

**“Sustainable Urban Transport & Land Use Planning”
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Policy Instruments Barriers to Implementation

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Based on the DMG – PROSPECTS KONSULT PLUME

Survey of
60 cities
N, S, E, Europe
50k to 500k



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Policy Instruments – Chapter 9 of DMG

What do we mean by policy instruments?

- Policy instruments are the tools which can be used to overcome problems and achieve objectives.

Types of policy instruments

- Land use measures
- Infrastructure provision
- Infrastructure management
- Information provision
- Attitudinal measures
- Pricing

Policy Instruments – Chapter 9 of DMG

- Policy instruments – spatial and temporal dimension
 - throughout a city (for example a fares policy),
 - a particular area (e.g. a light rail line),
 - or at a particular time of day (e.g. a parking restriction).
- Rarely a single policy instrument can tackle all of a city's problems.
- Combinations of policy instruments to solve problems

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Land Use measures – examples

- Development densities, involving an increase in density of development throughout an area to reduce the need to travel;
- Development pattern, including transport corridor-based developments designed to encourage provision and use of public transport;
- Development mix in which homes, jobs and shops are placed close together, thus reducing the need to travel;
- Parking standards for new developments;
- Commuted payments, developers provide less parking, but pay for public space;
- Developer contributions to the financing of infrastructure;
- Value capture taxes, designed to reflect the windfall benefits to existing developments from improved accessibility

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Attitudinal measures - examples

- Individualised marketing campaigns, designed to encourage individuals to use alternatives which reduce overall travel, and travel by car;
- Flexible working hours;
- Telecommunications as an alternative to travel; and
- Company travel plans, in which firms set out ways in which they can reduce their demands on the transport system.

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- In Konsult (www.elseviersocialsciences.com/transport/konsult/) more than 60 policy instruments are identified and their impacts described in more detail.

Level 2 Select instruments - Microsoft Internet Explorer provided by Freeserve

Address: http://www.elseviersocialsciences.com/transport/konsult/private/level2/2_sele.htm

Search: konsult transport

LINKS | GLOSSARY | MESSAGES | SITMAP | HELP

Select Instrument

HOME
TRANSPORT STRATEGY
POLICY INSTRUMENTS

Land use measures
Policy instruments to influence where homes, workplaces, shops and other facilities are located.

Search:

Attitudinal and behavioural measures
Policy instruments to encourage people to think more about how, when, where and whether they travel.

Search:

Infrastructure measures
Policy instruments which add new infrastructure to the transport system.

Search:

Management of the infrastructure
Policy instruments which make more effective use of the existing infrastructure or the services on that infrastructure.

Search:

Information provision
Policy instruments to enable travellers to make more informed decisions about how, when, where and whether to travel.

Search:

Pricing
Policy instruments which influence the price which users pay for using elements of the transport system.

Search:

* Instruments not yet available
[List of all the instruments](#)

Barriers and constraints - Microsoft Internet Explorer provided by Freeserve

Address: http://www.elseviersocialsciences.com/transport/konsult/public/level1/11_barr.htm

Search: konsult transport

constraints, while information measures are substantially less constrained than the other measures. A greater proportion of small and large cities view legal barriers as imposing major constraints than do medium sized cities. Large cities are more likely to perceive legal barriers on road building and pricing measures.

Measures for which legal barriers are a constraint in 54 survey cities

Major constraint Minor constraint No constraint Not stated

Legend:
 Land-use (dark red), Road building (green), Public transport infrastructure (purple), Traffic management (teal), Bus and rail operations (yellow), Information provision (light purple), Pricing measures (brown)

Financial barriers

The figure below provides perceptions of the severity of financial barriers for European cities. It suggests that road building and public transport infrastructure are the two policy areas which are most commonly subject to financial constraints, with 80% of cities stating that finance was a major barrier. Information provision, again, was the least affected in terms of financial constraints. The only differences by city size are that small cities are less likely to perceive financial constraints on land use policies, and large cities are even less likely to identify financial constraints on information measures.

