



Sustainable Urban Mobility Planning

**What is it and how to make it more attractive for
politicians and decision makers**

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**Sustainable Urban Mobility Planning
Prague, November 2019**



"A man who, beyond the age of 26, finds himself on a bus can count himself as a failure".

Margaret Thatcher, 1986



"I can't support bike lanes. How many people are riding outside today? We don't live in Florida. We don't have 12 months a year to ride on our bikes. And what I compare bike lanes to is swimming with the sharks, sooner or later you are going to get bitten. And every year we have dozens of people that get hit by cars or trucks. Well, no wonder! Roads are built for buses, cars and trucks, not for people on bikes. My heart bleeds for them when someone gets killed, but it is their own fault at the end of the day."

**Rob Ford, newly elected Mayor of Toronto,
speaking to City Council in 2007"**

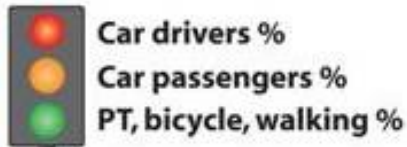


radiomaryja.pl

"The previous government implemented a left-wing concept, as if the world had to move using a Marxist model in only one direction: towards a mixture of cultures and races, a world of cyclists and vegetarians, who only use renewable energy sources and combat all forms of religion. This has nothing in common with traditional Polish values."

**Former Polish Foreign Minister
Witold Waszczykowski, 2016**

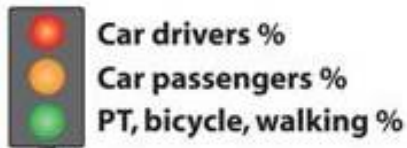
Modal choice by population groups for all trips per year of all inhabitants of Graz in 2004



until 19 years



Modal choice by population groups for all trips per year of all inhabitants of Graz in 2004



