

The Integrated Sustainable Urban Transport Plan Dresden 2025

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Dresden

Dresden.
Dresdner

City of Dresden



Content

1. City development
2. Plans and strategies in the past
3. Getting ready for the SUTP Dresden 2025

City development

- First destruction 1945



City of Dresden

City development

- Second destruction – socialist city planning



City of Dresden

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DRESDEN

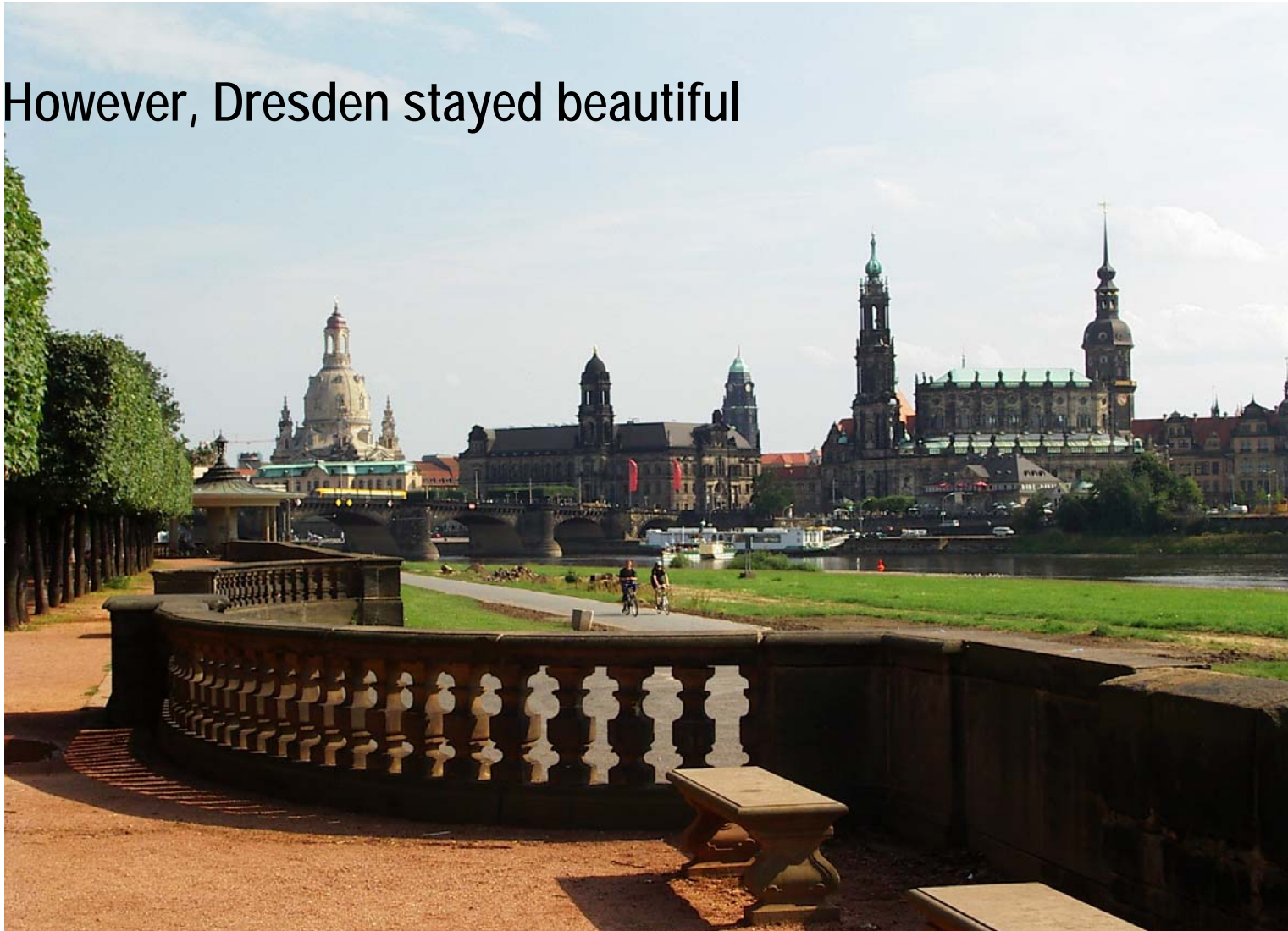
 verkehrs- und
infrastrukturplanung

Dresden.
DIEZQ6U*



City development

- However, Dresden stayed beautiful



City of Dresden



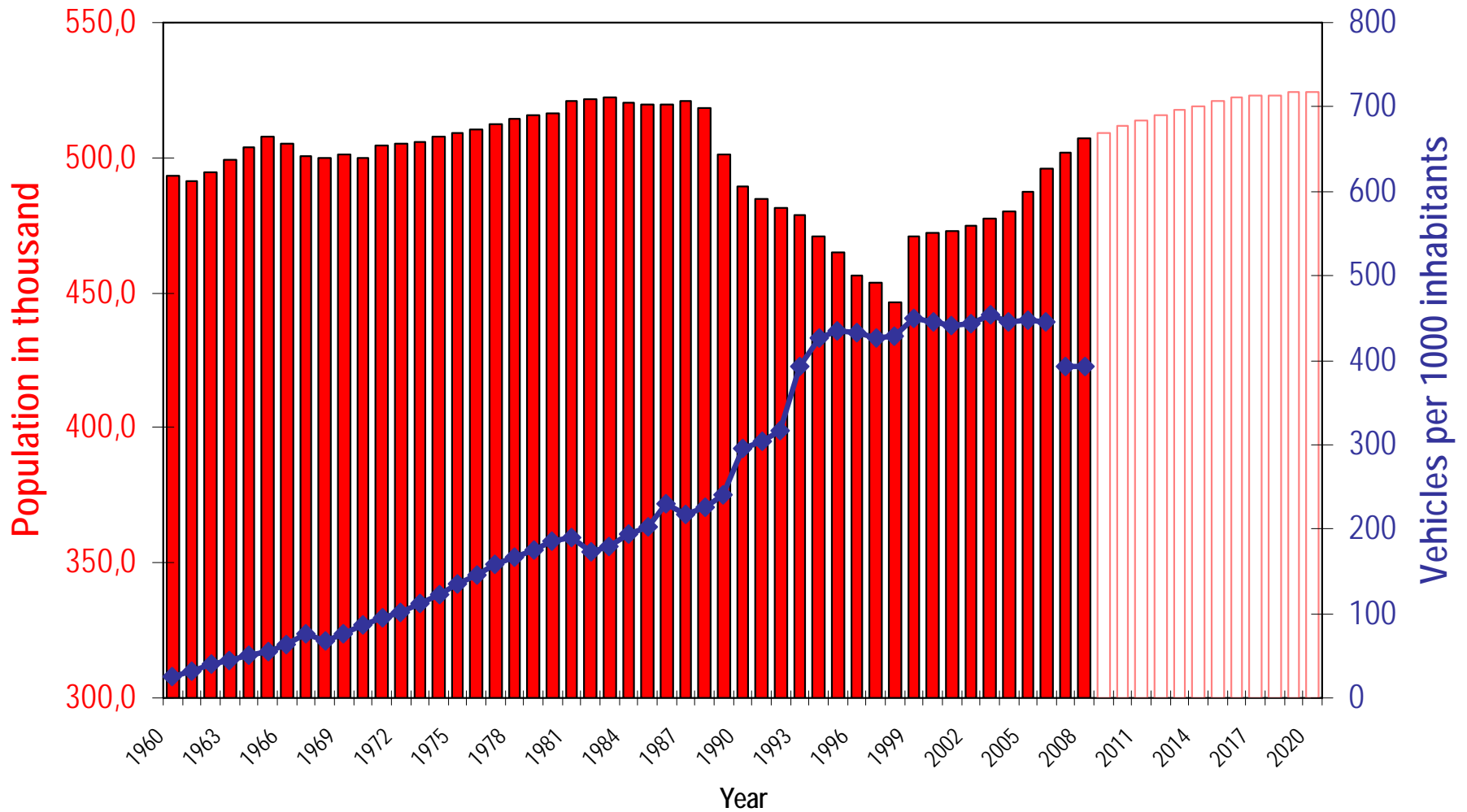
