

Št. projekta: **518368**

Kratica projekta: **MAX**

Naslov projekta: **Kampanje za spodbujanje potovalne ozaveščenosti in strategije upravljanja mobilnosti**

#### **Integriran projekt**

**6.2 Trajnostni razvoj**

**1.6.2 Cilj: Trajnostni površinski promet**

**3.1.1.1.3 Pospeševanje znanja o inovativnih ukrepih na področju mestnega prevoza**

Naslov poročila:

## **DS D - MaxLupo**

# **Smernice za uvajanje upravljanja mobilnosti na področje prostorskega načrtovanja**

Obdobje, ki ga zajema:

Poročilo izdelano:

**Avgust 2009**

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Trajanje: **36 mesecev**

Različica: **1.7**

Pripravil: **synergo, ENU**

Preveril: **ILS, Uni Maribor**

Preveril: **ENU, ILS**

Status: **končno poročilo**

Raven diseminacije: **Zunanja**





## PREDGOVOR – MAXLUPO KOT DEL PROJEKTA MAX

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Upravljanje mobilnosti (UM) je način, s katerim močno vplivamo na to, kako ljudje potujejo, in tako zmanjšujemo negativne vplive čezmerne uporabe avtomobila. Ključna priložnost za uvajanje UM predstavlja proces prostorskega načrtovanja: ta lahko pomaga oblikovati grajeno okolje, ki je manj odvisno od avtomobilov. Procesa priprave načrtov in pridobivanja gradbenega dovoljenja sta ključni točki, na katerih je mogoče uvesti UM, da bi vse od prvega dne odprtja objekta vplivali na način potovanja ljudi do novega objekta in v obratni smeri. MaxLupo uporablja primere iz resničnega življenja, s katerimi pokaže, kako in kdaj je mogoče UM uvesti v proces prostorskega načrtovanja. Koristen je za načrtovalca, investitorja, izvajalca ali politika, ki želi proces načrtovanja bolj dejavno izkoristiti za vplivanje na potovalno obnašanje, da bi se zmanjšala prometna gneča in izboljšala dostopnost in kakovost življenja v manjših in večjih mestih ter novih objektov v njihovem okolju.

MaxLupo se je razvil kot del projekta MAX – Kampanje spodbujanja potovalne ozaveščenosti in strategije upravljanja mobilnosti kot dela delovnega paketa (WP) D – Povezovanje upravljanja mobilnosti in prostorskega načrtovanja. MaxLupo razлага in zagotavlja primere usmeritev za boljše povezovanje trajnostnega prometa s procesi prostorskega načrtovanja in uspešnejše uvajanje UM v prostorsko načrtovanje.

Projekt MAX je potekal od leta 2006 do 2009 in je bil največji raziskovalni projekt o upravljanju mobilnosti znotraj šestega okvirnega programa EU. Konzorcij MAX, ki ima 28 partnerjev, je razširil, standardiziral in izboljšal upravljanje mobilnosti – in sicer na področjih zagotavljanja kakovosti, kampanj, vrednotenja, modeliranja in prostorskega načrtovanja. Evropska platforma za upravljanje mobilnosti (EPOMM) je neposredno podprla večino dela, s podporo pa še nadaljuje. Rezultati opravljenega dela so številni produkti in storitve, ki jih je mogoče naložiti s spletnne strani [www.epomm.org](http://www.epomm.org). Za dodatne informacije obiščite [www.epomm.org](http://www.epomm.org) ali [www.max-success.eu](http://www.max-success.eu).

MaxLupo so razvili synergo (Švica), ILS (Nemčija), Univerza Edinburgh Napier (Škotska) in Univerza v Mariboru (Slovenija), pri zagotavljanju podatkov pa so sodelovali tudi drugi partnerji, združeni pod MAX WP D: Krakovska univerza za tehnologijo (Poljska), Tehnična univerza Vilnius Gediminas (Litva), ETT (Španija), Trivector Traffic (Švedska). MaxLupo temelji na ugotovitvah držav članic, ki so sodelovale v okviru WP D, Irske in Nizozemske, ter pridobljenih informacijah o izkušnjah ZDA na tem področju. Celoten seznam poročil WP D se zagotovi ob koncu projekta MaxLupo.

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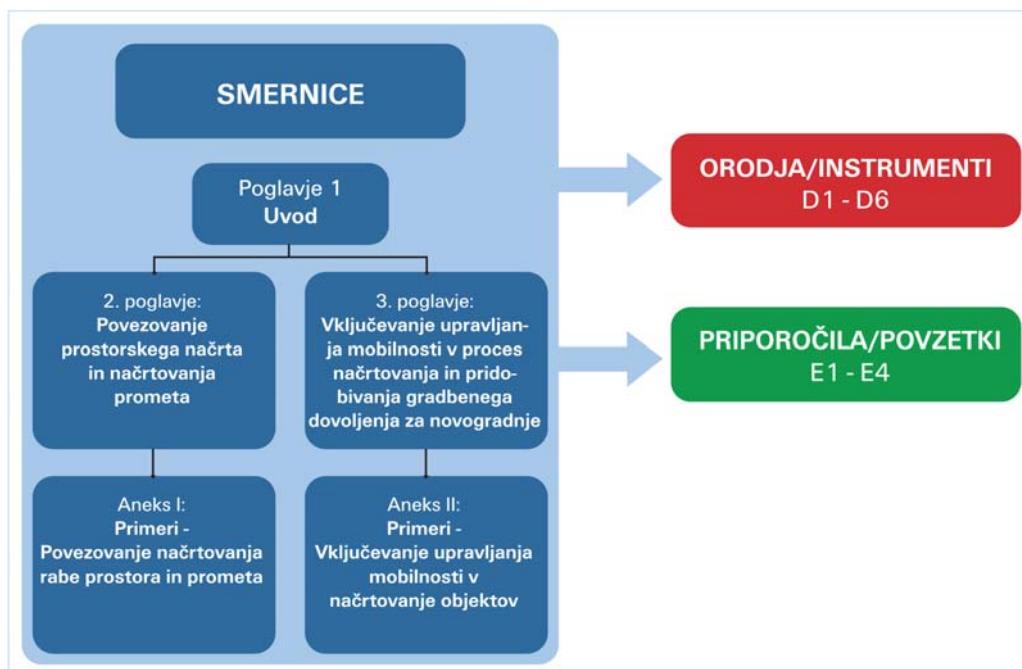
### Povzetek

Upravljanje mobilnosti (UM) je način spodbujanja uporabe trajnostnega prevoza z vplivanjem na odnos potnikov in njihovo obnašanje. UM se pogosto usmerja na posebne lokacije – poslovne zgradbe, bolnišnice, univerze, nakupovalna središča ali stadione. Lokalne oblasti lahko na začetku načrtovanja, v fazi izdelave prostorskih načrtov, zagotovijo, da bodo lokacije z novimi objekti dostopne z različnimi prevoznimi sredstvi. Ko se načrtuje gradnja novih objektov ali širitev oziroma spreminjaanje že obstoječih, je običajno potrebno gradbeno dovoljenje, kar vključuje dogovarjanje med investitorjem in upravnimi organi. S tem je mogoče zagotoviti, da se na lokaciji pred odprtjem objekta izvedejo ukrepi UM: upravljanje parkirišča, infrastruktura za kolesarje, pešce in javni prevoz, nove avtobusne proge, oglaševalske akcije, ki uporabnike objekta spodbujajo k uporabi

alternativnih načinov prevoza. Oba pristopa zagotavlja, da imajo uporabniki objekta od prvega dne njegovega odprtja, ko so tudi najbolj dovezni, možnost izbire različnih načinov prevoza do lokacije. Za te dejavnosti, ki so del načrtovanja in procesa pridobivanja gradbenega dovoljenja, se v tem poročilu uporablja izraz **povezovanje UM in prostorskega načrtovanja**.

To povezovanje je dobra zamisel, ker zmanjšuje prometno gnečo in onesnaženost, ki jo na lokacijah novih objektov povzroča avtomobilski promet, ker dostop do lokacije omogoča vsem, ne glede na to, ali imajo avtomobil, in ker deluje. Novi bolnišnici v Cambridgeu in Edinburghu v Veliki Britaniji sta morali, če sta želeli pridobiti gradbeno dovoljenje, upoštevati ukrepe UM, danes pa se le 40–50 % zaposlenih na delo vozi s svojim avtomobilom. Če bolnišnici ne bi upoštevali ukrepov za UM, bi bila ta številka blizu 90 %. To pomeni manj prometa, manj gneče, bolj zdravo osebje in manj izpustov CO<sub>2</sub>. Če upoštevamo, da posameznik v Združenem kraljestvu letno prevozi povprečno 6.200 km, in dejstvo, da hrup, ogljik, gneča, onesnaženje zraka, infrastruktura in prometne nesreče (glej [www.webtag.org.uk](http://www.webtag.org.uk)) predstavljajo strošek v višini 0,18 EUR na km, bo vsak zaposleni, ki se v službo namesto z lastnim avtomobilom pripelje z drugim prevoznim sredstvom, zmanjšal stroške, ki jih ima družba zaradi okoljskih vplivov, za 1.100 EUR letno. Poleg tega lahko organizacija prihrani v povprečju 350 EUR letno. Toliko bi namreč stalo vzdrževanje parkirnega mesta, ki ga ni več treba zagotavljati.

MaxLupo je namenjen strokovnjakom s področja načrtovanja, svetovalcem, lokalnim organom, investitorjem in izvajalcem gradbenih del ter oddelkom, ki na univerzi poučujejo prostorsko načrtovanje. Ponuja jim praktične nasvete in primere iz stvarnega življenja o tem, kako bolje povezati trajnostni prevoz s prostorskim načrtovanjem in kako UM postane jedrni del vsakega procesa pridobivanja gradbenega dovoljenja za nove objekte. MaxLupo ima prilog s 75 študijami primerov o povezovanju trajnostnega prometa in prostorskega načrtovanja in uvajanju upravljanja mobilnosti v proces pridobivanja gradbenega dovoljenja. Slika 1 prikazuje celoten sklop rezultatov, ki vključuje smernice MaxLupo:



Slika 1: Rezultati projekta DS D o povezovanju UM in prostorskega načrtovanja

**Povezovanje trajnostnega prometa s prostorskim načrtovanjem** pomeni: doseganje več-jedrne mestne strukture, ki omogoča lokalno zadovoljevanje lokalnih potreb, srednjo in visoko gostoto z mešanicu rab, koncentriranje gradnje ob vozliščih javnega prevoza in/ali postajališčih vzdolž poti, ponovno uporabo opuščenih lokacij v mestnih območjih in ocenjevanje prometnih vplivov, kar je del procesa načrtovanja. Načini za doseganje takšnih usmeritev so prikazani spodaj:

## **Smernice politike**

V številnih državah regionalne ali državne oblasti pripravijo smernice za prostorsko načrtovanje, da bi z njimi vplivale na prostorske načrte na lokalni ravni in odločitve v zvezi z izdajanjem gradbenih dovoljenj. S smernicami je mogoče pospešiti povezovanje rabe prostora in trajnostnega prometa in spodbuditi lokalne oblasti, da si pri novih objektih prizadevajo za uporabo ukrepov za upravljanje mobilnosti.

## **Usmeritve, ki izhajajo iz okoljske zakonodaje**

V nekaterih državah okoljska zakonodaja močno vpliva na vsebino lokalnih načrtov in/ali odločbe o izdaji gradbenih dovoljenj. Zakonodaja EU na primer zahteva, da mesta dosegajo določeno raven kakovosti zraka in ukrepi UM pri novogradnjah lahko k temu pripomorejo.

## **Priprava načrtov in načrti**

Lokalni prostorski načrti določajo lokacije za novogradnje v različnih kategorijah prostorske rabe, včasih pa to velja tudi za novo prometno infrastrukturo. Načrte je mogoče pripraviti tako, da spodbujajo/promovirajo uporabo trajnostnega prevoza. Na primer, lokacija z različnimi prostorskimi rabami, kot sta stanovanja in trgovina, in zasnova območja (pešpoti, omejeno število uličnih parkirnih mest itd.) bosta vplivali na ljudi pri izbiri načina potovanja. Tako lahko s temi načrti bolje povežemo prostorsko rabo in promet.

## **Funkcionalno / organizacijsko povezovanje**

Da bi s prostorskim načrtovanjem vplivali na to, kako ljudje potujejo, je pomembno, da strokovnjaki s področja načrtovanja vedo, kako se to lahko doseže, in se na splošno zavedajo prometnih težav. Eden od načinov vplivanja je zagotovitev sodelovanja med strokovnjaki za promet in prostorsko načrtovanje, ki tako lahko razpravljam in vplivajo na delo drug drugega.

**Uvajanje UM v postopek pridobivanja gradbenega dovoljenja** je mogoče, ko se gradbeno dovoljenje izdaja za posamezne objekte, ali ko se lokalni načrti pripravijo kot izvedbeni načrti, kar že obstaja v več državah. To uvajanje je mogoče doseči na več različnih načinov, kot je prikazano v nadaljevanju:

## **Nasvet glede upravljanja mobilnosti med načrtovanjem ali v postopku pridobivanja gradbenega dovoljenja**

Upravni organ in prosilec navežeta stike, še preden se dokumenti v vlogi za odobritev izvedbenega načrta ali pridobitev gradbenega dovoljenja za novo zgradbo predložijo v pregled upravnemu organu. V tem obdobju bi bila ustna ali pisna informacija o upravljanju mobilnosti, ki bi jo upravni organ zagotovil prosilcu, preprosta strategija osveščanja investitorja.

## **Zagotavljanje upravljanja mobilnosti z dogovarjanjem**

Vključitev upravljanja mobilnosti v dogovarjanje bi povečala možnost, da bodo investitorji pri organiziranju prometa, ki nastaja na novem objektu, sprejeli to strategijo. Lokalni organ lahko, na primer, pokaže pripravljenost za sklenitev kompromisa glede želene količine parkirnih mest za avtomobile, če je investitor pripravljen zaračunavati parkirnino in zgraditi parkirne zmogljivosti za kolesa.

## **Zagotavljanje upravljanja mobilnosti z vključitvijo v predpise, ki urejajo parkiranje**

Z vključitvijo novega člena v lokalne predpise, ki urejajo parkiranje, ki opredeljuje, da mora investitor za nove objekte določene velikosti zagotoviti načrt mobilnosti (vključno z zavezujočimi cilji, ukrepi in mehanizmi nadzora/spremljanja), bi se izvajanje upravljanja mobilnosti neposredno okreplilo.

## **Zagotavljanje upravljanja mobilnosti z vključitvijo v smernice in pogoje**

Zahteva po upoštevanju določenih smernic in pogojev je običajen proces, s katerim se prosilec za gradbeno dovoljenje sooča v številnih državah. Med takšne pogoje bi se lahko vključilo tudi upravljanje mobilnosti. Priporoča se, da bi se, kjer je mogoče, vključitev upravljanja mobilnosti v smernice in pogoje opredelila na ravni, ki je nad lokalno, da bi s tem zagotovili, da se upravljanje mobilnosti zahteva v vseh občinah.

## **Spodbujanje stanovanj brez avtomobila**

Da bi občine lahko spodbujale stanovanja brez avtomobilov, bi bilo potrebno v ustreerne zakone in norme (predpise, ki urejajo parkiranje, zakone o načrtovanju in gradnji) vključiti posebna določila za stanovanjska območja brez avtomobilov ali z zmanjšanim številom avtomobilov. V teh območjih bi bilo število zagotovljenih parkirnih mest lahko precej nižje od običajno zahtevanega, če bi se izpolnili določeni pogoji. Lokalni načrti so pomemben predpogoj, podlaga za takšno zmanjšanje v gradbenem dovoljenju, saj določajo potencialne lokacije in njihovo zasnova (npr. blizu postajališč javnega prometa, dobra kolesarska mreža).

## **Model pogojenega dostopa za uravnavanje avtomobilskega prometa v večnamenskih kompleksih**

Model pogojenega dostopa je obetavna strategija za zmanjšanje avtomobilskega prometa na velikih lokacijah, kot so nakupovalna središča ali športni stadioni, ki običajno povzročajo veliko število potovanj z avtomobili. Pristop temelji na omejitvi avtomobilskega dostopa do in s tovrstnega objekta z določitvijo kvote potovanj, ki se v določenem časovnem obdobju ne sme preseči. Sankcije, ki se uporabijo v primeru prekoračitve števila potovanj, je treba določiti v pogodbi med investitorjem in lokalnimi oblastmi. Pogodba je del gradbenega dovoljenja.

## **Spodbujanje sprejetje upravljanja mobilnosti na podlagi okoljske zakonodaje**

Okoljska zakonodaja v nekaterih državah zahteva, da mora prosilec za objekte določene velikosti ali z določenim številom zahtevanih parkirnih mest za avtomobile v vlogi za gradbeno dovoljenje ali odobritvi izvedbenega načrta predložiti študijo presoje vplivov na okolje. Ta se lahko uporabi za zagotavljanje ukrepov UM, ki bi te vplive ublažili.

## **Standardi glede najvišjega števila parkirnih mest**

Parkirni standardi se običajno določijo v predpisih, ki urejajo parkiranje, ki jih pripravijo organi za načrtovanje; v njih se ponavadi opredeli *najnižjo* stopnjo parkirnih mest za posamezno vrsto uporabe v objektu. Ti standardi so investitorju referenca pri izračunu števila parkirnih mest, ki jih je treba zagotoviti z novim objektom. Z zamenjavo najnižje stopnje z najvišjo se lahko število potovanj z avtomobilom znatno zmanjša, še zlasti na objektih, načrtovanih v mestnih območjih z veliko gostoto in možnostjo uporabe drugih prevoznih sredstev, brez dodatnih parkirnih mest.

## **Plačilo za nezgrajena parkirna mesta**

Plačilo zneska za nezgrajena parkirna mesta se uveljavi, če investitor ne more zgraditi zahtevanih parkirnih mest na samem objektu ali v širšem območju. V takšnem primeru mora lokalnim oblastem plačati denarni znesek. Ta denar se običajno porabi za gradnjo parkirnih mest, v nekaterih evropskih državah pa se namenja tudi za javni prevoz ali kolesarsko infrastrukturo. Še ena obetavna možnost bi bila uporaba tega denarja za „mehke“ ukrepe UM na novem objektu.

Bo povezovanje UM in prostorskega načrtovanja delovalo v vaši državi? MaxLupo in drugi učinki projekta MAX pomagajo širiti ozaveščenost o možnostih povezovanja. Primeri iz Slovenije in Španije kažejo, kako je lahko povezovanje UM in načrtovanja uspešno celo v državah brez predhodnih izkušenj na tem področju. Zato je MaxLupo za vas primeren.

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### **Povezovanje upravljanja mobilnosti s prostorskim načrtovanjem: Za kaj gre?**

Upravljanje mobilnosti je koncept, ki spodbuja trajnostni prevoz in upravlja povpraševanje po uporabi avtomobilov na način, da spreminja stališča in potovalne navade potnikov. Bistvo UM so „mehki“ ukrepi, kot so informiranje in komuniciranje, organizacija storitev in usklajevanje dejavnosti različnih partnerjev. „Mehki“ ukrepi lahko delujejo sami zase, lahko pa tudi povečajo učinkovitost „trdih“ ukrepov v mestnem potniškem prometu (npr. nove tramvajske proge, ceste in kolesarske steze). Ukrepi za UM (v primerjavi s „trdimi“ ukrepi) običajno ne zahtevajo velikih denarnih vložkov in imajo pogosto zelo ugodno razmerje med koristmi in stroški.

V številnih državah je UM predvsem dejavnost, vezana na lokacijo, ki povzroča promet, kot so podjetja, šole, koncertne dvorane, športne arene, bolnišnice, celotne uprave, ki so na številnih lokacijah, rekreacijski centri in stanovanjska območja. V teh primerih se z UM prizadeva upravljalati, kako ljudje potujejo na lokacijo in z nje. Glavni cilj je, da bi se potovanja na lokacijo in z nje, kolikor je le mogoče, opravila s prevoznimi sredstvi, ki ne bi vključevala zasebnih avtomobilov z enim samim potnikom.

Pri UM na lokaciji so glavni akterji lastniki ali najemniki objekta. Ti naj bi spodbujali in izvajali UM, da bi uporabniki lokacije lahko izkoristili prednosti ukrepov. Zato igra upravni organ, predvsem občina, ključno vlogo pri spodbujanju ali zahtevanju, da akterji na lokaciji upoštevajo UM. Možnosti za delovanje upravnega organa se razlikujejo glede na stanje lokacije:

- **objekt se že uporablja:** V tem primeru so vzorci mobilnosti že ustaljeni in jih je zelo težko spremeniti. Ovira pri spodbujanju lastnika/-ov ali najemnikov objekta je precej visoka, še zlasti ker problemov, povezanih s prometom, ne zaznavajo kot posledico dejavnosti na njihovem objektu. Zakaj bi, na primer, delodajalec izvajal UM, če je na lokaciji dovolj razpoložljivih parkirnih mest? Upravni organ lahko dejavno vključenost zagotovi z uporabo strategij, kot so osveščanje, spodbude in brezplačno svetovanje. Zelo redki so primeri, ko upravnemu organu uspe uveljaviti zahtevo po izvajanju UM na objektu, ki je že v uporabi.
- **objekt je v fazi načrtovanja:** Do vzajemnega delovanja med lastnikom (ali investitorjem) objekta in upravnim organom pride zaradi dejstva, da se celotna faza načrtovanja konča šele, ko se izda gradbeno dovoljenje in se z izgradnjo objekta izpolnijo dani pogoji. Prometna vprašanja, povezana z objektom, so ena od tematik v fazi načrtovanja. To vključuje zahteve, ki izhajajo iz zakonodaje (npr. parkirni predpisi, okoljski vplivi) in jih je treba izpolniti za pridobitev gradbenega dovoljenja. V celotnem postopku uvajanje UM v obliki smernic, namigov in tudi pogojev pomaga vključiti akterje na lokaciji v načrtovanje UM. Faza načrtovanja je primera točka, na kateri se uporabnikom lokacije ponudijo spodbude in ovire za uporabo različnih načinov prevoza do lokacije, saj njihove potovalne navade še niso ustaljene in bodo bolj odprtih za predloge.

MaxLupo se precej bolj usmerja na drugo fazo, kjer proces načrtovanja ponuja vzvod, s katerim se UM zagotovi na samem začetku: v fazi načrtovanja lokacij, ki so dostopne z različnimi prevoznimi sredstvi kot podpora trajnostnemu razvoju mesta. Povezovanje upravljanja mobilnosti in procesa prostorskega načrtovanja se usmeri na možnosti, ki jih imajo v procesu pridobivanja gradbenega dovoljenja upravni organi, da pri akterjih na lokaciji dosežejo upoštevanje takšnih „mehkih“ ukrepov še pred začetkom uporabe lokacije.

Da bi se UM na ravni lokacije učinkovito vključilo v ta proces, je pomembno, da so lokacije, kolikor je mogoče na takih mestih, ki so dobro dostopna z različnimi prevoznimi sredstvi. Uvajanje UM na lokaciji je lažje, če se ta nahaja, na primer, blizu glavnih prog javnega prevoza. To je naloga sistema prostorskega načrtovanja, o katerem se podrobnejše razpravlja v poglavju 2 v poročilu MaxLupo. Če ta predpogoj ni izpolnjen, to še ne pomeni, da UM na lokaciji ne more delovati, vendar pa postane težje, ukrepi, kot so spodbujanje kolesarjenja in uporaba javnega prevoza, pa so manj primerni kot na primer souporaba avtomobila ali izmenični avtobusni prevozi.

Kot prikazuje poglavje 2, je vključevanje UM lažje na območjih, kjer se lahko izbira način prevoza, kar pomeni mestna območja. Vendar pa obstajajo tudi primeri, kjer se je UM vključilo v proces pridobivanja gradbenega dovoljenja na podeželskih območjih, zato je MaxLupo primeren za vsa območja.

### **Kaj MaxLupo zajema in česa ne?**

Ekipa MAX zagotavlja praktične informacije o MaxLupo:

- kako je mogoče doseči boljše povezovanje med načrtovanjem trajnostnega prometa in prostorskim načrtovanjem in
- kako bolje povezati upravljanje mobilnosti in proces prostorskega načrtovanja.

Ekipa projekta MAX je prepričana, da najboljši način za dosego teh ciljev niso teoretična razmišljjanja, ampak jasni primeri obetavnih usmeritev in njihovega izvajanja v praksi. S tem pristopom so smernice konkretnejše. Bralci začnejo s praktičnimi primeri, na podlagi katerih lahko presodijo, ali jim bodo okvirni pogoji v „njihovem primeru“ dopustili podobno delovanje, ali pa to zaradi okvirnih pogojev, ki jih, na primer, politično skoraj ni mogoče preseči, morda sploh ni mogoče.

Vprašanje prenosljivosti predstavljenih usmeritev je mogoče obravnavati le z zelo širokim pogledom MaxLupa, kajti bilo bi „nesorazmerno“, da bi za vsako državo, regijo ali občino v Evropi preučili pravne, načrtovalne in druge okvirne pogoje, da bi našli usmeritve povsem po meri. Bralci morajo o koristnosti MaxLupa presoditi sami.

Naslednji diagram poteka prikazuje zgradbo dokumenta:



Slika 2: Zgradba poročila MaxLupo

Zgradba dokumenta:

- **2. poglavje: Povezovanje prostorskega načrta in načrtovanja prometa**

To poglavje predstavlja najpomembnejše cilje, ki naj bi jih dosegla uspešna povezava prometa in prostorske rabe, vrsto obetavnih usmeritev in že obstoječe primere.

- **3. poglavje: Vključevanje upravljanja mobilnosti v proces načrtovanja in pridobivanja gradbenega dovoljenja za novogradnje**

To poglavje seznanja s potekom procesa izdelave izvedbenega načrta in procesa pridobivanja gradbenega dovoljenja. Vrsta usmeritev, ki jih predstavljajo primeri iz prakse, kaže, kako se lahko pri investorjih v fazi načrtovanja novega objekta na različne načine izboljša obravnava upravljanja mobilnosti.

- **4. poglavje: Kako povezavo prenesti in uporabljati v različnih sistemih načrtovanja?**

Poglavlje nudi pregled prenosljivosti usmeritev, predstavljenih v prejšnjih poglavjih, in priporoča, kako jih prilagoditi.

- **Priloga I: Primeri usmeritev in izvedenih primerov boljše povezave prostorskega in prometnega načrtovanja**

Priloga I predstavlja vrsto primerov usmeritev iz prakse, ki podpirajo povezovanje med prometnim in prostorskim načrtovanjem. Vsak primer je podrobno opisan v obliki preglednice.

*Priloga je v angleščini.*

- **Priloga II: Primeri usmeritev in izvedenih primerov uvajanja UM v proces načrtovanja in pridobivanja gradbenega dovoljenja za nove objekte**

Priloga II predstavlja vrsto primerov usmeritev iz prakse, ki podpirajo uvajanje upravljanja mobilnosti v proces načrtovanja in pridobivanja gradbenega dovoljenja za nove objekte. Vsak primer je podrobno opisan v obliki preglednice.

*Priloga je v angleščini.*

## **Komu je MaxLupo namenjen?**

MaxLupo je namenjen različnim ciljnim skupinam, ki so vključene v urbanistično načrtovanje in razvoj:

- **Strokovnjakom** s področja prostorskega, prometnega ali okoljskega načrtovanja v državni, regionalni ali občinski upravi
  - Predstavljeni usmeritve so podlaga za nadaljnji razvoj že obstoječih usmeritev ali vzpostavitev novih, boljše povezovanje prostorskega in prometnega načrtovanja in spremembe obstoječe zakonodaje, instrumentov za načrtovanje itd., ki že spodbujajo upravljanje mobilnosti na novih objektih.
  - **Upravnim delavcem** na področjih prostorskega načrtovanja in izdajanja gradbenih dovoljenj v državni, regionalni ali občinski upravi
  - Temu osebju lahko MaxLupo pomaga razumeti, kje bi lahko procese, v katere so vključeni, spremenili, pogosto le z malo prizadevanja, da bi bolje povezali promet in UM s prostorskim načrtovanjem ter s tem zmanjšali težave v prometu, ki se pogosto pojavijo z novozgrajenimi objekti.
  - **Svetovalcem za urbanizem in načrtovanje prometa, ki delajo kot strokovnjaki za UM** za javno upravo, lastnike objektov ali neposredno za investitorje in izvajalce gradbenih del
  - Pri pripravi novih in revidiranju obstoječih prostorskih načrtov, parkirnih predpisov, strategij upravljanja mobilnosti in drugih oblik usmeritev je javna uprava pogosto odvisna od strokovnega znanja zunanjih svetovalcev. Urbanisti in načrtovalci prometa, ki delujejo kot strokovnjaki za UM, pomagajo investitorjem ali lastnikom objektov pri pripravi vlog za gradbeno dovoljenje ali izvedbeni načrt. MaxLupo načrtovalcem in strokovnjakom za UM služi kot vir nadaljnji izboljšav pri delu s strankami.
  - **Oddelkom, ki poučujejo prostorsko načrtovanje na univerzah in šolah ali drugih izobraževalnih ustanovah**
- Za fakultete v okviru univerz, ki se ukvarjajo s prostorskim načrtovanjem, prometom ali upravljanjem mobilnosti, je MaxLupo vir, ki ga uporabijo pri pripravi prilagojenih študijskih programov ali seminarjev. Vzorčno učno gradivo, ki temelji na MAX DS D, je na voljo na [www.epomm.org](http://www.epomm.org).

### Zakaj naj bi se povezovala rabe prostora in promet?

Če se poveže načrtovanje rabe prostora in prometa, se omogoči vzorec rabe prostora, ki olajša povezovanje upravljanja mobilnosti in sistema prostorskega načrtovanja. Prejšnje raziskave v EU kažejo, da se UM verjetno lažje izvaja na lokaciji, ki je blizu kakovostnemu javnemu prometu, kot pri tistih na robu mesta, do katerih vodi le cesta. Pri objektu z večjo gostoto pa obstaja večja verjetnost, da se potovanje izvede na kolesu ali peš kot pri manjši gostoti. Namen tega poglavja je prikazati primere usmeritev, ki spodbujajo povezovanje rabe prostora in načrtovanja prometa. Te usmeritve si prizadevajo za uveljavitev enega ali več naslednjih ciljev:

- **Več-jedrna mestna struktura**, kjer se do osnovnih potreb dostopa v lokalnih središčih in je z javnim prevozom in kolesom omogočen lahek dostop do drugih središč višjega reda.
- **Raba prostora s srednjo in visoko gostoto in mešanica različnih rab**, ne pa togo ločevanje teh rab, kajti če so ločene, morajo ljudje več potovati.
- **Objekti**, še zlasti tisti, ki povzročajo veliko potovanj (npr. poslovni prostori, trgovine – pa tudi stanovanja), naj bi se **zdrževali ob vozliščih in vzdolž koridorjev mreže javnih prevozov** ali vsaj na mestih, kjer obstaja možnost, da se razvijejo vozlišča javnega prometa. Ta območja (vozlišča in koridorji) naj bi se opredelila v strateških in lokalnih načrtih, če je mogoče z uporabo meritve dostopnosti. Potem je mogoče določiti mejne vrednosti dostopnosti (z javnim prevozom), takšne, ki odvračajo ali ne dovolijo določene vrste objektov na območjih, kjer so ravni dostopnosti pod mejno vrednostjo.
- **Ponovna uporaba opuščenih lokacij** (tistih, ki so bila poprej industrijska ali trgovska, zdaj pa jih je potrebno ponovno uporabiti) ne pa dovoljevanje novih objektov na kmetijskih in gozdnih površinah, saj prva možnost manj pripomore k širjenju mestnega območja.
- Ob **načrtovanju novega objekta je treba oceniti njegove prometne vplive**, njegova umestitev pa naj bi upoštevala njegove prometne potrebe. Če se predvideva, da bodo prometni vplivi objekta na izbrani lokaciji preveliki, je morda treba izbrati drugačno lokacijo. V vsakem primeru pa naj bi proces razvoja lokacije upošteval, kakšna je povezljivost tega območja z drugimi kraji v bližini za kolesarje in pešce, kako dostopni so postajališča javnega prevoza, prostori z vozili za souporabo in parkirišča na najugodnejših lokacijah.
- **Omejevanje novih površin, namenjene parkiriščem**, ki se zahtevajo na novih objektih, in parkirnih mest vzdolž ceste, da bi omejili parkiranje in s tem preprečili uporabo avtomobilov za dostop do lokacije in z njo.

V številnih predelih v mnogih državah pa se investitorji včasih ne strinjajo s temi cilji, ki niti niso del običajne usmeritve glede načrtovanja, zaradi česar vzorec rabe prostora teži k širjenju mestnega območja navzven, kar je za upravljanje mobilnosti manj ugodno.

Če naj bi bila načrtovanje in promet bolje povezana, je morda z institucionalnega in organizacijskega vidika potrebno uvesti **organizacijske spremembe**, da se zagotovi **tesnejše sodelovanje med načrtovalci prometa in prostora** v javni upravi, in se prostorski načrtovalci zavedajo, kaj skušajo doseči načrtovalci prometa. To je potrebno tudi, če so že zdaj združeni v eni organizaciji, saj je verjetno, da so razporejeni po različnih oddelkih, imajo različna stališča in izobrazbo ter usposabljanje. Poglavlje tako predstavlja nekaj (omejenih) primerov takšne „funkcionalne povezave“, čeprav je to področje, ki bi si zaslužilo dodatno študijo.

Vse vrste usmeritev, predstavljene v tem poglavju (razdelek 0), bodo pripomogle k doseganju teh ciljev. Usmeritve pa bodo najučinkovitejše, kadar se izvajajo skupaj, vendar bo tudi izvedba ene same usmeritve imela pozitiven vpliv.

Projekt MAX je preučil sisteme načrtovanja v 10 evropskih državah in ugotovil, da je lokalni načrt ključni instrument vseh sistemov, saj določa razvojni načrt na lokalni ravni (pogosto ga dopolnjuje natančnejši načrt za določeno območje – to velja za Nemčijo, Španijo, Litvo in Švico). Ker lokalni načrt določa, katera zemljišča naj bi se namenila za posamezne rabe, kje naj bi se zgradila prometna infrastruktura in (pogosto tudi) kakšna naj bi bila gostota rabe prostora, je idealni instrument za zagotavljanje vzorca rabe prostora, ki podpira potovanje z javnim prevozom, hojo in kolesarjenje. Vendar pa je dejanska učinkovitost lokalnega načrta odvisna od dveh glavnih dejavnikov:

- zavedanja načrtovalcev, da je načrt mogoče uporabiti na ta način, in
- lokalnih političnih razmer in kako te vplivajo na lokalni načrt. Lobiji bodo, na primer, skušali doseči, da bodo njihova zemljišča v lokalnem načrtu namenjena gradnji objektov, na odnos med prometom in namensko rabo prostora pa lahko vplivajo tudi osebna stališča župana.

Kot kažejo naslednji razdelki, lahko zgled regionalnih oblasti ali nacionalne vlade vpliva na pojmovanje takšnih ciljev v lokalnih načrtih.

## **Usmeritve, ki lahko omogočijo boljše povezovanje trajnostnega prometa in prostorskega načrtovanja**

Ta razdelek najprej ponudi povzetek vseh usmeritev, nadaljnji podsklopi pa vsako usmeritev podrobno opišejo in ponazorijo s številnimi študijami primerov.

### **Povzetek**

#### **Smernice politike**

Regionalne ali državne oblasti v številnih državah pripravijo usmeritve za prostorsko načrtovanje, da bi vplivale na prostorske načrte na lokalni ravni in odločitve v zvezi z izdajanjem gradbenih dovoljenj. Zajemajo lahko različne teme, ne le UM. V nekaterih državah takšne smernice spodbujajo povezovanje rabe prostora in trajnostnega prometa in spodbujajo pristojne organe, da si v procesu izdajanja gradbenega dovoljenja prizadevajo za zagotovitev ukrepov UM na novih objektih.

#### **Usmeritve, ki izhajajo iz okoljske zakonodaje**

V nekaterih državah ima okoljska zakonodaja močan vpliv na vsebino lokalnih načrtov in/ali odločbe o izdaji gradbenih dovoljenj. Zakonodaja EU, na primer, zahteva, da mesta dosegajo določeno raven kakovosti zraka. Ukrepi UM pri novogradnjah lahko k temu pripomorejo.

#### **Priprava načrtov in načrti**

Lokalni prostorski načrti določajo lokacije za novogradnje v različnih kategorijah rabe zemljišč, včasih pa tudi za novo prometno infrastrukturo. Načrte je mogoče pripraviti tako, da spodbujajo/promovirajo rabo trajnostnega prometa. Na primer, lokacija z različnimi rabami zemljišča, kot sta stanovanja in trgovina, in zasnova območja (pešpoti, omejeno število uličnih parkirnih mest itd.) bosta vplivali na ljudi pri izbiri načina potovanja. Tako lahko s temi načrti bolje povežemo rabo prostora in promet.

#### **Funkcionalno / organizacijsko povezovanje**

Da bi s prostorskim načrtovanjem vplivali na to, kako ljudje potujejo, je pomembno, da strokovnjaki s področja načrtovanja vedo, kako se to lahko doseže, in se na splošno zavedajo prometnih vprašanj. Eden od načinov vplivanja je zagotovitev sodelovanja med strokovnjaki za promet in prostorsko načrtovanje, ki tako lahko razpravlja in vplivajo na delo drug drugega.

Omejevanje parkiranja na novih objektih je nadaljnji ukrep politike načrtovanja, ki posredno vpliva na lokacijo objekta. Ker je to pomembno tudi na ravni lokacije, se s tem ukvarja poglavje 3.

## Smernice

### Ozadje in cilji

Smernice dajejo navodila glede ciljev, usmeritev in (kjer je primerno) oblikovanja območij namenske rabe prostora, ki naj bi jih zajemal načrt. Ena raven vlade smernice pripravi, nižja raven ali ravni pa jih uporabijo pri oblikovanju načrtov. Nekatere države smernic nimajo. Med tistimi, ki jih imajo, so Nizozemska, Nemčija, Švedska, Slovenija, Švica, Irska in Združeno kraljestvo. V teh državah se lokalne organe spodbuja, da oblikujejo lokalne načrte za povečanje gostote objektov (zlasti ob prometnih vozliščih) in gradnjo usmerijo vzdolž transportnih osi. Tudi Poljska ima smernice glede ponovne rabe opuščenih (v preteklosti že pozidanih) lokacij, ki lahko pripomorejo k trajnostnemu prometu, saj so takšne lokacije pogosto v starih urbanih območjih in blizu javnemu prevozu.

### Stanje brez smernic

Kadar takšne usmeritve ne obstajajo, ali se ne izvajajo, se pogosto gradi na zemljiških parcelah na robu mesta, kamor se širi mestno območje, ne da bi lokacijo preučili glede na prometne povezave. Zagotovi se le povezava z najbližjo glavno cesto. Zato je na takšnih objektih težko zagotoviti javni prevoz (za avtobuse in tramvaje je vožnja čez lokacijo mnogo učinkovitejša), povečajo se razdalje, hoja in kolesarjenje pa sta težje izvedljiva. Kumulativni učinek teh sprememb na ravni lokacije je postopno spreminjanje v širše območje, kjer je prevoz vse bolj vezan na avtomobile.

### Kako je mogoče oblikovati smernice

Takšna navodila lahko oblikuje vsaka država ali regija, če le obstaja političen interes. V nekaterih primerih pa tega ne spodbudijo politiki, ampak javni uslužbenci. Ozaveščenost o takšnih usmeritvah in njihovem potencialu je jasen predpogoj za njihovo sprejetje v državi ali regiji. V Združenem kraljestvu so takšne usmeritve razvili iz dveh razlogov: prvič, določene občine so se spopadale s političnimi pritiski, ki so zahtevali zmanjšanje prometnih težav, za katere se je zdelo, da jih povzročajo novozgrajeni objekti, in drugič, na vladni ravni je bil minister tedanje konzervativne vlade (leta 1994) prepričan, da bi lahko s sistemom načrtovanja vplivali na potovalno navade, zato se je osebno zavzel za zmanjšanje prometne gneče in izpustov toplogrednih plinov. Čeprav se ti razlogi morda zdijo značilni zlasti za Združeno kraljestvo, sledi razлага, ki naj bi razkrila, kako in zakaj naj bi se takšne usmeritve sprejele na nacionalni ravni.

V naslednjih razdelkih sta predstavljena primera takšnih smernic.

## **NAVODILA ZA PRIPRAVO SMERNIC ZA NAČRTOVANJE (PSN) 13 PROMET – ANGLIJA, ZDRUŽENO KRALJESTVO**

PSN13 so navodila, ki jih je izdala angleška vlada in so namenjene regionalnim in lokalnim oblastem. PSN13 obravnavajo lokacijo, kombinacije in gostoto objektov ter podporne prometne ukrepe za novogradnjo. Priporočajo, naj bi lokalni organi pri pripravi razvojnih načrtov vključili usmeritve in delitev na območja, s čimer se poskuša:

- povečati stopnjo izkoriščenosti zemljišč za gradnjo in povezati različne rabe,
- poskrbeti, da se večja izkoriščenost pojavlja v območjih z dobro razvitim javnim prevozom,
- gradnje usmeriti v območja, kjer je že precej prebivalstva, da bi se izognili širjenju urbanih območij in podprtli storitve (trgovine, pivnice, ambulante, šole) v lokalnem okolju, da ljudem do njih ne bi bilo treba potovati.

