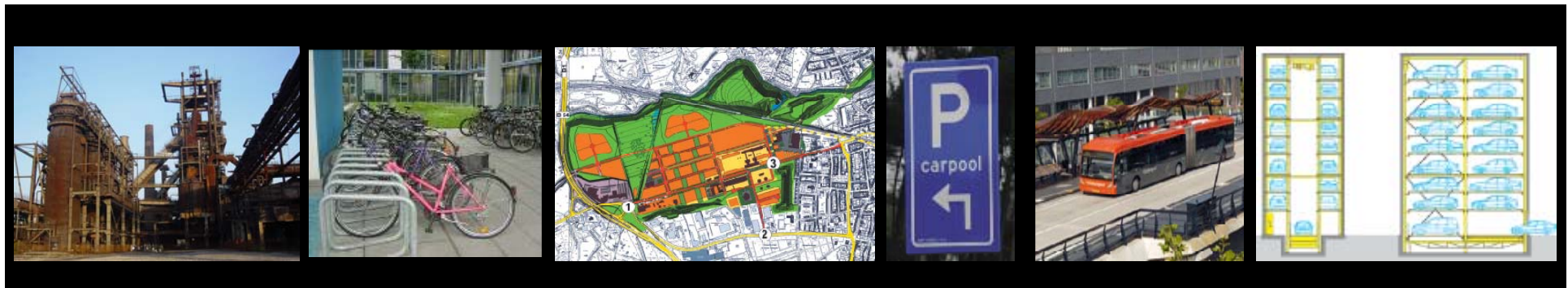


Cross-national comparisons of integrating mobility management and land use planning in the EU: **results of planning simulation workshops** for actual developments



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 - CUT - Cracow, Poland
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Why integrate Mobility Management into planning?

Effective MM builds on:

- Accessibility & infrastructure for sustainable transport modes
- Measures (promotion, information, motivation), which start from the beginning
- Public – private cooperation, to solve transport problems & mitigate negative transport impacts

→ **Negotiations** about MM & transport supply shall start **early in the planning process**



WPD work within MAX project

- **State of the art review**
- **Analysis & cross-national comparison**
 - How far is sustainable transport an objective of the planning policy?
 - How – if at all – is MM integrated in the building permission process?
 - What are opportunities and the scope for further integration?
- **Planning simulation workshops**
 - 5 local workshops to discuss MM, legal options & transferability
- **Recommendations & guidelines**
- **Final conference in Cracow, September 2009**

Analysis in 10 countries: CH, DE, EI, ES, LI, NL, PL, SE, SI, UK

- Framework conditions (legal, political, government)
 - Building permission process
- Opportunities for integration of MM exist in all reviewed countries:
- **Local plans** – needed to create good preconditions
 - **Transport** or Environmental **Impact Assessment**
 - **Multi modal infrastructure** provision for new developments
 - **Parking** standards
 - **Conditions** or **contracts**, like UK planning agreements (securing travel plans and/or financial contributions)

Sihlcity, Zurich: multi-use development

Requirements to obtain planning/ building permission for 2002:



- **pedestrians:** to assure „recreational quality” within the area
- **bicycle:** 600 parking spaces
- **public transport:** financial contributions for PT stops, extension of bus/tramlines
- **motorised transport:** costs for access ramp to main road, 850 paid car parking spaces
- **Mobility Management** (not directly): Parking concept, trip contingent, car-sharing, real-time PT information
- **home delivery:** delivery service by bicycle

Planning simulation workshops: 5 local developments



- **Getafe – Spain**
 - Los Molinos: new residential district



- **Ljubljana – Slovenia**
 - Rožna dolina: new university campus



- **Vilnius – Lithuania**
 - VELGA: multi-use site (shopping, offices, residential)

- **Cracow – Poland**
 - Czyżyny-Dąbie: exhibition & conference centre



- **Dortmund – Germany**
 - Phoenix-West: new business & technology park

Planning simulation workshops on local level

- Participants
 - Local administration (transport, town planning, building permission), local politicians
 - Developers, architects
 - Transport operators
 - Stakeholders: private planners, students, cycle organisation...
- Topics
 - Transferability & acceptance of selected MM measures
 - Developers contribution to MM & transport infrastructure
 - Possibilities to obligate developers to implement MM
 - Parking standards
 - Transport impact assessment
 - Accessibility of the site according to local plans

Dortmund workshop



Los Molinos: new residential area for Getafe

6270 housing units for ~17500 inhabitants

What problems might occur from actual plans?

- High number of car parking spaces
- Planned PT (Bus): not running through the area; train station / interchange not integrated
- No good walking & cycling connection to other areas & PT station



What would (need to) change if we plan for...?

- **Parking** management & parking standards
reduce/manage on-street parking, use maximum standards
- **Multi-modal infrastructure** improvements
public transport (interchange & bus routes), walking & cycling routes, traffic calming (speed limit / road section)
- **Mobility centre, car-free housing, car-pooling / -sharing**



Analysis & Workshops showed:

- Often bad integration of transport planning & land use planning
- Non-strategic/unreliable local public transport development
- Accessibility & infrastructure mainly planned/assessed for cars
- Transferability of examples is seen with scepticism – in all countries with little/no experience
 - First solve basic PT and/or parking problems, before MM is accepted & considered as a new option
 - Enforcements or obligations are not welcomed at the moment (maybe if they would be region or nation wide?)
 - **BUT all workshops showed the willingness** to think about integrating MM as a new solution

Conclusions

- **Integration** of MM into LUP is widely a **matter of negotiations** not enforced through regulations – **Why?**
 - **Poor** PT, bike or foot **accessibility** of existing & new developments – here obligations for MM are not reasonable
 - **Little awareness** & knowledge of MM measures and practice – implementation depends currently mainly on local initiatives
 - **Reluctance to ask** developers for ‘uncommon’ **contributions** – where MM is unknown it is often only seen as a burden
 - **No national guidance** or standards, then MM is introduced through existing instruments & within negotiations as a **voluntary** option
- Planning simulation workshops: **good way** to discuss MM for (big) developments, raise awareness, find new solutions & minimise transport problems & finally integrate MM in the planning process

Outlook

- Many existing **laws & planning instruments** need **changes** to better facilitate sustainable transport & MM through LUP
- General **awareness raising** for sustainable transport & MM is needed
- But **where a will is there is a way** depending strongly on local initiatives

→ **MAX - team is working on this!**



Thank you for your attention

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information & download: www.max-success.eu