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**Policy tools for Post-car mobility :**  
a comparative analysis of five european  
metropolitan areas  
Amsterdam, Bruxelles, Genève, Oslo, Paris

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# The Post Car research project

## Research context

- Car dependency as a key figure of large city regions
- Reducing car mobility and its negative impacts as a key issue of urban policies worldwide

## Objectives

- Explore the hypothesis of a transition towards lifestyles that depend less on the use of cars
- Produce a prospective reflection on the conditions for a major reduction of car mobility in Paris-city region



# The Post Car research project

## Post-Car project

1

### Mobility practices and aspirations

- *Trends in daily mobility Paris city-region*
- *Analysis of aspirations*
- *Qualitative approach*

2

### Public Policy Tools

- *A comparative analysis*
- *Political approach to the Post-Car issue*
- *Strategies and public policy instruments*

3

### Modelization and serious game

- *Macro model*
- *Micro model*
- *Serious Games*

## Post-Car Prospective

# Questions

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## **Research questions**

- What public policy objectives regarding car-mobility dependancy ?
- Which policy instruments governments use to reduce car-mobility and its impact ?
- What real implementation and effects of those policy tools ?

## **A public policy study**

- A comparative analysis of various metropolitan configurations
- An in-depth study of three city-regions (Brussels, Paris, London)

## **Three objectives in this comparative analysis**

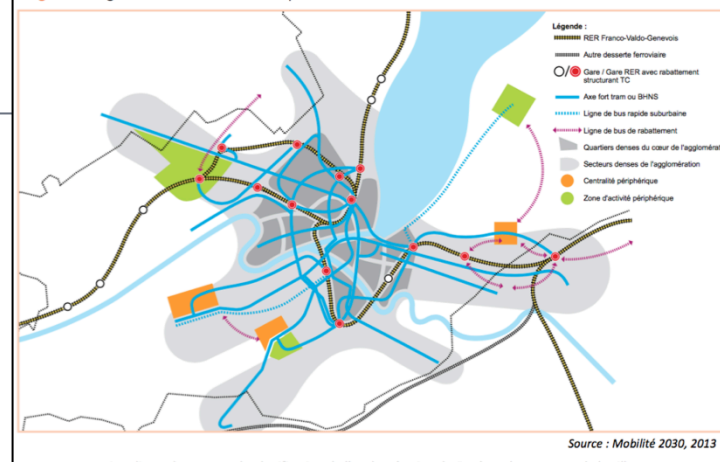
- discuss the seeming consensus around the objectives of reduce car mobility and its impact
- identify the public policy tools implements by government to adress these issue
- analyse the local configurations of public policy toolbox, the choice of those tools and evaluate their effects

# Five metropolitan areas

## A qualitative approach

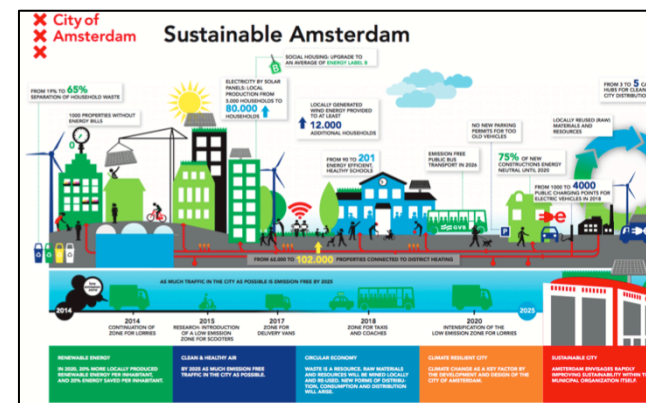
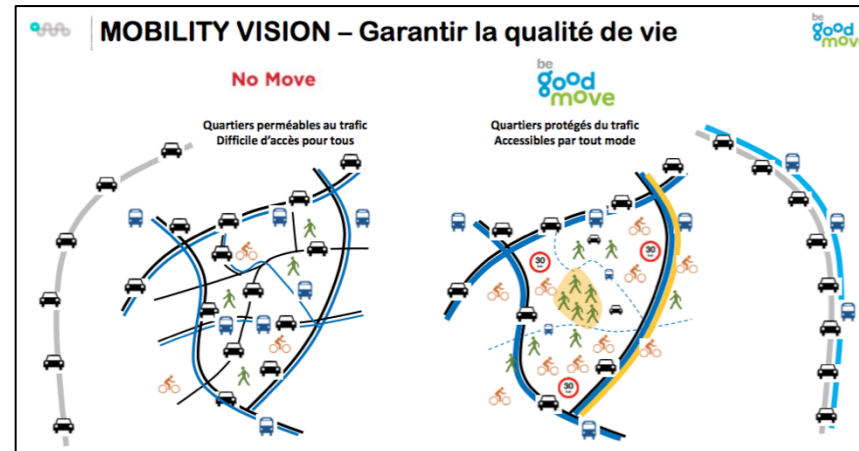
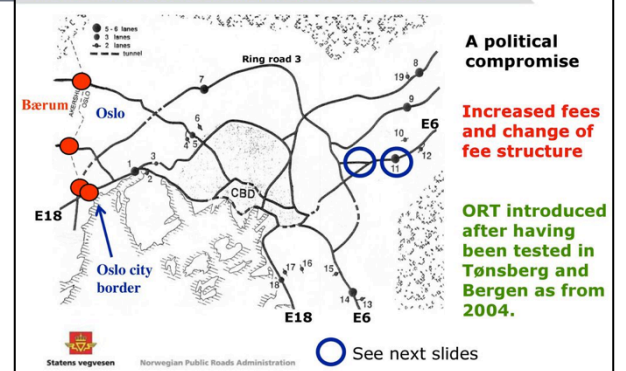
- An analysis of the planning and public policy documents in five cities Amsterdam, Bruxelles, Genève, Oslo, Paris
- Interviews with public and private stakeholders : public transport authorities, transport agencies, metropolitan governments, local governments, planners, etc. : Brussels, Paris, London