Čeprav je PSN dokument za usmerjanje načrtovanja, lokalne organe prav tako spodbuja k izvajанию ukrepov za trajnosten promet, s katerimi se podpre trajnosten dostop do objektov.

Glede odločitev o izdaji gradbenega dovoljenja pa PSN13 lokalne organe spodbujajo, da v postopku od investitorjev pridobijo potovalne načrte (načrte za UM na lokaciji) in z uporabo razdelka 106 (obveznosti glede načrtovanja) zagotovijo finančne prispevke investitorjev za izboljšave prometne infrastrukture izven samega objekta (glej poglavje 3).

### **Glavni cilji in razlogi za izvajanje**

Pri načrtovanju PSN13 pomaga lokalnim organom varovati okolje, kar je njihova pravna dolžnost. PSN13 prav tako lahko pomagajo zmanjšati gneče, povečati socialno vključenost in znižati okoljske vplive prometa. Z usmerjanjem gradenj na opuščena, nekdaj pozidana zemljišča v obstoječem grajenem okolju se lahko zmanjša pritisk na kakovostna kmetijska in gozdna zemljišča na robu mesta.

### **Doslednost pri uporabi navodil**

Britanski sistem načrtovanja ni tako kodificiran kot nekateri drugi. Organi, odgovorni za načrtovanje, so pri pripravi načrtov in sprejemanju odločitev glede načrtovanja po zakonu dolžni upoštevati navodila za načrtovanje, kot so PSN13. Če pa obstajajo tehtni razlogi, ki jih je mogoče zagovarjati, da se PSN13 ne upoštevajo, imajo drugi dejavniki lahko prednost. PSN13 so napisana tako, da v veliki meri dopuščajo tolmačenje usmeritev – na primer, lokacija, ki je v območju ene lokalne oblasti razvrščena kot „dobro vključena v javni promet“, bi bila v območju druge lokalne oblasti drugače opredeljena.

V PSN13 je potreba po povezovanju in usklajevanju rabe prostora in načrtovanja prometa zahteva, ki naj bi se zrcalila v vsakem razvojnem načrtu ali sprejeti večji odločitvi o načrtovanju. To, kako dosledno se navodila uporabljajo in ali se pri gradnji, na primer, osredotočijo na lokacije ob prometnih oseh, se razlikuje od območja do območja.

Pomembno je, da ima angleška vlada pristojnost (ki jo včasih izkoristi), da lokalne oblasti pripravi, da spremenijo lokalne načrte in odločbe o gradbenih dovoljenjih, če ni mogoče dokazati, da so se nacionalna navodila, kot so PSN13, ustreznno upoštevala.

### **Začetek veljavnosti**

Glede učinkovitosti PSN13 ni rezultatov spremmljanja, ki bi bili na razpolago javnosti.

## REGIONALNE SMERNICE ZA NAČRTOVANJE V ŠIRŠEM DUBLINU (RSNŠD) - IRSKA

Regionalne smernice za načrtovanje v širšem Dublinu zagotavljajo splošni strateški okvir za razvojne načrte, ki jih pripravijo lokalne oblasti v regiji, in okvir za bodočo infrastrukturo. Organi za načrtovanje v območju širšega Dublina naj bi pri izdelavi svojih načrtov upoštevali usmeritve v RSNŠD. Ker te načrte pred sprejetjem skrbno pregledata javnost in osrednja vlada, je mogoče, da še zlasti nacionalna vlada zahteva spremembe načrta, da bi ta bolje odražal nacionalna in regionalna navodila. Čeprav so to navodila, imajo RSNŠD pravni status, vendar pa niso zakon, ki bi mu morali natančno slediti. So navodila, ki jih je mogoče tolmačiti.

### Glavni cilji in razlogi za izvajanje

Smernice predlagajo, naj bi načrti:

- združili gradnje in povečali splošno gostoto ter zagotovili kompaktnejšo urbano obliko in
- pospešili zagotavljanje in uporabo znatno okrepljenega sistema javnega prevoza.

Razlog za to je boj proti velikim problemom, ki jih v Dublinu povzroča prometna gneča, in oblikovanje bolj trajnostno naravnega mesta, ki bo prispeval k doseganju cilja glede zmanjšanja CO<sub>2</sub> na Irskem in v EU kot celoti.

### Začetek veljavnosti

Glede učinkovitosti RSNŠD ni bilo izvedenega sistematičnega pregleda. Različni organi lahko regionalne smernice za načrtovanje uporabljajo zelo različno in če lahko utemeljijo, kako so jih uporabili v svojem razvojnem načrtu, je ta neskladnost povsem zakonita.

### Druge informacije I (dostopne v angleščini)

- B1 : Navodila za pripravo smernic za načrtovanje 13 (Planning Policy Guidelines 13 - PSN13)
- B2 : Regionalne smernice za načrtovanje v širšem Dublinu (Greater Dublin Regional Planning Guidelines)

## **Usmeritve, ki izhajajo iz okoljske zakonodaje**

### **Ozadje in cilji**

Okoljska zakonodaja lahko včasih vodi v oblikovanje prometnih usmeritev, ki so z njo skladne in vplivajo na promet. To se pojavi, kjer si okoljska zakonodaja prizadeva ublažiti vplive, ki jih ima promet, povezan z novogradnjami, na okolje. Tu je jasna povezava s sistemom načrtovanja. Zakonodaja EU pri številnih novih objektih zahteva presojo vplivov na okolje (PVO), vendar je ta pogosto del postopka za pridobitev gradbenega dovoljenja, okoljskim vplivom prometa, ki nastajajo z gradnjo in uporabo novih objektov, pa se ne posveča posebne pozornosti. Vendar naj bi pristojni organi ob pregledu PVO zahtevali/svetovali, naj bi se promet pri presoji in v procesu načrtovanja obravnaval kot ključni vpliv. To ne zahteva sprememb primarne zakonodaje. Jasno je, da bi bili investorji in izvajalci s pogostejo vključitvijo prometa v PVO prisiljeni navesti, kaj so predlagali za zmanjšanje in ublažitev prometnih vplivov objekta.

Evropska zakonodaja zahteva strateško okoljsko presojo (SPVO) usmeritev in načrtov. Vendar pa se tolmačenje te zakonodaje v posameznih državah članicah močno razlikuje, zakonodaja pa ni dovolj specifična, da bi zahtevala oceno prometnih vplivov pri, na primer, novem prostorskem načrtu. Tako je uporaba zakonodaje v različnih državah članicah pogosto odvisno od njenega tolmačenja na ravni posameznega načrta. Do različnega tolmačenja prihaja zaradi pomanjkanja doslednih meril (na evropski ravni), na podlagi katerih bi se lahko ocenjevali okoljski vplivi.

### **Kako je mogoče razviti usmeritev**

Uvedba te spremembe zahteva zavedanje pristojnih organov, da so prometni vplivi vrsta okoljskega vpliva in da obstajajo načini, kako te vplive upravljati z uvajanjem UM v načrtovanje. Poleg tega se mora spremeniti odnos investorjev in organov, ki so pristojni za načrtovanje, da se zavedajo, da je smiselno izvesti tako oceno. Nekaj odpora je mogoče pričakovati pri investorjih, vendar so takšne ocene običajna praksa v Združenem kraljestvu, na Irskem, v Švici, ZDA, Kanadi, Avstraliji in Novi Zelandiji, ne da bi v teh državah razvoj tako dodatno obremenili, da bi ogrožali razvoj ali gospodarsko dejavnost.

Primer usmeritve, ki izhaja iz okoljske zakonodaje, je prikazan v naslednjem okviru.

## REGIONALNI URBANISTIČNI PROSTORSKI NAČRT ZA UMESTITEV »LOKACIJ, KI SO VEČJIH GENERATORJA PROMETA« (LVGP) AGLOMERACIJE BIEL - ŠVICA

Ta usmeritev velja za aglomeracijo Biel v Švici in jo je oblikoval organ za prostorsko načrtovanje. Velja od leta 2004 in se na regionalni in lokalni ravni uporablja za lokacije, ki so večji generatorji prometa (LVGP) – tiste, ki povzročajo več kot 2000 potovanj z avtomobilom dnevno, kot so velike poslovne zgradbe in nakupovalna središča. Usmeritev velja za nove ali prenovljene lokacije.

### Vsebina

Da bi dosegli cilje kantonalnega akcijskega načrta za čist zrak urbanistični prostorski načrt kantona Bern med drugim dovoljuje najvišjo kvoto 575.000 z avtomobili prevoženih kilometrov dnevno v obdobju med 2002 in 2015, za lokacije, ki so ali bodo zgrajene kot večji generatorji prometa na celotnem območju kantona.. Urbanistični prostorski načrt za vsako od treh urbanih središč, Bern, Thun in Biel, dodeli „dopustno število kilometrov, prevoženih z avtomobili“. Kantonalni urbanistični prostorski načrt poleg tega navaja, da je treba opredeljeno „dopustno število kilometrov, prevoženih z avtomobili“ pripisati ustreznim lokacijam za LVGP, kot so tiste, ki so blizu gosto naseljenih območij in zaposlitvenih središč.. Dodatni glavni pogoj, ki ga je treba upoštevati, je dobra dostopnost z avtomobilom in javnim prevozom.

Na podlagi teh glavnih pogojev so občine, ki sestavljajo aglomeracijo Biel, izdelale tako imenovani regionalni urbanistični prostorski načrt za umestitev pogosto obiskanih objektov. Sestavljajo ga naslednji koraki:

- Predhoden izbor ustreznih lokacij za LVGP v aglomeraciji na podlagi meritv prostorskega načrtovanja;
- usklajevalni sporazum (2002) med občinami in vključenimi kantonalnimi oddelki glede naslednjega: – natančne opredelitve lokacije LVGP in dodelitve kilometrov, prevoženih z avtomobili za vsakega od njih; postopkov spremeljanja; pravne opredelitve lokacij, ki so večji generatorji prometa v regionalnem urbanističnem prostorskem načrtu za obdobje 2 let in prilagoditve urbanističnega prostorskega načrta za mesto Biel glede parkiranja.
- Razvoja regionalnega urbanističnega prostorskega načrta za umestitev LVGP v aglomeraciji, ki je pravno zavezujoč za vse občine v aglomeratu, pri čemer načrt sledi zahtevam zakonodaje, ki ureja gradnjo v kantonu Bern.

### Glavni cilji in razlogi za izvajanje

Akcijski načrt za čist zrak v kantonu Bern si prizadeva omejiti rast prometa v obdobju med 2000 in 2015 na 8 % ali 1,3 milijonov kilometrov, dnevno prevoženih z avtomobili. Približno 4,5 % (725.000 km, ki se dnevno prevozi z avtomobili) se dodeli splošnemu razvoju v občinah, ostalo pa se nameni razvoju lokacij, ki so večji generatorji prometa v celotnem kantonu Bern. Usmeritev je obvezna in namenjena predvsem organom, pristojnim za načrtovanje (regionalnim in/ali lokalnim), investitorjem in izvajalcem (javnim in zasebnim).

### Veljavnost

Od začetka veljavnosti usmeritve je gradbeno dovoljenje pridobilo skupaj 5 novih lokacij, ki so večji generatorji prometa. Skupno število avtomobilskih kilometrov, dodeljeno aglomeraciji, je zdaj že skoraj v celoti izkorisčeno. To pomeni, da do 2015 nobena dodatna lokacija, ki je večji generator prometa ne bo pridobila gradbenega dovoljenja.

### Druge informacije I (dostopne v angleščini)

- B3 : Regionalni urbanistični prostorski načrt za umestitev lokacij, ki so večji generatorji prometa (LVGP) aglomeracije Biel (*Regional structure plan for the localisation of Heavy Frequented Sites (HFS) of the Agglomeration Biel*)

- B4 : Določitev umestitve za lokacije, ki so večji generatorji prometa v kantonalnih urbanistično prostorskih načrtih *(Determination of the localisation of Heavy Frequented Sites (HFS) in the Cantonal Structure Plans)*

## **Priprava načrtov in načrti**

### **Ozadje in cilji**

Načrte je mogoče pripraviti tako, da spodbujajo/promovirajo rabo trajnostnega prometa. To se lahko doseže, če se načrti pripravijo ob upoštevanju državnih ali regionalnih navodil (kot so navodila, ki so podrobno opisana v poglavju Povzetek), ali preprosto zato, ker je bila sprejeta odločitev, da je cilj načrta zmanjšati potrebo po potovanju. V obeh primerih se povezovanje zagotavlja na način, da v načrtih določena namenska raba prostora upošteva nekatere ali vseh cilje, navedene v uvodu v to poglavje. To je drugače od usmeritev politike, ki so bolj splošne, medtem ko se načrti, čeprav povezani s politiko, nanašajo na rabo prostora na določenih območjih..

### **Alternativne rešitve**

To je odstopanje od „običajnejšega“ stanja v številnih regijah in državah, v katerih se načrtujejo območja za nove rabe zemljišč, posledice prometa, ki so rezultat teh novih rab zemljišč, pa se obravnavajo v poznejši fazi. V takšnih primerih se možnost prostorskega načrtovanja ne izkoristi, da bi zmanjšali vplive prometa.

### **Kako je mogoče oblikovati načrte**

Usmeritve, kot je ta, je mogoče uresničiti v vsaki občini, ne glede na to, ali obstajajo oziroma se uveljavljajo državna ali regionalna navodila. Med mesti, ki imajo in uporabljajo takšne usmeritve brez močnega usmerjanja z ravni nacionalne vlade, sta München in Stockholm. Na ta način so ravnali zaradi lokalnih političnih odločitev v preteklih letih in tudi zaradi močnega lokalnega gospodarstva, s čimer so pridobili moč za pogajanja z investitorji. Verjetnost, da se bodo pri oblikovanju načrtov sprejele takšne usmeritve, narašča, če njihovo uporabo podpirajo državna ali regionalna navodila. Verjetnost pa je še večja, če višje ravni vladne strukture lahko vplivajo na dejansko vsebino prostorskih načrtov, kot to velja na primer za Združeno kraljestvo in Švico. V spodnjem okviru so podrobnosti regionalnega prostorskega načrta iz Združenega kraljestva, v katerem je eden od ciljev boljša povezanost prometa in prostorske rabe.

## **URBANISTIČNI PROSTORSKI NAČRT ZA EDINBURGH IN REGIJO LOTHIANS (ELSP) ŠKOTSKA, ZDRUŽENO KRALJESTVO**

Ta načrt se uporablja v regiji Lothian (okrog Edinburgha) na Škotskem v Združenem kraljestvu. Pripravil ga je odbor organov za načrtovanje, občin, škotska vlada pa ga je končno odobrila leta 2004 (v Združenem kraljestvu vsaka nacionalna vlada dokončno odobri vse načrte, ki jih pripravijo na nižjih ravneh oblasti). Uporablja se na regionalni in lokalni ravni. Načrt je namenjen lokalnim organom, ko oblikujejo lokalne načrte in sprejemajo odločitve glede izdaje gradbenega dovoljenja, pa tudi investitorjem (javnim ali zasebnim), ko pripravljajo vloge za pridobitev gradbenega dovoljenja.

### **Vsebina**

ELSP vsebuje številne usmeritve, ki na eni strani usmerjajo pripravo lokalnih prostorskih načrtov v štirih občinah, ki tvorijo območje ELSP, na drugi strani pa se upoštevajo pri izdajanju gradbenih dovoljenj za posamezne večje objekte. ELSP vsebuje veliko strateških ciljev in usmeritev, ki podpirajo okvirne pogoje za UM.

Eden od strateških ciljev v ELSP je povezovanje prostorske rabe in prometa, kar se dosega s posameznimi cilji, kot so:

- umestitev novogradnje na način, da se zmanjša potreba po potovanju, še zlasti z osebnim avtomobilom;
- zmanjšanje dnevnih migracijskih tokov iz okoliških okrajev v Edinburgh;
- doseganje čim večje dostopnosti za vse v skupnosti peš, s kolesom ali javnim prevozom;
- kjer je mogoče, se daje prednost uporabi opuščenih lokacij in ne kmetijskih ali gozdnih zemljišč;
- povečanje dostopa do delovnih mest z bolj uravnoteženo razporeditvijo zaposlitvenih območij, pri čemer se daje prednost novim lokacijam, ki so lahko dostopne peš, s kolesom ali javnim prevozom;
- povečanje dostopa do stanovanj se omogoča v lokalnih načrtih, kjer je to primerno, z zahtevo po cenovno dostopnih stanovanj;
- povečanje dostopa do nakupovalnih in rekreacijskih objektov, pri čemer imajo prednost nove lokacije, ki so lahko dostopne peš, s kolesom ali javnim prevozom;
- opredelitev strateških lokacij za zaposlovanje, ki so ali jih je mogoče narediti lahko dostopne peš, s kolesom ali javnim prevozom.

### **Glavni cilji in razlogi za izvajanje**

Cilji so našteti zgoraj. Razlogi za izvajanje so zmanjšanje gneče, ki jo povzročajo zasebni avtomobili, in okoljski razlogi, zagotovitev dostopa do novih objektov, ne glede na to, ali ljudje imajo avtomobile ali ne. Razlog je tudi želja po zmanjšanju širjenje urbanih območij in zaščiti zelenih pasov.

### **Veljavnost**

Izvajanje načrta se formalno ne spreminja. Vendar obstaja nekaj dvoma, da je to vodilo h koncentraciji objektov, ki generirajo potovanja in stanovanjskih zgradb na območjih, ki bi sicer v skladu z drugimi scenariji urbanističnega prostorskega načrta morda ostala nepozidana - na primer, območje stare ladjedelnice severno od središča Edinburgha.

### **Dodatne pripombe**

Tako kot ostale usmeritve v Združenem kraljestvu načrt ni povsem zavezujoč – če je mogoče zagovarjati razloge za neupoštevanje ali selektivno uporabo usmeritev v načrtu, je to dovoljeno. Zato je nekje med obveznim in prostovoljnim.

### Nadaljnje v prilogi I (v angleščini)

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- B5 : Urbanistični prostorski načrt za Edinburgh in regijo Lothians (*Edinburgh and Lothians Structure Plan - ELSP*)
- B6 : Razvojni načrt južnega Dublina (*South Dublin Development Plan*)
- B7 : Regionalni prostorski načrt (*Regional Land Use Plan*)
- B8 : Prostorski razvojni načrt (*Land Use Development Plan*)
- B9 : Kantonalni urbanistični prostorski načrt (*Cantonal Structure Plan*)

## Funkcionalno / organizacijsko povezovanje

### Ozadje in cilji

Uresničevanje povezovanja prometa in prostorskega načrtovanja ni le tehnično vprašanje, ampak tudi organizacijsko. Ta dva dela se pogosto načrtujeta ločeno, med oddelki, odgovornimi za promet, in tistimi, odgovornimi za prostorsko načrtovanje, pa je le malo komunikacije. Včasih sta oddelka v okviru povsem ločenih organizacij. Pomemben vidik povezovanja je krepitev komunikacije in sodelovanja med oddelki, da se med seboj bolje razumejo in so bolj pripravljeni sodelovati drug z drugim, kar lahko končno vodi do boljših rezultatov. Najvišja raven funkcionalne povezave se doseže, ko načrtovalci prometa in rabe prostora skupaj pripravljajo in izvajajo strategije (na primer skupen načrt za prostorsko rabo in promet namesto ločenega prometnega načrta in prostorskega načrta).

Primer organizacijske povezave je opisan v spodnjem okviru.

### SODELOVANJE MED URADOMA ZA PROSTORSKO NAČRTOVANJE IN PROMET V UPRAVI KANTONA AARGOVIA V ŠVICI

Oddelek kantona za gradnje, promet in okolje sestavlja 9 uradov, vključno z uradoma za načrtovanje prometa in prostora. Od leta 1997 je sodelovanje med uradi standardizirano z modelom, ki se imenuje *Verwaltungsinterne Koordination (VIK)*, kar pomeni *uskajevanje znotraj uprave*. Pri vsakem vprašanju, kjer se v reševanje vključuje več uradov, se uporabi postopek VIK (kot so odobritev občinskih prostorskih načrtov in prostorsko načrtovanje, pomembno za celoten kanton, odobritev sprememb urbanističnega prostorskega načrta za kanton, pa tudi priprava prometnih načrtov in projektov ter prostorskih načrtov kantonalnega pomena).

V primeru odobritve občinskih prostorskih načrtov ima vodilno vlogo urad za prostorsko načrtovanje. Urad najprej preveri skladnost prostorskega načrta z zahtevami prostorskega načrtovanja, ki so opredeljene v kantonalnem urbanističnem prostorskem načrtu, in Zakonom o načrtovanju in gradnji v kantonu. Nato prostorski načrt predloži uradu za promet. Ta načrt pregleda glede na prometne zahteve, kot so opredeljene v urbanističnem prostorskem načrtu in prometnem načrtu kantona. Včasih je treba vključiti tudi drugi urade, kot je urad za okolje. Pristojni urad vse različne izjave in zahteve po spremembah vključi v dokument, ki se pripravi za občino. Preverjanje, ki ga opravijo različni uradi, je treba končati v enem mesecu. V zadnjem koraku se sestanejo predstavniki različnih uradov, da rešijo morebitna odprta vprašanja.

Da bi še naprej zagotavljali, da usklajevanje različnih zahtev glede rabe prostora, prometa in okoljskega načrtovanja res poteka, so leta 2006 v kantonu v upravi odprli novo delovno mesto. Oseba na tem delovnem mestu mora usklajevati vse pomembne vidike povezovanja prometa in prostorskega načrtovanja pri projektih, v katerih mora kanton odigrati svojo vlogo. Opis delovnega mesta določa, da je treba sodelovanje med uradoma zagotoviti na zgodnji stopnji.

### Nadaljnje v prilogi I (v angleščini)

- B10 : Sodelovanje med uradoma za prostorsko načrtovanje in promet v upravi kantona Aargovia  
(*Cooperation between spatial planning and transport planning offices within the administration of the Canton of Aargovia*)
- B11 : Sodelovanje med regionalnima oddelkoma za promet in prostorsko načrtovanje na jugovzhodu Škotske (*Cooperation between regional transport and regional planning in Southeast Scotland*)

### 3 Vključevanje upravljanja mobilnosti v procesa načrtovanja in pridobivanja gradbenega dovoljenja za novogradnje

#### **Uvod**

Upravljanje mobilnosti na lokaciji lahko v veliki meri vpliva na to, da promet, ki ga povzroča nek objekt, postane bolj trajnostnega značaja. Vsak objekt ima svoje posebne okvirne pogoje, paleta ustreznih in učinkovitih ukrepov pa se razlikuje od objekta do objekta. Mobilnostni načrt za lokacijo se pogosto uporablja, da bi se zmanjšali prometni vplivi novih objektov. Načrt je sestavljen iz številnih ključnih korakov, kot so analiza okvirnih pogojev, določanje ciljev, ki naj bi se dosegli z zamenjavo prevoznega sredstva, opredelitev niza ukrepov, ki naj bi se izvajali, opredelitev odgovornosti za izvajanje in delovanje ukrepov, določitev postopkov spremeljanja in ovrednotenja, izvajanje, vodenje ukrepov in spremeljanje učinkov. Ukrepi upravljanja mobilnosti so bistvo načrta mobilnosti. Pogosto uporabljeni ukrepi, ki jih izvajajo lastniki ali najemniki objektov, so naslednji (seznam ni popoln):

- **upravljanje parkiranjem na lokaciji** z zaračunavanjem parkirnine in/ali zagotavljanjem nadomestil za parkirino uslužbencem, obiskovalcem ali včasih strankam glede na opredeljena pravila;
- **finančne spodbude**, ki jih delodajalec nudi zaposlenim, da spodbuja uporabo trajnostnega načina prevoza za vsakdanje migracije, kot so službene vozovnice, ali pa spodbude, kot so kombinirane vozovnice za javni promet, ki so hkrati vstopnice za večje dogodke (nogometne tekme, sejmi ali koncerti);
- **infrastrukturne izboljšave na lokaciji**, da bi obiskovalce, uslužbence in stranke spodbudili k uporabi kolesa, kot so varna in na vreme odporna parkirna mesta za kolesa, ki so blizu vhodov v zgradbo, dobre povezave z mrežo kolesarskih poti, prostori, namenjeni le uslužbencem, kot so slačilnice, garderobne omarice in tuši;
- **službeni avtomobil za souporabo ali sheme za skupne prevoze** za zaposlene;
- **informacije o multimodalnem prevozu** in o tem, kako priti do lokacije: informacije na internetu, prospekti, zemljevidi in oznake za vse obiskovalce, stranke in zaposlene;
- **namenske izboljšave javnega prevoza**, kot so širitev obstoječih avtobusnih prog, izmenični prevoz, ki ga v celoti ali delno financira stanovalec objekta ali investitor;
- **dejavnosti za dvig ozaveščenosti**, kot so tedni mobilnosti ali posebne akcije.

To je dolg seznam ukrepov, praktične izkušnje pa kažejo, da je najučinkovitejši pristop, ki spremeni obnašanje ljudi, sprejem uravnovešene mešanice ovir za uporabo avtomobila ter spodbud za uporabo drugih prevoznih sredstev, ki so alternativa avtomobilu. Pomembno je, da se ukrepi izberejo tako, da ustrezajo tudi okoliščinam na lokaciji in njenim uporabnikom. Ukrepi za spodbujanje rabe kolesa so kaj malo koristni v zelo hribovitem območju, kjer ni kolesarske infrastrukture in se zaposleni vozijo na delo od daleč. Ukrepi skupnega prevoza so lahko zelo uspešni tam, kjer imajo zaposleni točno določen delovni čas in prejemajo nižje plače, zato jih delitev stroškov za prevoz pritegne. Zato mora investitor ob izbiri ukrepov, ki naj bi ustrezali lokaciji, nekaj vedeti o ljudeh, ki bodo njeni uporabniki. Informacije običajno pridobi iz anket, izvedenih na bližnjih podobnih lokacijah, ali iz anket o obstoječi skupini uporabnikov, če so ti preseljeni iz druge zgradbe.

Ukrepe za UM na lokaciji ponavadi izvaja investitor, pozneje pa lastnik. Investitor bo na primer poskrbel za kakovostno parkirišče za kolesa, lastnik pa bo to parkirišče oglašal in spodbujal uporabo koles. Na velikih lokacijah (npr. 300 ali več zaposlenih, če gre za delovna mesta) za izvajanje in vodenje ukrepov za UM pogosto skrbijo člani osebja, zaposleni s polovičnim ali polnim delovnim časom. Za nekatere ukrepe pa je treba vključiti druge organizacije. Tak primer je avtobusni prevoz do lokacije, ki ga mora očitno zagotavljati avtobusno podjetje, ki ima včasih z lastnikom sklenjeno pogodbo. Vse podrobnosti o tem, kdaj in kako izvajati načrt za UM na lokaciji, in o drugih učinkih lahko najdete v drugih publikacijah projekta MAX DS D ([www.max-success.eu](http://www.max-success.eu))

ali v *Essential Guide to Travel Planning* na spletni strani [www.dft.gov.uk/pgr/sustainable/travelplans/work/essentialguide.pdf](http://www.dft.gov.uk/pgr/sustainable/travelplans/work/essentialguide.pdf).

Glavne koristi uvedbe UM za lastnike lokacije, investitorje in najemnike, ki jih občine lahko uporabijo tudi kot argumente pri obravnavi investitorjev v postopku izdaje gradbenega dovoljenja:

- znižanje stroškov (npr. za parkirišče in njegovo vzdrževanje, potovalni čas/proračuni, vozni park);
- boljši dostop do lokacije z različnimi prevoznimi sredstvi in za različne uporabnike lokacije;
- zaposleni so bolj motivirani, zadovoljni in zdravi;
- površine, ki bi se sicer namenile za parkirna mesta, se lahko uporabijo bolj produktivno;
- povečanje in zagotavljanje družbene odgovornosti gospodarskih družb;
- izpolnjevanje pogojev za načrtovanje in drugih pogojev, danih s strani javnih organov (npr. zahteve glede zagotavljanja parkirišč so povezane z gradbenim dovoljenjem, okoljskimi dovoljenji).

V nekaterih sistemih načrtovanja je investitorjem mogoče dopustiti večjo stopnjo izkoriščenosti zemljišč za gradnjo, če ti uvedejo UM. Tako se dvigne vrednost zemljišča. Prav tako je mogoče investitorje seznaniti z dejstvom, da jim izvajanje UM na eni lokaciji lahko v prihodnje pomaga pri pridobivanju gradbenega dovoljenja na drugih lokacijah.

Da bi zagotovili izvajanje upravljanja mobilnosti, je bistveno, da akterji na lokaciji sami začnejo delovati že v zgodnjih fazah. Za javni organ je zagotavljanje UM izziv, pojavi pa se vprašanje kdaj in kako?

Z investitorji se je o možnosti uvedbe UM na lokaciji najbolje začeti pogovarjati med postopkom pridobivanja gradbenega dovoljenja. Občine lahko tedaj uporabijo eno ali več naslednjih strategij:

- **izvajanje UM se opredeli kot priporočilo in nasvet, kot nalog v dogovarjanjih ali kot pogoj**  
Splošen pristop za zagotovitev UM na novem objektu je potrkat na odgovornost investitorja ali na njegovo prostovoljno pripravljenost: lokalna uprava zagotovi le priporočila ali nasvete v upanju, da bodo investitorji sami delovali v to smer. Drugi način je, da se v dogovarjanjih UM uporabi kot naloga. Zahteva po izgradnji določenega števila parkirnih mest se lahko, na primer, poveže z izvajanjem niza ukrepov upravljanja mobilnosti, ki spodbujajo uporabo alternativnih načinov prevoza do objekta. V nekaterih sistemih pa lokalne uprave lahko na investitorja vplivajo neposredno. Ustrezen način bi bil, da se, na primer, zahteva priprava in izvajanje mobilnostnega načrta kot neposrednega pogoja v postopku izdaje gradbenega dovoljenja. Ta precej „drastičen“ pristop pomeni, da je upravljanje mobilnosti pogoj za pridobitev gradbenega dovoljenja.  
**vplivanje na število parkirnih mest na lokaciji novega objekta**  
Število dovoljenih parkirnih mest na lokaciji je pomemben „vzvod“, ki močno vpliva na način potovanja ljudi. Različni instrumenti usmeritve, ki se uporabijo v fazi načrtovanja ali postopku izdaje gradbenega dovoljenja, upravi pogosto nudijo nekaj možnosti vplivanja na obseg parkirišč. Z restriktivno usmeritvijo, s katero se na primer določi najvišje ali najnižje število parkirnih mest za avtomobile, ali se število parkirnih mest poveže z dostopom do javnega prevoza, je več možnosti za upoštevanje UM. Število parkirnih mest, ki je manjše od načrtovanega, lahko investitorje spodbudi k razmišljjanju o drugih načinu urejanja predvidenega prometa do in z lokacije. To je točka, ko začnejo preučevati upravljanje mobilnosti.

V naslednjih razdelkih sta opisana mehanizma, s katerima je mogoče UM povezati z načrtovanjem: to sta lokacijski načrt v razdelku 3.2 in glavni koraki v procesu pridobivanja gradbenega dovoljenja v razdelku 3.3. Oba sta predstavljena s sklicevanjem na Zürich, Švico (dokument Delovna etapa 1: Analiza projekta MAX DS D

opisuje te procese v še devetih evropskih državah, Švica pa je izbrana kot primer). Medtem ko so ti mehanizmi očitno več zornih kotov procesa pridobivanja gradbenega dovoljenja, pa je funkcionalna povezava, opisana v Povzetku, tudi v veliko pomoč pri povezovanju UM in načrtovanja.

V razdelku 3.4 je pregled usmeritev, ki dejansko obstajajo v praksi, hkrati pa je prikazano, kdo naj bi jih prilagajal in kakšna je možna raven njihovega vplivanja na izvajanje upravljanja mobilnosti na ravni lokacije.

### Izvedbeni načrt

Izvedbeni načrt je pomemben občinski instrument za načrtovanje, vendar se njegov obseg v posameznih državah rahlo razlikuje (na primer: *Plan Parcial* v Španiji; *Bebauungsplan* v Nemčiji; *detaljplan* na Švedskem; *Gestaltungsplan* v Švici; *Občinski podrobni prostorski načrt* v Sloveniji). Občinski izvedbeni načrt je pogosto podroben in natančno opredeljuje načrt rabe prostora (ali načrt določanja con). Namenjen je določenemu območju in/ali posebnim ali kompleksnim objektom, npr. kjer se načrtuje več novih zgradb. Velika območja z objekti, kot so nakupovalna središča, športni stadioni, glavni rekreacijski centri ali celotna okrožja, potrebujejo občinski izvedbeni načrt. Ta načrt določi okvirne pogoje, na primer, glede na zasnovno ulice in infrastrukture ter okoljska vprašanja. V nekaterih državah pospeši ali celo vnaprej opredeli celoten postopek pridobivanja gradbenega dovoljenja za vsako posamezno zgradbo, ki se načrtuje v območju občinskega izvedbenega načrta.

Občinski izvedbeni načrt (OIN) se izdela, preden investitorji zaprosijo za gradbeno dovoljenje. Kjer se načrtujejo večji objekti, se številna vprašanja, ki zadevajo celoten kompleks, kot je dostopnost območja (z različnimi prevoznimi sredstvi) ali zagotavljanje parkirišč, natančno opredelijo v občinskem izvedbenem načrtu. Zato ti vidiki niso del poznejše vloge za gradbeno dovoljenje za posamezno zgradbo, v nasprotju z opisom zgoraj pod rubriko „običajno stanje“.

Investitorji lahko izvedbeni načrt pripravijo sami ali v sodelovanju z lokalno upravo, pristojno za načrtovanje. Sestavlja ga karta območja gradnje in dodatne razlage in predpisi. Kjer je investitor vključen v celoten proces načrtovanja, izvedbeni načrt ponuja več prožnosti kot pri statičnem pristopu (ko se načrt izdela, preden so znani bodoči uporabniki). Zahteve je mogoče lažje prilagajati: na primer število zahtevanih parkirnih mest za avtomobile na celotnem območju gradnje se lahko spremeni, če okoliščine zahtevajo večje ali manjše število parkirnih mest, kot jih narekuje občinski predpis, ki ureja parkiranje. Tako se je mogoče izogniti pogojem, ki bi veljali za posamezno zgradbo. Proses sodelovanja med različnimi zainteresiranimi skupinami (kot so investitor, občina, sosedje) je metoda, ki se pogosto uporabi, da se doseže rešitev, glede katere se vsi strinjajo.

V nekaterih državah (kot sta Litva in Poljska) občinski izvedbeni načrt postavlja precej stroga pravila za načrtovane objekte, tako da se pregled gradbenega dovoljenja omeji na preverjanje skladnosti zgradbe z občinskim izvedbenim načrtom, zato je tu veliko manj preudarjanja kot v drugih državah (npr. Švici). Če naj bi v teh državah UM vključili v proces načrtovanja, se mora to zgoditi na ravni izvedbenega načrta in ne šele pri sprejemanju odločitve glede gradbenega dovoljenja za posamezno zgradbo.

V Švici se občinski izvedbeni načrt določi v posebnem postopku glede na proces sodelovanja javnosti. Odobriti ga mora kanton, nato pa ga uveljavi občina (ali kanton). V primeru Züricha je oddelek za urbanizem organ za usklajevanje, intenzivna interakcija med prisilcem, mestom in kantonom pa zagotavlja izpolnjevanje lokalnih in regionalnih zahtev. Ko se občinski izvedbeni načrt uveljavi, se lahko začne postopek za pridobitev gradbenega dovoljenja za vsako zgradbo posebej.

OIN lahko zajema tudi poseben predpis v zvezi z upravljanjem mobilnosti, čeprav je to v številnih državah trenutno bolj teorija kot praksa. OIN lahko na primer navaja, naj bi se občina in investitor dogovorjala o vključitvi UM pri večjih objektih v območju OIN. Lahko bi se, na primer, dogovorili, da lahko prisilec zgradi manj parkirnih mest (kot jih običajno zahteva/jo zakon/navodila), če za prihodnje uporabnike lokacije izvaja ukrepe upravljanja mobilnosti. Prihranki bi se lahko namenili za vlaganje v spodbude za zaposlene, ki na delo

hodijo peš, s kolesom ali javnim prevozom, ali za spodbujanje trajnostnih načinov prevoza pri obiskovalcih. Druga možnost je, da prosilec prejme dovoljenje le za število želenih parkirnih mest, če se ukrepi upravljanja mobilnosti izvajajo v celotnem območju OIN.

### **Proces pridobivanja gradbenega dovoljenja**

Postopek pridobivanja gradbenega dovoljenja je lahko precej zapleten in se seveda razlikuje ne le v posameznih državah, ampak tudi od občine do občine. Zato so opisani le glavni koraki postopka. Na primeru Mesta Zürich v Švici je prikazano, kakšen je lahko tak proces.

#### **1. korak: Priprava in predložitev prošnje**

Za pridobitev gradbenega dovoljenja mora prosilec (lastnik zgradbe / investitor) kot del vloge pripraviti ne le tehnične informacije o načrtovanem objektu, ampak tudi dodatne dokumente. Glede na vrsto, velikost in lokacijo objekta je treba izpolniti različne zahteve. Te so določene v dokumentih, kot so lokalni prostorski načrt, gradbeni predpis in mestni parkirni predpis. Običajno je naloga arhitektov, ki so izdelali gradbeni načrt za objekt, da pripravijo vse potrebne dokumente, kajti lastnik objekta ali investitor ni tehnični strokovnjak.

Eden od dodatnih dokumentov za nov objekt mora obravnavati *parkirna mesta za avtomobile*. Prikaže število načrtovanih novih parkirnih mest glede na vrsto in obseg rabe, kot so stanovanja, trgovine ali poslovni prostori. V Zürichu se pri novih objektih zahtevajo tudi parkirna mesta za kolesa. Kot del običajnega pregledovanja vloge za gradbeno dovoljenje in v skladu z mestnimi parkirnimi predpisi bo gradbeni oddelek preveril, ali so načrtovana števila parkirnih mest za avtomobile in kolesa ustrezna.

V procesu pridobivanja gradbenega dovoljenja se lahko upoštevajo tudi zahteve, ki izhajajo iz drugih nacionalnih in regionalnih zakonov. Pri določenih vrstah večjih objektov, kot so tista s 300 ali več parkirnimi mesti, je treba upoštevati tudi nacionalno okoljsko zakonodajo. V takem primeru je v procesu za zagotovitev gradbenega dovoljenja potrebna dodatna študija *presaže vplivov na okolje*, da se predvidijo in omilijo okoljski vplivi.

Informacije o upravljanju mobilnosti se zlahka vključijo v razprave med lokalnimi organi in investitorjem pred oblikovanjem vloge in preden se vloga za gradbeno dovoljenje formalno vloži. Če zaposleni v organu nimajo potrebnega strokovnega znanja, se prosilcem in njihovim arhitektom vseeno zagotovi seznam strokovnjakov in nekaj pisnih nasvetov glede upravljanja mobilnosti.

#### **2. korak: Pregledovanje vloge za gradbeno dovoljenje**

Ko so pripravljeni vsi načrti in dokumenti za gradbeno dovoljenje, se ti predložijo mestni agenciji za izdajo gradbenih dovoljenj. Glede na vrsto, velikost in lokacijo načrtovanega objekta nato koordinator (v Zürichu je to „okrožni arhitekt“) na oddelku odloči, ali naj bi drugi oddelki pomagali pri pregledovanju in ali naj bi vključili tudi regionalno upravno raven. V zvezi s prometnimi vprašanji je treba vključiti tudi kanton Zürich, kadar je del dokumentacije za objekt tudi študija presaže vplivov na okolje.

Po predložitvi vseh zahtevanih dokumentov jih vsi oddelki preberejo, nato pa morajo v določenem časovnem roku koordinacijski agenciji poslati izjavo. Presoditi morajo, ali so izpolnjene različne zahteve (npr. v zvezi s prometom, okoljem ali podrobnostmi glede gradnje). Če niso, mora izjava opisati, kaj mora investitor za pridobitev gradbenega dovoljenja še storiti. Če se zaprosi za več parkirnih mest, kot jih dopušča parkirni predpis, je treba število očitno zmanjšati. To se lahko zgodi tudi, ko se presodi, da začetna presoja vplivov na okolje okoljskih vplivov ne blaži v zadostni meri.

### 3. korak: Odobritev gradbenega dovoljenja

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Ko se dostavijo vse izjave, koordinacijska agencija pripravi skupno izjavo, ki jo nato pošlje vodji oddelka za načrtovanje in potem „odboru za zgradbe“ (političen organ, ki ga sestavljajo 3 člani mestnega sveta), ki jo formalno odobri (s pogoji ali brez njih). Odvisno od vrste objekta, lahko „odbor za zgradbe“ vodji oddelka za načrtovanje dovoli, da potrdi gradbeno dovoljenje.

Včasih se gradbeno dovoljenje izda z dodatnimi zahtevami. Tedaj mora prisilec priskrbeti dodatne dokumente, iz katerih je razvidno, da bodo pogoji izpolnjeni. Če prosilci zaradi postavitve dodatnih pogojev niso zadovoljni, imajo možnost in pravico, da zoper odločbo vložijo ugovor. Sledi precej obsežen pravni postopek, ki zagotovo prinese vsaj eno posledico: celoten časovni okvir za pridobitev dokončnega „gradbenega dovoljenja“ se bo podaljšal.

