

## II) Workshop summary

### II.1) Green group:

Representatives from partner cities: Budapest, Warsaw, Prague and Berlin as well as from research and planning institutions

#### a) Overview

Planning horizons and planning means in the cities of Berlin, Budapest, Prague and Warsaw.

City / Region	Representative	Planning horizon	Planning means	Consideration of	
Berlin Brandenburg	Senate / Department Urban Development	2015	Modelling/ Forecast	Population structure	
		2030	Scenarios	Distribution working places	
		2025	new Forecast	Transport Network	
	District Level Planning	~ 10 years		Implementation of strategies	
	Federal State Brandenburg, Planning Administration	2015	Forecast	Public Transport: demographic check - impact of changes for social infrastructure and for transport	changing demography and impacts
Technical University Berlin			Project Shrinking Cities	Infrastructure and Public Private Partnerships	
EAUE				demographic change / behavior / economic development	
DIFU Institution	2050		Scenarios	Research on behalf of Ministries, Federal states, cities	
Leipzig	Environment Research Leipzig	2030		Traffic	
		2010		Population	
Prague	NGO representative	10 to 15 years	City strategy	population figures	
		up to 30 years	Local plan Transport Plan		

**Overview continued.**

City / Region	Representative	Planning horizon	Planning means	Consideration of
Budapest	City Council, Urban Planning	2013	Strategy Programme	Rehabilitation of Down Town
	Transport Department	2001 ... 2015	Transport Plan	Demography
Warsaw	Department, Infrastructure and Development Policy	until 2020	Development Strategy	Preconditions of Development; demographic prognosis - political influenced from 1.8 to 2.5
	Roads and Public Transportation Department / Transport Department	2005 ... 2015/ 2025	Transport survey/ modelling	

**b) Remarks on special urban topics in the cities of Berlin, Budapest, Prague and Warsaw**

1) Special aspects related to **Planning in Germany** :

- a. Transport planners are influenced by Budget Transfer Agreement;
- b. Federal Plan has been up-dated but projects started and to be completed / continued.

2) **Prague**: hybrid life-styles: second home by inhabitants - social integration;

*Housing*: 40% belongs to cooperatives, 60% to privates;

3) **Budapest**: people moved to suburbs in the 90-ies;

*Housing*: Housing renovation policy implemented with support from government, community, residents;

*Population*: decline can be stopped if ... (rehabilitation of inner city areas);

*Suburbanisation*: suburbanisation will go on;

*Urban development*: density will grow in certain areas / decline in others;

4) **Warsaw** : demographic prognosis has been political influenced (1.8 mill. today - 2.5 mill. in 2015);

*Housing*: 40% belongs to cooperatives, 30% to private owners, rest to community;

*Problems*: re-privatisation of property and high renovation demand;

*Urban development*: present infrastructural problems will be solved in suburbs.

5) **Berlin**:

*Migration: in the past*: out migration about 40.000 / year – young families moved to commuter belt; *today*: out migration about 12.000 / year.

*Effect*: flow back on a low level - *reasons*: no school, expensive transport.

*Housing:* Although prefabricated houses and flats have been upgraded and new flats constructed about 100.000 units are empty; effects on large scale housing areas: shrinking of population and public transport suffers from shrinking demand.

*Population:* population more or less stable for the next decade(s) due to migration (inner German + foreign migration).

*Suburbanisation:* limited suburbanisation going on.

*Segregation:* limited cultural segregation.

*Transport:* reduced transport demand, problems with public transport, reduced private traffic in inner city.

## 6) General trends in the capital cities:

- a. rising land / property prices → social effects, rich upper class/ city, middle class/ hinterland;
- b. tendency for density;
- c. fence-segregated areas (isolation, ghettos).

## 7) General aspects related to finances

- a. uncertainty in financial issues;
- b. optimistic view on financial situation (→ pull effects, surrounding hinterland);
- c. certain dependency on EU funds / national funds;
- d. uncertainty about "management" for investments.

