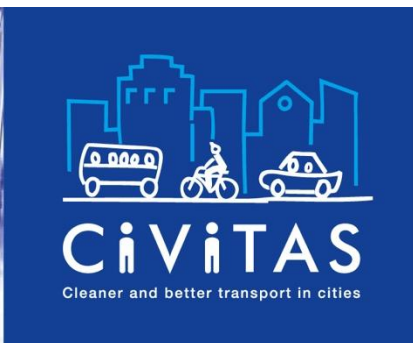




PALMA

.....

Summer University

26.06.2013

Universitat de les Illes Balears

Uwe Müller, City of Aachen



THE CIVITAS INITIATIVE IS CO-FINANCED BY
THE EUROPEAN UNION

What is it all about??

1. VEP in Germany – an introduction
2. Actual VEP design – a survey
3. VEP in Aachen in general
4. Key elements in our local SUMP/VEP
5. Organisational structure in Aachen
6. Best practice examples

1. VEP in Germany



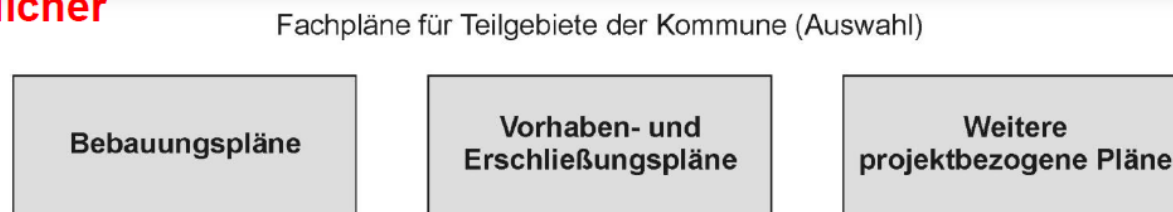
- National process started in 1969
- Set up of high-level working groups on national level
- Since then several guidelines (1969, 1978, 1985/2001, 2012)
- Common challenges:
 - Strategy vs. concrete measures
 - Methodological competencies vs. thematic/ technical competencies
 - Integration / consideration different spatial levels
 - Degree of planning detail
 - Integration of different planning types
 - Legally binding land-use plan
 - Preparatory land-use plan
 - Regional plan
 - ...



VEP means cooperation with other planning instruments such as

- Public transport plan
- Environmental and noise pollution
- Regional boards

**VEP als
kontinuierlicher
Prozess**

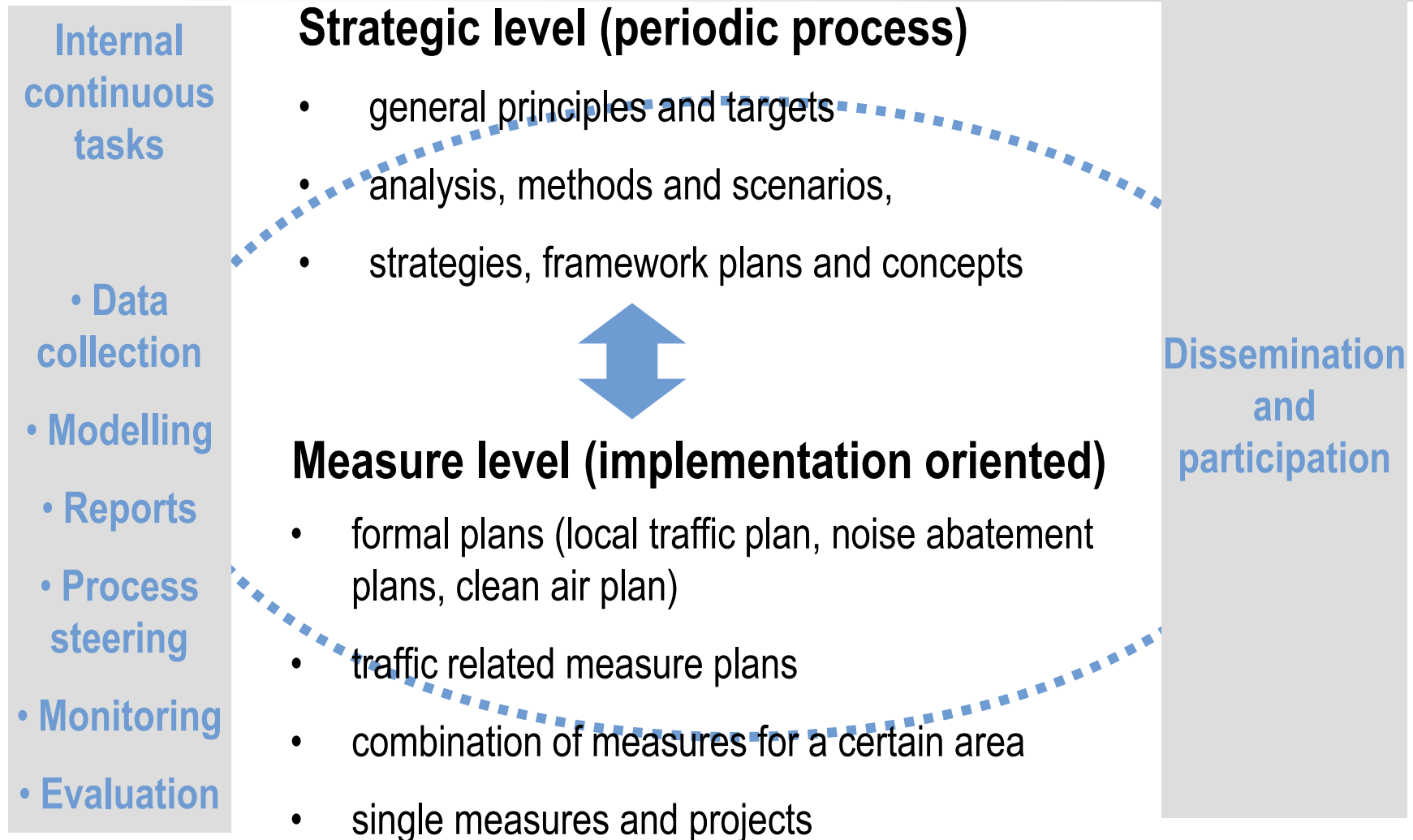


Quelle: Gertz, Carsten: „Verkehrsentwicklungsplanung im Regionalen Kontext“, Vortrag im Verkehrsplanerisch-Verkehrsökologischen Kolloquium des Instituts für Verkehrsplanung und Straßenverkehr der TU Dresden am 4. November 2009

VEP in Germany:

Integration of strategic & measure level

Steering and participating

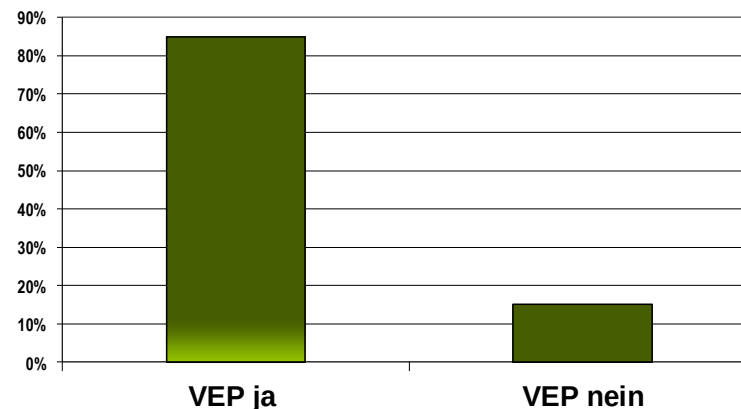


2. Recent VEP Design in Germany

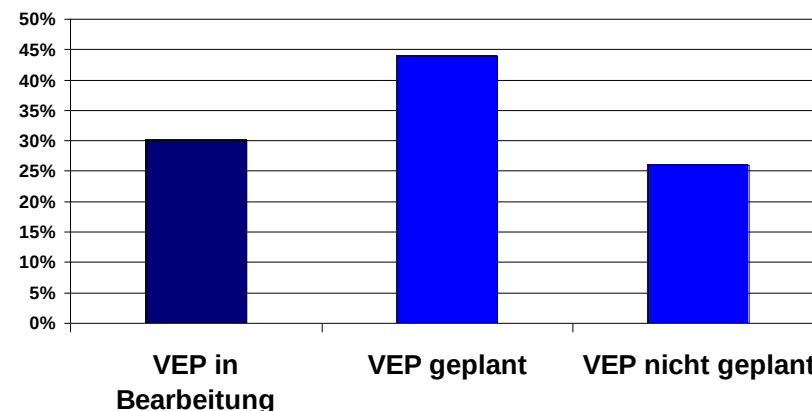
Survey in 53 mayor German cities in 2007

- More than 85% do have a VEP
 - Only 2 major cities without
 - VEP is the main planning instrument
-
- 75% are working on a new VEP
 - 15 years between VEP-process

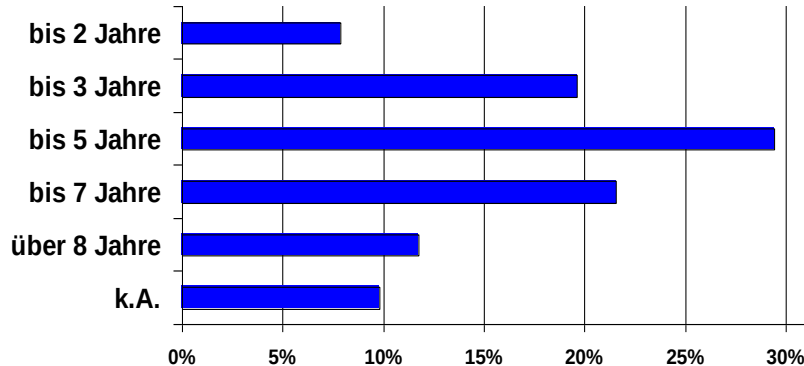
Existiert ein Verkehrsentwicklungsplan?