Figure 8 : Image directrice du réseau de transports collectifs à l'horizon 2030



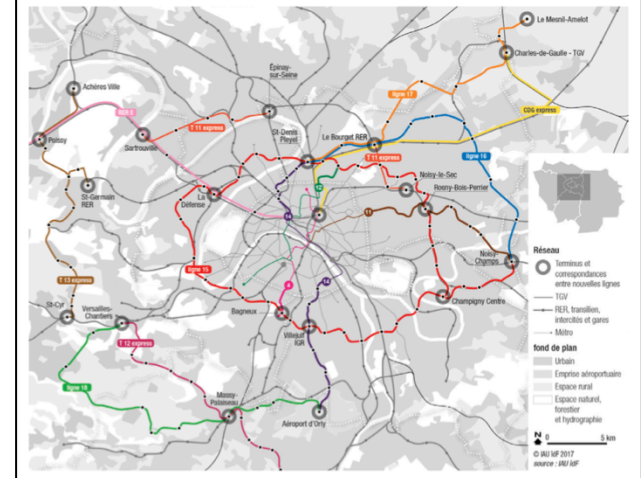
## Oslo package no. 3 implemented in 2008

Adding an outer toll ring at the western border of Oslo to finance major road and railway projects west of Oslo



## LA NOUVELLE VIE DU RAIL

LES PROJETS DE TRAIN, MÉTRO ET TRAM EXPRESS À L'HORIZON 2030





# Public policy toolbox in five metropolitan areas

## PUBLIC TRANSPORT



- Extension of the radial public transport network (Bruxelles, Paris, Genève)
- Development of tangential network of public transport (Paris)
- Collective transport for freight (métrotram-fret Geneve)
- Integrate pricing and attractive ticketing to promote the use of public transport (Paris, Amsterdam, Oslo, Genève)
- Mobility as a service (Bruxelles, Paris)

## WALKING AND CYCLING



- Pedestrian areas (Paris, Bruxelles, Genève)
- Self-service bike network extension (Amsterdam, Oslo)
- Development of Cycling roads (Amsterdam, Paris, Bruxelles)
- Cycling freight transport (Cargobike, in Amsterdam)

## CAR REGULATION



- Road requalification and « boulevardisation »
- Evolution of the road network and use (dedicated carpooling routes, restricted traffic areas)
- P + R and restriction of parking (Amsterdam, Paris)
- Subside for electric car (Oslo, Amsterdam)
- Rewards and mobility management (Amsterdam)

## LAND-USE TRANSPORT INTEGRATION



- Polycentric compact city model (Genève, Paris, Oslo), ABC Policy (Amsterdam)
- Integration of transport and land-use planning documents (Paris, Genève, Amsterdam)
- Project-based tools for land-use transport coordination (Genève, Paris)
- Regulation of logistical areas localization (Genève, Paris)

# Public policy toolbox in five metropolitan areas

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## Common public policy tools

- A **four dimensional policy toolbox** that combine diverse type of public policy tools (regulatory, financial, informative, etc.)
- The strong weight of **supply-based** instruments (development of public transport network, cycling roads...) to promote intermodality
- The importance of **incentive strategies** rather than more **dissuasive or coercive instruments** used by city-regions to promote alternative to car mobility

## Various combination

- Variation of these policy tools mix in the five metropolitan areas
- Depending on :
  - territorial trajectories,
  - the governance of transport and planning policies
  - political and socio-economical contexts

# Discussion

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## Five key issues raised by the comparative analysis

- The priority commonly given to the **objective of reducing the negative impacts of the car-mobility** rather than directly reducing car-mobility and car-dependancy itself ;
- the **land-use-transport coordination** identified as a key tool for sustainable mobility but weak implementation strategies, weight of sectorial and institutional boundaries (Bruxelles) and obstacles to local implementation ;
- the growing integration of **mobility management and services** as key tool of sustainable mobility policies but governments facing challenge to manage and regulate new mobile services (car-sharing, carpooling, bicycle sharing system, micro-mobilities, electric mobility, etc....)
- the integration of **freight transport** in sustainable mobility policies but a difficult implementation
- the **dualisation of public policies** between city-centers and peripheral areas