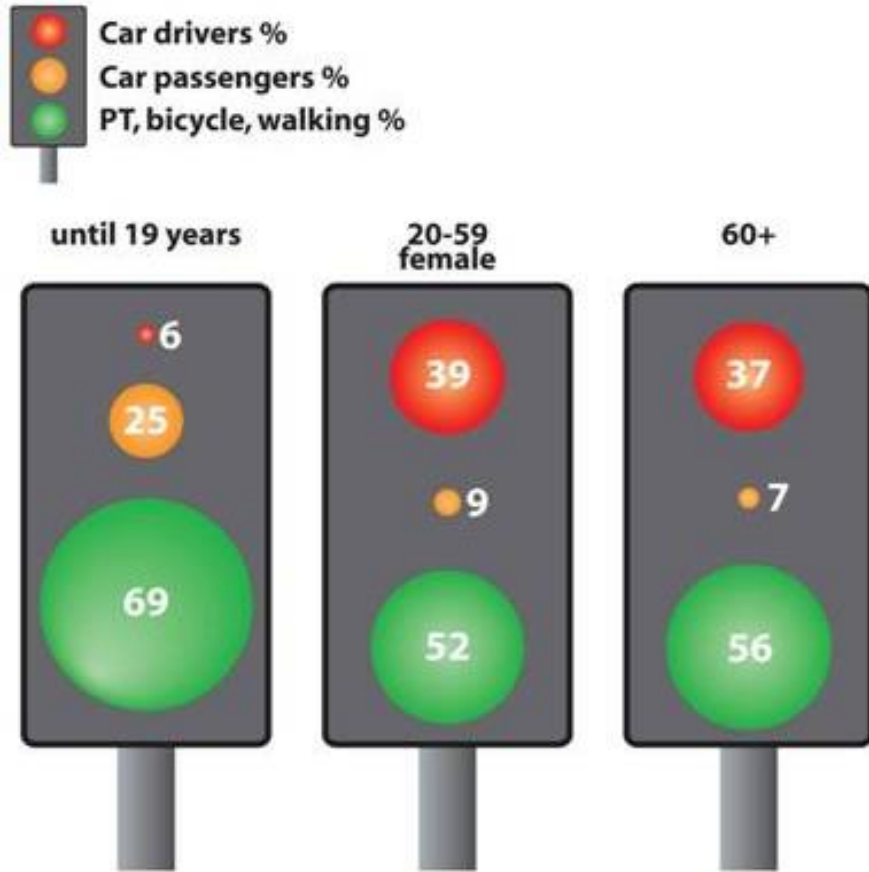
until 19 years



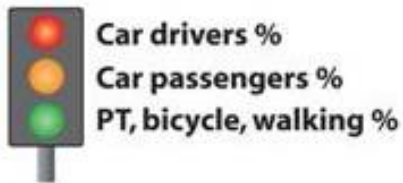
20-59
female



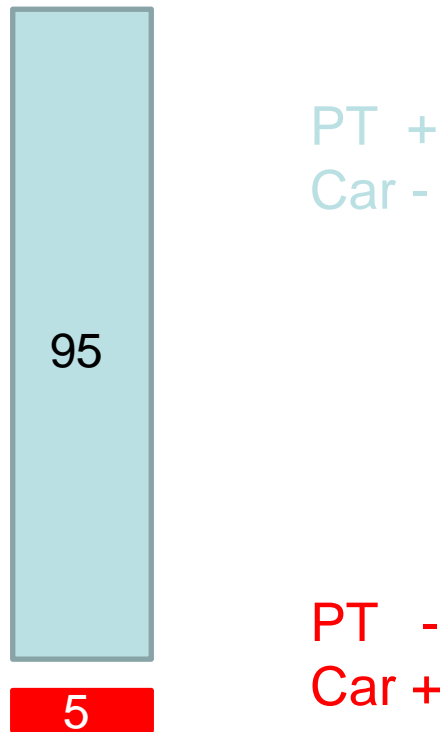
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