



ADDRESSING KEY CHALLENGES OF SUSTAINABLE URBAN MOBILITY PLANNING

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# Citizen and Stakeholder Involvement A Precondition for Sustainable Urban Mobility

**mobil.TUM 2014 – International Scientific Conference on Mobility and Transport**

Sustainable Mobility in Metropolitan Regions

20 May 2014, Munich

**Miriam Lindenau, Susanne Böhler-Baedeker**



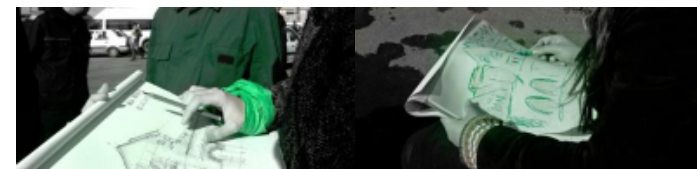
Co-funded by the Intelligent Energy Europe  
Programme of the European Union

- Introduction
- Citizen and stakeholder involvement
  - in academic research
  - in sustainable urban mobility planning
  - in Europe
  - at local level
- Reflection and conclusion

# Transport planning as a frequently controversial area



## Buzești-Berzei Project, Bucharest



2011: Green gathering for Matache Hall  
Urban Observatory Bucharest



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# Transport planning as a frequently controversial area



## Buzești-Berzei Project, Bucharest



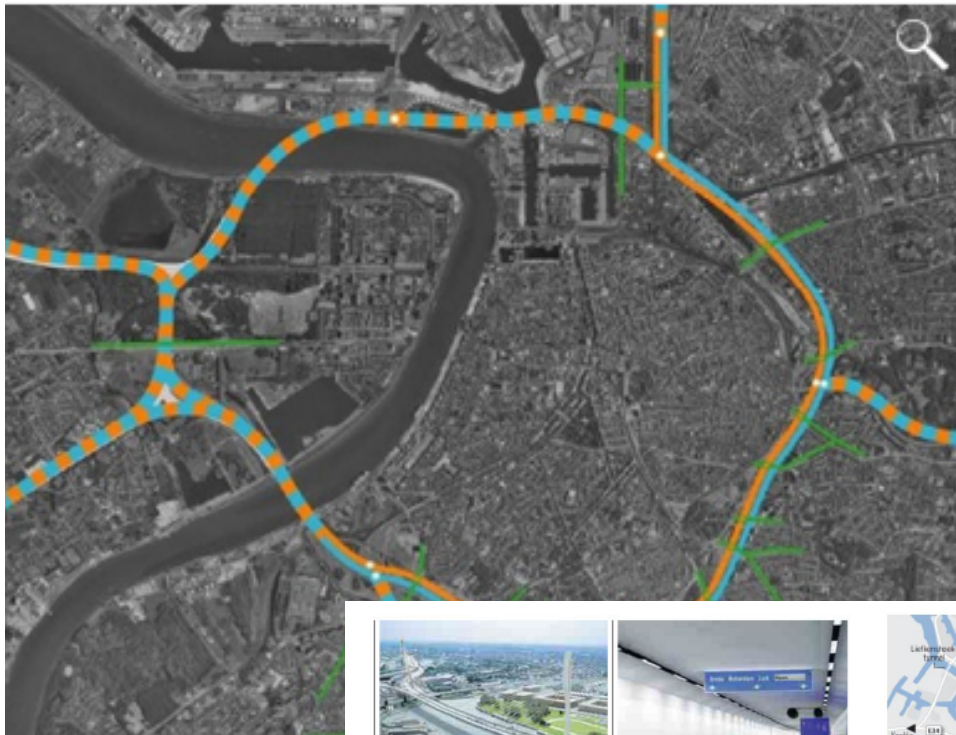
2012: urban regeneration solutions for the historical district, coming from architects involved in the professional workshops



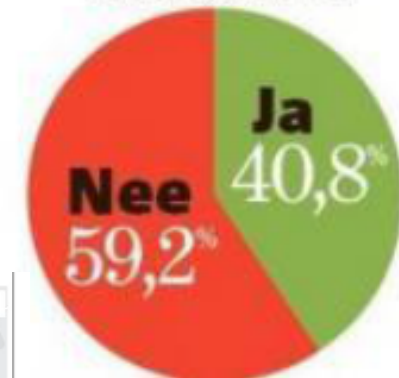
# Transport planning as a frequently controversial area



## Oosterweel Link project, Antwerp



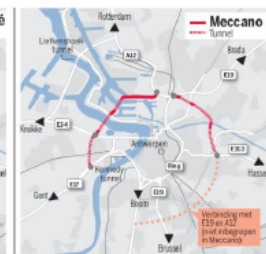
54.333 ja-stemmers  
78.955 nee-stemmers  
1.573 ongeldige stemmen