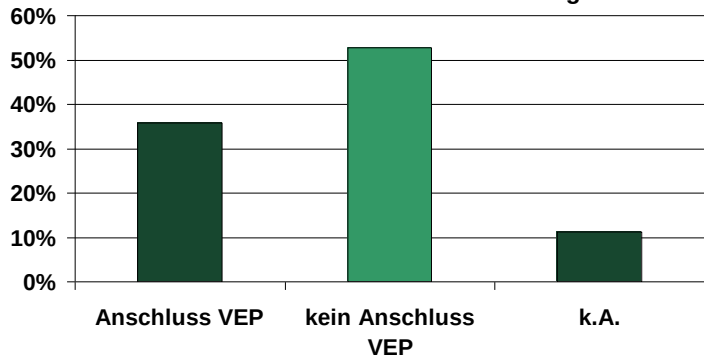
Ist ein neuer VEP geplant?



Bearbeitungszeitraum für aktuellen VEP



Schließt der VEP nahtlos an den vorherigen VEP an?



■ informal planning – no easy way to success

■ long duration of working process – average time of prognosis 15 years) is coming closer ...

■ framework conditions change rapidly in 7 years

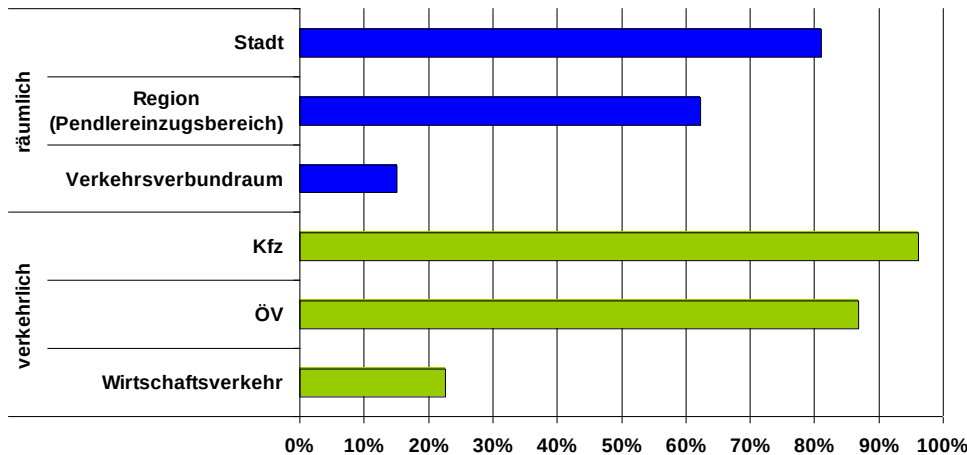
■ some plans were not decided, the local council only took notice

7 years planning and 15 years of duration → an ongoing process

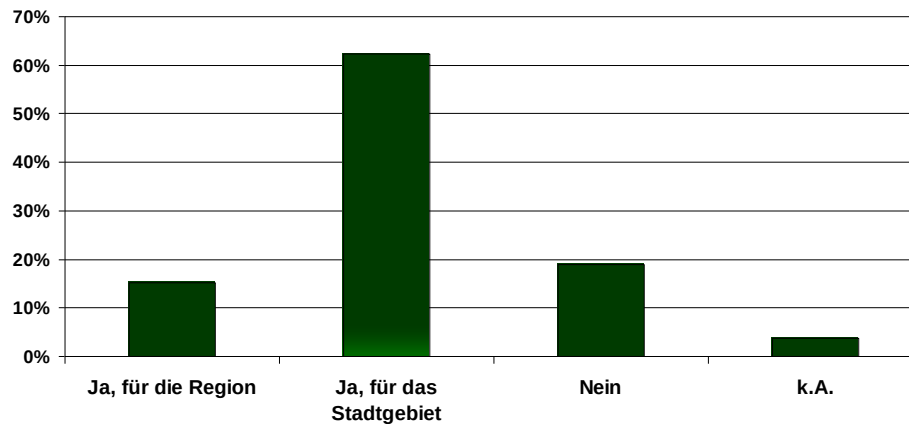
**Need for more
cooperation between
Politics and
administration**

VEP methodology (modelling?)

Welchen Umfang hat das Modell? (Mehrfachnennungen möglich)



Basiert das Modell auf einer Haushaltsbefragung?



- Size of model only in 60 % of all towns sufficient!
- Modelling only for the town area shows only the inner city mobility
- High effort for modelling of goods transportation:
- Low level of regional data
- Need to include the commuter mobility

VEP content – What are the future themes?

85 % environment/climate/clean air/ no pollution

55 % mobility/traffic management

30 % demographic change

21 % financing / maintenance of traffic infrastructure / operational

17 % good transportation

11 % cycling, walking

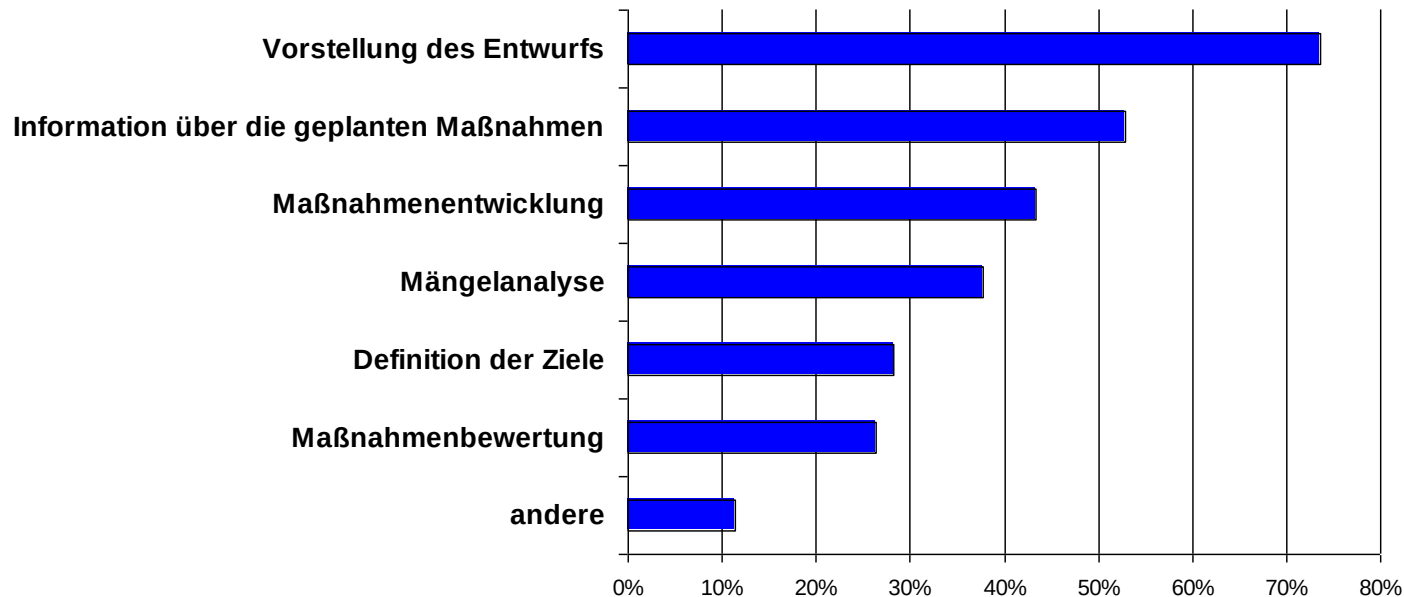
9 % regional/cross-border Planning

- **Mobility planning: central element in climate preservation**
- **steering, information**
- **Age specific concepts, focus on children and old-ager**
- **Careful planning of new infrastructure concepts for financing being decisive**
- **Higher growth-rates in PT demanding steering processes**
- **Smal-scale measurements, urban quarter mobility**
- **Big-scale, regional, crossing border**

Change in measurements-spectrum, away from infrastructure-construction . Future high priority in differentiated questions on environmental issues!

