European Urban Agenda
Urban Mobility Partnership

Urban Mobility and
Urban Planning

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Nuno Pinto is a Lecturer in Urban Planning and Urban Design at the **Department of Planning and Environmental Management**, **School of Environment, Education and Development** of **The University of Manchester**, United Kingdom.

Nuno holds a PhD in planning from the School of Architecture of Barcelona, BarcelonaTech, Spain and he is a chartered Civil Engineer (University of Coimbra, Portugal) by the Portuguese Board of Engineers.

Nuno is also an affiliated member of the MUI, **Manchester Urban Institute**, in CUPS, the **Centre for Urban Policy Studies**. He is also a researcher at CPSV, the **Centre for Land Policy and Valuation** at the Technical University of Catalonia, Spain, where he also teaches as an invited lecturer.

Nuno has conducted his PhD research with the support of a grant of the Portuguese Fundação para a Ciência e Tecnologia. Nuno was the recipient of the Breheny Prize for the best paper in 2010 in Environment and Planning B: Planning and Design, a leading academic journal in the field of urban modeling and urban planning.

See **Nuno's academic profile at SEED**. Follow Nuno's Twitter feed **@nenpinto**.

**2016/17 Semester 1 Office Hours:** Thursdays: 2.00am-4.00pm

LATEST NEWS

Outline

→ Urban Mobility and Urban Planning, a sub-system of urban system

→ Decoding urban mobility in the European Urban Agenda, the Pact of Amsterdam

- The scales of this relationship

- From a national perspective

- From the European perspective

- The spaces of urban mobility

→ Main challenges for urban mobility

- in regulation

- In funding

- in knowledge and knowledge exchange

→ The Key Factors to Address the Challenges

Urban Mobility, a Subsystem of the Urban System

→ *mobility as a basic component*
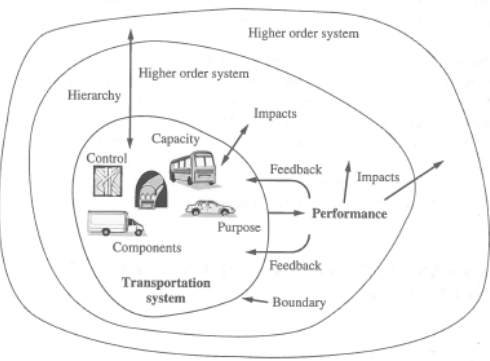
MEYER, M. D. & MILLER, E. J. 2001. Urban Transportation Planning: A Decision-Oriented Approach, McGraw-Hill Higher Education.

Adapted from MEYER, M. D. & MILLER, E. J. 2001. Urban Transportation Planning: A Decision-Oriented Approach, McGraw-Hill Higher Education.
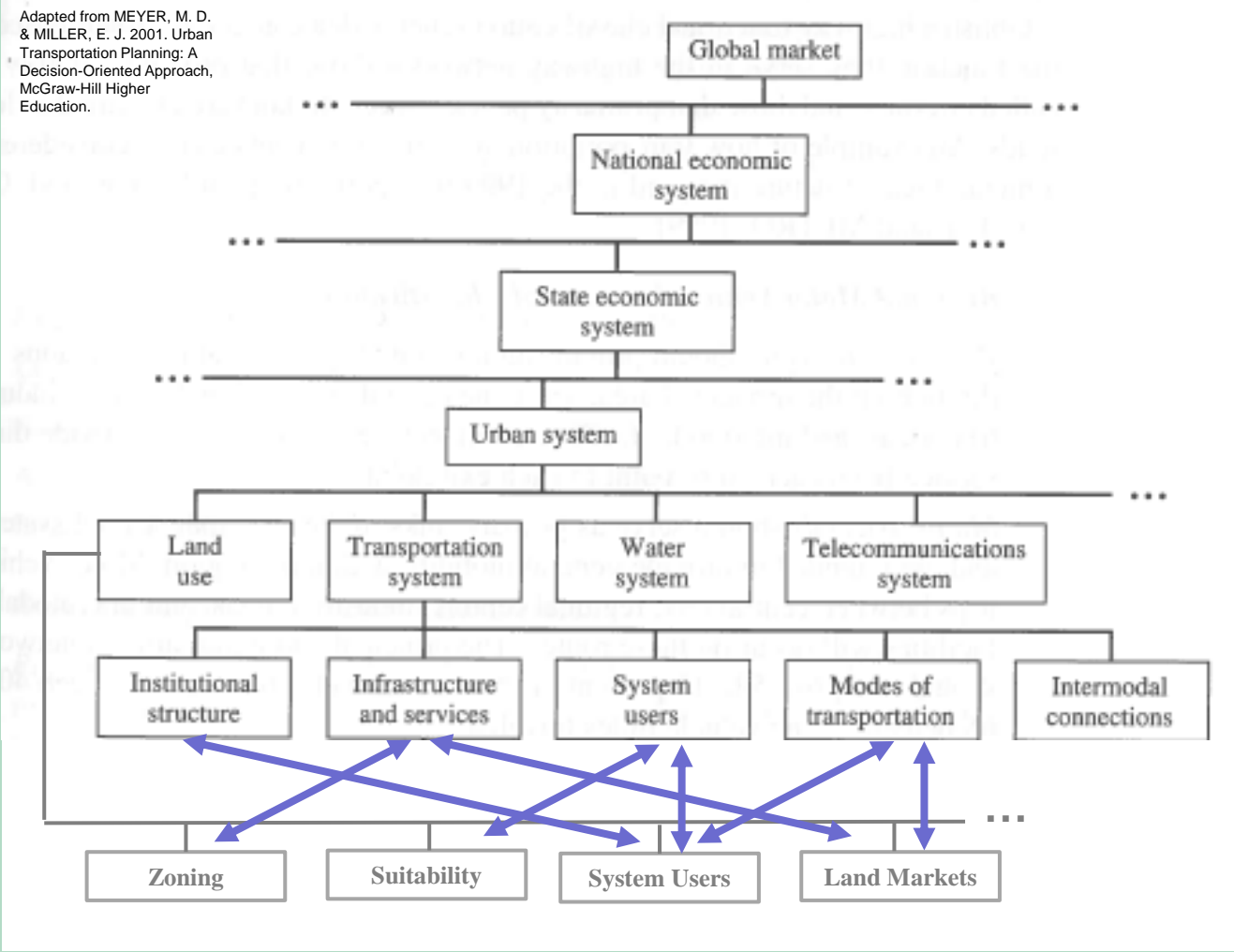
The Pact of Amsterdam