Na promet ali okolje vezan *pogoj* je lahko zmanjšanje načrtovanega števila parkirnih mest za nov objekt. Agencija za načrtovanje prometa bi se sklicevala na mestne parkirne predpise, agencija za varstvo okolja pa na okoljsko zakonodajo. Namesto zmanjšanja parkirnih mest za avtomobile bi pogoj lahko vključeval zahtevo, da investitor izvede ukrepe za upravljanje mobilnosti, da bi npr. omilil negativne okoljske vplive novega objekta.

## **Obetavne usmeritve, ki podpirajo vključitev upravljanja mobilnosti**

### **Uvod**

Naslednja podpoglavlja predstavljajo obetavne usmeritve, ki podpirajo vključitev UM v proces preverjanja izvedbenega načrta ali vlog prosilcev (investitorjev/lastnikov objekta) za gradbeno dovoljenje. Predstavljene usmeritve opisujejo pristope, ki jih javni organi lahko uporabijo, da prosilce spodbudijo ali prisilijo, da upravljanje mobilnosti preučijo kot strategijo za učinkovito, racionalno in okolju prijazno upravljanje potovanj, ki jih bodo spodbujali novi objekti.

Predstavljene politike se sklicujejo na pristope, ki že obstajajo v praksi, podrobnosti glede posebnih primerov so na voljo v prilogi II. Omeniti je treba, da ti primeri bolj predstavljajo „boljšo/dobro prakso“ kot pa običajno vsakdanjo prakso v večini občin, regij in držav. Poleg tega so bili primeri izbrani predvsem v tistih državah, iz katerih prihajajo člani DS D (Španija, Nemčija, Združeno kraljestvo, Poljska, Slovenija, Litva in Švica). Seveda bi dobre primere lahko našli tudi v drugih državah.

- Predstavljene usmeritve sledijo dvema strategijama, s katerima vplivajo na investitorja, da razmisli o upravljanju mobilnosti:
- Na eni strani lahko *usmeritve* vplivajo na *obravnavo upravljanja mobilnosti* na neposreden način, če se upravljanje mobilnosti zahteva kot pogoj, če zagotovijo možnost, da se upravljanje mobilnost uporabi kot tema v dogovarjanjih, ali če prosilcu zagotovijo preprosto informacijo ali nasvet.
- Na drugi strani pa so *usmeritve*, ki vplivajo predvsem na *količino in upravljanje parkirnih mest za avtomobile* pri novih objektih, ali na obseg povzročenih potovanj z avtomobilom. Učinek upravljanja mobilnosti je tedaj posreden, kajti investitor mora obravnavati „prometne razmere“ ob zmanjšanem številu parkirnih mest. Upravljanje mobilnosti je zato dragocen pristop pri iskanju rešitev.

### **Povzetek**

Povzetek predstavlja obetavne usmeritve, ki bodo podrobno opisane v razdelkih od 3.4.3 do 3.4.11.

#### **Nasvet glede upravljanja mobilnosti med načrtovanjem ali v postopku pridobivanja gradbenega dovoljenja**

Upravni organ in prosilec navežeta stike, preden se dokumenti v vlogi za odobritev izvedbenega načrta za nov objekt predložijo v pregled upravnemu organu. V tem obdobju bi bila preprosta strategija osveščanja investitorja ustna ali pisna informacija o upravljanju mobilnosti, ki bi jo upravni organ zagotovil prosilcu.

#### **Zagotavljanje upravljanja mobilnosti z dogovarjanjem**

Vključitev upravljanja mobilnosti kot teme v dogovarjanje bi povečala možnost, da bodo investitorji pri organiziranju prometa, ki nastaja na novem objektu, sprejeli to strategijo. Lokalni organ lahko, na primer, pokaže pripravljenost za sklenitev kompromisa glede želenega obsega parkirnih mest za avtomobile, če je investitor pripravljen zaračunavati parkirino in zgraditi parkirne zmogljivosti za kolesa.

#### **Zagotavljanje upravljanja mobilnosti z vključitvijo v predpise, ki urejajo parkiranje**

Z vključitvijo novega člena, ki opredeljuje, da mora investitor za nove objekte določene velikosti zagotoviti načrt mobilnosti (vključno z zavezujočimi cilji, ukrepi in mehanizmi nadzora/spremljanja), v lokalne predpise, ki urejajo parkiranje, bi se izvajanje upravljanja mobilnosti neposredno okreplilo.

## **Zagotavljanje upravljanja mobilnosti z vključitvijo med lokacijske pogoje in obveznosti**

Zahteva po upoštevanju določenih lokacijskih pogojev in obveznosti je običajni postopek, s katerim se prosilec za gradbeno dovoljenje sooča v številnih državah. Med takšne pogoje bi se lahko vključilo tudi upravljanje mobilnosti. Priporoča se, da bi, kjer je mogoče, vključitev upravljanja mobilnosti med lokacijske pogoje opredelili na ravni, ki je nad lokalno, da bi s tem zagotovili, da se upravljanje mobilnosti zahteva v vseh občinah.

## **Spodbujanje stanovanj brez avtomobila**

Da bi občine lahko spodbujale stanovanja brez avtomobilov, bi bilo potrebno v ustrezne zakone in norme (predpise, ki urejajo parkiranje, zakone o načrtovanju in gradnji) vključiti posebna določila za stanovanska območja brez avtomobilov ali z zmanjšanim avtomobilom. V tem območjih bi bilo lahko število zagotovljenih parkirnih mest precej nižje od običajno zahtevanega, če bi se izpolnili določeni pogoji. Lokalni načrti so pomemben predpogoj, podlaga za zmanjšanje števila v gradbenem dovoljenju, saj določajo potencialne lokacije in zasnova takšnih lokacij (npr. blizu postajališč javnega prometa, dobra kolesarska mreža).

## **Modeli pogojenega dostopa za uravnavanje avtomobilskega prometa v večnamenskih kompleksih**

Model pogojenega dostopa je obetavna strategija za zmanjšanje avtomobilskega prometa na velikih lokacijah, kot so nakupovalna središča ali športni stadioni, ki običajno povzročajo veliko število potovanj z avtomobili. Pristop temelji na omejitvi avtomobilskega dostopa do in s tovrstnega objekta z določitvijo kvote, ki se v določenem časovnem obdobju ne sme preseči. Sankcije, ki se uporabijo v primeru prekoračitve števila potovanj, je treba določiti v pogodbi med investitorjem in lokalnimi oblastmi. Pogodba je del gradbenega dovoljenja.

## **Spodbujanje sprejetje upravljanja mobilnosti na podlagi okoljske zakonodaje**

Okoljska zakonodaja v nekaterih državah zahteva, da mora prosilec za objekte določene velikosti ali z določenim številom zahtevanih parkirnih mest za avtomobile v vlogi za gradbeno dovoljenje ali za odobritvi izvedbenega načrta predložiti študijo presoje vplivov na okolje. Ta se lahko uporabi za zagotavljanje ukrepov UM, ki bi te vplive ublažili.

## **Standardi glede najvišjega števila parkirnih mest**

Parkirni standardi se običajno določijo v predpisih, ki urejajo parkiranje in jih pripravijo organi za načrtovanje; v njih se ponavadi opredeli *najnižjo* stopnjo parkirnih mest za posamezno vrsto uporabe v objektu. Ti standardi so investitorju referenca pri izračunu števila parkirnih mest, ki jih je treba zagotoviti z novim objektom. Z zamenjavo najnižje stopnje z najvišjo se lahko znatno zmanjša število potovanj z avtomobilom, še zlasti na objektih, načrtovanih v mestnih območjih z veliko gostoto in možnostjo uporabe drugih prevoznih sredstev ter brez dodatnih parkirnih mest.

## **Plačilo za nezgrajena parkirna mesta**

Plačilo zneska za nezgrajena parkirna mesta se uveljavi, če investitor ne more zgraditi zahtevanih parkirnih mest na samem objektu ali v širšem območju. V takšnem primeru mora lokalnim oblastem plačati denarni znesek. Ta denar se običajno porabi za gradnjo parkirnih mest, v nekaterih evropskih državah pa se namenja tudi za javni prevoz ali kolesarsko infrastrukturo. Še ena obetavna možnost bi bila uporaba tega denarja za „mehke“ ukrepe UM na novem objektu.

## **Svetovanje glede upravljanja mobilnosti med načrtovanjem ali v postopku pridobivanja gradbenega dovoljenja**

Lokalni organi lahko investitorjem svetujejo, kako naj v postopku za pridobitev gradbenega dovoljenja na svojih objektih uvedejo upravljanje mobilnosti. Nasvet se lahko preprosto glasi, naj se posvetujejo z izvajalcem v javnem prometu.

### **Običajno stanje**

Pred predložitvijo dokumentov za pridobitev gradbenega dovoljenja ali potrditev izvedbenega načrta je lahko prosilec deležen različnih nasvetov vključenih agencij ali oddelkov lokalnih ali regionalnih uprav. Z nasvetom v zgodnji fazi se zagotovi, da se izpolnijo vse zahteve gradbenih predpisov, parkirnih predpisov itd., da bi bil postopek pregledovanja in odobritve čim krajši in bi potekal čim bolj nemoteno.

### **Nova usmeritev in koristi**

Tako kot svetovanje o drugih vprašanjih, povezanih z objektom, si je mogoče predstavljati, da se lahko svetovanje v zvezi z upravljanjem mobilnosti na lokaciji prosilcu ponudi na standardiziran način. V času priprave načrtov za celotno območje ali posamezne objekte je lahko nasvet v zvezi z ukrepi upravljanja mobilnosti za prosilca zelo koristen. V smernicah na podlagi vloga za gradbeno dovoljenje ali v osebnem stiku med prosilcem in upravnim organom se lahko prosilca seznaniti o obstoju takšne storitve.

Če je vloga za gradbeno dovoljenje glede vprašanj, povezanih s prometom, neuspešna, naj bi prosilec na tej stopnji imel možnost pridobiti nasvet in svetovalne storitve glede upravljanja mobilnosti.

S takšnimi storitvami se povečajo možnosti, da se bo upravljanje mobilnosti upoštevalo v fazi načrtovanja objekta. Seveda se od investorjev ne zahteva, da uporabijo takšno storitev, zato bo potrebnih veliko prizadevanj, da se jih prepriča, naj to storijo prostovoljno, ker bodo imeli od tega koristi.

Nasvet ali svetovalno storitev glede vprašanj upravljanja mobilnosti lahko ponudijo strokovnjaki iz oddelka za načrtovanje prometa v regiji ali občini. Če takšnega osebja ni, se zagotovi usposabljanje ali storitve zunanjih strokovnjakov.

### **Okvirni pogoji**

Nobenih posebnih okvirnih pogojev ni, ki bi jih bilo treba izpolniti, da bi upoštevali ta nasvet ali svetovalno storitev glede vprašanj upravljanja mobilnosti. Vendar pa je pomembno, da je interno v upravi na voljo ustrezeno strokovno znanje, ali da lahko za pomoč zaprosi strokovnjake za področje upravljanja mobilnosti.

### **Postopek povezovanja in vključene zainteresirane skupine**

Ponudba takšnega nasveta ali svetovalne storitve še ne pomeni, da je treba v upravi odpreti novo delovno mesto. Te dejavnosti je verjetno mogoče vključiti v obstoječi opis delovnih nalog in jih nato širiti. Druga možnost je, da se za to dejavnost poiščejo zunanji izvajalci, ki so že strokovnjaki na tem področju. V vsakem primeru pa bo treba politika, ki je odgovoren za načrtovanje prometa, prepričati o koristih takšne storitve za prosilce za gradbena dovoljenja.

## NASVET O UPRAVLJANJU MOBILNOSTI V UPRAVI AARGOVIA, ŠVICA

Oddelek za promet je na področju upravljanja mobilnosti zelo dejaven. Oblikuje del uradne prometne strategije v kantonu. Leta 2008 je oddelek vzpostavil platformo za upravljanje mobilnosti, imenovano aargaumobil. Med naloge platforme aargaumobil sodijo dejavnosti svetovanja na področju upravljanja mobilnosti, ki jih nudijo občinam in zasebnim podjetjem. Aargaumobil ima posebno nalogu, da investitorjem, ki načrtujejo izgradnjo novih objektov, pripravi podrobna priporočila glede upravljanja mobilnosti.

Posledica tega je, da mora vse vloge za izdajo gradbenega dovoljenja, ki jih preverja oddelek za promet in ki zadevajo več kot 60 parkirnih mest, pregledati tudi aargaumobil. V takšnih primerih in kadar je to smiselno, se vključijo tudi priporočila (in včasih) obveznosti za vključitev upravljanja mobilnosti.

### Nadaljnje v prilogi II (v angleščini)

- C1 : Vključitev priporočil glede upravljanja mobilnosti v postopek pridobivanja gradbenega dovoljenja  
*(Integration of Mobility Management recommendations in the building permission process)*

## **Zagotavljanje upravljanja mobilnosti z dogovarjanjem**

V številnih državah postopek pridobivanja gradbenega dovoljenja vključuje dogovarjanje in kompromis med lokalno oblastjo in investitorjem. UM je lahko predmet dogovarjanja, v katerih se investitorja lahko prepriča, da ga izvede.

### **Običajno stanje**

Pogoji v zvezi s prometnimi vidiki, ki jih mora izpolniti prosilec za gradbeno dovoljenje, se običajno določijo v ustreznih zakonih, predpisih ali instrumentih za načrtovanje, ki jih uporablja občina. Glede na presojo, ki jo dopuščajo ti instrumenti, je mogoče tudi dogovarjanje med prosilcem in lokalnimi oblastmi (in včasih regionalnimi oblastmi). Vendar pa je neobičajno, da bi bilo upravljanje mobilnosti predmet takšnih dogovarjanj.

### **Nova usmeritev in koristi**

Z vključitvijo upravljanja mobilnosti kot predmeta dogovarjanja bi se povečala možnost, da bi se ukrepi UM izvedli kot del objekta, še zlasti kadar obstoječi instrumenti za načrtovanje, zakoni in predpisi UM ne vključujejo kot pogoj, ali kadar je malo politične volje, da bi bili „strog“ do prosilcev. Očitno je za zagotovitev UM na ta način potrebna pripravljenost obeh strani, prosilca in organa, da skleneta kompromis. Organ lahko, na primer, dopusti objekt z večjo zazidanostjo površine, v zameno pa prosilec in lastniki lokacije izvajajo ukrepe UM.

### **Okvirni pogoji**

Pomemben pogoj je, da obstoječi zakoni, predpisi in navodila dovoljujejo dogovarjanje glede značilnosti objekta. Takšna dogovarjanja so bolj verjetno uspešna v območjih, kjer gospodarstvo uspeva in se prometne vplive, kot je gneča, zaznava kot problem.

Če je le mogoče, naj bi se vsebina dogovarjanja opredelila v pogodbi, pri čemer je pomembno, da se vključi tudi spremjanje učinkov izvajanja ukrepov upravljanja mobilnosti.

### **Glavne zainteresirane skupine in izvajanje**

Glavne zainteresirane skupine, ki nastopajo v dogovarjanju, so tisti oddelki in agencije, ki se morajo ukvarjati z zahtevki za izdajo gradbenega dovoljenja na eni in investitorji na drugi strani.

## NAČRT PARTNERSTVA V OKROŽJU LLOYD, PORTLAND, ZDA

Okrožje Lloyd je vzhodno od osrednjega poslovnega okrožja v Portlandu, v osrčju mesta. Območje obsega 275 arov in trenutno zaposluje več kot 21.000 ljudi (2005). V okrožju se nahaja približno 650 poslovnih in 1.000 stanovanjskih enot.

Vse do leta 1990 ni bilo nobenega predpisa, ki bi urejal gradnjo parkirišč. Poslovne nepremičnine so se bohotile, parkiranje za uporabnike avtomobilov v okrožju pa je bilo brezplačno. Poleg tega javni promet v tem območju ni bil dobro organiziran in je med vsemi načini prevoza predstavljal manj kot 10 %.

Sredi devetdesetih let prejšnjega stoletja so napovedi glede rasti zaposlovanja predvidevale podvojitev rasti v prihodnjih letih in posledično tudi povečanje prometne gneče. To je vodilo do spoznanja, da bi bilo treba vzorce mobilnosti v okrožju učinkoviteje upravljati. Leta 1994 so ustanovili Načrt partnerstva v okrožju Lloyd med lastniki zemljišč in TriMet (regionalno javno prevozno podjetje), glavni cilji pa so bili naslednji: spodbuditi vozače v okrožju Lloyd, da bi uporabljali različne načine prevoza in bi se delež uporabnikov javnega prevoza povečal z 10 % (1994) na 42 % (2015); zmanjšati delež vozačev, ki so se v glavnem sami vozili s svojim avtomobilom z 72 % (1994) na 33 % (2005).

Načrt partnerstva v okrožju Lloyd je program z več ukrepi. Ključne točke načrta (zanj so si prizadevali 3 partnerji) so bile med drugim: izboljšanje storitev javnega prevoza v tem območju, izboljšanje dostopa in ugodnosti za kolesarje in pešce, najvišja parkirna razmerja za nove poslovne in trgovske dejavnosti, upravljanje in omejevanje razpoložljivih parkirnih mest na velikih parkiriščih, dogovor zasebnega sektorja, da podprejo in izvedejo program subvencioniranih vozovnic za javni promet za zaposlene, vzpostavitev programa financiranja v zasebnem sektorju z oblikovanjem Okrožja s poslovnimi izboljšavami, ustanovitev Združenja za upravljanje prometa Lloyd (ZUPL), ki pri izvajanju načrta deluje kot forum in katalizator, delitev prihodka od parkirnih ur preko ZUPL, da se podprejo prevozne storitve in parkiranje v okrožju Lloyd, izdelava načrta za namestitev nadzora nad parkiranjem in parkirnih ur v okrožju ter odprava brezplačnih uličnih parkirnih prostorov za vozače.

Infrastrukturne ukrepe financira zvezna država Oregon v okviru davčnih olajšav za varčevanje z energijo v podjetjih (namenjene podjetjem, ki vlagajo v rešitve, ki pomenijo trajnostno mobilnost).

### Nadaljnje v prilogi II (v angleščini)

- C2 : Načrt partnerstva v okrožju Lloyd (*Lloyd District Partnership Plan*)
- C3 : MAXIMA (brezplačni avtobusni prevozi do nakupovalnega središča) (*MAXIMA (free bus service to shopping centre)*)
- C4 : Poslovni park Goudse Port (*Business Park Goudse Port*)
- C5 : Tehnološki park “Phönix-West” (*Technology Park “Phönix-West”*)
- C6 : Urbanizem v Aspern Seestadtu (*Urban development of Aspern Seestadt*)

## Zagotavljanje upravljanja mobilnosti z vključitvijo v predpise, ki urejajo mobilnost

Predpis ali smernice, ki določajo, koliko parkirnih mest je treba zgraditi z novim objektom, je mogoče spremeniti z zahtevo po ukrepih upravljanja mobilnosti, s čimer se zmanjša vpliv prometa, ki je vezan na nov objekt.

### Običajno stanje

Običajni predpisi, ki urejajo mobilnost glede novogradenj določajo, koliko parkirnih mest za avtomobile se lahko (ali mora) zgraditi za določeno vrsto in obseg načrtovane uporabe. To se običajno navede kot število parkirnih mest za avtomobile na kvadratni meter uporabljeni površine, t.j. 1 parkirno mesto za 120 m<sup>2</sup> površine, namenjene stanovanjem.

### Nova usmeritev in koristi

Vključitev klavzule, ki zahteva ali svetuje izvajanje upravljanja mobilnosti na novem ali obnovljenem objektu, v predpis, ki ureja parkiranje bi zagotovil njeno izvajanje. Korist tega je, da se upravljanje mobilnosti upošteva vse od začetka procesa načrtovanja. Povezovanje naj bi se uvedlo na način, ki bi ne le zagotavljal upravljanje mobilnosti, ampak tudi cilje, ki naj bi se dosegli na primer s prehajanjem uporabnikov lokacije na trajnostne oblike prevoza.

### Okvirni pogoji

Vključitev klavzule, ki bi zahtevala uvajanje upravljanja mobilnosti, v predpis, ki ureja parkiranje se še zlasti priporoča na območjih, kjer je dober dostop do drugih načinov prevoza. Poleg tega mora biti občina sposobna svetovati ali drugače pomagati tistim prosilcem za gradbeno dovoljenje ali izvedbeni načrt, na katere ta nova klavzula vpliva.

### Postopek povezovanja in vključene zainteresirane skupine

Postopek vključevanja nove klavzule v predpise, ki ureja parkiranje/smernice se razlikuje od države do države in tudi od občine do občine. Precej pogosto je to politična zadeva, zato mora takšne spremembe odobriti parlament ali občinski svet. Za upravne organe to pomeni, da si je treba zelo prizadevati, da bi politike prepričali o koristih upravljanja mobilnosti na lokaciji. Klavzulo oblikuje uprava, običajno je to oddelek za promet. V nekaterih državah morajo spremembe parkirnih standardov odobriti na višji ravni oblasti, kot je regija.

## PARKIRNI PREDPIS OBČINE CHAM, ŠVICA

Leta 2007 se je parkirni predpis v mestu Cham v Švici razširil z dodatnim členom o upravljanju mobilnosti. Novi člen navaja:

*Če se pričakuje, da se bo v zvezi z novim objektom v poslovni coni (v skladu z lokalnim prostorskim načrtom) zgradilo 50 ali več parkirnih mest, mora investitor poskrbeti za koncept upravljanja mobilnosti, ki ga mora predložiti skupaj z zahtevkom za izdajo gradbenega dovoljenja. Koncept mora ponazoriti, kako se bo spodbujala raba prevoznih sredstev, ki so alternativa avtomobilu. Zato mora zajemati zavezjoče cilje, ustrezne ukrepe za doseganje teh ciljev in instrument spremljanja. Vsebina koncepta je predmet pogodbe med svetom in investitorjem in je del gradbenega dovoljenja.*

### Nadaljnje v prilogi (v angleščini)

- C7 : Parkirni predpis občine Cham (Parking regulation of the municipality of Cham)

## Zagotavljanje upravljanja mobilnosti z vključitvijo med pogoje načrtovanja in obveznosti

V državah, kjer se investitorju v postopku pridobivanja gradbenega dovoljenja lahko naložijo lokacijski pogoji in obveznosti, je te mogoče uporabiti za zagotavljanje UM na objektu. V nekaterih državah pa je pogoje treba naložiti z izvedbenim načrtom in ne postopkom pridobivanja gradbenega dovoljenja.

### Običajno stanje

Z upoštevanje določenih lokacijskih pogojev in obveznosti se sooča prosilec za gradbeno dovoljenje v številnih državah. Če bo objekt na primer zgrajen v zavarovanem območju kulturne dediščine, je pogosto treba izpolniti določene arhitekturne pogoje. Ali pa se od investitorja zahteva, da na lokaciji objekta posadi določeno število dreves, še preden začne obratovati. S finančno obveznostjo je mogoče poskrbeti, da investitor novega objekta prispeva k izgradnji nove šole ali lokalnega središča. Kar zadeva prometna vprašanja, morajo v nekaterih državah zasebni investitorji prispevati sredstva za razvoj prometne infrastrukture, ki ni na lokaciji, ampak v neposredni bližini načrtovanega objekta.

### Nova usmeritev in koristi

Upravljanje mobilnosti je mogoče zagotoviti tudi z vključitvijo take zahteve v obstoječe lokacijske pogoje. Tako kot drugi lokacijski pogoji bi se potem tudi upravljanje mobilnosti uporabljalo kot običajna zahteva za objekte določene velikosti, namena in lokacije. Te bi morale natančno opredeliti lokalne oblasti.

### Okvirni pogoji

Vključitev zahteve glede upravljanja mobilnosti bi bila naloga občine. Pogoj mora biti prožen in mora upoštevati določeno lokacijo objekta (glede dostopnosti z različnimi prevozniimi sredstvi). Da se zagotovi dostop do različnih načinov prevoza, se lahko investitor na primer vključi v sofinanciranje nove storitve javnega prevoza kot obveznosti, ki ustreza tovrstni zahtevi (to že obstaja v deželah, kot sta ZDA in Združeno kraljestvo). Dejstvo, da se gospodarstvo krepi in se na prometno gnečo gleda kot na problem, je prav tako lahko pomemben okvirni pogoj za sprejetje UM, z uporabo predpisa na objektu pa se zagotovijo ukrepi UM.

### Postopek povezovanja in vključene zainteresirane skupine

Vključitev upravljanja mobilnosti kot obveznost, povezano s postopkom pridobivanja gradbenega dovoljenja, se mora izvesti na lokalni ravni. Da bi občine obveznost uporabljale na enak način, je treba pristojnost za uporabo takšne obveznosti razviti na nacionalni ravni, občine pa naj bi usmerjali glede tega, kdaj in kako naj jo uporabljajo.

## **SMERNICE ZA NAČRTOVANJE 13, RAZDELEK 106 OBVEZNOSTI IN LOKACIJSKI POGOJI, ZDRUŽENO KRALJESTVO**

SNU13 obravnavajo lokacijo, kombinacije in gostoto objektov ter podporne prometne ukrepe za novogradnjo. Priporoča, naj bi lokalni organi od investorjev pridobili potovalne načrte (načrte UM za lokacijo), ko ti zaprosijo za gradbeno dovoljenje, prav tako naj bi uporabili pravne pogoje in od investorjev pridobili sredstva za prometno infrastrukturo in storitve za novogradnjo ter omejili parkiranje na sami lokaciji.

Številni organi upoštevajo nasvet iz SNU13 glede zagotovitve načrtov za UM na lokaciji. Vendar pa se „moč“ načrtov za UM od kraja do kraja močno razlikuje, ker nekateri uvedejo le preprost pogoj, ki zahteva pripravo načrta pred odprtjem lokacije, medtem ko drugi uporabijo pogoje in obveznosti (dogovore), ki zahtevajo natančno opredelitev vsebine, spremmljanja, kazni, če cilji niso doseženi, in plačilo potrebnih izboljšav izven lokacije (npr. nove avtobusne proge). V gospodarsko manj uspešnih območjih pa morda investorjem ni treba pripraviti načrta oziroma je načrt, ki ga ti pripravijo, le formalnost.

## **BOLNIŠNICA ADDENBROOKES, CAMBRIDGE, ZDRUŽENO KRALJESTVO**

Addenbrookes meri 27 hektarjev in se nahaja 3 km južno od mestnega središča, prav na robu mesta, kjer svoj prostor deli z univerzitetnim in medicinskim raziskovalnim svetom. Tu je zaposlenih okrog 7.000 ljudi, lokacija pa dnevno generira več kot 18.000 potovanj z avtomobilom. Na lokaciji je 365 zgradb in parkirišč. Kraj se širi vse od leta 1993 (ko je bilo le 4.000 zaposlenih), zanj pa veljajo številne pravne obveznosti, ki jih ima do mestnega sveta glede upravljanja prometnih vplivov.

To jih je zavezalo, da na lokaciji ni več kot 3.900 parkirnih mest, omejiti pa morajo dnevne migracije z avtomobili z enim samim potnikom s 50 % osebja v letu 2000 na 45% leta 2005 ob uporabi ukrepov, glede katerih se dogovorijo različne udeležene stranke. Dejanski dosežek leta 2005 pa je bil 38 % osebja, ki se je samo vozilo na delo v svojem vozilu. Leta 2004 so določili dodaten cilj za zmanjšanje potovanj pacientov in obiskovalcev z vozili z 90 % na 86 % do 2006.

Lokalni organ oblasti je postavil zahteve po zmanjšanju uporabe avtomobila na objekt in jo omejil s številom parkirnih mest, upravljanjem parkirišča, zaračunavanjem parkirnine in razvojem alternativnih načinov prevoza, še zlasti vožnje s kolesom, avtobusnimi prevozi in povezavami do »park and ride« parkirišč. Vključeni so ukrepi: spremenjene avtobusne mreže, nova avtobusna postaja, znatni popusti za tedenske avtobusne vozovnice, povezave do bližnjih parkirišč »park and ride«, zaračunavanje parkirnine in upravljanje parkirišč (ločene obračunske enote prihodka, ki se je uporabil za ukrepe UM), parkirišče za kolesa in kopalnice in močno izboljšane kolesarske povezave med mestom in območjem.

### **Nadaljnje informacije v prilogi II (v angleščini)**

- C8 : Smernice za načrtovanje 13 (PPG13), S106 načrtovalske obveze in pogoji (Planning Policy Guidance 13 (PPG13), S106 planning obligations and planning conditions)
- C9 : Bolnišnica Addenbrookes (Addenbrookes Hospital )

## **Spodbujanje stanovanj brez avtomobila**

Na območjih z odličnim javnim prevozom, možnostjo uporabe kolesa in peš dostopnostjo, je lahko stanovanjski objekt z malo ali brez pripadajočih parkirišč dober tržni predlog. Pomanjkanje parkirnih mest je glavni spodbujevalec UM.

### **Običajno stanje**

Stanovanjski projekti tako kot drugi objekti običajno zahtevajo najmanjše število parkirnih mest za avtomobile.

### **Nova usmeritev in koristi**

Stanovanjski objekt brez avtomobilov ali z manjšim številom avtomobilov pomeni, da se omogočijo projekti, ki lahko zgradijo manj parkirnih prostorov za avtomobile, kot jih sicer zahteva zakonodaja, ali pa sploh nič. Koristi so jasne: ljudje, ki tam živijo, uporabljajo avtomobile manj kot v običajnih objektih. Pri stanovanjskih objektih brez avtomobilov upravljanje mobilnosti ni pravna zahteva, ampak prej korist. Ukripi, kot so informacije o alternativah avtomobilu, dobra kolesarska infrastruktura, dostop do avtomobilov, ki so namenjeni souporabi in tako naprej, omogočajo življenje brez avtomobila.

### **Okvirni pogoji**

Okvirni pogoj za spodbujanje stanovanjskih objektov brez avtomobila je najprej lokacija za takšne projekte. Njihovo spodbujanje se priporoča predvsem v urbanih okoljih, kjer mreža javnih prevozov in prav tako kolesarska mreža ponujata dobre možnosti za uporabo alternativnih oblik prevoza.

### **Postopek povezovanja in vključene zainteresirane skupine**

Projekti stanovanj brez avtomobilov predstavljajo pristop od spodaj navzgor, kjer so določeni lastniki zgradb pripravljeni živeti in spodbujati „življenje brez ali z manj avtomobila“. Občinske oblasti lahko tovrstne projekte stanovanjskih objektov spodbujajo s tem, da jih ne ovirajo. To lahko storijo z zagotovitvijo predpisov, ki urejajo parkiranje ali pravilnikov o gradnji, ki omogočajo manjše število parkirnih mest za avtomobile ali pa celo nudijo možnost zgradb brez parkirišč. Običajno je to mogoče urediti tako, da se vključijo fraze, kot sta „v določenih okoliščinah je najnižje število parkirnih mest lahko manj kot...“ ali „pod določenimi pogoji parkirnih mest ni treba zgraditi“, nato pa se ti posebni pogoji in okoliščine natančno opredelijo. Če teh dodatkov predpisi o parkiriščih ali pravilniki o gradnji še ne vsebujejo, so potrebne določene spremembe, ki ponavadi zahtevajo politično raven odločanja.

Poleg tega mora lastnik stavbe ali investitor ponavadi zagotoviti, da se nobenemu gospodinjstvu z avtomobilom ne sme dovoliti lastništvo ali najem stanovanja v objektu. To je mogoče urediti s pogodbo med lastnikom / investitorjem in lokalno upravo ali z zagotovilom, da se stanovalci v takšnem objektu ne potegujejo za parkirne dovolilnice, če se objekt nahaja v območju modre cone ali podobno. Opredeliti je treba tudi postopek, ki se sproži v primeru neskladnosti. Lastnik mora na primer zgraditi dodatna parkirna mesta, ali jih odkupiti, če je preveč gospodinjstev, ki ne ravnajo v skladu z dogovorom in so lastniki zasebnega avtomobila, ali ga uporabljajo. Da bi zagotovili veljavnost teh pravil tudi ob menjavi lastnika nepremičnine, morajo biti ti pogoji vezani na zemljiško parcelo, kjer ta objekt stoji. Obstajati mora zahteva, da se to zabeleži v zemljiško knjigo.

## STANOVANJA BREZ AVTOMOBILOV V MESTU HAMBURG V NEMČIJI

Zvezna dežela Hamburg v svojem pravilniku o gradnjah opredeljuje predpise o parkirnih mestih za avtomobile in kolesa. Z upravnim odlokom (*Globalrichtlinie*) pa to vprašanje podrobneje opredeli in glede na rabo in velikost stavb določi število parkirnih mest za avtomobile in kolesa. Tu so naštetí različni razlogi za zmanjšanje števila obveznih parkirnih mest za avtomobile: cenejše vozovnice za javni promet za uslužbence poslovnega objekta, kombinacija vstopnice za športne dogodke (šport, kultura) in vozovnice za javni promet, projekt gradnje objekta z zmanjšanim številom parkirnih mest ali brez njih.

Če gre za stanovanjski objekt brez avtomobila, mora objekt izpolnjevati določene zahteve, kot so dober dostop do javnega prevoza, več kot 30 nastanitvenih enot, koncept izogibanja uporabi avtomobila in izjava vsakega stanovalca, da ne bo imel lastnega avtomobila. Če se te zahteve izpolnijo, se običajni standard z 1 parkirnim mestom na nastanitveno enoto lahko zmanjša na 0,2 parkirnega mesta na enoto.

## PROJEKT STANOVANJSKEGA OBJEKTA BREZ AVTOMOBILA „GARTENSTADT SIEDLUNG WEISSENBURG, MÜNSTER“, NEMČIJA

Projekt zgradb brez avtomobila „Gartenstadt Siedlung Weißenburg“ obsega območje 3,2 hektarja, ki je blizu mestnega središča, 2,5 km južno od središča mesta Münster, in se imenuje „Geistviertel“. V bližini je veliko trgovin, postaja z avtomobili za souporabo pa je na robu parcele z objektom. Glavni del tega območja je namenjen za stanovanjsko rabo, na bivšem vojaškem zemljišču pa so in še bodo zgradili skupaj 196 nastanitvenih enot za gospodinjstva brez avtomobila. Enote so različno velike, od garsonjer do petsobnih družinskih stanovanj. Prvi dve etapi gradenj s 70 in 60 enotami sta bili nared za vselitev leta 2001 in 2003. Tretja in zadnja pa naj bi bila končana do 2012. Vse bivalne enote so rezervirane za socialna stanovanja.

Lokacija je z mestnim središčem povezana z mrežo kolesarskih stez. Pot do središča s kolesom vzame približno 10 minut. Peš je mogoč dostop do 3 avtobusnih prog, kjer avtobusi vozijo vsakih 10 minut. Avtobusna vožnja do glavne postaje traja okrog 15 minut, sledi še 7 minut peš do središča.

Občina je zahtevala 0,2 parkirnega mesta na stanovanjsko enoto, kar naj bi bilo namenjeno za avtomobile, ki se lahko najamejo za krajši čas, in obiskovalce. Izvedba sheme avtomobilov za souporabo je bil eden od zahtev za zmanjšano število parkirnih mest. To zmanjšanje je del vsebine izvedbenega načrta, stanovanjsko podjetje „Wohnungsgesellschaft Münsterland mbH“ (WGM) pa je moralo z mestom podpisati urbanistično pogodbo, da je lahko pridobilo gradbeno dovoljenje. Najemniki s podjetjem WGM podpišejo zasebno pogodbo, kjer izjavijo, da ne posedujejo ali uporabljajo zasebnega avtomobila.

Več informacij o stanovanjih brez avtomobila in UM v stanovanjskih predelih in stanovanjih lahko dobite v rezultatih projekta EU [ADD HOME](#).

### Nadaljnje informacije v prilogi II (v angleščini)

- C10 : Stanovanja brez avtomobila (Car-free Housing)
- C11 : Gartenstadt Siedlung Weissenburg (Projekt stanovanj brez avtomobila), Gartenstadt Siedlung Weissenburg (Car-free housing project)

## **Model pogojenega dostopa za uravnavanje avtomobilskega prometa v večnamenskem kompleksu**

Pri velikih kompleksih in v nekaterih pravnih ureditvah je mogoče kot pogoj za gradbeno dovoljenje omejiti dovoljeno število potovanj z vozili do in od kompleksa.

### **Običajno stanje**

Kompleksi z različnimi funkcijami, kot so nakupovalna središča z restavracijami, športnimi in drugimi prostočasnimi zmogljivostmi, so običajno kar veliki. Takšni kompleksi povzročajo veliko prometa, ki pogosto povzroča hrup, dodatne prometne zastoje in tako naprej, še zlasti v prometnih konicah. Značilnosti takšnih večnamenskih kompleksov so, da se ponavadi zgradijo izven mesta, največkrat so dobro povezani z avtocestami in imajo veliko parkirnih mest.

### **Nova usmeritev in koristi**

Za omejitev negativnih vplivov prometa, ki ga povzročajo takšni večnamenski kompleksi, so bile sprejete različne strategije. Prvič, takšne objekte, ki jih v Švici imenujejo lokacije, ki so večji generatorji prometa, naj bi dovolili zgraditi le v območjih z odličnim dostopom do javnega prevoza. Drugič, objekti naj bi se ne gradili na kakovostnem kmetijskem ali gozdnem zemljišču, ampak na opuščenih območjih na robu mestnih središč.

Poleg omejevalnih parkirnih standardov za automobile je model pogojenega dostopa na takšnih območjih dragocena metoda za urejanje obsega avtomobilskega prometa. Modeli pogojenega dostopa pomenijo, da ni dovoljeno, da bi obseg avtomobilskega prometa, ki ga ustvarja večnamenski kompleks, presegel določeno količino takega prometa na dan, mesec ali leto. Količina avtomobilskega prometa je povezana z najvišjim obsegom prometa, ki ga cestno omrežje v okolici lahko sprejme na eni strani, in doseganjem okoljskih pragov glede kakovosti zraka in onesnaženja s hrupom na drugi strani. Čeprav večnamenski kompleksi vključujejo različne rabe (kot so trgovine, restavracije, bivalni del, poslovni del) in je število parkirnih mest povezano z vrstami uporabe (v skladu s stopnjami parkirnih mest glede na posamezne vrste rabe, določenimi v parkirnih standardih), model pogojenega dostopa pomeni prednost za lastnika zgradbe. Lastnik določi, kako se parkirna mesta lahko uporabijo, in mu ni treba slediti pravilom, ki jih opredeljuje predpis, ki ureja parkiranje. Bistveno je, da se ne preseže najvišje število potovanj z avtomobilom. Če se tega ne spoštuje, sledijo sankcije, o katerih sta se dogovorila investitor in mestna uprava.

Model pogojenega dostopa posredno vpliva na vzpostavitev ukrepov za upravljanje mobilnosti. Lastnik stavbe ne želi, da bi se prekoračilo dovoljeno najvišje število potovanj z avtomobili. Da to število ostaja v dopustnem razponu, mora investitor / lastnik spodbujati uporabo trajnostnega načina prevoza do večnamenskega kompleksa, to pa je upravljanje mobilnosti.

### **Okvirni pogoji**

Število dovoljenih potovanj z avtomobilom in sankcije, ki sledijo, če se število preseže, se določijo v pogodbi med investitorjem /lastnikom stavbe in občino, to pa predstavlja ključni del v postopku pridobivanja gradbenega dovoljenja. Uporaba modela pogojenega dostopa je smiselna pri objektih, kjer je prisotnih več vrst uporabe, ki povzročajo veliko potovanj z avtomobili v kratkem časovnem okviru. To, na primer, pomeni nakupovanje, restavracije, kinodvorane ali športne dogodke, kjer obiskovalci običajno ne ostajajo dlje kot 2 ali 3 ure. Poleg tega je treba zagotoviti dobro izbiro načinov prevoza, ki ne vključujejo avtomobila. Omogočiti je treba spremeljanje števila potovanj z avtomobilom do parkirnih prostorov in z njih, na primer, z nameščanjem zapornic na vhode v parkirišče.

## Postopek povezovanja in vključene zainteresirane skupine

Model pogojenega dostopa je precej nov instrument načrtovanja, ki mora nosilcem odločanja še dokazati svojo koristnost. To pomeni, da je osveščanje zelo pomembno. Uvedbo takšnega modela je mogoče najbolje opredeliti na regionalni ravni. Takšne večnamenske komplekse je mogoče opredeliti v regionalnem prostorskem načrtu, sprejetje modela pogojenega dostopa pa se postavi kot pogoj.

### MODEL POGOJENEGA DOSTOPA V MESTU ZÜRICH, ŠVICA

Model pogojenega dostopa opredeli najviše dovoljeno število potovanj z avtomobilom, ki nastanejo zaradi objekta oziroma različnih vrst rabe zemljišča na lokaciji. Izračun števila dovoljenih potovanj z avtomobilom se začne s številom parkirnih mest, določenih v predpisih mesta Zürich, ki urejajo parkiranje. V nasprotju s tovrstnim predpisom model pogojenega dostopa ne ureja rabe parkirnih mest. To pri upravljanju parkirnih mest omogoča določeno prožnost v okviru predpisanih omejitev potovanj z avtomobilom v določenem časovnem obdobju.

Najviše število dovoljenih potovanj z avtomobilom se izračuna na podlagi naslednjih dejavnikov: najvišjega števila parkirnih mest za avtomobile glede na mestne predpise, ki urejajo parkiranje (kar vključuje kakovost dostopa do območja z javnim prevozom), verjetnega števila potovanj za posamezno rabo prostora (število potovanj, ki jih povzroči določena raba v določenem času), zmogljivosti cestne mreže na območju objekta in zgornje meje za zrak in emisije hrupa, določene v Zakonu o okolju. Model pogojenega dostopa je treba zagotoviti s procesom, ki ga izvede investor/lastnik zemljišča, vključno s spremeljanjem potovanj, urejanjem parkiranja in postopkom poročanja.

