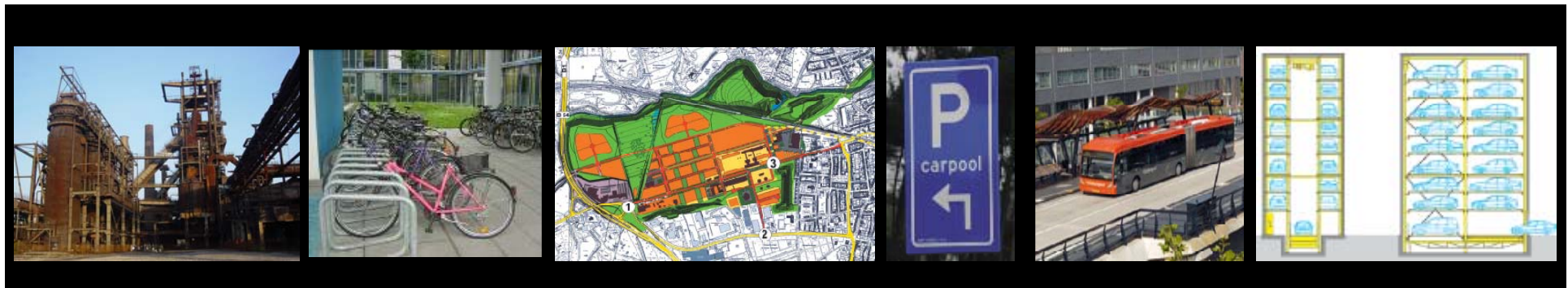


# Cross-national comparisons of integrating mobility management and land use planning in the EU: **results of planning simulation workshops** for actual developments



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[www.max-success.eu](http://www.max-success.eu)
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- WP D partners:
  - CUT - Cracow, Poland
  - ETT - Madrid, Spain
  - ILS - Dortmund, Germany
  - NU - Edinburgh, Scotland
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  - UniMaribor - Maribor, Slovenia
  - VGTU - Vilnius, Lithuania

## Why integrate Mobility Management into planning?

Effective MM builds on:

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

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



## WPD work within MAX project

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

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

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

## Sihlcity, Zurich: multi-use development

Requirements to obtain planning/ building permission for 2002:



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

## Planning simulation workshops: 5 local developments



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



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



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

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



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

## Planning simulation workshops on local level

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

Dortmund workshop



## Los Molinos: new residential area for Getafe

6270 housing units for ~17500 inhabitants

### What problems might occur from actual plans?

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



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

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



## Analysis & Workshops showed:

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

## Conclusions

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

## Outlook

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



**Thank you for your attention**

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