→ *definition on Urban Mobility*

The objectives are to have a **sustainable** and **efficient** urban mobility. The **focus will be** on:

- public transport
- soft mobility (walking, cycling, public space)
- accessibility (for disabled, elderly, young children, etc.)
- an efficient transport
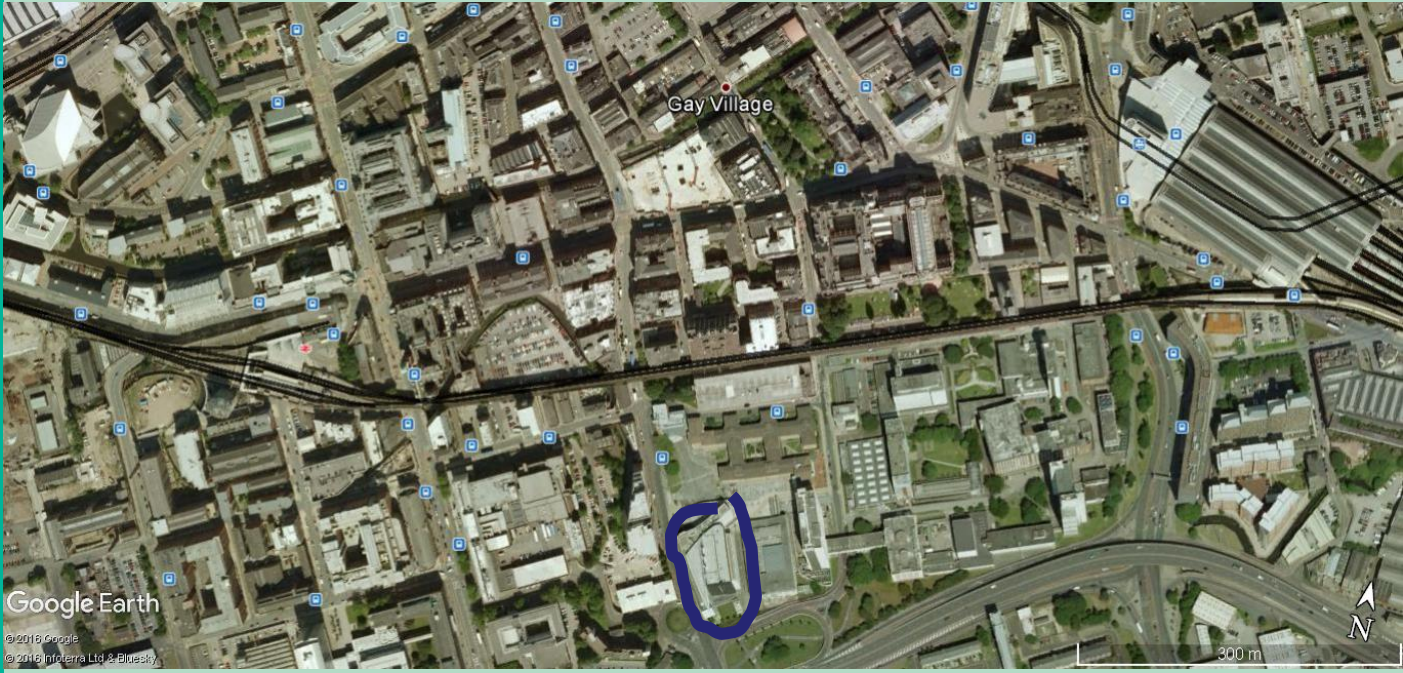- with good internal (local) and external (regional) connectivity

→ The priority themes that derive from the priorities of the EU 2020 strategy for smart, sustainable and inclusive growth

- Inclusion of migrants and refugees.   **[Mobility!]**

- Air quality   **[Mobility!]**

- Urban poverty   **[Mobility!]**

- Housing

- Circular economy

- Jobs and skills in the local economy   **[Mobility!]**

- Climate adaptation (including green infrastructure solutions)   **[Mobility!]**

- Energy transition   **[Mobility!]**

- Sustainable use of land and Nature-Based solutions.

