

Next Generation Urban Mobility Plans



**Better Air Quality 2014 &
8th Environmentally
Sustainable Transport Forum**

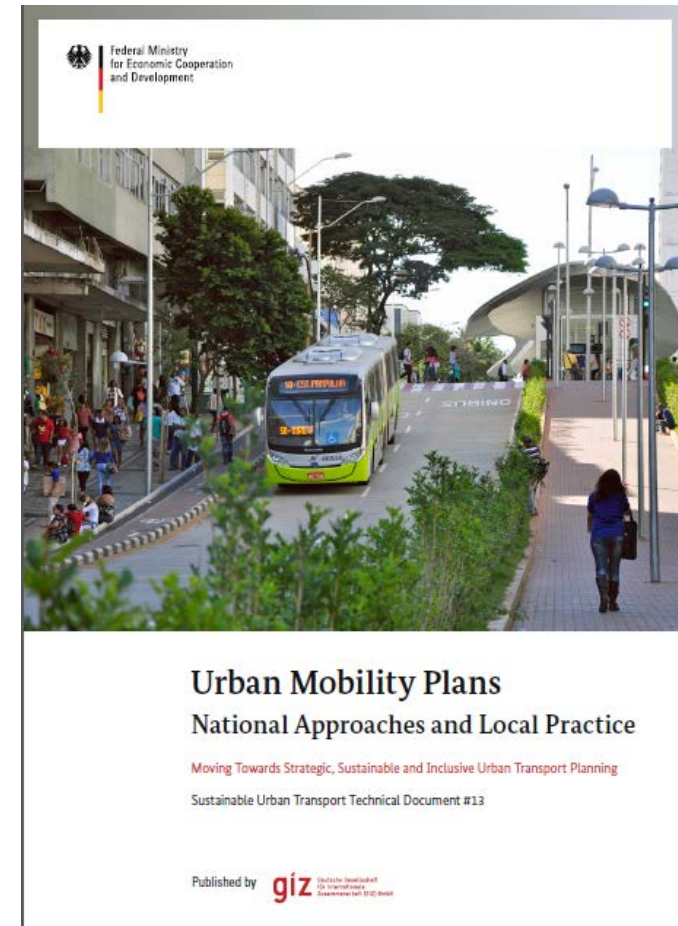
**Manfred Breithaupt
Colombo, November 19**





New publication from SUTP: Urban Mobility Plans: National Approaches and Local Practice

- Now available at www.sutp.org
- Soon as well available in Spanish and Portuguese language





... allow to overcome antiquated paradigms in transport planning

Traditional Transport Planning	↔	Sustainable Urban Mobility Planning
Focus on traffic	↔	Focus on people
Primary objective: Traffic flow capacity and speed	↔	Primary objectives: Accessibility and quality of life
Political mandates and planning by experts	↔	Important stakeholders are actively involved
Domain of traffic engineering	↔	
Infrastructure as the main topic	↔	Combination of infrastructure, market, services, information, and promotion
Investment-guided planning	↔	Cost efficient achievement of goals
Focus on cars and traffic	↔	Individual efficiency increase and optimisation
Limited evaluation of impacts	↔	Comprehensive evaluation of impacts and shaping of a learning process

***„If you plan for people and places,
you get people and places.“***

***„If you plan for cars and traffic,
you get cars and traffic.“***



... facilitate the development of a feasible and powerful strategy to tackle mobility challenges

An Urban Mobility Plan is a planning tool which comprises objectives and measures oriented towards safe, efficient and accessible urban transport systems.

- ✓ Can reveal the real challenges a city faces
- ✓ Offers the elaboration of different development scenarios
- ✓ Preparation process can help diverse stakeholders to agree on a common vision for their urban transport system





... allows for the more efficient use of scarce public funds

Cities can't improve everything at the same time!

- ✓ **Clear priorities pay off in the short and long-term:**
 - Investment priority should be given to public transport, walking, cycling & integration of different transport modes (Modal integration, transit-oriented/mixed land-use development)
- ✓ **Investment priorities derive from national urban transport policy and urban mobility planning**
- ✓ **Capacity development for planning authorities, planning processes and civic participation pay off!**



... help to align the development of transport systems with overarching-policy targets

Transport policy goes hand in hand with energy, climate and sustainable development goals

- **Economic & social development:** transport infrastructures as well as reliable, safe and affordable mobility services are essential for sustainable development.
- **Environmental & urban development:** transport activities put stress on on the global environment and urban areas through required space, road accidents, air pollution etc.
- **Social equity & inclusiveness:** Sustainable transport policies and planning - focussed on the mobility needs of all people (not only car-drivers) – can reduce social inequalities and allow to make full use of a country's human potential for economic and social development.



Benefits and Objectives of UMPs

- **Analyse** and assess local transport problems and **challenges**;
- **Identify** effective and cost-efficient **measures** to overcome these challenges,
- **Understand** different development scenarios and policy **options**;
- **Understand interests** and expectations of transport system users;
- **Develop a common vision** on urban transport development,
- **Choose and agree** an appropriate and feasible set of measures,
- **Prioritise and schedule** measures - in line with available budget and implementation capacities; and
- **Align stakeholder actions** and create high acceptance for transport interventions.



Guidance for Urban Mobility Planning

- ✓ **National Urban Transport Policy + Funding Programs**
 - Sets legal requirements in harmony with overarching policy targets
 - Creates incentives for realising “desired” measures & policies
- ✓ **Comprehensive and integrated planning regulations**
 - subordinated to national transport master planning and policies.
 - includes integrated regional and local mobility and land-use planning with priority for walking, cycling, public transport and sustainable logistics.
 - Ensure / facilitate stakeholder involvement and civic participation
- ✓ **Design and operational guidelines**
 - allowing cost-efficient maintenance, high operational reliability and quality, high safety standards of transport infrastructure and services.



The chain towards sustainable urban transport systems:



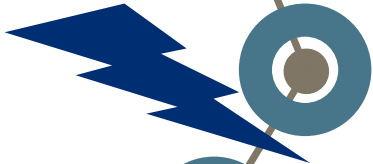
The country's **sustainable development, climate & energy goals**



The country's **transport policy & strategy – including the national sustainable urban transport policy**



Institutions and a legal framework supporting over-arching goals



Transport taxation and charging policies
(Where the money comes from?)



