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Institute for Transport Studies

FACULTY OF EARTH AND ENVIRONMENT



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International Transferability of Measures

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Presentation at TSTE Conference, Beijing

October 2019

ITS



- General comments on transferability of measures
- Recent advances
 - Academic research
 - Practical planning: Sustainable Urban Mobility Plans (SUMP)
- TURBLOG case study concerning transfer of urban freight measures to Cariacica, Brazil
 - (TURBLOG = “Transferability of URBan LOGistics concepts and practices from a worldwide perspective”)

Key ideas behind transferability



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- We are living in an increasingly globalised world
 - with increasing flows of information around the world
- So that everyone has greater access to knowledge about policy measures implemented in other locations
 - such knowledge plays an increasingly important role in measure selection
- However, measures cannot simply be ‘lifted’ from one place to another place without questioning whether they are appropriate
 - or, at the other extreme, simply rejected since they seem ‘strange’



- How can we devise coherent approaches to judge whether or not a measure is transferable?
 - before they are implemented
- What is the role of evidence from ‘very different locations’ when analysing transferability?
- What is the role of ‘transferability experts’?
- What barriers might exist to successful transfer of measures?
 - cultural, political, technological, financial etc
- What facilitators might exist to support successful transfer?
 - are there any ‘windows of opportunity’?

Recent academic research on transferability



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- Ashmore, D.P., Pojani, D., Thoreau, R., Christie, N., & Tyley, N.A., 2018. The symbolism of 'eco cars' across national cultures: Potential implications for policy formulation and transfer. *Transportation Research, Part D*, 63 560-575
- Farmer, D., Perl, A., 2018. The role of policy learning in urban mobility adaptation: exploring Vancouver's plan to remove the Georgia and Dunsmuir viaducts. *Urban research & practice*
- Monios J, 2017. Policy transfer or policy churn? Institutional isomorphism and neoliberal convergence in the transport sector. *Environment and planning A*, 49(2) 351-371

Practical transferability research: SUMP

- There is currently a boom in applied research in the EU on SUMP (Sustainable Urban Mobility Plans)
- EU projects can investigate 'intercontinental' transferability issues by including links with non-EU partners, such as in China, e.g.
 - DESTINATIONS project visits to Beijing and Shenzhen (2018)
 - SUMP workshop in Yingchuan (2019)



Example of 'transferability thinking': SUMP for different city types



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Guidelines have been developed for SUMP in:

- Small and medium sized cities
- Polycentric Regions



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PROSPERITY



RESOURCE PACK

Adopting the SUMP approach for small and mid-sized cities

Limassol, Cyprus

27 November – 01 December 2017

Responsible Author(s): Aljaž PLEVNİK | UIRS

Responsible Co-Author: Mojca BALANT | UIRS

Date: 05.10.2017

Status: Final



The Poly-SUMP Methodology

How to develop a Sustainable Urban Mobility Plan for a polycentric region

Guidelines



Transferability of the SUMP process



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- There are many different aspects of the SUMP which might need to be 'adjusted' when transferring to a different location
- One of the most important aspects of transferability to be researched concerns **measure selection**