- **Urban mobility**

- Digital transition   **[Mobility!]**

- Innovative and responsible public procurement
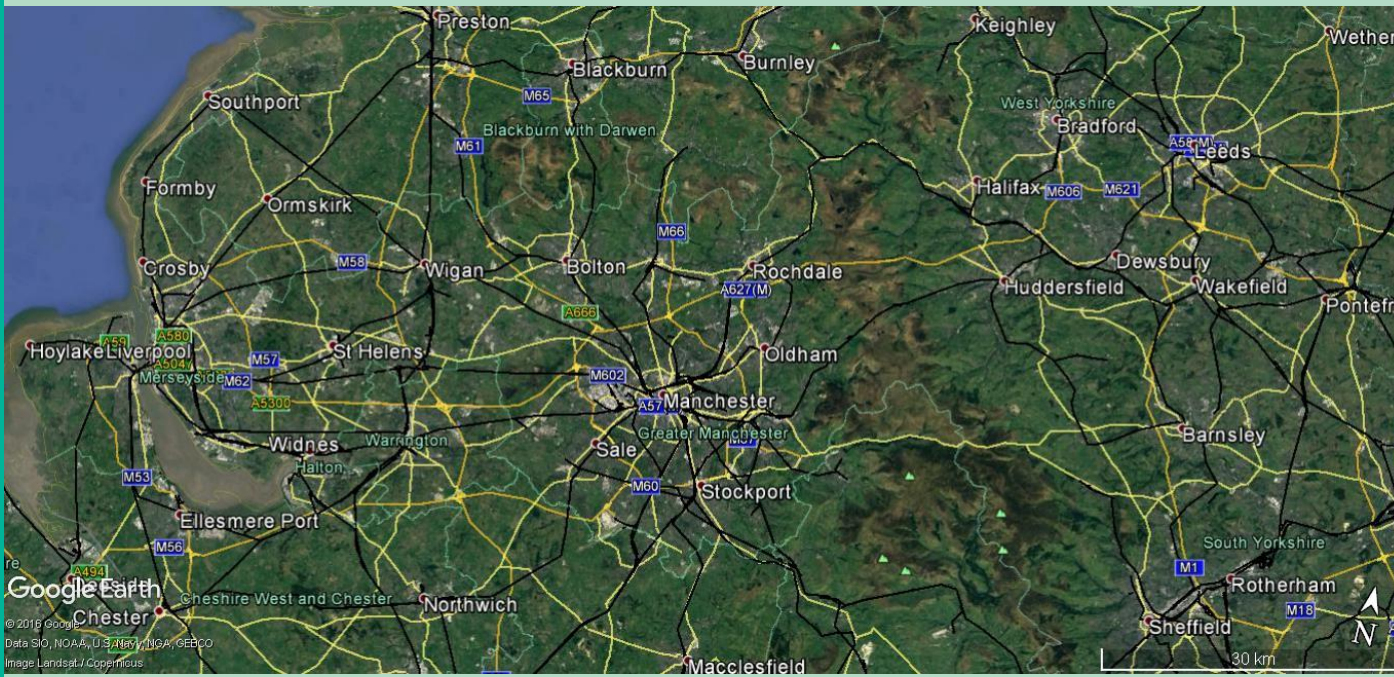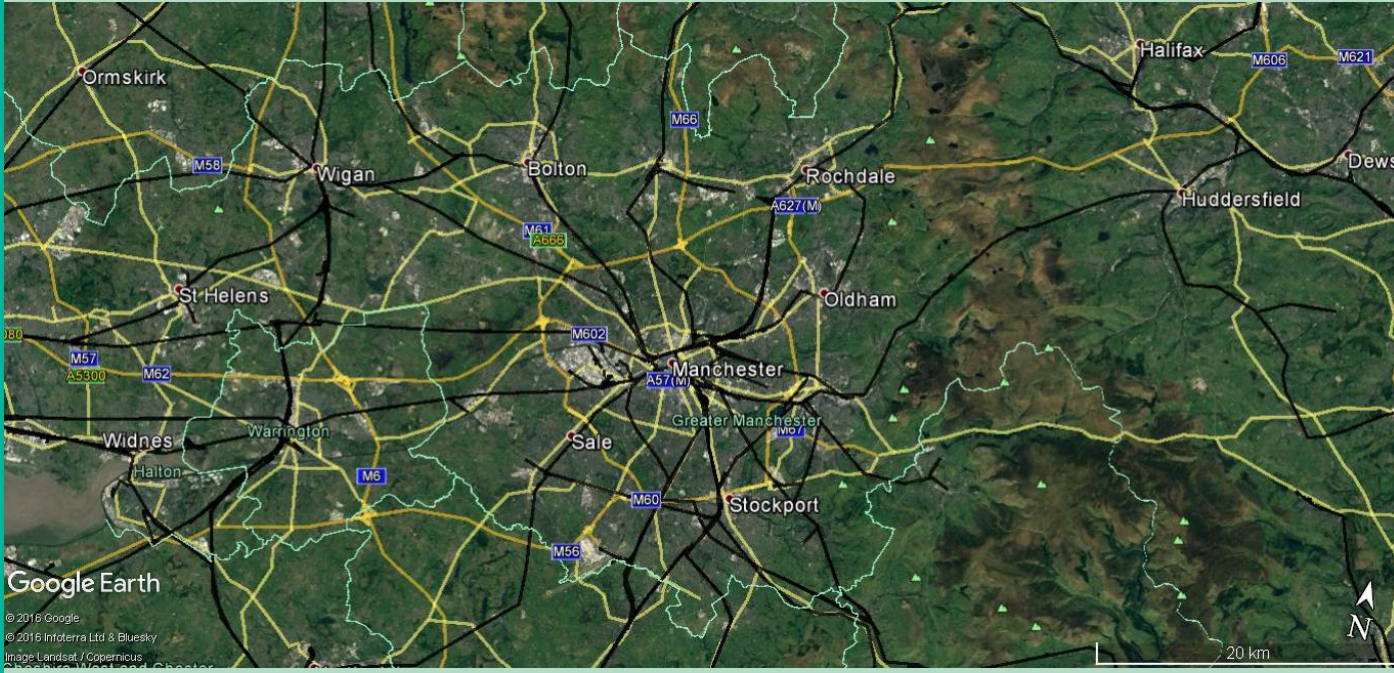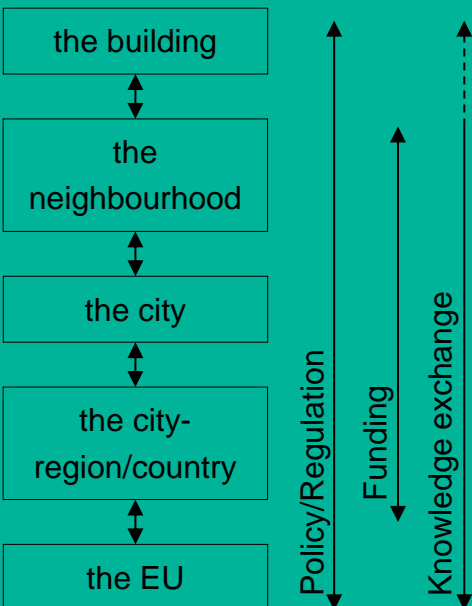
The Scales of this Relationship [1]