Spremljanje mora redno izvajati neodvisna institucija, ki poroča oddelku za načrtovanju prometa v mestu Zürich. Če se najviše dovoljeno število potovanj preseže, je treba uporabiti sankcije. Prvič, treba je izvesti infrastrukturne ali organizacijske ukrepe, če pa s temi ukrepi nameravan učinek ni dosežen, mora javni organ ravnati v skladu s pravili, opredeljenimi v mestnem predpisu, ki ureja parkiranje. To lahko pomeni ponovno razdelitev parkirnih mest med različne rabe objekta ali znižanje skupnega števila dovoljenih parkirnih mest.

Glavni cilji in razlogi za izvajanje modela pogojenega dostopa so:

- omogočiti novogradnje v gosto naseljenih urbanih območjih, ki so že nasičena s prometom;
- nadzirati okoljske učinke velikih zgradb/nepremičnin;
- omogočiti prožno večnamensko rabo parkirnih mest za avtomobile;
- urejati obseg avtomobilskega prometa z opredelitvijo najvišjega dovoljenega števila potovanj z avtomobilom.

Z uporabo modela pogojenega dostopa je obseg dovoljenih potovanj z avtomobilom za celoten objekt že določen v fazi načrtovanja. Kvoto potovanj je mogoče zahtevati postopoma kot delno omejitev glede na napredok gradnje celotnega kompleksa. Investorju tako ni treba zaprositi za dovoljenje za več parkirnih mest vsakič, ko se začne uporabljati še en del kompleksa. Ta model občini omogoča, da preuči skladnost velikih in prometno intenzivnih objektov glede na zmogljivost mreže obstoječih cest na eni strani in glede na okolje na drugi strani.

## SIHL CITY, ZURICH, ŠVICA

Sihlcity je večnamenski objekt v mestu Zürich, ki ga sestavlja več zgradb. Na površini 97.000 m<sup>2</sup> so na voljo prodajalne, različne storitve, kulturne prireditve, kino dvorane, hoteli, fitnes in wellness centri in nekaj stanovanjskih enot. Sihlcity ima vsak dan okrog 19.000 obiskovalcev, zaposluje pa 2.300 ljudi. Kompleks se nahaja izven mestnega središča v bližini pomembne avtoceste, ki vodi v mesto Zürich. Prav tako je dobro povezan z regionalnim železniškim sistemom (železniška postaja je pri enem od glavnih vhodov) in lokalnim sistemom javnega prevoza (v bližini so avtobusno postajališče in postajališči za tramvaj). To območje ima tudi rekreacijsko funkcijo v sosesčini, ki je mešanica zaposlitvene in stanovanjske rabe. Sihlcity ima skupaj 850 parkirnih mest, kar pomeni 1 parkirno mesto na 110 m<sup>2</sup> bruto etažne površine.

V procesu pridobivanja gradbenega dovoljenja so bile v pogodbi pravno opredeljene različne prometne rešitve: določeno je bilo število parkirnih mest, in sicer 850, parkiranje je moralo biti plačljivo, 600 parkirnih mest za kolesa, lastniki zemljišča so morali ponuditi storitev dostave na dom s kolesi, prav tako pa se je od njih zahtevalo, da so v prvih dveh letih delovanja centra financiali izboljšanje tramvajskih in avtobusnih prog. Nadalje so morali uvesti model pogojenega dostopa, ki dopušča največ 8800 potovanj z avtomobili na dan (kar naj bi se doseglo po 5 letih).

### Nadaljnje informacije v prilogi II (v angleščini)

- C12 : Model pogojenega dostopa (Access Contingent Model)
- C13 : Sihlcity, večnamenski kompleks (Sihlcity, multifunctional development)
- C28 : Irvine Spectrum, Orange County, ZDA – razvoj poslovnih prostorov (Irvine Spectrum, Orange County, USA – office development)

## **Spodbujanje sprejetje upravljanja mobilnosti na podlagi okoljske zakonodaje**

V nekaterih državah se sprejetje in uporaba UM pri posameznih objektih (preko sistema načrtovanja rabe prostora) zahtevata ali spodbujata na podlagi okoljske zakonodaje.

### **Običajno stanje**

Pri preučevanju vloge za pridobitev gradbenega dovoljenja lahko svojo vlogo odigra tudi okoljska zakonodaja. Na primer, ko obstaja zahteva za oceno negativnih okoljskih vplivov, ki jih povzroča stavba ali celotna lokacija med gradnjo ali uporabo.

### **Nova usmeritev in koristi**

Pomemben vidik glede okolja je obseg avtomobilskega prometa, ki ga bo nov objekt povzročal glede na velikost, lokacijo in načrtovano število parkirnih mest. Precej pomembno je, da mora prosilec skupaj z vlogo za izdajo gradbenega dovoljenja ali prošnjo za odobritev izvedbenega načrta posredovati tudi študijo presoje vplivov na okolje. Kadar študija presoje vplivov na okolje zajema vidike, povezane s prometom, se lahko zgodi, da je treba zmanjšati število parkirnih mest ali izvesti dodatne ukrepe za spodbujanje trajnostnih načinov prevoza.

Okoljske usmeritve lahko vplivajo tudi na že obstoječe objekte: če podjetje s svojo dejavnostjo znatno vpliva na okolje, se okoljsko dovoljenje z veljavnostjo enega leta podaljša le, če se izpolnijo vsi zahtevani pogoji. Med okoljskimi zadavami bi bil eden od pogojev lahko izvajanje upravljanja mobilnosti.

### **Okvirni pogoji**

Okoljska zakonodaja se običajno opredeli na nacionalni ravni. Zato se njena vsebina od države do države razlikuje. Najprej je treba ugotoviti, ali obstoječi zakoni omogočajo vključitev novih postopkov, kot so študije presoje vplivov na okolje ali izdaja okoljskih dovoljenj. Če ne, naj bi se zakon ustrezno spremenil, vendar je to ponavadi postopek, ki zahteva precej časa.

### **Postopek povezovanja in vključene zainteresirane skupine**

Uporaba novih usmeritev, kot so postopki presoje vplivov na okolje ali izdaja okoljskih dovoljenj, običajno poteka na lokalni ravni. Kot pri drugih usmeritvah je treba opozoriti na vidik rivalstva med občinami, ki želijo pritegniti nova in obdržati obstoječa podjetja. Da bi ta pojav čim bolj zmanjšali, naj bi se izvajanje takšnih usmeritev organiziralo na nacionalni ravni pod pogojem, da jih občine resno uporabljajo.

## ZAKON O UPRAVLJANJU Z OKOLJEM, NIZOZEMSKA

Namen Zakona o upravljanju z okoljem („Wet Milieubeheer“ ali ZUO) iz leta 1993 je „varstvo okolja“. Ta široka opredelitev zajema:

- izboljšanje okolja;
- spodbujanje trajnostnega odstranjevanja odpadkov;
- spodbujanje učinkovite rabe energije in surovin;
- zmanjšanje škodljivih vplivov potniškega in tovornega prometa v mestih na okolje.

Po tem zakonu mora za svoje obratovanje približno četrtnina nizozemskih podjetij pridobiti okoljsko dovoljenje. Za pridobitev dovoljenja morajo izpolnjevati zahteve Zakona o upravljanju z okoljem. Zakon navaja, da so podjetja (v okviru, ki ga določijo pristojni organi) sama odgovorna za zmanjšanje okoljskega vpliva. Podjetja lahko odgovornost za zmanjšanje svojega vpliva na okolje prevzamejo na primer z merjenjem vpliva svojih dejavnosti in pripravo načrta za njegovo zmanjšanje (precej podobno tudi načrti UM zajemajo diagnostične faze in faze ukrepanja). Takšne diagnoze in akcijski načrti se lahko osredotočijo tudi na posebne okoljske vidike, kot so: varčevanje z energijo in urejanje prometa.

Namen zakona je, da se odgovornost za sprejetje ustreznih ukrepov za zmanjšanje okoljskih vplivov prenese na podjetja. Za širitev, spremembo lokacije ali zgolj za nadaljnje obratovanje morajo podjetja od lokalnih oblasti na podlagi vloge, ki jasno kaže, kako se bodo okoljski vplivi ublažili in zmanjšali, pridobiti triletno dovoljenje. To je mogoče tolmačiti tudi z vključitvijo vplivov prometa do, na in z lokacije, čeprav je le mesto Amsterdam ta zakon tolmačilo na ta način. Zakon upravljanja mobilnosti posebej ne omenja. Njegova opredelitev okoljskih vplivov je bila precej širša, da bi podjetjem pri izbiri najznačilnejših vplivov dopustili več prožnosti.

## ČASOPISNA HIŠA DE TELEGRAAF, MESTO AMSTERDAM, NIZOZEMSKA

De Telegraaf je eden največjih časopisov na Nizozemskem. Sodi v skupino Telegraaf Media Group (TMG) in se nahaja na zelo dostopni lokaciji (z javnim prevozom in s cestnim prometom) v poslovnom parku približno 800 m od postaje Sloterdijk zahodno od Amsterdama, ob cesti na letališče Schiphol. Poslovna zgradba in obrat v redakciji, trženju, prodaji, upravi in tiskarni ter odpremi zaposljenih 2100 ljudi. Skupina TMG je leta 2001 občino zaprosila za redno podaljšanje okoljskega dovoljenja. Skupina je ena od organizacij, ki morajo po okoljskem zakonu iz leta 1993 za svoje nadaljnje obratovanje od občine pridobiti okoljsko dovoljenje. Čeprav to ni bilo del procesa načrtovanja, se je uporabljalo kot pogoj za nadaljevanje obratovanja. Ob tem je moralo veliko novih, preseljenih ali razširjenih (do 1/1/2008) organizacij prav tako pridobiti takšno dovoljenje. V primeru skupine TMG je bilo upravljanje mobilnosti pogoj za izdajo dovoljenja. Vendar pa občina te zahteve ni razširila z opredelitvijo posebnih ukrepov za upravljanje mobilnosti.

### Nadaljnje informacije v prilogi II (v angleščini)

- C14 : Zakon o upravljanju z okoljem (Environmental Management Act)
- C15 : Časopisna hiša De Telegraaf (De Telegraaf newspapers)
- C16 : Postopek presoje vplivov na okolje (Environmental Impact Assessment Procedure)
- C17 : Študija presoje vplivov prometa (Traffic Impact Assessment Study (Estudio de tráfico))
- C18 : Standardi za zagotavljanje kakovosti okolja v Kodeksu za okolje (Environmental Quality Standards in the Environmental Code)
- C19 : Projekt “Mestni vhod” (The “City entrance” project)

## Standardi glede najvišjega števila parkirnih mest

Če je število parkirnih mest, ki jih investitor zahteva za nov objekt, omejeno, in je malo možnosti za parkiranje izven lokacije, to investitorje in lastnike objekta močno spodbudi k uporabi UM.

### Običajno stanje

Parkirni standardi pomenijo stopnjo (ali število) parkirnih mest za avtomobile, ki se jih lahko ali mora zgraditi za določeno površino, ki se v novem objektu načrtuje za določeno rabo. Ponavadi se opredeli kot najnižja stopnja ali najnižje število parkirnih mest, ki jih mora zgraditi investitor. S tem pristopom se želijo izogniti parkiranju na ulici (še zlasti na javnih parkirnih mestih). To je na eni strani razumljivo, vendar na drugi strani uporaba najnižjih stopenj vodi v izgradnjo velikega števila parkirnih mest, kar posledično pritegne še več prometa, pogosto pa niti niso dovolj izkoriščena, kar pomeni neracionalno rabo zemljišča. Občine pogosto same opredelijo parkirne standarde in jih vključijo v lokalne predpise, ki urejajo parkiranje. Zato se stopnje, ki jih sprejme ena občina, precej razlikujejo od tistih, ki jih je določila sosednja občina.

### Nova usmeritev in koristi

Z novo usmeritvijo se običajno uporabljene najnižje stopnje parkirnih standardov preoblikujejo v najvišje stopnje ali razpon, ki opredeljuje najnižjo in najvišjo stopnjo. Poleg tega je mogoče kot niz dejavnikov, ki nadalje zmanjšujejo najvišje dovoljeno število parkirišč, upoštevati še dostopnost lokacije z drugimi načini prevoza in ne z avtomobilom. Te „dejavnike zmanjševanja“ je mogoče določiti za različna območja, ki imajo podobno raven dostopnosti.

Švicarski normativ o parkirnih standardih (glej prilogo) predлага takšen pristop:

- Členitev na območja, kjer obstoječi obseg pešev in kolesarjev predstavlja več kot 50 %, 25 do 50 % ali manj kot 25 % celotnega obsega prometa;
- Členitev na območja, kjer ima javno prevozno sredstvo 5 ali več postankov, 1 do 4 postanke na uro in območja, kjer javnega prevoza sploh ni.

Če se nov objekt načrtuje v območju, kjer kolesarji in pešci predstavljajo več kot 50 % vsega prometa, pogostost javnega prevoza na uro pa je 5 ali več postankov, bi bile stopnje najvišjega števila parkirnih mest (ali razpon med najnižjim in najvišnjim številom parkirnih mest) nižje kot stopnje za objekt, postavljen v drugih območjih.

Korist takšne obrnjene usmeritve je jasna: še zlasti pri novih objekti, ki se gradijo v gosto naseljenih urbanih območjih z dobro mrežo javnega prevoza in visokim deležem kolesarjev in pešev, se dovoli gradnja manjšega števila parkirnih mest. Posledično bi investorji za obvladovanje zmanjšane ponudbe razpoložljivih parkirnih mest za avtomobile preučili ukrepe upravljanja mobilnosti.

### Okvirni pogoji

Za zagotovitev čim večje učinkovitosti uporabe standardov glede najvišjega števila parkirnih mest je treba izpolniti naslednje okvirne pogoje:

- Da bi se izognili tekmovanju med občinami, naj bi novo usmeritev razvili na regionalni ravni, še bolje pa bi bilo, če bi na nacionalni ravni pripravili smernice ali normative (ki bi ciljali na lokalne organe), ki bi predstavljal referenčno podlago za vključitev standardov v lokalne predpise, ki urejajo parkiranje;
- Občinska usmeritev glede parkiranja naj ne bi vključevala daljše uporabe javnih parkirnih mest. V bližini novega objekta (v krogu 15-minutne hoje, kadar gre za delovno mesto) pa naj bi prav tako ne bilo druge ponudbe brezplačnega dolgoročnega parkiranja;
- Kakovost mreže javnega prevoza naj bi bila višja in naj bi predstavljala pravo alternativo uporabi avtomobila.

## Glavne zainteresirane skupine in izvajanje

Kot je bilo omenjeno v prejšnjem razdelku, naj bi se smernice ali normativi razvili na regionalni ali nacionalni ravni. Zainteresirane strani, ki morajo dati pobudo, so oddelki za načrtovanje prometa. Uporaba smernic, ki bi jih občine vključile v lokalne predpise, ki urejajo promet, bi potekala na ravni posamezne občine. Za spremembo predpisa je običajno potrebna politična odločitev.

### STANDARDI O NAJVIŠJEM ŠTEVILU PARKIRNIH MEST, ANGLIJA, ZDRUŽENO KRALJESTVO

Kot pove že njihov naziv, angleški standardi o najvišjem številu parkirnih mest, določeni na nacionalni ravni, pomenijo največji obseg parkirnih mest, katerih gradnja se dovoli pri novih objektih. Ti standardi so v prilogi k SNU13, čeprav so se uvedli šele z zadnjo različico SNU13 leta 2001. Prejšnje različice SNU13 so predlagale, da lokalni organi določijo svoje standarde glede najvišjega števila parkirnih mest za lokalno raven, vendar so številni temu nasprotovali, ker so se bali, da bodo organi v sosednjih občinah opredelili manj restriktivne standarde, da bi tako bolj pritegnili novogradnje.

Standardi v SNU13 se ne uporabljajo za stanovanjske objekte. Te zajemajo druge SNU (SNU3), ki določajo največ 1,5 parkirnega mesta na stanovanje na določenem območju, kar pomeni, da se nekatera zgradijo z več mesti, druga pa z manj. Pomembno je, da se ohranja povprečje 1,5 parkirnega mesta. Standardi in najmanjša velikost objektov, za katere se ti uporabljam, so prikazani v naslednji tabeli:

Use	National Maximum Parking Standard 1 space per square metre (m <sup>2</sup> ) of gross floorpace unless otherwise stated	Threshold from and above which Standard applies (gross floorspace)
Food retail	1 space per 14m <sup>2</sup>	1000m <sup>2</sup>
Non food retail	1 space per 20m <sup>2</sup>	1000m <sup>2</sup>
Cinemas and conference facilities	1 space per 5 seats	1000m <sup>2</sup>
D2 (other than cinemas, conference facilities and stadia)	1 space per 22m <sup>2</sup>	1000m <sup>2</sup>
B1 including offices	1 space per 30m <sup>2</sup>	2500m <sup>2</sup>
Higher and further education	1 space per 2 staff – 1 space per 15 students	2500m <sup>2</sup>
Stadia	1 space per 15 seats	1500 seats

SNU13: [planningpolicyguidance/ppg13](http://planningpolicyguidance/ppg13)

To pomeni, da so številni organi lahko in tudi so v položaju, kjer najvišje standarde opredelijo za velike objekte, najnižje pa za manjše objekte. Standardi niso primarna zakonodaja, vendar pa imajo kot del smernic za načrtovanje praven status. Lahko se jih spregleda ali prilagodi, vendar mora za takšno početje obstajati zelo dobra utemeljitev. Če lokalni organ za zgradbo izda dovoljenje z večjim številom parkirnih mest, kot jih dopuščajo standardi o najvišjem številu parkirnih mest, lahko nacionalna vlada takšno odločitev razveljavlji. Na splošno pa se ti uporabljam precej dosledno.

## RAZVOJNI NAČRT MESTA CORK (RAZDELEK 49, USMERITEV T 12), IRSKA

Lokalni razvojni načrti (LRN – uradni naziv na Irskem) so glavni mehanizem sistema načrtovanja na Irskem, ki usmerjajo in urejajo razvoj. Kot organ za načrtovanje mora mestni svet Corka (v skladu z zahtevami zakona o načrtovanju in razvoju iz leta 2000) pripraviti razvojni načrt. V tem načrtu lahko opredeli poljubno število usmeritev, za katere meni, da so pomembne za urejanje objektov.

Razvojni načrt mesta Cork vključuje usmeritev T12 za ublažitev okoljskih in prometnih vplivov gradnje, ki pravi „[Svet bo zahteval] pripravo in izvajanje načrtov za upravljanje mobilnosti za vse večje nove ali razširjene objekte“. Dodatno besedilo k usmeritvi zagotavlja več podrobnosti, vključno z razlago, kaj je načrt za UM, kaj lahko vsebuje in kako naj bi se izvajal, vključno z zahtevo po koordinatorju UM pri največjih objektih, ki jih usmeritev zajema. Prav tako poudarja potrebo po opredelitvi ciljev, njihovem spremeljanju in rednem poročanju mestnemu svetu. Usmeritev podpirajo standardi glede parkirnih mest za vse nove objekte, ki nekaterim objektom ne dovolijo dodatnih parkirnih zmogljivosti.

### Nadaljnje informacije v prilogi II (v angleščini)

- C20 : Standardi glede najvišjega števila parkirnih mest (Maximum parking standards)
- C21 : Razvojni načrt mesta Cork (razdelek 49, usmeritev T12) (Cork City Development Plan, Section 49 Policy T12)
- C22 : Švicarski normativ za parkirne standarde (SN 640 281) Swiss Normative on parking standards (SN 640 281)
- C23 : Standardi za kolesarske parkirne prostore kot del občinskega prostorskega načrta (Bicycle parking standards as a part of the Municipal Spatial Plan)
- C24 : Predpis o parkiriščih za mesto Krakow (Parking Regulation of the city of Krakow)

## **Plačilo za nezgrajena parkirna mesta**

Včasih se investorjem dovoli, ali se jih spodbudi, da zgradijo manj parkirnih mest, kot se jih običajno zahteva za objekt načrtovane velikosti. Tako zbrana sredstva se lahko včasih uporabijo za UM.

### **Običajno stanje**

Če investitorji ne morejo zgraditi zahtevanega števila parkirnih mest za avtomobile na sami parcelei načrtovanega objekta ali v enem od sosednjih območij, morajo občini plačati določen denarni znesek. Znesek se ponavadi določi v lokalnem predpisu o parkiranju, javni organi pa ga uporabijo za izgradnjo novih parkirnih mest, če je mogoče, v bližini objekta, da jih bodo lahko uporabljali bodoči uporabniki objekta. Denar se lahko nameni tudi za financiranje parkirišč »park and ride«, v nekaterih primerih pa le za alternativne oblike javnega prevoza.

### **Nova usmeritev in koristi**

Dobra usmeritev bi zagotovila, da bi se denar, zbran iz prispevkov na račun nezgrajenih parkirnih mest, uporabil za izboljšanje javnega prevoza in kolesarske mreže v občini, še zlasti v območjih z novogradnjami. Tako bi poskrbeli za boljšo ponudbo alternativ uporabi avtomobila. Pri drugem pristopu občine sprostijo vsaj del tega prispevka investitorju pod pogojem, da bo na novem objektu izvajal sklop ukrepov upravljanja mobilnosti in s tem zmanjšal uporabo avtomobila. Ta strategija bi lahko bila del dogovarjanja med investorjem in lokalnimi organi.

### **Okvirni pogoji**

Glavni okvirni pogoj, ki bi zagotovil, da se zneski, plačani za nezgrajena parkirna mesta, ne bi porabili za gradnjo parkirnih mest, ali omogočil, da je plačilo tega zneska tema dogovarjanja, je verjetno spremembra lokalnih predpisov o parkiranju in verjetno tudi spremembra Zakona o načrtovanju in gradnji na nacionalni ali regionalni ravni (ki je pogosto pravna podlaga, na katero se morajo sklicevati lokalni predpisi o parkiranju).

### **Glavne zainteresirane skupine in izvajanje**

Sprememba postopka plačila zaradi nezgrajenih parkirnih mest, kot se običajno uporablja, je odvisna od politične odločitve na lokalni ravni, pogosto pa tudi na višji vladni ravni. Sprememba katerega koli zakona, na katerega se sklicujejo predpisi, bi pomenila, da morajo vse občine v državi ali regiji zadevno spremembo sprejeti tudi v lokalnih predpisih.

## PREDPIS O PARKIRANJU IN PLAČILO ZNESKA ZA NEZGRAJENA PARKIRNA MESTA V SEVERNEM PORENU-J-VESTFALIJI, NEMČIJA

Na splošno je pravni okvir za avtomobilska parkirišča Zvezni gradbeni predpis (*Baugesetzbuch*). Deželnii gradbeni predpis Severnega Porenja-Vestfalije (*Bauordnung NRW: BauO NW*) ta okvir dopoljuje. Pravna osnova za parkirne predpise in plačilo za nezgrajena parkirna mesta je člen 51 v deželnem gradbenem predpisu Severnega Porenja-Vestfalije.

Najpomembnejša vsebina:

- dolžnost izgradnje parkirnih mest za avtomobile, določenih v procesu pridobivanja gradbenega dovoljenja (če se promet pričakuje);
- podobna dolžnost izgradnje parkirnih mest za kolesa, določenih v procesu pridobivanja gradbenega dovoljenja (ni standardov kakovosti);
- možnost, da občina z odlokom omeji število parkirnih mest za avtomobile (zaradi urbane zasnove, prometa ali varnosti);
- plačilo posebnega zneska za nezgrajena parkirišča je mogoče v dogovoru z občino (merila: gradnja celo na bližnjih parcelah ni mogoča ali sprejemljiva);
- zneski za nezgrajena parkirišča se namenijo za izboljšanje dostopnosti objekta. Od spremembe iz leta 2000 so prav tako možni investicijski ukrepi, usmerjeni na pešce ali promet s kolesi.

Občine lahko za nadaljnje izboljšanje teh določil sprejmejo dodatne odloke o parkiranju za njihovo uporabo v proces pridobivanja gradbenega dovoljenja ali potrditve izvedbenega načrta.

Plačilo za nezgrajena parkirna mesta je mogoče, če zaradi urbanistične zasnove objekta in sosednjih območij (zlasti v mestnih središčih) ali značilnosti sistema prevoza ni mogoče zgraditi zahtevanega najnižjega števila parkirnih mest na sami lokaciji. Če to ni mogoče, je treba parkirna mesta zgraditi na drugi parceli v neposredni bližini. Če tudi to ni izvedljivo, investitor občinskim oblastem plača določen znesek. Ta znesek se določi v lokalnem odloku o parkiranju in ga je treba uporabiti za zagotovitev parkirnih zmogljivosti za avtomobile in prometne infrastrukture za pešce in kolesarje, da se zagotovi upravljanje pričakovanega avtomobilskega prometa ozziroma potreb po parkiriščih, ali spodbujanje prevoza, ki je alternativen avtomobilu, da bi v zvezi z objektom zmanjšali potrebo po parkirnih prostorih za avtomobile.

## TEHNOLOŠKI PARK „PHÖNIX-WEST“, DORTMUND, NEMČIJA

Objekt se nahaja v območju mesta Dortmund, približno 5 km južno od mestnega središča, blizu središča okraja Hörde. Celotno območje Phoenix-West, ki se bo razvilo v poslovni park z nekaj manjšimi storitvami, nakupovalnimi in rekreativnimi ter kulturnimi objekti, meri okrog 110 ha. Nekatere zgradbe se že uporabljajo, glavni del pa naj bi bil predvidoma končan do leta 2015.

V podrobнем izvedbenem načrtu so dokaj omejevalni predpisi o parkiranju, načrtuje pa se le nekaj uličnih parkirnih mest. Alternativni rešitvi na sami lokaciji sta podzemno parkirišče ali večnadstropna parkirna hiša, vendar sta to dragi rešitvi. Koncept mobilnosti tega mesta ponuja še druge možnosti: investorji lahko za nezgrajena parkirna mesta (delno) plačajo poseben znesek (javni organ bo s tem gradil javne parkirne hiše) in/ali za svoje poslovanje pripravijo koncept mobilnosti in izvajajo ukrepe UM. V tem primeru se potreba po parkirnih mestih zmanjša, zato bo javni organ preklical potrebo po izgradnji vseh ali nekaj parkirnih mest, ki bi sicer bila potrebna. To je predmet dogovarjanja in v času pisanja tega dokumenta (avgust 2009) še nobena odločitev ni bila sprejeta.

## Nadaljnje informacije v prilogi II (angleščini)

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- C25 Predpis o parkiranju in plačilo zneska za nezgrajena parkirna mesta v Severnem porenju-Vestfaliji  
(Parking Regulations and Parking Pay-off in North Rhine - Westphalia)
- C5 : Tehnološki park “Phönix-West” (Technology Park “Phönix-West”)

## **Spremljanje in uveljavljanje upravljanja mobilnosti, ki se zagotavlja v postopku izdaje gradbenega dovoljenja**

Ko se UM zagotovi v procesu izdaje gradbenega dovoljenja, je lahko posledica ena ali obe od naslednjih možnosti:

- investitor ali lastnik na lokaciji izvaja določene ukrepe, npr. zagotovi parkirne prostore za kolesa, nove avtobusne proge ali organizacijo skupnega prevoza. To so **učinki**.
- V zvezi z mobilnostjo se lahko za objekt določijo cilji: na primer pet let po odprtju naj bi se 50 % potovanj do in z lokacije zagotovilo z drugimi prevoznimi sredstvi in ne avtomobili. To so **rezultati**.

Investitor ali lastnik lahko učinke meri z opazovanjem, lokalnim organom pa predloži dokazila, da so bili učinki doseženi.

Rezultate je običajno treba spremljati s štetjem ali anketo. Smernice za zasnovano ankete in njeno izvedbo zagotavlja orodje MaxSumo ([www.max-success.eu](http://www.max-success.eu)). Anketa naj bi merila, kako ljudje potujejo do lokacije in z nje. Izvajala naj bi se vsako leto ali pogosteje. Da bi zagotovili nepristranskost in se izognili vplivanju na rezultate ankete, naj bi jo izvedel neodvisen izvajalec.

V primeru zahtevanih učinkov ali rezultatov morajo biti tudi lokalni organi v rednem (npr. vsako četrletje) stiku z investitorjem ali lastnikom, da bi lahko dobro razumeli, kako poteka UM, in bi lahko pomagali reševati kakršne koli probleme.

Če učinki ali rezultati niso doseženi, morajo slediti neke vrste sankcije, kajti sicer investitor ali lastnik sploh ne bo motiviran za izvajanje načrta za UM. Sankcije lahko zajemajo (čeprav je to v veliki meri odvisno od sistema načrtovanja v zadevni državi članici):

- uvedbo dodatnih ukrepov UM na lokaciji;
- obveznost zmanjšanja števila parkirnih mest, povezanih z objektom;
- nevračilo pologa (denarnega zneska), ki je bil v postopku izdaje gradbenega dovoljenja plačan lokalnemu organu; lokalni organ ta polog zadrži in ga nameni za financiranje prometnih ukrepov, ki nadomestijo neuspešno izvajanje načrta UM.

Bistveno je, da se pričakovani učinki in rezultati kot tudi način njihovega spremmljanja ter morebitne sankcije zapišejo v pisnem dogovoru ali pogodbi, ki tvori del gradbenega dovoljenja.

Dodatne informacije o spremmljanju in izvrševanju so na voljo na spletni strani <http://www.dft.gov.uk/pgr/sustainable/travelplans/tpp/goodpracticeguidelines-main.pdf>.

#### 4 Kako povezavo prenesti in uporabljati v različnih sistemih načrtovanja?

V tem poglavju je nekaj priporočil o tem, kako lahko uporabniki orodje MaxLupo uporabljajo v svoji državi. Ta priporočila temeljijo na ugotovitvah, kako so UM v sistem načrtovanja vključili v Švici in Združenem kraljestvu in kako so zamisel sprejeli v razpravah na delavnicah s simulacijo v državah, kot so Španija, Slovenija, Poljska in Litva, kjer je to še novost.

MAX DS D meni, da je povezavo UM in načrtovanja mogoče prenesti v nove okvire glede na posamezno lokacijo in njeno vključenost v postopek načrtovanja, v katerem sodelujejo ljudje, ki se za to zavzemajo in so s povezavo seznanjeni.

Za vzpostavitev bolj sistematične in pogoste povezave UM in načrtovanja je potrebno več časa, poleg tega pa zahteva vodenje ali podporo regionalne ali državne oblasti.

#### Prenosljivost

Prenosljivost je ključno vprašanje skoraj vseh raziskovalnih projektov EU in MAX DS D ni nobena izjema: ali je izkušnje in prakso iz ene države mogoče prenesti in uporabiti v drugi. Ključni preskusi prenosljivosti MAX DS D so bile nadnacionalne analize sistemov načrtovanja in delavnice, na katerih se je simuliralo načrtovanje.

Analize in delavnice so pokazale, da celo v državah, kjer je UM povsem nova zamisel, že razmišljajo o povezovanju upravljanja mobilnosti s procesom prostorskega načrtovanja. Primeri vključujejo Slovenijo, Španijo in Poljsko.

Pomemben opozorilni znak pri ugotovitvah o prenosljivosti je, da v okviru MAX DS D ni mogoče dati podrobnih navodil o pravni izvedljivosti prenosa prakse iz enega sistema načrtovanja v drugega. To je bistveno vprašanje, ki pa ga je treba prepustiti uporabniku MaxLupo, če se močno zanima, da bi prakso iz druge države uporabil v svoji.

Na podlagi te raziskave ugotavljamo, da:

- v sistemih načrtovanja obstajajo številne podobnosti, še zlasti glede načina priprave lokalnih načrtov in podrobnih lokacijskih načrtov, podobne so tudi odgovornosti na različnih ravneh vlade v sistemu načrtovanja.
- To pomeni, da vsaj v dogovarjanjih v številnih državah **obstaja „prostor“ za povezovanje UM in procesa načrtovanja**. Povezovanje se lahko doseže na podlagi preučitve posamezne občine in primera: povezava UM s procesom načrtovanja (z dogovarjanjem) je nekaj, kar se zlahka sprejme in jo je mogoče postopoma širiti.

- Zato so številna sredstva, ki smo jih opredelili za uvajanje UM v proces načrtovanja, **prenosljiva**, vendar jih je morda mogoče prenesti le **na prvi stopnji in za nekaj objektov**, kjer se eden ali dva najemnika lokacije ali lokalni politiki zanimajo za UM in so z njim seznanjeni, ali kjer je upravljanje prometnih vplivov novega objekta zelo visoko med političnimi prednostnimi nalogami na lokalni ravni. Mogoče se je, na primer, dogovarjati o potovalnem načrtu za nov objekt v Sloveniji, če so lokalni interesi podprtli zamisel in kjer imajo tisti, ki so vključeni v proces, nekaj znanja o konceptu, vendar bo tako le v primeru nekaj objektov vsaj na začetku. Nasprotno pa je v Angliji to zelo razširjena praksa, ker jo zdaj podpirajo lokalne in nacionalne usmeritve, poleg tega pa so glede izvajanja teh usmeritev že pridobili nekaj let praktičnih izkušenj. Vseeno pa je mogoče osnovni koncept obravnavati kot nekaj, kar se je iz Anglije preneslo v Slovenijo. Pred Slovenijo pa je izziv, da to prakso uveljaviti kot nekaj, kar bo postalo običajno in se bo dosledno uporabljalo, ne pa nekaj trenutnega in enkratnega.
- Zato sta ključni zahtevi pred **začetkom prenosa** izkušenj in prakse iz ene države v drugo predvsem **poznavanje te prakse** (npr. kaj je potovalni načrt in zakaj lahko prinese koristi, ko se ga vključi v nov objekt) in **politična volja ali interes**, da se prenese in poskusi nekaj novega. Kot je bilo že omenjeno, je interes ali voljo včasih mogoče najti med javnimi uslužbenci, pri politikih pa manj: prvi koraki pri uvajanju UM v proces načrtovanja v Nottinghamu v Združenem kraljestvu, so se zgodili zaradi interesa in znanja zaposlenih v lokalnem organu in ne zaradi politikov. Na začetku je ključnega pomena, kako in kje je zamisel o povezovanju UM in prostorskega načrtovanja znana in sprejeta.
- **Naslednja stopnja pri prenosu usmeritve** je, da se zagotovi, da se usmeritev od sprejetje in izvajane na ad-hoc način premakne k tisti, ki je **institucionalizirana v sistemu načrtovanja rabe prostora in prometa**. To morda zahteva spremembe v **regionalni in nacionalni politiki in zakonodaji**. Potrebno je lobiranje in osveščanje na nacionalni in regionalni ravni ter politično priznanje, da so takšne usmeritve koristne – tako je bilo na Irskem in v Sloveniji. V Združenem kraljestvu in Švici je do povezovanja UM in prostorskega načrtovanja v praksi prišlo, ker obstaja usmeritev in ker zakon o načrtovanju višjim ravnem vlade daje nekaj nadzora nad občinami na področjih priprave načrtov in izdaje gradbenega dovoljenja. V državah, kjer višje vladne ravni izvajajo manj nadzora, se izvajanje nacionalne/regionalne usmeritve o povezovanju, če obstaja, bolj razlikuje (obratno je seveda tam, kjer ima nacionalna vlada nekaj vpliva nad lokalno oblastjo, usmeritev nacionalne vlade pa ne spodbuja povezovanja UM in načrtovanja). Kako prilagoditi usmeritev ali prakso, je zadeva, ki se presodi lokalno na podlagi informacij o tem, kako se ta uporablja v drugi državi in kakšne so razlike v novi državi. Na podlagi omejenih izkušenj delavnic s simulacijo načrtovanja MAX se zdi, da je mogoče usmeritev prenesti brez večjega prilagajanja.
- Kar je pomembno omeniti, je, da v **določenih primerih obstajajo zakonodajne ovire**, zaradi katerih usmeritev ni mogoče neposredno prenesti: slovenski lokalni predpis o gradnji bi bilo treba, na primer, spremeniti, da bi omogočili uporabo standarda o najvišjem dovoljenem številu parkirnih mest za stanovanjsko rabo. V takšnih razmerah se poziva k ustvarjalnemu razmišljanju ali pa morda usmeritev preprosto ni prenosljiva in je to treba sprejeti.

Glede usmeritev, raziskanih v projektu MAX DS D, zaključujemo, da je številne mogoče prenesti in delujejo brez znatnih prilagoditev. Da bi se njihova uporaba razširila po vsej državi ali regiji, v katero se je usmeritev prenesla, so poleg zahtev ali spodbud za občine, da bi jih uporabljale v dejavnostih načrtovanja, potrebna regionalna ali nacionalna navodila o usmeritvi.

## **Priporočeni koraki v smeri povezovanja UM in prostorskega načrtovanja**

Če je eden od ciljev prometne politike kar najbolj povečati dostopnost ob hkratnem zmanjšanju prometnih vplivov na okolje in gneče, se priporoča sprejem vseh usmeritev, naštetih pod MaxLupo v razdelkih 2.2.1 in 3.4.2. Le v primeru pravne ovire o njihovem sprejetju ni mogoče razmišljati kratkoročno ali srednjeročno. Od pravnega stanja, obstoječih instrumentov načrtovanja in politične pripravljenosti v državi, regiji ali občini je odvisno, sprejetje katere usmeritve je bolj zaželeno.

To so koraki, katerih sprejem po potrebi priporočajo različne ravni vlade:

- Začnite s **svetovanjem o UM in osveščanjem** v zvezi s povezovanjem UM in prostorskega načrtovanja. Svetovati je mogoče vedno in kjerkoli pri prvih korakih na poti do gradbenega dovoljenja, ko se prosilec obrne na upravni organ. Tedaj se mu/ji svetuje, kako povezati prometna vprašanja in UM. Kaj stori s temi informacijami, naj ne bo pogojeno ali vezano na dokument.
- **Pri velikih projektih se dogovarjajte glede povezovanja UM in prostorskega načrtovanja** in ga utemeljite z izboljšanim dostopom za vse (torej tudi z velikostjo trga) in socialnim vključevanjem (pri nekomercialnih objektih), pri tem pa ne določajte obveznosti ali postavljajte pogojev.
- Preverite, ali je mogoče v postopku za pridobitev gradbenega dovoljenja obstoječe **predpise razširiti, da bi vključili tudi dolžnost izvajanja UM**, in uporabiti obstoječi sistem pogojev/obveznosti ali dodatne pogodbe z investitorji.
- Poiščite **lokalne organe**, po možnosti tiste, ki lahko izvajajo največ pritiska v primeru objektov in so **pripravljene narediti korak naprej**: da preverijo prenosljivost usmeritev v vaš pravni sistem, vodijo dogovarjanja, sestavijo lastna navodila o UM (kjer to zakonodaja dopušča) in določijo standarde o najvišjem številu parkirnih mest ali uporabijo modele pogojenega dostopa. Ti delujejo kot „stezosledci“ ali organi za najboljšo prakso.
- V nekaterih državah pomaga, če se vključijo **zunanji, domači ali mednarodni „strokovnjaki“**, da prodajo zamisel o povezovanju – če jih bodo jemali resnejše kot lokalne.
- **Lobirajte/osveščajte** na vseh ravneh vlade in ob tem poudarjajte **potrebo po spremembni zakonodaje in usmeritve ter koristi**.

Jasno je, da ta proces ne bo vedno lahek, še zlasti zakonodaja v nekaterih državah članicah lahko zelo oteži povezovanje UM in prostorskega načrtovanja. Proces širjenja ozaveščenosti in podpore povezovanju pa je komunikacija, ki zahteva kar dolgo časovno obdobje. Sporočilo bodo bolje sprejeli v času višje gospodarske rasti in v območjih z večjimi pritiski po gradnji objektov ter večjo prometno gnečo in v primeru, ko močno in jasno sporočilo predajo navdušeni zagovorniki, ki so vešči komunikacije.

## Poročila o ozadju

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Za več informacij o raziskavi MAX, na kateri temelji poročilo MaxLupo, si poglejte naslednja poročila:

- *Poročilo o zadnjem stanju tehničnega razvoja – WPD, Povezovanje načrtovanja in upravljanja mobilnosti* (2007)
- *Izčrpno poročilo o zadnjem stanju tehničnega razvoja – Priloga D* (2007)
- *Analiza delovne faze 1: Primerjava povezovanja trajnostnega prometa, upravljanja mobilnosti in prostorskega načrtovanja v partnerskih državah DS D* (2008)
- *Simulacije delovne faze DS D: Skupno poročilo o 'delavnicah s simulacijo načrtovanja'* (2008)

Ta poročila in druga poročila o projektih kampanj za potovalno osveščanje in strategijah upravljanja mobilnosti MAX lahko naložite na [www.max-success.eu](http://www.max-success.eu). Druge koristne informacije in orodja MAX za spodbujanje, uporabo in povezovanje upravljanja mobilnosti na različne načine lahko naložite na [www.epomm.org](http://www.epomm.org) ali [www.max-success.eu](http://www.max-success.eu).

## Dodatna pomoč in kontaktni podatki

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Za nadaljnjo pomoč pri povezovanju UM in prostorskega načrtovanja v vašem mestu ali regiji, se lahko obrnete na enega od partnerjem MAX DS D.

