Session 5: Integration of transport forms and modes
“Intermodality in urban mobility planning”

1st European Conference on Sustainable Urban Mobility Plans
planning for liveable city –
Sopot, Poland, 12 – 13 June 2014

Kerstin Burggraf
City of Dresden, Urban Planning Office
Planning for liveable cities:

→ Planning for people!

→ Mobility planning is a key topic!
Urban mobility package: a step-change is needed!

annex: a concept for sustainable urban mobility plans

with recommended elements:

- goals and objectives
- long-term vision and clear implementation plan
- assessment of current and future performance
- balanced and integrated development of all modes
- horizontal and vertical integration
- participatory approach
- monitoring, review, reporting
- quality assurance
Intermodality in urban mobility planning

- Balanced and integrated development of all transport modes
- Encouraging a shift towards more sustainable modes
- Integrated set of actions to improve performance and cost effectiveness
- Technical, promotional, and marked-based measures and services as well as infrastructure

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Intermodality in urban mobility planning

**Forms and modes SUMP should address:**

- Public transport
- Non-motorised transport (walking and cycling)
- Intermodality and door-to-door mobility
- Urban road safety
- Flowing and stationary road transport
- Urban logistics
- Mobility management
- Intelligent Transport Systems (ITS)

→ Persons and goods
→ All modes of transport
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Intermodality in urban mobility planning

Guidelines for the cities:

SUMP elements and activities
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Intermodality in urban mobility planning

City of Dresden

- Capital of Free State of Saxony
- Located in the valley and on the slopes of the River Elbe
- Dynamic, green city with a high quality of life
- Resident population 530,000 (12th place in Germany), average age 43 years, increasing (highest birth rate in Germany for the last three years!)
- Area of the city 328 km² (4th place in Germany), about 62% covered by forest and green space
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Intermodality in urban mobility planning – example Dresden

Dresden SUMP process

SUMP ELEMENTS AND ACTIVITIES

Starting Point: “We want to improve mobility and quality of life for our citizens!”

1. Determine your potential for a successful SUMP
2. Define the development process and scope of plan
3. Analyse the mobility situation and develop scenarios
4. Develop a common vision
5. Set priorities and measurable targets
6. Develop effective packages of measures
7. Agree clear responsibilities and allocate funding
8. Build monitoring and assessment into the plan
9. Adopt Sustainable Urban Mobility Plan
10. Ensure proper management and communication
11. Learn the lessons

Milestone: Final impact assessment concluded
Milestone: SUMP document adopted
Milestone: Measures identified
Milestone: Analysis of problems & opportunities concluded

January – July 2013, qualifying in CH4LLENCE
January – July 2013
August – December 2011
Spring 2010 – March 2011
2010/2011
End of 2009
Mid of 2009

City of Dresden
Urban planning office

Rupprecht Consult, 31 March 2011

Dresden has a SUMP draft (end of 2013)

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- Dresden SUMP (draft)
  “Transport Development Plan 2025plus”
  A: basics and analysis
  B: scenarios and assessments
  C: mobility strategy 2025plus
  D: action plan 2025

→ created in a consultative process with bodies in the City Administration, Round Table, Scientific Advisory Board, Round Table Region = involvement of stakeholders, citizen, institutional partners (internal and external, local and regional)

→ elaborated by Mayors/City Administration → now the draft is under political discussion

→ integrated, sustainable and multimodal approach
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Intermodality in urban mobility planning – example Dresden

- **SUMP Dresden**
  - target modal split: decreased share of car traffic and increased share of sustainable modes („Umweltverbund“)

**Modal split Dresden (SrV series 1987 – 2008)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Car</th>
<th>ÖPNV</th>
<th>Rad</th>
<th>Fuß</th>
</tr>
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<tbody>
<tr>
<td>1987</td>
<td>34</td>
<td>36</td>
<td>28</td>
<td>25</td>
</tr>
<tr>
<td>1991</td>
<td>36</td>
<td>38</td>
<td>28</td>
<td>24</td>
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<td>1994</td>
<td>28</td>
<td>22</td>
<td>24</td>
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<tr>
<td>1998</td>
<td>22</td>
<td>21</td>
<td>24</td>
<td>20</td>
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<tr>
<td>2003</td>
<td>21</td>
<td>20</td>
<td>24</td>
<td>22</td>
</tr>
<tr>
<td>2008</td>
<td>22</td>
<td>21</td>
<td>24</td>
<td>22</td>
</tr>
</tbody>
</table>

**Modal split Dresden scenarios**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>2010</th>
<th>2025</th>
</tr>
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<tbody>
<tr>
<td>Analyse</td>
<td>20.7%</td>
<td>21.7%</td>
</tr>
<tr>
<td>P0 2025</td>
<td>17.0%</td>
<td>16.9%</td>
</tr>
<tr>
<td>Sowieso 2025</td>
<td>17.1%</td>
<td>17.1%</td>
</tr>
<tr>
<td>Szenario A 2025</td>
<td>21.5%</td>
<td>18.2%</td>
</tr>
<tr>
<td>Szenario B 2025</td>
<td>20.1%</td>
<td>21.0%</td>
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Intermodality in urban mobility planning – example Dresden