The Scales of this Relationship [2]

The Scales of this Relationship [3]

→ *scale up/down in urban mobility*

the building

↕

the neighbourhood

↕

the city

↕

the city-region/country

↕

the EU

Policy/Regulation

Funding

Knowledge exchange

From a European Perspective [1]

→ *generic inclusion of mobility in EU programmes*

"This priority aims to bring about improvements to transport links to boost mobility and territorial linkages. ICTs also need to be harnessed more effectively to help link remote areas to the rest of society. Getting the most out of new technologies will also improve the economic, financial and administrative performance of the entire region."

→ Urban mobility is usually a critical European policy issue that

- has lots of attention on the technical/operational side

- has not got the necessary political and policy as an integrated component of urban planning Especially in convergence countries where policies in urban mobility tend to be relatively recent

→ Benefiting hugely from strong incentives from EU funding and policies in mobility, heavily oriented towards vehicle efficiency and environmental sustainability

→ Less so in combining measures of mobility with interventions in urban planning/urban design

→ Perhaps a consequence of historical the lack of jurisdiction of the EU in spatial planning of any scale

→ Drawing massively in the major investment in the Trans-European Networks

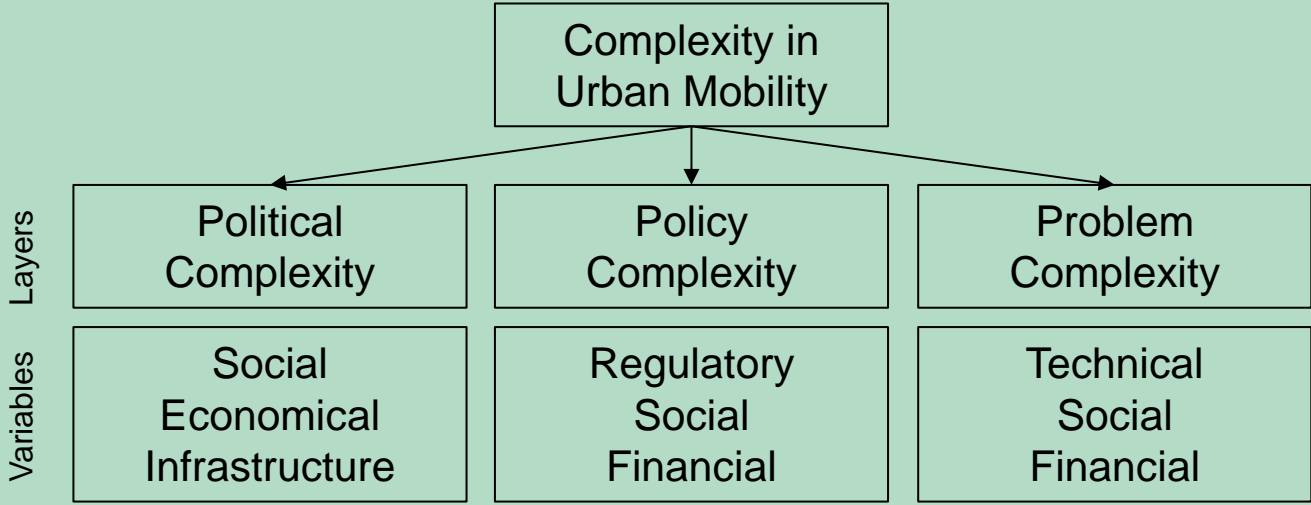- Used by convergence countries to reduce the gap in infrastructure

From a European Perspective [2]

→ Mobility is a major intervention area of the EU

  - Yet constrained by the lack of jurisdiction in spatial planning

  - But compensated by the vast financial resources put into transport policies at all scales

→ Influencing majorly urban mobility through investment in infrastructure and operations (vehicles)

→ And promoting research and knowledge exchange in mobility practices

→ With some logic of mentoring, with cities/regions with best practices mentoring other cities

→ With a strong focus on the intelligent/smart agenda in the last 10-15 years

→ Meaning a strong technology-driven mindset

→ Some examples of urban-oriented programmes with a generic aim of improving mobility

→ Rare in Urban II programme, more linked to operational structural funding schemes on transport
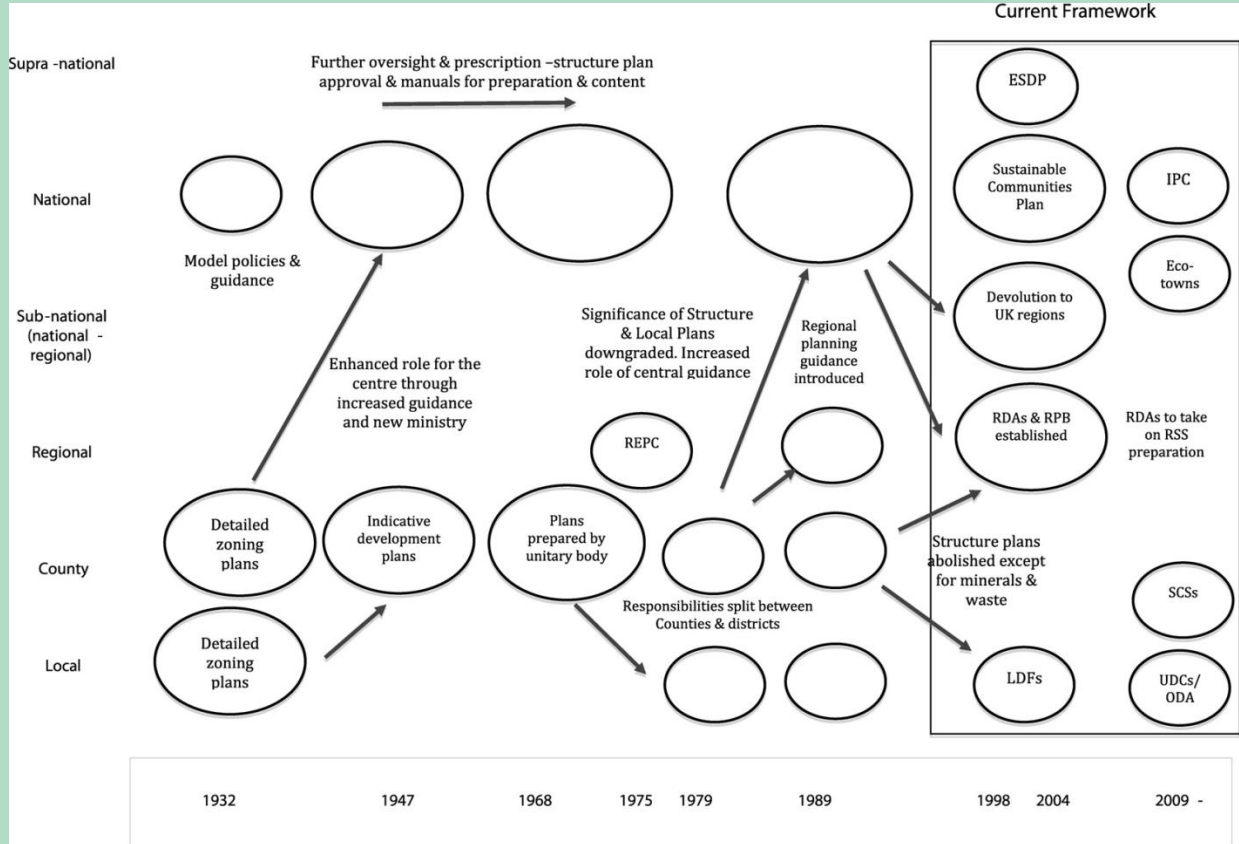
From a National Perspective