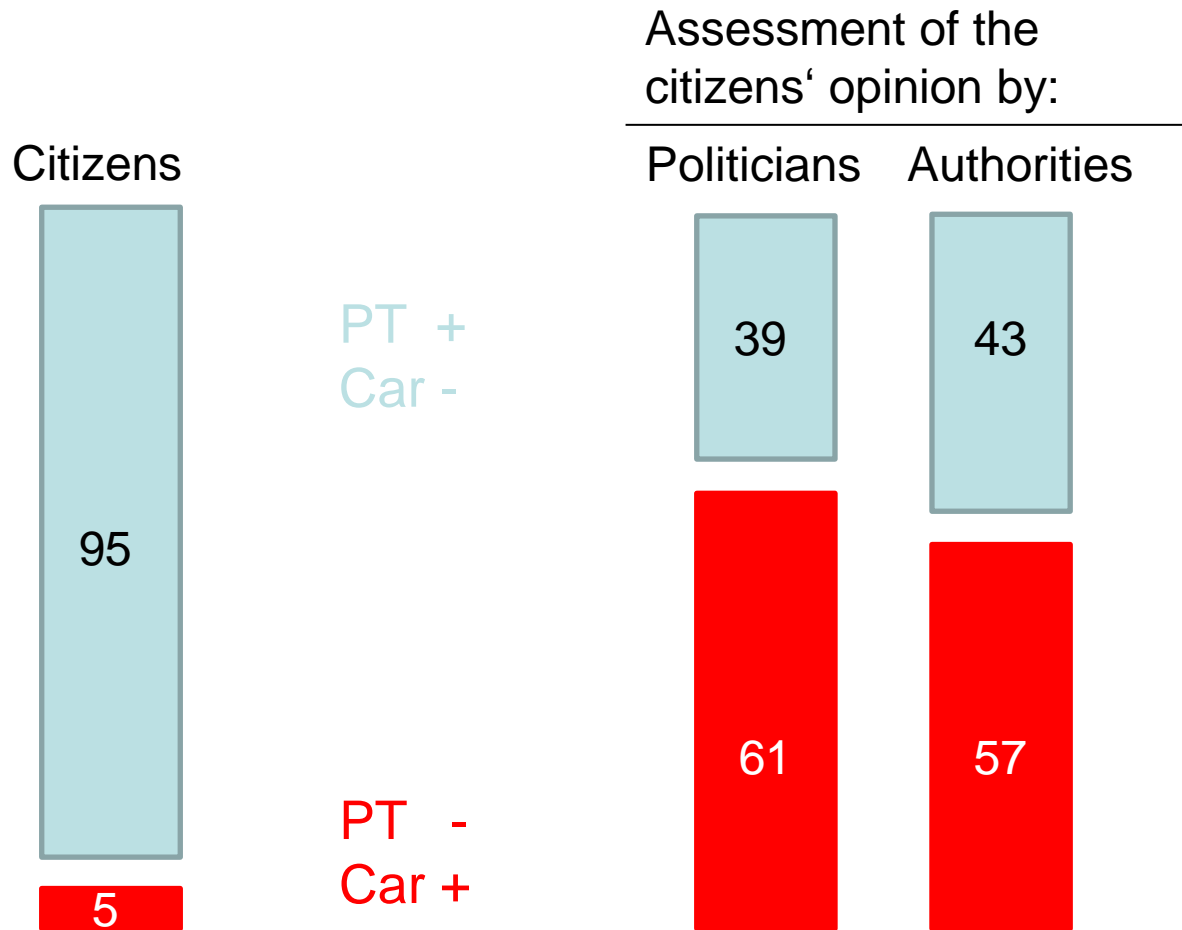
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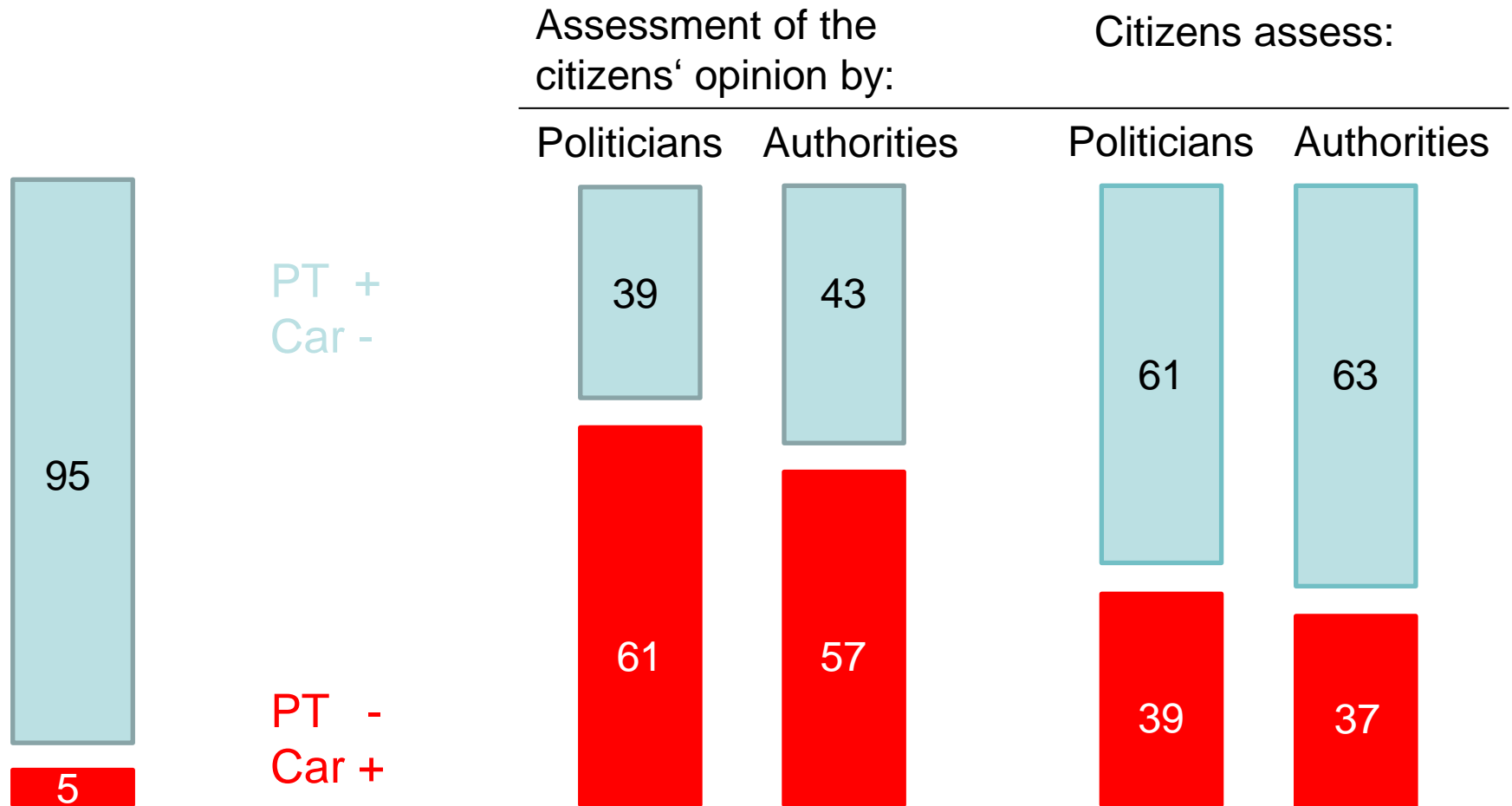
Conflicts in transport planning (example Leipzig)



