



Commission 4: Urban Mobility Management

Declaration on Sustainable Urban Mobility Management

Joint Declaration of the C4 Member Cities, adopted at the 8th Congress of the World Association of the Major Metropolises, Metropolis in Berlin 11 – 15 May 2005

I. Preliminary Remark

(1) We, the representatives of the member cities of Commission 4 "Urban Mobility Management" of the Metropolis network take up the opportunity provided by the 8th Congress of Metropolis in Berlin (Germany) from 11 to 15 May 2005 to state our commitment to the principles of sustainable urban mobility management and to pledge our support for its implementation

In our understanding, sustainable urban mobility intends to provide for the socially adequate distribution of mobility chances, economic efficiency and the reduction of negative environmental impacts.

II. The Challenge - Urban Mobility

(2) Mobility and transportation are key components of urban life in cities all over the world. People desire mobility, first for its own sake as an expression of freedom, and second, because it enables them to overcome distances between different places that satisfy different needs. However, increasing traffic and the dominance of the use of the car both in passenger and freight transportation poses a major threat to the quality of life of the cities:

- city structures are destroyed and re-modelled according to the demands of the car,
- non-motorised means of transportation, i.e. walking and cycling, are neglected,
- noise and the pollution of air, water and soil as well as congestion threaten the life and the health of the urban population,
- particular groups of the population are systematically excluded from participating in transport and thus, their access to urban functions is undermined,
- large amounts of money are required every year to finance transport systems that often do not meet the expectations and needs of both politicians and users,
- transportation planning and policy often lack the foresight and strategic approach required to meet present demands without impeding on the rights of the future generation.

(3) The tension between the human desire for mobility and the concern about the negative impacts of the physical realisation of this desire in form of transportation raises the question on how to shape transportation systems that supply a maximum level of mobility while generating only a minimum of negative impacts. Hitherto, most cities have acknowledged the fact that they need to rethink mobility and implement measures for achieving urban transport systems that satisfy the claim for sustainability, however, the problems that arise and the challenges the cities are faced with are as numerous as the attempts made to tackle them. What is more, no two cities are the same, and any attempt to deal with the challenges of urban mobility in an international framework such as Metropolis must not only respect but endorse the uniqueness of each city, its particular line of development before a varying background of historical, cultural and economic conditions and the broad range of possible solutions to reach the common goal of sustainable urban mobility.

III. Strategies for Urban Mobility in the Metropolis Network

(4) Taking into account the diversity of developments, the representatives of the C4 member cities agreed on the following strategies to be pursued by each city according to its actual situation:

(5) Mobility and urban development

We aim at encouraging land use patterns that curb the need for motorised travel. We will carefully monitor urban development and settlement patterns focussing on their impacts on

transportation. Moreover, we will encourage land use and development in line with existing and planned transport infrastructure and thus guide urban growth to take place in conjunction with a more sustainable transportation provision. We will stimulate the distribution of urban functions to limit commuter travel and will explore possibilities for low-car or car-free housing. We also strive to balance transport systems according to the envisaged modal split. This also includes the protection of public space from the dominance of transport infrastructure and use, and particularly from deterioration through disproportionate driving and parking of cars. Revitalising urban space and making it available for appropriate urban uses will be a central task for the future. For this purpose we also propose the better organisation of tourist travel and transportation, especially with regard to the overcrowding of areas near tourist attractions with tour buses that affects the quality of these areas for the local population and the tourists alike.

Also, we will co-operate with the areas surrounding the urban territory in order to combine urban and regional development and provide better development perspectives for both.

(6) Mobility and social cohesion

We acknowledge the importance of mobility for granting access and the possibility to participate in urban life for all citizens. We therefore attempt to establish transportation systems that include the needs of all groups of the population, especially the less-affluent, the young, the elderly, and the disabled. Particular attention also needs to be paid to gender issues, since we respect the different needs and demands arising from different gender contexts, and we are determined to give adequate consideration to this issue.

We will thus aim at developing and implementing appropriate measures and control mechanisms to grant equal access for all, e.g. by fare and pricing policies, flexible routing and servicing, the establishment of schedules and time-regimes that are considerate of people's activity patterns and time budgets, the introduction of innovative transport services that also make use of the opportunities provided by information and communication technologies, and by addressing the safety and other needs of transport users.

