

Pro.Mode



Prosperity, Mobility and Demographic Change in European Cities

First steps – to be prepared for future
challenges: summary of the first
Pro.Mode conference

Presentation at
Pro.Mode 2nd International Conference

Berlin, 15 – 16 March 2007



Technische Universität Berlin
Institut für Land- und Seeverkehr
Fachgebiet Integrierte Verkehrsplanung

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Pro.Mode



□ Pro.Mode

- Activity supported by the EC
under ,Active European Citizenship Programme
- Town twinning, Directorate General,
Education and Culture
- Two conferences on the subject of
demographic changes and challenges for urban
transport planning and organisation



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Berlin 15.3.2007

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- Aims:
 - providing a platform for discussion and exchange
 - Identifying and discussing the relevant dynamics of development in European cities;
 - Preparing the cities and its various actors to deal with the expected developments;
 - Preparing the cities to estimate the needs for future oriented urban transport;
 - To Build up knowledge.

Plan and Progress so far

- Two conferences
 - 1st conference was held in Berlin on 27th / 28th November 2006
 - 2nd is taking place now

Participants: about 70 from different cities Madrid, Warsaw, Budapest, Prague, Vienna, Berlin, a number of German cities, science and research institutions....

- Results are available on www.promode.biz
and copies are available at the conference

First conference

- Inputs given by experts on
 - Demographic developments in Europe
 - Prosperity changes
 - Impacts on urban mobility

- Working group sessions on
 - Future types of transport users and their needs
 - Identification of suitable instruments to provide for these needs

- Panel discussion with representatives from the participating cities

First conference



Input Paper

- Urban mobility in European cities in 2020+
- Hypotheses and assumptions for future urban mobility
provided by Becker, Blümel, Kunst, Runge und Schwedler - dealing with the following aspects
 - Demographic developments
 - Economic and fiscal developments
 - Social developments and public welfare
 - Transport development and mobility demands
 - Challenges for transport planning

Experts input

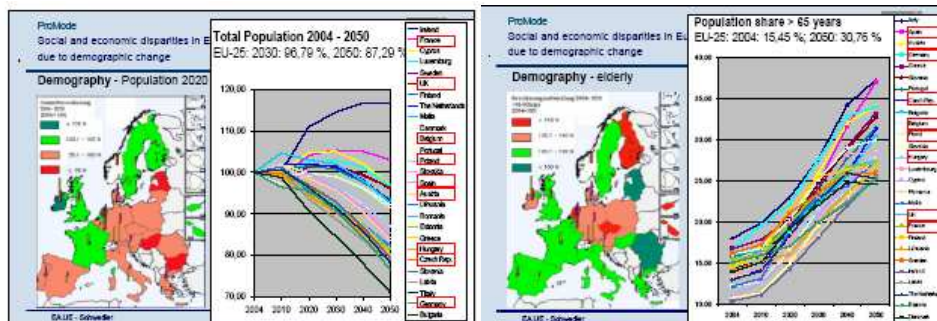
- Different levels: from Europe to regions and cities
- Different aspects: from demographic change to social and economic changes and to mobility
- Special aspect on community level: public finances and changes
- Special aspects on social group level : mobility and elderly people

Experts input

- Social and economic disparities in Europe due to demographic change (SCHWEDLER)
 - No equal development of population figures in Europe (mainly stagnation and shrinking);
 - Ageing of the population in all countries (increase for 65+ between 14% and 31%);
 - Central and south European countries will face these changes;
 - Shortage of qualified labour already soon;
 - Social disparities will increase;
 - Actions required on EU level: family friendly policies, ageing and work-related issues, migration and employment market.