Measures for which financial barriers are a constraint in 54 survey cities

Major constraint Minor constraint No constraint Not stated

Legend:
 Land-use (dark red), Road building (green), Public transport infrastructure (purple), Traffic management (teal), Bus and rail operations (yellow), Information provision (light purple), Pricing measures (brown)

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Instruments can complement others by

- reinforcing the benefits
- overcoming financial barriers
- overcoming political barriers
- compensating losers

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Impacts of policy instruments

Contribution of policy instruments in City Centres							
	Efficiency	Environment	Liveability	Safety	Equity	Economy	Future generations
Land use	◆	◆	◆◆			◆◆◆	◆◆◆
Infrastructure	◆◆	◆◆◆	◆◆	◆◆		◆◆◆	◆
Management	◆◆◆	◆◆◆	◆◆◆	◆◆◆	◆◆◆	◆	◆◆
Information	◆◆◆	◆		◆	◆		◆
Attitudes	◆	◆◆	◆	◆			◆
Pricing	◆◆◆◆◆	◆◆◆	◆	◆◆	◆◆	◆◆	◆◆◆◆◆
Key: ◆ Minor contribution ◆◆◆◆◆ Major contribution							

Policy Instruments – Chapter 9 of DMG

Impacts of policy instruments

Contribution of policy instruments in Smaller Urban Areas							
	Efficiency	Environment	Liveability	Safety	Equity	Economy	Future generations
Land use	◆◆◆◆	◆◆◆	◆◆◆	◆	◆◆	◆◆◆	◆◆◆◆◆
Infrastructure	◆	◆	◆	◆		◆◆	◆
Management	◆◆◆◆	◆◆◆	◆◆	◆◆◆	◆◆	◆	◆◆
Information	◆◆◆	◆◆	◆	◆◆	◆		◆
Attitudes	◆◆◆◆	◆◆◆	◆	◆			◆
Pricing	◆◆	◆		◆	◆		◆◆◆

Key: ◆ Minor contribution ◆◆◆◆◆ Major contribution

Barriers to Implementation – Chapter 10 of DMG

A barrier is an obstacle that prevents the coming-into-force of a particular measure, or causes delays in its implementation.