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## Priloga I: Povezovanje prostorskega načrta in načrtovanja prometa (z opisanimi primeri v angleščini)

Naslednje študije primerov nudijo pregled obstoječih usmeritev, ki spodbujajo povezovanje prostorskega načrtovanja in načrtovanja prometa in bolj trajnostnega prometa.

<b>Št.</b>	<b>Naziv</b>	<b>kje se uporablja</b>	<b>Država</b>
B1	Navodila za pripravo smernic za načrtovanje 13 (PSN13) <i>Planning Policy Guidance 13 (PPG13)</i>	Anglija	Združeno kraljestvo
B2	Regionalne smernice za načrtovanje v širšem Dublinu Greater Dublin Regional Planning Guidelines	Greater Dublin	Irska
B3	Regionalni urbanistični prostorski načrt za lokacije, ki so večji generatorji prometa (LVGP) v aglomeraciji Biel <i>Determination of the localisation of Heavily Frequented Sites (HFS) in the Cantonal Structure Plans</i>	Aglomeracija Biel	Švica
B4	Določitev umestitve za lokacije, ki so večji generatorji prometa (LVGP) v kantonalnih urbanistično prostorskih načrtih <i>Determination of the localisation of Heavily Frequented Sites (HFS) in the Cantonal Structure Plans</i>	švicarski kantoni	Švica
B5	Urbanistični prostorski načrt za Edinburgh in regijo Lothians (ELSP) <i>Edinburgh and Lothians Structure Plan (ELSP)</i>	regija Lothian, Škotska	Združeno kraljestvo
B6	Razvojni načrt Južnega Dublina <i>South Dublin Development Plan</i>	Južni Dublin	Irska
B7	Regionalni prostorski načrt <i>Regional Land Use Plan</i>	nemške regije	Nemčija
B8	Land Use Development Plan <i>Land Use Development Plan</i>	all parts of Ireland	Irska
B9	Kantonalni urbanistični prostorski načrt <i>Cantonal Structure Plan</i>	švicarski kantoni	Švica
B10	Sodelovanje med uradoma za prostorsko načrtovanje in promet v upravi kantona Aargovia <i>Cooperation between spatial planning and transport planning offices within the administration of the Canton of Aargovia</i>	kanton Aargovia	Švica
B11	Sodelovanje med regionalnim prometom in regionalnim prostorskim načrtovanjem na jugovzhodu Škotske <i>Cooperation between regional transport and regional planning in Southeast Scotland</i>	jugovzhodna Škotska/regija Edinburgh	Združeno kraljestvo

B1	Planning Policy Guidance 13 (PPG13)	
Applied in:	Country:	Produced by:
England	United Kingdom	Department of Communities and Local Government
Type of policy:	In force since:	Level of application:
Guideline	1994	all levels
<b>Content:</b>		
<p>PPG13 deals with the location, mix and density of development; and with supporting transport measures for new development. It recommends that, when drawing up development plans, local authorities should:</p> <ul style="list-style-type: none"> <li>• Increase the density of development,</li> <li>• Increase the mix of uses,</li> <li>• Ensure that higher density development is located in areas that are well served by public transport, or capable of being well served by public transport,</li> <li>• Concentrate development in areas where there is already a significant population, to avoid urban sprawl and increase the probability that the settlement is big enough to support services locally, so that people do not have to travel for them,</li> <li>• Take into account their own and other authorities' proposals for new public transport infrastructure and services, so that development can capitalise on these.</li> </ul> <p>PPG13, although a planning document, also encourages local authorities to implement sustainable transport measures to support sustainable access to their developments.</p> <p>With regard to decisions on building permission, PPG13 encourages local authorities to secure travel plans (site based MM plans) from developers through this process, to use Section 106 planning obligations to secure financial contributions to off-site transport improvements/measures.</p>		
<b>Main objectives and reasons for implementation:</b>		
<p>PPG13 helps to achieve the objectives of the current law governing planning in England, the Planning and Compulsory Purchase Act 2004. In this, local authorities have a duty to protect the environment in their planning activities. In addition, PPG13 is designed to assist the achievement of transport policy objectives, such as reduced congestion, greater social inclusion and a better environmental performance for transport. It is also intended to reduce pressure on greenfield land on the edge of towns, by focusing development more on brownfield sites in existing built-up areas.</p>		
<b>Spread of the policy:</b>		
It must be taken into account to at least to some extent in developing plans and making planning decisions.		
<b>Consistency of application of the policy:</b>		
<p>The need for integration and coordination of land-use and transport planning is a requirement of PPG13 and should feature in every development plan and major planning decision. But how strongly this is applied and leads for example to development focused on public transport axes differs from area to area.</p>		
Targeted at:	<b>How binding is the policy?</b>	
planning authorities	between mandatory and voluntary (explained in additional comments)	

<b>Influenced by main policies:</b>	
<ul style="list-style-type: none"> <li>• <a href="#">Planning and Compulsory Purchase Act 2004</a></li> </ul>	
<b>Effectiveness:</b>	
No publicly available monitoring has been carried out of the effectiveness of PPG13. Anecdotally it appears that more development has taken place in town and city centres since the publication of PPG13 than previously; and that it has led to the use of the planning system as a significant trigger to site mobility plans. However, there is no overall analysis of these progress reports that is publicly available.	
<b>Information sources:</b>	
<ul style="list-style-type: none"> <li>• <a href="#">Section 106 planning obligations (agreements)</a></li> <li>• <a href="#">PPG13</a></li> </ul>	
<b>Additional comments:</b>	
The British planning system is not as codified as others. Planning guidance such as PPG13 should be taken into account by planning authorities when they are drawing up plans and making planning decisions. However, if there are other good reasons not to take PPG13 into account, and a good case can be made, then other considerations may take precedence. In addition, PPG13 is written in a way that allows a great deal of interpretation of its policies – for example, a location that is judged to be “well-served by public transport” in one local authority area might not be in another.	
<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 17.12.2008

B2	Greater Dublin Regional Planning Guidelines			
<b>Applied in:</b> Greater Dublin	<b>Country:</b> Ireland	<b>Produced by:</b> National Government with input from regional and local authorities		
<b>Type of policy:</b> guideline	<b>In force since:</b> 2004	<b>Level of application:</b> regional level		
<p><b>Content:</b></p> <p>The Greater Dublin Regional Planning Guidelines (GDRPG) are produced in accordance with the requirements of the Planning and Development Act 2002. The Guidelines provide the overall strategic context for the Development Plans for the local authorities in the region, and also provide a framework for future investment in infrastructure including transport. The Greater Dublin Area (GDA) consists of Dublin City and the counties of Dun Laoghaire-Rathdown, Wicklow, Kildare and Fingal ("the metropolitan area") and, in addition, the counties of Meath, Wicklow and Kildare ("the hinterland"). The intention is that the planning authorities take into account the policies in the GDRPG when drawing up their own plans; since the plans go through a period of scrutiny by public and central government before they are adopted, it is possible for national government in particular to require changes to a plan so that it better reflects both national and regional guidance. Although guidance, the GDRPG has legal status since it is required to be produced under the law. However, it is in itself not a law that must be followed <i>to the letter</i>; it is rather guidance that can be interpreted.</p>				
<p><b>Main objectives and reasons for implementation:</b></p> <p>The Guidelines propose that the strategy will follow a development path that will:</p> <ul style="list-style-type: none"> <li>• Consolidate development and increase overall densities of development which will lead to a more compact urban form, relative to the size of the population; and</li> <li>• Facilitate the provision and use of a considerably enhanced public transport system.</li> </ul> <p>The reason for this is to combat the major congestion problems that Dublin suffers, and also to create a more sustainable city to contribute to Ireland's CO2 reduction targets within the EU as a whole.</p>				
<b>Targeted at:</b> planning authorities	<b>How binding is the policy?</b> between mandatory and voluntary (explained in additional comments)			
<p><b>Influenced by main policies:</b> see additional comments</p>				
<p><b>Effectiveness:</b></p> <p>A qualitative review of one Development Plan in the Greater Dublin area shows that there has been considerable interpretation of the GDRPG by the authors of the plan; its intent in terms of sustainable transport and the location of development is significantly watered down. No systematic review of the effectiveness of the GDRPG has been carried out.</p>				
<p><b>Information sources:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">South Dublin Development Plan</a></li> <li>• <a href="#">Regional Planning Guidelines – Greater Dublin Area</a></li> </ul>				

**Additional comments:**

The various documents that should have influenced the GDRPG are:

- [The National \[Infrastructure\] Development Plan](#) and [National Spatial Strategy](#),
- [Sustainable Development, a Strategy for Ireland](#)
- [National Anti Poverty Strategy](#)
- [Guidelines on Local Agenda 21](#)
- [National Climate Change Strategy](#)
- [The Dublin Transportation Office's regional transport strategy](#)

The regional planning guidelines can be applied very differently by different authorities and as long as they are able to justify how they have applied them to their development plan, this inconsistency in application is entirely lawful.

<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 17.12.2008
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<b>B3</b>	<b>Regional structure plan for localisation of Heavily Frequented Sites (HFS) of the Agglomeration of Biel</b> ( <i>Regionaler Richtplan verkehrsintensive Vorhaben in der Agglomeration Biel</i> )			
<b>Applied in:</b> Agglomeration of Biel	<b>Country:</b> Switzerland	<b>Produced by:</b> Spatial Planning Association of the Region of Biel		
<b>Type of policy:</b> plan	<b>In force since:</b> 2004	<b>Level of application:</b> regional and local level		
<b>Content:</b>				
<p>In order to fulfil the objective of the cantonal Clean Air Action Plan, the structure plan of the Canton of Berne defines among others a maximum quota of 575,000 car-km per day which are allowed to be generated between 2002 and 2015 from HFS located in the whole Canton. For each of the 3 agglomerations Berne, Thun and Biel the structure plan assigns a "credit of car-km". For the agglomeration of Biel an amount of 45,000 car-km per day within the mentioned time frame is reserved. In the Canton of Berne HFS are defined as buildings, which are generating more than 2000 car-trips per day. Therefore it does not matter if it is a new or an enlargement of an existing building. The cantonal structure plan states furthermore that the defined "credits of car-km" has to be assigned to adequate locations for HFS. They should be placed nearby densely populated areas and areas with a concentrated amount of working places. A good accessibility with car and public transport is another precondition to take into consideration.</p> <p>On the base of the mentioned preconditions by the cantonal structure plan the municipalities enclosed in the agglomeration of Biel elaborated a so-called regional structure plan for the localisation of HFS. Thereby following working steps have been adopted:</p> <ul style="list-style-type: none"> <li>• Pre-selection of adequate sites for HFS within the agglomeration on the base of spatial planning criteria,</li> <li>• Coordination agreement (2002) between the tackled municipalities and the cantonal departments involved with following stipulations: geographical assignment of HFS - localisations, assignment of the credits of car-km to the single localisations, controlling procedures, legal fixation in the regional structure plan within 2 years, adjustment of the structure plan on parking of the city of Biel.</li> <li>• Development of a regional structure plan for the localisation of HFS in the agglomeration, which is legally binding for the municipalities of the whole agglomeration, following the requirements of the building law of the Canton of Berne.</li> </ul>				
<b>Main objectives and reasons for implementation:</b>				
<p>The Clean Air Action Plan of the Canton of Berne states that the defined objectives for air and climate protection can (only) be achieved, if the traffic volumes within the canton derived from individual motorized transport between 2000 and 2015 are not augmenting more than 8 % or 1,3 Mio. of car-km per day. Fixed in the cantonal structure plan, 4,5 % (725,000 car-km per day) of the volume is allocated in general for the development of the municipalities. 3,5 % (575,000 car-km per day) are dedicated to the development of HFS within the whole Canton.</p>				
<b>Targeted at:</b> planning authorities (regional and/or local) and developers (public or private)	<b>How binding is the policy?</b> mandatory			
<b>Influenced by main policies:</b>				
<ul style="list-style-type: none"> <li>- <a href="#">Structure plan of the Canton Berne (in German)</a></li> <li>- <a href="#">Clean Air Action Plan of the Canton Berne (in German)</a></li> </ul>				

**Effectiveness:**

The fixation of the localisation of HFS and the procedures in the regional structure plan of the agglomeration and within the coordination agreement was the base of a controlled development of HFS within the tackled area. Since the instrument is in act, totally 5 new HFS have received a building permission. Within the building permit procedure the municipalities have assigned a maximum quota of car-trips to each HFS with the respective controlling procedures to be adopted. The total amount of car-km credits assigned to the agglomeration is depleted nowadays. That means that no additional HFS will receive building permission till 2015.

**Information sources:**

- [Amt für Gemeinden und Raumordnung des Kantons Bern, Berner Fahrleistungsmodell, Grundlagen und Anwendung, Bern, 2005. \(in German\)](#)
- [Regionalplanungsverband BS Biel-Seeland, Richtplan Verkehrsintensive Vorhaben, VIV, Agglomeration Biel, Biel, 2004. \(in German\)](#)

**Additional comments:**

none

<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 28.11.2008
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<b>B4</b>	<b>Determination of the localisation of Heavily Frequented Sites (HFS) in the cantonal structure plans (<i>Empfehlung zur Behandlung von verkehrsintensiven Vorhaben in kantonalen Richtplänen</i>)</b>		
<b>Applied in:</b> Swiss Cantons		<b>Country:</b> Switzerland	<b>Produced by:</b> Federal Office for the Environment; Federal Office for Spatial Development
<b>Type of policy:</b> recommendation		<b>In force since:</b> 2006	<b>Level of application:</b> regional level
<b>Content:</b>			
<p>The recommendations show that sites for big developments for buildings and installations need to be determined in the cantonal structure plans because they have considerable impacts on space and environment due to the traffic they generate. For the determination of suitable sites, the relevant criteria are the normative objectives and principles of spatial planning legislation and the principles of sustainable development. All objectives (economic, social and environmental) have to be taken into account in a balanced manner and carefully coordinated. Locations for traffic-intensive installations (heavily frequented sites) and their potential capacities have to be specified in the cantonal structure plan. The recommendations define as good locations for HFS:</p> <ul style="list-style-type: none"> <li>• Locations, which correspond to the requirements of potential investors (good accessibility for clients and huge market potential in the surroundings),</li> <li>• Locations, which after the implementation of an HFS have still enough potential for development,</li> <li>• Locations, which are or can be connected in a excellent way with the existing road network, without creating not resolvable overloads of the street network capacity,</li> <li>• Locations, which are very well accessible by the existing public transport system or where the system can be enhanced in foreseeable time,</li> <li>• Locations, which are or can be made very good accessible with slow modes (by foot, by bike),</li> <li>• Locations, which are located in the surroundings of the potential clients (short distances to main densely populated areas),</li> <li>• Locations, which are situated nearby working areas, leisure sites, etc. and are already good accessible by public transport.</li> </ul> <p>For the designation of the potential capacities of a HFS in order to maintain the mentioned objectives the recommendations indicate the parameters to be considered: amount of floor-space and mix of use, amount of car parking for client's employees, amount of car-trips generated by the HFS. The cantons can choose how they define the locations and framework conditions for the use within the cantonal structure plan but it is recommended to fix them geographically.</p>			
<b>Main objectives and reasons for implementation:</b>			
<p>In 1998 and 1999 the Swiss Federal Council was committed through two motions of representatives of the National Council to solve possible inconsistencies between the Law on Spatial Planning and the Environmental Protection Act with regard of the location of HFS. The established recommendations to the Cantons to designate the location of HFS within the cantonal structure plans were released with the aim to</p> <ul style="list-style-type: none"> <li>• Improve the coordination within the application of spatial planning and environmental law,</li> <li>• Encourage the Cantons to apply the existent spatial planning instruments,</li> <li>• Consider in a consistent and harmonised way all the related public and private interests.</li> </ul> <p>With the early determination of the spatial localisation and the potential capacities of HFS in the structure plans of the Cantons a comprehensive and coordinated planning of all the spatial interest shall be achieved. Furthermore the building permit processes and the zone planning activities of the municipalities shall be deliberated from questions of principle with regard the spatial localisation of HFS.</p>			

<b>Spread of the policy:</b> Almost all of the 26 Swiss Cantons have included the theme of HFS within their structure plans.	
<b>Consistency of application of the policy:</b> The consistency of the application varies between the different structure plans. Only a few of them defined the localisation of HFS geographically (e.g. Canton of Berne), others have only defined criteria which have to be fulfilled for the localisation (e.g. Canton of Zurich, Aargau, Solothurn). Furthermore the definition of HFS with regard of the amount of maximum car-trips that can be generated from HFS varies also between the cantonal structure plans.	
<b>Targeted at:</b> planning authorities	
<b>How binding is the policy?</b> voluntary	
<b>Influenced by main policies:</b> <ul style="list-style-type: none"> <li>• <a href="#">Law on Spatial Planning, 1979 (in German)</a></li> <li>• <a href="#">Environmental Protection Act, 1985 (in German)</a></li> </ul>	
<b>Effectiveness:</b> A monitoring system to analyse the effectiveness of the policy with regard of the localisation of HFS will be implemented by the Federal Office for Spatial Development in the year 2009. At this stage it can't be stated if the inclusion of HFS in the structure plans has had an influence in such a way that HFS are more often localised in brown-field areas or not. For some cantons like Zurich and Berne this tendency is clearly noticed.	
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• <a href="#">Bundesamt für Umwelt, Bundesamt für Raumentwicklung, Verkehrsintensive Einrichtungen im kantonalen Richtplan - Empfehlungen zur Standortplanung, Bern 2006. (in German)</a></li> </ul>	
<b>Additional comments:</b> none	
<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 28.11.2008

B5	Edinburgh and Lothians Structure Plan (ELSP)			
<b>Applied in:</b> Lothian region, Scotland	<b>Country:</b> United Kingdom	<b>Produced by:</b> Committee of planning authorities - local municipalities - approved by Scottish Government		
<b>Type of policy:</b> plan	<b>In force since:</b> 2004	<b>Level of application:</b> regional and local level		
<b>Content:</b>				
<p>The ELSP contains a number of policies which guide both the development of local land use plans in the four municipalities that make up the ELSP area, but which also guide decisions on building permission for individual large developments. The ELSP contains a large number of strategic objectives and policies that support framework conditions for MM. For example, one of its strategic aims is to integrate land use and transport, through objectives such as:</p> <ul style="list-style-type: none"> <li>• Locating new development so as to reduce the need to travel, particularly by private car;</li> <li>• Reducing commuting to Edinburgh from the landward Council areas;</li> <li>• Maximising accessibility for all in the community by foot, cycle and public transport;</li> <li>• Ensuring that, where possible, brownfield land is developed in preference to greenfield land;</li> <li>• Increasing access to employment opportunities through a more balanced distribution of employment land, giving preference to locations for new development with easy access by foot, cycle and public transport;</li> <li>• Increasing access to housing by enabling local plans, where appropriate, to require the provision of affordable housing;</li> <li>• Increasing access to shopping and leisure facilities by giving preference to locations for new development with easy access by foot, cycle and public transport;</li> <li>• Identify strategic employment locations which are, or can be made, highly accessible by foot, cycle and public transport.</li> </ul>				
<b>Main objectives and reasons for implementation:</b>				
<p>Objectives are listed above. Reasons for implementation are to reduce use of private car for congestion reduction and environmental reasons; and to ensure that people can access new development regardless of whether they have a car or not. There is a desire to reduce urban sprawl and to protect Green Belts.</p>				
<b>Targeted at:</b> planning authorities (local and/or regional) and developers (public or private)	<b>How binding is the policy?</b> between mandatory and voluntary (explained in additional comments)			
<b>Influenced by main policies:</b>				
<ul style="list-style-type: none"> <li>• <a href="#">SPP17, the Scottish version of PPG13</a></li> </ul>				
<b>Effectiveness:</b>				
<p>There is no formal monitoring of the plan. However there is little doubt that it has led to a concentration of high trip generating development and housing in areas that might have been left un-developed under other structure plan scenarios - for example, the old Docklands to the north of Edinburgh city centre.</p>				
<b>Information sources:</b>				
<ul style="list-style-type: none"> <li>• <a href="#">Edinburgh and the Lothians Structure Plan (ELSP)</a></li> </ul>				

<b>Additional comments:</b> As with all UK planning policy, the plan is not absolutely binding - if a case can be made for ignoring or selectively applying policies within the plan, then this is permissible. So it is between mandatory and voluntary.	
<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 29.01.09

<b>B6</b>	<b>South Dublin Development Plan</b>			
<b>Applied in:</b> South Dublin	<b>Country:</b> Ireland	<b>Produced by:</b> South Dublin County Council (SDCC)		
<b>Type of policy:</b> plan	<b>In force since:</b> 2004	<b>Level of application:</b> local level		
<p><b>Content:</b></p> <p>The South Dublin County Council Development Plan (SDCCDP) sets out a strategy for development in the County. It then sets out a large number of policies related to that strategy which, if interpreted correctly, will help it to achieve its objective of a better quality of life for its population through encouraging economic growth whilst minimising environmental degradation. These policies cover areas such as housing, employment, environment, urban design, infrastructure and transport. In addition the plan shows which types of development will or may be permitted in which areas of the County, and sets out standards for car parking provision in new developments. It is not stated whether these are set as maxima, minima or guidelines, but it is clearly stated that they could be reduced in areas of higher public transport accessibility and in town and district centres, although at times subject to a payment in lieu of on-site parking by the developer to the council for the provision of parking elsewhere. Development is largely focused on existing areas, so there is a presumption against additional urban sprawl.</p>				
<p><b>Main objectives and reasons for implementation:</b></p> <p>Development plans are a means of using the land use planning system to meet the general objective of sustainable development, as required in the Planning and Development Acts 2000 and 2002. They are the principal means of governing the (re-)development of land in Ireland. The key objectives of the SDCCDP appear to be economic development, coupled with environmental protection. However, there is an important chapter on urban design which emphasises the need to move away from Dublin's traditional low-density sprawling and car based suburbs, to development that is denser, has a greater mix of uses, encourages short trips on foot and so reduces the need to travel by car. In addition, it is one of the aims of the plan overall to "as far as practicable" reduce the need to travel by car, and there is a range of policies related to linking development to new/improved public transport, cycling and walking infrastructure. Policy H2, for example, seeks higher residential densities close to public transport nodes and town and district centres.</p>				
<b>Targeted at:</b> developers (public or private)	<p><b>How binding is the policy?</b></p> <p>between mandatory and voluntary (explained in additional comments)</p>			
<p><b>Influenced by main policies:</b></p> <ul style="list-style-type: none"> <li>• Dublin Strategic Planning Guidelines 2000-2016</li> <li>• <a href="#">Dublin Regional Planning Guidelines 2004-2016</a></li> <li>• <a href="#">Dublin Transportation Office regional transport strategy 2000-2016</a></li> <li>• National policies and guidelines as listed in the case on Irish development plans in general</li> </ul>				
<p><b>Effectiveness:</b></p> <p>The first monitoring report on the implementation of the plan and its effect in achieving its objectives was submitted in 2006. It showed that some progress had been made in accordance with policy H2 and urban design objectives in increasing urban densities, especially in town and district centres. It also showed that transport infrastructure such as park and rides and Quality Bus Corridors was being planned and delivered alongside new transport. However, the scale of this type of development was relatively small alongside more traditional lower density edge of town development. The progress report does not mention the density of employment development nor its location in relation to transport nodes and corridors.</p>				
<p><b>Information sources:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">South Dublin Development Plan</a></li> </ul>				

**Additional comments:**

The Irish planning system is permissive and so individual development applications can be assessed “on their merits” and if there are good local and/or specific reasons for over-riding or interpreting only very loosely any policies, then this is permitted and development can still go ahead.

**Information provided by:**

Edinburgh Napier University, Edinburgh, United Kingdom

**Date:**

17.12.2008

<b>B7</b>	<b>Regional Land Use Plan (<i>Regionalplan</i>)</b>	
<b>Applied in:</b> Germany	<b>Country:</b> Germany	<b>Produced by:</b> Regional planning communities
<b>Type of policy:</b> plan	<b>In force since:</b> not in force yet	<b>Level of application:</b> regional levels
<b>Content:</b> <p>The Regional Land Use Plan is a quite new instrument and was generally introduced or allowed on national level in 1998 within the Federal Spatial Planning act (<i>Raumordnungsgesetz: ROG</i>). It is handled as a subsection of regional spatial planning which is the responsibility of the 16 German federal states (§9 ROG: <i>Regionalpläne</i>).</p> <p>If there are several (highly) functional connected cities within a region and if they are organised in regional planning communities (<i>regionale Planungsgemeinschaften</i>) these organisations can take over parts of the responsibilities of regional planning from the state and incorporate the common local land use plans (<i>gemeinsamer Flächennutzungsplan</i>) into it. The common local land use plan is an instrument of the national building code (<i>Baugesetzbuch: BauGB</i>) (§204 BauGB: <i>gemeinsamer Flächennutzungsplan</i>).</p> <p>The regional land use plan is not a widely used planning instrument and today only two such plans are under development. One is developed for the central Ruhr Area and one for the region Frankfurt; both did not come into force yet (December 2008).</p> <p>In the central Ruhr Area (<i>Städteregion Ruhr 2030</i>) there are 6 municipalities which develop such a commonly agreed regional land use plan for their territories – they belong to 3 different administrative districts (<i>Regierungsbezirk</i>) which means that at present there are 3 different regional plans. They hope to join forces for a better guided land use planning and development in their area. The municipalities take over the regional planning duties for spatial planning and replace in the same step the 'normal' 6 local land use plans (<i>Flächennutzungsplan</i>), which are set up for the administrative area of each municipality. Altogether the regional land use plan will be binding for the administration of the municipalities and will include ~680 km<sup>2</sup> and 1.8 Mio inhabitants. The plan is supposed to come into force in 2009.</p> <p>For the Frankfurt region (<i>Ballungsraum Frankfurt / Rhein-Main</i>) the regional land use plan will be developed for all 75 municipalities within the region (~2,500 km<sup>2</sup>, more than 2 Mio. inhabitants). Here the organisation works together with the 'Regierungspräsidium Darmstadt'. This plan is supposed come into force in 2009.</p>		
<b>Main objectives and reasons for implementation:</b> <p>The aim is to develop a joint regional land use plan (<i>Regionaler Flächennutzungsplan</i>) which integrates contents from state and from municipal responsibility in one plan. Therefore it replaces the local land use plans. But there is a different in detail of the map scales (local land use plan 1:10,000 – regional land use plan 1:50,000). Those contents which are relevant for the regional planning level are taken over into the (upper level) regional plans.</p> <p>The regional land use plans are expected to coordinate the somehow missing regional context for the land use planning on municipal level. They will integrate some transport planning aspects as well – especially the bigger transport network plans (road / rail).</p> <p>Integration of land use and transport planning takes place but is not the main aim of this instrument. The main advantage is a common understanding and agreement about the future development of the region. This instrument should minimise the competition between the cities and allow a guided development for the whole region.</p>		
<b>Spread of the policy:</b> <p>This is not a very widely used instrument and currently there are two such plans which are not finally developed and not have come into force yet.</p>		
<b>Consistency of application of the policy:</b> <p>see above</p>		

<b>Targeted at:</b> planning authorities	<b>How binding is the policy?</b> between mandatory and voluntary (explained in additional comments)
<b>Influenced by main policies:</b> Strengthening regional planning in order to reflect existing regional interdependencies and functional connections between the municipalities.	
<b>Effectiveness:</b> Until now no such plan has come into force. Therefore it is not possible to give any statement on how effective regional land use plans may be.	
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• <a href="#">Städteregion Ruhr 2030 (in German)</a></li> <li>• <a href="#">Planungsverband Ballungsraum Frankfurt / Rhein-Main (in German)</a></li> </ul>	
<b>Additional comments:</b> Binding level of policy: Once set up, the regional land use plan is binding for the municipal authorities (like the existing "normal" local land use plans). Setting up such plan is voluntary, the municipalities decide, if they want to join forces and set up a regional land use plan within a regional planning community or if they keep the status quo and produce single "normal" local land use plan on their own.	
<b>Information provided by:</b> ILS, Dortmund, Germany	<b>Date:</b> 03.12.2008

<b>B8</b>	<b>Land Use Development Plan</b>			
<b>Applied in:</b> all parts of Ireland	<b>Country:</b> Ireland	<b>Produced by:</b> Planning authorities, Country Councils		
<b>Type of policy:</b> plan	<b>In force since:</b> required since 2000, renewed every 5 year	<b>Level of application:</b> local level		
<b>Content:</b> Land use development plans set out the policies for new development in a given area and zoning plans to show where there will be a presumption in favour of certain types of development. Development plans must contain objectives related to the zoning of land; the provision of infrastructure, including transport infrastructure; the protection of the environment and the built heritage; the integration of planning with the needs and characteristics of the community; the protection of landscape and views; and the provision of leisure and other amenities. They have to take into account national policy and guidance when they are drawn up, which can include specific requirements with regard to transport.				
<b>Main objectives and reasons for implementation:</b> Development plans are a means of using the land use planning system to meet the general objective of sustainable development, as required in the Planning and Development Acts 2000 and 2002. They are the principal means of governing the (re-)development of land in Ireland.				
<b>Spread of the policy:</b> Every planning authority must have one.				
<b>Consistency of application of the policy:</b> Every planning authority has to have a development plan. Every development plan will not seek to integrate sustainable transport and/or MM with land use planning; however, some do, particularly those in large urban areas where there is regional planning guidance in place (e.g. Cork, Dublin).				
<b>Targeted at:</b> planning authorities	<b>How binding is the policy?</b> voluntary			
<b>Influenced by main policies:</b> - see additional comments				
<b>Effectiveness:</b> Every two years planning authorities must produce a report to their politicians on progress on implementing the plan. However, there is no overall analysis of these progress reports that is publicly available.				
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• <a href="#">South Dublin Development Plan</a></li> <li>• <a href="#">South Dublin Development Plan Progress Report 2004-2006</a></li> </ul>				

**Additional comments:**

There is provision in the law for Development Plans to have sub-area local plans within them in areas of significant development scale or pressure. The various documents that should be taken into account when putting together a Development Plan include:

- [The National \(Infrastructure\) Development Plan](#) and [National Spatial Strategy](#),
- Regional Planning Guidance, where this exists (main urban areas only)
- [Sustainable Development, a Strategy for Ireland](#)
- [National Anti Poverty Strategy](#)
- [Guidelines on Local Agenda 21](#)
- [National Climate Change Strategy](#)

**Information provided by:**

Edinburgh Napier University, Edinburgh, United Kingdom

**Date:**

17.12.2008

<b>B9</b>	<b>Cantonal Structure Plan (Kantonaler Richtplan)</b>	
<b>Applied in:</b> all Swiss Cantons	<b>Country:</b> Switzerland	<b>Produced by:</b> Spatial Planning Department of the Cantons
<b>Type of policy:</b> plan	<b>In force since:</b> 1979	<b>Level of application:</b> regional level
<p><b>Content:</b></p> <p>According to the federal Law on Spatial Planning (<i>Bundesgesetz über die Raumplanung</i>), the cantons have to draw up a so-called structure plan, which is subject to approval by the Federal Council. As pre-requisite the Cantons define first how they envisage spatial development in their area. This in form of guidelines of the spatial development according to the federal objectives and spatial planning principles. The guidelines include among others the desired urban and transportation development in a time-frame of 10 years. The structure plan itself, which is composed by text and maps, is in a way the operational instrument, which defines how and with which measures the desired spatial development will be achieved. Normally the structure plan consists of several parts: the urban and landscape development plan and the transport plan are always part of it. With regard of transport the structure plan has to describe (by text and with maps) among others the street and railway network of overriding importance and the existing public transport offer within the area. Among others it has also to define the principles of accessibility with public transport (density of network and stops, frequencies) of urban areas in general and concrete developments in detail.</p> <p>The cantonal structure plan also contains instructions on how to proceed: for example, it may be specified how communes should proceed when designating a building zone in accordance with the requirements of federal law, where and when adjustments of the size of building zones are necessary. The cantonal structure plan is therefore not an outline of a “desirable final state” of the cantonal territory, but a process plan for co-ordinating and steering the next stages of spatial development already underway. The map therefore does not constitute the main instrument of the structure plan, but serves to clarify and define the content of the structure plan. The structure plan are constantly adjusted in line with developments (“updated”) and revised at least every 10 years.</p>		
<p><b>Main objectives and reasons for implementation:</b></p> <p>The structure plan is the one of the planning instruments which helps to achieve the aim of spatial development stated in the Law on Spatial Planning, which is in force since 1979.</p> <p>Its <i>primary aim</i> is the <i>economical use of the limited land area</i>. The importance of this aim can be understood better if one considers that only 30 percent of the small country area (42,000 km<sup>2</sup>) is suitable for intensive use by people.</p> <p>The <i>second aim</i> of Swiss spatial planning is the <i>co-ordination of all activities with spatial impact</i> carried out by the federal, cantonal and communal authorities. All activities have spatial impact if they change land use or settlement of the country or are intended to maintain these. The “appropriate land use” and “ordered settlement” laid down in the Federal Constitution requires such co-ordination.</p> <p>The <i>third aim</i> demand that the activities of the authorities which have spatial impact be orientated towards a desired spatial development. The spatial planning concept which this requires is laid down at federal level in the “Swiss Planning Policy Guidelines” with the related implementation programme and at cantonal level in the corresponding “Spatial Development Guidelines” and structure plans. An important element of planning policy expressed there is the orientation “<i>towards decentralised concentration</i>”, i.e. a network of compact settlement areas of different sizes. At federal level this is described as an “interlinked system of towns and rural areas”.</p>		
<p><b>Spread of the policy:</b></p> <p>All 26 Cantons have structure plans, where the desired urban and transport development and the measures to achieve has to be stated.</p>		
<p><b>Consistency of application of the policy:</b></p> <p>The need of integration and coordination of land-use and transport planning is a condition and the way how it is done has to be showed in every structure plan. But how strong this is applied and leads for example to a development of new areas along the existing public transport areas differs from Canton to Canton.</p>		

<b>Targeted at:</b> planning authorities	<b>How binding is the policy?</b> mandatory
<b>Influenced by main policies:</b>	
<ul style="list-style-type: none"> <li>• <a href="#">Law on Spatial Planning, 1979 (in German)</a></li> </ul>	
<b>Effectiveness:</b>	
<p>So far no monitoring system exists on national level which could tell, how far the stated integration between urban and transport development within the structure plans of the cantons is effective in terms of sustainable urban development. In general Cantons with high concentrations of inhabitants and working places (like Berne, Basel, Geneva or Zurich) apply the integration much stronger than other Cantons. A very advanced canton is Berne, which has defined within the structure plan so-called "concentrated development areas of cantonal importance" along the axes of regional S-Bahn - system. The structure plan of the Canton of Zurich defines "that central areas of urban development as well as important sites for leisure have to be provided with attractive connections into the public transport network." With regard to the regional S-Bahn – system the structure plan states that "the accessibility of development areas that lie further than 400m from an S-Bahn stop must be guaranteed by additional bus and tram services". Furthermore it is written that "public transport stops have to be reachable in a good way by foot or by bike."</p>	
<b>Information sources:</b>	
<ul style="list-style-type: none"> <li>• <a href="#">Law on Spatial Planning, 1979 (in German)</a></li> <li>• <a href="#">Structure plan of the Canton Berne (in German)</a></li> <li>• <a href="#">Structure plan of the Canton of Zurich (in German)</a></li> </ul>	
<b>Additional comments:</b>	
none	
<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 28.11.2008

<b>B10</b>	<b>Cooperation between spatial planning and transport planning offices within the administration of the Canton of Aargovia</b>	
<b>Applied in:</b> Administration of Aargovia	<b>Country:</b> Switzerland	<b>Carried out by:</b> Department for construction, transport and environment of the Canton of Aargovia
<p><b>Content:</b></p> <p>9 offices compose the Department for construction, transport and environment of the Canton of Aargovia. Thereby the offices for transport planning and spatial planning are included. Since 1997 the co-operation between the offices is standardised through a model called "<i>Verwaltungsinterne Koordination (VIK)</i>", which means "coordination within the administration". For every issue which tackles different offices, like for example the approval of local land use plans, the approval of amendments of the cantonal structure plan or also the elaboration of plans and projects in transport and land use planning of cantonal importance the VIK procedure comes to act. Taken the example of the approval of the communal land use plans the spatial planning office has the leading role. The office checks first the land use plan under the aspect of the requirements of spatial planning defined in the cantonal structure plan and the Law on Planning and Construction of the Canton. Then it submits the land use plan to the transport office. The transport office checks the plan under the point of view of the transport requirements defined also by the structure plan and the Cantonal transport plan. Sometimes other offices have to be involved like the office for environment. All the statements and requirements for amendments are included by the leading office in a document destined to the tackled municipality. The check made by involved offices has to be done within one month. Then as a final step the representatives of tackled offices have a meeting. If there are existing diversities in the comments of the single offices they have to be solved during the meeting.</p> <p>To further assure that the coordination of the different requirements of land use, transport and environmental planning is taking place, the Canton has defined since 2006 a new working position. The assigned expert has to coordinate all relevant aspects of integration of transport and land use planning projects where the Canton has to play a role. The work profile defines that the coordination between the two offices has to be assured in an early stage.</p>		
<p><b>Main objectives and reasons for implementation:</b></p> <p>The VIK procedure and also the new work place was installed to assure that all requirements of transport and land use planning are considered in a early stage within the fields of work of the administration.</p>		
<p><b>Breadth/depth of integration:</b></p> <p>The installed standardised procedure of co-ordination between the land use planning and transport planning office tackles all projects within the Department where an integration of land use and transport planning is needed.</p>		
<p><b>Consistency of functional integration:</b></p> <p>The procedure is strongly applied as described in the section "content".</p>		
<p><b>Other policies from other levels of government that influenced setting up of functional integration (if any):</b></p> <p>none</p>		
<p><b>Effectiveness:</b></p> <p>see information in the former sections</p>		
<p><b>Information sources:</b></p> <p>Personal information from employees of the Department</p>		
<p><b>Additional comments:</b></p> <p>none</p>		
<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 28.11.2008	

<b>B11</b>	<b>Cooperation between regional transport and regional planning in Southeast Scotland</b>		
<b>Applied in:</b> Southeast Scotland/Edinburgh region	<b>Country:</b> United Kingdom	<b>Carried out by:</b> local authorities	
<p><b>Content:</b></p> <p>The Edinburgh and Lothians Structure Plan (ELSP), the current regional plan for the Edinburgh region, was put together by planners and transport planners working together, and a land-use transport interaction model (LUTI) was used to model the effects of various land use scenarios on transport, and vice versa. This led to decisions about the location of new development in order to reduce its impacts on the road network and to support the use of public transport for trips to work and shopping, and from new housing. The new City Region (structure) plan (currently under development to replace the ELSP) is being developed by a team located in the same office as the regional transport body, SESTRAN. The purpose of this is to increase the transport input to the City Region plan - although the areas covered by it and by SESTRAN are different!</p>			
<p><b>Main objectives and reasons for implementation:</b></p> <p>The structure plan procedure and the co-location of the organisations was an attempt to ensure that all requirements of transport and land use planning at the regional level are considered together, rather than land-use decisions being made and transport having to adapt to those.</p>			
<p><b>Breadth/depth of integration:</b></p> <p>This affected the structure (regional) plan and can be seen in the way it concentrates main employment centres in areas that are capable of being (relatively) well-served by public transport; its effect on the new regional (City Region) plan is unknown as the collocation of the two organisations is a new thing.</p>			
<p><b>Consistency of functional integration:</b></p> <p>unknown</p>			
<p><b>Other policies from other levels of government that influenced setting up of functional integration (if any):</b></p> <ul style="list-style-type: none"> <li>• <a href="#">SPP17, the Scottish version of PPG13</a></li> </ul>			
<p><b>Effectiveness:</b></p> <p>The co-working has had some influence on the shape of the Edinburgh and Lothian Structure plan - in particular, how major development areas are identified in relation to transport infrastructure.</p>			
<p><b>Information sources:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Edinburgh and Lothians Structure Plan</a></li> </ul>			
<p><b>Additional comments:</b></p> <p>none</p>			
<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 29.01.2009		

## **Priloga II: Povezovanje upravljanja mobilnosti v načrtovanje objektov (z opisanimi primeri v angleščini)**

The following case studies provide examples of existing policies which encourage the integration of Mobility Management at new developments during the planning and/or building permission process.