- **80 % of VEP will be worked out with an accompanying working group of politicians, administration and associations**

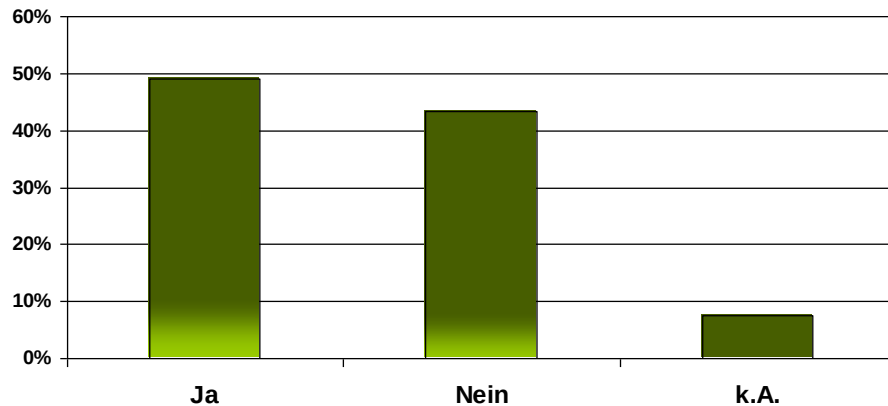
Zu welchen Phasen findet eine Einbeziehung der Bevölkerung statt?



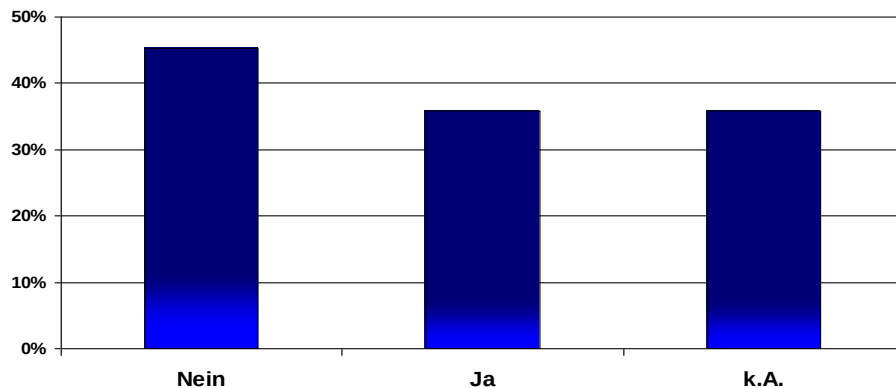
- **New: Often citizens participation in all phases of planning-procedure,**
- **With the aim of higher sustainability**

VEP evaluation

Wurde vor der Neuaufstellung des VEP überprüft, ob die im vorherigen VEP ursprünglich vorgeschlagenen Maßnahmen umgesetzt wurden und ob sie erfolgreich waren?



Nennt Ihr VEP Kriterien für eine Evaluation?



- till now lack of continuity
- often only parts/ separate projects evaluated
- Need to improve evaluation of success

55% Modal Split

33 % casualties

22 % environmental criteria

22 % traffic census

17 % traffic quality

11 % ridership

Shift of focal points for traffic and mobility planning

past today

Experts

Urban citizens, stakeholders

Interdisciplinary approach

Traffic demand

Focused on 'quality of life'

Document/ plan

Permanent process

Speed

Safety, accessibility, environment

Investments, new projects

Maintenance & re-use

Large-scale projects

**Optimisation, Management,
incentives, use of market
mechanisms**

Free movement of cars

Mobility for all, intermodality

Setting targets

Forecasts and scenarios

Monitoring

3.VEP in Aachen in general

Where about is Aachen?



VEP of 1995 was outdated

- Document was developed between 1991-1995
- Was not politically approved; just a guideline for local politics and the citizens
- Clean Air activities = SUMP?
- New awareness for the new need to involve citizens in a different (better = direct) way

Political decision on the development of a new mobility strategy (VEP) as of 12.03.2009

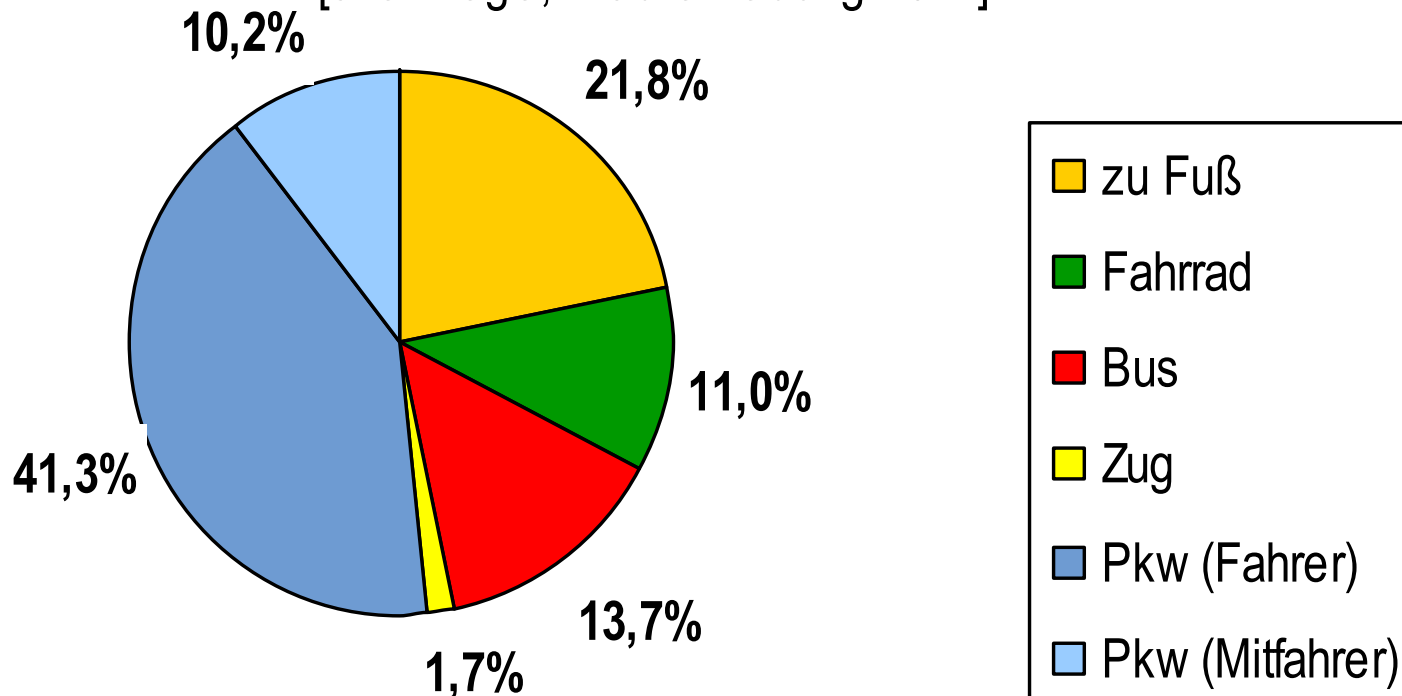
- „The transport committee of the City of Aachen has taken the decision to develop a “mobility strategy” as a dialogue and process oriented process. [...] The committee requests the municipality to develop the framework conditions needed and to start with the work as soon as possible.”

Status Quo in Aachen

49 % of all trips are made by mobility coalition (2011)

Genutzte Verkehrsmittel bei Wegen, die in Aachen enden (aus Stadt und SR)

[alle Wege, Mob.erhebung 2011]



1990

walking 28%

cycling 10%

PT 10%

Mobility coalition 49%

Car 51%

VEP as part of the Aachen 2030* Masterplan process

- Approved 19.12.2012
- Preparatory land-use plan to follow immediately
- 10 fields of action were considered in the plan



www.aachen.de/aachen2030

Mobility as one out of 10 working areas for urban development (Aachen 2030* Masterplan)



We expect in Aachen a dynamic development above the national average:



- More jobs
- Stable population
- Increasing centrality

We seek to make Aachen ready for future urban mobility challenges:

- Demand for simple and safe accessibility
- Increasing environmental targets
- High expectations towards the contribution transport can deliver toward climate change
- Increasing demand for oil, price increase and need for alternative power streams
- Fewer financial resources: maintenance instead of new construction
- Getting mobility system for an older society
- High expectations towards integrated mobility systems
- Increasing role of citizen-oriented planning culture
- Changing mobility culture “Sharing instead owning”
- „Management“ ranks on the same level as “Infrastructure”

