Dubrovnik, Indicators, session C, April 2nd, 2017

Udo J. Becker

Sustainable transport development in urban areas: WHAT do cities need to do?
More precisely: HOW do cities have to do it?

Including some results from the ERA-Net Project Stepping Stones

Chair for transport ecology, University of Technology Dresden
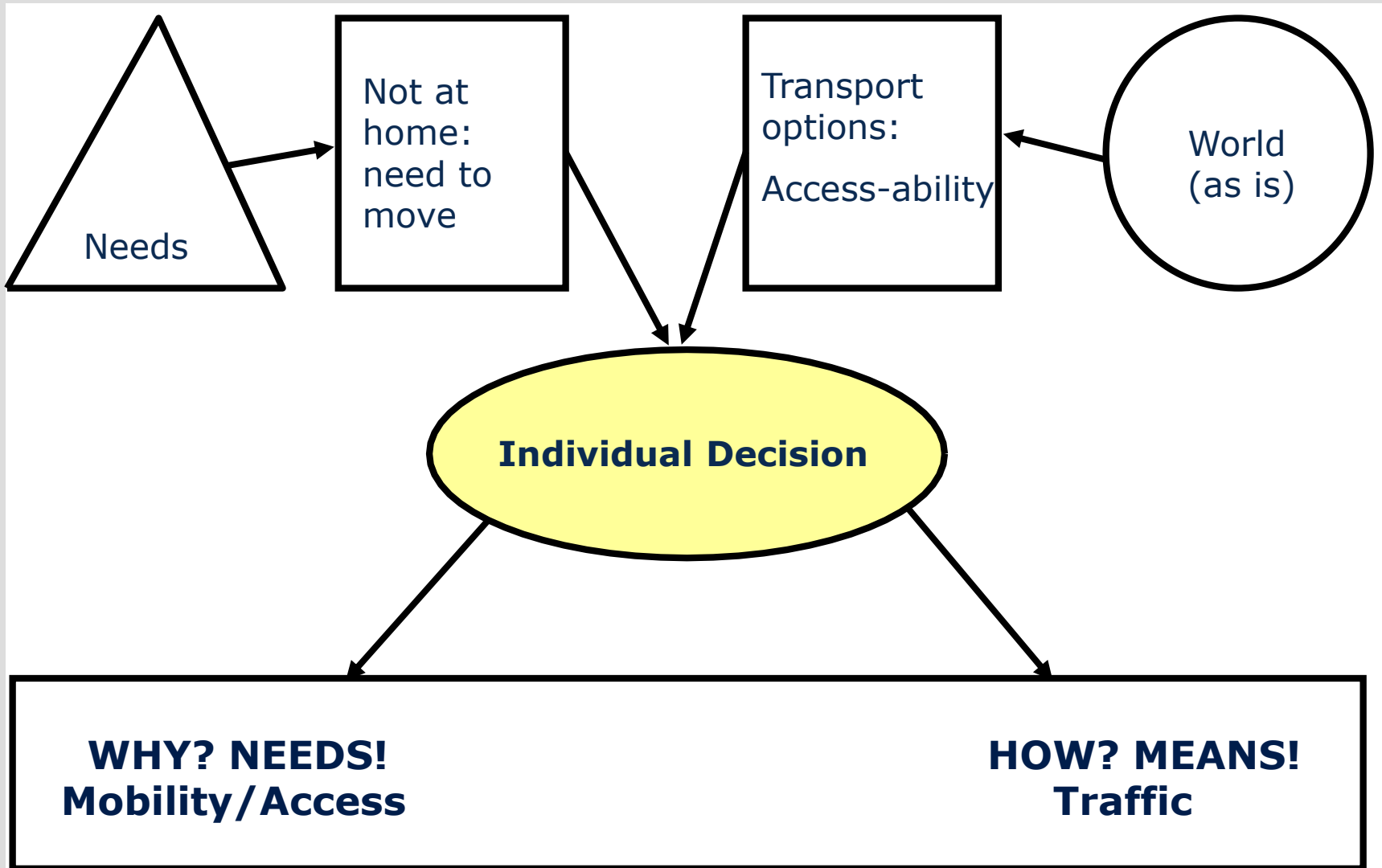www.verkehrsoekologie.de   +49-351-46336566

Traffic in cities

1. Transport is important – and reduces quality of life

2. All decisions are heavily debated

3. So: What do we really want?

4. Sustainable Development is becoming the overall objective

5. So: What does that mean?

… some basic remarks:

Success: What is the objective of all movement?

