



UNESCAP-MOC

**National Capacity Building Workshop on
Sustainable and Inclusive Transport Development**

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**Integrated transport planning, policy formulation
and coordination**

**Transport Division
UNESCAP, Bangkok**

<http://www.unescap.org/our-work/transport>



Purpose of this presentation:

Two major issues – integrated planning and policy formulation and coordination of actions

- Purpose of integration
- Why integration is needed
- Importance of coordination of actions
- Some suggestions
- Way Forward



Why integrated planning and policies are needed (examples):

- Road safety – national targets can be achieved if coordinated policies and actions by transport, police, health, education
- Transport logistics efficiency improvement – much depends on ICT policies and available facilities
- Dry ports needed for Multi-modal transport – Transport Ministry needs policies and actions by other ministries
- Vehicle type and use – case of Bangkok, policy contradiction
- Inclusive highway development – complementary policies and actions by other ministries – for example, rural logistics centres by highways



Why integrated planning and policies are important:

- **Transport has a multi-sectoral dimension – integration of plans and policies needed**
- **Multiple agencies under different levels of Govt. require coordinated actions based on integrative policies**
- **Consistency between policies in different sectors and levels of decision-making**
- **Greater understanding of effects on other sectors**
- **Each mode should be planned and used for what it does best – integration for seamless transport service (national and urban)**



Integrated planning - present practices

Land Use Transport (LUT) Planning

- a. Rational planning
- b. Travel demand modeling - very similar approach for both national and urban/metropolitan levels - **methodologies may differ**

Participatory approaches

Policy planning supported by studies based on methodologies developed for LUT planning - **most common for both national and urban transport**

Strategic choice approach – structuring decision problems, decision graphs, AIDA, input from technical studies - **requires direct involvement of decision makers**



Integrated planning and policy formulation

Three main objectives:

**Balanced, integrated transport system development -
to provide seamless transport service
(urban and national; passenger and freight)**

Reduction of travel demand

Reduction of adverse effects – social and environmental

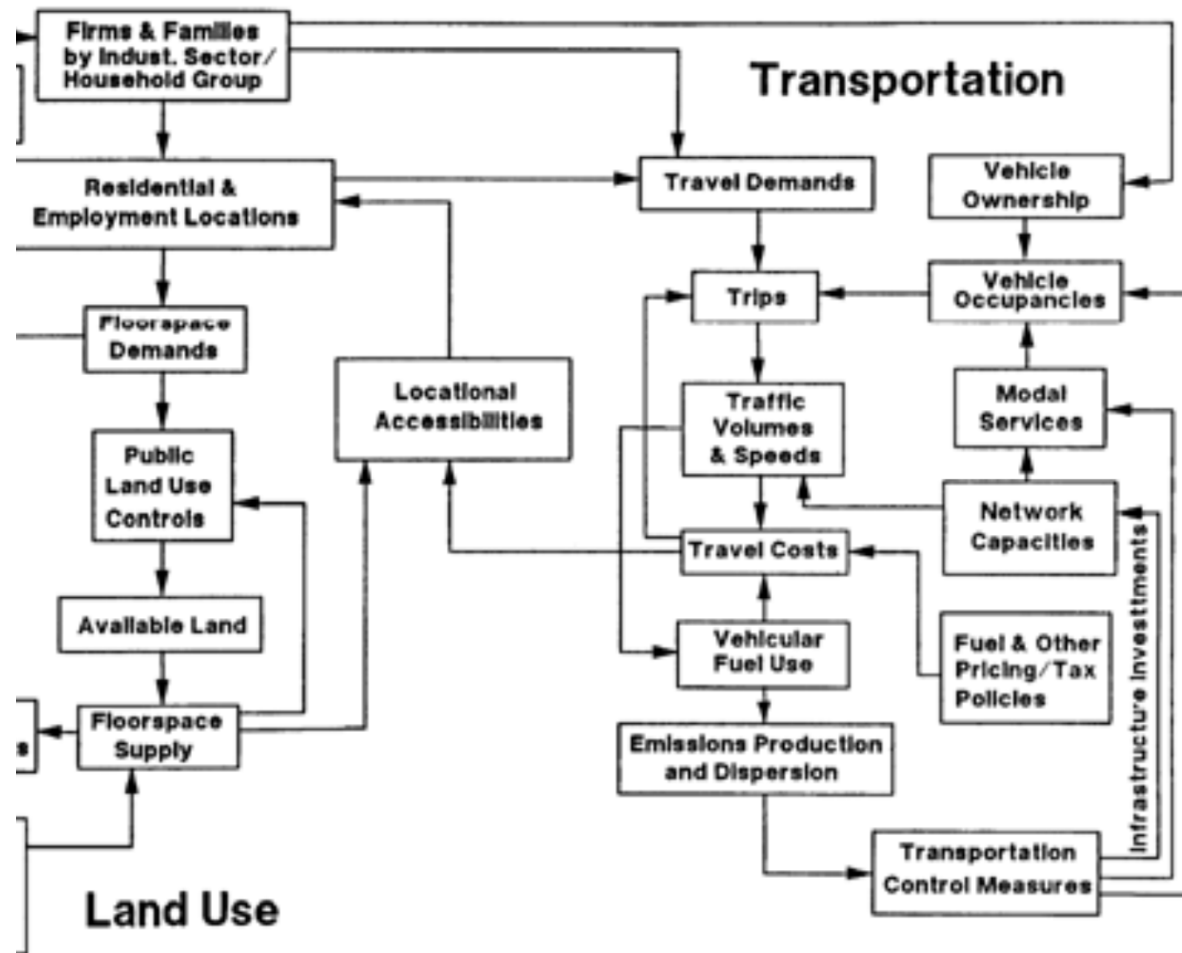


Integrated transport planning (ITP) - Land Use Transport Planning (LUTP) – Process

Introduced in 1960s – based on demand modeling- methodology vastly improved over decades. LUTP considers:

- Travel is result of people's desire to participate in activities and a firm's logistical needs**
- A complex process of interaction between TS and LU**
- Transport system is influenced by land use configuration and travel needs of people and businesses –**
- Transport supply influence people's home and work location choices and business locations – influencing land use, which in turn influence transport**

ial Land Use Transport Model



orth (1995)

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_5213