LANGE WAPPER



TUNNEL



# Why is participation important for sustainable urban mobility planning?

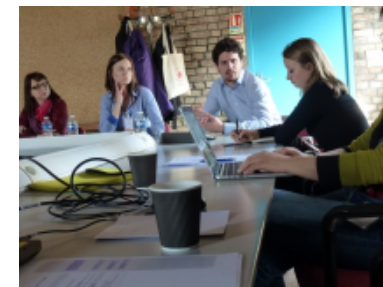
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- Public involvement is a requirement stipulated by international conventions and EU directives
- Financial crisis forces many European cities to develop strategies aiming at effectiveness and efficiency
- There is now momentum building for a new approach to strategic sustainable transport planning across Europe that incorporates participation as an integral element
- Opening-up of a highly specialised and complex subject area for debate
- New processes and more strategic approaches in public participation are required



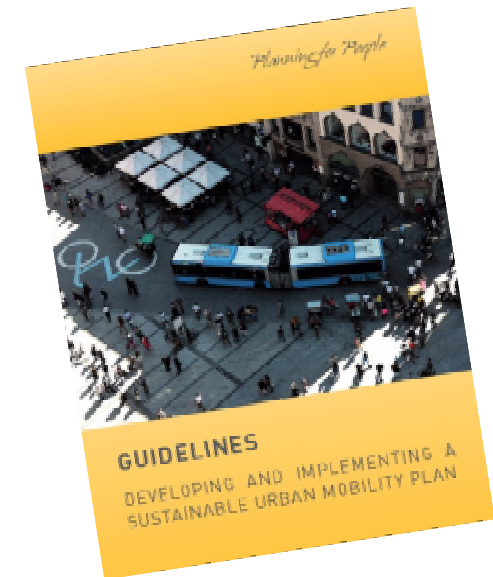
- Mixed methods approach
  - Review of research findings
  - State-of-the-art review of European planning practices and case study analyses
  - CHALLENGE: mobility assessments and online survey of 34 cities on their local mobility planning processes



# Sustainable Urban Mobility Plans: The European policy context



- Involvement of citizens and stakeholders is the **basic principle** of a Sustainable Urban Mobility Plan
- EC's **Urban Mobility Package** announced on 17 December 2013 to reinforce support for sustainable urban transport in Europe
- **Sustainable Urban Mobility Plans** are a central element
- Recommendation to local and regional authorities to develop and implement SUMP
- **Guidelines** on the Development and Implementation of Sustainable Urban Mobility Plans (2014)





# Sustainable urban mobility planning as a new strategic planning instrument



*A Sustainable Urban Mobility Plan is a **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.*

*'Guidelines on Developing and Implementing a Sustainable Urban Mobility Plan', 2013*



# Sustainable urban mobility planning as a new strategic planning instrument



## Goal-oriented planning

## Process- and dialogue- oriented planning

## Integrated planning

- Long-term vision and clear implementation plan
- Combination of economic, ecologic and social commitment
- Setting of targets: concrete, ambitious but achievable, relevant, time-bound and a result of a dialogue process
- Involvement of stakeholder and citizen participation
- Balanced development of all relevant transport modes; encouraging a shift towards more sustainable modes
- Integration of SUMP and its measures into existing policies and planning frameworks
- High level of cooperation and consultation
  - Sectoral, vertical and spatial cooperation



<b>Traditional Transport Planning</b>	↔	<b>Sustainable Urban Mobility Planning</b>
Focus on traffic	↔	Focus on <b>people</b>
Primary objective: Traffic flow capacity and speed	↔	Primary objectives: <b>Accessibility</b> and <b>quality of life</b>
Modal-focussed	↔	<b>Balanced development</b> of all relevant <b>transport modes</b> and shift towards sustainable modes
Infrastructure as the main topic	↔	<b>Combination</b> of infrastructure, market, services, mechanisms, information, and promotion
Sectorial planning document	↔	Sectorial planning document consistent and <b>complementary to related policies</b>
Short- and medium-term delivery plan	↔	Short- and medium-term delivery plan embedded in a <b>long-term vision and strategy</b>
Related to an administrative area	↔	Related to a <b>functioning area</b> based on travel-to-work patterns
Domain of transport engineers	↔	<b>Interdisciplinary</b> planning teams
Planning by experts	↔	Planning with the <b>involvement of stakeholders</b> using a transparent and participatory approach
Limited impact assessment	↔	Intensive <b>evaluation</b> of impacts and shaping of a <b>learning</b> process



# Stakeholder and public involvement practices in Europe

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- Countries with formal, mandatory consultation procedures for mid- and large scale transport projects as well as for the development of transport plans and SUMP
- Countries with experience in innovative involvement tools
- Countries with no or only very limited formal procedures for involving citizens and stakeholders



