

*Investing for Sustainable Transport: Transport Investment and Carbon Emissions in Australia, New Zealand, Ireland, and the United Kingdom (15/6/17)*

# The EU's role in shaping transport policy

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Direct and indirect influence, and what opportunities can NZ cities utilise.

Kain Glensor

### ➤ Direct influence through legislation in transport-relevant sectors

- Energy
- Transport
- Air quality including monitoring
- CO<sub>2</sub> emissions (excluded from the ETS)
- Energy efficiency
- ...



### ➤ Provides a stable and ambitious environment for positive action

“National transport strategies have a short time period, usually 5 or 10 years, whereas substantial emission reductions may require a time period of 20 to 30 years.”

## Different forms of the EU's influence

### Indirect – engagement with cities

- **Indirect – engagement with cities**
- ‘Facilitation’ of actions with interested cities (EU doesn’t have legislative power in this area)
- Funding of projects
- Knowledge exchange and pooling

# Different forms of the EU's influence

## Indirect – engagement with cities

### ➤ Research funding

- Horizon 2020: societal challenges pillar (€30b)
  - Energy (€5.9 billion)
  - Transport (€6.3 billion)
  - Climate action, environment, resource efficiency, and raw materials (€3.1 billion)



### ➤ Eltis

- “Facilitates the exchange of information, knowledge and experiences in the field of sustainable urban mobility”<sup>1</sup>



### ➤ CIVITAS

- “A network of cities for cities dedicated to cleaner, better transport”<sup>2</sup>

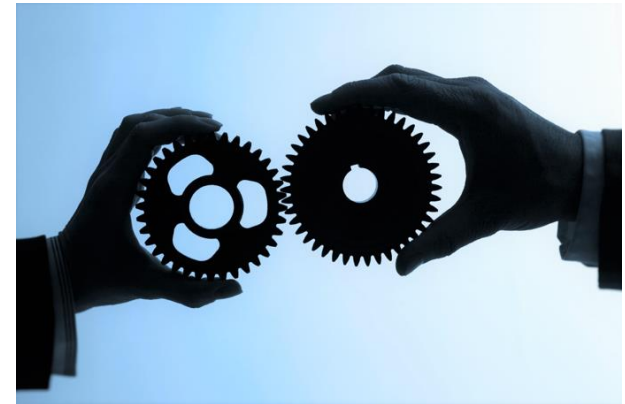


### ➤ SUMP (Sustainable Urban Mobility Plans)

1: [eltis.org](http://eltis.org)

2: [civitas.eu/about](http://civitas.eu/about)

- **It is possible for cities to take action**
- Project-generated or official guidelines available on many topics
- Participation (without funding) in *Horizon 2020* projects possible, possibly welcomed even:
  - EU likes to see geographic spread of partners (within Europe)
  - Novelty – NZ is promised land to many Europeans
- Participation in EU-supported activities
  - Knowledge sharing platforms fora etc.
  - Webinars
  - E-learning



# SUMP

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The *Sustainable Urban Mobility Planning* framework/process

- **Started in 2009 (EC) to accelerate the take-up of SUMP**
  - “a new planning concept able to address transport-related challenges and problems of urban areas in a more sustainable and integrative way”
- **Transport is crucial for:**
- Urban environment/quality of life (incl. urban form/design)
- Health and air pollution
- CO<sub>2</sub> emissions
- (Imported) energy use
- **Early examples**
- UK Local Transport Plans (LTP)
- France Plans de Déplacements Urbains (PDU)
- SUMP new or non-existent idea elsewhere

	Traditional	Sustainable Urban Mobility Planning
Focus	<b>Traffic</b>	<b>People</b>
Primary objectives	<b>Traffic flow capacity and speed</b>	<ul style="list-style-type: none"> <li>• <b>Accessibility and quality of life</b></li> <li>• <b>Sustainability</b></li> <li>• <b>Economic viability</b></li> <li>• <b>Social equity</b></li> <li>• <b>Health</b></li> </ul>
Focus	<b>Modes</b>	<p><b>Balanced</b> development of <b>all relevant transport modes</b></p> <p>-&gt; shift towards cleaner and more sustainable modes</p>
Focus	<b>Infrastructure</b>	<b>Integrated set of actions</b>
Sectors	Transport	Transport, but <b>consistent and complementary to related policy areas</b> (land use and spatial planning, social services, health etc.)



