

Sustainable Urban Mobility and Urban Planning

Lecture 3:

Strategies, policies and solutions for
sustainable mobility and urban planning

Contents

- Classical strategies
- Sustainable strategies;
- Policies;
- Solutions;
- Research methodology;
- Research methods;
- Conclusion;
- Sources.



Figure 1: thecityfix.com

Classical Strategies

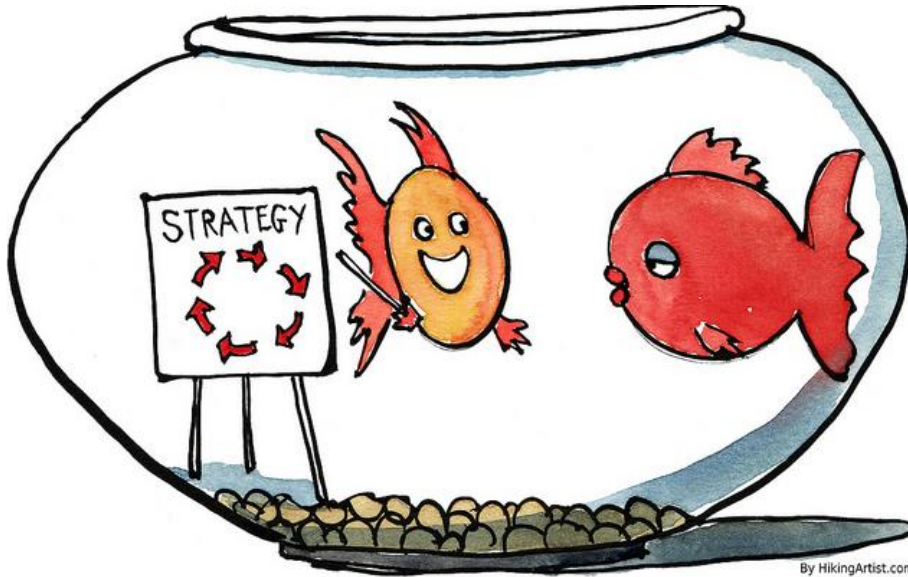
- Do planners opt for strengthening private or public transport options?
- Do planners opt for state- or market oriented solutions? Or both?
- Do planners opt for strategies to strengthen the current transport system or do planners opt for radical new mobility systems?
 - Current system: extension of roads and parking places
 - New mobility systems such as electric vehicles, shared private car use, electric bikes, energy efficient planes and ships, etc.
- Do planners involve many participants into planning sustainable mobility, or new forms of topdown planning?
 - Transition management?
- Do planner opt for large sustainable mobility projects, or will a more incrementalist approach be used?

Sustainable strategies

- Public transport is to be preferred, because they generally result into less CO2-emissions etc.
- Given the challenges public and market-oriented strategies could be required;
- The current transport system depends too much on car use (system-dependency). Radical new solutions are needed. For instance, cars generating their own power;
- Participation and top-down planning could be required to prevent a disproportionate allocation of negative effects by one or a few actors;
- Given the complexity of sustainable mobility initiatives; an incrementalist approach is probably most effective;

- A sustainable strategy needs to be open to deal with persistent problems (Rotmans, 2005)
- Sustainable strategies are effective if the technical and social components of governance are incorporated.

Sustainable strategies



By HikingArtist.com

Business2community.com (2014)



Toprankblog.com (2014)

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Policies

Strategies have impact on **policies**:

- Sectoral policy making of transport, environment and urban land use planning lacks the integration of the three sectors;
- Policy making requires the development of a shared problem perception, experiments, participation and support social learning (foll. Grin, Rotmans & Schot, 2011; Loorbach, 2007);
- A combination of top-down planning and bottom-up initiatives;
- Policy making is a form of governance.
- Policy making is context specific!

An integral approach is required:
'policy-integration'



Applying water policy planning to transport policy.

<http://nwksgmd4.blogspot.nl> (2011)

Solution (1)

According to Stead and Geerlings (2005: 444), policy-integration is concerned with:

- The management of cross-cutting issues in policy making;
- No correspondence with responsibilities of individual departments;
- Horizontal and sectoral integration.