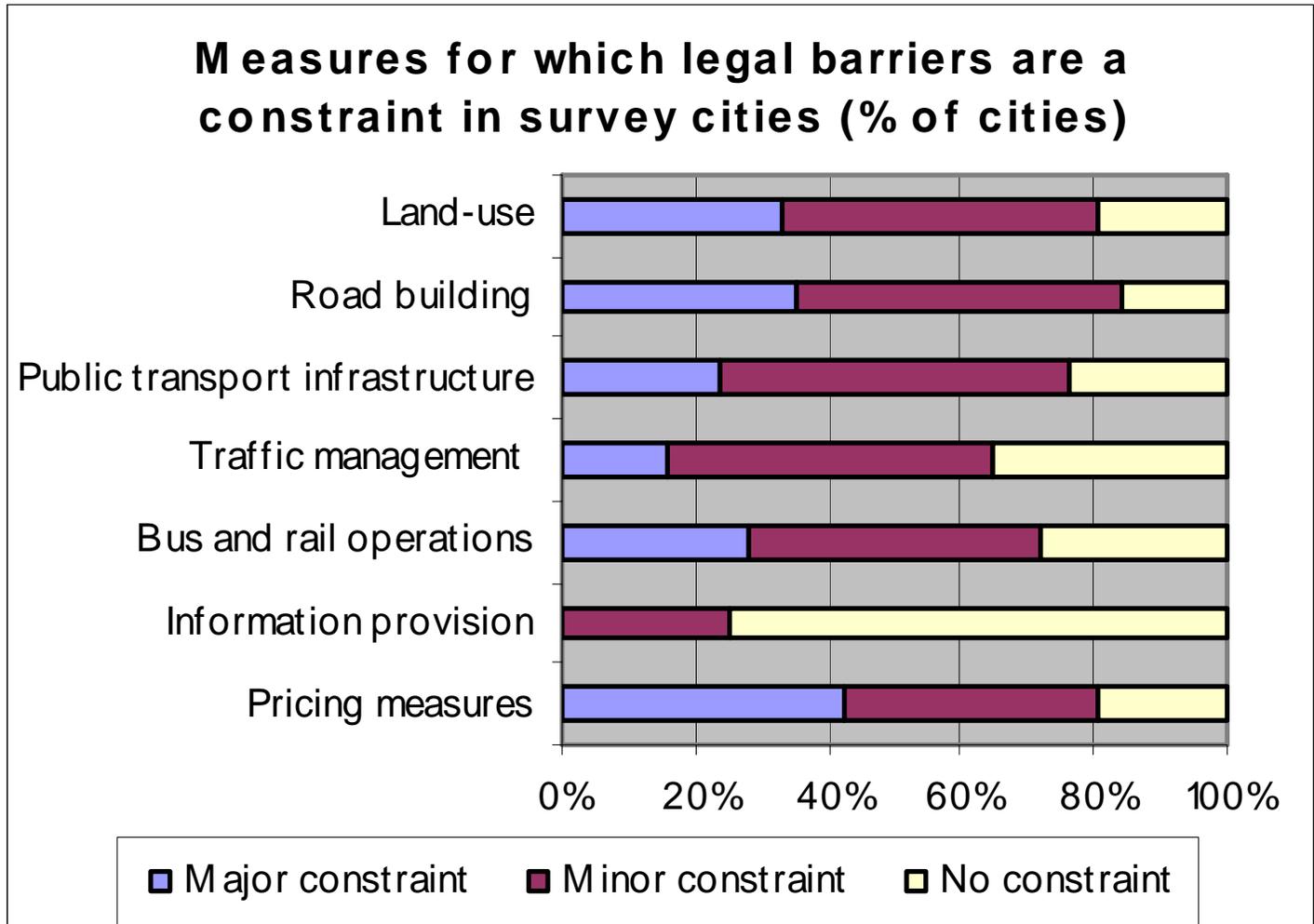
Barriers can be rigid or flexible, the latter being able to be overcome given sufficient time or resources.

The barriers can be grouped into four categories:

- Legal and institutional
- Financial
- Political and cultural aspects
- Practical and technological barriers

