

4. City of Dresden aims for future traffic development

Appendix

Preamble

1. Transport is not an end in itself! Its purpose is to improve residents' mobility and support the city's economy. Both these aims require a free choice of transport mode.
2. Maintaining mobility in a way that is affordable, safe and eco-friendly is an issue of primary importance for all of society. The process should be implemented by consensus and with as little dirigisme as possible.
3. Equality and the right to physical integrity are laid down in the German constitution. The duty to strive towards achieving equal living conditions is also established in the constitution of the Free State of Saxony. Both are essential guidelines for modern and future transport development.
4. The development of mobility and transport is subject more than ever to global influences: economic fluctuations, limited fossil fuel resources, rising energy prices and climate change. Transport development planning needs to find answers to this.
5. The same is true of the effects of demographic change, producing new demands when it comes to the necessities of life, transport and mobility.
6. The transport infrastructure needs to be maintained and developed in a way that pays particular attention to the cost-value ratio.
7. National and European laws and directives set out the fundamental conditions for transport development planning. The City of Dresden will actively shape these conditions.

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Criterion 1 Enduring, sustainable and eco-friendly transport and mobility standards for citizens and the economy	1.1	Setting standards for accessibility and development on a city district level – especially district hubs – taking all modes of transport into account
	1.2	Attaining high-quality development and accessibility for ecomobility transport within the entire city area
	1.3	Ensuring that social and cultural institutions and everyday destinations are accessible
	1.4	City-friendly transport development which is conducive to business and tourism
	1.5	Giving precedence to ecomobility in central areas
	1.6	Improving the situation, accessibility and design of interfaces between motorised and non-motorised private transport, local public transport and long-distance passenger rail services
	1.7	Barrier-free adaptation of links between local public and private transport (cycle, car, pedestrian traffic), taking into consideration the needs of people with restricted mobility
	1.8	Ensuring that there are sufficient short-stay cycle and car parking facilities at the main access points to local public transport
	1.9	Improving regional rail and bus connections (DB, DVB, VVO) by extending networks and raising frequencies
	1.10	Optimising access to Dresden for long-distance travellers by improving interregional transport connections (air and rail transport) and integrating them into European transport corridors, taking into account regional development planning
	1.11	Supporting innovative transport solutions and technologies, such as electromobility
	1.12	Improving information and signage system for compatible ecomobility transport and tourism in the Dresden metropolitan area
	1.13	Developing and perpetuating quality-based transport management
	1.14	Ensuring that both existing and new commercial locations can be accessed on defined routes
	1.15	Directing long-distance road goods traffic along specially selected routes by means of indicators on higher-order access roads
	1.16	Promoting cooperation between transport providers in the field of business transport; developing the goods transport centre by adding modules for road and rail transport, IWT and logistics

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Criterion 2 Socially just participation in mobility – taking into account specific needs resulting from differing living conditions – and thus equal opportunities for everyone to take part in society	2.1	Guaranteeing access to transport networks and means of transport for people with restricted mobility and on low incomes, including improving the options available for their use
	2.2	Ensuring that stops are accessible and access to local public transport is barrier-free; providing necessary information on means of transport, especially for people with restricted mobility
	2.3	Promoting independent and safe mobility for children, young people and the elderly
	2.4	Raising the safety of all transport users by adapting or redesigning transport facilities which are critical to safety (aiming to halve the number of injuries and avoid traffic deaths)
Criterion 3 Achieving and maintaining high quality levels regarding the city and the environment by raising the efficiency of integrated transport systems and reducing the use of natural resources for transport purposes	3.1	Improving living quality in city districts by reducing disturbances caused by traffic, for instance by traffic calming measures.
	3.2	Improving city image, making streets and squares more pleasant to use and improving the usability of the living environment
	3.3	Creating closer connections between sustainable transport and city development planning, taking into account local climate goals
	3.4	Giving precedence to development within the city, putting everything within easy reach
	3.5	Reducing the burden of through traffic on the city centre and residential areas, instead shifting traffic onto the high-quality network of thoroughfares
	3.6	Space-saving construction and conversion, deconstruction and unpaving on transport areas which are no longer required; developing best practice models
	3.7	Cross-linking private and public passenger transport when putting through new transport plans
	3.8	Striving to further raise the percentage of the modal share taken up by ecomobility (local public transport, cycle traffic, pedestrians)

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Criterion 4 SUMP to be an open planning and decision-making process taking into account transport engineering, associations, transport providers, other social groups, officials, concerned citizens and various technical disciplines	4.1	Taking into account and integrating both regional and national plans in this field
	4.2	Regularly checking and adjusting goals; monitoring and evaluation as fixed elements of this process
	4.3	Providing continual information about important transport parameters (e.g. traffic pollution, number of users of different modes of transport, number of accidents)
	4.4	Providing information und balancing interests at an early stage when planning and implementing transport interventions
	4.5	Greater cooperation on a local and regional level
	4.6	Interdepartmental and interdisciplinary linking of transport-relevant spheres of action (e.g. transport/urban/environmental/open area planning)