Experts input

- Social and economic disparities in Europe due to demographic change (SCHWEDLER)



Experts input

- Demographic change and urban development – eastern Germany as a vanguard? (KÖPPEN)
 - The European city is a positive overall concept, however it does not necessarily mean growth;
 - In eastern Germany cities: shrinking, migration, reduced financial power and unoccupied dwellings;
 - Urban development will take place in different directions and at the same time: shrinking and growth;
 - Shrinking related effects open up chances (housing situation, choices, public space);
 - Complex interrelations – no simple transfer of knowledge and experience, but food for thought;

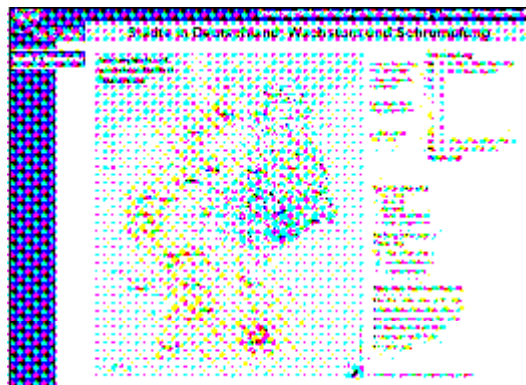


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Experts input

- Demographic change and urban development – eastern Germany as a vanguard? (KÖPPEN)



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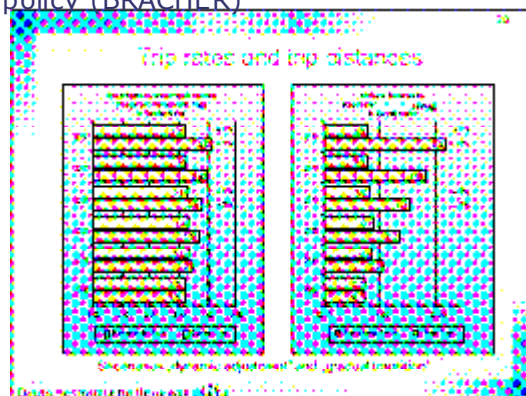
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Experts input

- Demographic change as a new challenge for urban transport policy (BRACHER)
 - The future of Germany is both, growing and shrinking, but regions are relatively stabilised
 - Future transport and technologies are determined by demographic change, but as well by lifestyle and changing technology frame conditions;
 - Re-urbanisation is not a general trend, rather valid for certain cities and specific population groups;
 - Based on these assumptions - different scenarios for future development are possible - related to transport component: different development paths for shrinking and growth might be revealed.

Experts input

- Demographic change as a new challenge for urban transport policy (BRACHER)



Experts input

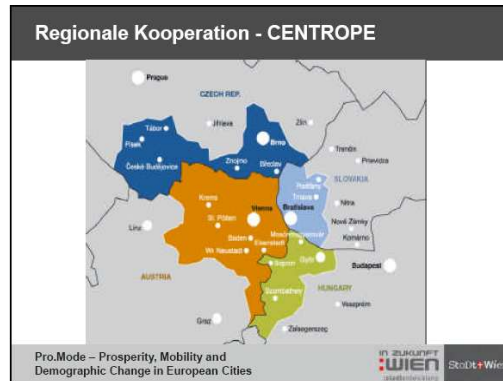
- Opportunities and risks of the demographic changes – the perspective of Vienna (RAUTER..1)
 - Mobility, communication, income earning, health and environment are basic needs; mobility/transport planning considers ecology, economy and quality;
 - New challenges for transport development planning - determined by changes in time and space structures as well as working, leisure and life worlds;
 - Changes in frame conditions (end of cold war era) led to crucial changes (regional, economic geographical role);

Experts input

- Opportunities and risks of the demographic changes – the perspective of Vienna (RAUTER..2)
 - Presently - positive population development: slight growth, ageing slow due to migration, but the future will change this development pattern;
 - Re-urbanisation trend: inner-city locations preferred by new urbanites, students.... Leading to a new mobility mix with high share of slow mobility means;
 - Spatial planning is public transport oriented – strengthening PT axes;
 - Co-operation in the larger urban zone: planning instruments, planning area.