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DRESDEN

verkehrs- und
infrastrukturplanung

Dresden.
DIEZIGER



Population and motorization



Transport infrastructure

1.442 km road network

7 Elbe river bridges

59 km rapid transit network

200 km tram network

12 tram lines / 160 tram vehicles

300 km bus network

28 bus routes / 155 busses

3 Elbe ferries

Mobility in Dresden

Main data of a week day

643 000 trips by car

338 000 pedestrian walks

249 000 bicycle rides

327 000 trips by PT

of which

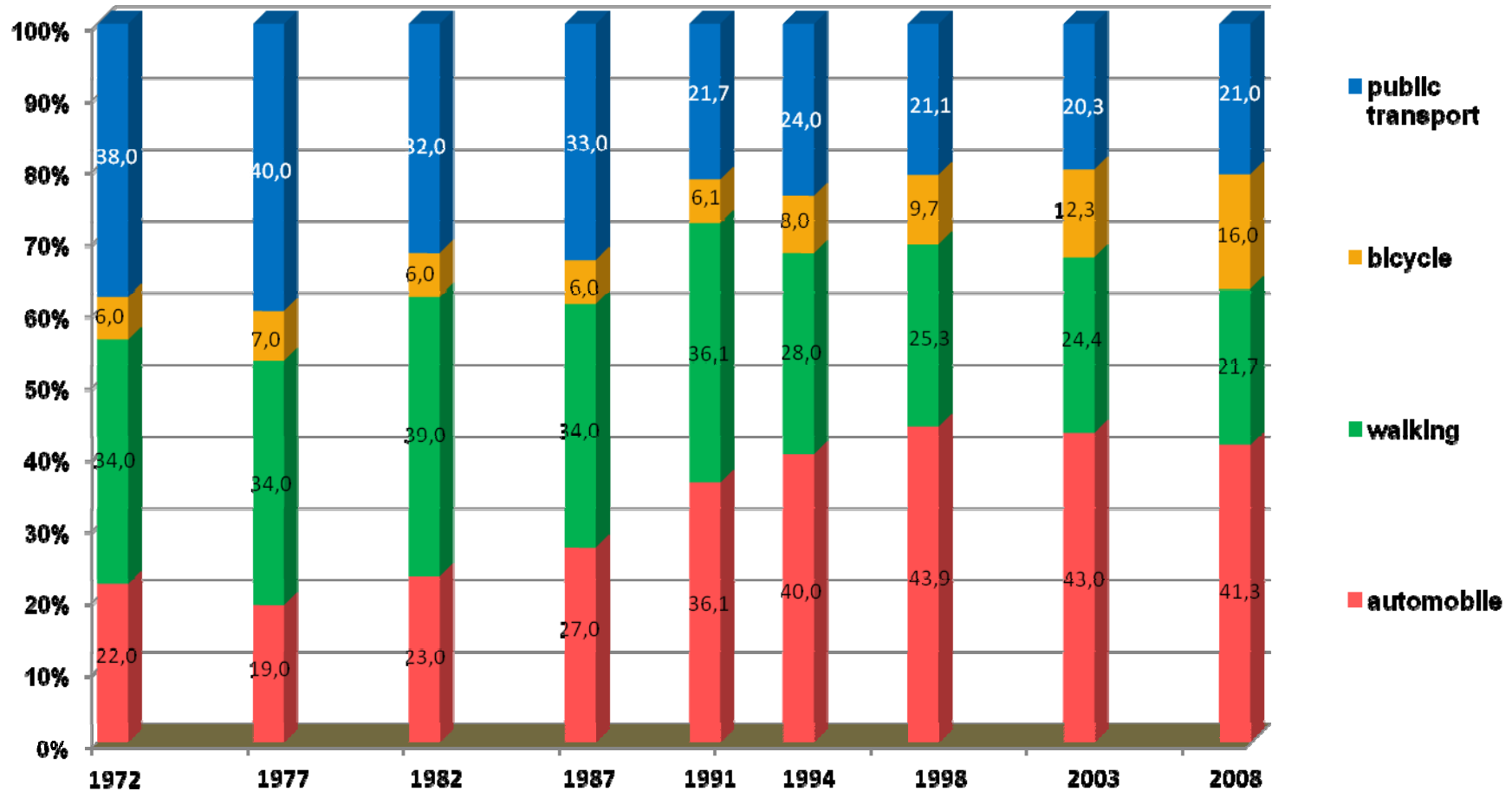
41 000 commuters outbound

plus

86 000 commuters inbound

without through traffic and commercial traffic

Modal split in Dresden (all trips of residents)



