Workshop 7

Assessing the wider benefits of PT projects

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WS 7: who and what

- 20 participants
- 7 countries
- 14 papers: 8 mainly economic and 6 mainly social in focus

Approaches to 'wider benefits'(a bit rough!)

Spatial lens (4-5 papers)

Customer lens (5 papers)

Context of Societal Goals: economic, social, environmental, health, safety

Technology lens (3 papers)

Governance lens (1-2 papers)

Key themes: Economic papers

- Not easy to get a clear answer on how major PT projects affect property/land values (or real wages)?

- Papers looked at access to rail (heavy and light) and showed residential property values ranging from 0-30% or so

- Does increased land value reflect capitalized savings in generalized travel costs or wider benefits?
  - Agglomeration (individual projects or networks) (WEBs) are the usual 'wider bit in a project-based paradigm (0 to 4% E;, UK Crossrail bigger)
  - One paper was seeking benefits like this to support a major BRT initiative

- Land/property value increases may also have other 'wider' impacts, such as gentrification and displacement of lower income groups (costs)

- We also heard about how research on how customers value PT amenity qualities
  - Which led to a short discussion on can, and should, we seek to value everything in money terms (a key question for our group, to which we return)

- (New) WEB of reduced car ownership from improved PT

Key Themes: Social papers

- Focus on mobility-related social exclusion and social justice in access to mobility
- 'At-risk' groups were identified and we heard about new ways to find some of them, from mobile phone data, and new ways of engaging them (gaming simulations)
- Barriers that create or sustain mobility-related exclusion were explored
- Empowerment was seen as a key direction for mitigation
  - Racial- and age-related empowerment (positive ageing) were considered in papers
  - We were reminded of the social and economic importance of driver's jobs in many settings
- The idea of (at least) minimum service levels **for inclusion** (policy defined – e.g. minimum mobility guarantee in South Korea), as a social justice or merit good construct was explored (and we all wanted to be urban Swedes!)
  - Social CBA was then seen as applicable for making a case for higher standards
- The idea of improving informal transit was seen as an opportunity for wider application, in both industrializing and industrialized settings
- 20 minute neighbourhoods (e.g., Portland, Melbourne & Singapore) were noted as a useful framing device for social inclusion
- Getting wider political acceptance of social benefits is critical

First things first: What does wider mean?

- WBs have emerged from a project-focussed approach
  - Impact assessment looking for more cake!
- WBs are not 'wider' if you start with a **social goal oriented strategic land use/ transport/housing (at least) planning framework**
  - Looking at what kind of city/region is wanted?
  - Framed around a vision and (usually) triple bottom line goals (as in slide 3)
  - **WBs then become the core values we are seeking to deliver** – bread and butter not cake!

Transport

Land use

Housing

Integrated long term strategy
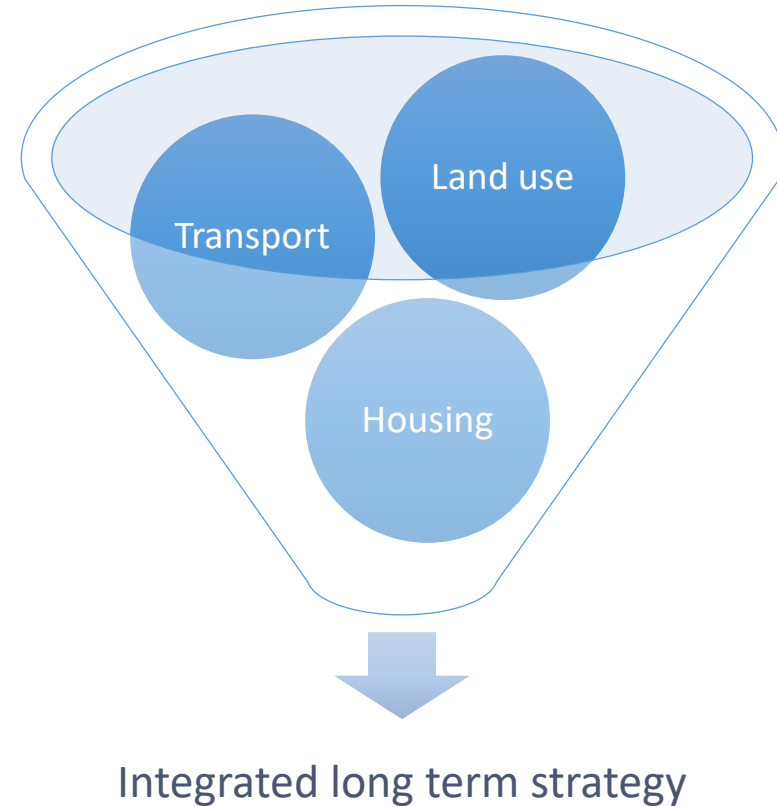
Land use first, then transport!