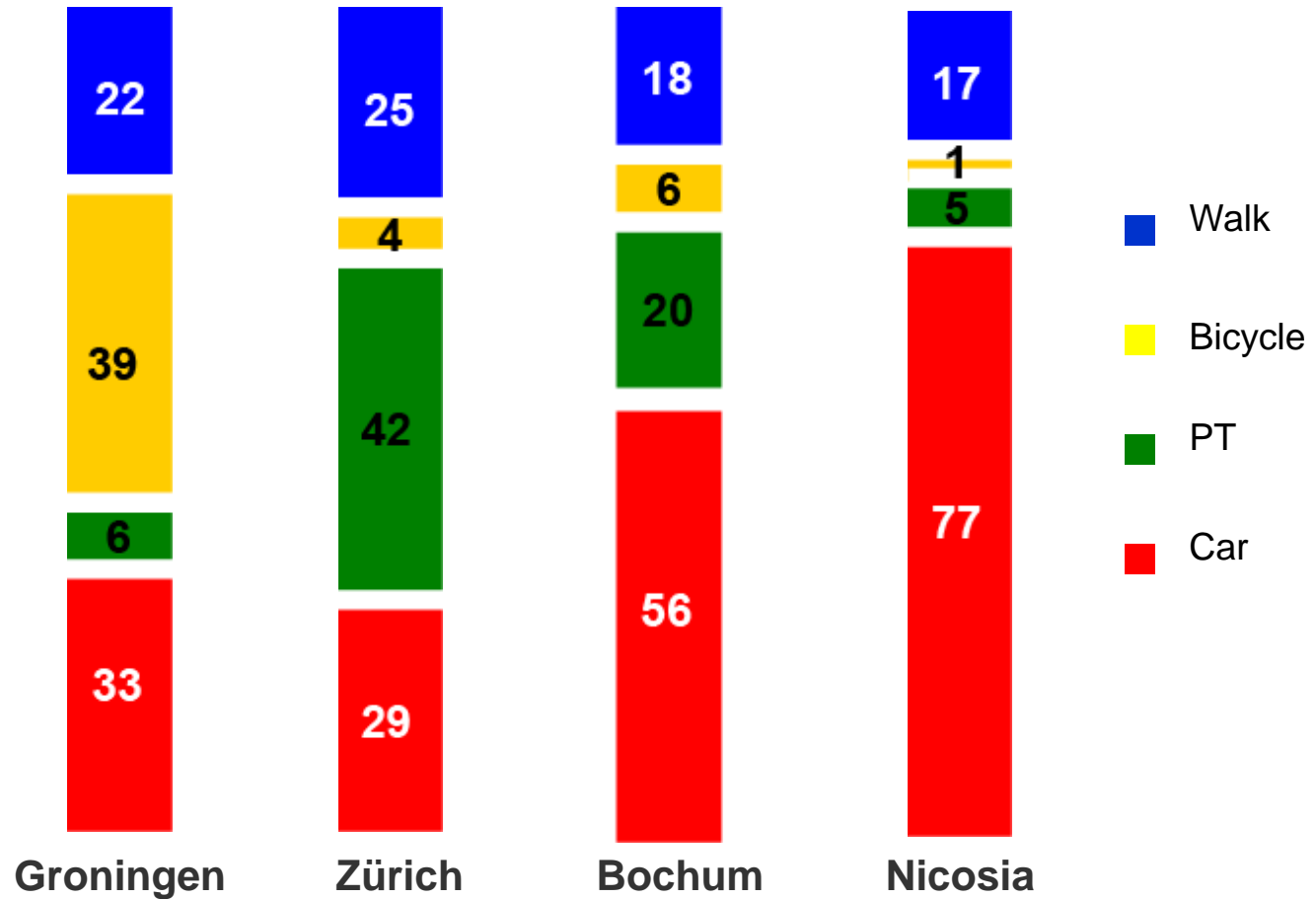
Conflicts in transport planning (example Leipzig)