Nr.	Name	Applied in	Country
C1	Integration of Mobility Management recommendations in the building permission process	Canton of Aargovia	Switzerland
C2	Lloyd District Partnership Plan	Portland	USA
C3	MAXIMA (free bus service to shopping centre)	Vilnius	Lithuania
C4	Business Park Goudse Port	Gouda	Netherlands
C5	Technology Park “Phönix West”	Dortmund	Germany
C6	Urban Development of Aspern Seestadt	Vienna	Austria
C7	Parking regulation of the municipality of Cham	Cham	Switzerland
C8	Planning Policy Guidance 13 (PPG13), S106 planning obligations and planning conditions	England	UK
C9	Addenbrookes Hospital	Cambridge	UK
C10	Car Free Housing	Hamburg	Germany
C11	Gartenstadt Siedlung Weißenburg (Car-free housing project)	Münster	Germany
C12	Access Contingent Model	Zürich	Switzerland
C13	Sihlcity, multifunctional development	Zürich	Switzerland
C14	Environmental Management Act	Netherlands	Netherlands
C15	De Telegraaf newspapers	Amsterdam	Netherlands
C16	Environmental Impact Assessment Procedure	Switzerland	Switzerland
C17	Traffic Impact Assessment Study	Spain	Spain
C18	Environmental Quality Standards in the Environmental Code	Sweden	Sweden
C19	The “City entrance” project	Malmö	Sweden
C20	Maximum parking standards	England	UK
C21	Cork City Development Plan Section 49 Policy T12	Cork City	Ireland
C22	Swiss Normative on Parking Standards	Switzerland	Switzerland
C23	Bicycle parking standards as a part of the Municipal Spatial Plan	Maribor	Slovenia
C24	Parking regulation of the City of Krakow	Krakow	Poland
C25	Parking Regulations and Parking Pay-Off in North Rhine - Westphalia	North Rhine - Westphalia	Germany
C26	Gelre Hospitals	Apeldoorn, Zutphen	Netherlands
C27	Spatial Development Plan (SDP) and Local Spatial Development Plan (LSDP)	Krakow	Poland
C28	Irvine Spectrum Business Park Development Trip Reduction Program	Irvine	USA

<b>C1</b>	<b>Integration of Mobility Management recommendations in the building permission process</b>			
<b>Applied in:</b> Administration of the Canton of Aargovia	<b>Country:</b> Switzerland	<b>Produced by:</b> Department for Transport of the Canton of Aargovia		
<b>Type of policy:</b> procedure	<b>In force since:</b> 2008	<b>Level of application:</b> Regional level		
<p><b>Content:</b></p> <p>The Department for Transport of the Canton of Aargovia is involved in the building permit procedures of requests which have to pass the evaluation also on the Cantonal level. Therefore the related body within the cantonal administration includes the Department for Transport in order to check if a request of a building permission fulfils transport related issues defined by the cantonal structure plan and the law of planning and construction of the canton of Aargovia.</p> <p>The Department for Transport is very active in the field of Mobility Management. It forms part of the official transport strategy of the canton. Since 2008 the Department has installed a Mobility Management platform called <i>aargaumobil</i>, which is carried on the base of a mandate by two Mobility Management experts on the one hand and by persons from the cantonal administration on the other. The duties of <i>aargaumobil</i> include consulting activities in the field of Mobility Management towards municipalities and private companies. A special issue of <i>aargaumobil</i> is also to include as much as possible recommendations on MM to developers which are planning to construct new buildings.</p> <p>This fact has lead to the consequence that all the requests for building permission which have to be controlled by the Department for Transport and have a request of more than 60 parking spaces, will also be checked by <i>aargaumobil</i>. In those situations where it makes sense, recommendations (and sometimes) obligations to include Mobility Management are given.</p>				
<p><b>Main objectives and reasons for implementation:</b></p> <p>The reason for the implementation of this procedure was to assure from the early beginning the inclusion of Mobility Management in the building permit process, sometimes in terms of advices and sometimes in terms of request.</p>				
<p><b>Spread of the policy:</b></p> <p>The procedure is applied only in the Department of Transport of the Canton.</p>				
<p><b>Consistency of application of the policy:</b></p> <p>Every request for building permission of a development with more than 60 parking spaces is judged also under the perspective of site bases Mobility Management.</p>				
<b>Targeted at:</b> Planning authorities (local and/or regional) and developers (public or private)	<p><b>How binding is the policy?</b></p> <p>voluntary</p>			
<p><b>Designated to which kind of development?</b></p> <p>Every kind of development of which the request of building permission has to be checked by the Department for Transport of the Canton of Aargovia.</p>				
<b>Applied or applicable in which kind of process?</b> building permission process	<p><b>Influenced by main policies:</b></p> <p><a href="#">Transport Strategy of the Canton of Aargovia, 2006 (in German)</a></p>			
<p><b>Kind of influence in the set-up of Mobility Management at the site level:</b></p> <p>Since the implementation of the procedure (early 2008) recommendations on Mobility Management have been included in 10 requests for building permission which had to be checked by the Department.</p>				
<p><b>Information sources:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">Mobility Management Platform <i>aargaumobil</i> (in German)</a></li> </ul>				

<b>Additional comments:</b> none	
<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 19.12.2008

<b>Lloyd District Partnership Plan</b>				
<b>Applied in:</b> city of Portland	<b>Country:</b> United States	<b>Name of the developer:</b> Association of landowners within the Lloyd District		
<b>Status of the development:</b> development in use	<b>Type of developer:</b> private	<b>(Expected Date) where development gets in use:</b> since 1994		
<b>Description of the development:</b>				
<p>The Lloyd District is located just east of Portland's Central Business District in the heart of the city. The area comprises 275 acres and currently employs just over 21,000 employees (2005). Approximately 650 business and 1,000 residential units are located within the Lloyd District boundaries. Up until 1990, the construction of parking wasn't subject to any regulation. Commercial real-estate development space was bountiful and parking was free of charge for car users within the district. In addition the area was not well served by public transport which led to a mode-split of less than 10 % in favour of public transport. The forecasts on employment growth undertaken in the mid-1990's predicted a doubling of growth in the coming years and, consequently, a severe increase in the levels of traffic congestion. This led to the conviction that the district's mobility patterns should have to be more effectively managed. In 1994 the <i>Lloyd District Partnership Plan</i> with the city of Portland, the landowners and the TriMet (regional public transport company) was established with the following main goals: Enhance the Lloyd District commuters' mode-split share of public transport users from 10 % (1994) to 42 % (2015). Reduce the Lloyd District commuters' mode-split share of drive-alone car users from 72% (1994) to 33% (2005).</p>				
<b>Type of applied process:</b> •	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>• City of Portland</li> <li>• TriMet (regional public transport company)</li> </ul>			
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b>				
ECO (employee commute option) Rule of the State of Oregon (since 1995): Requires that all employers in the Portland metropolitan region with 50 or more employees to implement programs to reduce employee drive alone trips. The program requires that each business in the region develop a trip reduction plan, receive State approval of the plan and measure and report progress toward achievement of that plan.				
<b>Content of the negotiation and influence on establishing Mobility Management measures:</b>				
<p>The Lloyd District Partnership Plan is a programme with several measures. Among others the key points of the plan (committed by the 3 partners) where: Improved public transport service to the area, improved access and amenities for biking and walking, maximum parking ratios for new office and retail development, managing and limiting the supply of parking spaces on large surface parking lots, agreement by the private sector to support and implement employee public transport subsidy programs, establishment of a private sector funding program through formation of a Business Improvement District (BID), creation of the Lloyd Transport Management Association (LTMA) that acts as a forum and catalyst to implement the plan, sharing of parking meter revenues through the LTMA to support transportation and parking services within the Lloyd District, development of a plan for installing parking controls and parking meters in the district to eliminate free and off-street commuter parking spaces. Infrastructure measures are financed by the State of Oregon in the framework of the Business Energy Tax Credits (BETC) (targeted to businesses investing in sustainable mobility solutions).</p>				



Source: Lloyd TMA

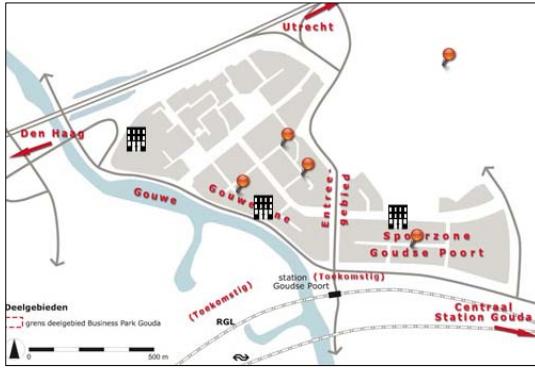
<b>Knowledge of the end-user:</b> New businesses which are settling down in the Lloyd District Area can become member of the LTMA without paying any membership fee. In 2007 the LTMA has 71 member businesses representing approximately 9'000 employees.				
<b>Main Mobility Management measures</b>				
Measure	Target public	Status	Responsibility for financing	Responsibility for planning, implementation and running
Public Transport Store	employees, clients, visitors	in act	TriMet, LTMA	LTMA
PASSport (discounted annual public transport pass)	employees in Lloyd District	in act	TriMet	LTMA
bicycle racks and storage lockers	employees in Lloyd District	in act	BETC (State of Oregon)	LTMA
reserved on-street parking for carpooling	employees in Lloyd District	in act	city of Portland	LTMA
emergency ride-home service	employees in Lloyd District	in act	TriMet	TriMet
awareness rising activities	employees in Lloyd District	in act	LTMA	LTMA
marketing activities	in- and outside Lloyd District	in act	LTMA	LTMA
<b>Organisation of the Mobility Management activities at the development:</b> The LTMA maintains a program staff of 3 persons. There are 5 standing committees (with representatives of the companies located in the district) at work on projects and programs. All serve under the oversight of the Board of Directors. The annual budget for covering the costs of operation (not infrastructure investments) is around \$ 250,000. The funding is received from BID (tax rate on the value of every commercial building), parking meter revenues (51 % of the whole district amount), commissions (3 % on the sale of transport tickets in the transportation store located in the district) and grants from the regional government.				
<b>(Envisaged) effects:</b> <ul style="list-style-type: none"> <li>Transport: drive alone trips: 60 % (1997) to 42 % (2007); public transport trips: 21 % (1997) to 38 % (2007)</li> <li>1,902 t of CO<sub>2</sub> saved (in 2006)</li> <li>210,000 gallons of gasoline saved ( in 2006), resulting in annual savings of approx. \$ 627,000</li> </ul>				
<b>Information sources:</b> <ul style="list-style-type: none"> <li><a href="#">Website Lloyd TMA</a></li> </ul>				
<b>Additional comments:</b> none				
<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 16.10.2008			

<b>C3</b>	<b>MAXIMA</b> (free bus service to shopping centre)	
<b>Applied in:</b> Cities of Vilnius	<b>Country:</b> Lithuania	<b>Name of the developer:</b> UAB MAXIMA LT
<b>Status of the development:</b> development in use	<b>Type of developer:</b> private	<b>(Expected Date) where development gets in use:</b> since 2000
<b>Description of the development:</b> <p>MAXIMA is a shopping centre, situated in the suburbs of Vilnius. It is still in the boundaries of Vilnius City Municipality, but the distance from MAXIMA to the nearest resident area is around 5 km, to city centre around 10 km. MAXIMA is one of the biggest supermarkets in Lithuania, selling all kinds of manufactured goods, there are some restaurants, bank offices and drugstores located in the same building too.</p> <p>MAXIMA can be reached only by private car using the motorway A1 Vilnius – Kaunas. That's why the owners decided to have free bus from Vilnius to the shopping centre. Parking spaces had to be designed according to the Building Technical Regulation (BTR), which defines that one parking space has to be built for each 20 m<sup>2</sup> of the shopping centre hall area. There is no information if more parking spaces than required were built. According to BTR, 90 % of parking spaces were dedicated for visitors.</p>		
<p><b>Type of applied process:</b></p> <ul style="list-style-type: none"> <li>• Detailed Site Development Plan</li> <li>• building permission process</li> <li>• technical project</li> </ul> <p><b>Main public authorities involved in the process:</b></p> <ul style="list-style-type: none"> <li>• city of Vilnius</li> <li>• Urban Development Department of the city of Vilnius</li> </ul>		
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b> <p>The developer took the decision to implement one of the Mobility Management measures in his initiative.</p>		
<b>Requirements from the public authorities:</b> <p>Building of new site was object for negotiations, but more information about agreement between developer and municipality isn't available. Planning conditions were prepared according to BTR valid at that time, which means that minimum of parking spaces, connection to motorway, basic requirements for engineering infrastructure and environment protection were set in this document. As far as it is known, there were no special requirements related to MM from the public authorities.</p>		
<b>Additional agreements between authorities and developer:</b> <p>No information available</p>		
<b>Influences in establishing the implementation of Mobility Management measures:</b> <p>No information available</p>		



Source: Maxima

<b>Main Mobility Management measures</b>				
<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
free bus service	employees and clients	in act	UAB MAXIMA LT	UAB MAXIMA LT
bus information in the Website (time schedules, routes)	clients	in act	UAB MAXIMA LT	UAB MAXIMA LT
<b>Organisation of the Mobility Management activities at the development:</b>				
No information available				
<b>(Envisaged) effects:</b>				
Social: Owners decided to run the bus first of all for the better comfort of the employees; positive feedback from the employees				
<b>Information sources:</b>				
<ul style="list-style-type: none"> <li>• <a href="#">MAXIMA Website (in Lithuanian)</a></li> <li>• MAXIMA's representative for press</li> <li>• Municipal enterprise „Vilnius planas“</li> </ul>				
<b>Additional comments:</b>				
<ul style="list-style-type: none"> <li>•</li> </ul>				
<b>Information provided by:</b> Vilnius Gediminas Technical University, Lithuania		<b>Date:</b> 01.12.2008		

<b>C4</b> <b>Business Park Goudse Poort</b>				
<b>Applied in:</b> city of Gouda	<b>Country:</b> Netherlands	<b>Name of the developer:</b> Municipality of Gouda		
<b>Status of the development:</b> building permission obtained	<b>Type of developer:</b> private	<b>(Expected Date) where development gets in use:</b> 2008 – 2016		
<b>Description of the development:</b>				
<p>Goudse Poort is located at the edge of the town of Gouda, close to the A12 and A20 motorways and within one hour travel distance from Rotterdam, Eindhoven or Arnhem. It is a long, narrow piece of land, about 2.5-3 km away from the railway station, which is served by 4 intercity and two local trains per hour. The business park is currently a mixture of manufacturing/warehousing and office functions, with 6,000 people working there. The aspiration of the municipality is to turn it into a modern business park, with only office functions, by 2015, and to double the number of staff. This strategy obviously depends on the existing non-office functions gradually moving away from Goudse Poort.</p>				
 <p>Source: <a href="http://www.goudsepoort.nl">www.goudsepoort.nl</a></p> <p>The restructuring of the 160 acres area will result in ca. 120,000 m<sup>2</sup> of new office spaces; ca. 50,000 m<sup>2</sup> of retail businesses and an increase of employees: from 6,000 workers now to 12,000 workers in the future.</p>				
<b>Type of applied process:</b> <ul style="list-style-type: none"> <li>• building permission process</li> <li>• “park management”</li> </ul>	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>• City of Gouda</li> <li>• Province of South Holland</li> </ul>			
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b>				
<p>There are no particular policies at work here but a general desire to capitalise on Goudse Poort's excellent accessibility and to increase the number of jobs on the site. The local plan for the area was changed to limit parking for new businesses to 1 space per 50 m<sup>2</sup> and to include this as a condition of building permission. The Province of South Holland is also keen to promote sustainable transport for congestion reduction reasons.</p>				
<b>Content of the negotiation and influence in establishing Mobility Management measures:</b>				
<p>The majority of the developers and owners of the buildings and land at Goudse Poort negotiated an agreement about the pattern of its future development. This included agreement on the concept of central parking (a smaller number of spaces, centrally located rather than dedicated spaces for each building), and the inclusion of transport within “park management”, the service fee that landowners and occupiers pay for centrally-provided services at Goudse Poort. Normally park management covers only items such as the maintenance of common areas, but in the case of Goudse Poort, it includes transport. Further to this, employers pay for their employees to use the Goudse Shuttle, a regular bus service that links the business park to the main intercity station in central Gouda.</p>				
<b>Knowledge of the end-user:</b>				
<p>The Detailed Site Development Plan (<i>bestemmingsplan for Goudse Poort</i>), including commitments on parking standards, was developed in collaboration with major landowners at Goudse Poort and secured through a negotiated agreement. Knowledge by the municipality of the end-users' requirements is therefore high.</p>				

<b>Main Mobility Management measures</b>				
<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
Goudse Port Express – shuttle bus links business park to main railway station	employees and visitors	in act	until 2007 by OPTIMUM2 project; thereafter by province and some employer contribution	park management association with province of South Holland
Mobility Card – various mobility services available on one card	employees	in act (for Goudse Poort Express only) until 1.1.2009	until 2007 by OPTIMUM2 project; thereafter by province and some employer contribution	as above, with consultancy support. Plan to put more mobility services on one card will not now go ahead.
cycle facilities to link site to rest of town	employees	in planning	Municipality	Municipality
public transport bicycle	employees	in act	Province, rail operator	Park manager for publicity; rail operator for bikes
<b>Organisation of the Mobility Management activities at the development:</b>				
This is now carried out largely by the park manager's office although prior to 2007 the Province of South Holland played a bigger role due to the subsidy and consultancy support available through the OPTIMUM2 project.				
<b>(Envisaged) effects:</b> no information available				
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• <a href="#">Goudse Poort website (in Dutch)</a></li> <li>• <a href="#">OPTIMUM2 cookbook</a></li> </ul>				
<b>Additional comments:</b> The Goudse Poort website states (Jan 2009) that due to the economic downturn the agreement between site owners/developers and the municipality and province regarding the future development of Goudse Poort has been abandoned.				
<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 01.01.2009			

C5	Technology Park “Phönix-West”					
<b>Applied in:</b> city of Dortmund		<b>Country:</b> Germany	<b>Name of the developer:</b> general: state owned development agency LEG in cooperation with city of Dortmund, single projects: different developers			
<b>Status of the development:</b> development in construction		<b>Type of developer:</b> private and public	<b>(Expected Date) where development gets in use:</b> some buildings are already in use, main area is planned to be developed until 2015			
<b>Description of the development:</b>  The site is located within the city area of Dortmund, about 5km to the south of the city centre. It is a brown field area with 150 years of steel production history, the first blast furnace came into use in 1852. The former industrial site is divided into two re-development areas (Phoenix-West closed down in 1998; and Phoenix-East closed down in 2001). They are located in close vicinity to the district centre of Hörde. The whole area of Phoenix-West has about 110ha. Thereof, 40 ha are reserved for commercial uses. The detailed site development plan ( <i>Bebauungsplan</i> ) identifies most of it as an area of the special use ( <i>Sondergebiet</i> ) ‘technology park’. It will be developed as a business park. Therefore no housing is permitted (mainly due to potential limit exceeding noise exposure). On this special use area the land use is mainly restricted to ‘future’ technology industries, laboratories, offices and start-ups. The area is designed for attracting branches like micro system and nano technologies, production engineering, software development and other IT-industries and corresponding services. Furthermore there will be some smaller service, shopping and leisure / cultural facilities. Some former industrial buildings are listed (heritage-protected) and will be redecorated.						
 Source: PhoenixDortmund						
<b>Type of applied process:</b> building permission process	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>City of Dortmund, Department for business development</li> <li>City of Dortmund, Department for town planning and architectural control</li> <li>City of Dortmund, Department for Transport</li> </ul>					
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b> <ul style="list-style-type: none"> <li><a href="#">Local Parking Charter (in German)</a></li> <li>Detailed site development plan: <i>Bebauungsplan Hö-253</i> (not yet published or online available; draft version locally available)</li> <li><a href="#">Bauordnung NRW (in German)</a></li> <li>Mobility concept &amp; guidance for developers for Phoenix-West (<i>Mobilitätshandbuch Zukunftsstandort PHOENIX West</i>, editor: LEG Stadtentwicklung GmbH &amp; Co.KG /Stadt Dortmund, Stadtplanungsamt; 1. edition, Dortmund, June 2008)</li> </ul>						
<b>Content of the negotiation and influence on establishing Mobility Management measures:</b>  Quite restrictive parking regulations within detailed site development plan, only a low number of on-street parking is planned. An indirect restriction of surface parking exists: due to regulations like building density or building lines only few ground level parking spaces can be build on the parcel itself. Alternatives are underground or multi-storey parking, but these would be expensive solutions. Offered alternatives within the city's mobility concept: the developers can (partially) pay-off parking spaces that cannot be built (then the public authority will built public parking garages) and/or they can set up a mobility concept for their business and implement MM measures. In this case, the need for parking will be reduced and						

therefore the public authority will suspend the duty.

#### **Knowledge of the end-user:**

The detailed site development plan and the mobility guidebook were produced without knowing the developers of the single parcels and buildings. The developer may not even be the user of the building. In consequence, the activities are seen sceptical by the developers yet known and the department of business development of the City of Dortmund.

#### **Main Mobility Management measures**

<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
new bus lines	employees, clients,	planned	public transport company, city of Dortmund	public transport company
suspend duty to construct parking spaces in case of MM concept	developers	option for developers in negotiation process	City of Dortmund (consulting)	City of Dortmund
pre-defined measure: high quality bicycle parking to reduce number of car parking spaces	employees, clients,	option for developers in negotiation process	developers / tenants	Developers
pre-defined measure: shower & changing facilities – save one parking space	employees	option for developers in negotiation process	developers / tenants	developers / tenants

#### **Organisation of the Mobility Management activities at the development:**

Handling the building permission process lies within the responsibility of the city's department for town planning and architectural control. Negotiations about the minimum number of requested parking spaces and the implementation of MM will be done with administrative assistance of the transport development department, and will be organised by the existing staff.

#### **(Envisaged) effects:** no information available

#### **Information sources:**

- [Dortmund Project \( in German\)](#)
- [City of Dortmund \(in German\)](#)
- Draft of the detailed site development plan (internal document: Stadt Dortmund 2007: Entwurf des Bebauungsplanes Hö-253 - Phoenix-West)
- results from ILS planning simulation within MAX

#### **Additional comments:**

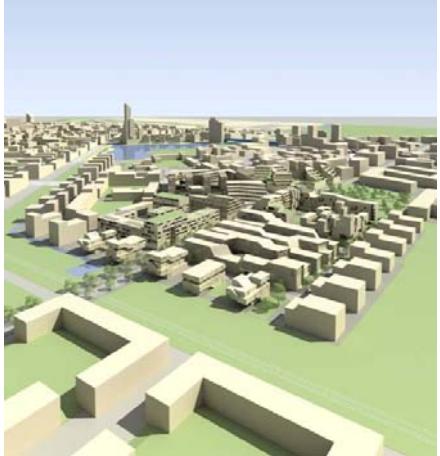
Ref to "Status of Development": Despite of the fact that the corresponding detailed site development plan (Bebauungsplan Hörde 253 – Phoenix-West) is about to come into force in early 2009 (depending on the extend of public approval or disapproval of the existing plan), parts of the site are already developed (e.g. main road 'Konrad-Adenauer-Allee' and MST-factory). By end of 2008, beginning of 2009 it is planned to finish all basic (road) infrastructure as well as the decontaminating and restructuring of surfaces for those areas, which are designated for construction.

#### **Information provided by:**

ILS, Dortmund, Germany

#### **Date:**

03.12.2008

<b>C6</b>			<b>Urban development of Aspern Seestadt</b>
<b>Applied in:</b> City of Vienna	<b>Country:</b> Austria	<b>Name of the developer:</b> Wien 3420 Aspern Development AG	
<b>Status of the development:</b> Development in construction	<b>Type of developer:</b> Public and private	<b>(Expected Date) where development gets in use:</b> The first phase for 7000 inhabitants is to be developed until 2015, estimated completion year: 2025	
<b>Description of the development:</b> Vienna is developing a new city district – Aspern Seestadt – construction of which is planned to start in 2009, the first inhabitants will come in 2012. In 2025 the new district is to have 20.000 inhabitants and 20.000 jobs. The distance from the city centre is over 10 km, however, it will be connected to the city centre by underground from 2014 on. A Masterplan of the city was made in a concourse. The Masterplan was accepted in 2006 by the Vienna city government. It contains the aim to have a modal share of only 30% motorised traffic. However, there are no provisions for Mobility Management contained in the Masterplan. To close this gap, the consultant in charge was commissioned to develop a mobility guidebook in an interactive process with many stakeholders, including city planners, traffic planners, chambers of commerce and of labour, politicians and public transport companies. The developed mobility guidebook provides detailed guidance for the Aspern Seestadt development company on how to proceed during the coming years to achieve the high level goal of less than 30% motorised traffic. The process of developing the mobility guidebook through a series of workshops has resulted in broad support by all major stakeholders for very innovative Mobility Management and general sustainable transport measures. The workshops were conducted according to the methodology used within the MAX research project. This resulted in a joint development of for Vienna totally new measures. The process and the measures are exemplary for planning processes in Austria and beyond.			 Source: Aspern Development AG
<b>Type of applied process:</b> pre-development planning			<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>• Wien 3420 Aspern Development AG</li> <li>• Several municipalities of the city of Vienna</li> </ul>
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b> <ul style="list-style-type: none"> <li>• RVS 3.931 - <i>Stadtstrassen, Querschnitte, Querschnittsgestaltung von Innerortsstrassen</i> (Guidelines and regulations for road construction, Vienna, January 2001)</li> <li>• <a href="#">Garage law, City of Vienna (in German)</a></li> <li>• <a href="#">Master plan Traffic Vienna 2003 (in German)</a></li> </ul>			
<b>Content of the negotiation and influence on establishing Mobility Management measures:</b> The process to make a mobility guidebook was carried out in a series of 5 full-day workshops, which had between 10 and 30 participants.			
<b>Knowledge of the end-user:</b> Detailed information on how to organise transport will be available for potential new inhabitants. At time of move-in, inhabitants will receive a Mobility Guidebook with all information on walking, cycling and Public Transport. With money of a “Mobility Fund”, all inhabitants will receive a PT-ticket for a period of at least one year to generate sustainable transport behaviour from the first moment. A Mobility Centre located directly in the middle of the housing area will be the main venue for all questions concerning Mobility for both, daily purposes and leisure needs.			

<b>Main Mobility Management measures</b>				
<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
Reduction of parking spaces by 50 %	developers	Negotiation process	Wien 3420 Aspern Development AG	Wien 3420 Aspern Development AG
Integrated communication, marketing and Mobility Management concept	For developers, future inhabitants, future employers, future employees and schools	Planned	Mobility fund	Wien 3420 Aspern Development AG
Mobility Centre	future inhabitants, future employers, future employees and schools	Planned	Mobility fund	Wien 3420 Aspern Development AG
<b>Organisation of the Mobility Management activities at the development:</b>				
The Mobility Management activities are managed by the Wien 3420 Aspern Development AG. Co-operations with the public transport provider of Vienna (Wiener Linien), CarSharing.at guarantee a customer orientated outcome of all measures. In addition, the development AG negotiates with developers as well as with companies, developing a new business location, to reduce the parking spaces by half. With a big part of the savings of this “not-construction”, a “Mobility fund” will be fed with whom the first MM activities can be paid.				
<b>(Envisaged) effects:</b>				
Achieving ambitious modal split of overall generated traffic in a peripheral new city district:				
<ul style="list-style-type: none"> <li>• 40% Public Transport</li> <li>• 30% Cycling, Walking</li> <li>• 30% MIT (Motorised Individual Transport, mainly car)</li> </ul>				
<b>Information sources:</b>				
<ul style="list-style-type: none"> <li>• <a href="#">Wien 3420 Aspern Development AG (in German)</a></li> <li>• <a href="#">Aspern Seestadt (in German)</a></li> <li>• <a href="#">Masterplan of the detailed site development plan (in German)</a></li> <li>• <a href="#">Mobility guidebook for Aspern (MOBILITÄTSLEITFADEN für Aspern, die Seestadt Wien, Februar 2009) (German, available at Wien Aspern Development AG and FGM-AMOR)</a></li> </ul>				
<b>Additional comments:</b>				
This sort of strategy – putting mobility issues central – could even have been implemented in an earlier stage in the project – in that case the master plan might have looked quite different, the goals could have been even more ambitious.				
The methodology and the developed measures can be applied anywhere in Europe where there is the will to bring stakeholders and experts of varying disciplines to work together to achieve sustainable mobility.				
<b>Information provided by:</b> FGM-AMOR, Graz, Austria	<b>Date:</b> 9.04.2009			

<b>C7</b>	<b>Parking regulation of the municipality of Cham</b>	
<b>Applied in:</b> municipality of Cham	<b>Country:</b> Switzerland	<b>Produced by:</b> Municipality of Cham
<b>Type of policy:</b> law	<b>In force since:</b> 2007	<b>Level of application:</b> Local level
<b>Content:</b> <p>The new parking regulation of the municipality of Cham includes an interesting article in favour of Mobility Management:</p> <p><i>If in a business zone (according to the communal land use plan) a new development foresees the construction of 50 or more car parking spaces a Mobility Management concept has to be delivered together with the request for building permit by the developer. The concept has to show how the use of alternative modes to car will be promoted. It has to include binding objectives therefore, relevant measures to achieve the objectives and a controlling instrument. The content of the concept is subject of a contract between the council and the developer and is part of the building permit (Article 9).</i></p> <p>The regulation also refers to car-free and car-reduced housing areas and to the application of access contingent models:</p> <p><i>The council is allowed to reduce the normal requirement of the amount of parking spaces (defined in the parking regulation) in case of "special circumstances". A reduction at planned car free or car reduced housing areas is possible as long the rules to be adopted are assured by contract and inserted in the cadastral register of the municipality... At developments used for business purposes the council is authorised in accordance with the cantonal authorities to fix a maximum of allowed car trips instead of the number of parking (Article 10).</i></p>		
<b>Main objectives and reasons for implementation:</b> <p>In the last years the municipality was exposed to a increased development in terms of buildings. In order to keep negative impact in terms of traffic development under control the parking regulation was adapted. The inclusion of a new article referring on Mobility Management and car free / car reduced housing is an expression of political willingness to promote sustainable transport.</p>		
<b>Spread of the policy:</b> <p>Since the new parking regulation came into force only in 2007 no request for building permission, where article 9 or 10 had to come into force, was submitted at the municipality.</p>		
<b>Consistency of application of the policy:</b> <p>see above</p>		
<b>Targeted at:</b> Developers (public or private)	<b>How binding is the policy?</b> Mandatory	
<b>Designated to which kind of development?</b> <ul style="list-style-type: none"> <li>• Article 9: business developments with a request of more than 50 parking spaces.</li> <li>• Article 10: requests of "housing developers" where the amount of parking spaces is below the normal rate; business developments where the application of an access contingent model makes sense</li> </ul>		
<b>Applied or applicable in which kind of process?</b> <ul style="list-style-type: none"> <li>• building permit process</li> </ul>	<b>Influenced by main policies:</b> <ul style="list-style-type: none"> <li>• <a href="#">Building Law of the municipality of Cham, 2006 (in German)</a></li> <li>• <a href="#">Planning and Building Law of the Canton of Zug, 1998 (in German)</a></li> </ul>	

**Kind of influence in the set-up of Mobility Management at the site level:**

Both articles have a direct influence on the set-up of Mobility Management at the site level. Article 9 defines directly the need of a Mobility Management concept with defined objectives, measures to achieve the objectives and controlling instruments.

Article 10 is directly related to the number of parking spaces. Indirectly the construction of a car free / reduced housing area or the application of a access contingent model at business sites leads to the implementation of Mobility Management in order to manage the generated traffic in a sustainable way with a reduced number of parking spaces available.

**Information sources:**

- [Einwohnergemeinde Cham, Parkplatzreglement, 2007 \(in German\)](#)

**Additional comments:**

None

**Information provided by:**

synergo, Mobility – Politics – Space, Zurich, Switzerland

**Date:**

19.12.2008

<b>C8</b>	<b>Planning Policy Guidance 13 (PPG13), S106 planning obligations and planning conditions</b>	
Applied in:	Country:	Produced by:
England	United Kingdom	National Government (Ministry responsible for spatial planning)
Type of policy: guideline	In force since: 1994 (but modified since)	Level of application: Regional and local level
<p><b>Content:</b></p> <p>PPG13 deals with the location, mix and density of development; and with supporting transport measures for new development. It recommends that local authorities should secure travel plans (site based MM plans) from developers through the process of applying for building permission, and that they should use planning conditions and Section 106 planning obligations to secure financial contributions to off-site transport infrastructure and services, and to limit on-site parking at new developments. Under planning legislation since at least the 1970s, local authorities have had the legal power to impose conditions on the granting of planning permission and to enter into legal agreements (S106 obligations) with developers to secure more complex contributions. For example, a condition might require a developer to plant a certain number of trees within the development site before it becomes operational; an obligation could secure a financial contribution from the developer to the costs of providing a new school or community centre. Thus conditions and obligations are not necessarily transport-related and were not designed with transport in mind. However, they are used by some local authorities to secure MM. A condition, for example, could regulate the opening hours of a car park at a new development; an obligation could secure money to pay for a new bus service (for a number of years) or for a new junction to access the development, or for a site MM plan (travel plan) with specified targets and financial penalties for not achieving those. However, the legalities of using obligations in this way are not completely certain and some local authorities are reluctant to do so, but others use the law in this way.</p>		
<p><b>Main objectives and reasons for implementation:</b></p> <p>PPG13 helps to achieve the objectives of the current law governing planning in England, the Planning and Compulsory Purchase Act 2004. In this, local authorities have a duty to protect the environment in their planning activities. In addition, PPG13 is designed to assist the achievement of transport policy objectives, such as reduced congestion, greater social inclusion and a better environmental performance for transport. It is also intended to reduce pressure on greenfield land on the edge of towns, by focusing development more on brownfield sites in existing built-up areas.</p>		
<p><b>Spread of the policy:</b></p> <p>It must be taken into account to at least some extent in developing plans and making planning decisions.</p>		
<p><b>Consistency of application of the policy:</b></p> <p>Many authorities follow the advice in PPG13 to secure site based MM plans. However, the “strength” of the MM plans that they secure varies significantly from place to place because some will simply place a condition that a plan should be prepared before the site opens, whilst others will use conditions and obligations to specify the plan content, monitoring, penalties for non-achievement and to pay for necessary improvements off-site (e.g. new bus services). In less economically successful areas, developers may not be asked to prepare any plan, or the plan that they prepare will just be a formality.</p>		
Targeted at:	<p><b>How binding is the policy?</b></p> <p>Local and regional planning authorities      Between mandatory and voluntary (explained in the additional comments)</p>	
<p><b>Designated to which kind of development?</b></p> <p>Policy is targeted at all types of developments but consistency/severity of application perhaps at its highest in commercial and retail development, although location of housing also influenced by PPG13.</p>		
Applied or applicable in which kind of process?	<p><b>Influenced by main policies:</b></p> <p>Applied at building permission stage, backed up with policy in local plans that larger developments should have site MM plans.      <a href="#">Planning and Compulsory Purchase Act 2004</a></p>	
<p><b>Kind of influence in the set-up of Mobility Management at the site level:</b></p> <p>Strong influence – principal reason why MM at site level has been encouraged through the planning process since 1999 in England and Wales (and by similar guidance in Scotland).</p>		

<b>Information sources:</b>	
<ul style="list-style-type: none"> <li>• <a href="#">PPG13</a></li> <li>• <a href="#">Section 106 planning obligations</a></li> </ul>	
<b>Additional comments:</b>	
Existence of policy recognised in law; it is a secondary law, but as it is not codified it is applicable only as guidance. This means that its application is interpreted in relation to local circumstances, and if there is a good reason not to apply it, that is allowable. Hence although it has legal status it can be applied in various ways, or not at all, depending on the situation.	
<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 04.12.2008

<b>C9</b>	<b>Addenbrookes Hospital</b>			
<b>Applied in:</b> city of Cambridge	<b>Country:</b> United Kingdom	<b>Name of the developer:</b> Cambridge University Hospitals NHS Foundation Trust		
<b>Status of the development:</b> development in use	<b>Type of developer:</b> public	<b>(Expected Date) where development gets in use:</b> -		
<p><b>Description of the development:</b></p> <p>Addenbrookes is a 27 hectare site, 3 km south of the city centre and on the very edge of the city, shared with the university and medical research council. Some 7,000 staff work there and the site generates over 18,000 vehicle trips each day. There are now 365 on-site buildings and car parks. The site has been growing since 1993 (when there were only 4,000 staff) and has been subject to a number of S106 agreements with the City Council (advised by the County Council, which is the transport authority) to manage transport impacts. The Hospital Trust's S106 obligations with the planning authorities committed it to a cap of 3,900 parking spaces and to reducing single occupant car commuters from 50 % of staff in 2000 to 45 % in 2005, using measures to be worked out between the various parties involved.</p> <p>The actual achievement was 38 % of staff driving alone in 2005. In 2004 a further S106 set a target for reducing patient/visitor trips by car from 90 % to 86 % by 2006.</p>				
 <p>Source: presentation by travel coordinator (see below)</p>				
<b>Type of applied process:</b> <ul style="list-style-type: none"> <li>• building permission process</li> <li>• S106 agreement</li> <li>• planning condition</li> </ul>	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>• City of Cambridge</li> <li>• Cambridgeshire City Council</li> </ul>			
<p><b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b></p> <ul style="list-style-type: none"> <li>• <a href="#">East of England Regional Spatial Strategy</a></li> <li>• <a href="#">Cambridgeshire Structure Plan</a></li> <li>• <a href="#">S106 planning obligations</a></li> <li>• <a href="#">PPG13</a></li> <li>• <a href="#">Cambridge City Local Development Framework</a></li> </ul>				
<p><b>Requirements from the public authorities:</b></p> <p>Phased requirements to reduce car use to development by capping number of car parking spaces, managing car parking, charging for car parking, and improving alternative modes especially cycling, bus and links to park and ride. Measures have included revised bus networks, a new bus station, significant discounts on weekly bus tickets, links to the nearby park and ride site, parking charging and management (with ringfencing of income to spend on MM measures), cycle parking and showers and much improved off-site cycle links from the city to the site.</p>				
<p><b>Additional agreements between authorities and developer:</b></p> <p>None</p>				

**Influences in establishing the implementation of Mobility Management measures:**

Lack of car parking; cost of developing new car parking; poor accessibility for staff and patients; road network was at capacity. If car use had continued as it was in 1993, additional development could not have been accommodated without massive investment in new roads and car parks which were politically and financially not acceptable. There was clearly a regulatory element to the MM measures at the site – the local authority had a policy and enforced it through the planning system – but the hospital itself also recognised that trying to run the hospital with most people getting there by car was just not going to work.

**Main Mobility Management measures**

<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
bus station	patients, employees, visitors	in act	Hospital / bus company	Hospital / bus company
improved bus links	patients, employees, visitors	in act	Hospital / bus company	Hospital / bus company
bike parking and showers	mainly employees	in act	Hospital	Hospital
bike paths	mainly employees	in act	County council	County council
parking management / charging	patients, employees, visitors	in act	Hospital	Hospital
park and ride	patients, employees, visitors	in act	County council	County council

**Organisation of the Mobility Management activities at the development:**

Employees travel coordinator runs the Mobility Management plan at the development; part of estates department, which also manages car parking. Significant senior management support.

**(Envisaged) effects:**

- share of employees driving alone to work: 74% (in 1993), 35% (in 2004)
- costs: self financing from parking charges (€ 1.10 per day in 2004)

**Information sources:**

- [Presentation by travel coordinator](#)
- [Minutes of Cambridgeshire County Council planning committee](#)
- [WHO case study](#)

**Additional comments:**

County Council investment in park and ride and cycling infrastructure off-site, and readiness of bus operator (Stagecoach, formerly Cambridge Bus) to work with Addenbrooke's have been important in achieving results. Gradual implementation of parking management important in gaining employee acceptance of policy.