Appropriate spending - based on standardized evaluation criteria & priorities defined in **Urban Mobility Plans**
(Where the money goes?)



Contraproductive measures, such as funding for private transport through cheap loans for buying vehicles, too low fuel taxes or even fuel subsidies, etc. should be avoided.



UKRAINE – „Transport Master Plans“

The elaboration of a Transport Master Plan follows a strictly regulated procedure:

- 1. The decision on the elaboration of the plan or on its correction by the city council,**
- 2. the commitment to provide finance by the city council,**
- 3. the selection of the contractor via tender,**
- 4. the preparation of the plan by the contractor,**
- 5. public hearings following the draft master plan,**
- 6. review by an authorised institute,**
- 7. approval of the plan by the city council.**



Regular results:





Status Quo

- **Generalist infrastructure-oriented transport planning neglects factual mobility behaviour and needs**
- **Outdated road building norms favour high speeds of motorised transport**
- **no/limited guidance for cycling and public transport integration**
- **Public consultation neglected.**

BUT: Several Ukrainian cities pro-actively engage for sustainable mobility



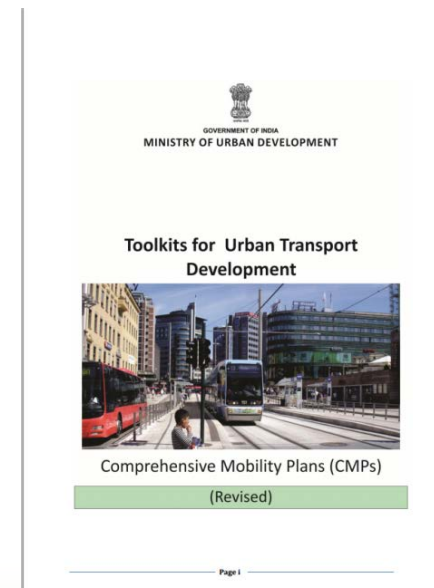


INDIA – Comprehensive Mobility Plans

“A CMP presents a long-term vision of desirable mobility patterns (people and goods) for a city and provides strategy and policy measures to achieve this vision. It follows the guidelines set forth by National Urban transport Plan which emphasizes on NMT measures, PT systems and sustainable systems”

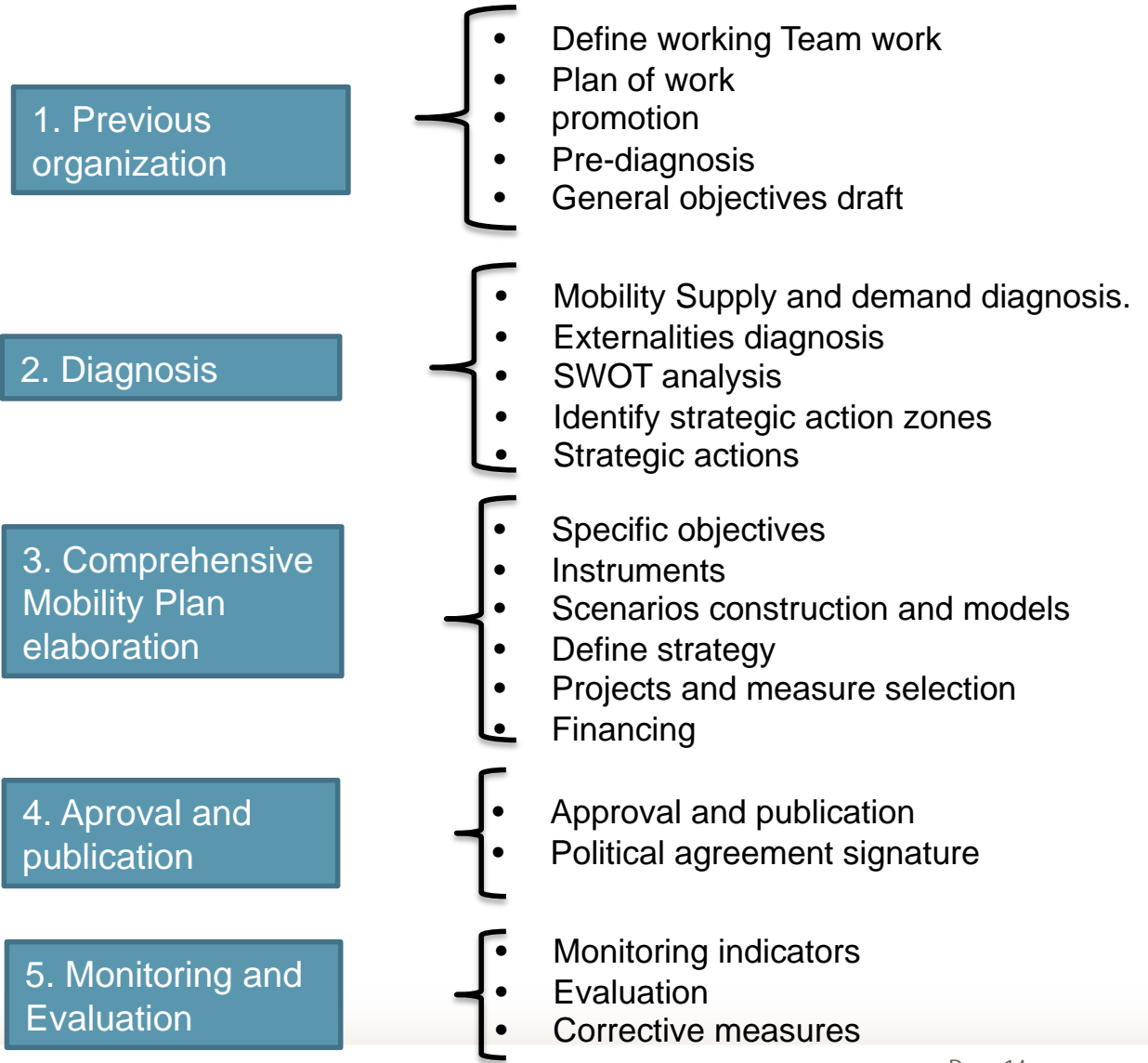
- **National Urban Transport Policy:
Comprehensive process description, funding program + national guidance**
- **Guidelines for CMPs, revised in 2013**