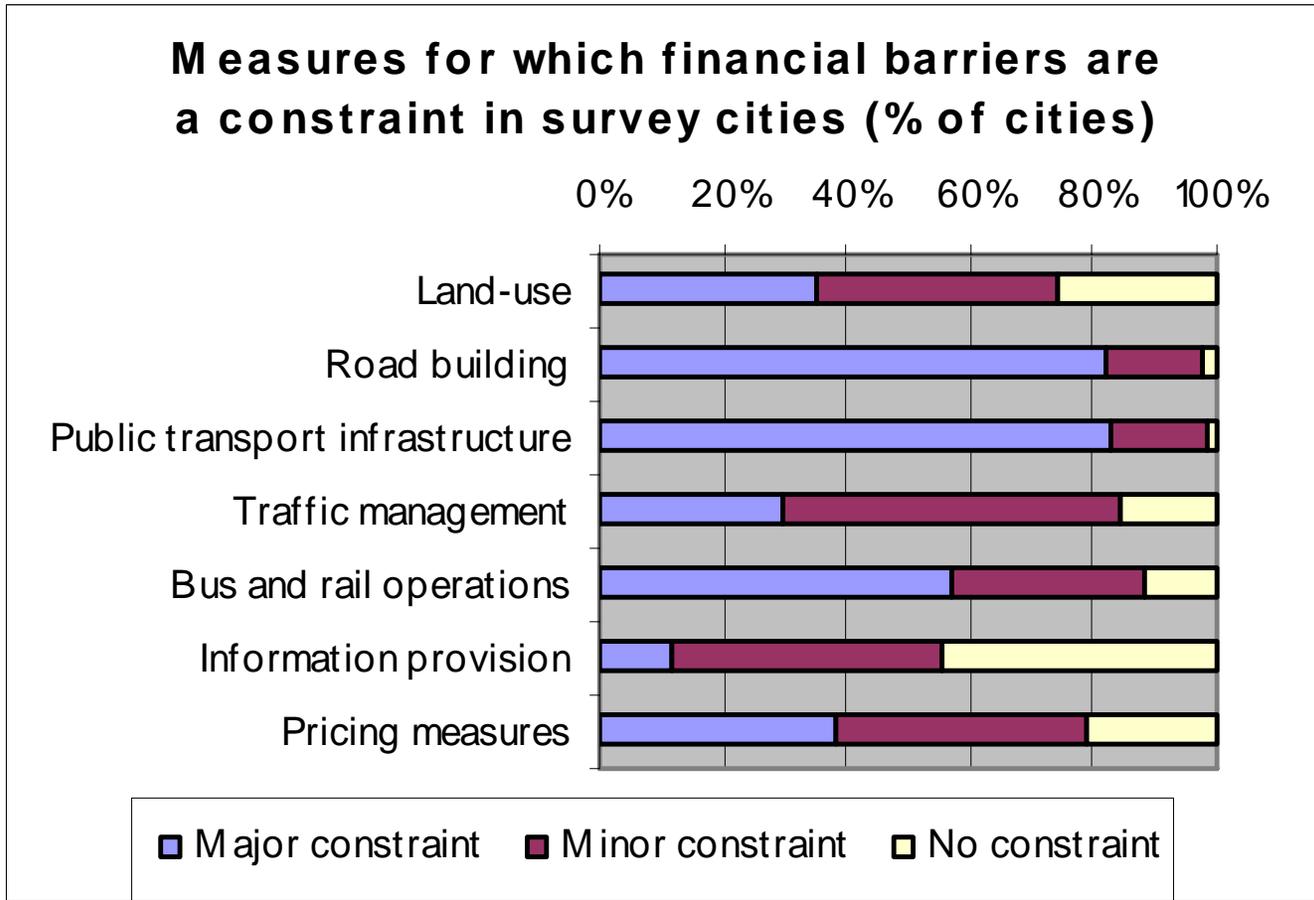
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Legal barriers – empirical findings