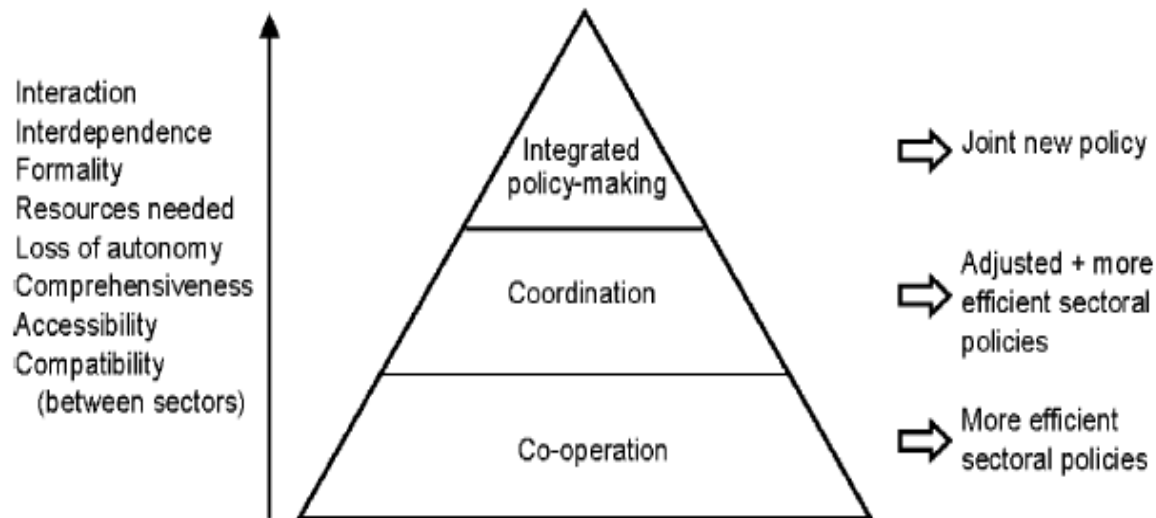


Figure 1: Integrated policy-making, policy coordination and cooperation

Source: Stead & Geerlings, (2005: 445)

Solution (2)

Stead, Geerlings & Meijers, (2004:139-144) analyzed three cases in which policy integration (to a certain extent) has occurred, but findings differ:

- Copenhagen driven by international policy intentions (EU-Directive on Strategic Environmental Assessment);
- Cambridgeshire and Peterborough driven by national policy planning procedures and national policy frameworks;
- Freiburg is driven by local circumstances of local politicians supporting the image of environmental and integral planning.

In the following lecture the cases will be described in more detail.

Solution (3)

According to Stead, Geerlings & Meijers, (2004:139-144), policy integration involves:

- Collaborative teams
- Political support
- Shared budgets and responsibilities
- Shared goals
- Transparent procedures, rules and guidelines
- Key persons and networks
- Environmental consciousness and image

Does this all result into behavior change?

Does policy integration allow us to conduct corridor system management?

Solution (4)

Stead, Geerlings & Meijers, (2004:139-144) also found that in three cases, scores on the following variables varied significantly:

- Monitoring (did not occur)
- Benchmarking (UK and DK cases)
- Participation of different actors (according to literature)
- Effect reports (UK cases)
- Hire of personal (according to literature)



thesbperspective.com (2014)

Solutions



duurzamelifestyl.com (2014)

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Research Methodology

Case study research (Ragin, 1987) allows the researcher to:

- ✓ Compare cases on the basis of self-defined variables;
- ✓ Securing validity by either the use of many variables in a few cases or use few variables in many cases.
- ✓ This methodology is useful to describe complex social phenomena and to causes to explain them.
- ✓ Longitudinal research or measurement on one 't' both possible.
- ✓ Fits very well with interview methods.

Research Methods

- **Conceptual analysis** allows the researcher to analyze large numbers of documents on the basis of chosen variables;
- Choice of the researcher is making word counts on the one hand, or interpretation of words/sentences on the other. ATLAS Ti can be used for this.
- 'Rough' data are interview workouts, master plans, academic literature.
- **Statistical analysis** incorporates the use of quantitative data from Eurostat, Worldbank, Atlas voor de Gemeenten.
- Variables are chosen in the databases themselves. Further computation occurs in Excel.

Conclusions

- Strategies allow us to formulate guidelines, find the right people, attract budget;
- Effective strategies do not incorporate detailed plans with long time horizons but combine flexibility and commitment;
- Effective policies are led by policy integration;
- Solutions are the products of effective policy integration
- Integration of transport, environment and spatial planning, allows people to develop sustainable mobility and urban planning projects.

Sources

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