

**“Sustainable Urban Transport & Land Use Planning”
26-28th September 2005**

The Decision-Making Context

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Based on DMG – PROSPECTS KONSULT PLUME

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



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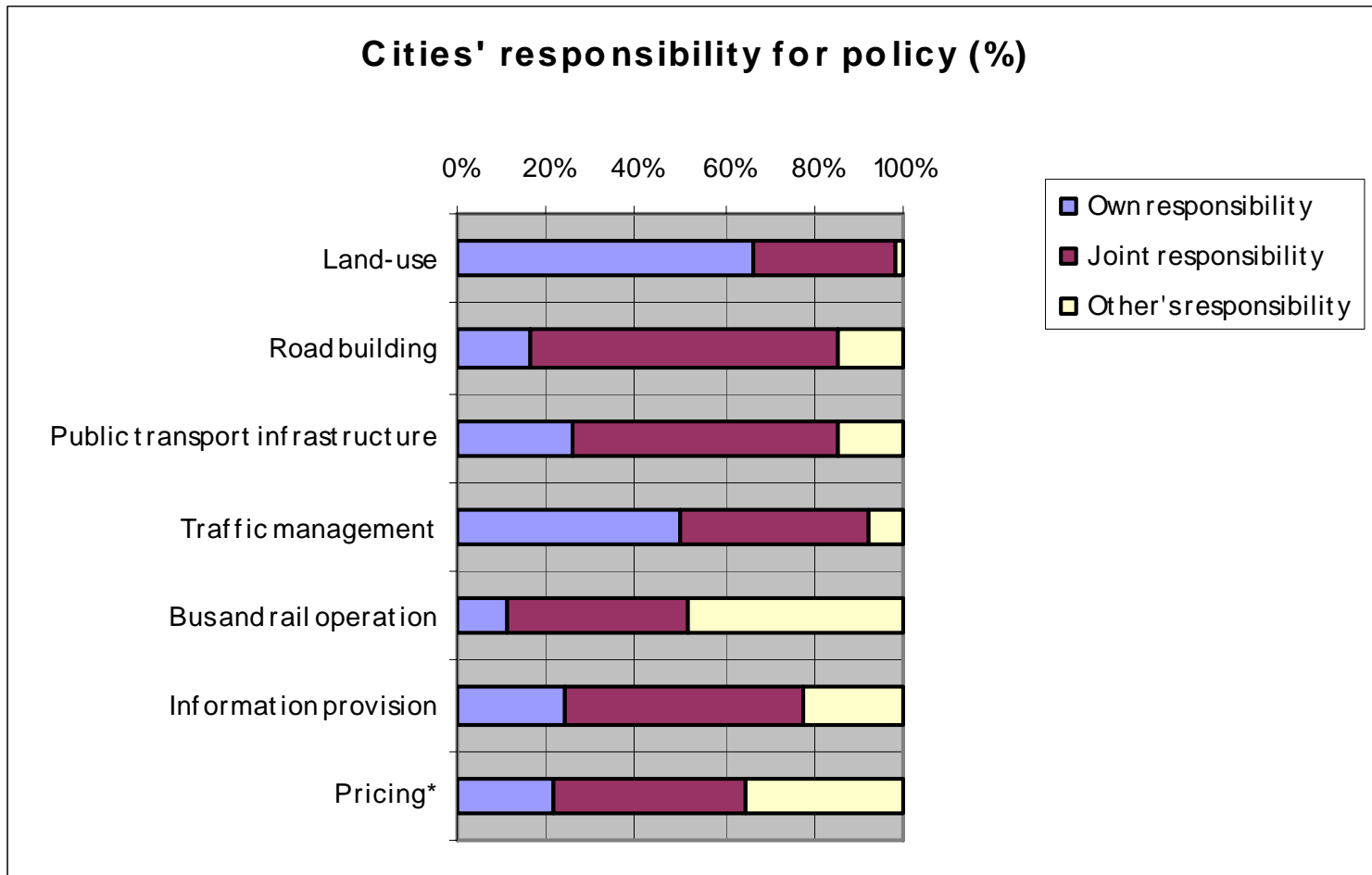
The Decision-Making Context