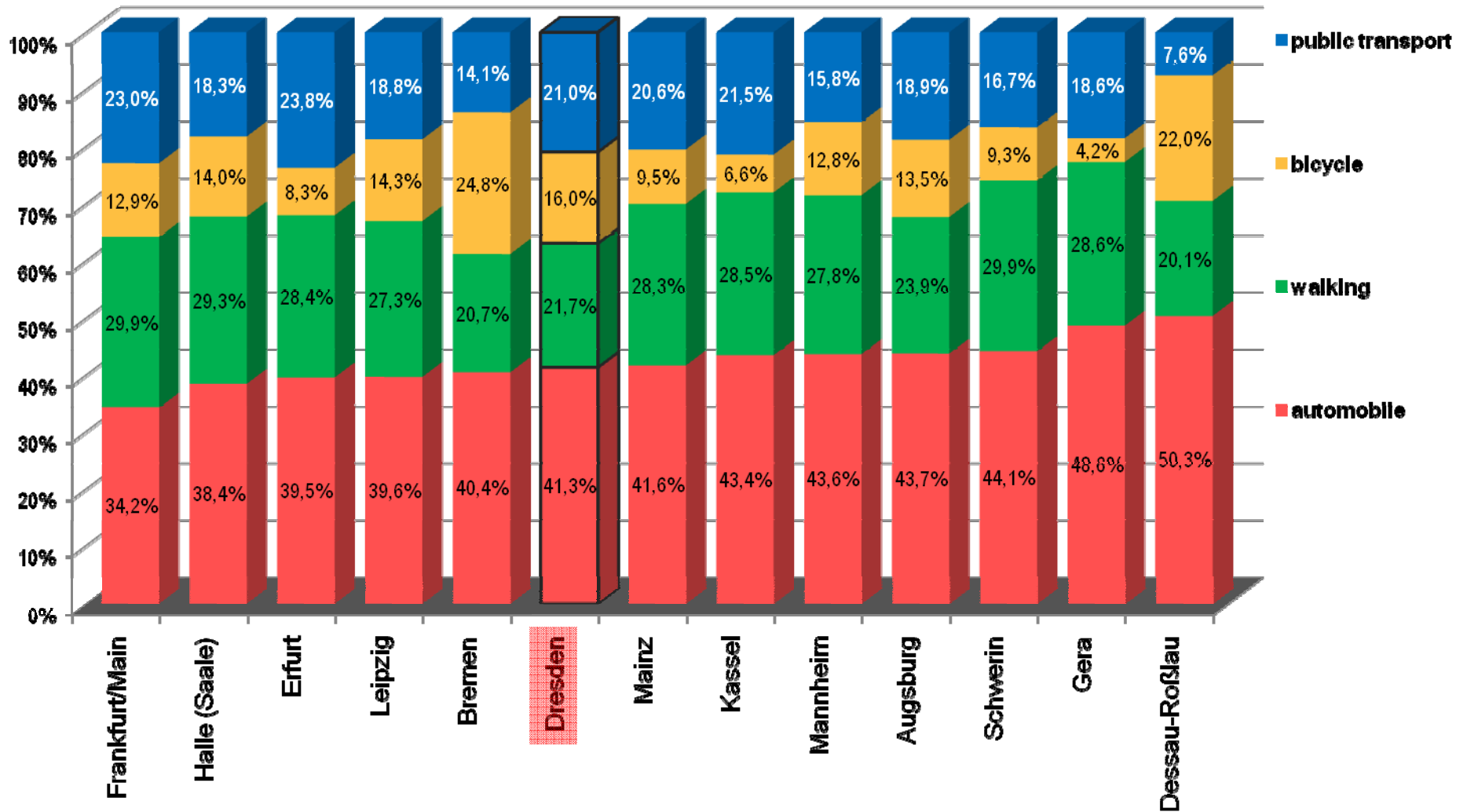
In 2008 37 % of Dresdens housholds had no private car!

Mobility in cities - SrV

City of Dresden

Dresden in comparison with other German cities

SrV 2008, all trips of residents



City of Dresden

DRESDEN'S MOBILITY STRATEGY in the past so far

four major areas

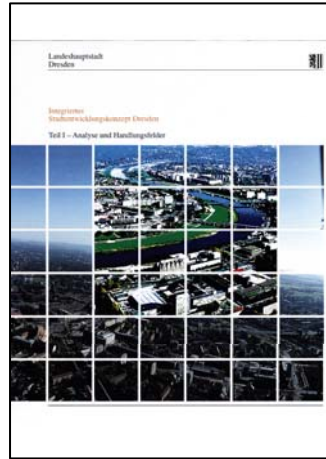
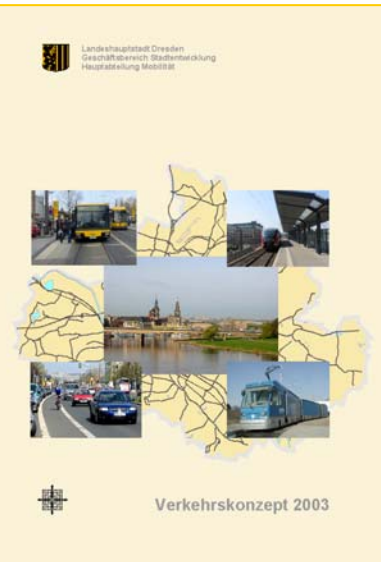
City development
and transport