	Traditional	Sustainable Urban Mobility Planning
Scope	Short- and medium-term delivery plan	Short- and medium-term delivery plan <b>embedded in a long-term vision and strategy</b>
Scope	An administrative area	A functional area based on travel-to-work patterns
Written by	<b>Traffic engineers</b>	<b>Interdisciplinary</b> planning teams
Who's included	<b>Experts</b>	Experts and <b>stakeholders</b> -> transparent and <b>participatory</b> approach
Impact assessment	Limited	<b>Regular monitoring and evaluation</b> of impacts

[http://www.eltis.org/sites/eltis/files/sump\\_guidelines\\_en.pdf](http://www.eltis.org/sites/eltis/files/sump_guidelines_en.pdf)

# SUMP Guidelines



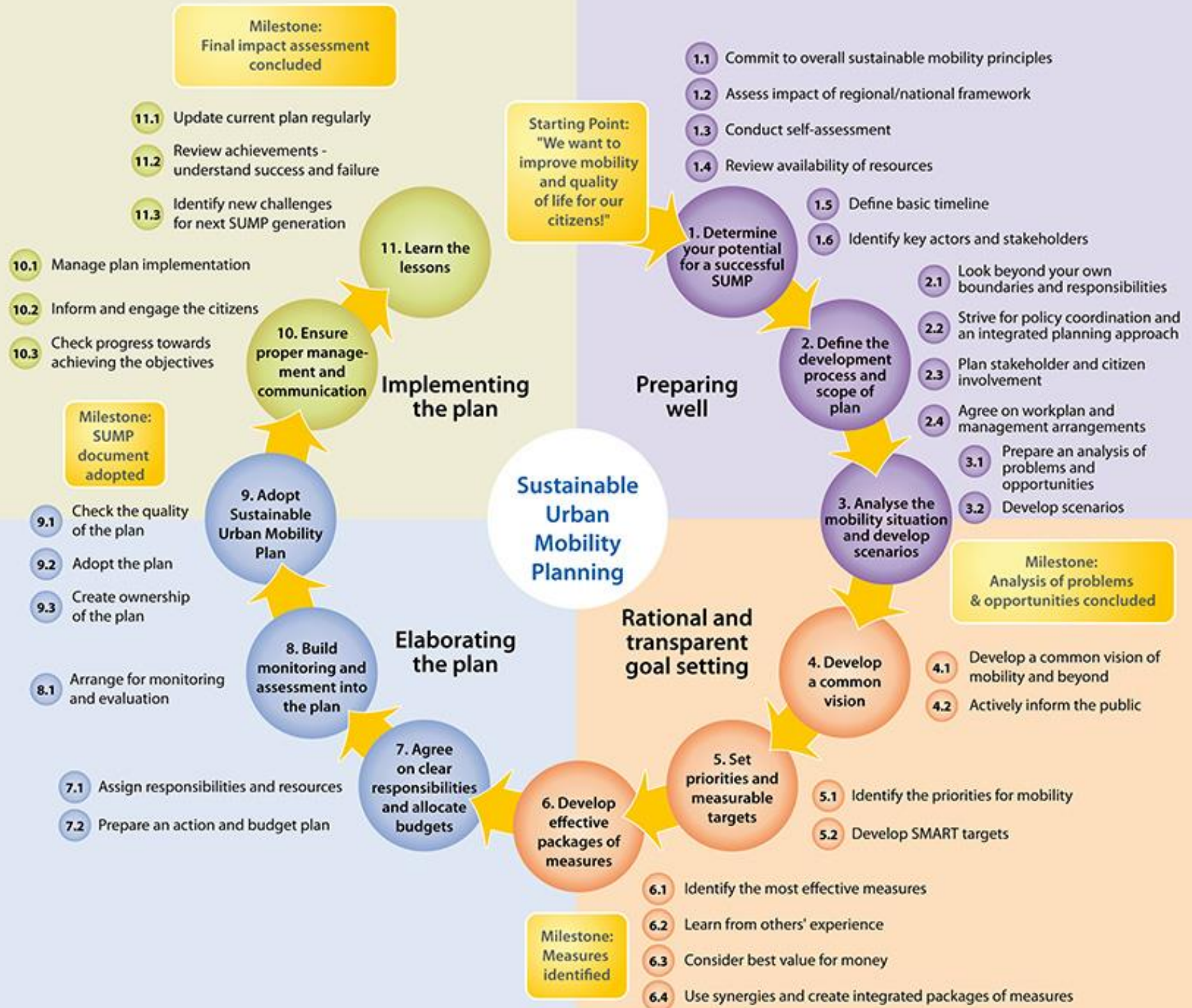
## Guidelines

Developing and Implementing  
a Sustainable Urban Mobility Plan

[http://www.eltis.org/sites/eltis/files/sump\\_guidelines\\_en.pdf](http://www.eltis.org/sites/eltis/files/sump_guidelines_en.pdf)