We are most concerned about the increase of road accidents and the number of people injured and killed by traffic. It is our aim to increase traffic safety by making use of the available technical, organisational and other measures.

(7) Environmental impacts

Air, water and soil pollution as well as noise deteriorate the life in the city and pose major risks to the health and well-being of the citizens. We therefore attempt to make use of the entire palette of measures – technical and non-technical – to reduce air pollution and limit noise. We will pay attention to the composition of municipal and public vehicle fleets and undertake efforts to have them equipped, maintained and inspected regularly and according to set emission standards. A special issue arises in cities of the developing world, where motorised two-wheelers provide an important means of transportation for low-income groups, however special attention needs to be paid to their environmental impacts.

Air quality management is considered an important instrument for the establishment and implementation of a comprehensive air quality strategy. This will also serve the purpose of measuring the extent, to which urban transportation contributes to the emission of greenhouse gases and thus to climate change. Also, we will investigate measures of noise reduction, both active and passive, and implement them in order to protect the population. An overall strategy for environmentally friendly transportation is the strengthening of public transport system as a serious competitor for the private car. We strongly support measures that facilitate the shifting of transport modes and the achievement of a modal split that places public transport into a stronger position.

(8) Financing urban transport

In order to secure adequate transportation, we will investigate mechanisms for financing both infrastructure and the provision of public transport services. We acknowledge the role of national and municipal governments in providing necessary funds in order to support the role of transport for public welfare. Nevertheless, we would like to encourage the exploration and

use of innovative and promising financing mechanisms for all modes of transportation. The involvement of the private sector, public-private-partnerships, the outsourcing of transport provisions –to name only a few – might be interesting options for a number of cities. However, we must take care to always follow the principles of efficiency, transparency and modal integration, and to give top priority to the well-being of the transport users and urban population before considering economic interests. What is more, we should think of transport revenues not only in monetary terms, but also in terms of their economic and social impacts, and their specific value for the life in and the functioning of the city. Likewise, the benefits of transport investments need to be distributed equally among the population.

(9) Urban freight transport management

For many years, freight transportation has been neglected in transport planning and policy and thus, practices and routines have been established, which now cause major problems for our cities. We therefore recommend that each city assesses the ways freight transport is being handled at the moment and the implications this might have in the future. We strongly support the co-ordination of freight movements, the strengthening of rail and water-bound transportation of goods, and the establishment, implementation and strategic use of innovative ways of handling freight. In order to do so, all possibilities should be explored and implemented according to the existing conditions and most pressing challenges.

(10) Building strong planning institutions

We would like to highlight the importance of strategic planning in land use and transportation, and we put particular emphasis on planning at the interface of land development and transport provision. Building strong planning institutions appears to be a major prerequisite for comprehensive planning. We thus call for a consistent approach of all governmental and administrative levels and for the integration of different sectors of each administrative tier. Apart from the tasks of the cities, it is within the responsibility of the national governments to provide adequate legal and strategic frameworks for the cities to act upon. The need to co-operate across territorial boundaries and combine responsibilities and competencies arises especially in large metropolitan regions.

(11) Public participation.

Participation provides the opportunity to ensure that the public, i.e. citizens, stakeholders, non-governmental organisations and interest groups, is an integral part of the decision-making and planning process. Benefits can be gained from the involvement of existing local agenda processes. We support a strong involvement and systematic participation of the public at various stages of the planning process. We need efficient mechanisms that provide for an effective, transparent, coherent and active planning process, in the course of which not only short-term needs but rather long-term perspectives are being considered. The public should be thoroughly informed about the various issues that make transportation a complicated and important subject not only of policy making but also of their own lives. What is more, the involvement of the population will also lead to an optimisation of planning and generate plans and strategies that are consistent with people's mobility demands.

IV. Call for Further Action

(12) We believe that a thorough assessment of transport realities and the development of mobility visions in cities will reveal a number of further challenges, but also potentials for innovation in each city. Following the common goal of achieving sustainable urban transport, the cities will strive to find solutions to their problems; however, this process might be a lengthy one. In order to support each individual city we pledge for the continuation and strengthening of exchange and knowledge transfer.

We therefore appreciate this congress in Berlin, and we would further like to see it as both a milestone of the past work and the beginning of a new era of co-operation between metropolises around the world.