Transport
infrastructure

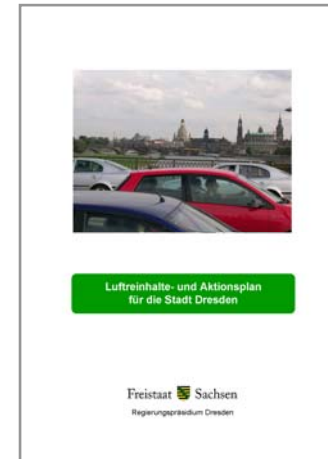
Transport
management

Mobility
management

Many plans and strategies need integration and coordination



SrV 2008



Dresden
mobility strategie

Klimaschutz-
bericht



Prognose 2025



Verkehrsentwicklungsplan (VEP) Dresden 2025 = Sustainable Urban Transport Plan (SUTP)

SUTP Dresden 2025 – The new strategic bridge

SUSTAINABLE URBAN TRANSPORT PLAN

Clean
Air
Plan

Noise
Action
Plan

Transport
measures
and
concepts

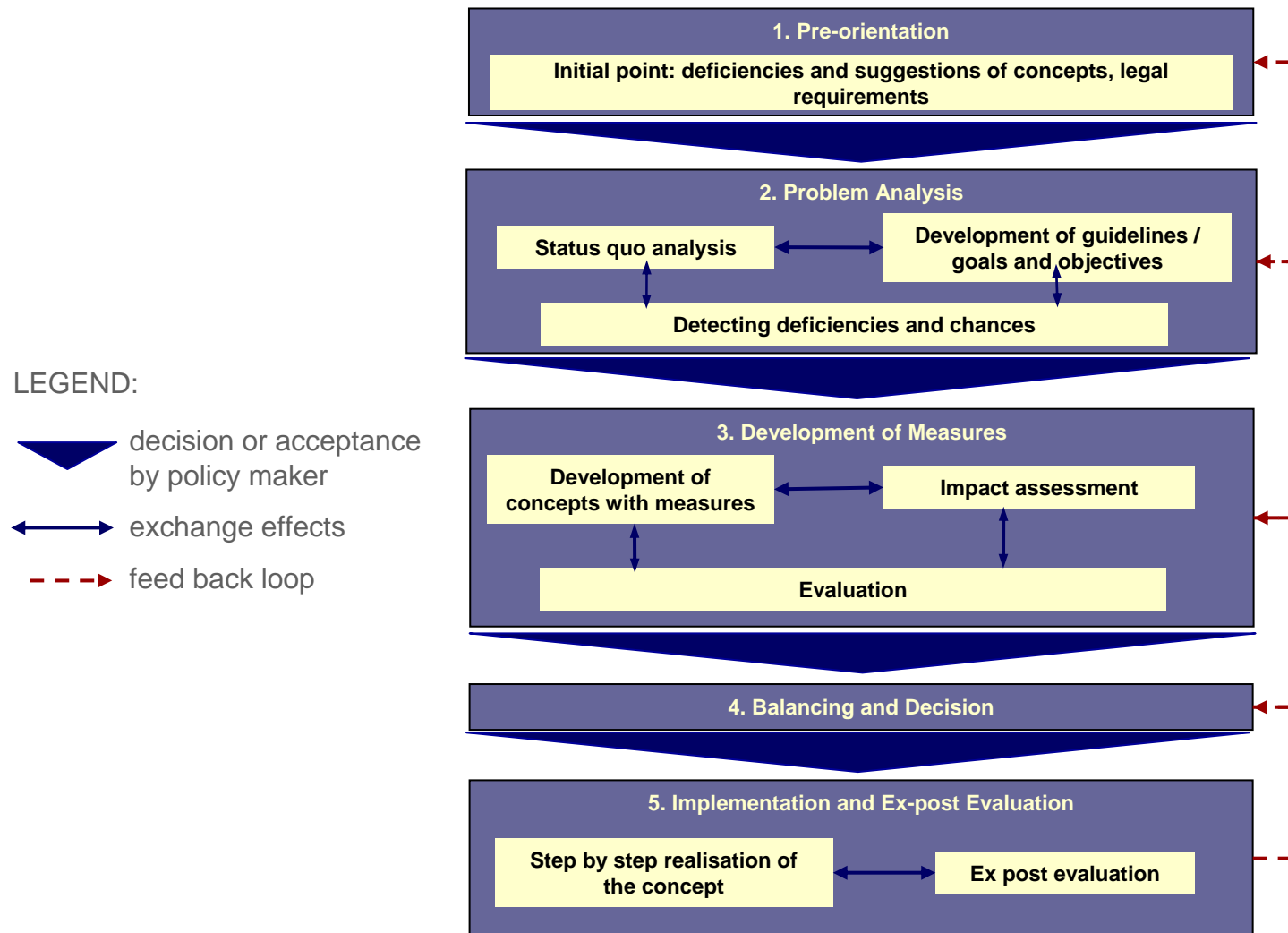
Public
Transport
Plan

Further
sector
plans
related
to traffic
and
transport

Definition of integrated transport planning

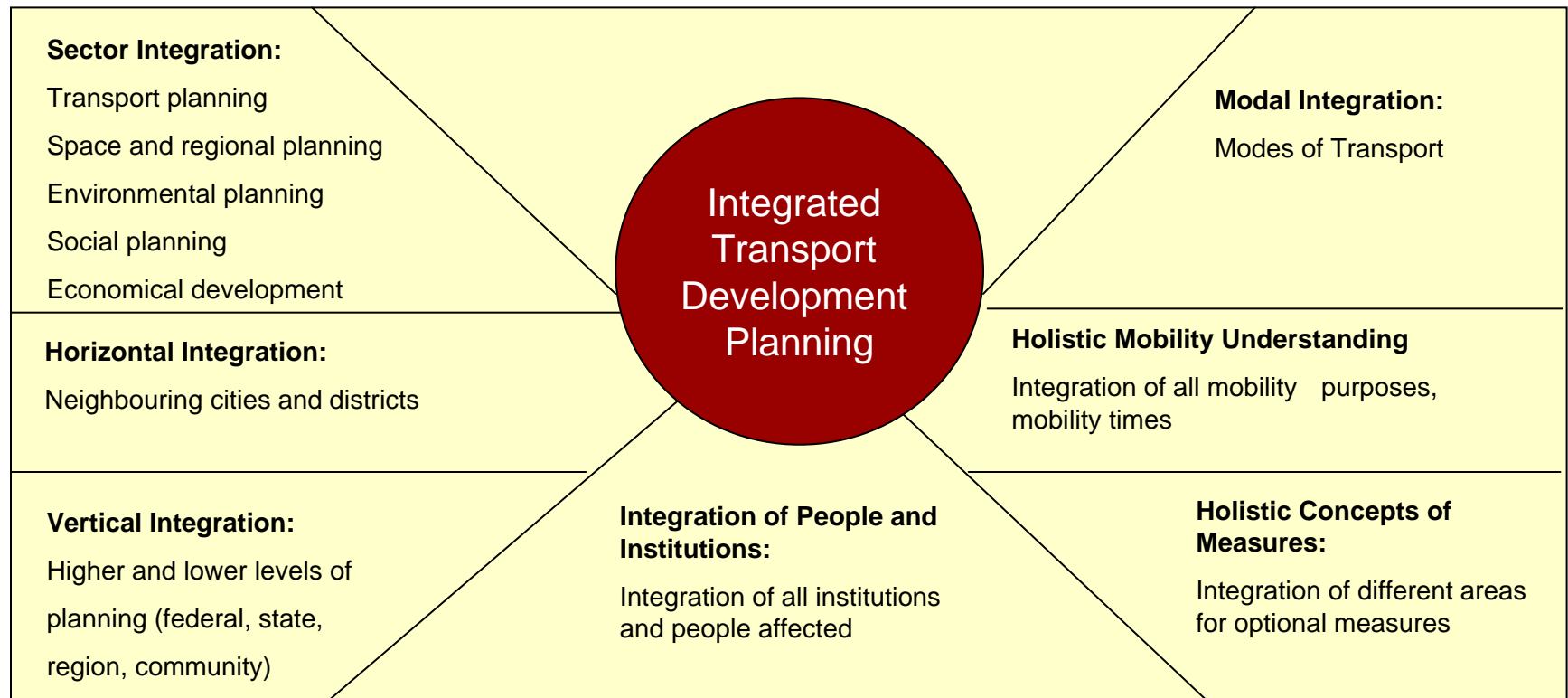