Experts input

- Opportunities and risks of the demographic changes – the perspective of Vienna (RAUTER..3)



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Experts input

- Demographic, economic and social developments – impacts on public finance (JUNCKERHEINRICH..1)
 - Public finances are determined by demographic changes and influence i) their regional economy, ii) fiscal power and iii) ability to act on local level
 - History: remarkable shrinking of population;
 - Policy corner stones: Creation of jobs and reduction of un-employment rates: out- and in-migration;
 - Finances: growth in expenditures, decrease in income: reduction of costs by organisational reforms and rationalising;
 - Urban planning: use economic advantages of density;



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Experts input

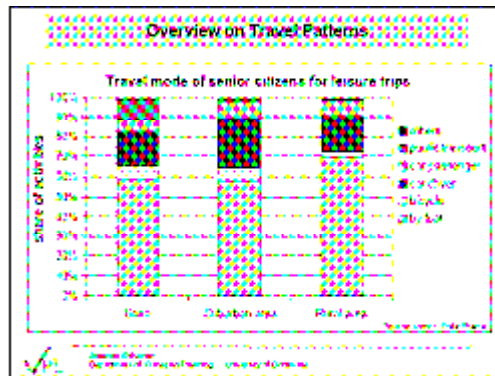
- Changing mobility patterns and needs of elderly people - results of a research project (SCHEINER.. 1)
 - The dynamic of ageing is taking place differently in urban, sub-urban and rural areas;
 - mobility wants of elderly people are determined by facilities, transportation provision, and life style;
 - Accessibility will be a weak point in peripheral areas; but high potentials of self-help (family and neighbourhood) might compensate the weakness;
 - High driving license numbers, but no full motorisation trend - influences: health, family size, relatively high motorisation costs;

Experts input

- Changing mobility patterns and needs of elderly people - results of a research project (SCHEINER.. 2)
 - Elderly people prefer short distances, (familiar) surroundings and non-car mobility;
 - Soft criteria are important for modal choice (comfort, independence vs. costs and reliability);
 - The possibility to self-determine mobility and activities influences the degree of quality of life and satisfaction;

Experts input

- Changing mobility patterns and needs of elderly people - results of a research project (SCHEINER.. 3)



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Working sessions

- Mobility in 2020 - Types of users and their needs"
 - **Twin cities** (Budapest, Warsaw, Prague and Berlin) as well as research and planning institutions
 - **German cities** (Berlin, Leipzig, Hamburg and others); as well as members of administration, planning, science and non-governmental organisations
- Satisfying future needs
- Continuing cooperation and exchange



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Details on working sessions

- Twin cities reflected on :
 - Planning horizons and planning means;
 - City specific aspects of development;

Critical points:

- Uncertainty,
- lack of information, and
- Lack of knowledge about interrelations;

Outlook:

- to improve the knowledge of urban development,
- to collect suitable data and information on future development;

More details on the cities – see presentation Runge



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Details on working sessions

| City / Region | Representative | Planning horizon | Planning means | Consideration of |
|---------------|----------------|------------------|----------------|------------------|
| Berlin | ... | ... | ... | ... |
| Wrocław | ... | ... | ... | ... |
| Warsaw | ... | ... | ... | ... |
| London | ... | ... | ... | ... |
| Prague | ... | ... | ... | ... |

| City / Region | Representative | Planning horizon | Planning means | Consideration of |
|---------------|---------------------------------------|------------------|---------------------------|--|
| Budapest | City Council, Urban Planning | 2013 | Strategy Programme | Rehabilitation of Downtown |
| Warsaw | Transport Department | 2001 ... 2015 | Transport Plan | Demography |
| | Infrastructure and Development Policy | until 2020 | Development Strategy | |
| Prague | Road and Public Transport Department | 2005 ... 2015 | Transport Survey/Modeling | Predictions of Development |
| | Department | 2005 | | demographic, prognosis - political influence from 1.8 to 2.5 |