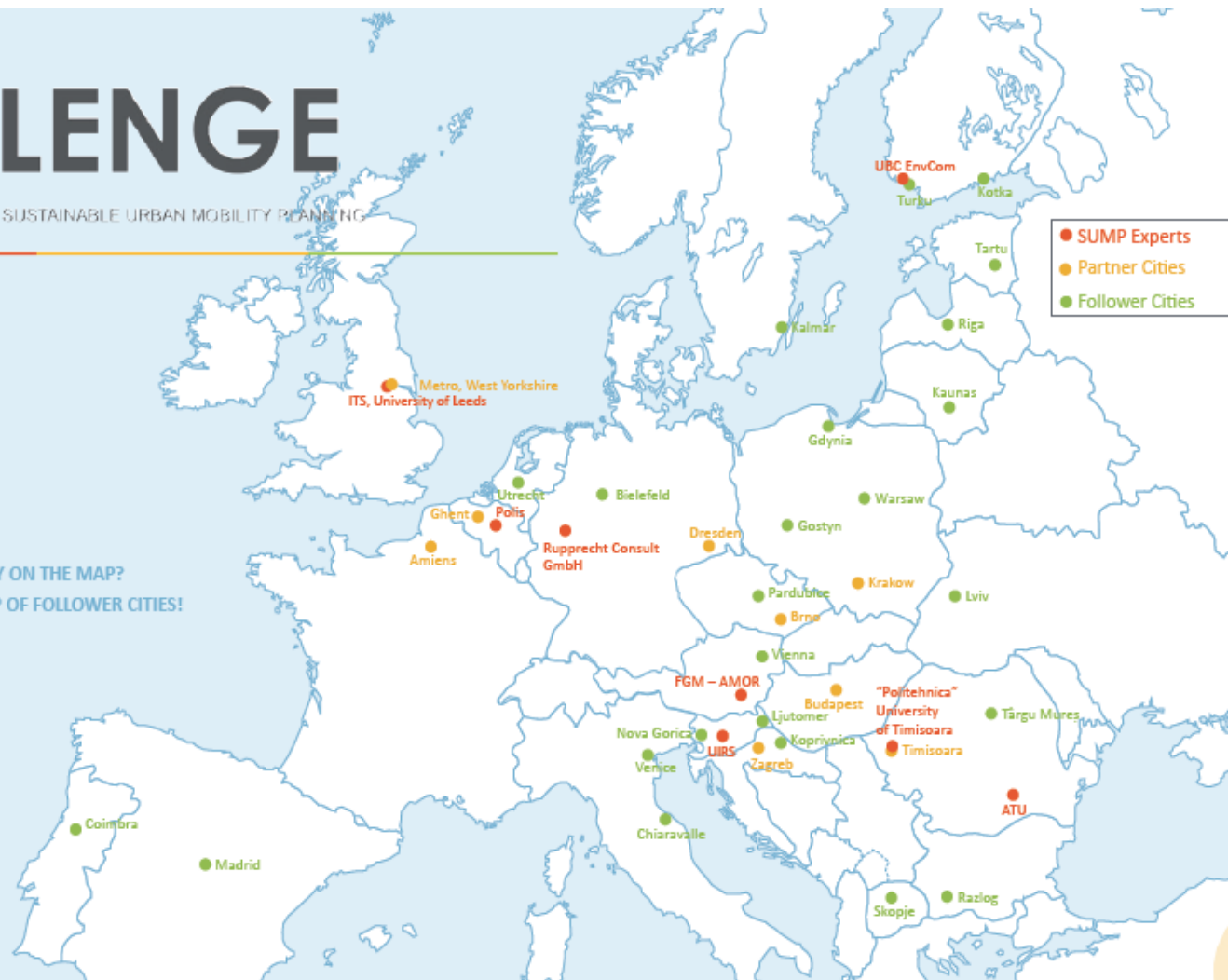
# CHALLENGE (2013-2016): Addressing the key challenges in SUMP development and implementation



## CHALLENGE

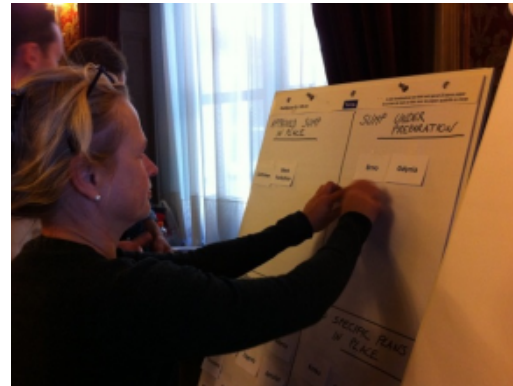
ADDRESSING KEY CHALLENGES OF SUSTAINABLE URBAN MOBILITY PLANNING

INTERESTED IN PUTTING YOUR CITY ON THE MAP?  
CONTACT US AND JOIN THE GROUP OF FOLLOWER CITIES!



