

A research agenda for developing a (net-zero) goal oriented transport planning research and practice

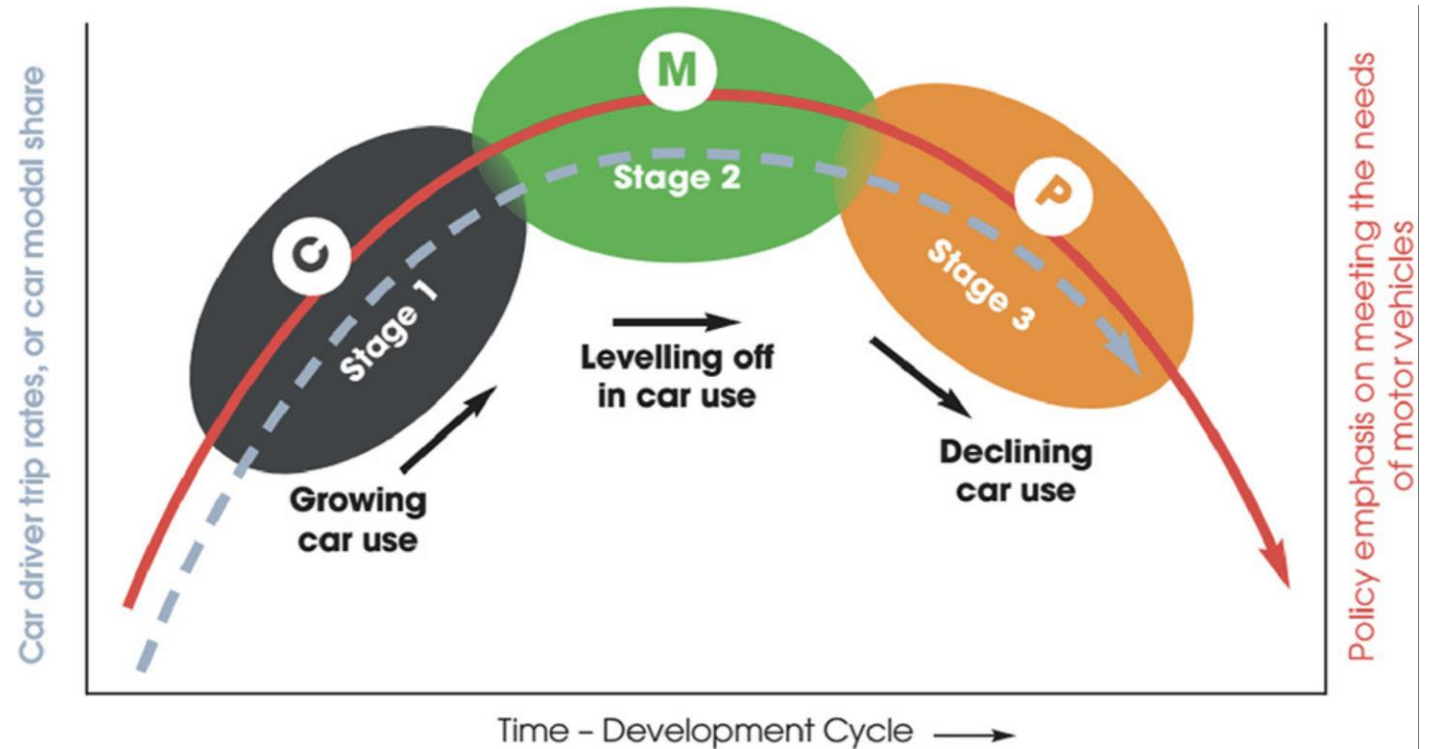
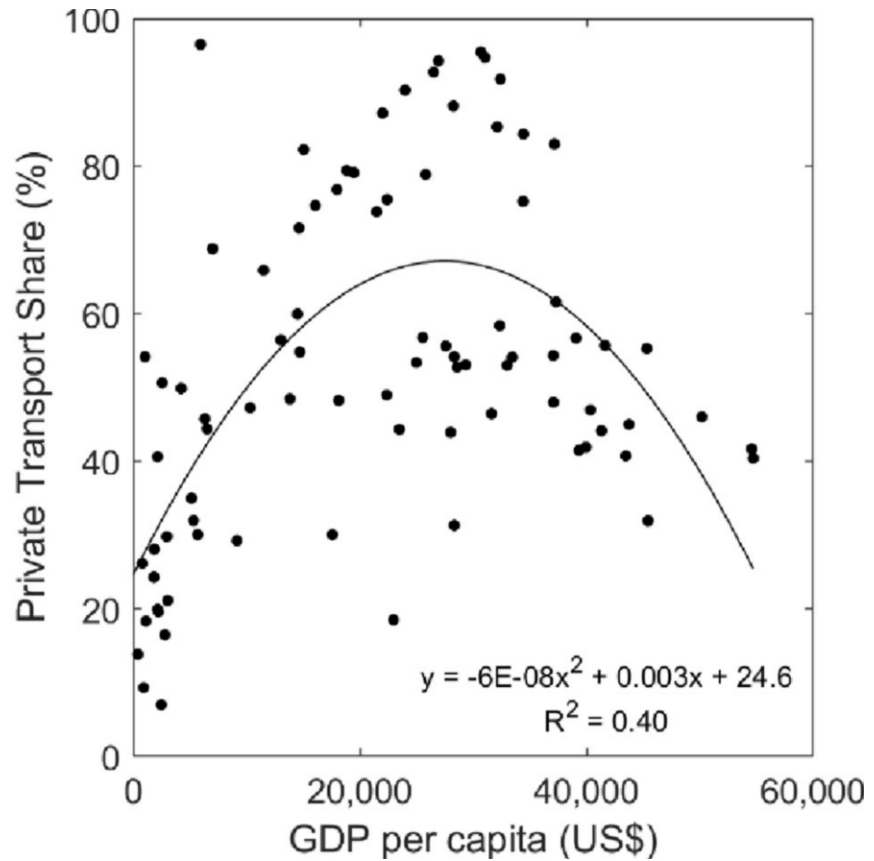
Lucas Meyer de Freitas
CSFM Talks



Why?

- Transport planning's methods, tools and goals aim to:
 - Reduce travel times (logic of *faster, higher, further*)
 - To maximize economic output and minimize travel time losses.
- Appraisal of projects (CBA) is mostly based on the VTT (Value of Travel Time Savings). For Switzerland these are (*SVI Norm Kosten-Nutzen-Analyse im Strassenverkehr, 2009*):
 - Car: 26.70 CHF/h
 - Public transport: 16.19 CHF/h
 - Bike: -
 - Walk: -
- And the VTT increases with income...
- Result: More roads, more roads, more roads

Although not necessarily true



- C:** “Car-oriented City”
- M:** “Sustainable Mobility City”
- P:** “City of Places”.

Quelle: Teoh, R., Ancaes, P., & Jones, P. (2020). Urban mobility transitions through GDP growth: Policy choices facing cities in developing countries. *Journal of Transport Geography*, 88, 102832.

Research Agenda

- Put **emissions** and **basic needs** the center of modelling and appraisal methods
- Needs:
 - Different modelling approaches. Proposal: Put **effort** not VTT at center of mode choice models
 - Different appraisal methods with different goals, namely **minimizing emissions** while maintaining enough welfare (**basic needs**).
- Consequence: Different prioritization of transport investments in the long-term.