Needs

Not at home: need to move

Transport options: Access-ability

World (as is)

Individual Decision

WHY? NEEDS!
Mobility/Access

HOW? MEANS!
Traffic

Result: Separate between access and traffic

mobility/access: need, cause, reason, purpose („end")

traffic: instrument to allow for access („means")

What would you like to have in your city? Pick a wish:

 1. Guarantee needs satisfaction for all: Access (mobility)

 2. … with less resources, les money, less time, less pollution, less accidents, less climate change, less area comsumption, less noise, less noise …. less traffic!

satisfying access needs with less traffic

Today: Sustainable Development SD

Sustainable development is development

- that meets the needs of the present generation
- while allowing future generations to meet their own needs

In Transport:

- … mobility needs of the present population: **access**/Mobilität
- … with less money, fewer resources, less waste, less pollution, less separation, fewer climate change …

satisfying access needs with less traffic

First conclusions

1. You have to reduce traffic – do not tell first

2. Always tell first: We want to guarantee access/mobility

3. … and we want to increase quality of life Qol

4. We do have a vision, and we do have some indicators for Qol

5. … so we develop measures, with you, to get a better city

6. Of course, we will measure levels of success

7. And depending on results, we will adjust and modify

SUMP: http://www.mobilityplans.eu/
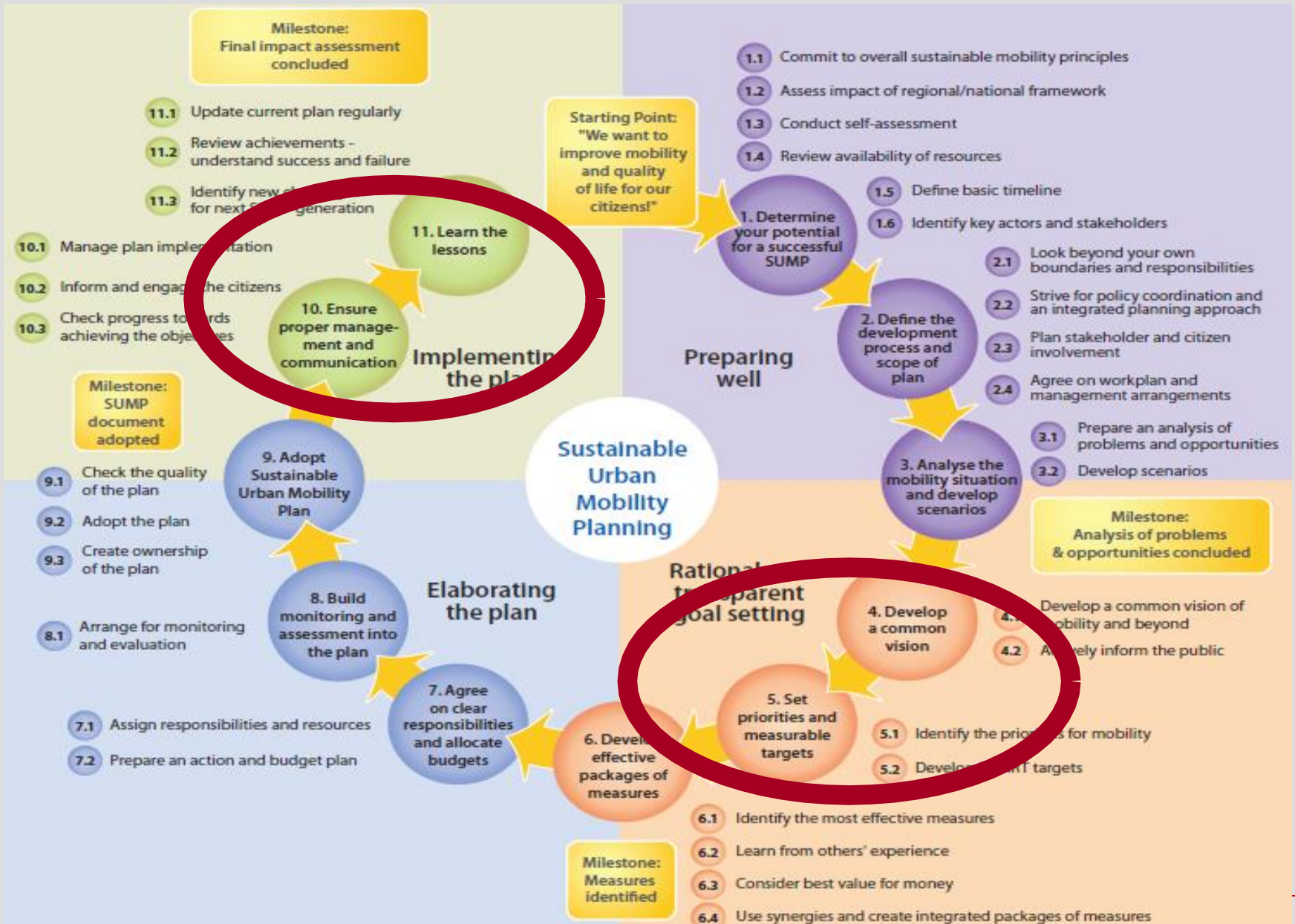
In more detail:

