

Sustainable Urban Mobility and Urban Planning

Lecture 5:

Trends, Needs and Summary of the Course

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Assignment

- After having had 5 lectures, what is in your view the crucial in the governance of sustainable mobility and -urban planning?
- What makes mobility and urban planning sustainable, and what not?
- Could governance be held accountable for making mobility and urban planning sustainable?

Discuss these questions with your neighbor (5 min.)

Needs

We have also learned that planners **need**:

- A governance model which enables a balance between economic, social and ecological claims;
- A governance model which combines planning flexibility and long-term goal setting;
- A governance model which enables the proportionate distribution of positive and negative effects over all actors;
- A governance model in which financial and societal effects are transparent and computable;
- No environmental-, social- and financial burden is put on future generations;
- Policy integration of land use and mobility (Stead et al, 2004);
- A governance model that prevents large cost-overruns.

Definitions

We have found the following most important definitions (summarized):

- Sustainability is the “*Development that meets the needs of the present without compromising the ability of future generations to meet their own needs*“ (OECD, 1987);
- Sustainable mobility is concerned with governance model that meets social, economic and environmental interests in a balanced way, with a long term focus, open to mobility innovation.
- Sustainable urban planning is concerned with governance model that meets social, economic and environmental interests in a balanced way, with a long term focus, open to socio-physical innovation.

Analytical Framework

Both mobility *and* urban planning are socio-physical systems. In practice this means:

- Distribution of land use determines where human activities take place and visa versa;
- Human activities require a transport system;
- A transport system makes certain locations accessible, while others are not.
- Land use will develop on accessible places.

In other words:

- Transport policy and location policy have mutual impact and effects;
- Transport policy and location policy allow human activities on certain places, while on other places it does not.

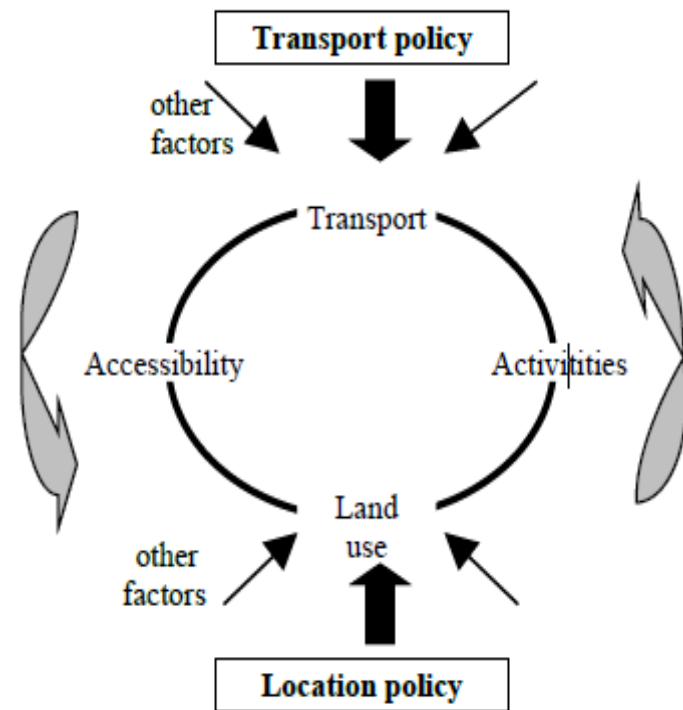


Fig. 2 : Relation between land use and transport.

Source: Wegener (2004) in Verhetsel et al (unknown year:2).

Societal Cost and Benefit Analysis

- For all types of mobility projects like railroads, highways, waterways, airports;
- Comparison between different mobility scenario's (partly in financial terms);
- Comparison between 0-scenario and the project-scenario;
- Quantitative and qualitative information;
- All computations are referred to one base year;



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Problems and Challenges

Some of the governance-related **problems** are:

- Projects with long time horizons and often long project delays;
- Positive and negative effects which are not always proportionate for the individual actor;
- Positive and negative financial *and* societal effects which are hard to calculate.

Some of the governance-related **challenges** are:

- Developing a governance model which enables a balance between economic, social and ecological claims;
- Developing a governance model which combines planning flexibility and long-term goal setting;
- Developing a governance model which enables the proportionate distribution of positive and negative effects over all actors;

Strategies, Policies and Solutions

- Strategies allow us to formulate guidelines, find the right people, attract budget;
- Effective strategies do not incorporate detailed plans with long time horizons;
- 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.