Source: CMP Preparation Toolkit - Guidelines and Toolkits for Urban Transport Development in Medium Sized Cities in India – MoUD/ADB





Elaboration process of a Comprehensive Urban Mobility Plan





INDIA – Comprehensive Mobility Plans

Initial Problems:

- **A lack of ‘ownership’, understanding and feasibility of CMPs**
 - **Reason: plans were solely developed by consultancy firms without wider stakeholder involvement**
 - **Consequence: A lack of political priority-setting;**
- **“real challenges” like e.g. the lack of pavements and cycling infrastructure not properly addressed in most CMPs;**
- **a lack of proper monitoring and evaluation after project implementation makes it hard to assess whether or not goals are achieved;**
- **recommendations and mechanisms for periodic revision and updating a CMP were not sufficiently outlined.**



BRAZIL – Planos de Mobilidade Urbana

- **New National Policy on Urban Mobility (2012), PlanMob guidelines currently being revised**
- **Massive investments in urban transport (~ USD 55 billion till 2020)**
- **New approaches for stakeholder involvement**
- **Capacity development Strategy of Min. of Cities**





GERMANY – Transport Development Plans

“Transport development planning is an integrated, forward-looking, preparation and realisation of decision-making processes with the purpose of influencing movements of people and goods within a planning area by structural, constructional, operational, regulatory, tariff and price political measures towards certain strategic aims.”

- Long lasting history in traffic and transport planning
- Transport development planning allows coordination of mobility planning with overarching planning documents, neighboring communities and relevant stakeholders



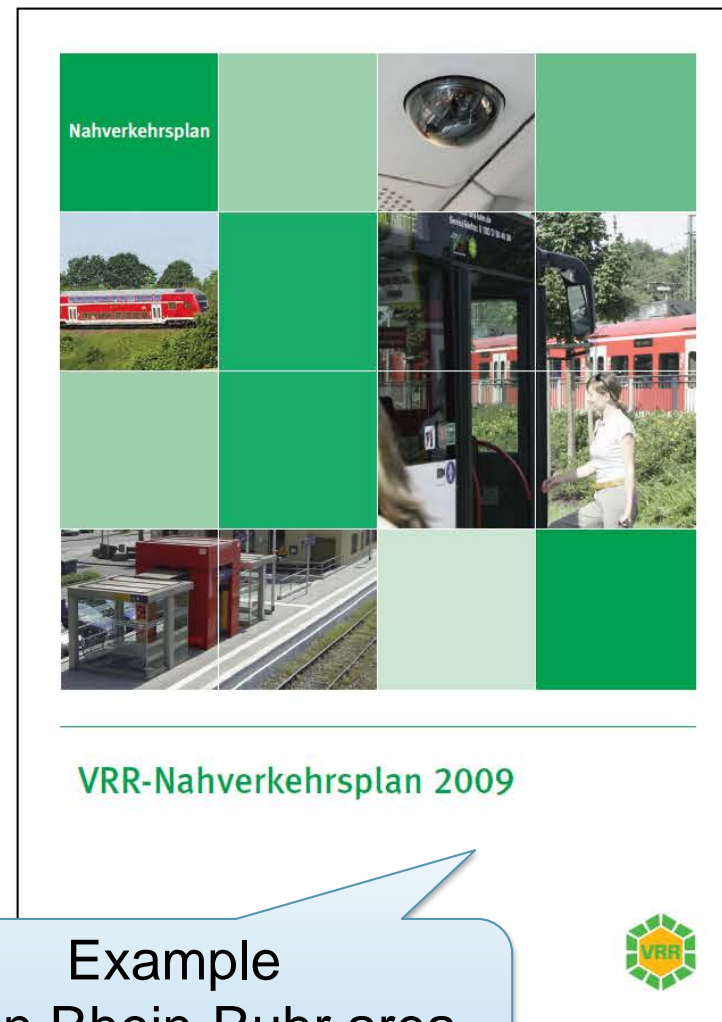


GERMANY – Transport Development Plans

- “non-obligatory” process - but **required for receiving national funds for large-scale projects and as** input for sectoral (obligatory) plans
- Transport Development Plans required for land-use planning and as base for further strategic planning documents, such as
 - ✓ Local/regional public transport plans
 - ✓ Cycling and Walking strategies
 - ✓ Commercial transport concepts (Freight plans)
 - ✓ Road Safety programmes
 - ✓ Noise reduction plans
 - ✓ Clean-air plans

