO₂ Emissions to Recommended Target Levels
- Implementing Additional Taxes on the Purchase, Licensing and Use of Vehicles to Ensure That Road Users Pay the Full External Costs of Their Journeys
- Ensuring That Use of High-efficiency, Low-polluting Vehicles Becomes the Norm in Cities
CONCERNS

- Implementation of Sustainable Strategies Had Proven to Be Much Harder Than Anticipated
- The Result Was Little Impact on Slowing the Growth in Vehicle Travel
- Reports of Forecasted Growth of Vehicle Travel for the Next 20-30 Years in the 50 Percent Range
URBAN TRAVEL AND SUSTAINABLE DEVELOPMENT

Progress Review

IMPLEMENTATION ELEMENTS

- Vision of the city
- High level commitment to achieving that vision.
- Package of reinforcing policies and strategies
- Coordinated strategies at both the national and local levels and across local jurisdictions.
- Public involvement to explain the vision and strategies.
- Performance monitoring
PHASE 2 - IMPLEMENTING SUSTAINABLE URBAN TRAVEL POLICIES

Follow-up to ECMT-OECD Report on Urban Travel and Sustainable Development (1995)

- Focus on implementation of policies
- Three principal activities
  - Survey of over 160 cities
  - National policy reviews
  - Series of workshops
- Findings approved by ECMT Ministers of Transport in May 2001
BARRIERS TO IMPLEMENTATION OF INTEGRATED STRATEGIES

- Poor Policy Integration and Co-ordination
- Inefficient or Counterproductive Institutional Roles and Procedures, Including Inadequate or Lack of Co-ordination
- Incomplete or Excessive Decentralisation of Responsibilities for Urban Travel
- An Unsupportive Legal or Regulatory Framework Weaknesses in the Pricing/fiscal Framework
- Poor Data Quality and Quantity
WHAT CAN GOVERNMENTS DO?

- Develop a National Policy Framework for Sustainable Urban Travel
- Co-ordinate National Policy Approaches on Urban Land-use, Travel, Health and the Environment
- Encourage Effective Public Participation, Partnerships and Communication
- Provide a Supportive Legal and Regulatory Framework
Phase 2 - Implementing Sustainable Urban Travel Policies

WHAT CAN GOVERNMENTS DO?

- **Ensure a Comprehensive Pricing and Fiscal Structure**
- **Rationalize Financing and Investment Streams**
- **Improve Data Collection, Monitoring and Research**
Phase 3- Regional Approaches To Implementing Sustainable Urban Travel Policies

PRINCIPLE ACTIVITIES

- Series of Workshops to Evaluate the Applicability of Findings in Different “Macro-regions.
- Studies on Specific Urban Travel Policy Topics on Institutional Barriers to Implementation.
- Exploration of Ways to Improve Consistency in Urban Data Collection and Monitoring;
- Develop a Guide to Good Practice for National Governments on Implementing Sustainable Urban Travel Policies.
Phase 3- Regional Approaches To Implementing Sustainable Urban Travel Policies

ISSUES TO BE ADDRESSED

- What approaches are governments employing to foster successful implementation of sustainable urban travel policies? What approaches are most relevant in a federal government context? Central government context?
- How are countries coordinating national policy approaches among all levels of government and among the transportation, land use, environment and health sectors?
Phase 3- Regional Approaches To Implementing Sustainable Urban Travel Policies

ISSUES TO BE ADDRESSED

- What are successful ways to encourage effective public participation, partnerships and communication?
- How are countries establishing supportive legal and regulatory frameworks and ensuring a comprehensive pricing and fiscal structure to support a sustainable transportation system.