



**Connective Cities Dialogue Event for international and German municipalities on
“Sustainable urban mobility: strategies and pathways towards more efficient, inclusive and
environmentally sustainable cities”**

Background Paper on the Methodology and Topic of the Dialogue Event

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Bremen, Germany**

On behalf of:



Implemented by:



In cooperation with:

**Der Senator für Umwelt,
Bau und Verkehr**



**Freie
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Connective Cities – Methodology and work process

As a methodological approach for the implementation of international dialogue events, Connective Cities has opted for a strategy that is highly participatory and practice-oriented. This is meant to ensure that practitioners participating in these events share their respective practical context and receive feedback, leading to joint learning. In addition, the events give the opportunity to lay the foundations for future project activities that build on the ideas generated and implement and disseminate solutions for sustainable urban development processes further.

The first part of the current text explains the necessary preparation as well as the work process during the dialogue event. The second part includes a short presentation of the most relevant fields of work within the topic of sustainable urban mobility. These subtopics will be discussed extensively during the dialogue event and will also form the framework for all good practice examples presented by participating practitioners.

Preparation

The participants already take an active role in the preparation of the Connective Cities dialogues. We give particular importance to active participants who take part in shaping the design, process and course as well as the desired goals of a Connective Cities dialogue event.

The selection of topics is correspondingly oriented on demand and reflects both the personal interests and the challenges with which the municipal practitioners see themselves faced. Experience has shown that a contingency of 20-30 participants enables an interactive approach and ensures that concrete results are achieved.

Fitting in with the chosen topic, in the case of the event in Bremen “Sustainable urban mobility: strategies and pathways towards more efficient, inclusive and environmentally sustainable cities”, the participants prepare for the event by developing a “Good Practice” (method, procedure, solution model, etc.) of sustainable urban development or a concrete challenge from their direct practical environment. The “Good Practice” is then presented in the form of a poster at the event.

In accordance with the project objective, the Connective Cities dialogue events feature an international structure of participants. This allows local as well as international challenges to be addressed with a focus on solutions. The dialogue event creates a world-wide platform for municipal practitioners to learn together.

Dialogue event

Phase I Thematic introduction

The dialogue starts with a scientific introduction to the theme, during which the theme is also contextually categorised and its different aspects further explored and analysed. Here, keynote speakers assume a central role.

Phase II Exchanging good practices

“Good practices” serve as process initiators, lay the foundations for discussions and serve as idea stimulators. The “good practices” are brought in by the practitioners from their immediate professional or work environment and are structured along key questions: basic issue, institutional background, approach, conclusion and transferability. Rather than being presented through a Power Point presentation, the good practices are illustrated with posters on pin boards – or even better: to get into the streets, walk, cycle and test intermodal transport options in real life. This enables core elements to be visible throughout the event, showcased in an easy-to-understand way and oriented around practice. The idea is not to present so-called “best practices” (universally accepted and adopted) but to give an insight into a “good practice”. A “good practice” is one approach to a specific issue of a local or regional

reality, presenting successes as well as challenges that are still to be overcome. An excursion that will provide insights into local practice is an additional element of this phase.

Phase III Peer Consultation

Peer consultation forms the core of each Connective Cities dialogue event. In addition to the challenges resulting from the presentation of good practices, concrete problems are gathered in the plenary or proposed by individual participants in advance. This enables to address real-life challenges emerging from the immediate environment of the practitioners with a focus on solutions in peer consulting. The aim is to jointly develop practice-oriented solutions for very concrete issues.

Phase IV Joint project development

The fourth phase of the dialogue event deals with the development of new project ideas. Setting out from common interests, queries and existing expertise, participants get together and work out new project ideas that are then discussed, put into concrete terms and elaborated upon. The participants provide input on the specific topic, analyse the prerequisites and specific framework conditions or jointly develop a proposal on the approach to be applied. The result of this step is the joint development of ideas and proposals for innovative measures, spanning from urban development projects to further education and training to address the challenges the practitioners are facing. At this point, participants agree on next steps to be undertaken beyond the conclusion of the event. After the dialogue event, Connective Cities continues to support the municipal experts in developing further networks and promotes cooperation by, for example, offering learning programmes, virtual project workshops or further project expert exchanges.