What limits cities' abilities to make their own decisions

- Lack of direct control
 - land use
 - infrastructure (road, public transport)
 - traffic management
 - public transport operation
- Intervention from other levels of government
 - regional, national, and EU-level
- Involvement of stakeholder groups
 - environmentalist, transport users, media, lobby groups

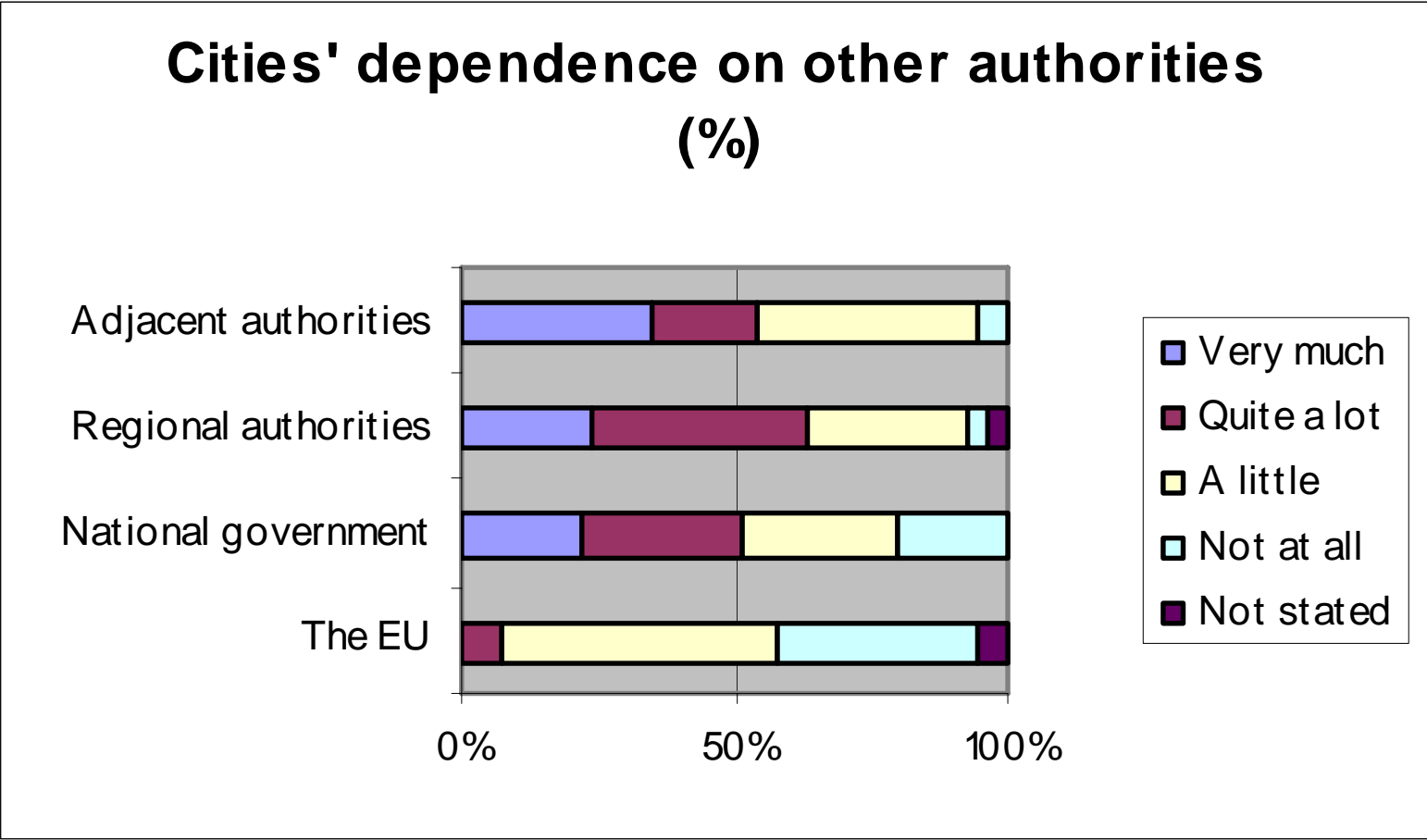
The Decision-Making Context

Lack of direct control – empirical findings



The Decision-Making Context

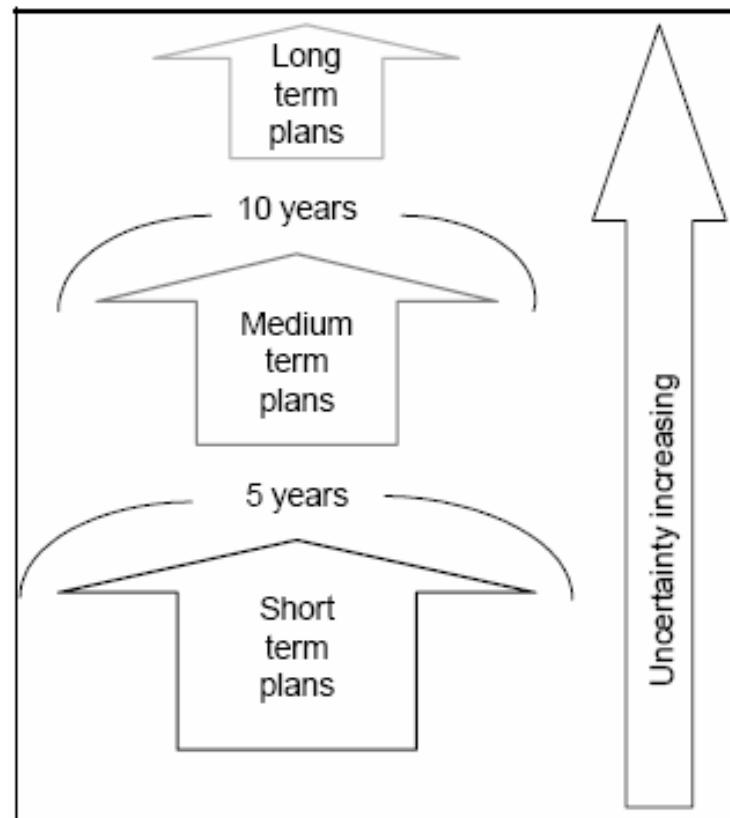
Intervention from other levels of government – empirical findings



The Decision-Making Context

How far ahead should cities plan?

- France – 10 years
- UK 5 years – context 15 to 20 years
- The longer the period the higher is the uncertainty
- land use changes take time - this has to be considered



Approaches to Decision-Making



Vision Led



Plan-Led



Consensus-led

Approaches to Decision-Making

Vision Led



One charismatic person who has a clear vision!

Rarely existing today – but evidence given that they made the most progress in the past

Approaches to Decision-Making

Plan-Led



Specification of
objectives and problems

adopting an ordered procedure
how to identify possible solutions
to those problems