'Major transport projects have such large city-shaping potential that you need to first be clear about the kind of city you want and then plan your transport networks' (Prof. Rob Cervero, UC Berkeley)

What kind of city/region do we want?

Gold Standard = Vancouver, B.C.: *'The highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment. Achieved by an unshakeable commitment to the well-being of current and future generations and the health of our planet, in everything we do'*

Strategic land use/transport/housing planning challenge

Q. How should we shape a city or region so that it best meets societal triple bottom line goals?

The answer increasingly lies in developing more compact, poly-centric cities and regions

Graphic courtesy of Madonna Woodhead.

How should transport support this?

- **Mass (trunk) transit (direct)**
  - Maximize patronage
  - Maximize productivity benefits
  - Maximize environmental gains (clean)
  - Support inclusion
  - Safe and secure

Rea Vaya, Joburg

- **Local (social) transit (coverage)**
  - Ensure accessibility for at risk people at affordable prices
  - Support 20 minute neighbourhoods (inc. active travel)
  - Safe and secure
  - Clean

Policy Recommendations

1. Publish and implement a vision and strategy, covering land use, transport, housing and governance (at least) to deliver triple bottom line benefits for the region
   1. Based on compact development patterns integrated with 20 minute neighbourhoods
   2. With associated trunk and local mobility strategies
   3. Set (at least) VKT/PKT targets, emission reduction targets (e.g. consistent with 1.5C) and social targets as KPIs (trade-offs beyond meeting any absolute target, as in emissions and social justice outcomes)

2. Consult widely in developing the vision and strategy, then provide statutory backing for the plan

3. **Major initiatives** must then support delivery of the strategy

4. Packages of small initiatives are important and should get equal recognition

5. All projects must be subject to (S)CBA (big and small) unless projects are there for social justice (see next point)/environmental reasons

6. Minimum PT service levels and service quality for inclusion should be part of the strategy and be informed by consultation, including at risk groups

7. Assess aggregated initiative effects (system approach)

8. Governance – ensure policy line of sight across levels of government

9. Monitor and report on performance of the strategy against objectives and targets

Research Priorities

1. Develop scenarios of future developmental profiles to maximise desired Triple Bottom Line outcomes

2. Identify service levels for meeting social goals in different spatial/developmental settings

3. Explore barriers to wider political acceptance of integrated strategic planning

4. Identify the most effective ways to communicate our message including advocacy strategies

5. Examine links between major road and rail projects and urban sprawl, together with means of mitigation

6. Identify ways of using new data/technology to improve consultation and empowerment

7. Examine the value of mobility for social capital and health, including and how they relate to minimum PT service levels

8. The balance of research compared to travel time should be tilted more in favour of other value measures

9. Enhance quality of policy making for real accountability and transparency. Which values, which evaluation methods and how to engage stakeholders in policy evaluation?

10. Explore the gap between projects that are implemented and the results of CBA, to identify reasons for that gap.

11. Discount rate in social and environmental areas needs research

12. Explore the social benefits of BRT development in industrialising countries

Recommendations for Thredbo 17

1. Case-studies in integrated policy development/delivery in different countries and how 'wider benefits' are included in policy

2. Discussion about existence/option values of minimum service levels

3. Impact of our research in influencing policy

4. Health benefits of transport

5. Externalities of social exclusion

6. Much greater discussion on environmental benefits

7. How to achieve better policy making, including case-study examples

8. Discussion about 'place', in the context of what a good 20 minute neighbourhood looks like.

Questions? Comments?

Freiburg: A city of short distances