

# Study on improving the efficiency of the transport system in urban nodes of the TEN-T core network

## Findings & draft recommendations

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# Recommendations

- **addressed to urban nodes on**
  - what are **cost-efficient** measures
  - how to further **improve** the efficiency of the transport system through measure selection and evaluation, and
  - how to **replicate** the most effective measures



# Guiding questions

1. What are **cost-efficient measures** which contribute to the nodal function?
2. What **methodologies** should be used to identify and prioritise measures?
3. What **policy framework** is needed to support urban nodes in developing their nodal function across Europe?



# Key finding – localised strategies

- Our four selected urban nodes i.e. **all 88 urban nodes differ** in regard of geography, demography, governance, planning cultures, traditions, network characteristics etc.
  - Urban nodes are **very different and are complex systems**.
  - Therefore, there is **no one-size-fits-all solution**.
  - Urban nodes need to **develop localised strategies and policies**.
  - **Local transport is a local and regional policy** (influenced by the national level).
  - In the TEN-T context traditionally measures identification, selection & prioritisation **in the core corridors is a top-down process** mostly from the EU/national level.



# Key finding – effective measures

- Each one of the four pilot urban nodes is considering a **great collection of potentially effective measures**.
  - **Cost-efficiency is only one important selection criterion** among other objectives.
  - Urban nodes have a **multitude of objectives** (accessibility, quality of life, safety, land use etc.).
  - Urban nodes look at measures from the **city perspective** rather than from the **TEN-T perspective**.
  - On the local level, packages i.e. the **combination of different measures** in order to reach high level local objectives are considered important instead of single measures.



# Key finding – urban policy focus

- **Urban nodes are becoming more aware of their TEN-T function.**
- Packages of measures take into account TEN-T corridor planning e.g. through:
  - **inter-modal hubs** connecting TEN-T elements (main train stations, harbors, airports) among themselves, to the urban transport system, and to the TEN-T corridors
  - improvements of the **railway infrastructure and ITS**
  - enhancement and capacity development of **public transport services** at the metropolitan level
  - **promotion of active mobility** (walking and cycling) to provide capacities in other modes



# Key finding – integrated planning

- **Planning process**
  - Not all urban nodes have went through a SUMP process.
  - There is little evidence of SUMP influencing the TEN-T measures.
- **Evaluation methods (application of assessment tool)**
  - Even though evaluation is required (e.g. through CBA, MCA) it does not mirror the urban policy goals comprehensively.
  - Data on monetary benefits are very patchy .
  - To identify, select and prioritise measures in a multi-stakeholder process was particularly considered useful.
  - The assessment tool can either help to priorities measures or to re-evaluate an existing list of measures.



# Key finding – knowledge transfer

- A clear **strategy for exchange and knowledge transfer** from one urban node to the others **is lacking**.
  - The potential for **replication is limited** due to the diversity of nodes.
  - **There are a good practices** (integrated planning processes for multimodal transport, stakeholder integration, use of different funding sources e.g. in Helsinki, Frankfurt, Paris) but they are isolated and not part of a transfer strategy
  - **Only recently, the urban nodes concept is being integrated** in the dedicated annual TEN-T event (TEN-T Days).
  - There is **no indication of a coordination** of urban policies/technology development in single corridors.





# Recommendation – systematic exchange

- Initiate systematic exchange on effective measure identification among urban node stakeholders
  - Raise profile of TEN-T among urban stakeholders
  - Raise profile of urban mobility context among TEN-T stakeholders
  - Create/use existing platforms of exchange and good practices
  - Use dedicated events or most impacting conferences on urban mobility (SUMP conference, CIVITAS Forum, ECOMM etc.) for urban nodes best practice exchange and knowledge transfer.
  - Develop systematic replication and take-up strategy, including funding provisions



# Recommendation – assessment frameworks

- Update existing indicator and assessment frameworks to assess efficiency of urban notes adequately
  - Take into account different dimensions of „efficiency“ from an urban perspective
  - Apply multi-criteria assessment tools (e.g. stepwise approach)
  - Close especially input data gaps, consider monetisation methodologies
  - Develop/ promote data-driven, multi-stakeholder assessment instruments and methods



# Recommendation – urban dimension

- Support deeper integration of TEN-T perspective into urban/ regional policy-making
  - SUMP development: how can EU/national policies be considered in local SUMPs?
  - Foster an „urban TEN-T dialogue“ on corridor and EU level
  - Focus more on TEN-T – urban win-wins



# Recommendation – corridor coordination

- Coordinate corridor-specific development of
  - Technology deployment (e.g. C-ITS, alternative fuelling infrastructure)
  - Policy implementation (e.g. pricing/ access, freight)



# Recommendation – awareness

- Raise mutual awareness
  - Raise profile of TEN-T dimension among urban stakeholders
  - Increase understanding of urban mobility framework and policy requirements within TEN-T community
  - Message: „Modal efficiency is crucial for an efficient TEN-T, but cities are more than nodes in a network.“
  - What to do in practice?



# Recommendation – integration

- Facilitate “Integration” as a key concept of further development of the urban dimension of the TEN-T, with
  - Packages of measures (infrastructure and policies)
  - Policy elements of EU, national, regional, local levels
  - Intermodal measures across policy sectors
  - Stakeholders representative of key policies/levels
  - Coordination within corridors



# Recommendations – target groups

	Recommendation	Addressed to		
		Urban Nodes	Member States	European Commission
1	Initiate systematic exchange on effective measure identification among urban node stakeholders			
2	Update existing indicator and assessment frameworks to assess efficiency of urban notes adequately			
3	Support deeper integration of TEN-T perspective into urban/ regional policy-making			
4	Coordinate corridor-specific development			
5	Raise mutual awareness			
6	Facilitate “Integration” as a key concept of further development of the urban dimension of the TEN-T			



# Consortium

## Study on improving the efficiency of the transport system in urban nodes of the TEN-T core network

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<p><b>Rupprecht Consult - Forschung &amp; Beratung GmbH</b> Clever Str. 13 – 15 50668 Cologne, Germany</p>	<ul style="list-style-type: none"><li>• project coordination and management;</li><li>• research;</li><li>• management of knowledge transfer;</li><li>• systematic take-up of project results;</li><li>• online learning.</li></ul>
<p><b>PwC - PricewaterhouseCoopers Advisory SpA</b> Largo Angelo Fochetti, 28, 00154 Rome, Italy</p>	<ul style="list-style-type: none"><li>• policy evaluations;</li><li>• impact assessments;</li><li>• economic modelling and stakeholder consultations.</li></ul>
<p><b>Panteia</b> Research voor Beleid   EIM   NEA   IOO   Stratus   IPM Bredewater 26 2715 CA Zoetermeer, The Netherlands</p>	<ul style="list-style-type: none"><li>• impact assessments, modelling, forecasting and evaluation;</li><li>• Cost Benefit Analyses, Multi Criteria Analysis in the area of urban transport and mobility;</li><li>• technical assistance.</li></ul>

On behalf of the European Commission, Directorate-General for Mobility and Transport (DG MOVE)

Directorate C – Innovative & sustainable mobility





# Thank you for your attention!

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