- „Anticipated systematic preparation and conduction of decision processes with the intention, to influence trips in a certain planning area according to goals and objectives through land-use measures, construction of facilities, police measures, operational management, price and information measures.“ (FGSV 1985)
- Generally as an interdisciplinary task, orientated to the future.
- A continuous, iterative and transparent process.
- A process on different planning levels (federal, state, regional and local transport planning).
- An informal co-operative process, not regulated by laws.
- A process, divided into the 5 phases: pre-orientation, problem analyses, development of measures, balancing and decision, implementation and ex-post evaluation.

Process of transport planning



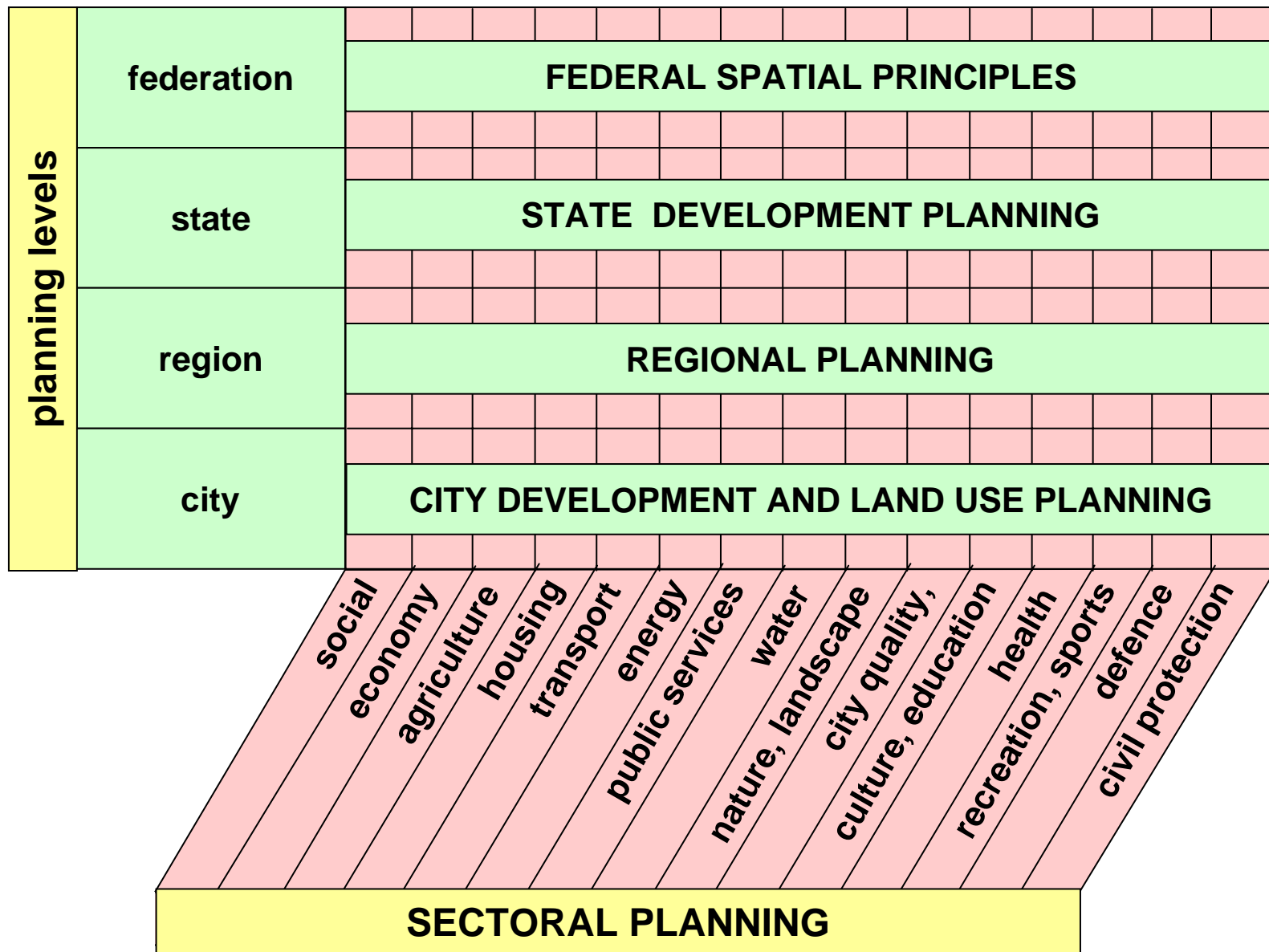
Source: FGSV: Leitfaden für Verkehrsplanung, Köln, 2001