4. Key elements of our local SUMP/VEP

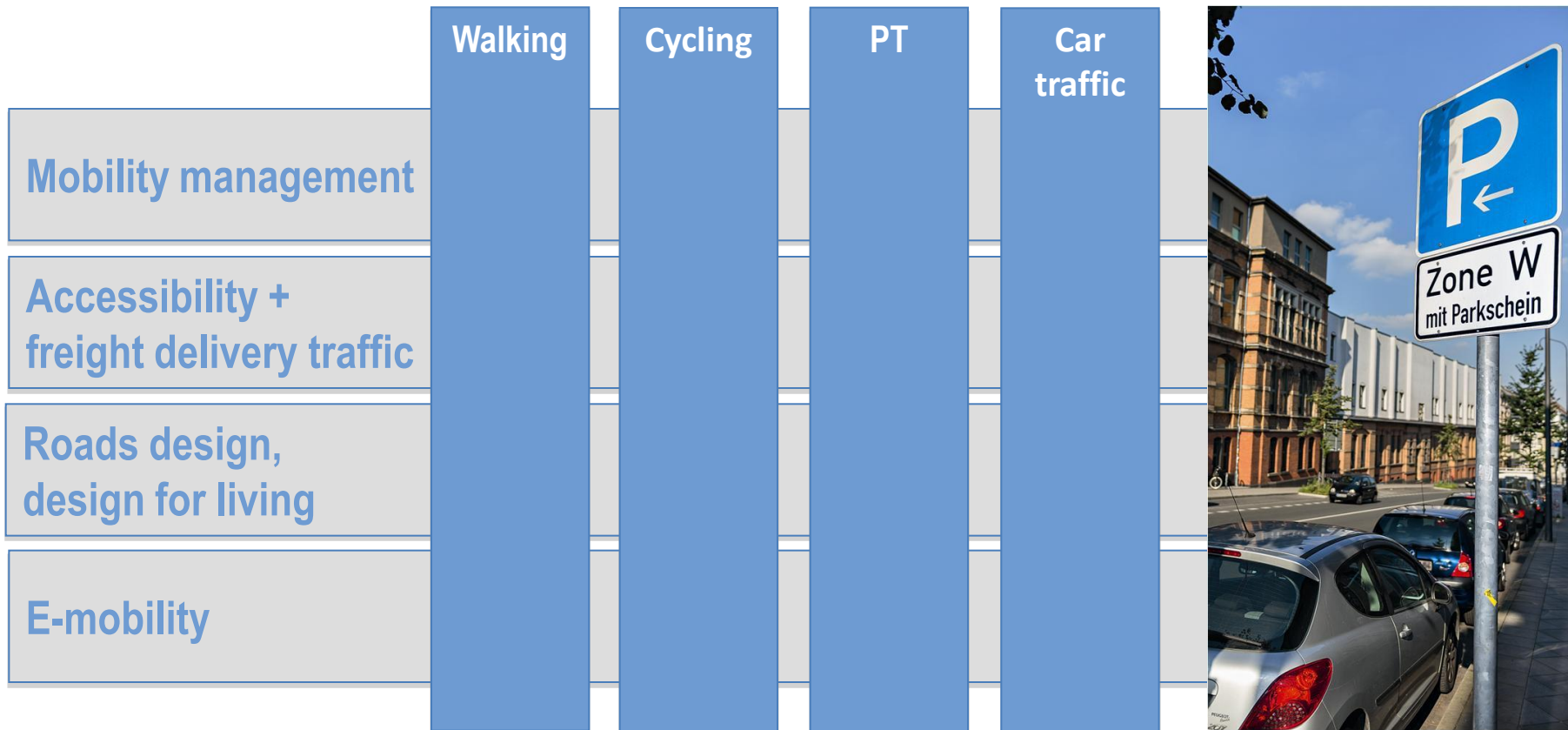
„How do we perceive our work on the mobility strategy Aachen* 2030 (SUMP)?“

Building upon existing plans and structures

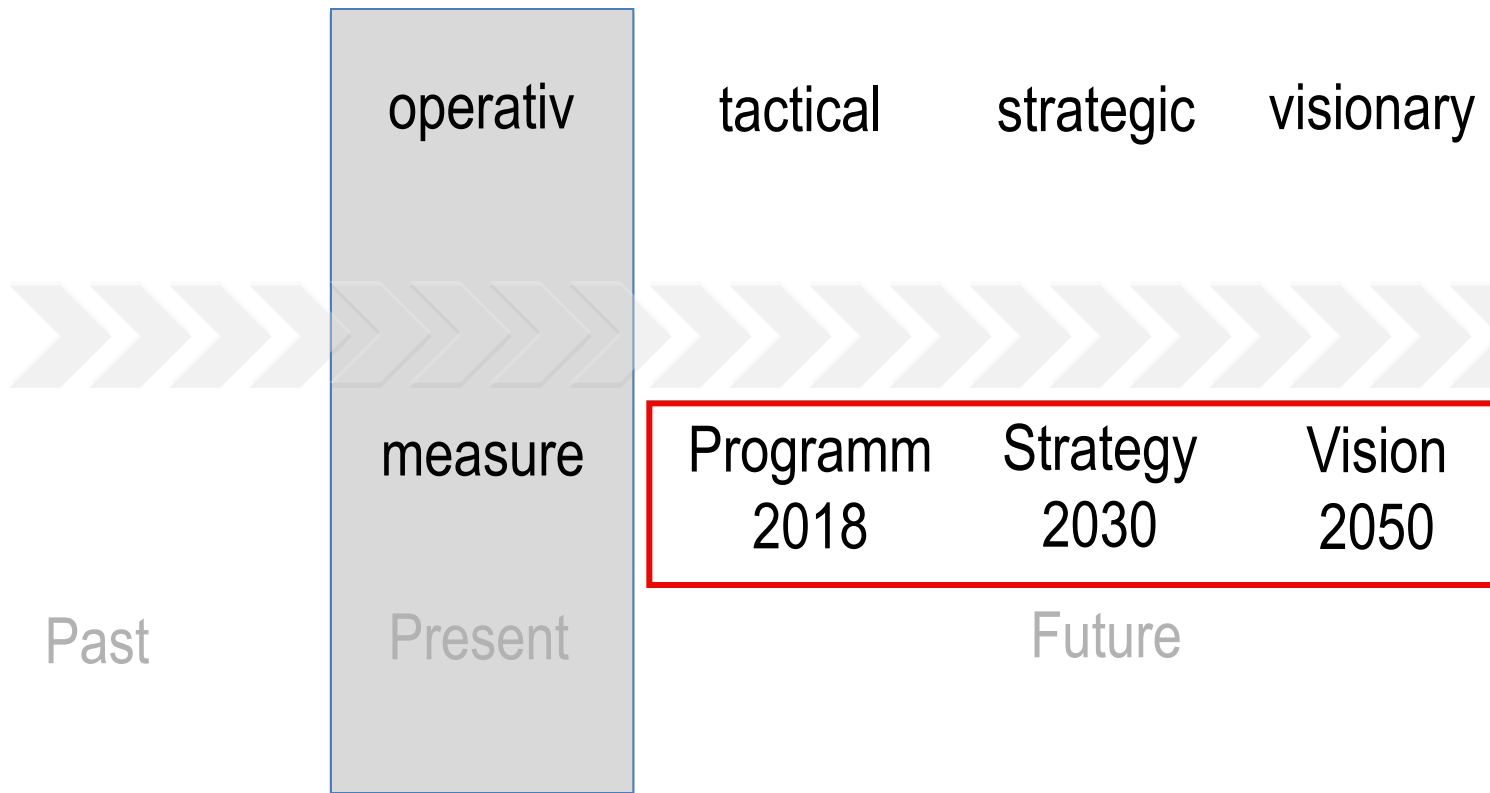
- VEP (1995)
- Climate protection concept (1998)
- Environmental Quality targets (2001)
- Measure plan Cycling (2002/2007) („Working group cycling“)
- Local transport plan (1997/2003) („Working group LTP“)
- Clean Air Plan (2008/2013) (steering group)
- European energy award Gold (2011)
- Strategy paper e-mobility(2011) („Task Force“)
- Master Plan Aachen*2030 (2012)
- Noise protection plan (2013)



Interdisciplinary & intermodal approach based on 8 Thematic Commissions (TC)



With a clear view towards the future - making both big and small steps



„Vision urban mobility 2050“ outlines the desired future

- Internal impact: orientation & motivation
- External impact: positive dissemination

Strategy urban mobility 2030



- The strategy describes the operational approach to achieve and set targets and outline resources.
- The mobility strategy is meant to be a permanent guideline which will be continuously updated.