Conflicts in transport planning (example Leipzig)



Mobility is something to be influenced



GLOBAL TRENDS and VALUES

Demography – aging population

Increase of GDP and income only moderate

Climate change is more and more noticeable

Shortage of fossile energies – electric vehicles

Urban life style – renaissance of urban life

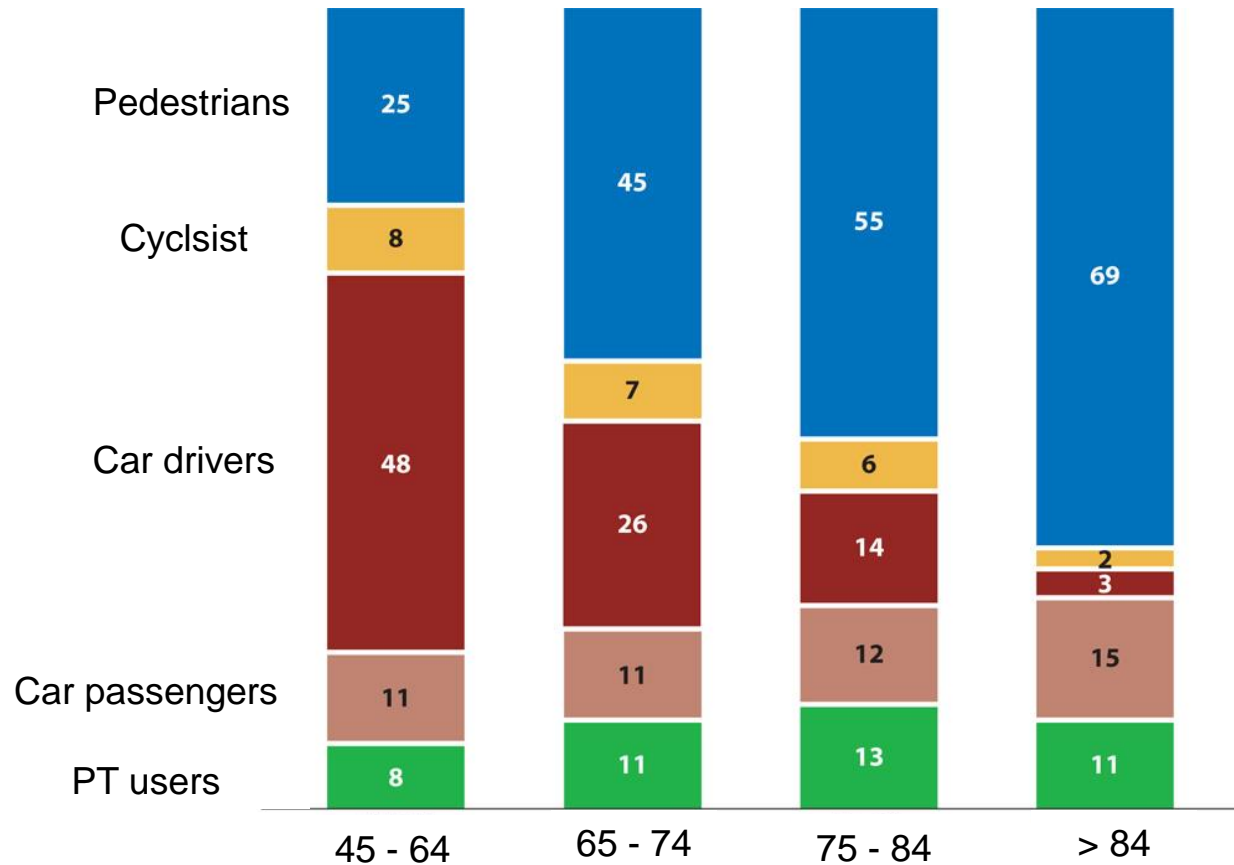
Use instead of owning- multimodality / sharing