The Connective Cities dialogue events are the first step towards supporting the municipal practitioners in establishing projects of their own in their respective cities.

Thematic introduction

Sustainable urban mobility: strategies and pathways towards more efficient, inclusive and environmentally sustainable cities

Mobility as a key feature of urban life

Transport is a key dynamic of our economy – connecting people and bringing goods. Transport plays an important role in shaping the urban form (roads, transport systems, spaces, and buildings). Often, new transport infrastructure enables better connections by car but undermines walking and cycling.

By 2005, approximately 7.5 billion trips were made in cities worldwide each day. In 2050, there may be three to four times as many passenger-kilometres travelled as in the year 2000 (infrastructure and energy prices permitting)¹. Freight movement could also increase more than threefold during the same period.

Today, most people do not travel more frequently but travel farther distances than in the past. However, despite the increasing level of mobility worldwide, access to places, activities and services has become increasingly difficult in most urban areas worldwide. Due to the fast rate of urban sprawl, strategic urban development can often not keep up with this fast increasing demand in mobility infrastructure and services. This discontinuity tends to go hand-in-hand with a growing dependency on private motorised transport. Consequently, widespread congestion has become the norm in many cities, impacting urban life through negative externalities such as air and noise pollution, stress, safety risks (e.g. traffic accidents) and barriers of humans.

Mobility and its contribution to climate change

Urban mobility also has a significant impact on the environment. Transport represents the fastest-growing source of greenhouse gas emissions. In 2014, transport was responsible for 23% of global carbon dioxide emissions from fossil-fuel-based sources, while the energy sector accounted for 47% of these emissions².

However, by 2035, transport is expected to become the single largest greenhouse gas emitter, accounting for 46% of global greenhouse gas emissions³ while emissions in other sectors will have been successfully reduced. Transport's relative rise as a leading emitter of greenhouse gases stems from the sector's reliance on oil as its principal fuel as well as the growing mobility of the global population and freight transport.

Mobility as a municipal challenge

The global considerations on mobility and its resulting environmental impacts should, however, not overshadow the fact that the mobility challenge is first of all a municipal challenge. The way local governments deal with such a challenge can have a very strong influence on mobility behaviours and can impact the overall quality of life and performance of a city towards its citizens. This is the case, for example, in municipalities in which public transport has negative reputation due to the high costs of use, lack of reliability of the service or the perception of being an unsafe way to travel.

¹ Urban Themes, Mobility, UN-Habitat, <https://unhabitat.org/urban-themes/mobility/>

² Indicators for CO2 emissions, IEA CO2 Emissions from Fuel Combustion Statistics, IEA 2015c

³ Sectoral Approaches in International and National Policy. Presentation for the 2nd International Expert Meeting on Bottom-up Based Analysis on Mitigation Potential, Clarke, L., and K. Calvin, 2008.

In addition, larger metropolitan areas need to face the complexity of dealing with multiple administrative boundaries, where each administration has separate mobility policies and transportation systems in place that diminish the overall quality of mobility services in the region.

Mobility and furthermore, sustainable mobility, should not only be a matter of developing transport infrastructure and services. It has to be placed in a systemic context which includes city planning as a whole in order to overcome the social, economic, political and physical constraints of movement. Additionally, transportation can have negative impacts on public health, not only through traffic accidents, noise and air pollution but car-oriented transport modes can also lead to obesity due to lack of physical activity.

Healthy cities enable citizens to walk and cycle and are, at the same time, more efficient as these transport modes do not consume much space.

Mobility in transition and developing cities: specific considerations⁴

Mobility and accessibility are intertwined with development. However, transport conditions tend to worsen as economic development increases. As incomes rise, so do levels of car and motorcycle ownership, which leads to increased levels of congestion and other problems associated with motorisation.

Cities in transition and developing countries, however, are in a unique position to guide their urban structure and transportation systems *before* a culture of motorisation becomes fully established. Convincing individuals to give up their cars and motorcycles for alternatives is far more difficult and costly than retaining current users of sustainable transport options through improvements in quality.

