

# Executive summary

These *Transport Planning Policy Guidelines* aim to provide practical guidance on how to establish sound and acceptable programs for transport planning, travel demand management and transport systems management in Asia.

The *Transport Planning Policy Guidelines* are an output of Asian Development Bank's (ADB) Regional Workshop on Transport Planning, Demand Management and Air Quality held on 26–27 February 2002 in Manila, Philippines. The *Policy Guidelines* are written for air quality and transport planning practitioners and the executives they report to.

A key challenge in transport planning is identifying measures that are technically sound and acceptable to politicians and the public. Hence, the guidelines stress that improvement measures should only be considered if they are proven to be efficient, effective, and feasible in the local context.

Transport planning is a key component of a comprehensive strategy to reduce emissions from motor vehicles. An integrated approach is required and includes the following elements:

- land use and transport planning,
- travel demand management,
- transport systems management and regulation, supported by
- appropriate policies on resource mobilization, taxation, pricing, subsidies, institutional and legal aspects, promotion and public awareness raising.

The key principles in transport planning are:

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- Transport planning should be integrated with comprehensive planning for land use and air quality.
- Transport planning should seek to influence both demand for and supply of transport to achieve societal objectives, including that of improving air quality.
- All plans and projects should be based on appropriate levels of consultation with transport system users and other stakeholders. These plans and projects should benefit rather than disadvantage the poor.
- The implementation of sustainable transport and related plans requires strong leadership, good coordination, and integrated institutional responsibilities for air quality and transportation.
- Policies and projects that promote the use of public transport over private modes should be formulated.

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- Projects to create clean public transport vehicles should be carried out within the framework of a regulatory and franchising regime that considers the capacity of public transport operators to finance improvements on a sustainable basis.

- Better pricing of transport is required in order for car and motorcycle drivers to correctly perceive the full costs of their travel decisions.

- Improvement priorities should be based on an objective consideration of all relevant costs and benefits, including social and environmental effects.

- Planning tools, data and models verified for Asian cities should be used in formulating plans and making decisions.

- Creating the political will to improve air quality requires an aware and empowered public, an open media, and a public hearings process. Increasing public awareness and influencing public attitudes require the dissemination of

information on the health impacts of air pollution and the role of transport as a source of air pollution.

- Sole reliance on government agencies for the implementation of transport planning projects is not recommended. Innovative approaches that harness the resources and creativity of the private sector, nongovernment organizations (NGOs) and other groups should be developed.

Several activities can potentially provide training and tools to professionals. These activities listed below should ideally be pursued on a regional basis.

- Research on urban traffic capacity
- Research on the impacts and evaluation of transport planning measures on air quality
- Development of new planning approaches
- Development of prototype regulatory and franchising methods for public transport
- Formulation of regional training for new approaches and methods
- Wider dissemination of good practice examples