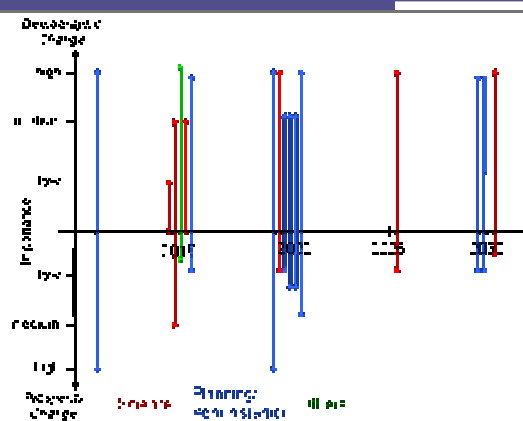
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Details on working sessions

- German cities reflected on
 - Horizons of plans and forecast
 - What is needed to prepare the transport profession for the future challenge
 - Population forecasts and expectations;
 - Behaviour, needs and wishes of future transport users;
 - Challenges for Transport and Planning;
 - A Glimpse of the Future,

Details on working sessions



Details on working sessions



- **Population forecasts and expectations**
 - General population trends and future developments are largely known (realistic on large scale);
 - Large cities and urban agglomerations appear to be less affected by demographic changes (compared to small cities, rural areas);
 - Local level population forecasts have to be regarded with a certain amount of scepticism;
 - The official data sources for mobility are often not suitable (large scale, trend, extrapolation);
 - Cycles of data collection should be shortened;
 - The learning process needs to be sped up;



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Details on working sessions



- **Behaviour, needs and wishes of future transport users**
 - a knowledge gap regarding the likely behaviour of elderly people in the future;
 - The interaction of population developments with processes of social change and other influences from outside the sphere of demography need to be better taken into account;



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Details on working sessions

- **Challenges for Transport and Planning...1**
 - The impacts of external developments should be included in considerations on future transport;
 - activity locations might alter;
 - Integrated planning and co-operation between different disciplines and, moreover, between different departments of urban administration is long overdue;
 - Changes should be understood not only in terms of challenges, but also as chances;
 - Re-urbanisation (elderly people but also families) should be paid more attention;

Details on working sessions

- **Challenges for Transport and Planning...2**
 - Cities, which have demographic change in mind as a development that determines their future perspectives, often draw the wrong conclusions and enter into a fierce competition with other cities on attracting the new residents;
 - all-age-friendly urban environments;
 - Public transport can learn from the automobile industry;
 - how to strengthen the position of the state (or other entities of public administration) in order to guide market forces;

Details on working sessions

- **A Glimpse of the Future**
 - Society will be more heterogeneous and more disperse;
 - The population will be strongly involved in political decision making processes;
 - infrastructure and service provision in the transport sector will usually be taken over by private entities;
 - Urban revitalisation concepts and measures to increase the attractiveness of inner cities will have started to take effect;
 - Take chances now – don't wait: existing window of opportunities might close;
 - Transport costs - transparent and internalisation;
 - Planning mechanisms - participation;



The documentation is available on

www.promode.biz

Successful second conference

Thank you for your attention



Supplement news



Source: Tagesspiegel 14.03.2007

In armen Ländern verdoppelt sich die Bevölkerung

.....**Europa** ist laut UN-Schätzung die einzige Region der Welt, die bis 2050 von einem **Rückgang** der Bevölkerung geprägt sein wird. Aufgrund historisch niedriger Kinderzahlen pro Frau werde Europa bis zur Jahrhundertmitte um 67 Millionen Menschen schrumpfen.

.... Ein weiterer Trend ist laut UN die deutliche **Alterung** der **Weltbevölkerung bis 2050**. Weltweit werde sich die Zahl der über 60-Jährigen von 673 Millionen auf zwei Milliarden verdreifachen. In den **Industrieländern** werde sich der **Anteil der über 60-Jährigen** von einem **Fünftel auf ein Drittel der Bevölkerung** erhöhen.