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# Self-assessment through SUMP mapping



Country	Role	Inhabitants	Approved SUMP in place	SUMP under preparation	Topical plans in place (road - cycling - parking ...)	No specific plans in place	Participation							
							1.6 Identify key actors and stakeholders	2.3 Plan stakeholder and citizen involvement	4.1 Develop a common vision of mobility and beyond	4.2 Actively inform the public	5.1 Identify the priorities for mobility	9.3 Create ownership of the plan	10.2 Inform and engage the citizens	11.3 Identify new challenges for next SUMP generation
France	Partner City	133.448	x	x										
Turkey	Follower City	1.001.318			x									
Germany	Follower City	327.199		x	x									
Czech Republic	Partner City	378.327		x	x									
Hungary	Partner City	1.741.041		x	x									
Italy	Follower City	15.056		x	x									
Portugal	Follower City	143.052				x								
Germany	Partner City	525.105		x	x									
Poland	Follower City	248.574		x	x									
Belgium	Partner City	248.242	x	x										
Poland	Follower City	20.183				x								
Sweden	Follower City	36.392		x										
Lithuania	Follower City	353.800			x									
Croatia	Follower City	31.554		x										
Finland	Follower City	54.877			x	x								
Poland	Partner City	759.131		v	v									



Participation							
1.6 Identify key actors and stakeholders	2.3 Plan stakeholder and citizen involvement	4.1 Develop a common vision of mobility and beyond	4.2 Actively inform the public	5.1 Identify the priorities for mobility	9.3 Create ownership of the plan	10.2 Inform and engage the citizens	11.3 Identify new challenges for next SUMP generation
Green				Green		Red	
		Red		Red			Green
Yellow				Green			
Green	Green	Yellow	Yellow			Red	
Red	Red			Yellow	Yellow	Red	Red
Green							
Yellow		Yellow		Yellow	Red	Red	
Green		Yellow	Yellow				
Green		Red	Red		Yellow	Red	Red
Green		Red		Yellow			
			Yellow			Yellow	
		Yellow	Yellow				
		Green	Green	Green	Green	Yellow	
Red	Red	Yellow	Yellow	Yellow	Yellow		
Green	Green					Red	Red
Yellow	Yellow	Red	Red	Red		Yellow	Yellow
Red							
Green	Green	Yellow	Yellow	Yellow	Green		Yellow
Yellow		Red				Red	Red
				Yellow			
	Yellow		Yellow				
		Red	Red				
			Green		Yellow		
	Red	Green	Green	Yellow			
	Green			Green	Green		
Green	Green	Yellow	Yellow	Yellow		Red	

# Involvement of stakeholders in cities' transport planning processes



Q: Please tell us whether and at what stage any of the following groups of stakeholders are involved in transport plan development. (n=34)

## Stages

- identifying transport and mobility problems
- specifying the vision and objectives
- identifying possible solutions
- evaluating (appraising) the alternatives
- Implementing the chosen strategy