1. Which indicators?

    You decide: Pick what you want! You are experts

    Quantifiable indicators. Easy to measure. More often. With short term reactions. Correctable ones. Fewer indicators.

Transport indicators for the German SD strategy

1. Which

In more detail:

1. Which indicators?

   You decide: Pick what you want! You are experts

   Quantifiable indicators. Easy to measure. More often. With short term reactions. Correctable ones. Fewer indicators.

2. There are so many guidebooks on „What to do" …

3. But each city is different from one another

4. Neverthelesss, some cities are more successful than others

5. Why is that so? Let us evaluate some case studies …

Step By Step

Within ERA-Net Project Stepping Stones

What makes urban transport planning and policy less un – sustainable

NL, SE, PL, UK, DE

TECHNISCHE UNIVERSITÄT DRESDEN

WSP

IBDiM: Road and Bridge Research Institute (Poland)

GOUDAPPEL GROUP EXPERTS IN MOBILITY

http://transport-era.net/

TU Dresden, Verkehrsökologie

31 CASES

15 CITIES

O1 O2

I1 I2

J1 J2

K1 K2

A1 A2 A3

B1 B2

C1 C2

E1 E2

L1 L2 L3

N1

D1 D2 D3 D4

M1

H1

G1 G2

F1 F2

Examples

Amsterdam: CarSharing (at 200 cars/1000 inhabitants)

Rotterdam: Spitsscoren: „buy the right to use a car"

Dresden: SUMP VEP 2025+

Berlin: Increase bicycle use programm

München: Radlhauptstadt („bike capital Munich")

Freiburg: Vauban – new living quarter

Tübingen: mobility manager for companies

Stockholm: congestion charge

Malmö: „no ridiculous car trips"

Warschau: Parking garages

Breslau: bicycle plan

(plus 20 more cases)

How to measure „success"

- … depends on whom you ask …

- „Success" has many ingredients: We selected five of those
    1. Creating a process?
    2. Overcoming barriers?
    3. Monitoring and evaluation?
    4. Reaching the objectives?
    5. Continuing the process?

- In-depth interviews with city experts, plus reports plus data

- Five degrees of success: 2 or 1.5 or 1 or 0.5 or 0 points (A-F)