## c) Outlook

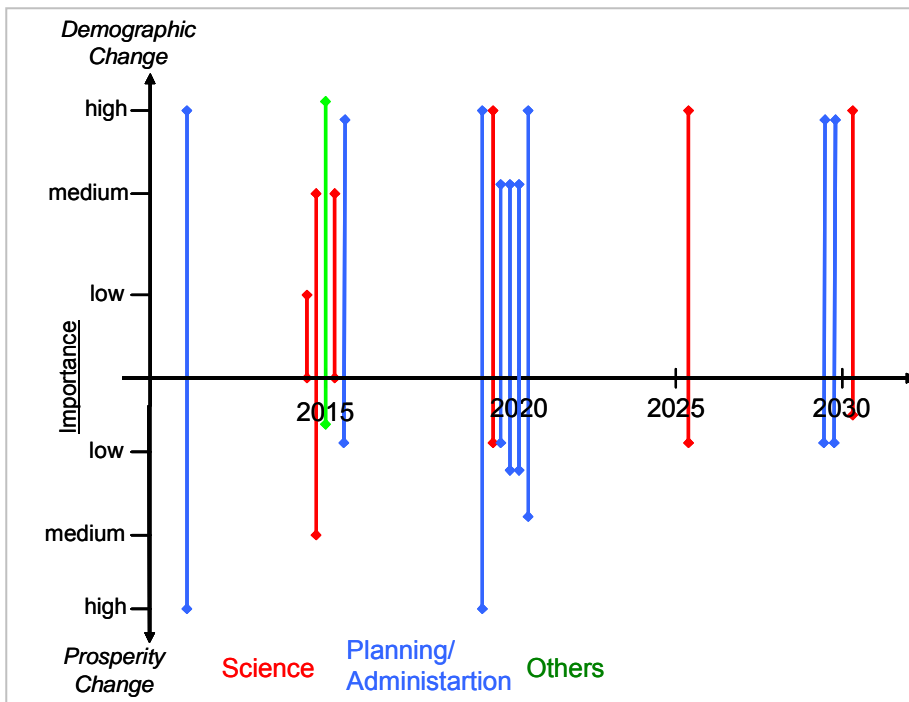
It was agreed to collect more detailed city specific data and information on future developments related to demography, urban development, suburbanisation, transport, segregation, finances and so on. The inputs submitted and tables prepared by the organisation team (Urban Mobility in European Cities 2020+ , Introductory remarks and hypotheses for working group sessions 1 and 2, Pro.Mode conference in Berlin, 27 - 28 November 2006) could be a good help to improve the knowledge about the future development in the cities.

## II.2) Red group

Representatives from German cities (Berlin, Leipzig, Hamburg and others); members of administration, planning, science and non-governmental organisations

### a) Overview

Horizons of plans, studies, forecasts, etc. currently in force or in preparation in the cities and institutions.



### b) Mobility in 2020+. Types of users and their needs

#### Preparatory actions.

When trying to establish in how far the mobility wants and needs of future (urban) populations might differ from those of today, the workshop participants soon realised the difficulties related to such an intellectual exercise. Difficulties arose from a) uncertainties about demographic and related developments and their consequences for spatial development and transport; b) doubts on in how far the planning activities of today might positively or negatively interact and interfere with those development trends; c) difficulties with leaving today's professional concerns behind and approach the future from a more creative, visionary angle.

The following provides a list of the main arguments of the experts on what is needed in order to prepare the transport profession for future challenges.

### Population forecasts and expectations

- General population trends and future developments are largely known and they appear to be realistic on the large scale. For the local scale, i.e. the cities, the situation is somewhat different. Demographic change is – to some degree – already a reality today.
- Large cities and urban agglomerations appear to be less affected by demographic changes than small and medium-sized towns and cities, especially regarding population decline.
- Population forecasts on local level have to be regarded with a certain amount of scepticism; official prognoses must be further developed for each city individually, for example by means of scenario building.
- Past developments and the degree to which preceding forecasts and scenarios have come true should be taken into account. For example, in the city of Leipzig forecasts have by and large proved to be realistic.
- The official data sources for mobility, albeit comprehensive, are often on too large a scale to be of use for cities, as is for example the case with the German “Mobilität in Deutschland” (MiD)<sup>1</sup>. The city of Hamburg has therefore recently commissioned a city wide MiD study, using the same approaches and methodologies as the national data collections. Thus, data will be comparable.
- Cycles of data collection should be shortened in order to obtain up-to-date information, which is of special importance regarding the dynamics of social change and their impacts on transportation.
- For both population and transport data collection and analysis the mere forecasting of trends based on extrapolation of current developments is insufficient. Instead, different alternatives, based for example on likely developments with and without steering activities from the political side, should be considered. It is only then that developments for the medium and long term future (2030 and beyond) can be foreseen with an appropriate reliability.
- The learning process, i.e. the understanding of developments, the evaluation of planning processes and their outcomes, etc., needs to be sped up, so that the gained knowledge can be transferred into new planning activities faster.

### Behaviour, needs and wishes of future transport users

- There is still a knowledge gap regarding the likely behaviour of elderly people in the future. From what is known so far it appears that people, especially the elderly, expect more from the transport system than simply being transported from one place to another. However, it is unclear what other expectations, wishes and wants they have, and in how far these should be considered by the transport sector.
- 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. Likewise, feedback loops need to be anticipated, for example the way in which airport planning and building activities might influence travel activities, or in how far new transport opportunities might in turn generate new demand.