<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 01.12.2008
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<b>C10</b>			<b>Car-free Housing</b>
<b>Applied in:</b> City of Hamburg	<b>Country:</b> Germany	<b>Produced by:</b> State Government of Hamburg; Government Agency for Building and Transport	
<b>Type of policy:</b> law	<b>In force since:</b> 2002	<b>Level of application:</b> Regional and local level	
<p><b>Content:</b></p> <p>The State Building Codes (<i>Bauordnungen der Länder</i>) of the 16 German Federal States set the legal framework for the car-free housing projects. Most important for these kind of projects are regulations regarding the minimum number of required parking spaces, which are defined in the State Building Codes (exception: Berlin) and in the respective administrative rules (<i>Verwaltungsvorschriften</i>). In most states, the municipalities can or must set up local charters for detailed parking space regulations, which have to be fulfilled in order to get a building permission. Often, the opportunity exists to reduce the minimum number of parking spaces in case of good PT accessibility. Some States allow a further reduction if special requirements are met.</p> <p>The State of Hamburg defines parking regulations for car and bicycle parking spaces in its building code. The administrative rule (so called '<i>Globalrichtlinie</i>') defines this issue in further detail and gives numbers of car and bicycle parking spaces according to uses and sizes of buildings. Here, three different reasons for reducing the number of required car parking spaces are set: a reduced PT ticket for employees of business developments; a combined entrance and PT ticket for events (sport, culture) and a car-reduced or car-free housing project. In case of car-free housing, the development has to fulfil certain requirements like good PT accessibility, more than 30 accommodation units, a concept for avoiding car-use and a declaration of the residents, not to own a car. If these requirements are fulfilled, the regular amount of 1 parking space per accommodation unit can be reduced to 0.2 parking spaces per accommodation unit.</p> <p>Most state Building Codes basically allow car-free housing by not hindering them. It is important to point out, that car-free housing projects do not exist because of these regulations (there are no real pro car-free housing policies or regulations). Some of the actual regulations have been changed in the past years as a reaction to 'bottom-up' approaches for successful car-free projects. For a car-free or car-reduced area, there is often an organisation or association which closes an urban planning contract (<i>Städtebaulicher Vertrag</i>) with the city and guarantees that a minimal number parking spaces (e.g. for visitors) is sufficient. In most cases this organisation closes additional private contracts with either owners or tenants of the houses containing paragraphs which regulate the (non)ownership and usage of private cars.</p>			
<p><b>Main objectives and reasons for implementation:</b></p> <p>Those laws and regulations relevant for car-free housing weren't originally set up for fostering car-free housing projects. Car-free housing projects were not developed because of existing regulations but despite them. Today, some federal states adapted their laws and regulations for defining rules or creating better preconditions for car-free housing.</p>			
<p><b>Spread of the policy:</b></p> <p>See consistency of application of the policy</p>			
<p><b>Consistency of application of the policy:</b></p> <p>Most regulations belong to the building law sector (all levels from federal to the municipal). Therefore the regulations in general are applied in various ways. Car-free housing projects exist, but are not very common. Detailed negotiations between the developers and the city are always needed for getting a building permission for car-free housing in new developments.</p>			
<b>Targeted at:</b> Planning authorities (local and/or regional and developers (public or private)	<b>How binding is the policy?</b> Between mandatory and voluntary (explained in the additional comments)		

<b>Designated to which kind of development?</b> Theoretically designated to all housing developments that need a building permission.	
<b>Applied or applicable in which kind of process?</b> <ul style="list-style-type: none"> <li>• development of a Detailed Site Development Plan</li> <li>• building permission process</li> </ul>	<b>Influenced by main policies:</b> <ul style="list-style-type: none"> <li>• Car-free housing projects are generally bottom-up approaches</li> </ul>
<b>Kind of influence in the set-up of Mobility Management at the site level:</b>  The influence is indirect: There is no obligation to implement Mobility Management within the car-free housing developments. But the car-alternative modes play a central role in setting up the plans. Therefore, the location of the project, good public transport accessibility and good quality bicycle storage facilities are considered early in the development process and are included in specific regulations (e.g. the construction plans of the buildings). Car-sharing stations are in most cases included in the plans as well, in order to offer many alternative transport options to the inhabitants. In many cases, the respective association or the developer negotiate for special conditions e.g. for PT or car-sharing, thus some MM aspects are often included in the planning process in order to successful implement such car-free projects.	
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• <a href="#">Case study: Car-free living in Hamburg - Saarlandstraße (in German)</a></li> <li>• <a href="#">Globalrichtlinie: 'Notwendige Stellplätze und notwendige Fahrradplätze' HH (in German)</a></li> <li>• <a href="#">State Building Code: Hamburg (in German)</a></li> </ul>	
<b>Additional comments:</b> Reference to binding of policy: Using the mentioned regulations for granting building permissions is mandatory; but there is no requirement to develop car-free housing projects.	
<b>Information provided by:</b> ILS, Dortmund, Germany	<b>Date:</b> 04.12.2008

<b>C11</b> <b>Gartenstadt Siedlung Weissenburg (Car-free housing project)</b>				
<b>Applied in:</b> city of Münster	<b>Country:</b> Germany	<b>Name of the developer:</b> Wohnungsgesellschaft Münsterland mbH (WGM)		
<b>Status of the development:</b> development in use	<b>Type of developer:</b> private	<b>(Expected Date) where development gets in use:</b> first construction stage in use since 2001; completion of whole project in 2012		
<b>Description of the development:</b>				
<p>The car-free project "Gartenstadt Siedlung Weißenburg" covers an area of 3.2 ha and is located in the inner city area called "Geistviertel", only 2.5 km south of Münster's city centre. Many supply facilities are close-by and a car-sharing station is located at the edge of the development. Within the area a training centre is situated for people doing their civilian service for a special organisation. The main area is for residential use, a total of 196 accommodation units for car-free households shall be built on former military grounds. The flats are of various sizes, from 1 room apartments to 5 room flats. The first two construction stages with 70 and 60 accommodation units were ready to get in use in 2001 and 2003. The third and last one should be finished until 2012. All accommodation units are reserved for social housing.</p>				
 <p>Source: WGM</p>				
<p>The development is connected with the city centre by a net of cycle paths; it takes approx. 10 min. Three bus lines with a frequency of 10 min are within walking distance. With a bus it takes about 15 min to main station and 7 min to the city centre.</p>				
<b>Type of applied process:</b> <ul style="list-style-type: none"> <li>• Building permission process</li> <li>• Detailed Site Development Plan</li> <li>• Urban planning contract (public private)</li> </ul>	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>• City of Münster</li> <li>• Local public transport provider</li> </ul>			
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b> <ul style="list-style-type: none"> <li>• <a href="#">law: Bauordnung NRW (in German)</a></li> <li>• <a href="#">local charter: parking pay-off (in German)</a></li> <li>• <a href="#">Detailed Site Development plan: Weißenburg (in German)</a></li> </ul>				
<b>Requirements from the public authorities:</b> <p>The municipality required 0.2 parking spaces per accommodation unit for the use for car-sharing vehicles and visitors. The implementation of a car-sharing offer was one of the requirements for the reduced number of parking spaces. This reduction is content of the Detailed Site Development Plan (<i>Bebauungsplan</i>) and the housing company "Wohnungsgesellschaft Münsterland mbH" WGM closed an urban planning contract with the city in order to get the building permission. Tenants sign a private contract with the WGM, stating that they do not own and use a private car.</p>				
<b>Additional agreements between authorities and developer:</b> <p>Urban planning contract (<i>Städtebaulicher Vertrag</i>) including sections on urban design, car-free living and car-sharing. The WGM is responsible to secure the car-free project via private contracts and a car-sharing station with 8 spaces for car-sharing vehicles.</p>				

<b>Influences in establishing the implementation of Mobility Management measures:</b> The competition "living without an own car" of the German federal state of North Rhine-Westphalia (NRW) influenced this car-free housing project. The local housing company WGM developed in cooperation with the City of Münster the first car-free housing project in NRW.				
<b>Main Mobility Management measures</b>				
Measure	Target public	Status	Responsibility for financing	Responsibility for planning, implementation and running
car sharing	residents	in act	StadtteilAuto / WGM	StadtteilAuto
bike parking	residents	in act	WGM	WGM
public transport time tables located at entrances of the buildings	residents	in act	-	no information available
<b>Organisation of the Mobility Management activities at the development:</b> The status of car-free households is secured by private contracts between residents and the housing company WGM. The households declare that they neither own nor buy a car. Those who do own a car loose the right to live in the quarter. An arbitration board decides about exceptions from this car-freeness, which may be granted for persons with handicaps or temporary professional reasons. The car-sharing organisation offers all tenants of the area a reduced membership fee.				
<b>(Envisaged) effects:</b> no information available				
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• <a href="#">ADD HOME Case Study: Weißenburg</a></li> <li>• <a href="#">information website: wohnen plus mobilität - case study (in German)</a></li> <li>• <a href="#">residents: Autofreie Siedlung Weißenburg e.V. (in German)</a></li> <li>• <a href="#">housing company: Wohnungsgesellschaft Münsterland (in German)</a></li> </ul>				
<b>Additional comments:</b> None				
<b>Information provided by:</b> ILS, Dortmund, Germany	<b>Date:</b> 08.12.2008			

<b>C12</b>	<b>Access Contingent Model (<i>Fahrtenkontingent Modell</i>)</b>	
<b>Applied in:</b> City of Zurich	<b>Country:</b> Switzerland	<b>Produced by:</b> Transport Planning Department, city of Zurich
<b>Type of policy:</b> planning instrument	<b>In force since:</b> 1999	<b>Level of application:</b> Local level
<p><b>Content:</b></p> <p>The Access Contingent Model defines the maximum number of car trips which are allowed to be generated from a development respectively from the different types of utilisation allowed. The calculation of the allowed car trips starts from the number of allowed parking spaces defined in the parking regulation of the city of Zurich. Compared to the parking regulation the Access Contingent Model does not regulate the utilisation of the parking spaces. This allows certain flexibility in the management of the parking spaces within a pre-described limit of car trips per time period. The maximum number of allowed car trips is calculated on the base of following factors: the maximum number of car parking spaces according the parking regulation of the city (which includes the quality of accessibility of the area with public transport), the specific trip potential per type of utilisation (number of trips which a specific use generates per a certain time period), the capacity of the road network in the surroundings of the development area and the specifications concerning air and noise emissions defined by the Environmental Law. The Access Contingent Model has to be assured with an organisation scheme installed by the developer/landowner and includes the monitoring of the trips, the parking management and the reporting procedure. The controlling has to be done periodically by an independent institution that reports to the Transport Planning Department of the city of Zurich. In case that the maximum number of trips is exceeded sanctions can be applied. First, infrastructural or organisational measures have to be implemented do these additional measures not guarantee that the maximum number of allowed car trips can be maintained the public authority has the duty to act according the rules defined in the parking regulation of the city. This can be to re-distribute the parking spaces to the uses of the development or to reduce the overall number of allowed parking spaces.</p>		
<p><b>Main objectives and reasons for implementation:</b></p> <p>The main objectives and reasons for the implementation of the Access Contingent Model are:</p> <ul style="list-style-type: none"> <li>• To allow development in dense urban areas, already saturated with traffic,</li> <li>• To control the environmental effects of large buildings/real estate developments,</li> <li>• To allow flexible and multi-use of parking spaces,</li> <li>• To keep car traffic volume under control by defining the maximum number of car trips.</li> </ul> <p>With the application of the Access Contingent Model a contingent of allowed car trips is already defined in the planning phase and for the overall development. The trip contingent can be claimed stepwise as partial limit according to the progress of realisation of the overall development. Consequently the developer has not to appeal for parking space permission every time a part of the development is getting in use. The model allows furthermore verifying the compatibility of large and traffic intensive developments with regard to the capacity of the existing road network on the one hand and on the environment on the other.</p>		
<p><b>Spread of the policy:</b></p> <p>Since 1999 the Access Contingent Model is applied at new developments that fulfil certain preconditions (see below).</p>		
<p><b>Consistency of application of the policy:</b></p> <p>Once decided by the public authority that a certain development fulfils the necessary preconditions the model is strongly applied.</p>		
<b>Targeted at:</b> Developers (public or private)	<p><b>How binding is the policy?</b></p> <p>Between mandatory and voluntary (explained in the additional comments)</p>	

<b>Designated to which kind of development?</b>	
Following main preconditions for the application of the model must be fulfilled:	
<ul style="list-style-type: none"> <li>• Access of the development by car must be controllable (limited number of access and exit points),</li> <li>• Development area is well connected with public transport,</li> <li>• Clear information about the future mix of uses of the entire development,</li> <li>• More than 150 parking spaces or more than 2000 car trips per day generated from the development,</li> <li>• Uses with high demand on parking spaces at peak hours,</li> <li>• Wide mix of uses and high density of uses.</li> </ul>	
<b>Kind of influence in the set-up of Mobility Management at the site level:</b>	
<p>The application of the Access Contingent Model has an indirect influence on the set-up of Mobility Management measures. In order to assure that the number of allowed car trips are not exceeded a (paid) parking management scheme often is applied. This is done either by the developer itself or by tenants or owner of buildings which have received a contingent of allowed car trips (defined in a contract with the developer). Furthermore the tackled developments are always well accessible with public transport. So further financial incentives like Job-Tickets and information will help to promote the use of public transport at employees and clients. Often the developments have also an extended amount of bike parking at disposal of employees and clients.</p>	
<b>Information sources:</b>	
<ul style="list-style-type: none"> <li>• <a href="#">Tiefbauamt, Umwelt- und Gesundheitsschutz der Stadt Zürich (Editors): Fahrtenmodell - eine Planungshilfe, Zürich, 2007. (in German)</a></li> </ul>	
<b>Additional comments:</b>	
<p>It is not mandatory for the public authority to apply the Access Contingent Model at every new development. But once it is applied due to the impact of the new development would be negative in terms of car traffic and environmental effects, it is mandatory for the developer. The defined requirements (number of trips, organisational scheme, sanctions) are fixed in a contract between the public authority and the developer. The contract is a part of the building permission or the Detailed Site Development Plan.</p>	
<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 16.10.2008

C13	<b>Sihlcity, multifunctional development</b>			
<b>Applied in:</b> city of Zurich	<b>Country:</b> Switzerland	<b>Name of the developer:</b> Karl Steiner AG, Zürich (now Sihlcity AG: Association of owners of Sihlcity)		
<b>Status of the development:</b> development in use	<b>Type of developer:</b> private	<b>(Expected Date) where development gets in use:</b> since 2007		
<b>Description of the development:</b> <p>Sihlcity is a multifunctional development composed by several buildings in the city of Zurich. On around 97,000 m<sup>2</sup> ground floor space different uses like retail, services, culture, cinema, hotels, fitness, wellness and few housing are located. Sihlcity has around 19,000 visitors per day and 2,300 working places.</p> <p>The development is placed outside of the city centre nearby one important highway ending at the city of Zurich. The development is also well connected to the regional train system (the railway stop is located at one of the main entrances of the area) and to the local public transport system (one bus and two tramway stops are located nearby the area). The area has furthermore a recreational function for the neighbourhood which is a mix of working and living area. The overall number of parking spaces at Sihlcity is 850, which means 1 parking per 110m<sup>2</sup> ground floor space.</p>				
 Source: Sihlcity AG				
<b>Type of applied process:</b> Building permission process	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>• Department for building permission of the city</li> <li>• Transport Planning Department of the city</li> <li>• Environmental Department of the city</li> </ul>			
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b> Access Contingent Model of the city of Zurich				
<b>Requirements from the public authorities:</b> Within the process of getting a building permission different transport solutions were fixed legally by contract: number of parking spaces was fixed on 850 and the parking had to be taxed, 600 bike parking spaces and a home delivery service by bike had to be installed by the landowners, and they were imposed to finance the improvement of a tramway line and a bus line for the first two years of operation. Furthermore an Access Contingent Model was requested, allowing the generation of maximum 8,800 car trips per day (to achieve after 5 years).				
<b>Additional agreements between authorities and developer:</b> See requirements from the public authorities				
<b>Influences in establishing the implementation of Mobility Management measures:</b> Mobility Management measures like paid parking and the installation of a bike home delivery service were imposed by the public authority. As a consequence the association of owners of Sihlcity implemented further measures like information services on the Web-Site about the accessibility of Sihlcity with all type of modes and no parking allowances for the employees of the shops within the development.				

<b>Main Mobility Management measures</b>				
<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
paid parking	clients	in act	-	Sihlcity AG
restricted distribution of parking permits	employees	in act		Sihlcity AG
tramline extension	clients, employees	in act	public transport company, Sihlcity AG	public transport company
bus line extension	clients, employees	in act	public transport company, Sihlcity AG	public transport company
home delivery service by bike	clients	in act	private provider (subsidised by public authority)	private provider
bike parking	clients, employees	in act	Sihlcity AG	Sihlcity AG
accessibility information on Website	clients, employees	in act	Sihlcity AG	Sihlcity AG
<b>Organisation of the Mobility Management activities at the development:</b>				
The number of generated trips is regularly monitored and reported by the Sihlcity AG to an independent organisation which controls the reported numbers and informs the public authority about the ongoing development of car trips. The most of the indicated Mobility Management measures are organised by dedicated persons within the Sihlcity AG.				
<b>(Envisaged) effects:</b>				
<ul style="list-style-type: none"> <li>Mode-Split of clients: around 70% are visiting Sihlcity without a car</li> </ul>				
<b>Information sources:</b>				
<ul style="list-style-type: none"> <li>Transport Planning Department of the City of Zurich: Mobilitätsmanagement - Fahrtenmodell Sihlcity, <a href="#">presentation at the salon de la mobilité, Neuchâtel, Switzerland, 2007 (in German)</a></li> <li><a href="#">Website Sihlcity (in German)</a></li> </ul>				
<b>Additional comments:</b>				
None				
<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 16.10.2008			

<b>C14</b>	<b>Environmental Management Act (<i>Wet Milieu Beheer</i>)</b>	
<b>Applied in:</b> Netherlands	<b>Country:</b> Netherlands	<b>Produced by:</b> National Government (Ministry responsible for environmental and spatial planning)
<b>Type of policy:</b> law	<b>In force since:</b> 1993	<b>Level of application:</b> Regional and local level
<p><b>Content:</b></p> <p>The Environmental Management Act (“Wet Milieubeheer” or EMA) of 1993 is meant to “protect the environment”. This broad interpretation includes:</p> <ul style="list-style-type: none"> <li>• Improvement of the environment,</li> <li>• Promoting the suitable removal of waste materials,</li> <li>• Promoting efficient use of energy and raw materials,</li> <li>• Reducing the harmful effects on the environment of individual and goods transport within cities.</li> </ul> <p>Under the terms of this act, approximately one quarter of Dutch companies must receive an environmental permit in order to operate. They are selected because of their larger than average environmental impacts. To receive the permit, they must fulfil the requirements of the EMA. The act states that within the framework determined by the competent authorities, the companies themselves are responsible for the reduction of their environmental impact. Companies can take responsibility for the reduction of their environmental impact by, for example, measuring the impact of their operations and drawing up a plan to reduce it (much in the same way MM plans comprise both diagnostic and action phases). Such diagnoses and action plans may also focus on specific environmental aspects, such as: energy-saving and transport management.</p>		
<p><b>Main objectives and reasons for implementation:</b></p> <p>The law is intended to put responsibility on companies for taking reasonable steps to reduce their environmental impacts. To expand, change location or simply to carry on operating, companies have to obtain a triennial permit from local authorities, based on an application that demonstrates how environmental impacts will be mitigated and minimised. This could be interpreted to include the impacts of transport to, from and at the site, although only the City of Amsterdam ever interpreted the law in this way. MM was not specifically mentioned in the law – its definition of environmental impacts was much broader, to permit the companies themselves some flexibility in selecting their most significant impacts.</p>		
<p><b>Spread of the policy:</b></p> <p>The environmental law is applied by municipalities and occasionally provinces right across the Netherlands.</p>		
<p><b>Consistency of application of the policy:</b></p> <p>With respect to transport, the use of the environmental law to regulate in favour of MM is very rare. The only example of the use of the law to require MM by companies is in Amsterdam.</p>		
<b>Targeted at:</b> Planning authorities (local and/ or regional) and developers (public or private)	<b>How binding is the policy?</b> mandatory	
<p><b>Designated to which kind of development?</b></p> <p>The law did apply to larger companies in all sectors. Since 1/1/2008 it has been reduced in scope, so that only companies with significant environmental impacts need to apply it. This definition excludes almost all service industry like banks or shops.</p>		

<p><b>Applied or applicable in which kind of process?</b></p> <p>The application for the environmental permit is required for companies to continue operating and if they are planning to increase in size or move location – but only for those companies now required to apply for an environmental management permit (see above, re the change in the law on 1/1/08).</p>	<p><b>Influenced by main policies:</b></p> <ul style="list-style-type: none"> <li>- <a href="#">Netherlands Environmental Law (in Dutch)</a></li> <li>- <a href="#">Netherlands Environmental Law 1/1/08 modification (in Dutch)</a></li> </ul>
<p><b>Kind of influence in the set-up of Mobility Management at the site level:</b></p> <p>Potentially strong influence but in practice minimal (except in Amsterdam) because most local authorities chose not to interpret the law to cover transport to, from and at the site, as they did not want to be seen to be over-regulating, at the possible risk of deterring investment in their area.</p>	
<p><b>Information sources:</b></p> <p>see main policies influencing the law</p>	
<p><b>Additional comments:</b></p> <p>In 2000, the Dutch government published a document called “The environmental law and Mobility Management”, which supported the idea of using the law to cover MM for at least larger trip generating uses – those with more than 100 staff, for example. In 2004, there was a motion in Parliament to extend the law to explicitly include reference to MM. However, this was rejected on the grounds that the competent authorities (i.e. local authorities) should have the flexibility to interpret the law for their areas, and also because work was already underway to simplify and reduce the regulatory load on companies from the Environment Ministry's various regulations.</p>	
<p><b>Information provided by:</b></p> <p>Edinburgh Napier University, Edinburgh, United Kingdom</p>	<p><b>Date:</b></p> <p>16.10.2008</p>

<b>C15</b>	<b>De Telegraaf newspapers</b> (production site)	
<b>Applied in:</b> city of Amsterdam	<b>Country:</b> Netherlands	<b>Name of the developer:</b> De Telegraaf Newspapers
<b>Status of the development:</b> development in use	<b>Type of developer:</b> private	<b>(Expected Date) where development gets in use:</b> in use at this site since at least 1995
<b>Description of the development:</b> <p>De Telegraaf is one of the largest newspapers in the Netherlands. It is part of the Telegraaf Media Group (TMG), based at a very accessible site (by both public transport and road) on a business park around 800 m from Sloterdijk station in the west of Amsterdam, en route to Schiphol airport; there is also ample free parking (around 1 space per employee!). The office and plant employs 2100 people in editing, marketing, sales, administration and printing/dispatch. In 2001 TMG applied to the municipality for the periodic renewal of its environmental permit – it was one of those organisations in the Netherlands required under the 1993 Environmental Law to obtain an environmental permit from the local municipality to continue to operate. Thus this was not something that was part of the planning process – it applied to a continuing operation. That said, many new, relocating and expanding organisations were (until 1/1/08) also required to obtain such a permit. In the case of TMG, Mobility Management was a condition of the granting of the permit. However, this requirement did not extend to the specification by the municipality of specific Mobility Management measures.</p>		
<p><b>Type of applied process:</b></p> <ul style="list-style-type: none"> <li>• application for replacement environmental permit</li> <li>• environmental permit required for operation of existing site – not part of the planning process per se</li> </ul> <p><b>Main public authorities involved in the process:</b></p> <ul style="list-style-type: none"> <li>• city of Amsterdam</li> </ul>		
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b> <ul style="list-style-type: none"> <li>• <a href="#">1993 Netherlands Environmental Act (Wet Milieubeheer) as interpreted by City of Amsterdam (in Dutch)</a></li> </ul>		
<b>Requirements from the public authorities:</b> <p>TMG was required to carry out an assessment of its accessibility, current travel patterns, specify MM measures already in use and planned measures, covering commuters, visitors, business travel and freight/deliveries.</p>		
<b>Additional agreements between authorities and developer:</b> <p>None</p>		
<b>Influences in establishing the implementation of Mobility Management measures:</b> <p>For TMG accessibility was not a problem so in fact the main objective for the management was to keep the costs of any MM measures as low as possible.</p>		



Source: Gemeente Amsterdam

<b>Main Mobility Management measures</b>				
<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
cycle plan	employees	under consideration	municipality	municipality and TMG
car pooling	employees	in act	TMG	TMG
public transport travel info and personalised advice	employees	in act	TMG	TMG
route descriptions	mainly employees	in act	TMG	TMG
business travel measures to cut costs	employees	in act	TMG	TMG
freight transport – Eco-Driving training	employees		TMG	TMG
flexible working pattern	employees	in act	TMG	TMG
<b>Organisation of the Mobility Management activities at the development:</b>				
About five person months were invested by TMG in setting up the plan, which was then run by the company's environmental coordinator.				
<b>(Envisaged) effects:</b> no information available				
<b>Information sources:</b> <a href="http://Slimreizen.nl">Slimreizen.nl (in Dutch)</a>				
<b>Additional comments:</b> None				
<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 01.12.2008			

<b>C16</b> <b>Environmental Impact Assessment Procedure (Umweltverträglichkeitsprüfung)</b>		
<b>Applied in:</b> Switzerland	<b>Country:</b> Switzerland	<b>Produced by:</b> Federal council
<b>Type of policy:</b> law	<b>In force since:</b> 1983	<b>Level of application:</b> All levels
<b>Content:</b> <p>The Environmental Impact Assessment (EIA) is a procedure defined by Swiss Law of Environment. It is targeted to new or re-newed constructions which can pollute the environment in a considerable way. The type of constructions which are subject of an EIA are defined by the Federal Council and are listed in the decree of EIA. Beyond others also parking construction with more than 300 parking spaces are subject of an EIA. Developers which are asking for building permission for a new development which includes more than 300 parking spaces have to deliver a EIA report to the building permit authority. In general the report has to include information on the following main issues:</p> <ul style="list-style-type: none"> <li>• Construction and foreseen measures to reduce the environmental impact,</li> <li>• Starting situation in terms of transport,</li> <li>• Environmental impact of the construction (building and using of the construction),</li> <li>• Further measures foreseen by the developer to reduce the environmental impact.</li> </ul> <p>The report will be checked during the building permit process by the relevant departments. For parking constructions with more than 300 parking spaces this is normally the environmental department of the municipality and the canton. The check is done under the aspect if the requirements of the environmental law are fulfilled. The result of the check can lead to the consequence that the developer has to reduce the number of requested parking spaces and/or install additional measures as a condition for obtaining the building permit.</p>		
<b>Main objectives and reasons for implementation:</b> <p>The main reasons and objectives for the implementation of the EIA were to keep the environmental impact of a new construction under control and minimise them as much as possible.</p>		
<b>Spread of the policy:</b> <p>The EIA is a national law and has to be applied in whole Switzerland.</p>		
<b>Consistency of application of the policy:</b> <p>In terms of the thresholds on air and noise pollution the check by the involved environmental departments is applied strictly. With regard of other issues concerning the environmental impacts (like landscape) of a construction there is a margin of interpretation.</p>		
<b>Targeted at:</b> Developers (public or private)	<b>How binding is the policy?</b> Mandatory	
<b>Designated to which kind of development?</b> <p>All developments where more than 300 parking spaces are foreseen to be constructed.</p>		
<b>Applied or applicable in which kind of process?</b> • building permit process	<b>Influenced by main policies:</b> <ul style="list-style-type: none"> <li>• <a href="#">Federal Law on Environment, 1983 (in German)</a></li> </ul>	

**Kind of influence in the set-up of Mobility Management at the site level:**

The influence is normally indirect but it can also be direct. The result of the check of the EIA report can lead to a reduction of number of parking spaces which may implicate the developer to install Mobility Management measures.

The check can also lead to the result that the developer is enforced to install directly Mobility Management measures and / or reduce the number of parking spaces.

**Information sources:**

- [Schweizerischer Bundesrat, Verordnung über die Umweltverträglichkeitsprüfung, 1988](#) in German

**Additional comments:**

None

<b>Information provided by:</b> synergo, Mobility – Politics – Space, Zurich, Switzerland	<b>Date:</b> 19.12.2008
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C17	Traffic Impact Assessment Study ( <i>Estudio de tráfico</i> )	
<b>Applied in:</b> Municipalities, Autonomous Region of Madrid	<b>Country:</b> Spain	<b>Produced by:</b> Autonomous Region
<b>Type of policy:</b> recommendation	<b>In force since:</b> 2001	<b>Level of application:</b> Local level
<b>Content:</b>  The Traffic Impact Assessment Study has the aim to analyse and evaluate in a preliminary way the kind of transport generated and attracted in new urban developments. The analysis is done in relation to existing infrastructure in the surroundings and planned infrastructure in the planned area, with the purpose to identify principal traffic flows, major conflict situations and capacity problems. Generated and attracted trips are calculated based on future uses of the areas. The connections and accesses to the existing road network are also evaluated.  Only car and public transport is evaluated in the study, pedestrians, cyclists or other potential modes are not taken into account. Nor is the pedestrian infrastructure network analysed.  In case of conflict situations or capacity problems of calculated traffic flow or general inadequacy of the planned infrastructure, actions and solutions are proposed to improve the situation.		
<b>Main objectives and reasons for implementation:</b>  In the Land Use Law in the Autonomous Region of Madrid it's specified that a Detailed Site Development Plan ( <i>Plan Parcial</i> ) has to be elaborated for "land possible to develop" ( <i>suelo urbanizable</i> ). In order to have the Detailed Site Development Plan approved and for the following procedures of development some specific studies have to be elaborated and included as additional documentation as "technical commitment and guarantees of sustainability of the proposed solutions for the area", e.g. water and sewage, tele-network. The surface cannot be developed unless all specific studies have been approved within the plan.  Regarding the traffic assessment study it doesn't say expressively that it is obligatory to develop it, but specific studies including the "right connection, extension and reinforcements of every infrastructure, equipment and public municipal and supra-municipal services, that will be used by the future population (supposing they will be permanent residents), and as a minimum the integration of networks of education, welfare, sanitary, sports, culture, spare-time, daily commerce, security service, firemen and the connection to the infrastructure and road service... ...urban and regional public transport on road and rail." (Art. 48 2a Number d) in the same paragraph states that a specific study of the connection and autonomy of the public transport system has to be done, guaranteeing there will be no congestion or capacity overloading with the existing traffic or for different future scenarios.  These two paragraphs are interpreted as the traffic assessment study.		
<b>Spread of the policy:</b>  Part of the technical studies presented within the planning instrument Detailed Site Development Plan (DSDP) for new developments on "land possible to develop". Different legislation in every Autonomous Region - in the case of Madrid it is mandatory to present it, but the extension and detail of the study depends on the responsible in the town council. In the worst case, neither the responsible person nor the committee approving the DSDP ask for such a study.		
<b>Consistency of application of the policy:</b>  Once decided that an area is "possible for building development" and has to develop a DSDP for building development it is strongly applied.		
<b>Targeted at:</b> Planning authorities (local and/ or regional) and developers (public or private)	<b>How binding is the policy?</b>  Between mandatory and voluntary (explained in additional comments)	

<b>Designated to which kind of development?</b> It must be an area classified as "possible for building development" ( <i>suelo urbanizable</i> ) in the Municipal General Urban Plan ( <i>Plan General de Ordenación Urbana</i> ).	
<b>Applied or applicable in which kind of process?</b> It is part of the process of the development of a Detailed Site Development Plan.	<b>Influenced by main policies:</b> <ul style="list-style-type: none"> <li>• Land Use Law of the Autonomous Region of Madrid, Ley del Suelo, 9/2001, de la Comunidad de Madrid (Land Use Law)</li> <li>• General Urban Plan (municipal). E.g. Plan General de Ordenación Urbana de Getafe 2002, Ayuntamiento de Getafe 2004.</li> <li>• Detailed Site Development Plan (site-level). E.g. Plan Parcial del sector PP-02 de Suelo Urbanizable Sectorizado de Los Molinos. Mónica de Blas, Euroestudios, and Rueda y Vega asociados, 2005</li> </ul>
<b>Kind of influence in the set-up of Mobility Management at the site level:</b>  The application of the Traffic Impact Assessment Study has an indirect influence of the set-up of MM. At the moment the influence is low or none, very few studies lead to a change in the original plans. Many times the study is not being carried out and taken into account in a serious way -just done and included. It's up to the responsible mobility department in the Municipality to demand the study and this does not always happen. Only if there are special interests on regional/national level, the Autonomous Region might not approve the plan if some of the specific studies are missing or poorly elaborated. If the people responsible for mobility wishes, they can demand a very good study and take into consideration the corrections proposed.  This means the traffic assessment study could be improved. There are no legal barrier, legally, hindering that other modes and networks than road and rail can't be studied. So the municipality has the freedom to change the requisites, e.g. add to the content the pedestrian and bicycle network, analysis of parking spaces and evaluate the distribution of all modes of transport. In this way the influence of MM measures could be much more direct and stronger.	
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• see main policies influencing the law</li> <li>• Personal communication with expert</li> </ul>	
<b>Additional comments:</b>  At the moment the Land Use Law is too wide and open to interpretation. The Detailed Site Development Plan has to be approved in an Urban Commission consisting of representatives from local and regional administrations and external actors from e.g. ecological associations, but only some of the representatives have the right of voting, and if no one acts and demands a more specific study it will not be done.  This is an advantage if someone wants to demand higher criteria but a disadvantage if no one cares. In many of the administrations in Spain no one cares since that means more work and a possible delay in the plans.  The Traffic Impact Assessment Study has been classified as recommendation, although it's not entirely correct. It's more of a study and if the planners want to ignore it that is possible.  An example of a multi-modal Transport Assessment study from the UK can be found at <a href="http://www.hw.ac.uk/sistech/rae/documents/HWUTP-HWU travel plan.pdf">http://www.hw.ac.uk/sistech/rae/documents/HWUTP-HWU travel plan.pdf</a>	
<b>Information provided by:</b> ETT, Madrid, Spain	<b>Date:</b> 17.11.2008

<b>C18</b>	<b>Environmental Quality Standards in the Environmental Code (<i>Miljöbalken</i>)</b>	
<b>Applied in:</b> Sweden	<b>Country:</b> Sweden	<b>Produced by:</b> Ministry of Environment
<b>Type of policy:</b> law	<b>In force since:</b> 1999	<b>Level of application:</b> all levels
<p><b>Content:</b></p> <p>The Environmental Code (<i>Miljöbalken</i>) is Sweden's environmental legislation. Adopted in 1999, it gathers all relevant legislation in one code. The Environmental Code allows the Swedish government to introduce so called Environmental Quality Standards, regulations on the quality of land, water, air or nature in other respects, for certain geographical areas or for the country as a whole. Environmental quality standards are a type of legally binding policy instrument introduced to deal with the environmental impacts of diffuse emission sources such as traffic and agriculture.</p> <p>Authorities have a duty to ensure that an environmental quality standard is not violated. The local authorities' comprehensive plans have to show how the municipality intends to enforce environmental quality standards. County administrative boards have a duty to ensure that the standards are taken into account in planning.</p> <p>In cases where there is a risk for exceeding the standards, an action programme should be established. The action programme specifies which instruments should be used for ensuring compliance with the standard:</p> <ul style="list-style-type: none"> <li>• Administrative instruments, e.g. requirements that physical planning be changed with respect to environmentally sustainable infrastructure, traffic planning and build-out of public transport;</li> <li>• Economic instruments, e.g. fees and taxes;</li> <li>• Informative instruments, e.g. education and public information campaigns.</li> </ul> <p>At present, action programmes have been established, due to exceedances of the environmental quality standards in the County of Stockholm (NO<sub>2</sub>, PM10), the Gothenburg Region (NO<sub>2</sub>, PM10), and the municipalities of Helsingborg (NO<sub>2</sub>), Uppsala (NO<sub>2</sub>, PM10), Umeå (NO<sub>2</sub>), Norrköping (PM10), and Malmö (NO<sub>2</sub>).</p>		
<p><b>Main objectives and reasons for implementation:</b></p> <p>The Environmental Code came into force in 1999, replacing fifteen previous environmental acts which were unified into the Code. The purpose of the Environmental Code is to promote sustainable development which will assure a healthy and sound environment for present and future generations.</p> <p>The main reason to introduce environmental quality standards was to enable implementation of the EC directives that prescribe this type of standard.</p>		
<p><b>Spread of the policy:</b></p> <p>Since 1999 the Environmental Code is applied in planning at all levels, nationwide. The Environmental Quality Standards are also enforced in the entire country, forcing municipalities to perform continuous measurements in the street environment.</p>		
<p><b>Consistency of application of the policy:</b></p> <p>The Environmental Code and the Environmental Quality Standards are part of the national Swedish legislation, i.e. strongly applied.</p>		
<b>Targeted at:</b> planning authorities (local and/or regional) and developers (public or private)	<b>How binding is the policy?</b> mandatory	

**Designated to which kind of development?**

The Environmental Quality Standards apply to all kinds of development. When measurements or calculations show that there is a risk for exceeding the standards on a specific site, the responsible authority must use all measures imaginable to set the figures straight.

Applied or applicable in which kind of process?	Influenced by main policies:
<ul style="list-style-type: none"><li>process of development of a Detailed Site Development Plan</li><li>building permission process</li><li>process of setting up comprehensive plans for municipalities</li></ul>	<ul style="list-style-type: none"><li><a href="#">Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe</a></li><li><a href="#">Environmental Code (1998)</a></li></ul>

**Kind of influence in the set-up of Mobility Management at the site level:**

When there is a risk of exceeding the environmental quality standards, the government demands from the county administrative board to establish an action program showing how the local air quality can be improved. In some of these action programs, Mobility Management (e.g. information to the public and to corporations, parking management, congestion charging, requirement for transport plans for large enterprises) is part of the solution. As of today, several action programs have been adopted, where emphasis has been put on municipal measures (that is, measures that are to be implemented by the municipality) within the field of Mobility Management. As for companies, there are no examples available, where a company has been required to set up any direct Mobility Management measures (for example, mobility plan). In short, this is due to the fact that there is no support for such requirements in the national regulations. However, this has been highlighted in several of the action plans, where the County Administrative Board and/or the municipality have required an amendment in the regulations.

**Information sources:**

- [Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe](#)
- Preparatory work for the Swedish Environmental Code legislation

**Additional comments:**

None

Information provided by: Trivector, Traffic AB, Lund, Sweden	Date: 17.12.2008
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<b>C19</b>	<b>The “City entrance” project (and integration of Mobility Management in the action programme of the city)</b>	
<b>Applied in:</b> City of Malmö	<b>Country:</b> Sweden	<b>Name of the developer:</b> TK Development (in dialogue with the city of Malmö)
<b>Status of the development:</b> development in construction	<b>Type of developer:</b> Public	<b>(Expected Date) where development gets in use:</b> March 2009
<b>Description of the development:</b> <p>Malmö's action programme was developed due to the exceedance of the environmental quality standards. It contains a specific chapter about Mobility Management (the main general measures are further described in the section „main Mobility Management measures“). In Malmö it is also of interest to shortly look at one concrete example, "The City Entrance", a project initialised by the municipality concerning the area fronting the main highway leading into the city (see picture of the block, with the new buildings in light blue and the high way in the upper top of the picture). Here it is suggested that a large shopping centre with app. 60 stores and an underground garage with 1000 parking places should be developed. This was also as a way for the municipality to renew a nowadays rather shabby block with great potential. In short the chain of events was as follows: All relevant departments within the municipal organisation were positive, except for the Environment Department. This department advised against the development with reference to the already existing air quality problems in the area, which of course would be further deteriorated by a shopping centre, which will increase traffic on some of the most frequented streets in the area by 10 %. However, this department could not by itself hinder the decision to go ahead with the development. Also the County Administrative Board expressed serious doubts with reference to air quality, but chose not to stop the development. However, in the action programme for Malmö, which is now adopted, this area is highlighted. Several measures should be conducted by the municipality, concerning the concrete traffic environment (for example, bus lanes, new solutions for traffic signals, giving priority to public transport, one-way street directions for private cars). Furthermore, a number of soft measures within the field of Mobility Management should be initialised by the municipality in dialogue with the stores and the developer when the shopping centre opens up in march 2009. For example campaigns for sustainable travels to and from the shopping centre, as well as real-time public transport signs within the centre, are mentioned. However, no requirements have been directly put on the developer, since the national regulations give no support for such measures as of today.</p>		
<b>Type of applied process:</b> <ul style="list-style-type: none"> <li>• process of comprehensive planning</li> <li>• Detailed Site Development Plan</li> </ul> <b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>• city of Malmö</li> <li>• Country administrative board</li> </ul>		
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b> <ul style="list-style-type: none"> <li>• <a href="#">Environmental Code (adapted in 1999) (in Swedish)</a></li> </ul>		
<b>Requirements from the public authorities:</b> <p>In the city of Malmö, measurements or calculations have shown that the Environmental Quality Standards are exceeded. The Swedish government has requested from the county administrative boards to establish an action programme the municipality. The county boards then require that the municipality itself takes action to reduce exhausts from traffic.</p>		
<b>Additional agreements between authorities and developer:</b> <p>None</p>		
<b>Influences in establishing the implementation of Mobility Management measures:</b> <ul style="list-style-type: none"> <li>• </li> </ul>		



Source: TK development

<b>Main Mobility Management measures</b>				
<i>Measure</i>	<i>Target public</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
campaigns for reduced car use to/from the City Entrance (specific)	visitors, employees	Planned	city of Malmö	city of Malmö
bus lanes, traffic signal adjustments, one-way streets in the area of the shopping centre (specific)	visitors, employees	Planned	city of Malmö	city of Malmö
real-time public transport signs in shopping centre (specific)	visitors, employees	Planned	city of Malmö	city of Malmö
measures to increase the status of bicycling	inhabitants	in progress	city of Malmö	city of Malmö
reducing car traffic at four specific sites in Malmö	visitors, employees	in progress	city of Malmö	city of Malmö
counteracting free work site parking	employees	in progress	city of Malmö, County administrative board	city of Malmö, County administrative board
new travel policy for employees of the city	city employees	in act	city of Malmö	city of Malmö
information to people moving in to the city	new inhabitants	in act	city of Malmö	city of Malmö
<b>Organisation of the Mobility Management activities at the development:</b>				
Within the municipality of Malmö, about five employees work part time with these issues. There is no specific development that has its own organisation of staff. Projects are carried out continuously, according to the yearly budget.				
<b>(Envisaged) effects:</b>				
<ul style="list-style-type: none"> <li>• Transport: less private cars in the area</li> <li>• Environment: Less air pollutant levels</li> </ul>				
<b>Information sources:</b>				
<ul style="list-style-type: none"> <li>• <a href="#">The City of Malmö's webpage (in Swedish)</a></li> <li>• <a href="#">The webpage of the development (in Swedish)</a></li> <li>• Action Programme for Malmö</li> </ul>				
<b>Additional comments:</b>				
<ul style="list-style-type: none"> <li>• </li> </ul>				
<b>Information provided by:</b> Trivector, Traffic AB, Lund, Sweden	<b>Date:</b> 17.12.08			

C20	Maximum parking standards			
Applied in:	Country:	Produced by:		
England	United Kingdom	National Government (Ministry responsible for spatial planning)		
Type of policy:	In force since:	Level of application:		
guideline	2001 England	Regional and local level		
<b>Content:</b>				
<p>As their name suggests, England's maximum parking standards (MPS) set nationally-applicable maximum amounts of parking that are allowed to be built with new developments. The MPS are an Annex to PPG13, although they were only introduced in the last version of PPG13 in 2001. Earlier versions of PPG13 suggested that local authorities set their own maximum standards at local level, but many were reluctant to do so because of the fear that neighbouring authorities would set less restrictive standards in order to attract development. The standards in PPG13 do not apply to residential developments; these are covered by a different PPG, PPG3, and set a maximum of 1.5 spaces per dwelling across an area – meaning that some can be built with more spaces, and some with fewer, as long as the average is 1.5 spaces. The standards and the minimum size of developments to which they are applying are shown on the next sheet in this spreadsheet. This means that many authorities can be – and are – in the situation of having maximum standards for large developments and minimum standards for smaller developments.</p>				
<b>Main objectives and reasons for implementation:</b>				
<p>The main objective of PPG13 is to use the planning system to reduce the need to travel and to reduce the use of the car to access developments. Maximum parking standards are seen as an important way to achieve the second objective and indeed the limited literature on this topic bears this out (see COST342 report (2006)), for example. PPG13 seeks to reduce car use to deal with congestion and environmental problems.</p>				
<b>Spread of the policy:</b>				
<p>It must be taken into account to at least some extent in making planning decisions for all large developments. All municipalities apply the standards.</p>				
<b>Consistency of application of the policy:</b>				
<p>The standards are not primary legislation, although as part of planning guidance, they have legal status. They can be ignored/adapted but if this occurs, there must be a very good rationale for so doing. If a local authority grants permission to a building with more than the national permitted maximum standards, national government could reverse the decision. In general, however, they are applied with reasonable consistency.</p>				
Targeted at:	<b>How binding is the policy?</b>			
Planning authorities (local and/ or regional) and developers (public or private)	mandatory			
<b>Designated to which kind of development?</b>				
Policy is targeted at all types of developments except residential ones (residential maximum standards covered by PPG3).				
Applied or applicable in which kind of process?	<b>Influenced by main policies:</b>			
First part of building permission process	<ul style="list-style-type: none"> <li>• <a href="#">Planning and Compulsory Purchase Act 2004</a></li> <li>• <a href="#">PPG13</a></li> </ul>			

**Kind of influence in the set-up of Mobility Management at the site level:**

Strong influence – a key reason why MM at site level has been encouraged through the planning process. Some anecdotal evidence suggests that maximum parking standards and no availability of free on-street parking near the site will lead to an increase in lift-giving (and therefore vehicle km travelled), but the DfT (2002) publication *Making Travel Plans Work* cited parking management as “the hallmark of high-achieving travel plans”, suggesting that MPS can have a very strong influence on the effectiveness of MM at the site level – and because they in some sense lead to a parking problem, they also encourage the use of MM as a solution.