SUTP Dresden 2025 – the integrated approach



Derived from: Beckmann, K ; Kreitz, M: Definition einer integrierten Gesamtverkehrsplanung, In: Rheinisch-Westfälische Technische Hochschule Aachen (Hrsg.): Stadt Region Land, Heft 67, Aachen, 1999, P. 22

Many sector plans need integration and cooperation



Range of measures in integrated transport planning and management

0. Land use planning

- Determination and control of land uses to reduce traffic demand
- New developments in "integrated" zones or areas with public transport access

1. Engineering

- Construction of routes and transport facilities for all modes, multi and inter-modal use
- Vehicle improvements
- Information technology, e. g. multi modal navigation systems

2. Economy

- Taxation (vehicles, energy, ...)
- User-financed systems
- Road pricing
- Fares
- Land value capture
- Parking management

3. Enforcement

- Legislation, emission and other standards
- Access restrictions, car free zones, emission-control zones
- Speed limits
- Safety control
- Traffic guidance and control
- Police enforcement, fixed quotas

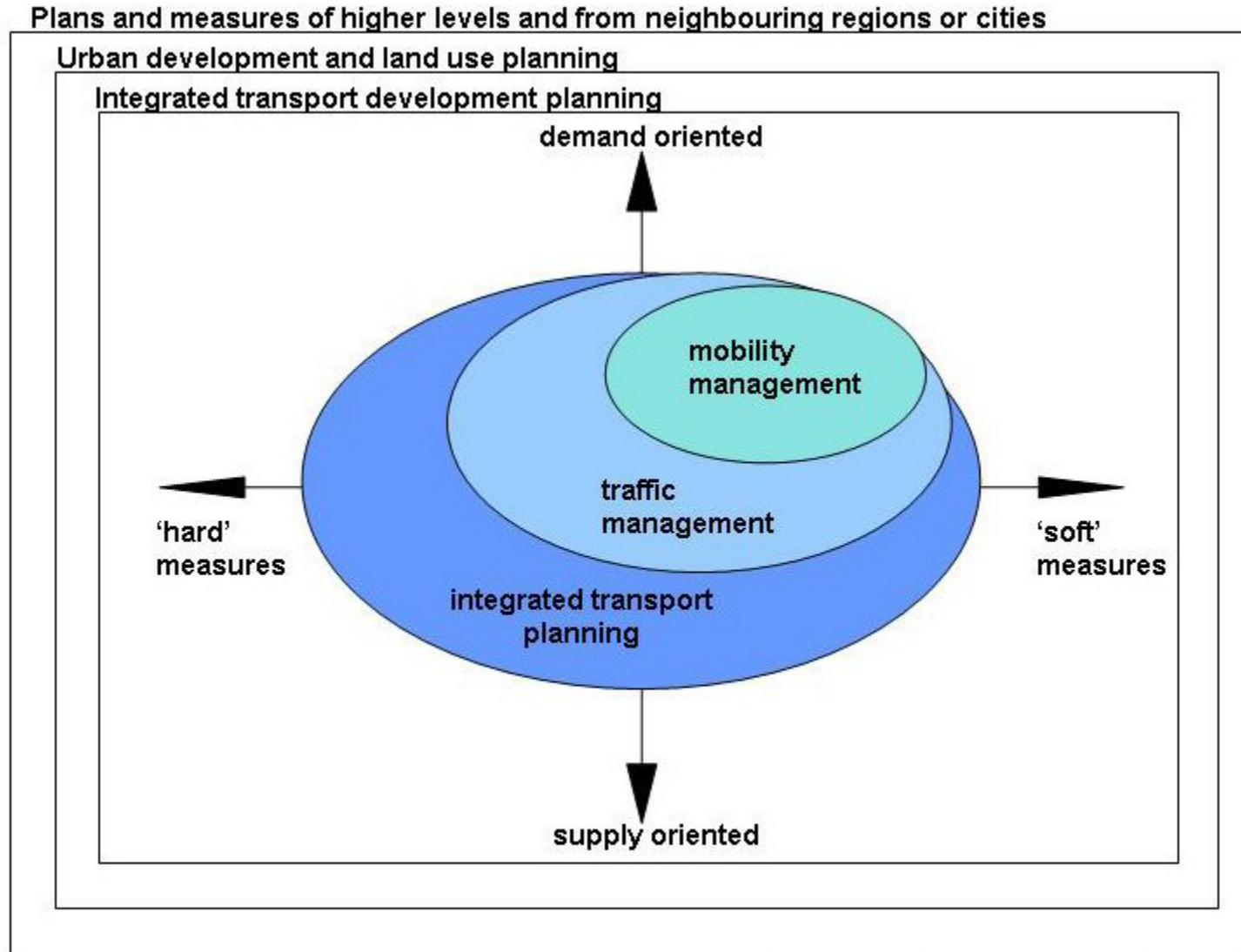
4. Education, Information

- Transport behaviour issues in school
- Driver education
- Public awareness, public relations
- Mobility Management on all levels
- Involvement of media
- Public participation