Source: CHALLENGE survey results, CHALLENGE project, 2013



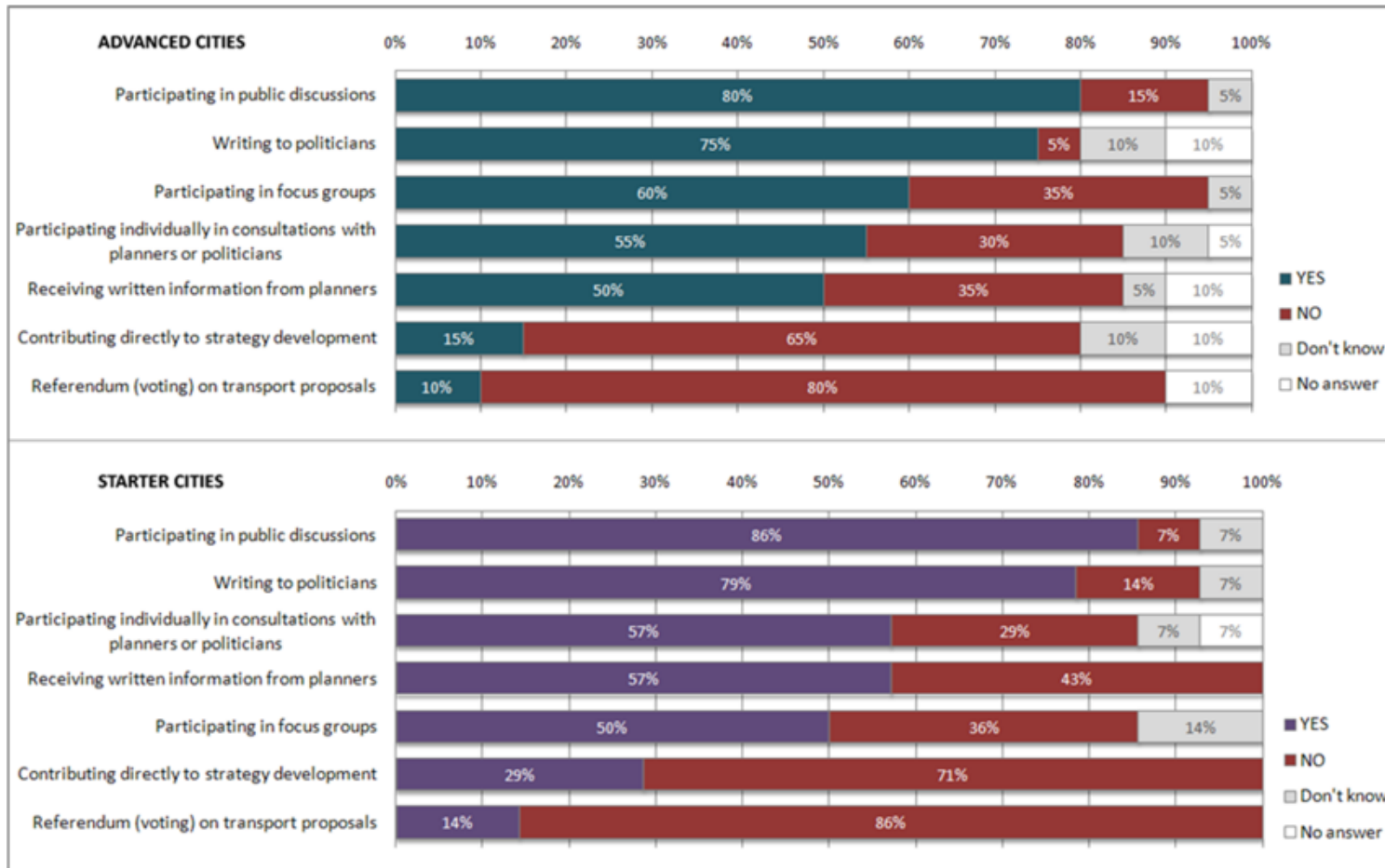
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# Involvement of citizens in cities' transport planning processes



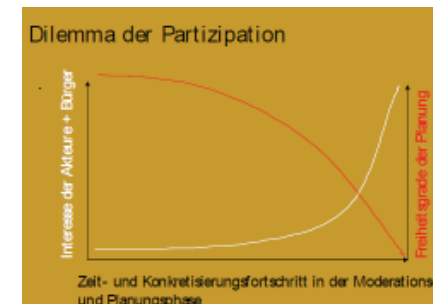
Q: Please tell us how citizens are involved in your transport plans. (n=34)



# Barriers to involving stakeholders and citizens successfully



- the **lack of political will** and support for carrying out an (in-depth) participation process
- **limited financial and personnel capacities** within local authorities
- **lack of skills** on how to plan and carry out a participation process
- a so called **'consultation fatigue'** mirroring the low interest and awareness of transport planning among citizens and stakeholder groups;
- **'dilemma of participation'** as common problem
- an **imbalance of stakeholders**
- difficulties to initiate **behavioural change**
- the **lack of a participation tradition** in some of the Central and Eastern Europe countries