Deceleration and health

Automatism / autonomous driving

Source: VIVER – Visionen für nachhaltigen Verkehr in Deutschland

Modal split of elderly people in Austria



GLOBAL TRENDS and VALUES

Climate change is more and more noticeable

- Increasing awareness of responsibility of own behaviour
- Increasing acceptance of measures for climate protection (e.g. Fridays For Future)
- Sustainability in curricula of schools



Source: VIVER – Visionen für nachhaltigen Verkehr in Deutschland

GLOBAL TRENDS and VALUES

Urban Life Style

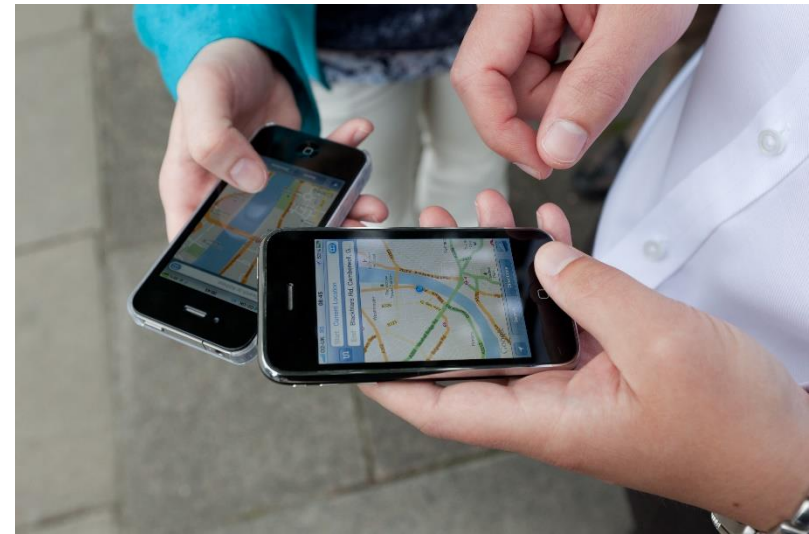
- Disadvantages of suburban lifestyle is visible – especially costs and time consumption
- High influence on decision on where to live
- Multiple functions and opportunities to meet and encounter
- Active modes become more and more popular



GLOBAL TRENDS and VALUES

Using instead of owning- multimodality

- Changing values with young people (born after 1980)
- Relation to car as symbol of freedom less important
- Necessity to use a car for short distances decreased
- Car-Sharing, Bike / Scooter Sharing etc. strongly increasing
- Pre-paid funktionen und monthly payment for use (e.g. MaaS)
- Multimodality: Information and accessibility



Source: VIVER – Visionen für nachhaltigen Verkehr in Deutschland



Eltis **Why Fostering Sustainable Transport?**

The starting point – transport challenges in cities

Transport provides vital functions to EU cities. But urban mobility is still mainly conventionally-fuelled passenger cars, leading to:

Congestion: estimated 270 billion EURO lost/year in the EU (total delay costs)

Climate change impact:

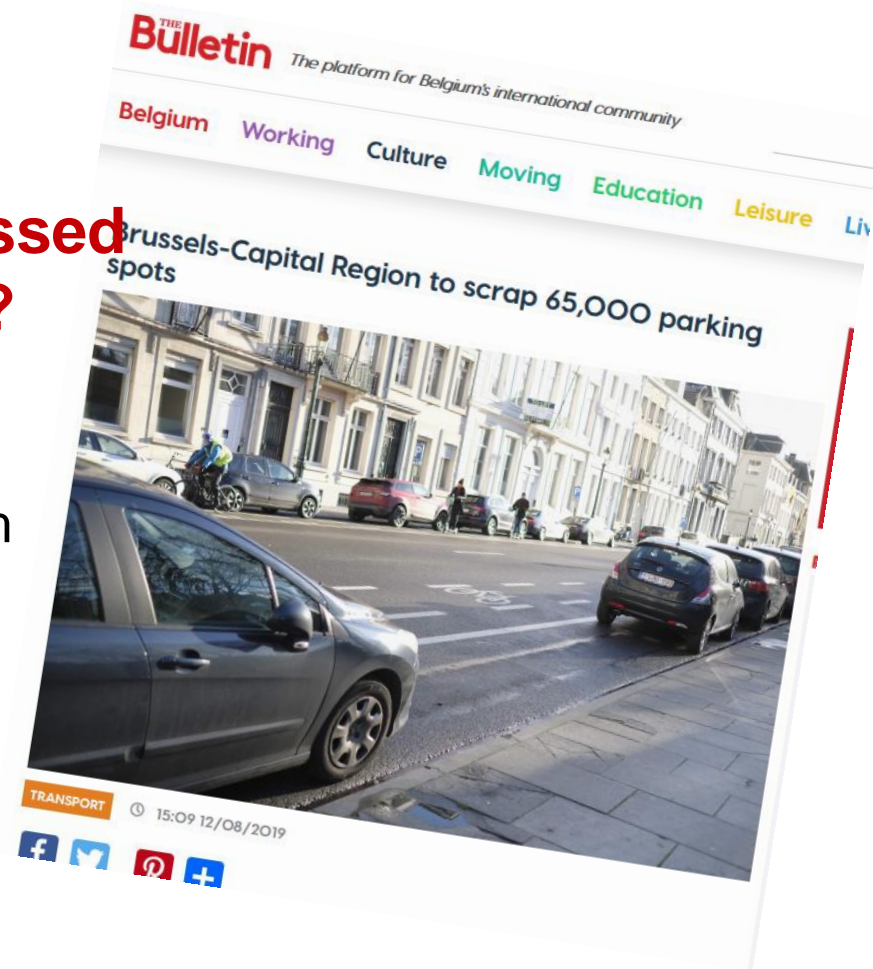
emissions rising + urban transport = 23% of CO₂ tran. Emissions

Health impact related to poor air quality = over 500 000 premature deaths/year in the EU; similar to physical inactivity (+80,4 bn lost/ year)

Road accidents: 25.500 killed in 2016 in EU, including 40% in urban areas

Which European Cities are discussed because of their transport policy?

- **London** (congestion charging and cycle highways)
- **Paris** (freeing banks of river Seine from cars)
- **Vienna** (N° 1 „Quality of Life“ in Mercer Index for 10 years, world class PT service)
- **Madrid** (access restrictions for polluters)
- **Oslo / Amsterdam / Brussels** (reducing parking spaces significantly)
- **Tallinn** (free public transport for citizens)



+++
**Ljubljana, Pontevedra,
Lisbon, Freiburg,
Copenhagen, etc.**

**No city is loved and visited
because it has nice city
highways or plenty of (free)
parking spaces.**



**What is the difference between
an UMP and a SUMP ?**

What is the difference between an UMP and a SUMP ?

- It is the



- SUSTAINABLE
- to plan a city our children and their children want to live in





The „vision“ of the 60ies and 70ies



A children friendly city is a liveable city for everybody





So let's make **Happy Children**
to our main criteria for liveable and sustainable smart cities!





First life, then spaces, then buildings –
the other way round never works.

Jan Gehl
Danish Architect and City Planner



The essence of the conflict today, really, is cars versus people...We can have a city that is very friendly to cars, or a city that is very friendly to people. We cannot have both.

Enrique Peñalosa
Mayor of Bogota



A car is like a mother-in-law.
If you let it, it will rule your life!

Jaime Lerner
Architect, urban planner,
having been Mayor of Curitiba and
Governor of the State of Paraná, Brazil



Eltis

Thank you!

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What is Eltis?

Europe's main observatory on urban mobility

- Offers **multilingual information** on how to develop **urban transport systems** that use less energy while improving the mobility of freight and passengers and the quality of life.



- Facilitates the **exchange of knowledge** and **experiences** in the field of **sustainable urban mobility in Europe**.