Regional Public Transport Plans

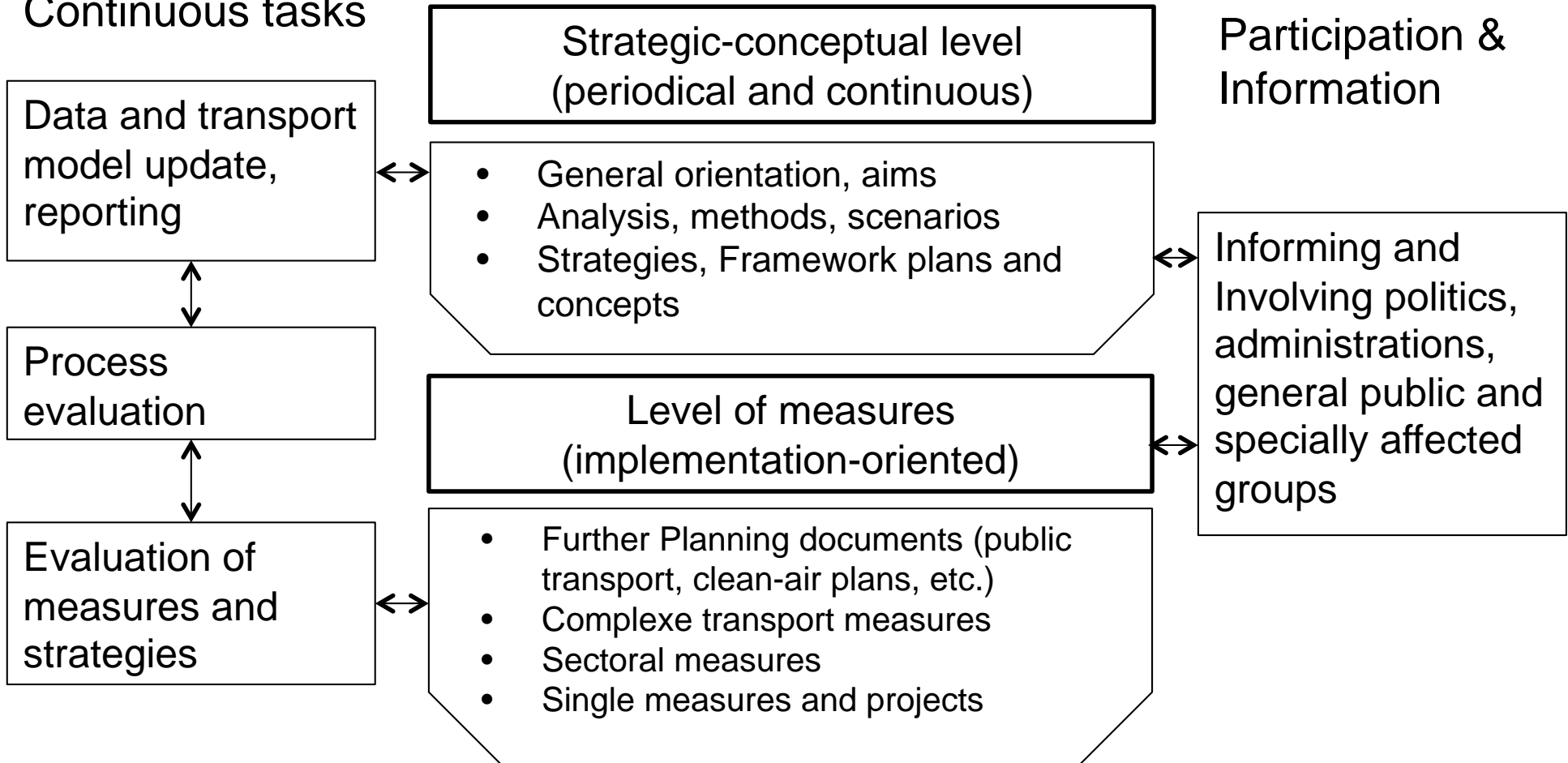
- 1. Frameworks Conditions**
- 2. Rail Based Public Transport**
 - Developments of Services
 - Future Development of Services (Short- term, Long-term Measures)
 - Infrastructure (Stations, Network)
- 3. Intermodal Mobility**
 - Passenger Information
 - Accessibility
 - Interconnectivity with public transport, with Individual transport
- 4. Safety and Customer Management**
- 5. Tariff and Marketing**
- 6. Financing**





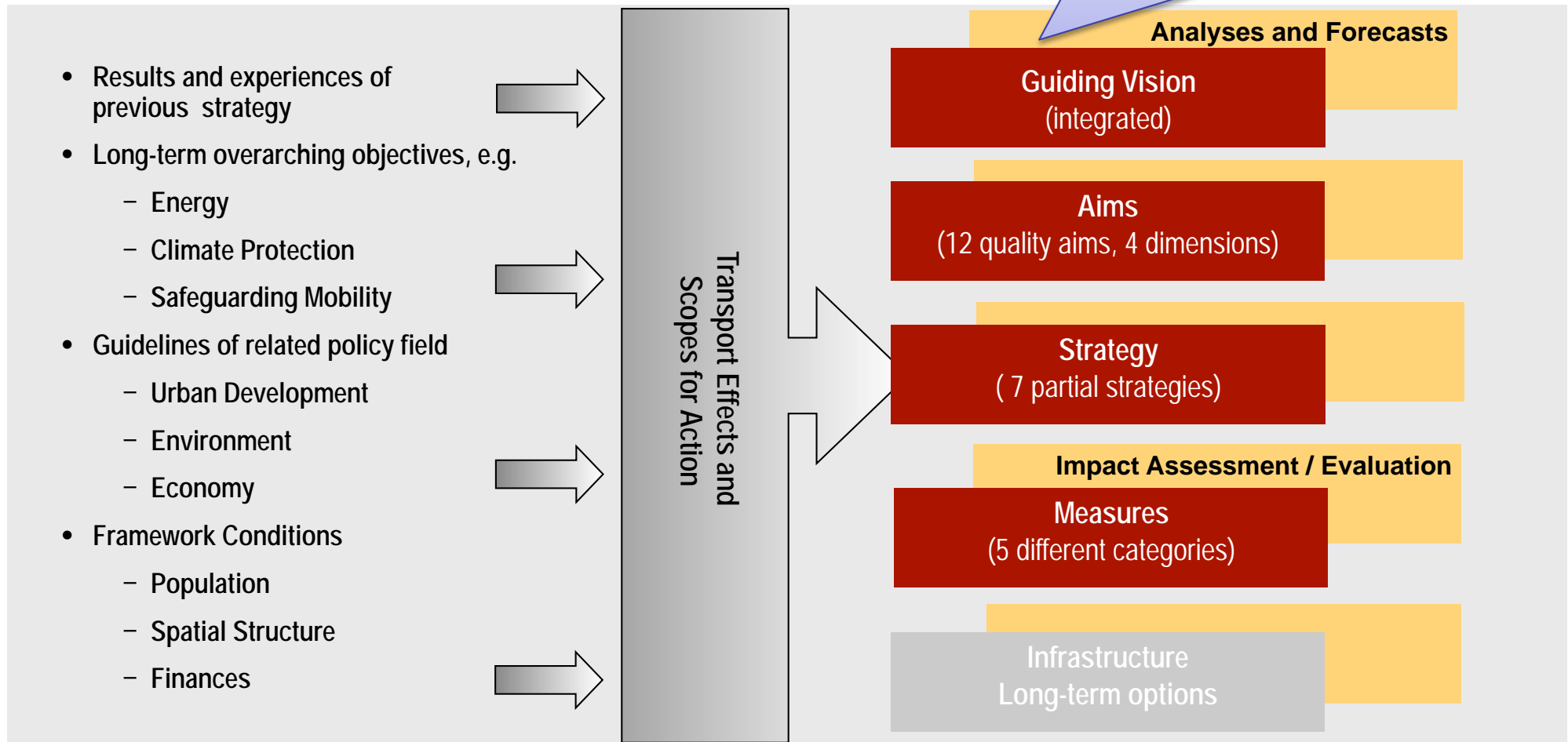
Various reporting tasks, data collection and evaluation processes

