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

Janina Welsch, ILS – Research Institute for Regional and Urban Planning, Dortmund, Germany

Tom Rye, Edinburgh Napier University, Edinburgh, Scotland

Aljaž Plevnik, Urban Planning Institute, Ljubljana, Slovenia

Roberto De Tommasi, synergo, Zürich, Switzerland
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• Work Package D: Integrating Land Use Planning (LUP) and Mobility Management (MM)

• WP D partners:
  
  CUT - Cracow, Poland      synergo - Zurich, Switzerland
  ETT - Madrid, Spain       TriVector - Lund, Sweden
  ILS - Dortmund, Germany   UniMaribor - Maribor, Slovenia
  NU - Edinburgh, Scotland  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
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

janina.welsch@ils-forschung.de
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