5. Organisational and logistic measures

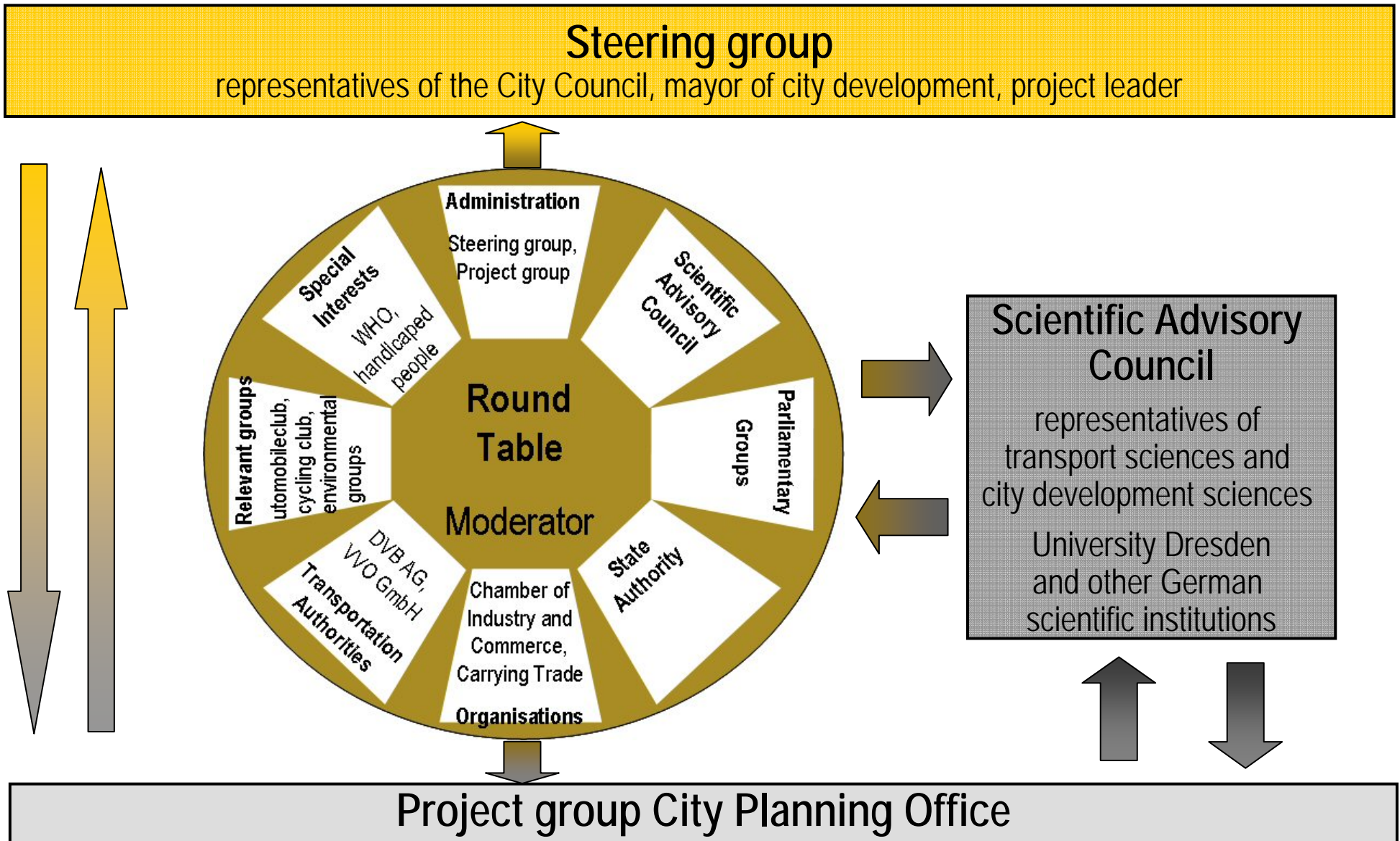
- Improved efficiency (car-sharing, car-pooling, ...)
- Differentiated supply also for inter and multi-modal use
- Incentives, privileges for best practice approaches