- The program comprises concrete measures in a working area (by relevance and degree of urgency)
- Issued by Thematic Commissions: different proposals for programs can be made as long as they fit into the overall strategy

Desired future is more important than ‘correct’ modelling

- Agreement upon common targets, strategies and programs is key
- „Management“- impacts and changed travel behaviour is relatively difficult to integrate into traffic models (compared with e.g. hard infrastructure interventions to increase travel times)
- Prognoses for selected areas and detailed questions are important but not core of urban mobility development

City administration steers efficient and effectively

Most work will be done in-house – SUMP/VEP is a core competence of the city administration (transport department) because:

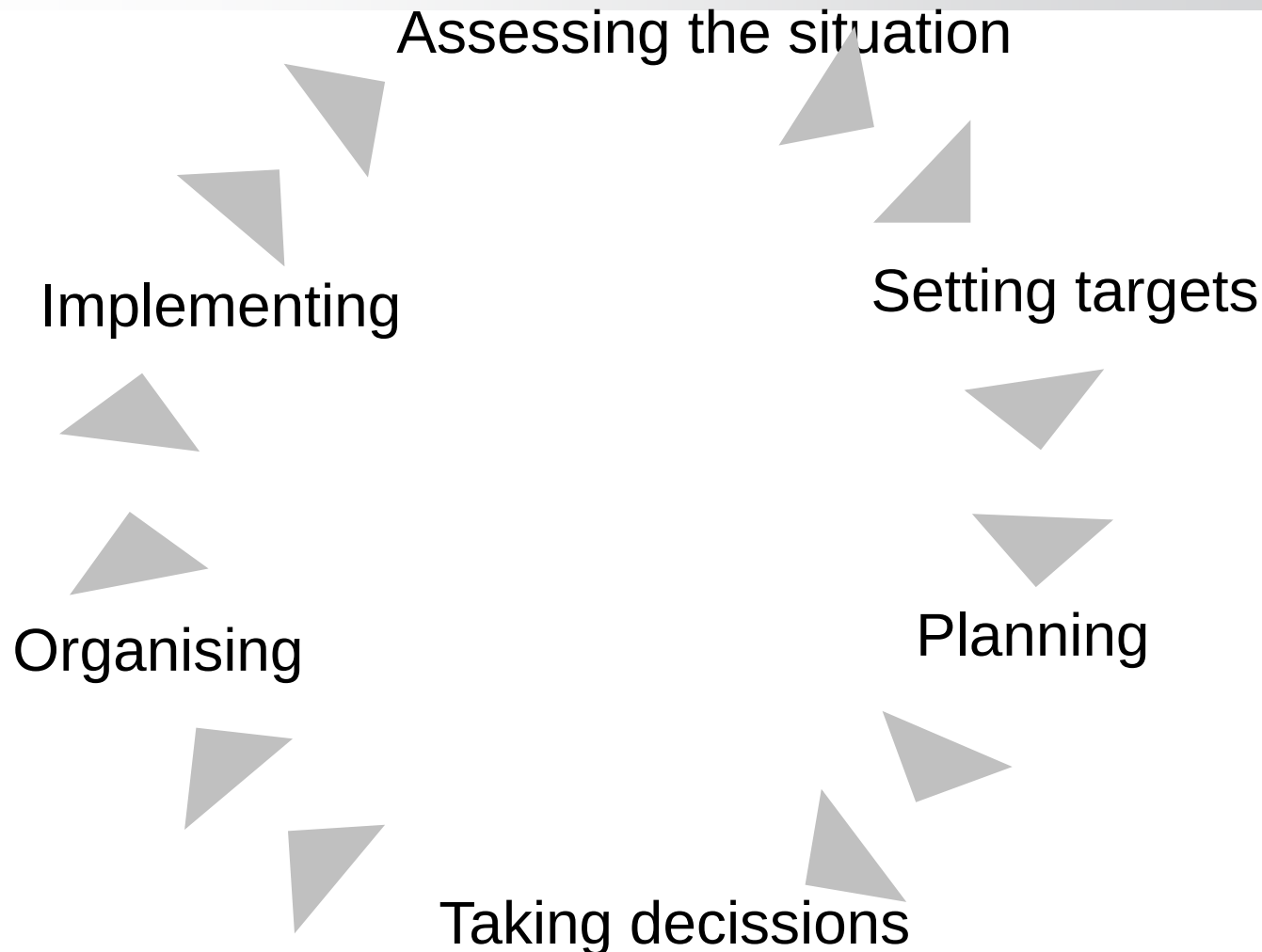
- SUMP/VEP is a permanent task,
- Integrated into day-to-day work,
- Build upon local knowledge and experience
- Interlinked with other municipal working areas

City administration steers efficient and effectively II



- Closed management circle
- Use of well-developed monitoring system, which allows to analyse at pre-defined moments in time the mobility situation in Aachen
- A new process structure was established; long-term view.

SUMP to be perceived as management circle



External studies only on a selective basis, if needed

- Only for very specific tasks
- Identified by project management or Thematic Commissions
e.g. “Data collection on mobility behavior in Aachen 2011”

Key elements

Mobility strategy Aachen* 2030

- Building upon existing plans and strategies
- Interdisciplinary and intermodal approach
- To be a strategy for the whole city: cooperation with the city region
- 2050 □ 2030 □ 2018: vision □ strategy □ programs
- Desired future is more important than 'correct' modelling
- Experts recommend □ Citizens provide suggestions and feedback □ Administration, Politics and institutions agree upon joint strategy
- City administration steers efficient and effectively
- External moderation ensures transparency and fairness
- Permanent resource planning, development of programs every 5 years
- External studies only on a selective basis



5. Organisational structure in Aachen

„How do we organise the work on the Aachen 2030 strategy“?

Organisational structure mobility strategy

Overview

Mobility committee City of Aachen

Steering Committee
(administration, politics, other institutions)

Project steering

**Coordination group (leader Thematic Commissions,
further authorities)**

Dissemination

8 Thematic Commissions (TC)
(administration + external
experts)

Parallel Plans
(e.g. Clean Air
Plans, Climate
Protection Plans)

Steering committee: Strategic coordination administration, politics, other institutions

Mobility committee City of Aachen

Steering Committee (Chair: head of department)

FB 61
FB 36
FB 20
FB 02

Council
fractions

Institutions: ADAC, ADFC, ASEAG, AStA FH + TH, AVV, Behindertenvertreter, Einzelhandelsverband, FH Aachen, IHK, Initiative Aachen, Polizei, Seniorenrat, StädteRegion, RWTH Aachen, VCD

Project steering

Coordination group (Leader TC.; further authorities)

8 Thematic Commissions, administration + external experts

Parallel Plans
(e.g. Clean Air Plans,
Climate Protection
Plans)

“The general
Public”

Tasks of the Steering Committee

- Process facilitation
- 2-3 Meetings/ a
- Suggestions to project steering
- Discussions of recommendations of the 8 Thematic Commissions before General Public is being involved
- Suggestions to the Mobility Committee

Planned elements/ tools for

zukunft.
Gestalten



CIVITAS DYN@MO

Europäische Städte engagieren sich für eine nachhaltige Mobilität

- Im Dialog mit den Bürgern auf dem Weg zu einer nachhaltigen Verkehrsentwicklungsplanung
- Lösungen entwickeln für eine saubere und energieeffiziente Mobilität
- Technologien und Dienstleistungen für eine nachhaltige Mobilität