→ Linking mobility to well being of local populations

- targeting all scales of cities

- the European mobility week/day

→ Major investments in infrastructure

- match-funded by EU funds

- in PPP more recently

→ Linking also mobility with the sustainable development goals

→ And some association to local/regional planning, but in majority of cases with total separation of the processes

→ Historical tradition of separate spatial and transport planning

→ Planning systems with strong rigid character not compatible with faster pace of mobility planning

- technological drive of mobility

- different institutional structures

- complex funding schemes

→ Silo-based structure of the planning/transport authorities

- different technical discourses

The Traditional Spaces of this Relationship

Complexity in Urban Mobility

Layers

| Political Complexity | Policy Complexity | Problem Complexity |

Variables

| Social Economical Infrastructure | Regulatory Social Financial | Technical Social Financial |

→ *key*

Notes: IPC: Infrastructure Planning Commission, SCSs: Statements of Community Involvement, UDC: Urban Development Corporation, ODA: Olympic Delivery Authority, LDF: Local Development, Framework, RDA: Regional Development Agency, RPB: Regional Planning Board, REPC: Regional, Economic Planning Council.
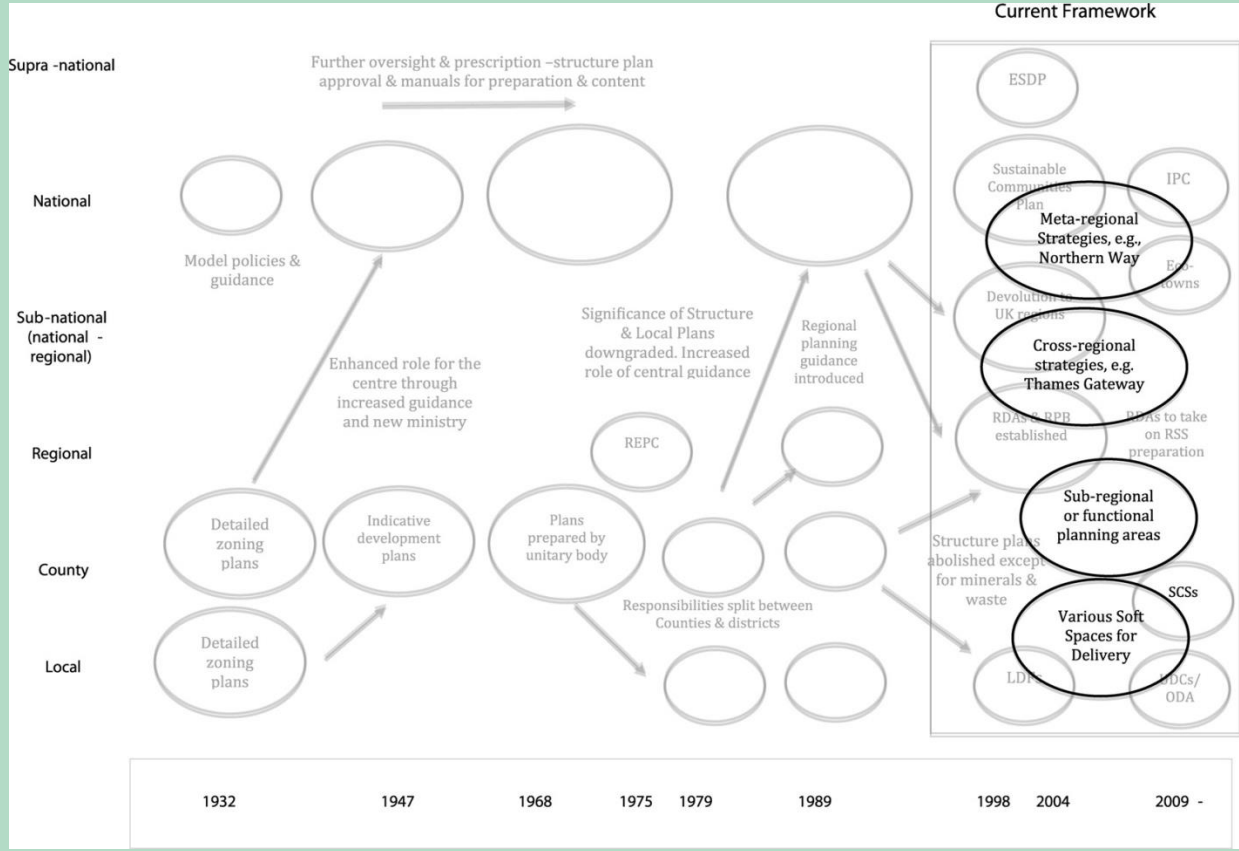
Allmendinger and Haughton, 2010, Spatial planning, devolution, and new planning process, Environment and Planning C: Government and Policy, vol. 28, 5: pp. 803-818