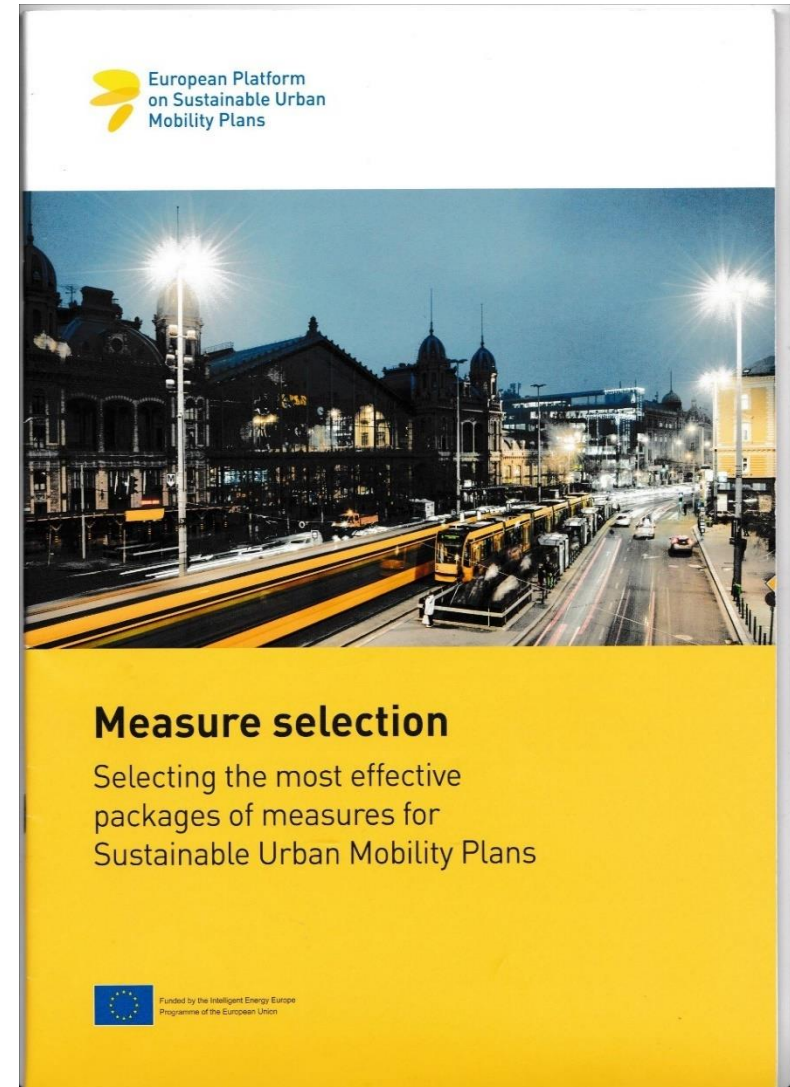


Measure selection



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- Cities have access to a wide range of policy measures
- The number of measures continues to expand
- But limited information on what they can achieve
- And very little guidance on how to select suitable measures or packages
- Now covered in guidance on Measure Selection



Advice now produced on measure selection for different types of city



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Beginner cities



Cleaner and better transport in cities



START
FOR BEGINNER CITIES

Manual on the integration of measures and measure packages in a SUMP



www.sumps-up.eu



Cleaner and better transport in cities
S U M P S - U P



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Cleaner and better transport in cities



STEP-UP
FOR INTERMEDIATE CITIES

Manual on the integration of measures and measure packages in a SUMP



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Intermediate cities



Cleaner and better transport in cities



INNOVATE
FOR ADVANCED CITIES

Manual on the integration of measures and measure packages in a SUMP



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The TURBLOG project



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- TURBLOG focussed upon the **urban freight** aspects of creating sustainable urban mobility plans (SUMP)s
- Freight is often 'forgotten about' when developing SUMP)s

THE CONSORTIUM

COORDINATOR:

- TIS.PT** - TIS.PT - Transport, innovation and systems consulting. Portugal. turblog@tis.pt