2 Phases

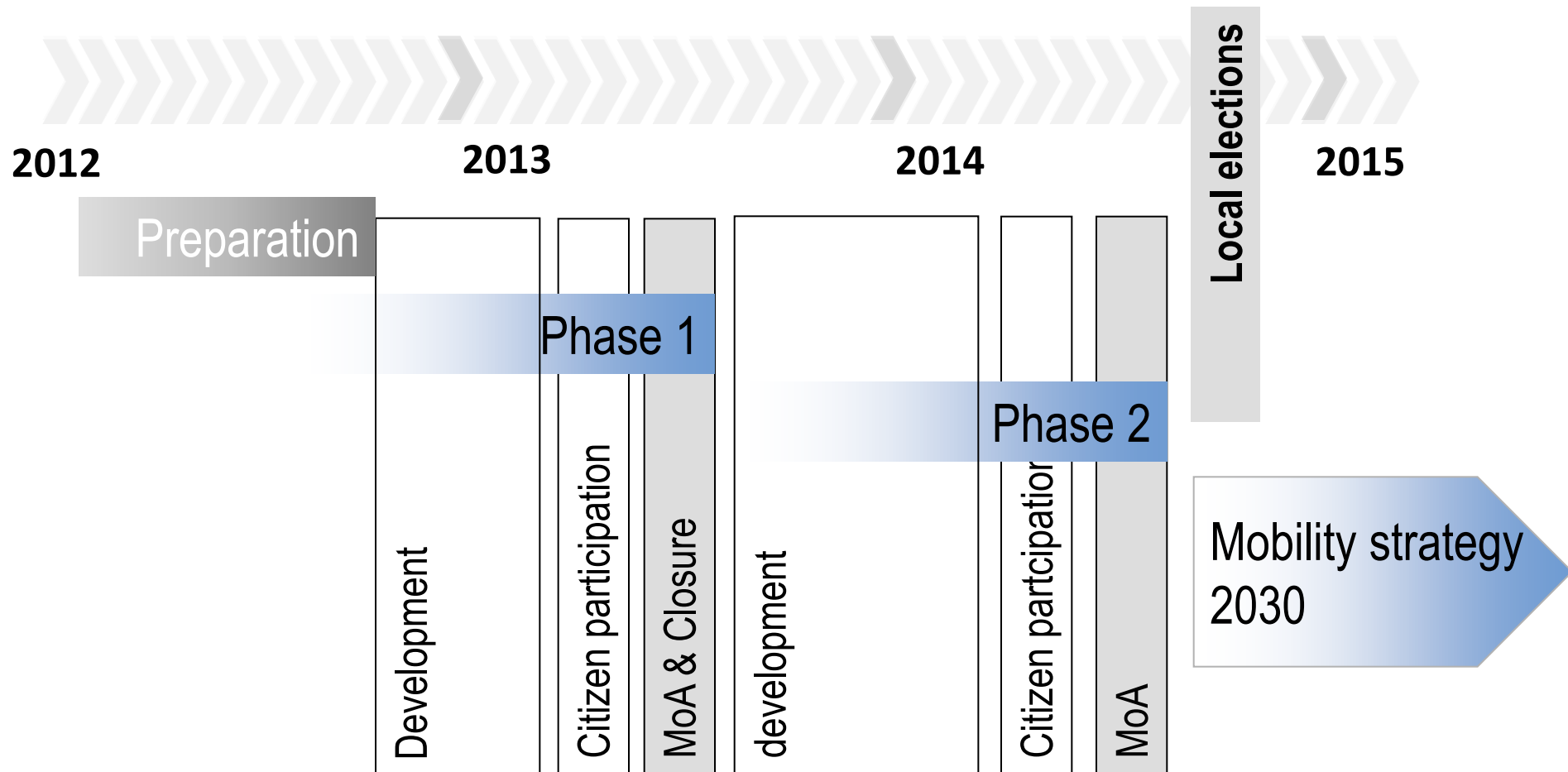
1. Phase: Autumn 2012 till Summer 2013

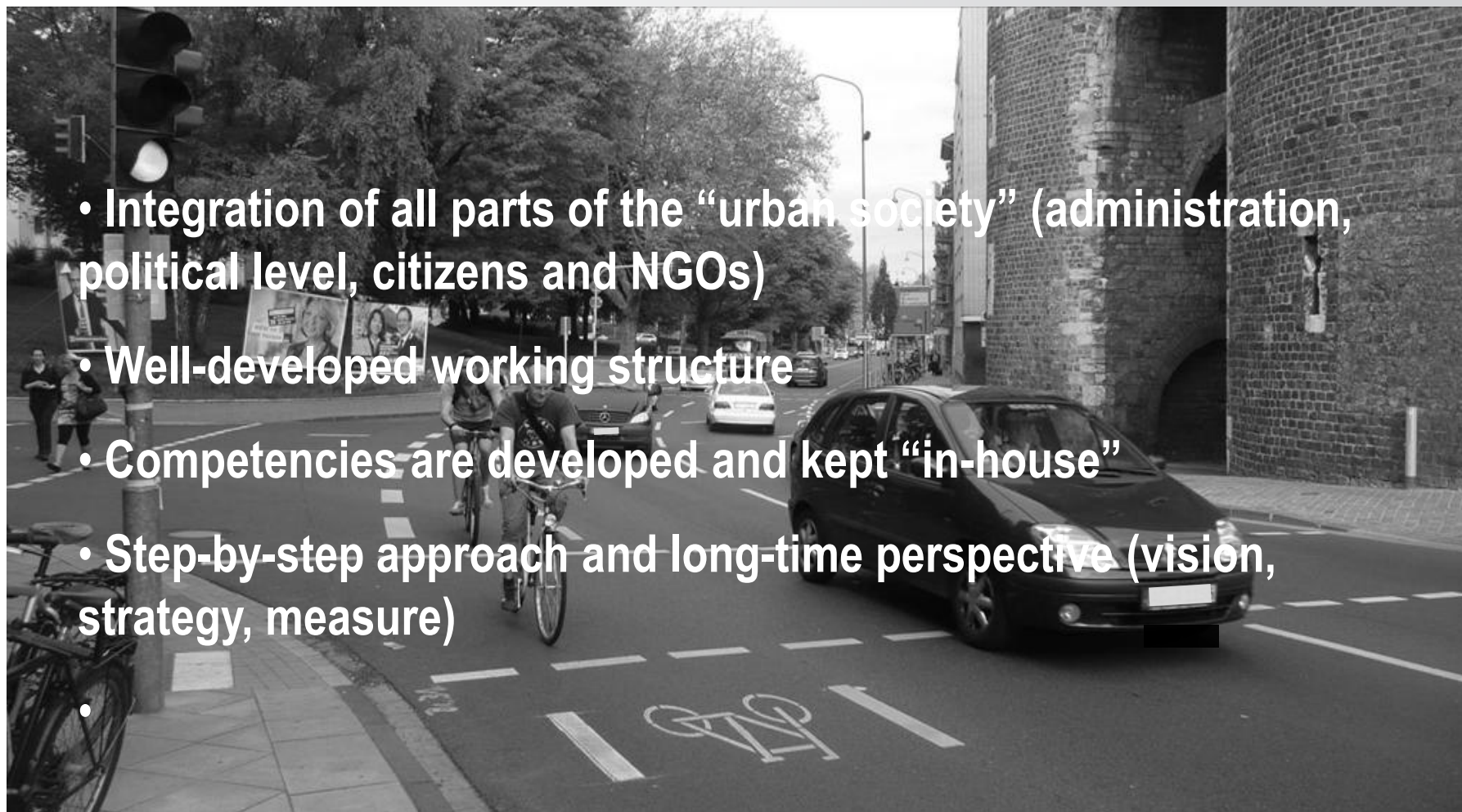
1. Where do we go? Development of “Vision urban mobility 2050”
2. Where are we today? Analysis of strengths and weaknesses 2013
3. What are existing ‘leading projects?’
Final: Memorandum of Agreement

2. Phase: Autumn 2013 till Summer 2014

4. How do we organise the implementation till 2030? Development of mobility strategy 2030.
5. What are the tasks for the Mobility program 2018?
Final: Memorandum of Agreement

Overview of timescale





- Integration of all parts of the “urban society” (administration, political level, citizens and NGOs)
- Well-developed working structure
- Competencies are developed and kept “in-house”
- Step-by-step approach and long-time perspective (vision, strategy, measure)

6. Best practice examples

German best practice examples:

Bremen

Firefox

Menü Extras Hilfe

Der Senator für U... x Der Senator für U... x mangelanalyse bre... x 130228_E03_Ueb... x Senatskanzlei - Su... x Microsoft PowerPo... x Meinungen | Verke... x Der Senator für U... x

fuss-und-rad&tsort=rating

Bremen: early public consultation

on www.bremenbewegen.de

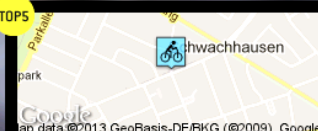




 SORTIEREN: **MEIST DISKUTIERT** NEUESTE BEITRÄGE

Suche... 1533 Beiträge

TOPS



Oliver Brandt meint:  353  80  40

Wachmannstraße/Ecke Carl-Schurz-Straße:
Die neue Bedarfsampel ist ein absolutes
Sicherheitsplus für Fußgänger, besonders

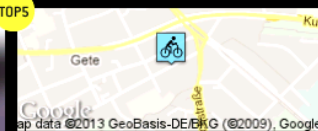
TOPS



Jürgen Müller meint:  255  93  64

Fuß- und Radweg von Arbergen entlang der
Bahn HB – Hannover über die in der Karte
m.E. falsch als "Hemslinger Weg"

TOPS



Eva meint:  138  10  7

*An der Gete muss zur Fahrradstraße
werden*
Die Straße "an der Gete" hat im hinteren

TOPS



Stefan meint:  174  64  21

Auf der Brücke über den Wallgraben kommt
es häufig zu "Beinaheunfällen" zwischen
sehr schnell fahrenden Radfahrern und

TOPS



Christian meint:  140  23  10

Bischofsnadel:
Jeden Morgen muss ich aufpassen wenn

IHRE MEINUNG

DAS WURDE BISHER GESAGT

 LISTE  KARTE

WARUM MITMACHEN?

