

# CONGRESS OF LOCAL AND REGIONAL AUTHORITIES OF EUROPE

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## **Resolution 137 (2002)<sup>1</sup> on integrated transport policies**

The Congress,

1. Having regard to:

2. The report on integrated transport policies, presented by Mr Gheorghe Ciuhandu (Romania, L) and Mr Keith Whitmore (United Kingdom, R) on behalf of the Congress's Committee on Sustainable Development;

3. Earlier texts adopted by the CLRAE on transport issues, including:

*a.* Resolution 191 (1988) on urban transport in Europe;

*b.* Resolution 220 (1991) on regional transport;

*c.* Resolution 221 (1991) on improving traffic and the quality of life in metropolitan areas.

4. Considering that:

*a.* most local, national and European decisions on the transport of people and goods are taken in an entirely unco-ordinated manner: policies take account of short-term considerations only and most are framed to meet the specific demands of lobbies;

*b.* transport powers and responsibilities in cities and regions, including its links to urban planning, remain diffused and often confused between many agencies and bodies;

*c.* present land-use and transport policies in most European countries are leading to excessive travel by car in cities and their immediate surroundings. Such policies are the cause of growing congestion, air pollution, noise, acid rain, and the risk of global warming;

*d.* sustainable local and regional transport is considered as an indispensable condition for achieving the overall objective of sustainable mobility in Europe. It is crucial to strike a new balance between modes of transport aimed at reducing car use, particularly in towns, and the proportion of freight transported by lorry;

*e.* car dependency in cities can be reduced only by the combined effect of land-use and transport policies. There is thus a need for better integration between transport, environment and land-use planning policies, which in turn requires more effective urban planning;

*f.* many urban areas do not conform to administrative borders but are spread over several municipalities, often with conflicts of interests. Consequently, there is not only a need for horizontal integration, but also for vertical integration between different authority levels;

*g.* it is not enough to consider problems at a city level: issues need to be taken into consideration on a regional level through regional authorities or via stronger co-operation and co-ordination between local authorities;

*h.* objectives for sustainable urban travel should not be considered as ends in themselves but as important elements of a larger vision, as a contributing part of a package for sustainability in cities,

5. Calls on local and regional authorities to:

*a.* implement strategies to reduce environmentally, socially and economically inappropriate travel behaviour;

*b.* restrict car use in cities whilst respecting the user's freedom of choice, provided that the user pays the full price for the resulting nuisance (freedom of choice constrained by efficient pricing);

*c.* stimulate a high level of integration in the mobility system: The main aim of system integration is to offer a more attractive and easier to use urban transport system, leading to a better use of existing resources and consequently reduced congestion;

*d.* promote intermodality (simplified access between one mode of transport and another) depending on the areas in which each mode of transport is most suitable. Park and ride schemes are an excellent example of this principle;

*e.* prepare integrated packages of actions that involve public transport, parking and other pricing measures, land-use policies, equitable road space provision to all users, and implement them in self-contained stages as and when politically feasible;

*f.* integrate measures on parking, pedestrianisation, traffic restrictions or pricing in city centres with transport and land-use policies for the whole urban area in order to minimise adverse effects;

*g.* consider in the transport planning process the location of traffic generators and attractors, the construction, operation, and marketing of different transport modes, land use, investment planning and other travel-generating factors;

*h.* enhance consultation and information in order to gain public support for new sustainable development-based approaches, including the organisation of public debates on transport questions;

*i.* introduce awareness campaigns based upon carefully developed messages to provide information and to change behavioural choices and people's opinion about transportation options;

*j.* bring on board the important stakeholders early in the planning process and keep them involved throughout the implementation phase (media, politicians, businesses, local pressure groups);

*k.* create a durable urban coalition or a strong policy network that brings together diverse economic and political actors as well as interest groups which share a basic

strategic vision of the city and of the role of urban transport;

*l.* implement the following urban development policies to help reduce the amount of travelling and to shape urban developments into less car-dependent forms:

- i. avoid further urban sprawl by setting limits on the total amount and location of land set aside for development in each municipality;
  - ii. specify land-use categories in local development plans with clear distinctions between areas for offices, retail, and manufacturing industries;
  - iii. ensure a sufficiently high density in new development areas to facilitate a good provision of local service and a good public transport provision;
  - iv. avoid the currently frequently hidden subsidising of infrastructure costs of outlying greenfield residential development;
  - v. increase the proportion of the population living in the inner and central areas of the city by maintaining the quality and attraction of city centres;
  - vi. increase the proportion of workplaces located in the inner and central areas of the city;
  - vii. reduce, or at least refrain from increasing, the road and parking capacity;
  - viii. set limits for parking provision for different categories of commercial buildings;
  - ix. increase property taxes on suburban built-up sites in general, combined with abolishing or significantly reducing property taxes for landowners increasing the floor ratio of their site in accordance with local development plans aimed at densification;
- m.* introduce integrated parking strategies in urban centres that should involve the following considerations:
- i. no free or unregulated parking in urban centres;
  - ii. price and quantity of parking lots determine the appropriate demand for short-term and long-term parking (highest prices at attractive locations);
  - iii. car use plus parking should not be cheaper than using public transit anywhere in the city.
  - iv. reduced supply of parking areas when public transit is provided;
  - v. minimise on-street parking, and supply sufficient off-street parking in convenient fringe locations to avoid generating traffic in search of parking places, and to ease effective guiding;
  - vi. minimise individually and privately managed parking facilities in urban centres. Having one company managing parking facilitates co-ordination and optimised traffic flows;

*n.* improve quality in public transport services, increasing its competitiveness relative to other modes of transport and assuring its financial viability by focusing on the following areas:

- i. efficiency in terms of the overall performance of the system and not only cost coverage;
  - ii. benchmarking and frequency of service checks;
  - iii. application of appropriate pricing and financing policies as instruments not only for cost coverage, but also for influencing client behaviour;
  - iv. more complete integration of public transport in the overall urban mobility system;
  - v. increased accessibility and reliability of the public transport network through proper design of lines and services and on-line dynamic passenger information services;
  - vi. adequate right of way for public transport vehicles (equitable use of road space, according to the number of “person-trips” being satisfied);
  - vii. providing “segmentation” of services (that is, diversity of “products” offered to the customers in addition to the basic package of services);
  - viii. introducing competitive tendering procedures for the allocation of service contracts;
- o.* regulate the role of the public and the private sectors so as to take the best features of each and to create a joint vision of the urban mobility system that allows each mode and operator to perform at its best;
- p.* consider the introduction of transport pricing measures to change modal split in urban areas in favour of public transport, park and ride, and non-motorised modes. These can also provide significant revenues for financing appropriate transport systems and environmental improvements;
- q.* internalise all costs of transportation to improve the chances of the alternative passenger and goods movements;
- r.* implement a coherent approach to all mobility related charges and taxes in urban areas, based upon “integrated transport pricing”. This will require changes in levels and structure of urban transport pricing, including road use charges, the price of parking, public transport and transport related taxation:
- i. road-use pricing should be considered when parking pricing measures have been found to have exhausted their effectiveness;
  - ii. road-use pricing should be implemented as a part of a package of demand management measures, in order to increase its effectiveness and acceptability;
  - iii. integrated payment systems should be implemented to support the implementation of transport pricing measures;

iv. intermodality improvements, such as park and ride and integrated ticketing should be implemented together with transport pricing measures in order to enhance their impact;

v. use of the revenue is the key to making pricing measures accepted;

s. consider the establishment of an agency that co-ordinates all mobility aspects, land use and urban environment for a given territorial area, to improve integration among the different types of decisions and the development of coherent policies. Such structures may not need to be

statutory authorities in the first instance, but could evolve through co-operative arrangements among stakeholders.

t. instruct the Congress's Committee on Sustainable Development to follow up its work in the field of integrated transport policies by investigating the problems caused by transit traffic.

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1. Debated and adopted by the Congress on 6 June 2002, 3rd Sitting (see Doc. CG (9) 10 draft resolution, presented by Mr G. Ciuhandu and Mr K. Whitmore rapporteurs).