Continuous tasks



Example: Integrated Mobility Planning in Berlin

Structure and Contents

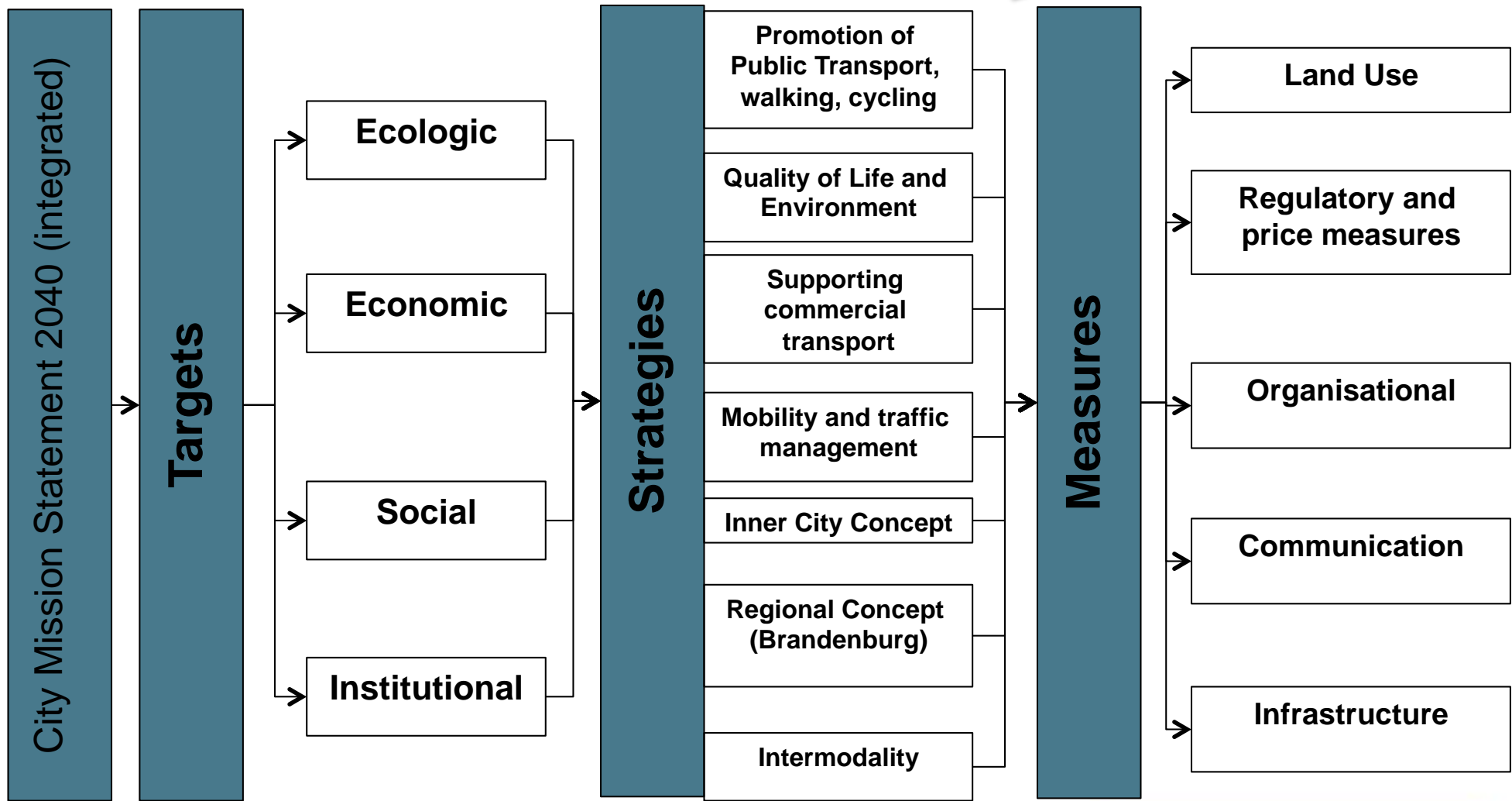


Complex Structure:

**Approaching different aspects individually
Combining measures in integrated strategic packages
Integrated impact assessment to identify missing topics**