„success" from 3,5 to 9,5
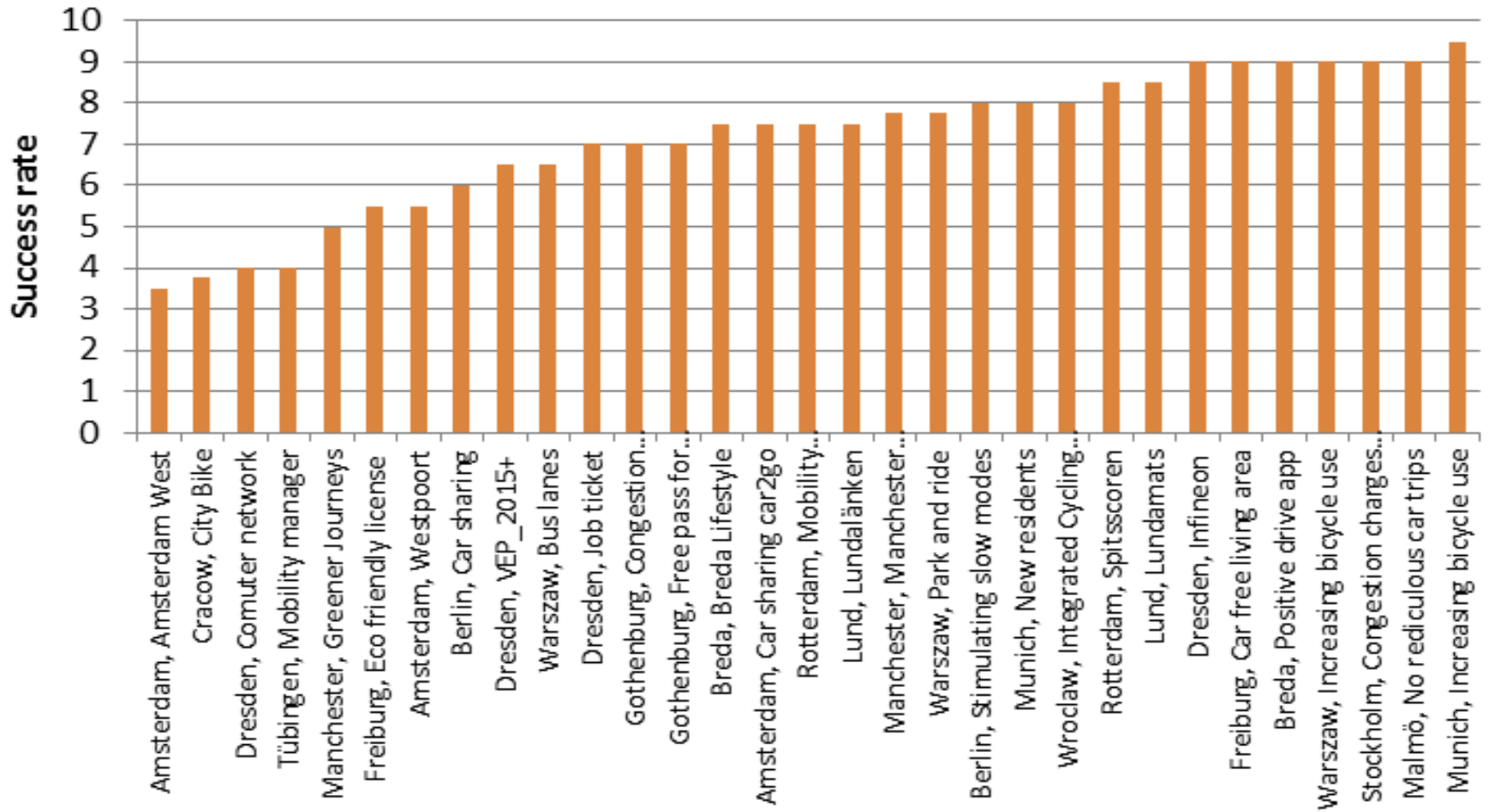
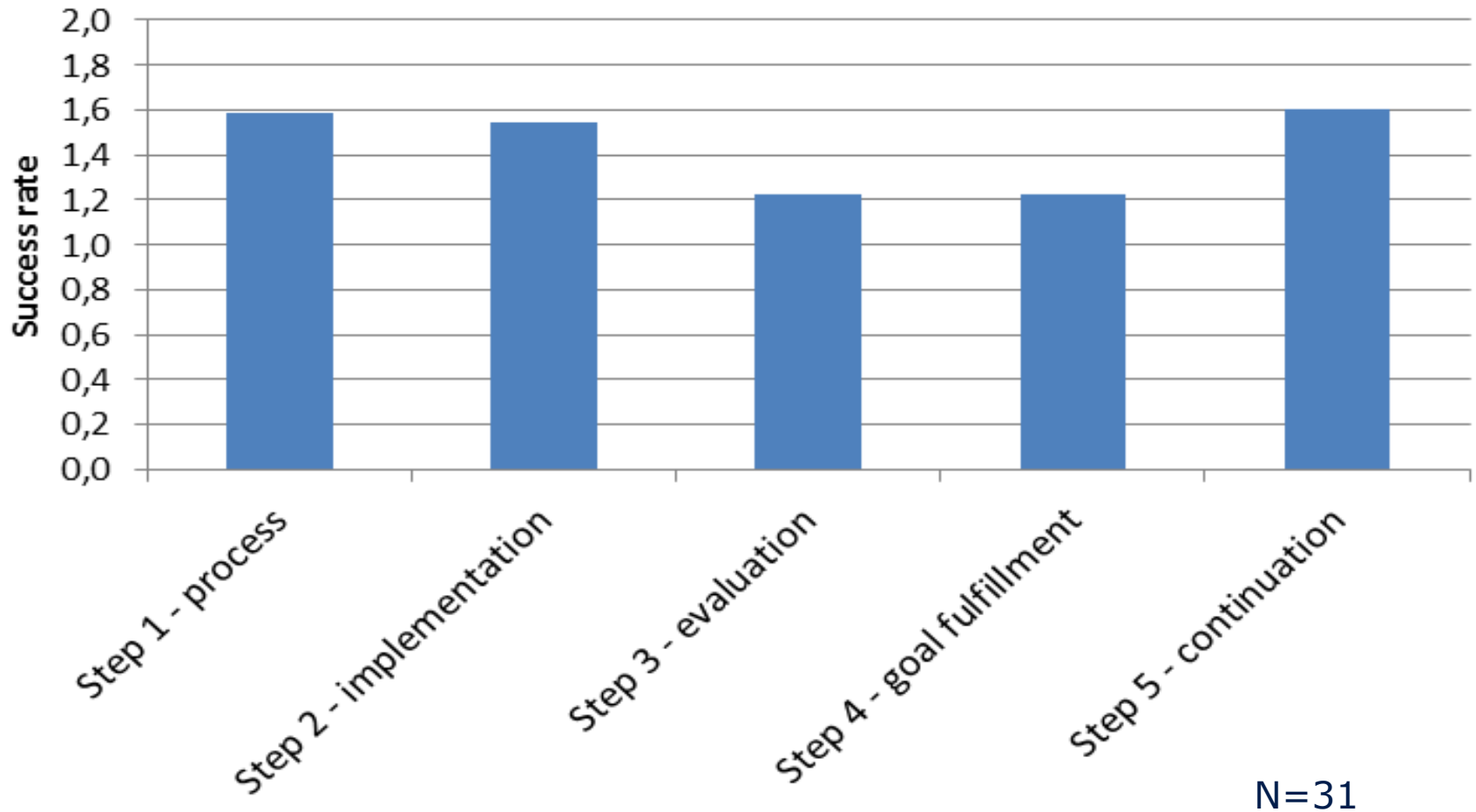# type