**Information sources:**

- [PPG13](#)
- [Dft \(2002\) Making Travel Plans Work](#)
- [The Effect of maximum car parking standards including inward investment. Scottish Govt. \(2001\)](#)
- [Barker Review on Land use Planning \(2007\)](#)

**Additional comments:**

MPS for residential parking have now been abandoned, due in part to practicality problems – in many developments, residents have two or more cars per household, leading to parking on footways and on green areas. The recent (2007) Barker review of the planning system (see information sources) as one of the periodic shifts of policy direction that the British planning system seems to find necessary; without presenting any clear evidence, the review decided that MPS for other land uses may be deterring economic development and so it seems likely that they will be relaxed in the next version of PPG13, although this has not yet (December 2008) been published. The only actual research on the topic of MPS and economic development, carried out before their introduction in Scotland in 2003, could find little evidence that they would deter economic development (see information sources).

<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 16.10.2008
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C21	Cork City Development Plan Section 49 Policy T12			
Applied in:	Country:	Produced by:		
Cork City	Ireland	City Council		
Type of policy:	In force since:	Level of application:		
planning instrument	2004	local level		
<b>Content:</b>				
<p>Development Plans are the principal mechanism in the Irish planning system for guiding and regulating development. As a planning authority, Cork City Council must (under the requirements of the Planning and Development Act 2000) produce a Development Plan. Within the Plan it is able to set out any number of policies that it believes are relevant to the regulation of development. With regard to mitigating the environmental and transport impacts of development, the Cork City Development Plan includes a policy T12 which reads “[the Council will require] Mobility Management plans to be prepared and implemented for all significant new and expanded developments”. The supporting text to the policy provides some more detail, including explaining what a MM plan is, what it might contain, and how it should be implemented – including the requirement for a MM coordinator at the largest developments covered by the policy. It also highlights the need for targets, monitoring of these, and regular reporting to the City Council. The effectiveness of the policy is strengthened by maximum parking standards for all new developments, with some developments permitted no additional parking.</p>				
<b>Main objectives and reasons for implementation:</b>				
<p>The policy was enacted to try to reduce congestion and pollution from traffic generated by new developments. Ireland has until very recently been enjoying a period of very strong economic growth and in consequence congestion has become a major concern.</p>				
<b>Spread of the policy:</b>				
<p>Not known. In common with the UK planning system, the Irish system is permissive so if there are good reasons for not following policy T12 then a development can still be permitted.</p>				
<b>Consistency of application of the policy:</b>				
<p>Not known. Given current (2008) economic conditions, unlikely to be that strong. However, certain employers e.g. university college Cork have strong and active travel plans (MM plans) related to the planning process.</p>				
Targeted at:	<b>How binding is the policy?</b>			
Developers (public or private)	between mandatory and voluntary (explained in additional comments)			
<b>Designated to which kind of development?</b>				
<p>“Significant” developments – all uses. Appears that this is defined as developments with more than 100 staff.</p>				
Applied or applicable in which kind of process?	<b>Influenced by main policies:</b>			
Building permission process	<ul style="list-style-type: none"> <li>- <a href="#">Cork Regional Planning Guidelines</a></li> <li>- <a href="#">Irish National Spatial Strategy</a></li> </ul>			
<b>Kind of influence in the set-up of Mobility Management at the site level:</b>				
<p>Potentially strong influence but new policy so experience and knowledge of how to apply it (by Council and by developers) still developing. In addition, recession in Ireland is likely to reduce pressure to manage development impacts.</p>				
<b>Information sources:</b>				
<ul style="list-style-type: none"> <li>• <a href="#">Cork City Development Plan</a></li> </ul> <p>Within Development Plan, Chapter 5 (Transportation) contains policy on MM plans; Chapter 11 includes max parking standards</p>				
<b>Additional comments:</b>				
<p>For explanation of its non-mandatory nature see explanation under “consistency of application of policy”. Draft Development Plan 2009-2014 includes reference to MM plans although policy T12 has been removed. Maximum parking standards strengthened in 2009-2014 plan compared to 2004 plan.</p>				
Information provided by:	<b>Date:</b>			
Edinburgh Napier University, Edinburgh, United Kingdom	16.12.2008			

C22	Swiss Normative on Parking Standards (SN 640 281)			
Applied in:	Country:	Produced by:		
Swiss municipalities	Switzerland	Swiss Association of Road and Transport Experts		
Type of policy:	In force since:	Level of application:		
recommendation	2006	Regional and local level		
<b>Content:</b>				
<p>The Swiss Normative on parking standards SN 640 281 is a concrete recommendation or guideline for defining the appropriate number of parking spaces at new developments. It includes specific values on the number of parking for different types of uses like housing (1 parking space per 100 m<sup>2</sup> ground floor space for residents and 0,1 for visitors) or businesses with high client frequencies (2 parking spaces per 100 m<sup>2</sup> ground floor space for employees and 0,5 for clients). For the application of the values the embedment of a development within existing bicycle and public transport network has also to be considered. Therefore the normative defines 5 so-called types of localisation. Those types are defined by a matrix where on the one hand the amount of pedestrian and bicycle traffic in the surrounding of a development (more than 50 %, 25 - 50 % and less than 25 % of the entire traffic) and on the other hand the quality of public transport accessibility in terms of the amount of stops per hour (more than four times per hour, one to four times per hour, not served at all with public transport) are classified. A further element of the normative is a matrix where the five types of localisation are combined with the specific values per use. That means for example if a development is classified in a type of localisation A (that means with share of pedestrians and bike traffic of more than 50 % and a frequency of more than 4 public transport journeys per hour) the specific number of parking per use should be reduced to a minimum of 20 and a maximum of 40%.</p>				
<b>Main objectives and reasons for implementation:</b>				
<p>The Swiss Association of Road and Transport Experts is an established and accepted organisation by federal, cantonal and local administrations. The normatives are seen as a thematic input from the part of experts without any political motivation or background. Regarding the specific normative on parking standards the idea was that municipalities all over Switzerland have a common base on which they can formulate their own parking standards and procedures for calculation and include them in legally binding instruments, like parking regulations or requirements in the building permit process. The objective behind was, that the normative serves as a kind of common reference.</p>				
<b>Spread of the policy:</b>				
The normative is widely applied by Swiss municipalities, because it is accepted as a consolidate background information.				
<b>Consistency of application of the policy:</b>				
The consistency of the application varies. There are municipalities which take over the values of the normative in their parking regulations completely/ directly. Others are using it as a base but the values are modified.				
Targeted at:	<b>How binding is the policy?</b>			
local planning authorities	Voluntary			
<b>Designated to which kind of development?</b>				
All type of developments and uses located in a municipality				
Applied or applicable in which kind of process?	<b>Influenced by main policies:</b>			
<ul style="list-style-type: none"> <li>• development of a new parking regulation</li> <li>• building permission process (to be defined case by case)</li> </ul>	<ul style="list-style-type: none"> <li>• none</li> </ul>			

**Kind of influence in the set-up of Mobility Management at the site level:**

In general the normative is an important base for the development of the local parking regulations. The parking regulation itself is then the legally binding instrument which is used for evaluating if the number of parking spaces at a new development granting for building permission is appropriate or not. If the regulation includes not only the specific values of the amount of parking per use but also considers the quality of the embedment within the existing bike and public transport network the maximum allowed number of requested parking spaces can be reduced (in case that the accessibility of the development with alternative modes to the car is of high quality). In a lot of cities within Switzerland which have a high quality public transport network the parking regulations are considering this fact with regard of the allowed parking rates for new development. This has an indirect effect on the set-up of Mobility Management at the site level because the reduced number of realisable parking spaces lead as a consequence to further measures in order to have a well-balanced mode-split.

**Information sources:**

- VSS, SN 640 281, Parkieren – Angebot an Parkfeldern für Personenwagen, Zürich, 2006.

**Additional comments:**

None

**Information provided by:**

synergo, Mobility – Politics – Space, Zurich, Switzerland

**Date:**

18.12.2008

<b>C23</b>	<b>Bicycle parking standards as a part of the Municipal Spatial Plan (<i>Občinski podrobni prostorski načrt</i>)</b>							
Applied in:	Country:	Produced by:						
City of Maribor	Slovenia	Planning department of the city of Maribor						
Type of policy:	In force since:	Level of application:						
Recommendation	2006	local level						
<b>Content:</b>								
<p>The policy is prepared as part of the Municipal Detailed Spatial Plan (<i>Občinski podrobni prostorski načrt</i>). It is set as a recommendation in the paragraph of the plan describing surfaces for bicyclists. Paragraph prescribes standards and conditions regarding bicycle network like types of bicycle paths according to road hierarchy, dimensions of bicycle lanes according to type, recommended pavement types or minimal distances from buildings, fences and trees. Paragraph also describes basic standards for bicycle parking as: location of parking regarding the building entrance, design of parking facilities, compatibility with other urban equipment and other conditions. Larger part of the paragraph is binding for all new developments and renovations. Only the parking standards for bicycles, as only recently added component of a spatial plan, are set as a recommendation.</p> <p>Standards are prescribing the number of spaces depending on type of development (residential, office, retail, culture, education, sport and industry). Overall number of required bike parking spaces is set as a sum of spaces for everyday users (residents and/or employees) and occasional users (visitors). Calculations are made according to number of employees (for workplaces), housing units, rooms or beds (for residential areas, hotels, student dormitories and hospitals), seats (sport facilities, theatres, religious buildings) or according to gross surface area of the development (most other uses). For example, a recommended number of parking spaces for hotels is a sum of spaces for employees (1 space per 10 employees) and spaces for hotel guests (calculated according to hotel surface, 1 parking space per 500 m<sup>2</sup>).</p>								
<b>Main objectives and reasons for implementation:</b>								
<p>There is no national regulation or guidance concerning the number, location and quality of bicycle parking. Legislation allows the municipal spatial plan to prescribe standards and norms in appropriate detail, but most municipalities do not decide to specify the bicycle parking standards.</p> <p>Developers often use leftover space for placing a minimal number of parking spaces or in worse case do not plan any. After a building is put to use and the lack becomes obvious, bicycle stands are added where place is still available. Often placement is inconvenient, unsafe and without cover.</p>								
<b>Spread of the policy:</b>								
<p>Policy has been accepted in June 2006 as a part of amendment of Municipal Detailed Spatial Plan of the Municipality of Maribor. All new developments applying for building permit after that time should follow the plan, but bicycle parking standards are set as recommendation only. Procedures takes relatively long time before the permit is issued so there are only few buildings which have been finished in accordance with the amendment regulation.</p>								
<b>Consistency of application of the policy:</b>								
<p>Since the policy is a recommendation there is no strict demand of application</p>								
Targeted at:	<b>How binding is the policy?</b>							
Developers (public or private)	Between mandatory and voluntary (explained in the additional comments)							
<b>Designated to which kind of development?</b>								
<p>Policy is targeted at all types of developments with a special focus on public buildings and housing.</p>								
Applied or applicable in which kind of process?	<b>Influenced by main policies:</b>							
Policy is applied in planning process and should be considered when applying for building permission.	none							
<b>Kind of influence in the set-up of Mobility Management at the site level:</b>								
<p>Appropriate number and quality of bicycle parking are Mobility Management measures. Good quality bicycle facilities reflect the attitude towards cycling and can help to promote the bicycle use.</p>								

**Information sources:**

- [Municipal Spatial Plan of the City Municipality of Maribor, amendment June 2006 \(in Slovenian\)](#)

**Additional comments:**

Policy is a recommendation. Developer should predict approximately the number of parking places, prescribed by the policy. Exact number will not be checked before building permit is issued.

**Information provided by:**

Urban Planning Institute of the Republic of Slovenia, Ljubljana,  
Slovenia

**Date:**

20.11.2008

<b>C24</b>			<b>Parking regulation of the city of Krakow</b>
Applied in:	Country:	Produced by:	
City of Krakow	Poland	City Council	
Type of policy:	In force since:	Level of application:	
Planning instrument	2003	local level	
<b>Content:</b>			
<p>Parking Policy is one of the most important planning measures. It establishes recommended and maximum numbers of parking spaces for new/renewed development. The recommendation exists in only few Polish cities as a part of Urban Transport Policy (e.g. Kielce, Krakow, Poznan, Warsaw), in some other cities it is included in the Spatial Development Policy (SPD). In Krakow, for the whole city, recommended and maximal parking standards are established dependant on land use intensity: number of flats, number of working places, usable floor area of service. As a general principle, the parking policy is spatially differentiated, according to the accessibility level of public transport service in corridors and degree of congestion in car traffic. Prior to the existence of these detailed guidelines, the SPD divided the city into three areas with viewpoint of their intensity. For each of the areas the permitted and recommended factors of parking spaces were established. However, in some cases, the number of maximal permitted parking spaces, regulated in the SPD is unsuitable - for some areas in the city (depending on the kind of land use and development of the transport network) this number of parking spaces could cause a serious problem with increasing volume of traffic. Then in such cases, the Local Spatial Development Plans should establish a maximal permitted number of parking places each detail area for each activity (housing, production, services, education) dependent on the level of public transport service, the level of street network development (including bicycle network), and the expected level of congestion. This approach will allow to influence solutions in favour of sustainable transport. Very similar is the situation with minimum number of parking spaces, especially in housing areas. The Krakow SPD formulations as a contribution to the Parking Policy, state the minimum number of parking spaces but it is only a recommendation, not an obligation. Developers in housing areas established even lower number parking spaces than recommended. This can be very inconvenient for residents in areas, where the public transport service is very bad or there is a lack of service.</p>			
<p>The parking standards are mainly established in Spatial Development Policy for city. In Krakow, the parking standards are linked to the public transport access to the area and the type of zone of the city. SDP determine spatial areas which are defined by public transport access as a sum of the walk access and waiting time for the public transport. There are following times of access: up to 7 minutes, 7-15 minutes and more than 15 minutes. Moreover, the number of parking spaces was established taking into account the type of the city zones: downtown, urban and suburban zones. On that base, one can determine the parking zone for the city (A, B, C, D). According to each parking zone policy, the planners can determine maximum number of parking spaces for commercial and working areas. For housing and commercial areas, the number of parking spaces is determined taking into account also the type of the city zones: downtown, urban and suburban. For the housing and commercial areas, the SDP defines recommended and maximal number of parking spaces as well. It is recommended to establish maximum permitted number of parking spaces for each detailed areas and for each type of development (housing, production, services, education). Those values should depend on the level of public transport service, the level of street network development (including bicycle network) and expected level of congestion. Proposed approach will allow controlling solutions in favour of sustainable transport.</p>			
<b>Main objectives and reasons for implementation:</b>			
<p>In some cases (e.g. simulation site in Krakow - Czyżyny Dąbie) the maximal permitted number of parking spaces is too high. The kind of development requires to accept the number of parking spaces resulted from the SPD. Unfortunately, developers/investors use the various possibilities to construct more parking spaces for shopping and multifunctional areas. However, the traffic generated by these parking areas is too high in relation to the capacity of street network, leading to congestion or decreasing of its effectiveness. In some cases, e.g. for housing areas, where public transport service is very bad, the developers establish very low number of parking spaces, even under the recommended minimal amount. They explain that the value of the land is very high, and they must provide the required percentage of green area (according to the SDP standard), so they predict to build additional number of parking spaces as a second step in their development, if car ownership of residents will increase. However usually, they don't fulfil their promises and as a result, the habitants of such housing areas have a really serious problem to travel directly to the work, school, etc. because PT service is poor and therefore cars are the principle means of transport, but at the same time not enough parking spaces are available. Developers are also not required to provide or to improve public transport or cycling links to their development.</p>			

<b>Spread of the policy:</b>	
Spatial Development Policy and especially the Parking Policy could state in more detailed way the recommended and maximal and minimal number of parking spaces for each type of use. Based on those documents, the Local Spatial Development Plan could establish those numbers for particular sites (zones?). Almost all the cities in Poland have the SDP, but the parking policy is not an effective part of these documents. Perhaps there is no national standard for parking in new developments.	
<b>Consistency of application of the policy:</b>	
Parking regulations should bring about a situation in which planners and developers will not determine and realise too many number parking places which could generate too intensive traffic from new developments. They will also help to protect the public transport services against competition from private car use. Nowadays, all notations in SDP and LSDP are applied in correct way. So, it is possible that also those new requirements will be applied correctly.	
<b>Targeted at:</b> developers (public or private)	<b>How binding is the policy?</b> mandatory
<b>Designated to which kind of development?</b>	
Those changes will have influence for all kind of development, especially for commercial, offices and housing areas.	
<b>Applied or applicable in which kind of process?</b> <ul style="list-style-type: none"> <li>• building permission (obligation)</li> <li>• preparation transport and land use documents (obligation)</li> </ul>	<b>Influenced by main policies:</b> <ul style="list-style-type: none"> <li>• <a href="#">Spatial Development Policy for Krakow (in Polish)</a></li> <li>• <a href="#">Local Spatial Development Plan for Czyżyny Dabie (in Polish)</a></li> <li>• parking standards were approved by City Council based on theirs experience</li> </ul>
<b>Kind of influence in the set-up of Mobility Management at the site level:</b>	
Defining the numbers of max. and min. number of parking spaces could create the areas with reduced number of volume traffic and to allow to take under control the public transport development. The application of minimum and maximum parking standards could lead to a situation in which a developer has not that much parking spaces as he wants and that he has to set-up Mobility Management measures in order to handle the traffic generated from the specific site with other modes than the car.	
<b>Information sources:</b> <ul style="list-style-type: none"> <li>• <a href="#">Spatial Development Policy for Krakow (in Polish)</a></li> <li>• discussions with planners/administrative units/own knowledge</li> </ul>	
<b>Additional comments:</b> None	
<b>Information provided by:</b> Cracow University of Technology, Krakow, Poland	<b>Date:</b> 8.01.2009

<b>C25</b> <b>Parking Regulations and Parking Pay-off in North Rhine-Westphalia</b>		
<b>Applied in:</b> Federal State of North Rhine-Westphalia (NRW)	<b>Country:</b> Germany	<b>Produced by:</b> Federal Government (BauGB); State Government of NRW (BauO NW)
<b>Type of policy:</b> Law	<b>In force since:</b> 2005 (BauGB); 2000 (BauO NW)	<b>Level of application:</b> all levels
<b>Content:</b>		
Generally, the legal framework for car parking is the Federal Building Code ( <i>Baugesetzbuch: BauGB</i> ). The State Building Code North Rhine-Westphalia ( <i>Bauordnung NRW: BauO NW</i> ) fills in this framework. Legal basis for parking regulations and parking pay-off in NRW is § 51 BauO NW.		
Main contents:		
<ul style="list-style-type: none"> <li>• Duty to construct car parking spaces within building permission process (if car traffic is expected);</li> <li>• Similar duty to construct bicycle parking spaces within building permission process (no quality standards);</li> <li>• Possibility to restrict or limit the number of car parking spaces (reasons of urban design, transport or safety) by municipal charter;</li> <li>• Parking pay-off is possible in agreement with municipality (criteria: construction is impossible or unacceptable, even on a near-by located parcels);</li> <li>• Pay-off money is ear-marked for improving accessibility of development; since amendment in 2000, investment (<i>investiv</i>) measures for PT or bicycle transport are possible as well.</li> </ul>		
Municipalities can set up additional local parking charters for further concretisation of parking aspects within the building permission process or for setting up detailed site development plans.		
<b>Main objectives and reasons for implementation:</b>		
To give alternative opportunities regarding parking affairs within building permission process or when setting up detailed site development plans.		
Parking pay-off is possible if the urban design of the development and the neighbouring areas (esp. in city centres) or reasons of transport system makes it impossible to construct all of the minimum required car parking spaces on the own development parcel. If this is not possible, parking spaces shall be built alternatively on another parcel in close vicinity. If this is not possible as well, the developer pays a certain amount of money to the municipal authority. This amount is defined in a local parking charter and has to be used for car park facilities, PT, bicycle or other transport infrastructure in order to deal with the expected car traffic/parking demand or enhance car-alternative options in order to reduce the demand for car parking related to this development.		
<b>Spread of the policy:</b>		
This option is applied mainly in densely built up areas, like city centres or elsewhere if space is scarce or expensive.		
<b>Consistency of application of the policy:</b>		
Parking regulations in BauO NW and local parking charters have to be taken into account within the building permission process or when setting up detailed site development plans; it is possible for the investor to negotiate with the city administration if he/she needs to build all requested parking spaces or can/need to pay-off a certain number instead.		
<b>Targeted at:</b> Planning authorities (local and/or regional and developers (public or private)	<b>How binding is the policy?</b> Between mandatory and voluntary (explained in the additional comments)	
<b>Designated to which kind of development?</b> Theoretically designated to all housing developments that need a building permission.		
<b>Applied or applicable in which kind of process?</b>	<b>Influenced by main policies:</b> <ul style="list-style-type: none"> <li>• <a href="#">Baugesetzbuch (BauGB) (in German)</a></li> <li>• <a href="#">Bauordnung NRW (BauO NW) (in German)</a></li> </ul>	

**Kind of influence in the set-up of Mobility Management at the site level:**

Primarily the parking pay-off does not influence MM. The parking regulations give the framework for coping with parking issues within the above mentioned processes. The pay-off money should be used to mitigate expected parking problems. The municipality gets the pay-off money for taking over the duty to solve parking demand from the developers. Therefore, normally the money will be used for additional parking spaces. But since 2000, in North Rhine-Westphalia the pay-off money can be used either for construction of parking spaces or for improvements in PT or cycling/walking infrastructure (but only for investment measures, the so called *investive Maßnahmen § 51 (6) BauO NW*), which should result in a reduction of parking space demand.

**Information sources:**

see main policies influencing the law

**Additional comments:**

Generally, the parking regulations have to be considered within building permission process or when setting up a detailed site development plan. The possibility to pay-off instead to build new parking spaces is part of a negotiation process and can be an option if certain conditions are fulfilled.

**Information provided by:**

ILS, Dortmund, Germany

**Date:**

04.12.2008

C26	Gelre Hospitals			
Applied in:	Country:	Name of the developer:		
Cities of Apeldoorn and Zutphen	Netherlands	Gelre Ziekenhuis		
Status of the development:	Type of developer:	(Expected Date) where development gets in use:		
development in use	public	in use 2009 though various changes planned over next 2 years		
<b>Description of the development:</b>				
<p>Gelre Hospitals is active in the regions of both Apeldoorn and Zutphen. At present, it consists of three hospital locations and one external outpatient clinic (see also <a href="http://www.gelreziekenhuizen.nl">www.gelreziekenhuizen.nl</a>)</p> <ul style="list-style-type: none"> <li>the Lukas location, edge of town (Apeldoorn) in a residential area;</li> <li>the Juliana location, centre of Apeldoorn in a residential area;</li> <li>the Het Spittaal location, edge of town (Zutphen), will be replaced by a new building in 2010;</li> <li>the external outpatient clinic, edge of town in Lochem.</li> <li>In 2008/2009 the Juliana location will co-locate at the Lukas location. The Lukas and Juliana location combined have the following characteristics:</li> <li>floor area: 30,533 m<sup>2</sup> (2004) and 62,840 m<sup>2</sup> (2007) = +106 %</li> <li>employees: 2,000 (2004) and 2,300 (2007) = +15 % (equal fulltime; more part time),</li> <li>number of beds: 658 (2004) and 460 (2007) = -30 % (tendency to ambulant care).</li> </ul>				
Type of applied process:	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"> <li>city of Appeldoorn</li> <li>province of Gelderland</li> <li>Ministry of Health</li> </ul>			
<ul style="list-style-type: none"> <li>building permission process</li> <li>zoning plan process</li> </ul>				
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b>				
<p>No specific policies but a desire to reduce transport impacts and maximise accessibility of the hospital on the part of the Province and municipality. Zoning plan for the municipality (=local plan = <i>Bestemmingsplan</i> in Dutch) sets max parking availability for re-developed hospital site.</p>				
<b>Requirements from the public authorities:</b>				
<p>To gain permission from the city council for the merger of the Lukas en Juliana location, the hospital was required to write a Mobility Management plan under a negotiated agreement. The hospital committed itself to limit the available parking space to 840 spaces (as set out in the zoning plan).</p> <p>The Dutch Ministry of Health, Welfare and Sports appointed Gelre Ziekenhuis as one of the three "forefront hospitals". These hospitals have been invited to be pioneers in giving form and content to the innovations necessary to deal with future challenges. For Gelre Ziekenhuis, this means developing into a new-style hospital, which entails a limited clinical capacity, a shift from in-house to outpatient treatment, day treatment and short-stay admissions – with impact on access and mobility. Due to the construction plans, the Province of Gelderland asked for extra attention regarding the accessibility of the hospitals and for parking. Furthermore, the province is keen on transferring the experiences that have been gained within Gelre Hospitals to other hospitals in the province.</p>				



Source: Google maps

<b>Additional agreements between authorities and developer:</b> none				
<b>Influences in establishing the implementation of Mobility Management measures:</b> Concerns about car parking (overspill) and also the transport impacts of process changes were of interest.				
<b>Main Mobility Management measures</b>				
Measure	Target public	Status	Responsibility for financing	Responsibility for planning, implementation and running
cycle plan (showers, parking, repairs)	employees	in act	Hospitals	Hospitals
Business process re-engineering (BPR) meaning that patients make fewer trips for same treatment	employees	in act	Hospitals	Hospitals
Shuttle bus to link sites but privately contracted – not with public transport operator	all users, especially employees	in act	first financed through OPTIMUM2 project, then Hospitals	Hospitals
Marketing and communication	all users, especially employees	in act	Hospitals	Hospitals
Mobility service point	all users, especially employees	in act	Hospitals	Hospitals
<b>Organisation of the Mobility Management activities at the development:</b> There is a Mobility Management coordinator for the hospitals who reports to the board.				
<b>(Envisaged) effects:</b> <ul style="list-style-type: none"> <li>Transport (employees, outpatients and visitors): Reduction in car use to fit in with limited number of parking spaces available (840) which was around 360 spaces less than current peak demand in 2005. This was to be achieved by increased promotion of cycling, shuttle bus and business process reengineering (BPR).</li> <li>Social and costs: BPR realised significant benefits for patients by reducing number of times they had to visit the hospital for a given treatment. This also saved the hospital costs and had transport benefits.</li> </ul>				
<b>Information sources:</b> <ul style="list-style-type: none"> <li><a href="#">OPTIMUM2 cookbook on Gelre Hospitals</a></li> <li><a href="#">Report on mobility at Gelre Hospitals (tussentijdsrapportage) (in Dutch)</a></li> <li><a href="#">Report on marketing mobility at Gelre Hospitals (in Dutch)</a></li> </ul>				
<b>Additional comments:</b> Considerably more information on this useful case study is available by looking at the first information source.				
<b>Information provided by:</b> Edinburgh Napier University, Edinburgh, United Kingdom	<b>Date:</b> 01.01.2009			

C27	<b>Spatial Development Plan (SDP) and Local Spatial Development Plan (LSDP)</b>		
<b>Applied in:</b> City of Krakow	<b>Country:</b> Poland	<b>Produced by:</b> City Council	
<b>Type of policy:</b> Planning instrument	<b>In force since:</b> 2003	<b>Level of application:</b> Local level	
<b>Content:</b> <p>In Poland, there are no planning policies or laws which could require developers to implement Mobility Management measures. However, there are some planning documents, where those requirements <i>could</i> be included. One such document is the Spatial Development Policy (SDP?) within which the Local Spatial Development Plan is a subsidiary document. The document is prepared for cities (also for the State) and usually approved by the City Council. The SDP is put into effect as a form of public policy, encompassing various disciplines, which seek to order and regulate the use of land in an efficient and ethical way. The document defines the issues of land development (the area zoned for different buildings and land uses, for example), the corridors for main transport routes, protected areas, etc. This document is passed by the district/city town council, but it isn't a legal document itself, but rather the basis for a legal document, the Local Spatial Development Plan. The SDP is prepared based on the Spatial Development Act (- SDA (for the State)). However, in the SDA, there are no requirements for the SDP to include any references to sustainable transport and Mobility Management in SPD. So, although Polish cities and regions prepare an SDP, it is not certain that their principles and recommendations reflect a sustainable transport approach. Generally, Spatial Development Policies approved for many Polish cities only poorly take into account the development of bicycle and public transport facilities. However, based on the existing document it seems possible for city authorities to use the SDP to implement some Mobility Management measures both in terms of public investment and with regard to the activities of developers. So, if the SDP required more sustainable transport and Mobility Management measures from stakeholders (especially developers), then the LSDP (as a policy document) could require the same measures but in a more concrete and detailed way.</p>			
<b>Main objectives and reasons for implementation:</b> <ul style="list-style-type: none"> <li>• To enable implementation of sustainable transport measures/solutions in the framework of the existing legal regulations,</li> <li>• To ensure that the documents reflect a consistent approach to sustainable transport,</li> <li>• To promote sustainable transport on the country, regional and local level, even by the "soft requirement formulations" only and subconscious increasing awareness among planners and decision makers.</li> </ul> <p>In general, plans should consider the following aspects: necessities to include the bicycle network in all cities, proper solutions for public transport network (with detailed description depending on the ranges of the plan, providing information for the passengers and applying of Mobility Management measures).</p>			

**Spread of the policy:**

SDP and LSDP can include additional notation concerning sustainable transport and a new approach to the public transport and bicycle network. It seems that it is possible to include some statements in these documents, but it would require changes in the structure of the documents and the willingness of planners and decision makers to follow the new requirements. For example, when developers request a building permission decision, they must show how they will provide access to the development by car from the public road. Road and Transport Authorities could in this context require the preparation of a travel plan (including the bicycle and public transport network) for the development area if the predicted generated traffic is likely to exceed a certain threshold. This demand would be based on the Environmental Act, Public Road Act, etc. Any changes in the structure and scope of transport, environmental and land use documents should introduce formulations to include sustainable transport in new development areas.

For these changes to take place it will be necessary for planners, administrative units and decision makers to prepare and to approve Local Spatial Development Plans with public transport network, bicycle network, traffic restrictions in city centres or parking restrictions.

**Consistency of application of the policy:**

New requirements, which could be included in the SDP and LSDP, could ensure that stakeholders (especially the investors, developers) implement Mobility Management measures in their investments. Nowadays, all notations in SDP and LSDP are applied in correct way. So, it is possible that also those new requirements will be applied correctly.

Targeted at:	How binding is the policy?
Planning authorities (local and/ or regional) and developers (public or private)	Between mandatory and voluntary (explained in additional comments)

**Designated to which kind of development?**

Those changes will have influence for all kind of development, especially for commercial, offices and housing areas.

Applied or applicable in which kind of process?	Influenced by main policies:
<ul style="list-style-type: none"><li>process of building permission demands (to be defined case by case)</li><li>process of preparation of transport, environmental and land use documents (recommendation/obligation)</li></ul>	<ul style="list-style-type: none"><li><a href="#">Spatial Development Policy for Krakow (in Polish)</a></li><li><a href="#">Spatial Development Act for Poland (in Polish)</a></li><li><a href="#">Local Spatial Development Plan for Czyżyny Dabie (in Polish)</a></li></ul>

**Kind of influence in the set-up of Mobility Management at the site level:**

Proposed solutions with interpretation of existing notations in documents and changes in structure and content of the transport, environmental and land use document will have a significant impact of Mobility Management implementation.

**Information sources:**

- [Spatial Development Policy for Krakow \(in Polish\)](#)
- [Spatial Development Act for Poland \(in Polish\)](#)
- discussions with planners/administrative units/own knowledge

**Additional comments:**

All of these proposals are in accordance with results gathered from the discussions within and after the planning simulation workshop. The ideas were also proposed by the University - MAX team, especially based on the work experiences in the Urban Planning Office in Municipality of Krakow for doctoral study of the Mrs Aleksandra Faron. Some of the mentioned recommendations are in accordance with the law, and their application will depend on awareness and understanding of the sustainable transport approach among administrative units (planners, decision makers) and developers.

Information provided by:	Date:
Cracow University of Technology, Krakow, Poland	8.01.2009

<b>Irvine Spectrum Business Park Development Trip Reduction Program</b>				
<b>Applied in:</b> City of Irvine, CA	<b>Country:</b> United States	<b>Name of the developer:</b> The Irvine Company		
<b>Status of the development:</b> 50% Developed - in use	<b>Type of developer:</b> Private	<b>(Expected Date) where development gets in use:</b> Since 1986-ongoing		
<b>Description of the development:</b>  Located in the City of Irvine, and the southern part of the greater Los Angeles metropolitan area, the Irvine Spectrum development is a 5,000 acre Business Park and high density development which is now home to over 3,600 companies employing in excess of 65,000 people. At the time of development, the Irvine Spectrum comprised one of the largest undeveloped parcels in Southern California metropolitan area. In 1986 the Irvine Company gained final development approval by the City of Irvine following an extensive consultative process. Transportation management goals and use provisions were assigned to the development permit. These permit provisions established goals and requirements for land use design that considered and planned for alternative transportation modes. The mobility strategies set by the City of Irvine included a hierarchy of streets and thoroughfares, commuter rail and public transit service utilizing the Irvine Transportation Center as a hub and an extensive variety of high occupancy vehicle, bicycle and walking amenities. Additionally, the development was permitted with trip generation targets and assigned permitted future growth planning goals. A Transportation Management Authority (TMA), Spectrumotion, was chartered to provide ongoing management of the transportation plan for the development and its tenants.				
<b>Type of applied process:</b> <ul style="list-style-type: none"><li>• Permit- Use restrictions</li><li>• Consultative- ongoing public and private negotiations</li><li>• Advisory Board – 13 members elected</li></ul>	<b>Main public authorities involved in the process:</b> <ul style="list-style-type: none"><li>• City of Irvine</li><li>• Orange County Transportation Authority</li><li>• Spectrumotion TMA (public/private partnership)</li></ul>			
<b>Relevant policies behind in order to encourage/enforce the developer to considerate Mobility Management:</b>  The City of Irvine provided the regulatory framework for managing the development through permit and planning restrictions. The Spectrumotion Transportation Management Association (TMA) is charged with implementing the planning requirements through transportation goal attainment, alternative mode promotion and program development, and follow-up survey and evaluations. The Irvine Company is responsible for permit compliance and raises funding through tenant assessments (annual fees paid to the developer). Tenant employees then receive TMA support, including subsidies, for alternative modes of transportation. The TMA promotes alternative transportation modes and monitors ongoing compliance with city permit goals through ongoing trip surveys. Data collection is done through observed driveway counts in and out of the 4 Spectrums and is prepared in an annual report. The TMA compares the observed data and determines whether or not permitted trip generation caps (set by the City of Irvine) have been exceeded. The annual report is the primary information source to determine transportation goal compliance and is submitted to an advisory board consisting of 13 members, one being the City of Irvine. This annual process yields additional potential consultation and direction to the TMA and the Irvine Company development group for any additional compliance direction or potential further program development.				
<b>Content of the negotiation and influence on establishing Mobility Management measures:</b>  In 1985, the City of Irvine and The Irvine Company formed a partnership and devised an overall transportation management strategy and monitoring system in the Irvine Spectrum. Planning requirements and goals were established in meeting the City of Irvine vision for successful development mitigation. Several demands were placed upon the developer including the establishment of a multi-modal transportation system including rail, bus, car- and vanpooling, and preferential parking within the development. The ultimate agreement by the developer and city was codified in the permit and development plan. This plan details acceptable levels (goals) for traffic generation and called for the formation of a Transportation Management Association (TMA) to monitor and measure traffic levels and provide traffic mitigation programs and services. To insure the success of this concept, deed restrictions known as Covenants, Conditions and Restrictions (CC&R's) were created which require the Irvine Company and Irvine Spectrum property owners to support the operation of the TMA financially through semi-annual assessments. This is how Spectrumotion can offer all its services to commuters free of charge.				

**Knowledge of the end-user:**

In 1986, Spectrumotion was organized to implement the vision established by the City and developer. Spectrumotion is a private, non-profit, public benefit corporation and began meeting the transportation needs of the Irvine Spectrum immediately upon its founding. A database exceeding 8,000 individual commuters is maintained and comprises the core network for program participants. Of these participants, 34% partake in ridesharing activities versus a regional norm of 18% (projected regional surveyed rate). New businesses located in the Irvine Spectrum can become members of Spectrumotion without paying any membership fee. Spectrumotion currently offers a free monthly bus pass, a free 10-trip Metrolink (rail and bus) ticket, or vanpool for a month for commuters who currently drive alone and are willing to try one of these alternatives. Follow-up surveys show that 80 percent of those who try ridesharing continue participating after their free trial period.

**Main Mobility Management measures**

<i>Measure</i>	<i>Target</i>	<i>Status</i>	<i>Responsibility for financing</i>	<i>Responsibility for planning, implementation and running</i>
Free one-month ridesharing trial via bus, train, or vanpool	Employees in the Irvine Spectrum	in act	Businesses located in the Irvine Spectrum	Spectrumotion
Well lit bicycle and pedestrian lanes and paths	Employees in the Irvine Spectrum	in act	Irvine Co. and land owners located in the Irvine Spectrum	Spectrumotion
Reserved preferential parking for carpooling	Employees in the Irvine Spectrum	in act	Businesses located in the Irvine Spectrum	Businesses located in the Irvine Spectrum
Emergency ride-home services for members	Employees in the Irvine Spectrum	in act	Owners of the land located in the Irvine Spectrum	Spectrumotion
HOV lanes on adjacent highways	Employees in the Irvine Spectrum	in act	Federal and state transportation funds	State of California Department of Transportation
Promotions/incentives	Employees in the Irvine Spectrum	in act	Owners of the land located in the Irvine Spectrum	Spectrumotion

**Organisation of the Mobility Management activities at the development:**

The Spectrumotion TMA maintains a staff of 5 full time employees as well as 6-10 part-time trip data specialists at a budget exceeding US\$600,000. The primary role of the TMA is to promote alternative modes of transportation, disperse subsidies and collect ongoing survey data. Program evaluation data is gathered and analyzed, then reported to an advisory board consisting of 13 members, one being the City of Irvine and to its members. This ongoing process yields additional potential, consultation, and direction to the TMA.

**Envisaged effects:**

- There are 5 sectors within the development called Spectrums. Spectrum 1, 3, 4 and 5 are covered by the permit. Spectrum 2 was developed before the requirements were imposed. Each sector represents a phase of development and the trip reduction requirements are different for each, both in terms of targets, but also performance measures. Some use average vehicle ridership, others use a trip limit per usable square footage.
- Key findings conclude that mode shift is occurring as planned and goals established in the growth and planning projections are being met. The permit caps have never been exceeded and are well within established limits.
- It is possible, however, that the trip generation goals were too loose and the caps were established too high. It is unclear if the Irvine permit caps provide a meaningful measure of success for comparison purposes.
- Spectrum number 3 and 4 exceeded all goal levels. In Spectrum 3, 34.4% fewer than expected trips were generated and 48.3% fewer in Spectrum 4.
- In 2006, only two individual sites which exceeded their expected trips in Spectrum 3; a “warehouse” retailer, which generated 245.8% of its expected trips and a technology center, which generated 135.7% of its expected trips. Both of these sites are have retail uses and have consistently exceeded their expected trips.
- In Spectrum 4, only FedEx exceeded its expected trips, as a large percentage of the trips generated at this site are delivery trucks

**Information sources:**

- Irvine Spectrum Transportation Management Association ([www.72share.com](http://www.72share.com))

**Additional comments:**

The Spectrum development has reached approximately 50% of development density within the 5,000 acre area. The development has incorporated high density development phases including large apartment complexes and mixed use retail development most recently. Ongoing coordination with the City of Irvine and Southern California Association of Governments (regional planning agency) is occurring for trip modelling and infrastructure demand planning.

**Information provided by:**

Eric Schreffler, ESTC

**Date:**

16.8.09