# Common barriers in participation and how to overcome these

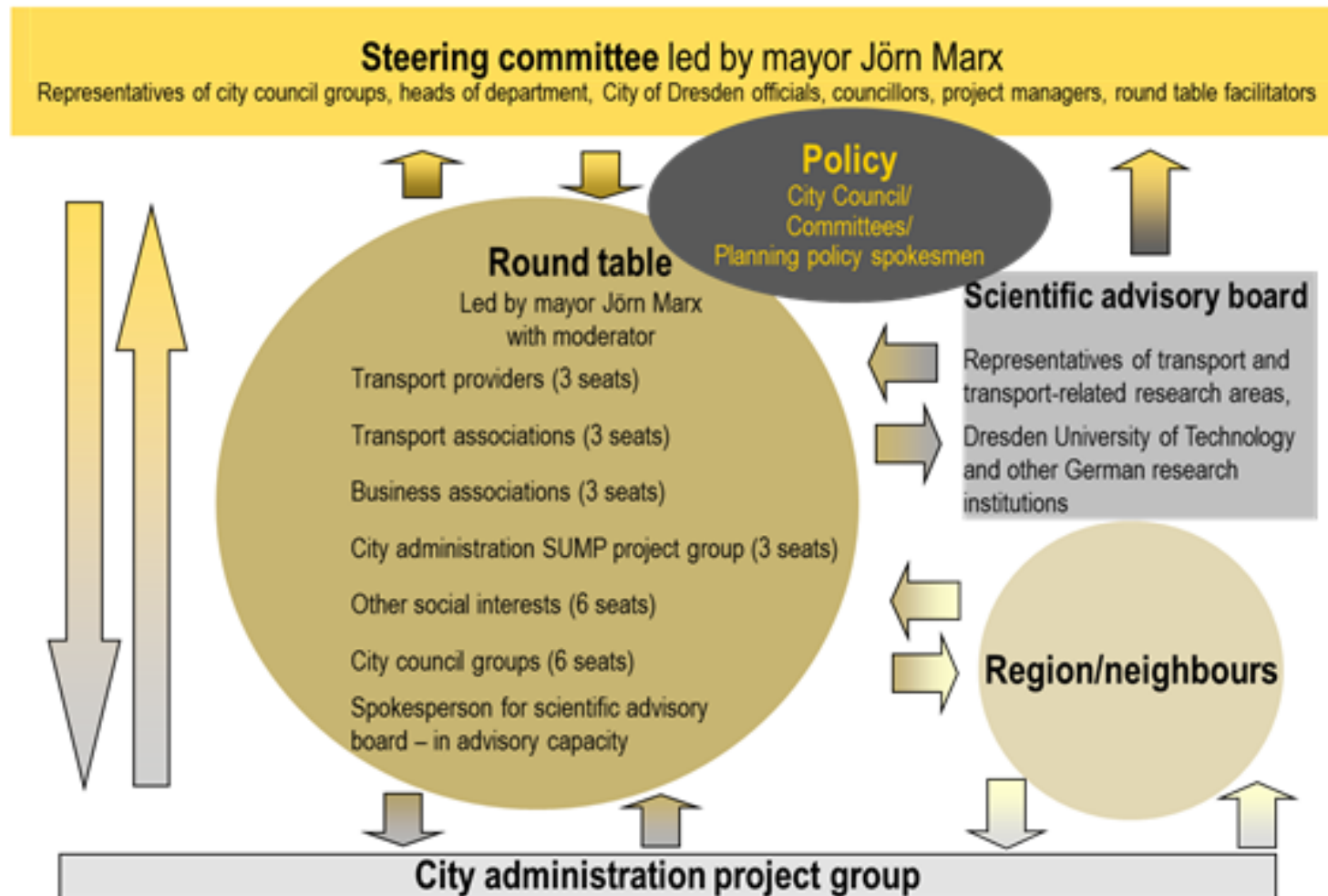


Classifications	Engagement Techniques																										
	FS38: Letter	FS39: Posters, notices and signs	FS40: Leaflet and brochure	FS41: Fact sheet	FS42: Newsletter	FS43: Technical report	FS44: Telephone techniques	FS45: Radio Shows & TV Shows	FS46: Internet techniques	FS47: Web based forums	FS48: Questionnaire surveys	FS49: Key person interviews	FS50: Exhibition	FS51: Information centre	FS52: Information session/briefing	FS53: Public meeting	FS54: Topical events	FS55: Community visit	FS56: Focus group	FS57: Workshop	FS58: Citizen juries	FS59: Technical working party	FS60: Stakeholder conferences	FS61: Transport visioning events	FS62: Weekend events	FS63: Planning for Real™	FS64: Open space event
● generally applicable ○ partially applicable																											
<b>Who to engage?</b>																											
Wider audience	○	●	●	○	●		●	●	●	○	●		●	●		●	○			○			○			●	○
Targeted audience	●	○	●	●	○	●	●	○		●	●	●			●	○	●	●	●	●	●	●	●	●	●	○	●
<b>When to engage?</b>																											
Problem definition	●	●	●	●	●	●	●	●	●	●	●	●	○	●	○	○	○	○	●	●	●	●	○	●	●	●	●
Option generation				○				○		●	○	●		○	○	○	○	●	●	●	●	●	●	●	●	●	●
Option assessment	○	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●	○	●	●	●	●	●	○	○	●	●	○
Formal decision taking	○			○		●				○		●			○						○	●					
Implementation plan	○	●	●	●	●	●		○	●				●	●	●	○	○	○		○		○				○	
Monitoring and evaluation						●	●			○	●	●							○			○				○	
<b>Type of Project?</b>																											
Strategy	○	○	●	○	●	●	●	●	●	●	●	●	●	●	●	●	○		●	●	●	●	●	●	●	●	●
Scheme	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●	○	●	●	●
<b>Duration of engagement</b>																											
Restricted	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Continuous		○			○		●		●	●			●									○					