EIN DIALOG IN VIER RUNDEN

TERMINE DER BÜRGERFÖREN

FRAGEN UND ANTWORTEN

SPIELREGELN

„Your know-how, your ideas – draft with us the new SUMP!“

„Here it goes wrong, here well“:

4,241 inputs

9,567 comments

66,971 pro voting

39,084 con voting

German best practice examples: Bremen

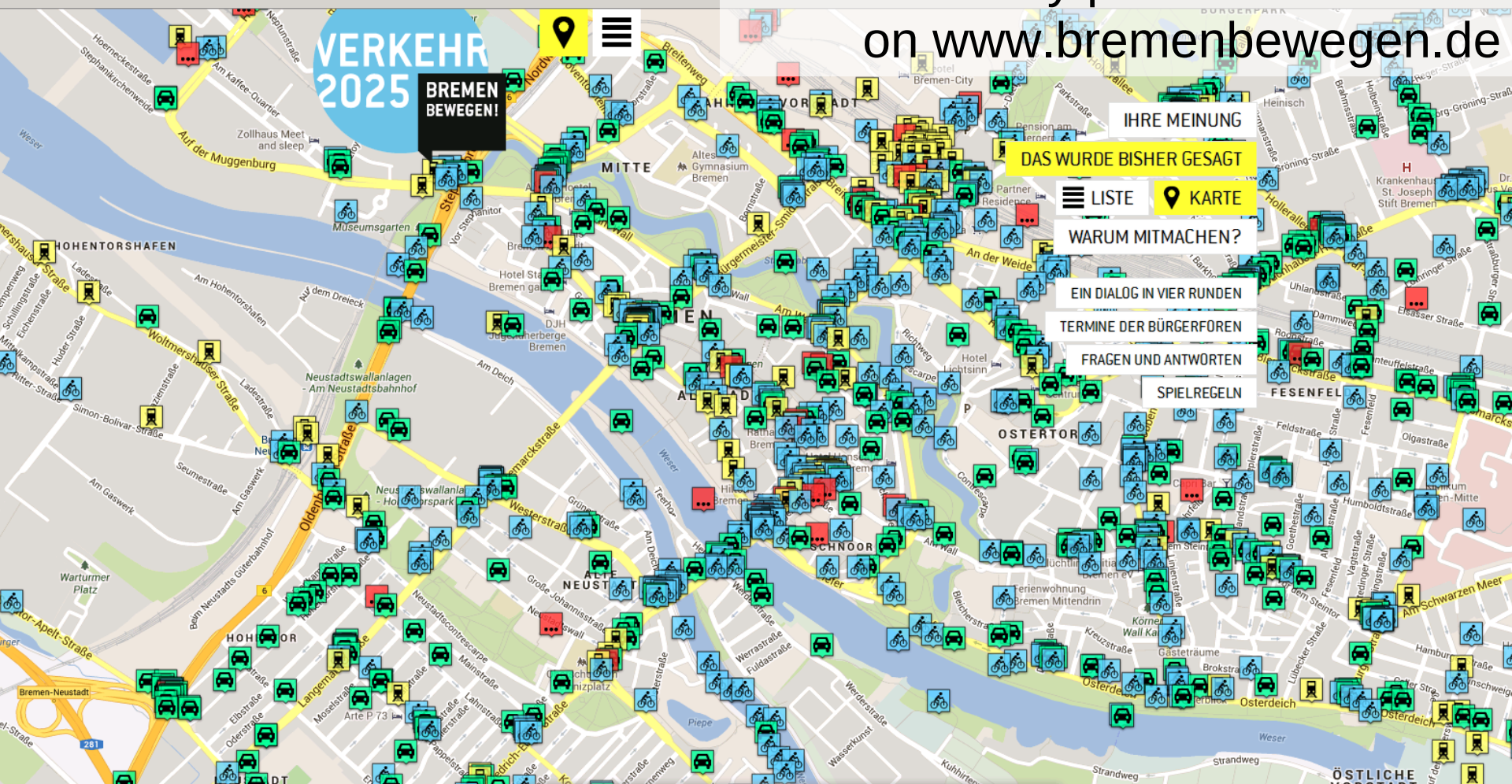
Verkehr 2025 - Mozilla Firefox

Ansicht Chronik Lesezeichen Extras Hilfe

g /... x Radrouten und Ra... x Der Senator für U... x Der Senator für U... x 8 mangelanalyse bre... x 130228_E03_Ueb... x Senatskanzlei - Su... x Microsoft PowerPo... x Karte | Verkehr 20...