---

<sup>1</sup> Mobility in Germany. A comprehensive data base on mobility and transportation. Data collection took place in 2002; the analysis was published in 2004 on behalf of the German Federal Ministry on Transport, Building and Urban Development.

## Challenges for Transport and Planning

- The impacts of external developments should be included in considerations on future transport demand. On city level this might for example concern the likelihood of a future increase in attractiveness of formerly less sought-after locations due to measures of urban renewal. In such a case an exchange of local population and the influx of new groups of residents and/or businesses with new or different transport demands might render existing transport supply insufficient.
- Transport needs might not only change on the side of the individual, but also activity locations might alter, leading to a shift in both starting and ending points of transport movements. .
- In larger cities, overall planning appears to be already sensitive to the prospective changes. However, on district level the will and the capacities to deal with the future are often less pronounced.
- Integrated planning and co-operation between different disciplines and, moreover, between different departments of urban administration is long overdue. At the same time, spatial and transport planning need to be integrated, for example in the process of preparing zoning and building plans.
- Changes should be understood not only in terms of challenges, but also as chances. For example, declining population numbers might take some development pressure off cities and offer opportunities for the creation of environmentally friendly and attractive open and green spaces in the city.
- In relation to that, the situation in rural areas and the often anticipated move (not only of elderly people but also of families) back into the cities (re-urbanisation) should be paid more attention to. Focussing on existing infrastructure makes also sense when considering that certain spatially over-dimensioned infrastructures, services and provisions might have to be reduced or closed down entirely in the future. However, the problem here is that infrastructure in urban centres is often less modern than that on the fringes.
- The decisions made in the transport sector today for the future are mainly based on the present situation. Future developments, albeit in parts already known, are only marginally taken into account.
- 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. No-one wants to come out of this competition as a “looser”, which might give way to unsustainable developments, i.e. with regard to excessive supply of new building land, which creates further sprawl.
- Apart from focussing on attracting young people and especially families, cities should also strive to develop all-age-friendly environments, which bring together provisions for the needs of the elderly with the requirements of younger generations. This holds true for both residential areas and buildings as well as public urban spaces.
- Public transport can learn from the automobile industry, which already today is much better prepared for addressing the concerns of their clients as can be seen for example in advertisement campaigns as well as in marketing and lobbying activities. Public transport still addresses “objective” concerns, such as travel times and prices, while the private transport sector also pays attention to “subjective” interest like freedom, individuality and emotions.
- In the often cited equilibrium of market and state, the market still holds the stronger position. It might be worth thinking about how the position of the state (or other entities of public administration) might be strengthened in order to guide market forces, yet without interfering too much of change the situation for the worse.

## A Glimpse of the Future

The workshop participants identified the following as most likely to determine the wants and needs of future transport users:

- Society will be more heterogeneous and more disperse. This also means that disparities between population groups will have increased, especially as regards economic conditions.
- The population will be stronger involved in political decision making processes due to continued modernisation of administrations.
- Likewise, infrastructure and service provision in the transport sector will usually be taken over by private entities and companies as tight public budgets make the outsourcing of these tasks necessary. However, administrations will have to be careful not to outsource steering power so that they will still retain the possibility to safeguard public interests.
- Urban revitalisation concepts and measures to increase the attractiveness of inner cities will have started to take effect.

In order to achieve such circumstances, the participants stressed the importance of implementing the following points;

- Chances that are provided by demographic and related changes need to be identified and taken now. Otherwise, the now existing window of opportunities might close again and leave cities to deal only with the negative sides of those changes.
- Transport costs need to be made transparent, and internalisation of costs is to be achieved. This also means replacing tax based financing systems with the user-pays-principle.
- Planning mechanisms need to be established that stronger involve the public.

The future of cities was discussed along the lines of shrinking vs. non-shrinking cities. However, it soon became clear that the phenomenon of shrinking as well as a decline in absolute population is a problem of small and medium sized towns rather than of agglomerations and metropolises. Likewise, shrinking and population decline as such might not cause qualitative changes in demand as much as shifts in the socio-demographic structures. Nevertheless, quantitative changes might be an issue.

In order to envisage future transport needs, other than mere socio-demographic factor should be considered, such as lifestyle and position in the life cycle as well as user mentalities. Moreover, the focus should not exclusively be on age groups, but people should be classified according to their ability to move and be mobile autonomously and independently. Additionally, infrastructural and other external factors, such as resources, should be considered. Another fact relates to in how far mobility is actually compulsory or otherwise required by general circumstances rather than wanted by the users.

## The Supply Side: Tasks for the Future.

... will be discussed during the second conference from 15-16 March 2007.