# Dresden's SUMP "VEP 2025plus"

## The SUMP Round Table

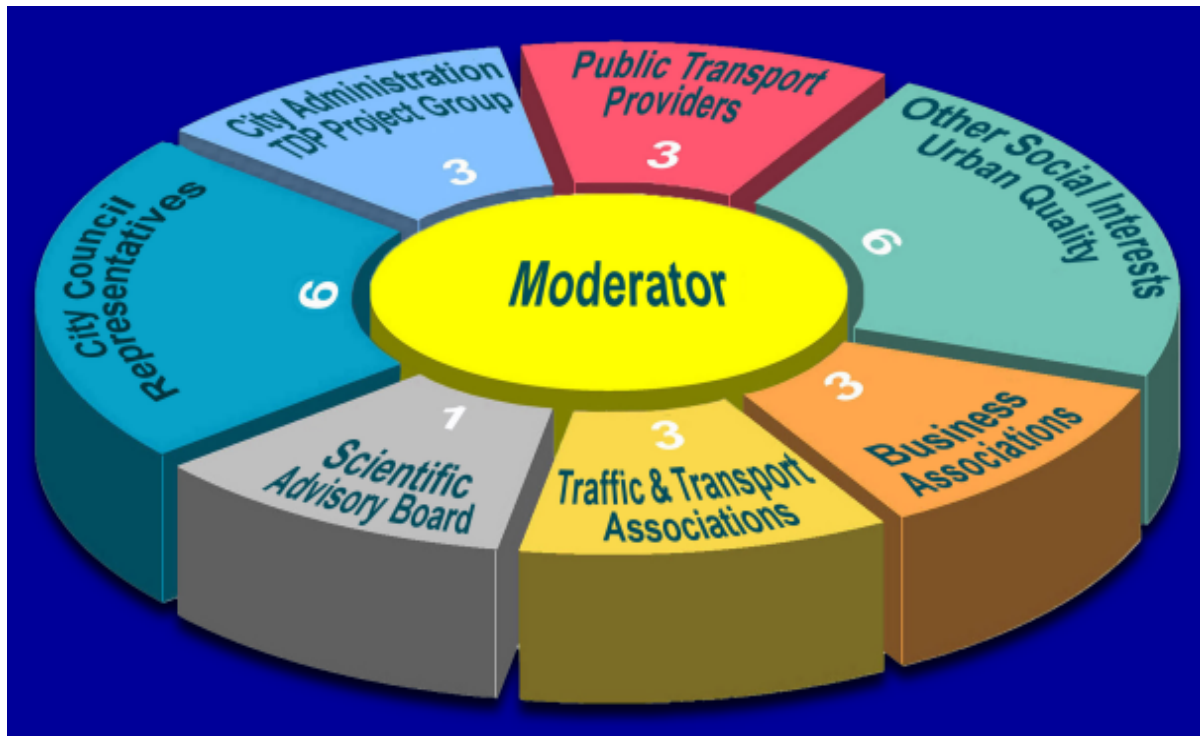


Set-up of round table in Dresden (City of Dresden/ CHALLENGE, 2013)



Co-funded by the Intelligent Energy Europe Programme of the European Union

# Dresden's SUMP "VEP 2025plus" The SUMP Round Table



„first row“

<p><b>1.1.1</b> <b>Stadtentwicklung</b></p> <p><b>1.1.2</b> <b>Stadtentwicklung</b></p> <p><b>1.1.3</b> <b>Stadtentwicklung</b></p> <p><b>1.1.4</b> <b>Stadtentwicklung</b></p> <p><b>1.1.5</b> <b>Stadtentwicklung</b></p>	<p><b>1.2.1</b> <b>Stadtentwicklung</b></p> <p><b>1.2.2</b> <b>Stadtentwicklung</b></p> <p><b>1.2.3</b> <b>Stadtentwicklung</b></p> <p><b>1.2.4</b> <b>Stadtentwicklung</b></p> <p><b>1.2.5</b> <b>Stadtentwicklung</b></p>	<p><b>1.3.1</b> <b>Stadtentwicklung</b></p> <p><b>1.3.2</b> <b>Stadtentwicklung</b></p> <p><b>1.3.3</b> <b>Stadtentwicklung</b></p> <p><b>1.3.4</b> <b>Stadtentwicklung</b></p> <p><b>1.3.5</b> <b>Stadtentwicklung</b></p>	<p><b>1.4.1</b> <b>Stadtentwicklung</b></p> <p><b>1.4.2</b> <b>Stadtentwicklung</b></p> <p><b>1.4.3</b> <b>Stadtentwicklung</b></p> <p><b>1.4.4</b> <b>Stadtentwicklung</b></p> <p><b>1.4.5</b> <b>Stadtentwicklung</b></p>	<p><b>1.5.1</b> <b>Stadtentwicklung</b></p> <p><b>1.5.2</b> <b>Stadtentwicklung</b></p> <p><b>1.5.3</b> <b>Stadtentwicklung</b></p> <p><b>1.5.4</b> <b>Stadtentwicklung</b></p> <p><b>1.5.5</b> <b>Stadtentwicklung</b></p>
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„second row“



# Dresden's SUMP "VEP 2025plus" The Dresden Debate



Newsletter

**DRESDNER DEBATTE**

Werde Teil der Dresdner Debatte

**Dresden. Diezger.**

**DRESDNER DEBATTE**

Start

Markieren die 3. Dresdner Debatte beginnt am 21. September 2013

Unter dem Motto "Fachwissen macht... Wissen neu denken" werden folgende Fragen im Mittelpunkt stehen. Wie sieht die Zukunft der Altstadt bei der Wärmegewinnung aus? Welche Auswirkungen werden die 2021 geplanten "Vierde" haben? Können Sie für die meisten Stadtteile sorgen?