of measure is not important
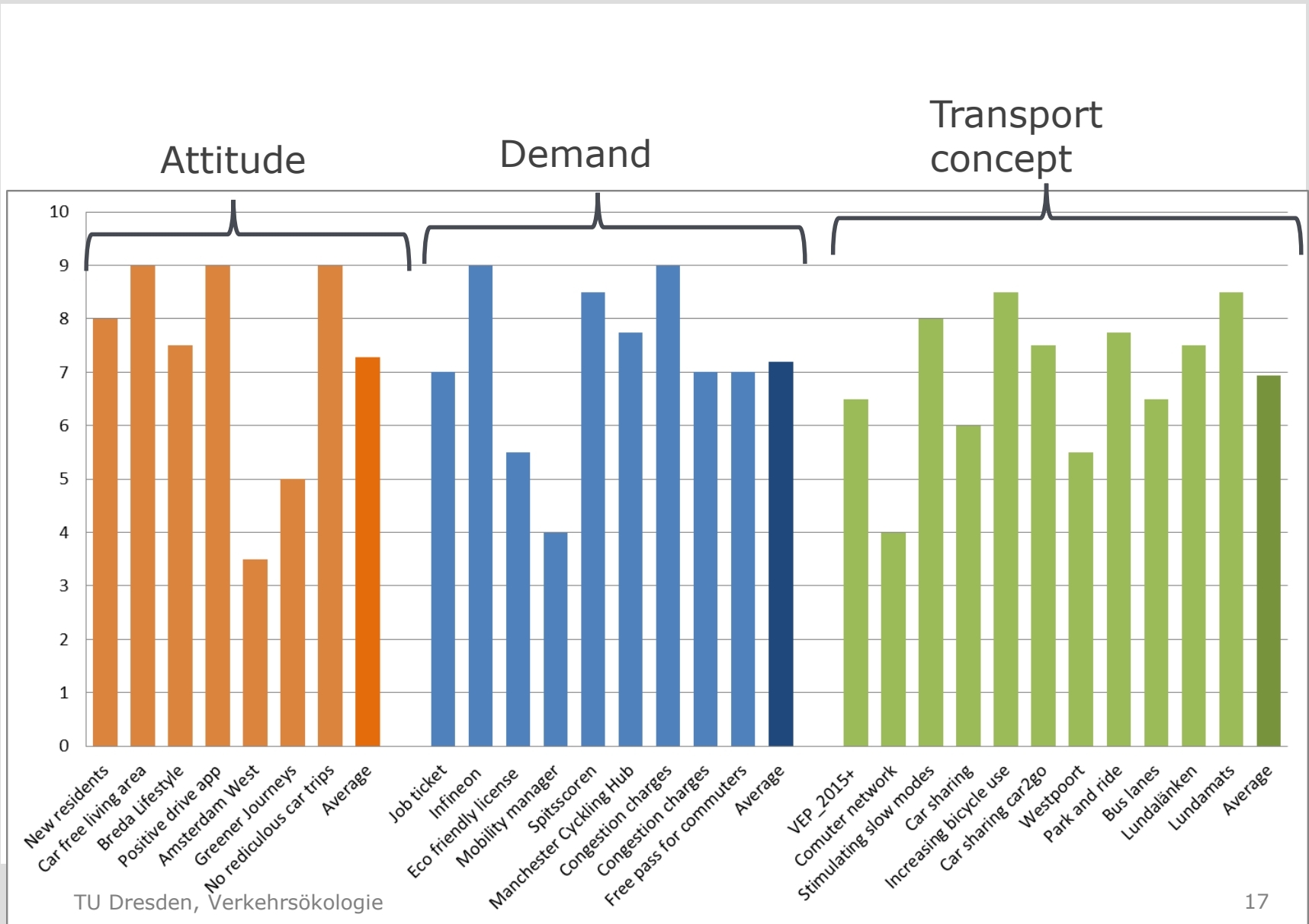
Average success rates (steps 3 and 4!)