The Soft Spaces of this Relationship [1]

→ *postpolitical concept*

"*the postpolitical condition and the practices of spatial planning are far from being a monolithic force: rather, the practices and discourses of spatial planning have evolved over time and taken on different complexions… creating the context for diverse understandings and evolving practices*" Haughton et al., 2010 The New Spatial Planning: Territorial Management with Soft Spaces and Fuzzy Boundaries (Routledge, London)

"*…key points of departure in the present experience of using soft-space forms of planning, notably the ways in which the new processes:*

(i) operate at and across a wide range of current institutional spatial fixes;

(ii) are sanctioned by government…;

(iii) are very widespread, as opposed to small pockets of examples;

(iv) require that planners now accept these arrangements …;

(v) remain little understood by the general public and others, who are still fixed to the statutory processes as points of entry into the system and process; and

(vi) are being used, in part, as a substitute for local government reform."

The Soft Spaces of this Relationship [2]

→ New concepts that are more and more present in urban planning and mobility planning

- Uncertainty
- Negotiation
- Flexibility
- Resource scarcity
- Participation

→ Requires the identification of these soft-spaces of planning and delivery in urban mobility

→ Set of actors with much more negotiation capacity

- Planning/transport authorities
- National/EU Funding agencies
- Technological partners
- Organised public
- Individual public
- …

In Regulation

→ Current status of EU – Brexit, possible other countries

→ Fragmentation of the local/national administrations

→ Reduction of the technical capacity of the administrations

→ Neo-liberal perspective of the economic and political systems

  ▪ bad regulation/deregulation

→ Austerity, diminished resources, more competition

→ Territorial vs social cohesion

→ Regulation of new funding schemes, the PPP concept

In Funding

→ EU funding structure in the future

→ Local vs national vs European

→ Regional balancing

- after the Euro crisis

- loss of territorial cohesion

→ Austerity, impacts in

- public funding

- private investment

→ PPP schemes as a model (and the abuse of it!)

→ Need and attractiveness of technological changes

→ Value of sustainable approaches in transport

→ Value of sustainable approaches in economy

In Knowledge and Knowledge Exchange

→ The interaction of administration and research arenas

→ Urban as one of the main drivers of research

- policy

- academic

- technological

→ The necessity of a common discourse

   → at the political level

   → at the technical level

→ Integration of approaches, urban mobility as part of integrated planning processes

→ Integration of spatial policies

The Key Factors to Address the Challenges

→ Adaptation to the new normal of general resource scarcity (balanced austerity?)

→ The participatory and democratic nature of urban issues in Europe (a strength!)

→ The effort to bring together different discourses

- public
- political
- technical
- economical

→ Principle of subsidiarity

- cities/regions-EU but also top-down
- in policy and innovation
- in overall territorial and social cohesion