Dresden SUMP (draft) measure list with priorities, responsibilities and time for implementation, 149 measures

| Nr | Themenbereich im Texteil | Kurzbeschreibung der Maßnahme* (kurzformulierter Maßnahmenbezeichnung in Textteil unter der jeweils betroffenen Themenkategorie) | Prioritätstarke | Kostenklasses | Verantwortlichkeit | Vorschlag für maximale Umsetzung | Namensstädtliche Zielsetzung
|----|--------------------------|-------------------------------------------------------------------------------------------------|---------------|---------------|-------------------|-------------------------------|-----------------------------
| 1  | Extern geplant/SR-Beschluss (abgelehnt) | Umfrage und Bewertung des Verkehrslusses an Straßenschnitten mit hoher Lärmimmission. | A++ | 2 | Stadt Dresden | ab 2019 | Stadt Dresden
| 2  | Extern geplant/DR-Beschluss (abgelehnt) | Umbau des Radfahrverkehrs auf der Innenstadt. | A++ | 3 | Stadt Dresden | in Umsetzung | Stadt Dresden
| 3  | Extern geplant/DR-Beschluss (abgelehnt) | Neubau und Erweiterung der Schule in Dresden mit integrierter Verkehrsplanung. | A++ | 4 | Stadt Dresden | in Planung | Stadt Dresden
| 4  | Extern geplant/DR-Beschluss (abgelehnt) | Zweckmäßige Auswahl der Nutzung der Straßen zwischen Heussallee und Löwenstein. | A+ (im Bau) | 3 | SMD Dresden/UDSAG | im Bau | SMD Dresden
| 5  | Extern geplant/DR-Beschluss (abgelehnt) | Fortsetzung der S-Bahn-Circum - Mannen bis zum 3. BA. | A | 1 | Landesverwaltung | bis 2025 | Landesverwaltung
| 6  | Extern geplant/DR-Beschluss (abgelehnt) | Zweckmäßige Nutzung der BKE und Güterverkehr. | A | 1 | Landesverwaltung | bis 2025 | Landesverwaltung
| 7  | Extern geplant/DR-Beschluss (abgelehnt) | Dritte Haltestelle (Dreieck). | A | 1 | DB Netz AG | Dresden im Bau | Dresden im Bau
| 8  | Extern geplant/DR-Beschluss (abgelehnt) | Ungünstige Stellung der Anbindung. | B++ | 5 | SMD Dresden/UDSAG | von 2017 | SMD Dresden
| 9  | Extern geplant/DR-Beschluss (abgelehnt) | Maßnahmen zur Verbesserung der Verkehrsverhältnisse in Dresden. | B++ | 5 | SMD Dresden/UDSAG | maßnahmen | SMD Dresden
| 10 | Extern geplant/DR-Beschluss (abgelehnt) | Optimierung des Verkehrsumsatzes in der 3. Fläche (Bereich 2). | B++ | 5 | SMD Dresden/UDSAG | maßnahmen | SMD Dresden

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- Mobility management
- Intelligent Transport Systems (ITS)

SUMP Dresden: integrated, sustainable and multimodal approach
- S-Bahn, tram, bus, ferries, taxi
- walking and cycling
- Increase urban road safety
- Car traffic and car parking
- Urban logistics: CarGoTram, GVZ
- Mobility Management
- Dresden Traffic Management System „VAM“

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Intermodality in urban mobility planning – mobility behaviour Germany

tendency: using instead of having
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Intermodality in urban mobility planning

**A NEW WAY OF PLANNING URBAN MOBILITY**

The table presents in a simplified manner some of the main differences between the planning process described in this guidance document and a more “traditional” planning process.

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### The Four Challenges

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<td>Participation</td>
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<tr>
<td>Cooperation</td>
<td>Improving geographic, political, administrative and interdepartmental cooperation</td>
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<td>Measure Selection</td>
<td>Identifying the most appropriate package of measures to meet a city’s policy objectives</td>
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<td>Monitoring and Evaluation</td>
<td>Assessing the impact of measures and evaluating the mobility planning process</td>
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measure selection: KONSULT measure generator

The KonSULT Knowledgebase

- Knowledgebase on Sustainable Urban Land use and Transport (www.konsult.leeds.ac.uk)
- Designed to provide consistent information on a wide range of policy instruments
- Using a consistent 11 point scale
- Based on first principles and on international empirical evidence
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measure selection: KONSULT measure generator

Policy Measures in KonSULT

- Land use
- Infrastructure
- Management
- Information
- Awareness
- Pricing
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Intermodality in urban mobility planning – find a balanced development of all relevant transport modes for your city! Encourage a shift towards more sustainable modes!

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Questions:

- What are your experiences in SUMP planning with focus on forms and modes of transport/intermodality?

- How do you cover all modes of transport? Does a shift towards more sustainable modes is the target in your city? In which matter does your SUMP fits the European targets and the European guidelines?

- What kind of guidance and cooperation for balanced development of all relevant transport modes would help your city? → Wishes to the EU!