Approaches to Decision-Making

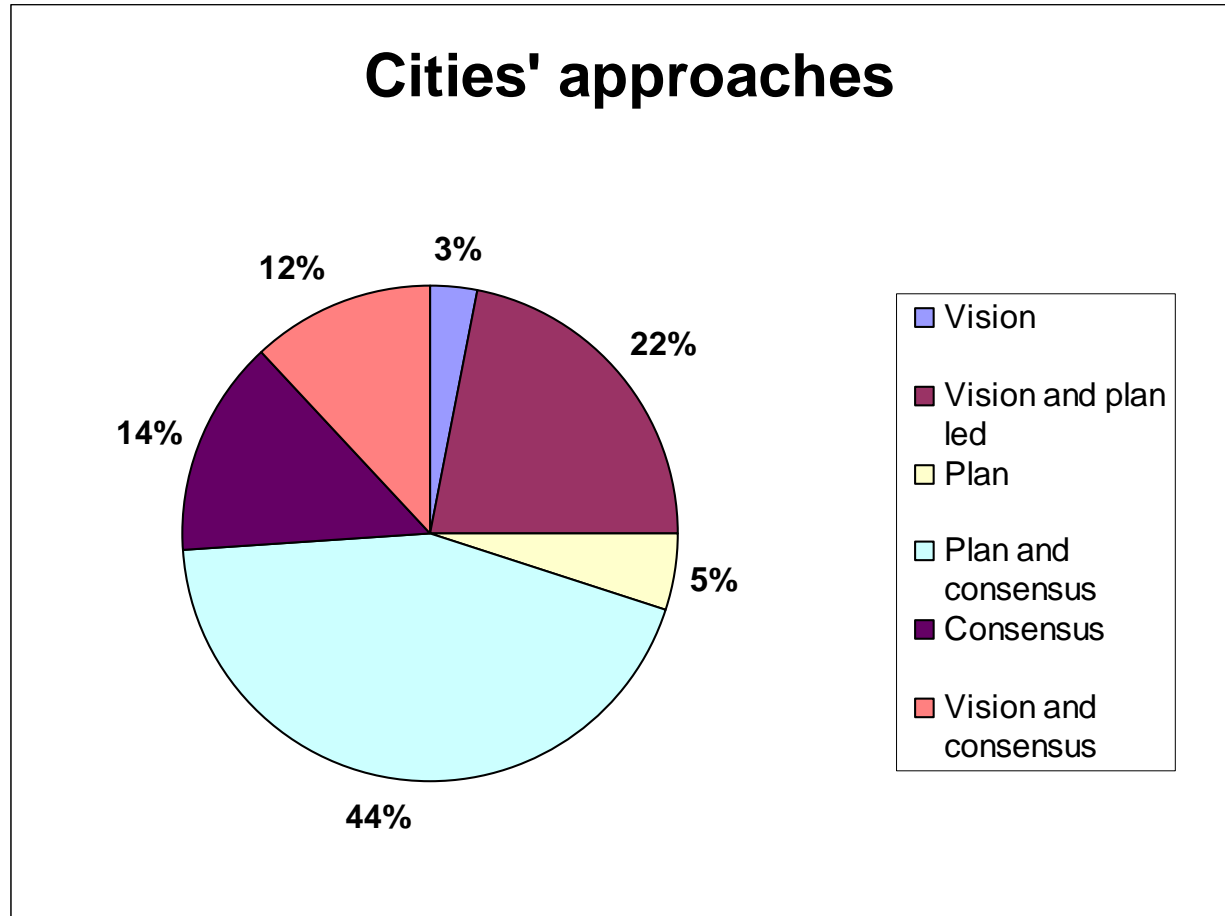
Consensus-led



Discussions between stakeholders to try to reach agreement on each of the stages of a plan-led approach

Approaches to Decision-Making

Which approaches do cities adopt?



Approaches to Decision-Making

Vision led approach – **The London Congestion Charge**

Objectives

- reduce traffic congestion
- increase journey time reliability
- decrease of air pollution

What it is

- Cordon charge inner city centre
- Implemented in Feb 2003 (start of discussion in 1960s)
- 5 pounds per entry in between 7am and 6.30pm
- discounts for residents, busses, taxis, disabled

Approaches to Decision-Making

The London Congestion Charge

Impacts

- 15 % traffic reduction
- 30% congestion reduction
- 12% pollution reduction (NO_x, PM)

Prerequisites for success

- built and maintain public and stakeholder support
- provide additional public transport services
- provide widespread public information and specific traffic management measures at problem zones
- deliver the scheme quickly so that benefits can be seen as soon as possible

Approaches to Decision-Making

The London Congestion Charge

Advice for others (from Ken Livingstone)

- strong political leadership is required
- full consideration of stakeholder concerns must be given
- take reasonable steps to alleviate adverse impacts
- ensure that public transport can cope with increased demand
- employ the best project management
- plan a realistic timescale
- ensure comprehensive publicity programme for each group affected
- do not slavishly the London scheme – design your own to meet your local needs

Approaches to Decision-Making

Which approaches is best?

There is no simple answer!!

However, there are some obvious pitfalls:

- A vision-led approach is critically dependent on the individual with the vision.
- A plan-led approach can become dependent on planners, who may lose sight of the needs of politicians and stakeholders.
- A consensus-led approach may, unless agreement can be quickly reached and sustained, lead to delay and inaction.

Most cities adopt a mixed approach.

The Decision-Making Context

Recommendations for a successful decision-making process

- Identify who can influence decisions
- Involve them fully
- Form partnerships where possible
- Encourage active participation of others
- Compromise without losing sight of objectives
- Seek changes in legislation where necessary

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

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