The EU’s role in shaping transport policy

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

Kain Glensor
Different forms of the EU’s influence

Direct influence through legislation in transport-relevant sectors

- Energy
- Transport
- Air quality including monitoring
- CO2 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
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”\(^1\)

CIVITAS

- “A network of cities for cities dedicated to cleaner, better transport”\(^2\)

SUMPs (Sustainable Urban Mobility Plans)

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1: eltis.org
2: 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

The Sustainable Urban Mobility Planning framework/process
Started in 2009 (EC) to accelerate the take-up of SUMPs

- “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
- CO2 emissions
- (Imported) energy use

Early examples
- UK Local Transport Plans (LTP)
- France Plans de Déplacements Urbains (PDU)
- SUMPs new or non-existent idea elsewhere
<table>
<thead>
<tr>
<th>Focus</th>
<th>Traditional</th>
<th>Sustainable Urban Mobility Planning</th>
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<td>Focus</td>
<td>Traffic</td>
<td>People</td>
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</table>
| Primary objectives | Traffic flow capacity and speed | • Accessibility and quality of life  
• Sustainability  
• Economic viability  
• Social equity  
• Health |
| Focus      | Modes       | Balanced development of all relevant transport modes  
-> shift towards cleaner and more sustainable modes |
| Focus      | Infrastructure | Integrated set of actions |
| Sectors    | Transport   | Transport, but consistent and complementary to related policy areas (land use and spatial planning, social services, health etc.) |
### Traditional vs. SUMP planning

<table>
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<th>Sustainable Urban Mobility Planning</th>
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<tr>
<td><strong>Scope</strong></td>
<td><strong>Short- and medium-term delivery plan</strong> &lt;br&gt;<strong>embedded in a long-term vision and strategy</strong>&lt;br&gt;<strong>An administrative area</strong>&lt;br&gt;<strong>Traffic engineers</strong>&lt;br&gt;<strong>Experts</strong>&lt;br&gt;<strong>Limited</strong>&lt;br&gt;<strong>Limited</strong></td>
</tr>
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<td><strong>Scope</strong></td>
<td><strong>Short- and medium-term delivery plan</strong> &lt;br&gt;<strong>A functional area based on travel-to-work patterns</strong>&lt;br&gt;<strong>Interdisciplinary planning teams</strong>&lt;br&gt;<strong>Experts and stakeholders</strong>&lt;br&gt;<strong>Regular monitoring and evaluation of impacts</strong></td>
</tr>
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<td><strong>Written by</strong></td>
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<td><strong>Who’s included</strong></td>
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<td><strong>Regular monitoring and evaluation of impacts</strong></td>
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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/
SUMP examples
Munich

- 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
SUMP results

- **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 SUMPsb 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, SUMP$s$-UP, SUITS, SHAPE-IT, FUTURE-RADAR...
Thanks for your attention!

For more information, see our website

www.wupperinst.org/en/

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