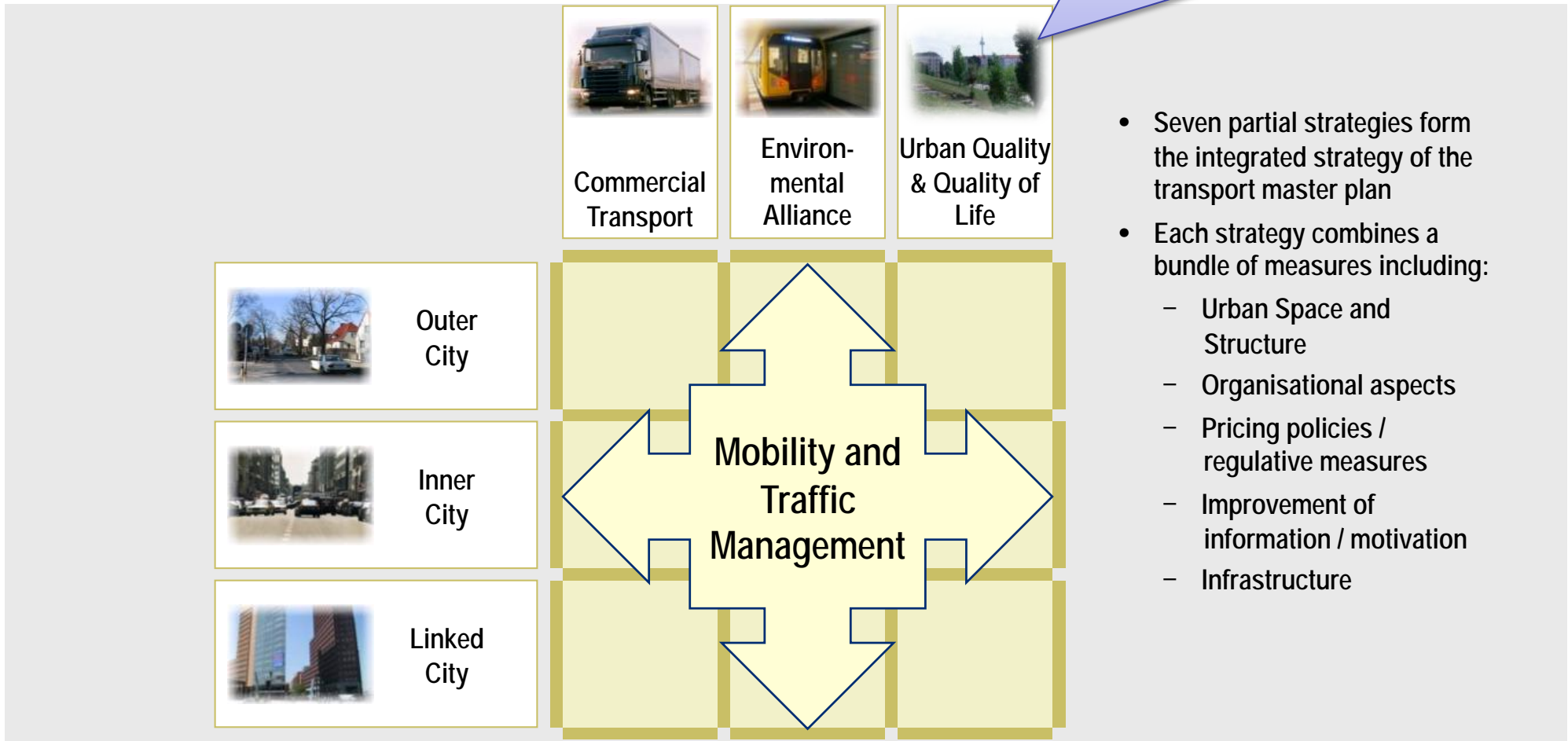
Target-Oriented, Interconnection of strategy and measures:

Example: Integrated Mobility Planning in Berlin



Example: Integrated Mobility Planning in Berlin

Integrated Strategy: Overlap of Partial Strategies



Wider Scope: Not just related to transportation as such
Addresses framework for travel, transport means, external affects
Formulates links to and requirements from other fields of policy

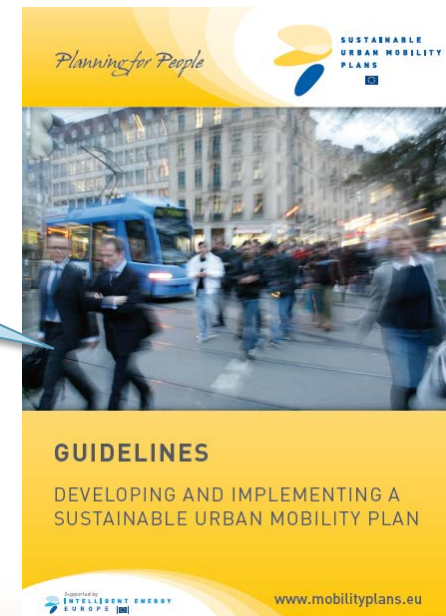


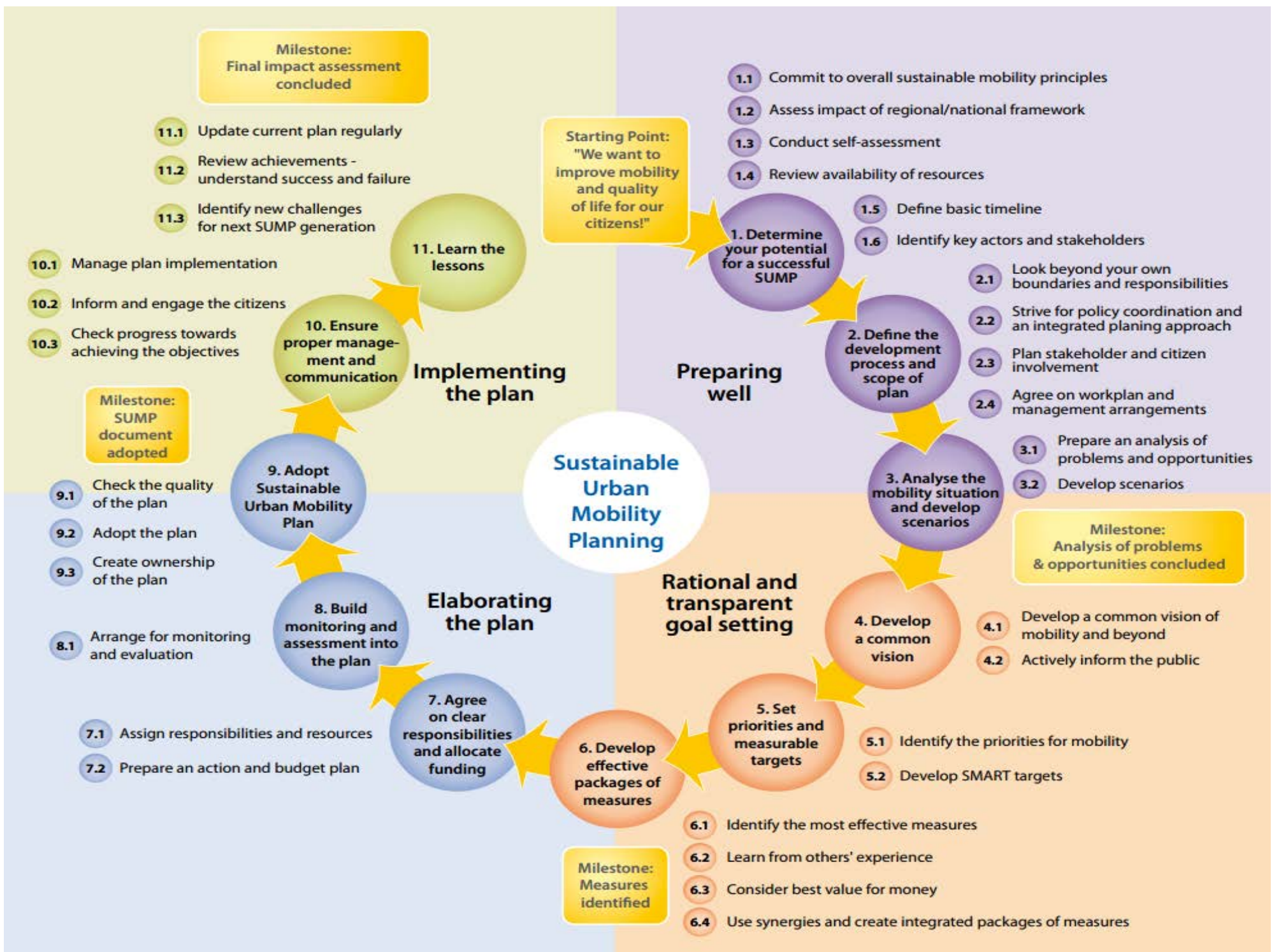
EU - Sustainable Urban Mobility Plans (SUMP)