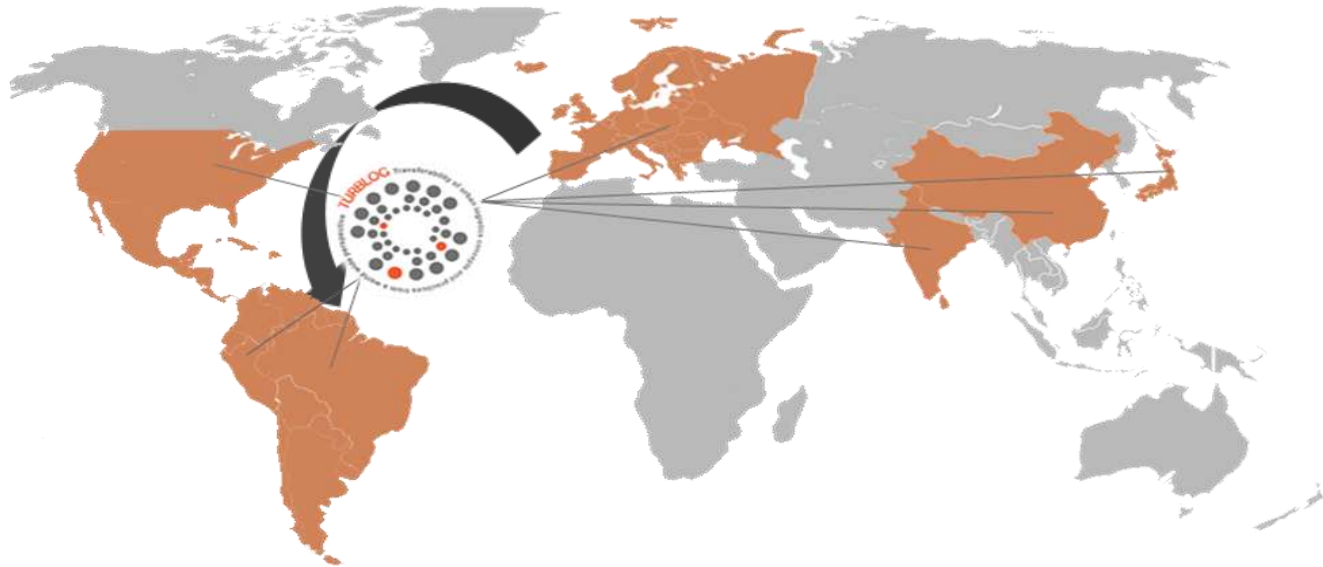
PARTNERS:

- NEA** - NEA - Transport research and training. Netherlands
- ITS** - UNIVLeeds - Institute of Transport Studies. United Kingdom
- NEA** - INOVA +- Innovation consulting. Portugal
- BHTRANS** - BHTRANS - Transport and traffic company. Brazil
- PTL-UNI** - PTL-UNI - Transport, logistic and urban mobility Platform. Peru
- TIS.BR** - TIS.BR - Transport, innovation and systems consulting. Brazil

TRANSFERABILITY OF URBAN LOGISTICS CONCEPTS AND PRACTICES FROM A WORLD WIDE PERSPECTIVE

WWW.TURBLOG.EU

- Address urban logistics from a worldwide (geographical) perspective
- whilst looking at specificities of Europe, Brazil and Peru
- Assess issues of transferability of urban freight measures



Transferability case studies in TURBLOG



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The potential transferability of measures from around the world were considered in four case studies:

- Lima (Peru)
- Belo Horizonte (Brazil)
- **Cariacica (Brazil)**
- Lisbon (Portugal)



Overview of Cariacica case study



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- Cariacica is a relatively small-sized city (in Brazilian terms)
 - Population approx. 350,000
 - Small transport (sub-) department within Local Authority
- How might a 'light' transferability analysis be carried out?
 - which sticks to the same logic as a full transferability analysis
- Relevant to many other cities in the world

'3 step' transferability process applied in Cariacica



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- Step 1: Information about receptor city (Cariacica)
 - including urban problems and (specific) freight problems
- Step 2: Identifying cities and measures/instruments from similar contexts
 - from TURBLOG case studies and regional reports
- Step 3: Results of assessment workshop held in Cariacica
 - including results from barrier analysis

Step 1: Urban and freight problems



- Much of the traffic within Caricica does not have an origin or destination in the city
 - i.e. it is 'through traffic'
- Lack of regulation of freight transport concerning loading/unloading, lorry bans, lorry routes etc.



Step 2: Identifying cities and measures



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City	Measure(s)
Belo Horizonte	Loading/unloading regulations (location-based and time-based), signs
Sao Paulo	Zones/routes for restricting freight traffic, vehicle size restrictions
USA, NZ + UK	Signs
New York	Lorry routes/map
Vancouver	Lorry routes/map
Barcelona	Night deliveries
Utrecht	City centre lorry restrictions, emissions zones and policy packaging