#1: Creating a process?

- "Spider in the web": Responsible actor (or network of actors) is essential. Most often in administration

- This person is well connected, people can trust in her

- "positive, supporting" approaches are better received than regulations or "bad conscience" approaches

- ALWAYS: Push&Pull - Packages

#2: Overcoming barriers?

- Clear analysis of problems and options for measures

- Identify appropriate window of opportunity:
    - EU- or national programme
    - Current local discussions
    - If no window around: "pilot project"
    - Each city, each window is different
    - Experiments (European mobility week) help

- Often administration plays the decisive role, + or -
    - Mayor needs to make it a „personal concern"
    - Responsibility and resources must fall together

#3: Monitoring & evaluation

- M&E is needed to give proof of the positive results

- M&E is needed to correct for the negative results

- M&E is needed to identify the key framework conditions

- M&E is needed to establish a SUMP-agenda

- M&E helps to put the focus on „environmental issues" and on „quality of life"

- Include dynamic land use change, identify key target groups

#4: Reaching the objectives?

- Realistic goals + objectives: behaviour change needs time

- Again: Push & Pull packages

- Each measure may be more or less successful

- Economic incentives may have wider impacts

- Project size is irrelevant: Small may be successful, large may be unsuccessful

#5: Maintaining the process?

- There is always life after the project

- Think of continuation always at project start: SUMP Cycles!
  Success may come in the third SUMP-round !?

- Improve and adapt your approaches continuously

- You need one or more responsible actors (networks)

Finally: HOW?

Always: Separate traffic from access: more traffic is no goal

Then: All cities are different from one another!

Success towards sustainable development depends on the situation in that city at that time
- Maybe „success" in City A is „no success" in City B
- Maybe in city A „success" today is „no success" tomorrow

Success can never be defined for all circumstances
   - if the trend is wrong, success is to block or slow down
   - if the city is uncertain, show positive future and discuss
   - if the trend is right, „sit down and wait" is no success
   - if the trend is right, success is to speed up the process

Conclusion: HOW to maintain such a process?

- Each city needs some convinced, connected people
- These need some political support and many contacts (Public Transport, Journalists, Universities, Politicians …)
- These need some power/budget and some responsibility
- These people know the situation best
- These people need to discuss „What to do?"
- What these people decide is the best approach (not guidebooks)

- LESSONS:
- Do not think so much about „What to do?" (we all have a feeling)
- Think much more about initiating/maintaining processes

Thank you so much

Back to work: Background

1. Transport is important – and creates problems

2. Smooth/subsidised/congestion-free traffic worsens the situation

3. „More of the same" is no option any more

4. „Sustainable development" is becoming the overall objective

5. There are many guidebooks on „WHAT do cities need to do"?

6. Neverthelesss, some cities are more successful than others

7. Why is that so? Let us evaluate some case studies …