“... **strategic** plan designed to satisfy the **mobility** needs of **people and businesses** in **cities** and their **surroundings** for a better **quality of life**. It builds on existing planning **practices** and takes due consideration of **integration, participation, and evaluation** principles.”

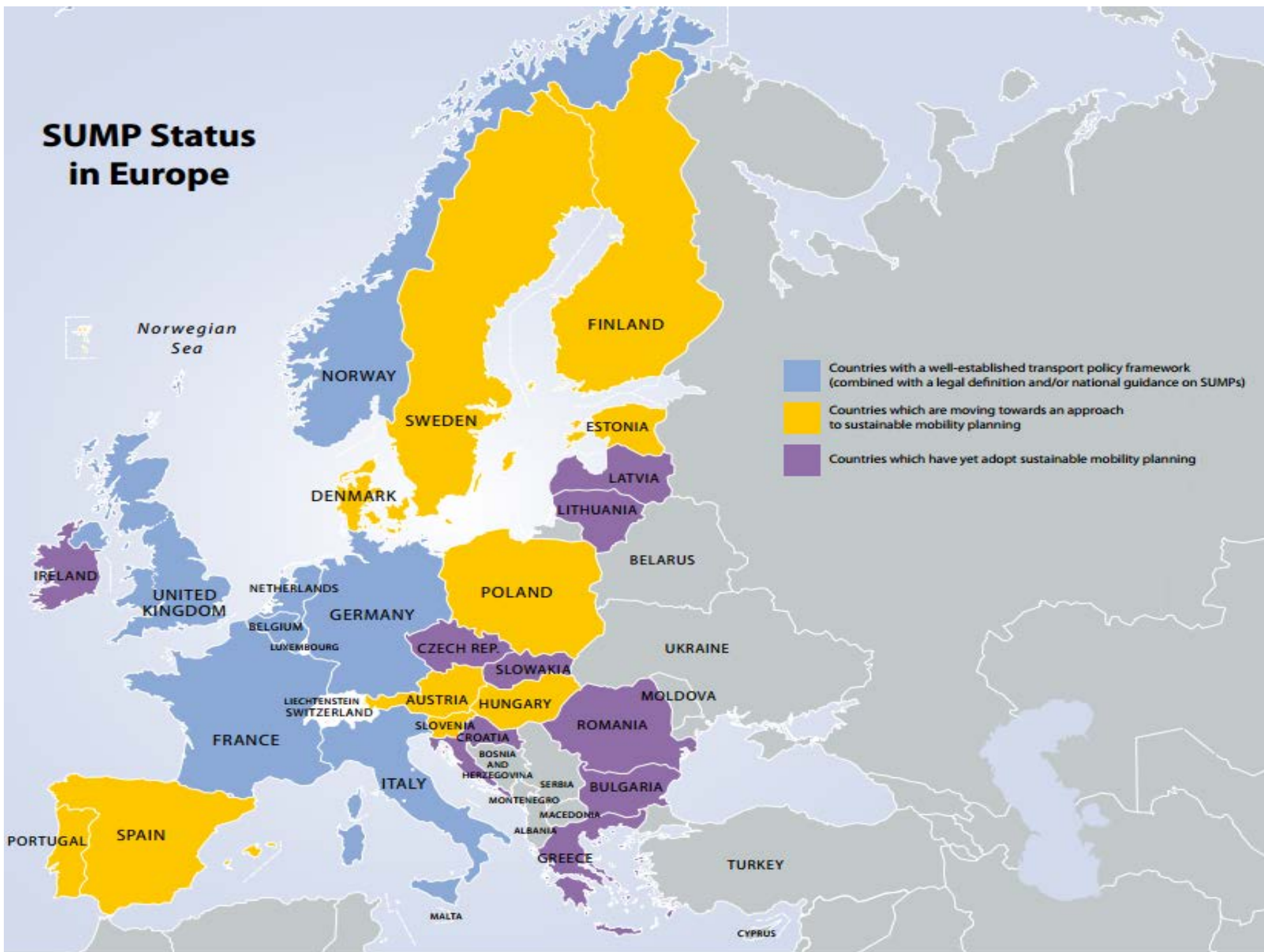
A guideline for Urban
Mobility Planning in EU