Integration of planning and managing

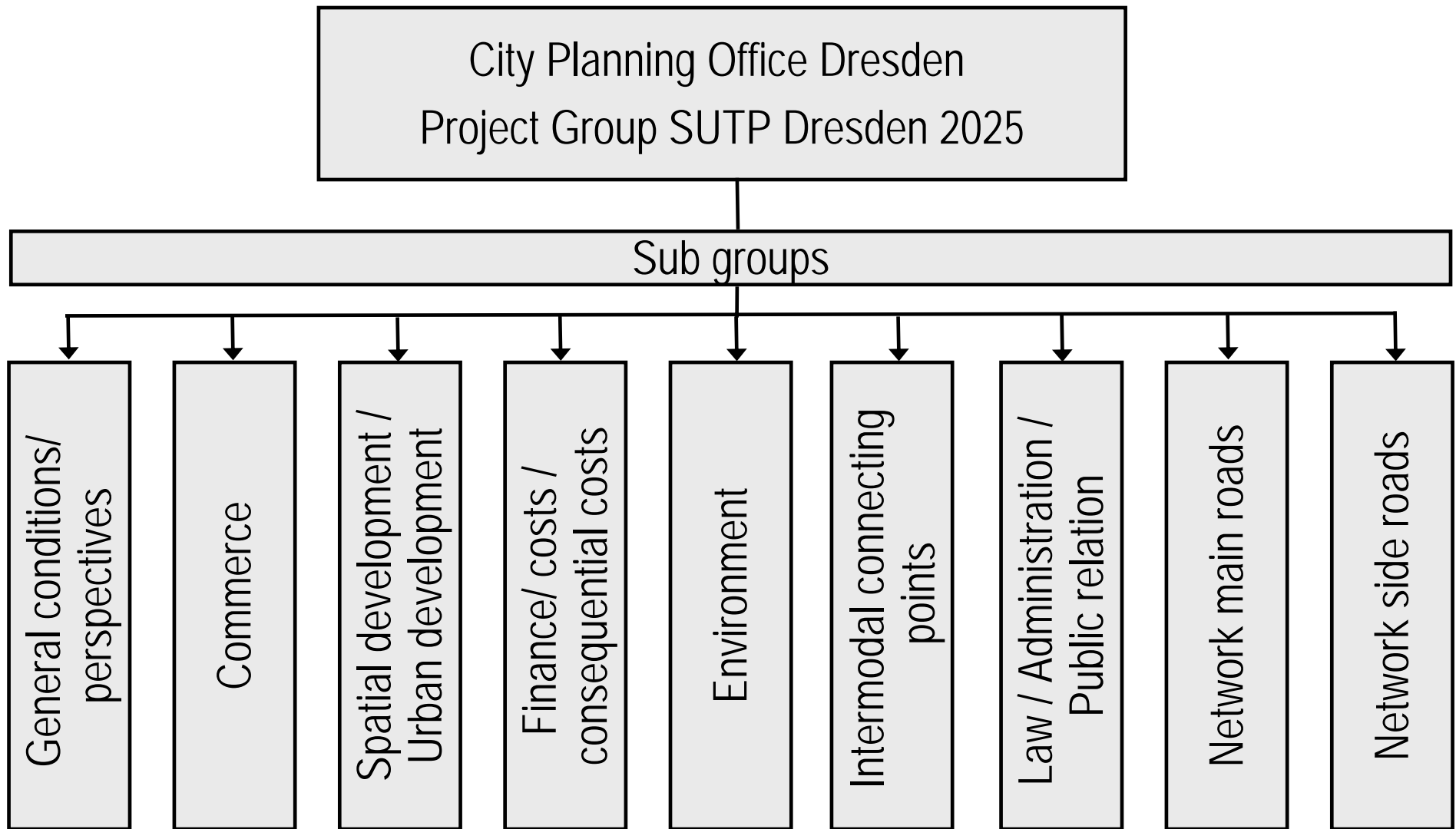


derived from: FGSV: Verkehrsmanagement – Einsatzberichte und Einsatzgrenzen. FGSV – Arbeitspapier Nr. 56, Köln 2002.

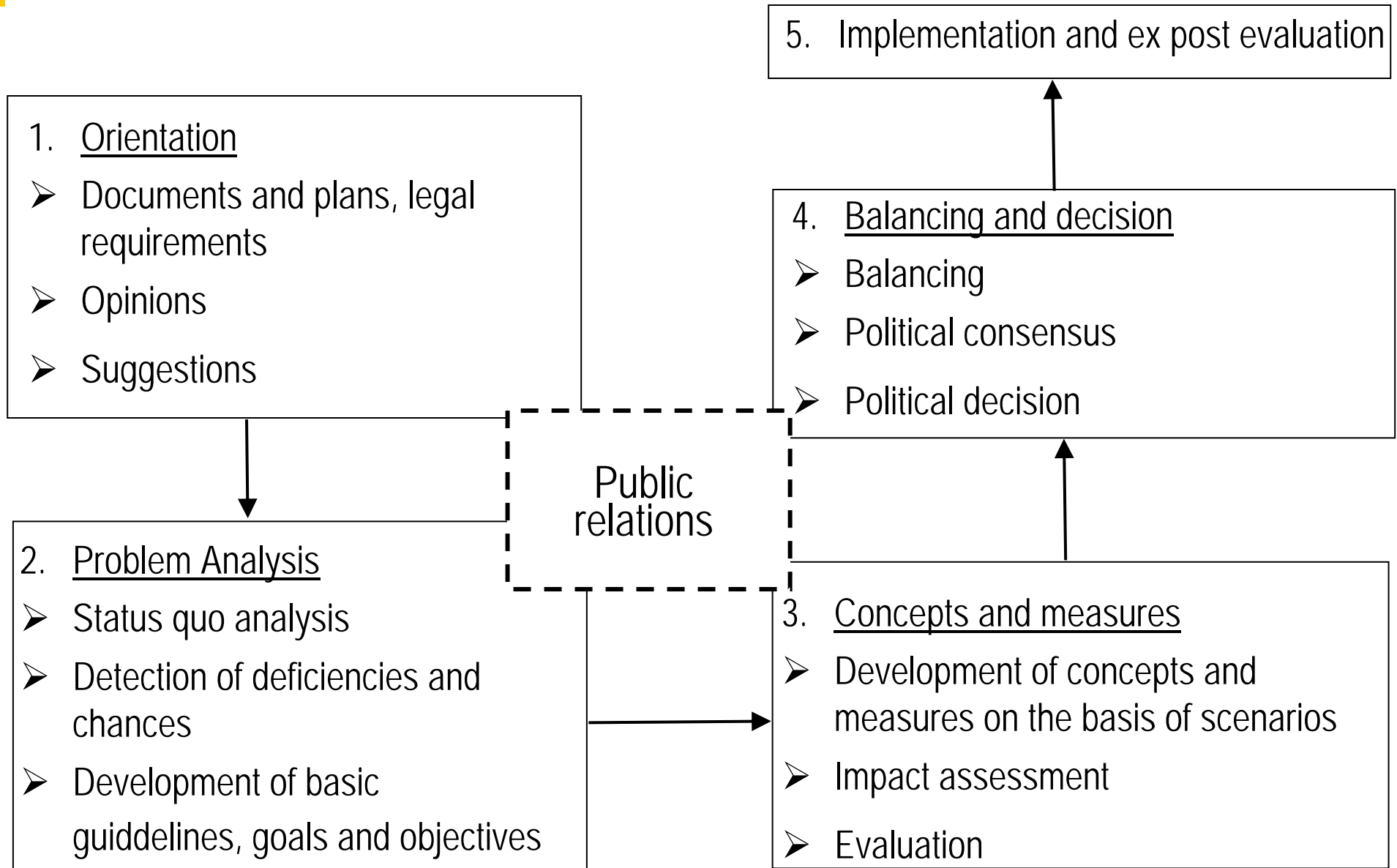
SUTP Dresden 2025: Communication and cooperation



SUTP Dresden 2025: Project Group Administration



SUTP Dresden 2025: work phases



SUTP Dresden 2025 – expected issues and results

- Minimal congestion free network of arterials
(Truck guidance, traffic management, accessibility of commercial locations, immission standards)
- Maximal traffic quietened network (speed 30 km/h-zones)
- Maintenance of infrastructure
- Improved accessibility for commercial traffic
- Safety control program
- Parking policy, Park and Ride, Bike and Ride
- Public transport system development with integrated public bicycles in the inner city
- Promotion of the sustainable modes, mobility management, multi modality
- Noise and pollution action plans, CO₂-reduction
- Incentives for sustainable mobility strategies

Thank you for your attention



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