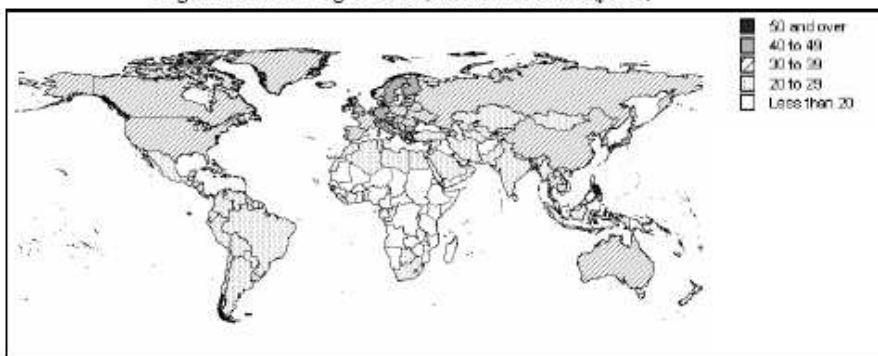
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Supplement - ageing



Figure 1. Median age in 2005, medium variant (years)



Source: United Nations, Department of Economic and Social Affairs, Population Division: World Population Prospects DEMOBASE extract 2007.

NOTE: The boundaries shown on the present map do not imply official endorsement or acceptance by the United Nations.

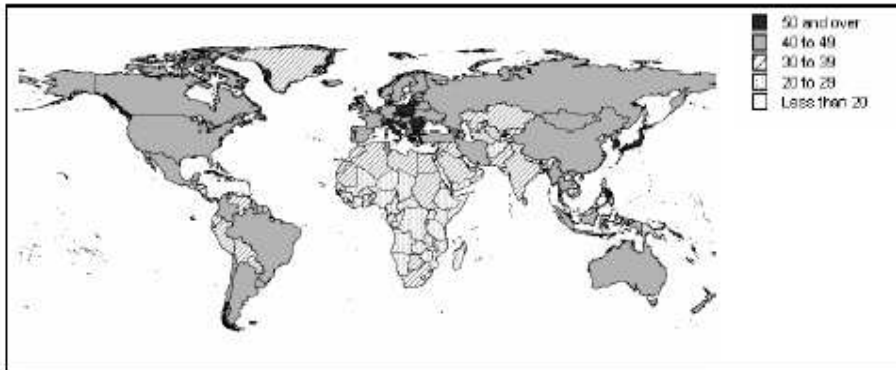


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Supplement - ageing

Figure 2. Median age in 2050, medium variant (years)



Source: United Nations, Department of Economic and Social Affairs, Population Division: World Population Prospects DEMOBASE extract, 2007.

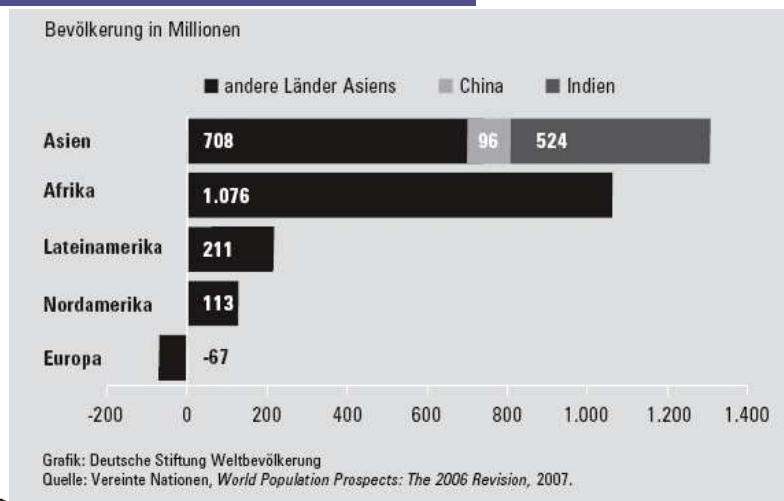
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Supplement shrinking and growing



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