Über diese und andere Fragen können Sie hier ab dem 21. September diskutieren, oder in der Video Box auf dem Platz vor dem Eingang der Heinrichshaus am 12. Platz Ring, mit den Moderatoren und Mitarbeitern des Stadtkonzepts.

Die Debatte läuft vom 21. September bis 10. Oktober 2013.

**Aktuelles**

- 05. SEPTEMBER 2013: Oberbürgermeisterin lädt ein zur ersten Dresdner Debatte
- 06. SEPTEMBER 2013: Bürgerbegehung der Erweiterung des Hauptbahnhofs
- 16. AUGUST 2013: BürgerInnen nehmen Vorschläge für Fußwege-Erweiterung entgegen

**Dresdner Debatte: Fachwissen macht... Wissen neu denken**



Online



Infobox



Analysis



# Bottom-up mobility visioning

## The transition management in Gent



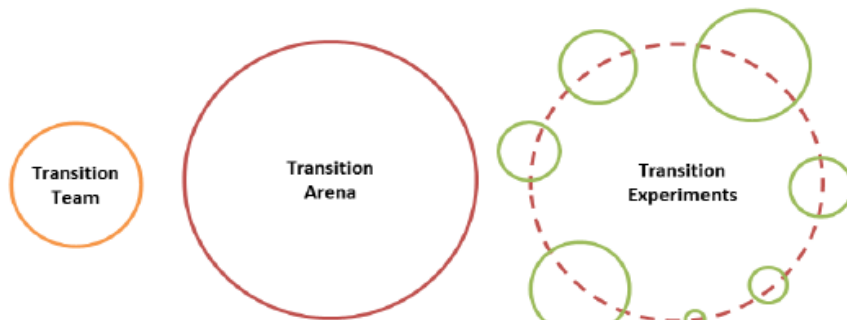
- Until early 2000s: one-way communication
  - Information giving
- Until 2012: two-sided communication
  - Hearings, dialogue cafés, discussion nights, workshops, social media
  - City administration moving away from steering to facilitating role
- Since 2012: cross-media approach and co-creation
  - Integration of civil society in idea creation, „think with us“ strategy
  - Transition management approach



# Bottom-up mobility visioning

## The transition management in Gent

The transition management approach (Roorda et al., 2011)



Jan Gheldof, Gent 2013

Phase VII



Jan Gheldof, Gent 2013



# Critical reflection of participatory mobility planning



- Trend in cities observed to move away from top-down planning approaches to collaborative planning
- Phenomenon of “Participation” (Selle, 2013)?
- Quality of decisions – does it increase or decrease?
- The question of democracy
  - Involvement of only small sections of the public or stakeholders
  - “democratic” is not equal to “accepted”
- How to take the results into account in the ongoing technical planning process?
- How to come to a joint, accepted decision?



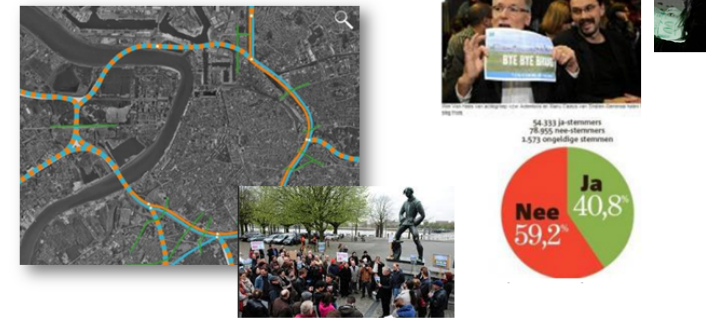
# Conclusions

- Moving back to top-down planning approaches is no option either
- Striking trend of people realising and showing that transport planning does not accord with their ideas and expectations
- Local authorities need to react to this call
- Participatory planning as an educational and knowledge development process – learning curve on both sides
- Mobility planning in times of austerity: effective and (cost) efficient planning
- Participation as a mean for prevention of opposition and failure
- Creation of ownership and greater sense of responsibility

Buzești-Berzei Project, Bucharest



Osterweel Link project, Antwerp



# Thank you for your attention!



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