www.mobilityplans.eu





SUMP Status in Europe





CH4ALLENGE Partners

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

CH4ALLENGE



BACKGROUND E-LEARNING



 Participation

 Cooperation

 Measure Selection

 Monitoring and Evaluation



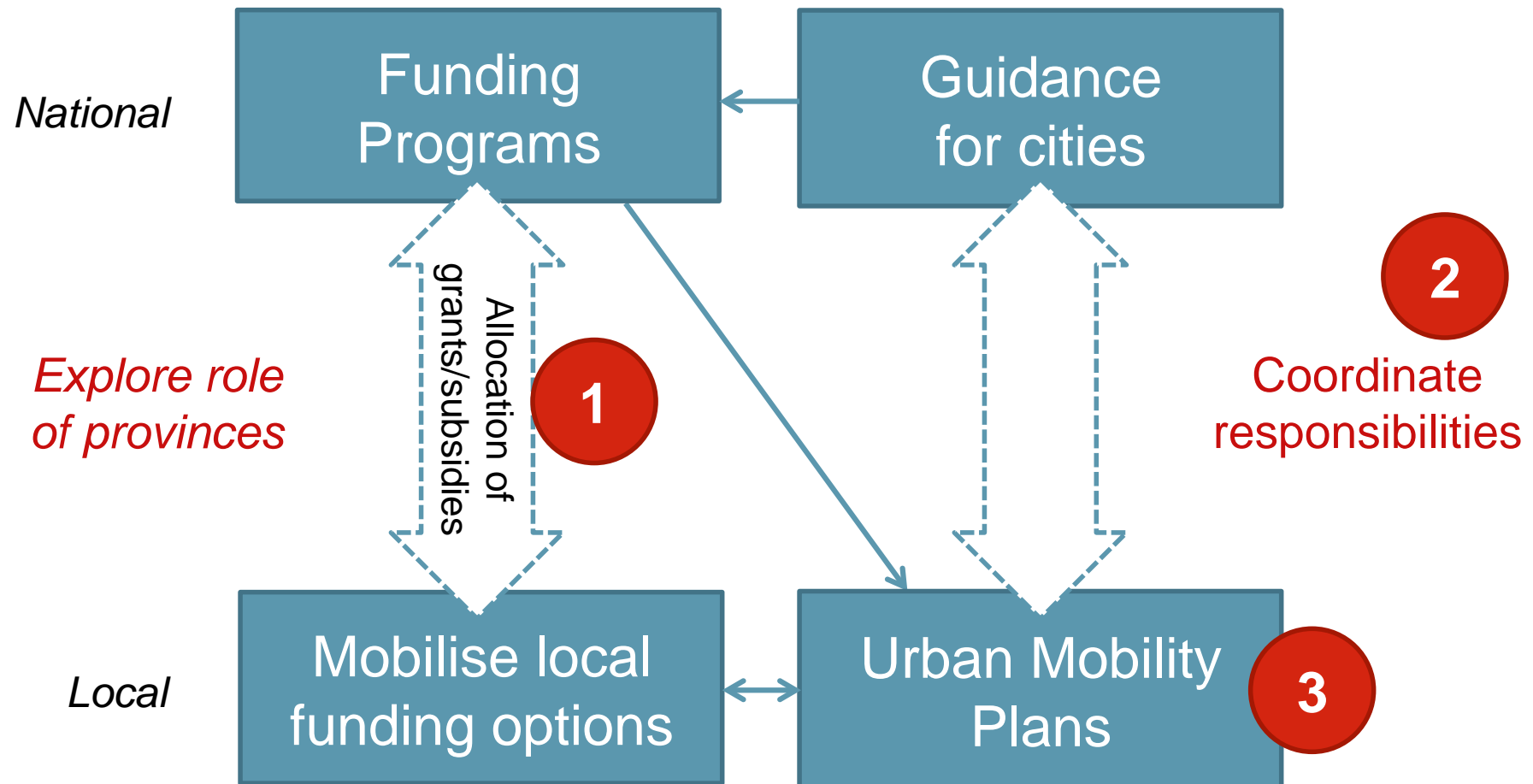
Key lessons learned

- (1) The key role of national policy frameworks and funding schemes**
 - (2) Apply the whole set of Avoid-Shift-Improve measures**
 - (3) Evaluation and update of policies and planning frameworks on a regular base**
 - (4) Use the potential of stakeholder and citizen involvement**
 - (5) Planning process and implementation of a UMP requires sufficient capacities and access to funding**
 - (6) Thoughtful impact assessment and a set of appropriate side measures can increase the effectiveness of transport interventions and limit/reduce negative impacts**
- **Accuracy and completeness of transport data** -data on non-motorised transport, household surveys



Potential Building Blocks

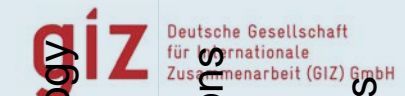
... of sustainable urban transport financing



Various financing options for different ranges of application

Main components supported

Instrument	Amount typically involved	Main components supported							
		Infrastructure	Maintenance	Public transport	Technology	Institutions	Policies	Traffic Man.	
Local	Parking charges	\$		X	X		X		X
	Road Pricing/congestion charge	\$\$	X	X	X	X	X	X	X
	Employer contributions	\$\$	X	X	X				
	Fare box revenues	\$\$			X				
	Public transport subsidies	\$			X				
	Land development/land value taxes	\$\$\$	X		X				
	Public private partnerships	\$\$	X	X	X	X			
	Advertising	\$		X	X				
National	Fuel taxes/surcharges	\$\$\$	X	X	X		X	X	X
	Vehicle related taxes and charges, including auctioning of quotas	\$\$\$	X	X	X		X	X	X
	Loans and grants	\$\$	X				X		
Global	CDM	\$			X	X			
	GEF	\$	X		X	X	X	X	
	Multilateral/bilateral climate funds	\$	X		X	X	X	X	



First-hand knowledge on Sustainable Urban Transport on www.sutp.org and www.capsut.org

GIZ Sourcebook on Sustainable Urban Transport

- addresses the key areas of sustainable transport policy framework
- consists of over 70 modules, technical papers and training packages
- intended for policy-makers and their advisors

Contact: transport@giz.de