vegen.de/karte/

Bremen: early public consultation on www.bremenbewegen.de



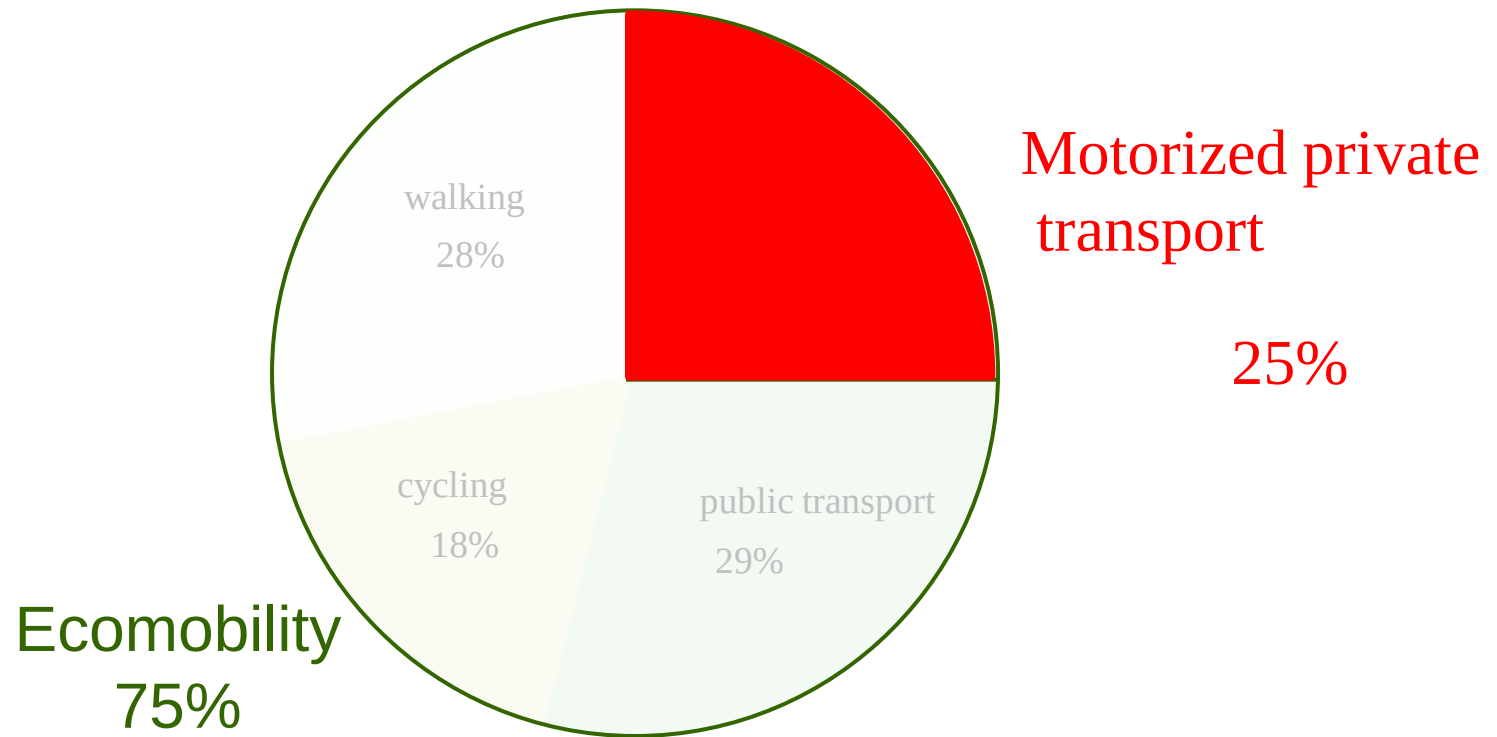
German best practice examples

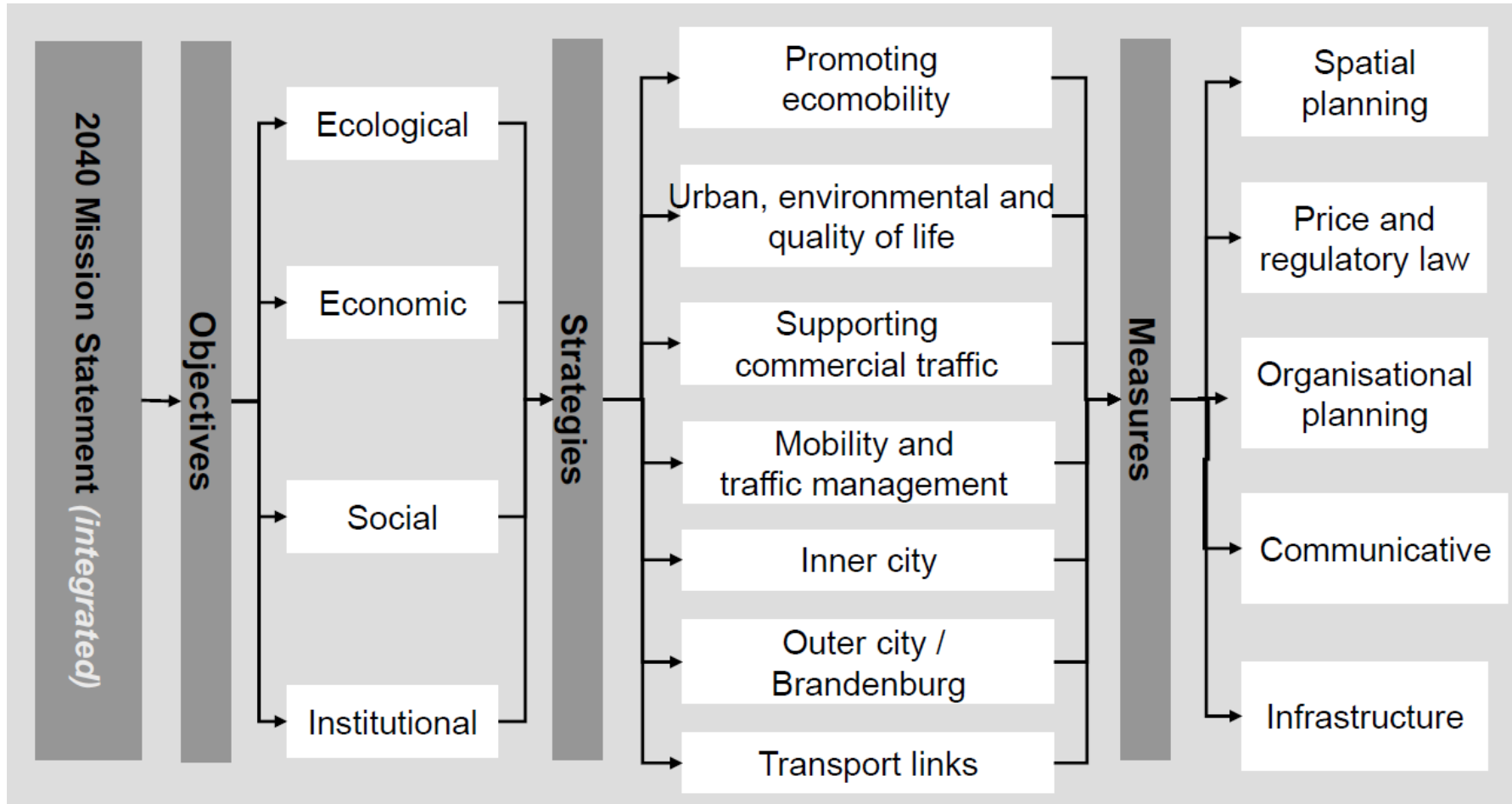
Berlin (“StEP Verkehr 2011”)



Berlin: More modal shift — a key policy goal

modal share in 2025 StEP Verkehr objectives





...more questions?!

Uwe Müller

Contact Details

City of Aachen

Uwe.mueller@mail.aachen.de

<http://www.civitas.eu>



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EUROPEAN UNION

SUMP in Germany

Country:	Legally Defined	National Guidance	Plans in Place	Sustainability objective?	Full Public involvement?	Linked with finance	Political support?
Belgium (Flanders)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
France	Yes	Yes	Yes	Yes	?	Yes	?
Germany	No	Under discussion	Yes	No	?	Yes	No
Italy	Yes	Yes	Some	?	?	No	?
Netherlands	Yes	Yes	Yes	Most	Yes	Yes	Yes
Norway	Yes	Yes	Yes	?	No	Yes	Yes
UK (*)	Yes	Yes	Yes	?	Yes	Yes	?

Countries with a well-established transport planning framework (combined with a legal definition and/or national guidance on SUMPs)

Quelle: State-of-the-Art Report zu SUMP in Europa (August 2011 in ELTISplus)

Strategies for the whole city

- Global view
- Europe
- Germany
- North Rhine-Westphalia
- Aachen region
- City of Aachen
- Districts
- City quarters
- Roads and places

8 Thematic Commissions

Joint kick-off meeting 30.10.2012

Commission

Walking:

Head

nn

Cycling:

Mrs. Mans

PT:

Mrs. Liljegren

Car:

Mrs. Ulbort

Mobility management:

Mr. Langweg

Accessibility + freight delivery:

Mr. Müller

Streets + Living environment:

Mr. Larscheid

E-mobility:

Mr. Begaß



Planned next steps in phase 1

30.10. – 05/2013 8 Thematic Commissions

02/2013 Steering Group

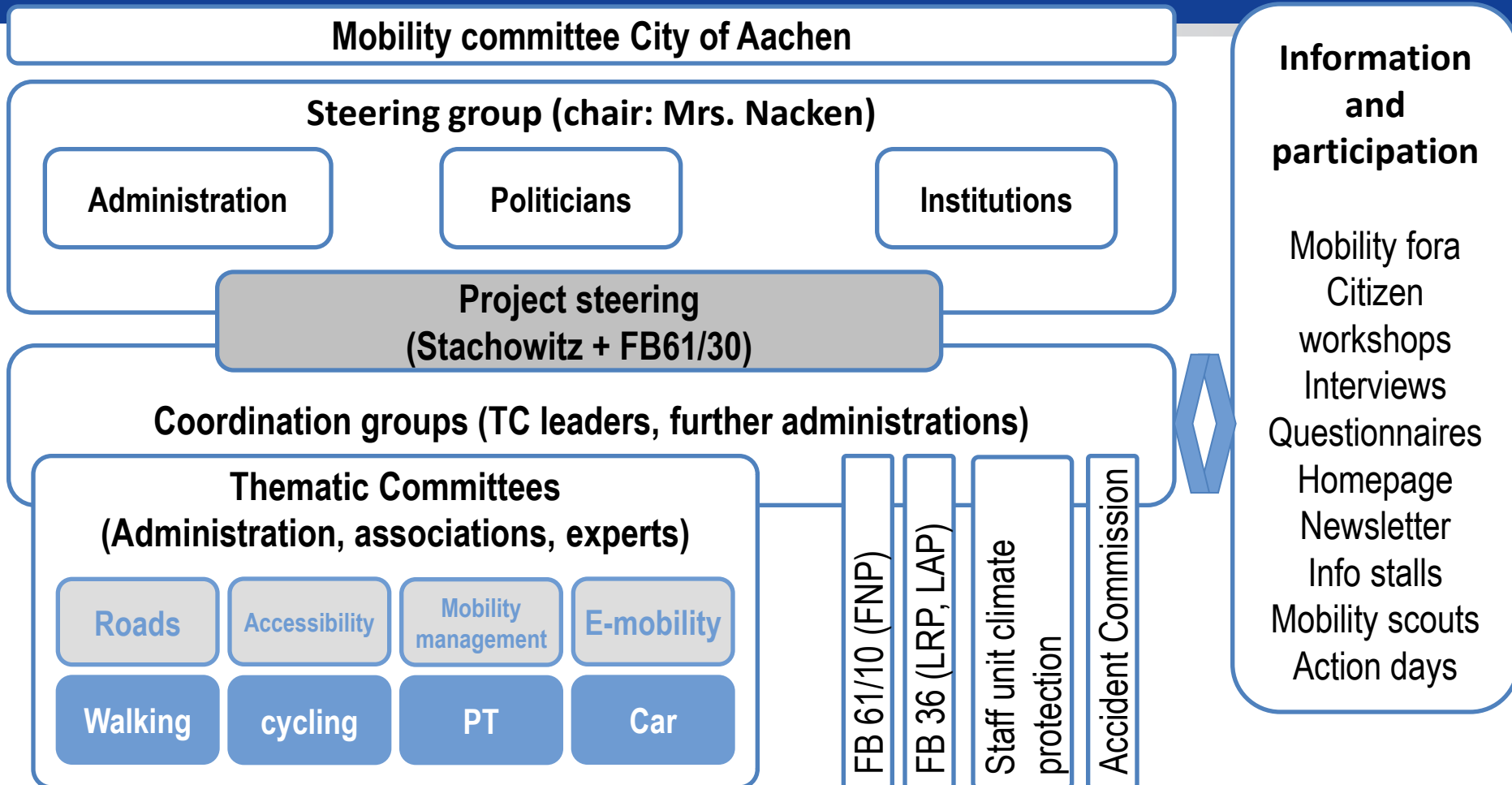
03/2013 Citizen participation

05/2013 Recommendations Steering Group

06/2013 Discussion in the Mobility Committee

Organisational structure mobility strategy

Detailed overview



Moderation ensures transparency and fairness

- External and neutral moderation is meant to help the City of Aachen, by the use of appropriate methods, to initiate a dialogue between institutions and citizens.
- The integration of the regional perspective is thereby crucial.
- The aim is to achieve a broad support for the SUMP as a permanent and long-term strategy
- Dilemma: most innovative solutions are rarely made by consensus
- Consensus is commonly “mean”...