Sustainable mobility and urban planning in Copenhagen, Freiburg and Rotterdam

- Policy integration has occurred to a certain extent in the three cases;
- Policy integration may lead into successful sustainable mobility projects and –urban planning;
 - Copenhagen has been successful in de-sectorization, the development of efficient traffic flows and a growing awareness for clean technology;
 - Freiburg has been successful in the high policy priority of land use planning, transport and the environment. Freiburg has also been successful in efficient managed budgets and policy integration. Though, its command and control approach is a hindrance.
 - Rotterdam has been successful with different sustainability initiatives like the cooperation between the EUR and mobility partners in the region and Transumo A15.

Transition management and its application into different cases

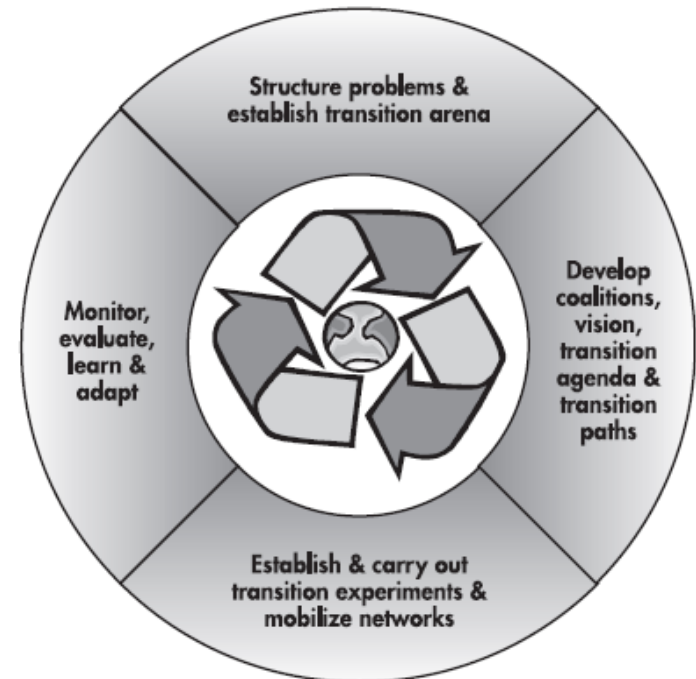
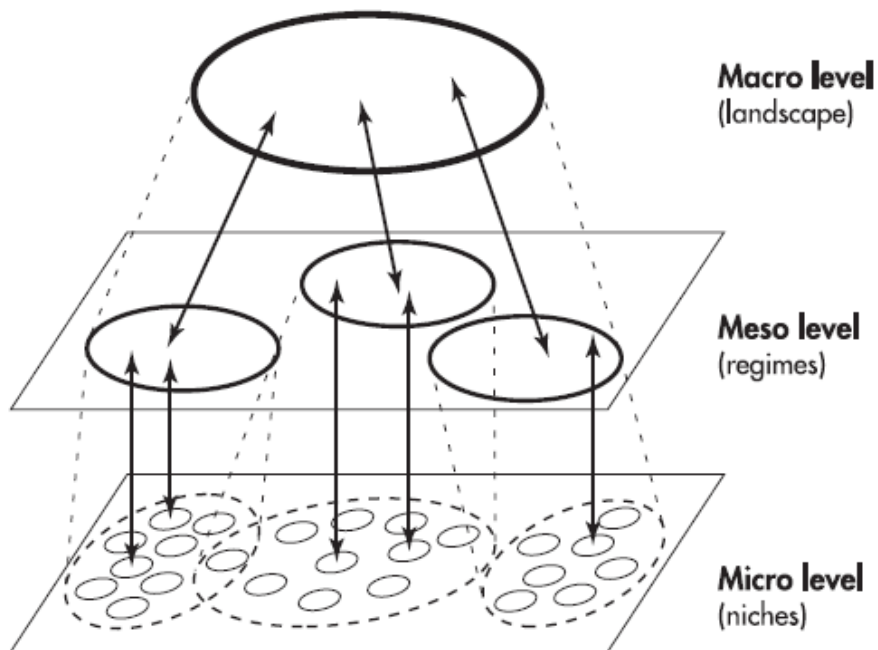


Figure left : Different scale levels of a transition.
Figure right: Transition management cycle
Source: Rotmans (2005: 26 & 45).

Sources

- Rotmans, Jan (2005) Societal innovation: between dream and reality lies complexity. Inaugural address. ERIM, Erasmus University Rotterdam, pp. 26&45.
- Stead, D. Geerlings, H. & Meijers, E. (2004) *Policy integration in practice. The transport of land use planning, transport and environmental policy-making in Denmark, England and Germany*. DUP Science, Delft.
- Verhetsel et all (unknown year) *The relation between location policy and sustainable mobility: an empirical study for commuting in Flanders*. University of Antwerp.