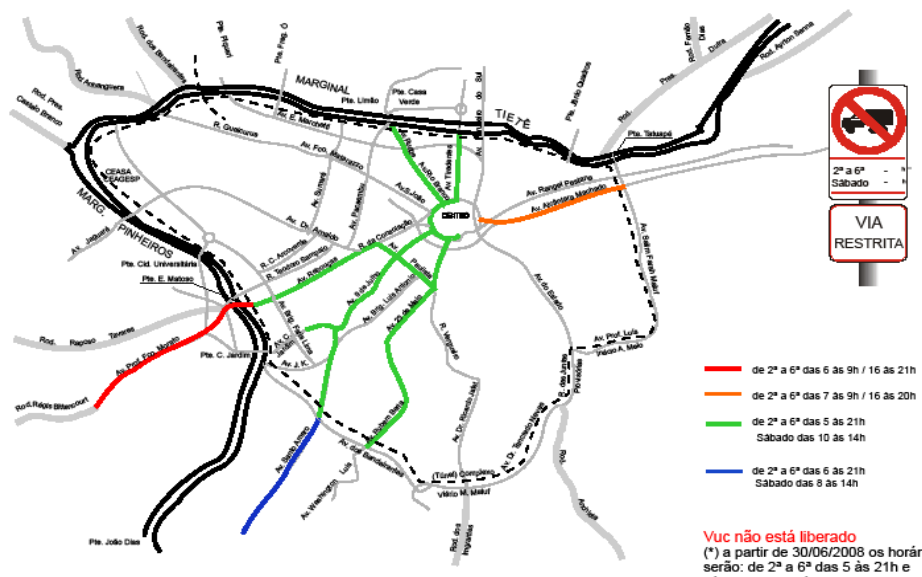


Descarga à noite, Barcelona



Night deliveries (Barcelona)

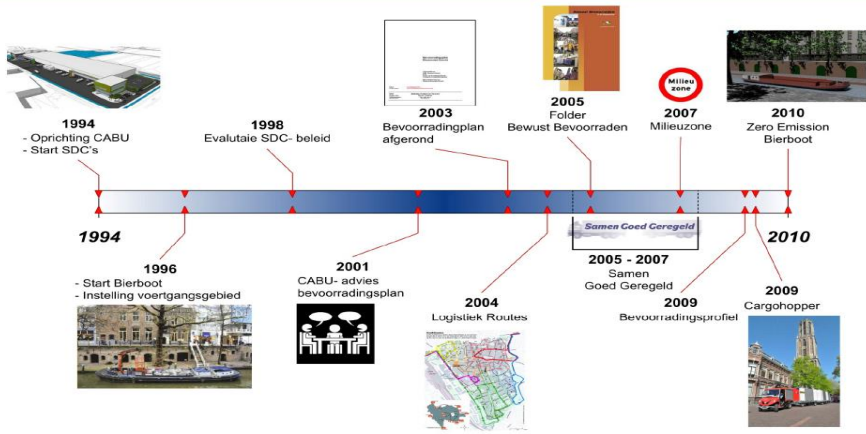
Vias Estruturadas Restritas - VER



Restricted routes (São Paulo)



Pacote de medidas (Utrecht, Holanda)



Policy packaging: Utrecht



Sinalização na Grã-Bretanha



Signalisation: UK

Step 3: Assessment of measures by participants in the workshop



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Measures	Assessment
Loading/unloading regulations (location- and time-based)	+++
Signs	+++
Zones/routes for restricting freight traffic	+++
Vehicle size restrictions	++
Lorry routes	++
Lorry route maps	+
Night deliveries	-
Emissions zones	-
Policy packaging	+++

Step 3: Barriers



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Barriers identified in workshop

- Measures need **financing**
 - including paying for wardens to fine people not complying with rules
 - and paying local authority personnel to apply for government grants
 - though ways could be found to solve this
- General **cultural barriers** to regulation (this type of regulation is new to Carriacica)
- Physical and security barriers were not seen as big problems



Impact of case study



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- Many regulatory measures on parking/loading etc have now been implemented in Cariacica since the workshop
- Overall, the case study showed that much progress can be made for examining 'transferability' with relatively small resources
 - creating a useful precedent for other 'smaller cities'



- Transferability analysis is an increasingly important aspect of measure selection
 - making use of the vast amount of information available from a variety of sources
- More research (involving ‘real life’ case studies) needs to be put into studying the potential of transferability of measures
 - collaboration on transferability research between China and the EU would be of great interest
- ‘Light’ transferability approaches are feasible in locations that do not have resources for carrying out complex transferability analyses



Thank you!

Any questions?