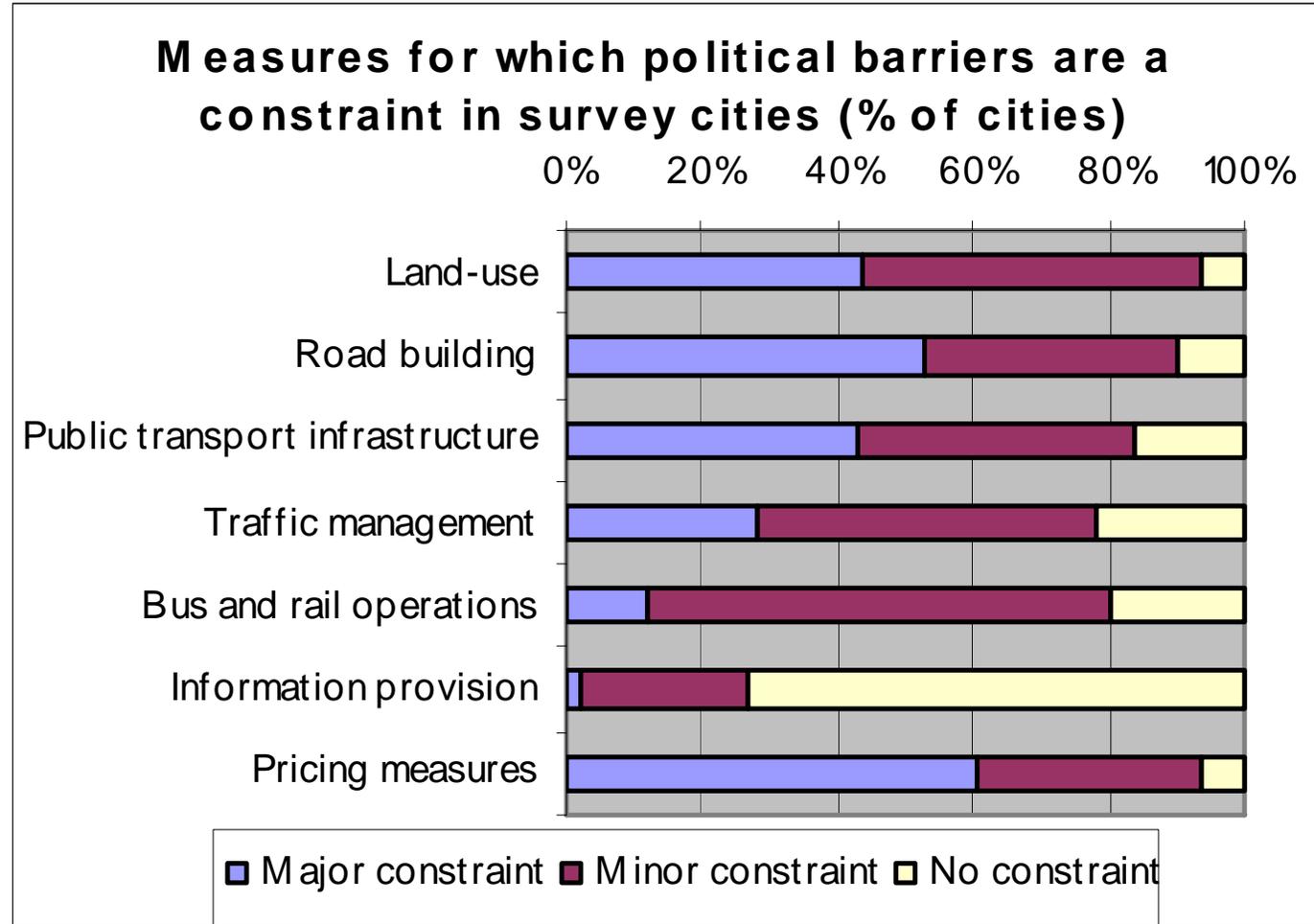
Barriers to Implementation – Chapter 10 of DMG

Financial barriers – empirical findings



Barriers to Implementation – Chapter 10 of DMG

Political barriers – empirical findings



Barriers to Implementation – Chapter 10 of DMG

Practical and technological barriers

- For land use and infrastructure these may well include land acquisition.
- For management and pricing, enforcement and administration are key issues.
- For infrastructure, management and information systems, engineering design and availability of technology may limit progress.
- Generally, lack of key skills and expertise can be a significant barrier to progress.

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How should we deal with barriers in the short term?

Important: you should **not to reject** a particular policy instrument simply because there are barriers to its introduction.

Key element in a successful strategy is to **combine instruments** to which help overcome barriers .

(e.g. one policy instrument generate revenue to help finance another)

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How can we overcome barriers in the longer term?

Strategies should be developed a 15-20 year timescale.

Many of these barriers will not still apply twenty years hence.

Where they will still exist actions have to be taken such as:

- if split responsibilities make achieving consensus impossible, new structures can be put in place.
- If finance for investment in new infrastructure is justified, the financial rules can be adjusted.

Barriers should thus be treated as challenges to be overcome, not simply impediments to progress.

A key element in a long term strategy should be the identification of ways of resolving these longer term barriers.

**Thank you very much for your
attention!**

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