

UNESCAP-UNHABITAT

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

3-4 July 2014, Vientiane

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

Transport Division
UNESCAP, Bangkok

<http://www.unescap.org/ttdw>

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Purpose of this presentation:

**Two major aspects – integrated planning and
policy formulation and coordination of actions**

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

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Sustainable transport development – some important basic considerations

- Travel is a derived demand – the need for travel can be replaced or reduced
- Intricate relationship between activity systems (also known as land use) and transport system – often better solution in other sectoral policies
- Integrated policies and coordinated actions needed to address x-sectoral issues
- Consistent and complementary policies across sectors to have the desired results

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Examples why integrated policy needed:

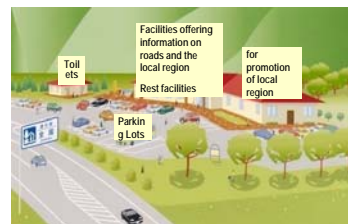
- [Road safety](#) – LPDR target in EST – 2 fatalities per 10,000 vehicles by 2020 – can be achieved if coordinated policies and actions by transport, police, health, education
- [Dry ports](#) needed for Multi-modal transport – Transport Ministry needs policies and actions by other ministries
- [Vehicle type and use](#) – case of Bangkok, policy contradiction
- [Inclusive highway development](#) – complementary policies and actions by other ministries needed – for example, rural logistics centres near or by highways

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Tool to support more sustainable and inclusive local development

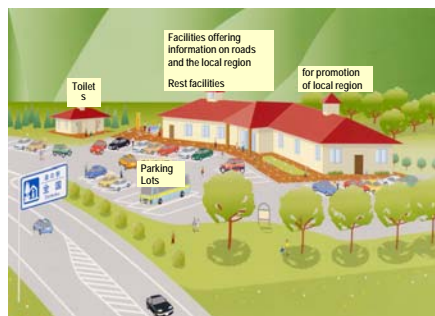
How to make better use of the road network?

- **Development and promotion of rural logistics centre – rural supply chain** – post-harvest losses of cereal due to poor storage and transport, may represent 4-16 per cent of total production; about 50% fresh food and vegetables may be lost on their way to market
- **Roadside facilities**
Michinoekis



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Example: Roadside facilities - Michinoeki



Michinoekis (a Japanese concept) are roadside stations, which provide rest space and social/commercial service (and can also be a delivery point for some public services)



Why integrated policies and planning 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 needed for seamless transport service (national and urban)

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Integrated planning - present practices

Land Use Transport (LUT) Planning – based on a 4-stage travel demand modeling - very similar approach for both national and urban/metropolitan levels - **methodologies may differ**

Participatory approaches (as may be mandated)

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

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

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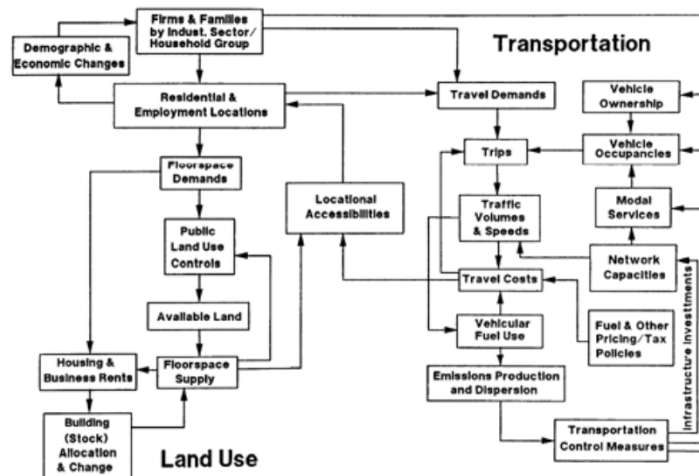
Integrated transport planning (ITP) - Land Use Transport Planning (LUTP) – Process

Introduced in 1960s – based on a 4-stage demand modeling- 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

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An operational Land Use Transport Model



Source: Southworth (1995)



Examples of LUTS based ITP:

- Tens of major cities in US and Europe
- Transport impact (TIS) studies for large projects in many cities including Bangkok, Manila
- National Expressway System Plan – ROK; modeling methodology – Computable General Equilibrium Model (CGEM)
- ESCAP study (CGEM based) – Impact of AH1 AH2 and AH14 (part) – **2012 Theme study**
“Growing Together”

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Major Limitations of LUTP:

- Lacks sustainable transport orientation
- Limited policy sensitivity
- May not meet the needs of decision-makers
– considered as “black box”
- Lacks political dimension of planning
- Expensive, limited capacity to undertake in DCs
- Environment, energy, pollution etc - external to modeling but important to sustainable transport
- Other typical limitations of modeling

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Participatory approaches: why favoured

- Ensures involvement of all actors
- Better understanding of the issues from others' perspectives
- LUTP cannot accommodate all ST objectives
- A negotiated position and consensus on actions (**Note: transport is as much political as technical in nature**)
- Agreed set of actions and responsibilities

US DOT has a manual for transport applications; Common for local level planning; ESCAP has a manual

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Limitations of participatory approaches

- Lacks substantive contents, knowledge and rigor of analysis
- May degenerate into venting of opinions
- Institutional framework and / or organizational capacity to follow participatory approaches may be lacking

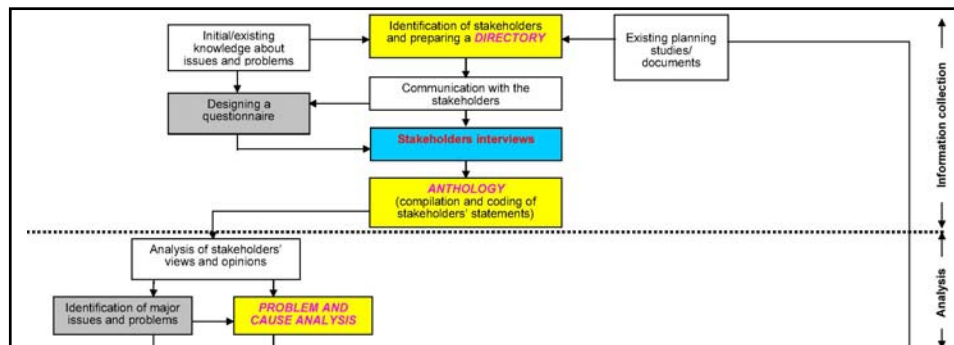
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A compromise: Planning as a strategic choice approach - considers substantive and political dimensions

- **Integrative** – considers a holistic approach
- **Interactive** – supports negotiation
- **Transparent** – clearly understood no “black box” – a common complain for LUT planning
- **Communicative and educational**
- **Authorative** – analytical and political standards

Examples: Netherlands' Second Transport Structure Plan; many examples around the world (South Side example is famous)

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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_5341