Funded by the Intelligent Energy Europe  
Programme of the European Union

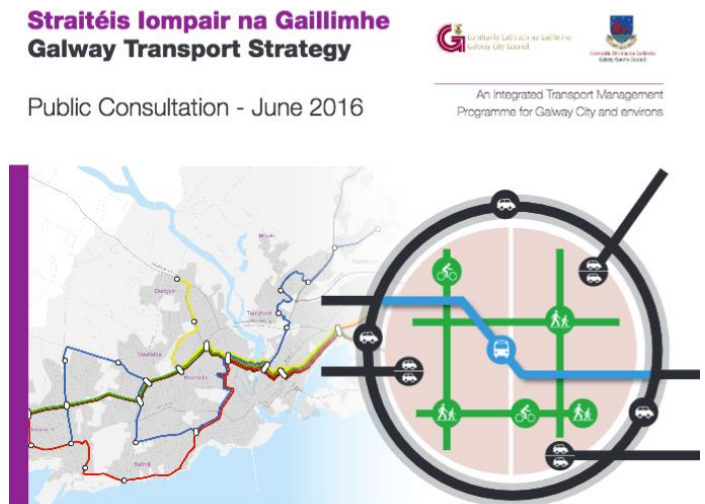




<http://www.eltis.org/mobility-plans/city-database>

- Process ongoing
- Explicitly linked to Galway City Development Plan 2017-2023
- Aspects covered:
  - Transport Demand
  - Modelling and Appraisal
  - Public Transport Network Development
  - Public Transport Infrastructure Development
  - Cycle Network and Infrastructure Development
  - Public Realm Proposals
  - Smarter Mobility
  - Strategic Environmental Assessment
  - ...

<http://www.galwaycity.ie/galway-transport-strategy/>

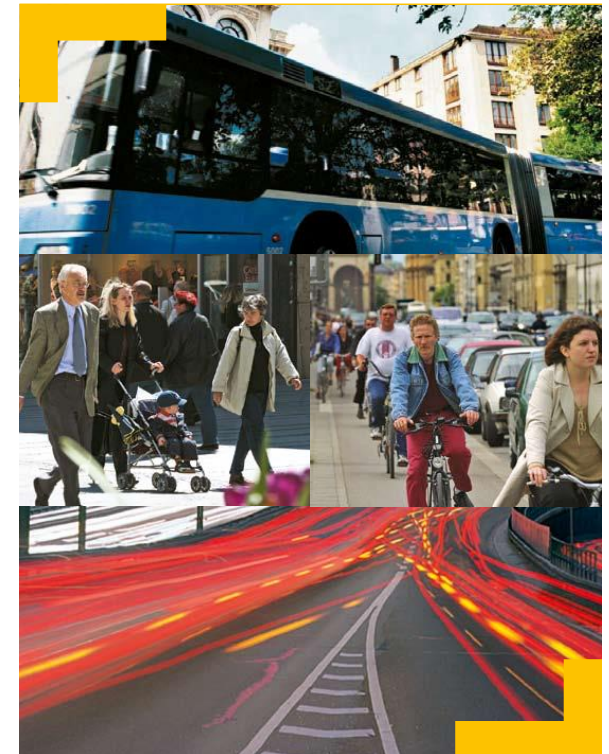


- **Approved in 2006**
- **Overarching aims**
- Reducing traffic
- Shifting traffic
- Managing traffic
- **Well integrated**
- Geographically
- Departmentally
- Vertically (broader urban development plan)

[https://www.muenchen.de/rathaus/dam/jcr:1f76e204-b0dc-43af-ba51-f35d7d3a2430/vep06\\_kurz\\_eng.pdf](https://www.muenchen.de/rathaus/dam/jcr:1f76e204-b0dc-43af-ba51-f35d7d3a2430/vep06_kurz_eng.pdf)

Information about urban development

## Transport Development Plan



### ➤ **Successes**

- 526 plans registered on eltis.org (282 online)

### ➤ **Limitations**

- ‘SUMP’ is a process rather than a predefined set of measures

- Quality and ambition of SUMPs varies
- Only as good as the ambition behind it

### ➤ **Effectiveness (as a whole) is difficult to determine**

- Large number of EU projects examining sustainable urban transport **measures**

- TIDE, SOLUTIONS, EVIDENCE, **SUMPs-UP**, SUITS, SHAPE-IT, FUTURE-RADAR...

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**Thanks for your  
attention!**

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For more information, see our website

[www.wupperinst.org/en/](http://www.wupperinst.org/en/)