A Framework for the Partnership: Inspired on a Framework for Transport Planning
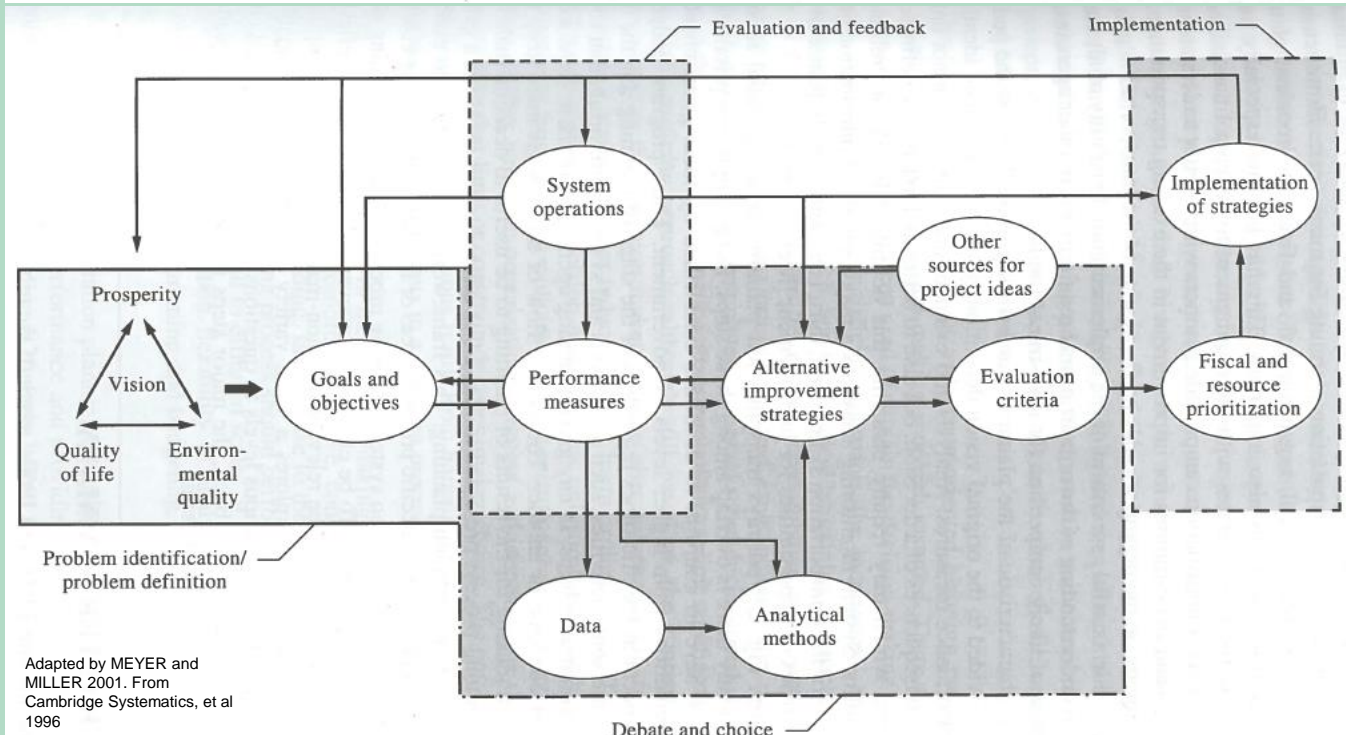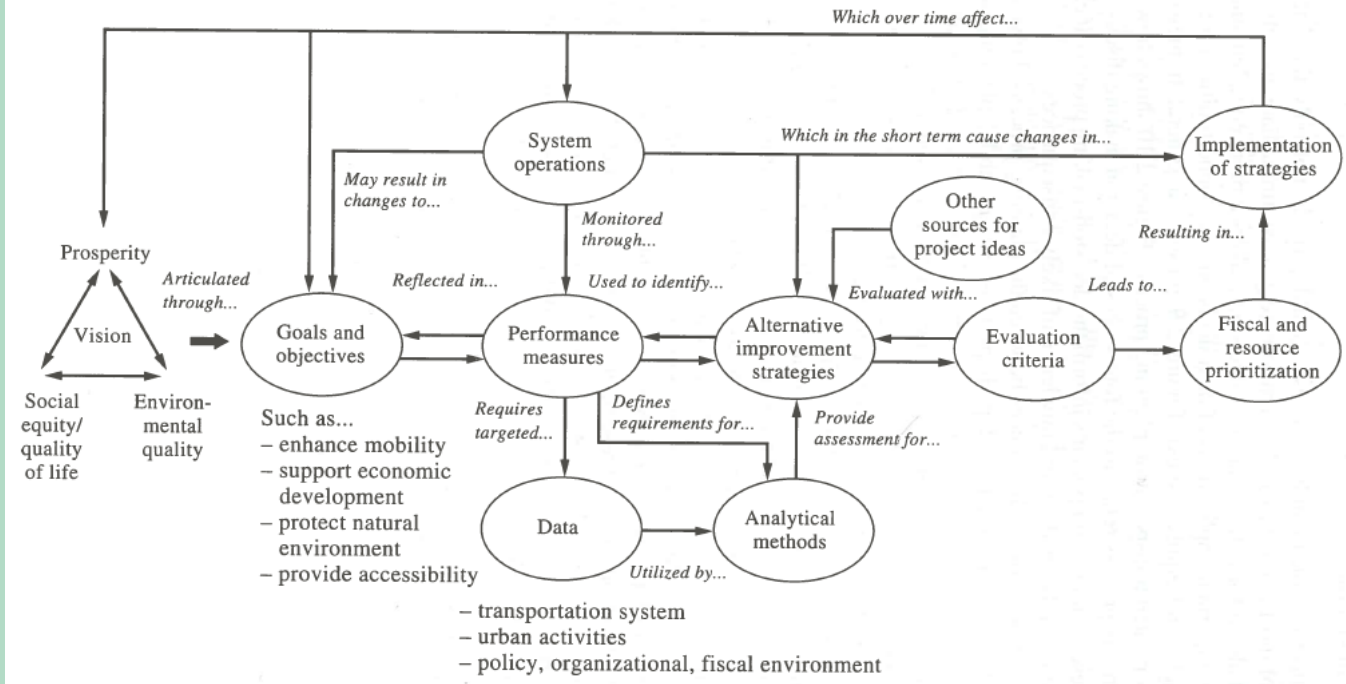
Adapted by MEYER and MILLER 2001. From Cambridge Systematics, et al 1996