Instilling sustainable growth design principles into city expansion, maintaining public transport and retaining non-motorised users through service quality are proactive measures that are opportunities that should be used rather than missed. Furthermore, since major investments in road-based infrastructure are relatively irreversible over the mid-term, decisions made by officials in cities in transition and developing countries today will determine direction of their future urban development.

Mobility as a path toward sustainable cities: sustainable urban mobility concepts

Addressing the mobility challenge in all cities worldwide calls for a paradigm shift in urban planning; encouraging compact cities and mixed-land use as a way to increase accessibility and to reduce the need for transportation altogether. Understanding that the purpose of mobility is to gain access to destinations, activities, services and goods, urban planning should, therefore, be resident-centered, so that functional endpoints (the reasons for travel) are as close as possible to each other, in effect reducing distances and transportation needs.

Thus, urban planning and design should focus on how to bring people and places together by creating cities that value accessibility, rather than merely adding urban transport infrastructure to increase the movement of people or goods. Simply put, city residents should be able to meet their needs by having to travel as little as possible.

The concept of sustainable transport encompasses modes, practices and policies that maximise the economic, environmental and social benefits of accessibility and mobility while minimising the negative externalities.

Transport and spatial development are perhaps the most inseparable components of a sustainable city plan. A well-executed spatial development plan incorporating smart growth designs means that motorised travel can be largely forgone. A complementary package of public transport, quality footpaths

⁴ ADB Urban Development Series, Green Cities, 2012: Chapter 4 - Transport for Green Cities

and cycleways, vehicle-restriction measures, clean fuels, safety programs, a focus on behaviour and high standards can constitute a new paradigm for urban mobility and access.

The role of non-motorised transport

Urban space needs to be rethought in order to optimise the flow of traffic but also to increase and encourage the use of non-motorised transport, such as pedestrian movement or cycling. Streets need to be adapted, with walkways, crossings and cycling lanes. Transport junctions need to be established to create connection points between different transport modes, thus facilitating access to and extending the range of a public transport system, on both the macro level – the city, the region and beyond – and micro level – the neighbourhood.

The importance of a reliable and user-friendly urban public transport network

Because most trips involve a combination of several modes of transport, cities need to provide affordable multi-modal transport systems and address modal integration as a major component of any urban mobility strategy. For example, high-capacity public transport systems – metro, light rail or bus rapid transit (BRT) – need to be integrated with other forms of public transport that serve as feeder services to ensure full utilisation of their conveyance capacity. The emphasis is, therefore, to be placed on “last mile access” to allow residents easy access to the public transport system.

Innovation and its wide range applicability in the mobility sector

In recent years, new technologies and innovations have changed the way we use several services. This is particularly true with regards to mobility services in cities. The data revolution and its connected services have allowed users to be able to choose their mode of transport based on real-time data. Furthermore, they have opened the opportunity to get access to sharing transport modes (bike-sharing as well as car-sharing) that very often replace the need to own a bike or a car. Finally, the development of transport options based on more sustainable energy sources such as electric vehicles (buses, bikes and cars) are contributing to the reduction of the environmental impacts of the transport sector in several cities. The integration of such innovative services into urban development is a chance to reduce car parking requirements and contributes to affordable urban housing.

Main themes of the dialogue event

The Connective Cities dialogue event “Sustainable urban mobility: strategies and pathways towards more efficient, inclusive and environmentally sustainable cities” will bring together international and German municipal experts from the 19th to 21st of June 2017 in Bremen, Germany. It will focus on exchanging lessons learned in the development and implementation of municipal sustainable mobility projects. Participants will include mobility, planning and environmental municipal and regional practitioners as well as representatives from academia, research institutes and civil society contributing to mobility projects.

Following the considerations outlined above, the aspects discussed at the event in Bremen will include:

- Fostering walking and cycling in cities;
- Ensuring a safe, efficient and sustainable urban public transport network;
- Innovative urban mobility options and their integration into urban development