

# SUMP Dresden

Implementation phase and its monitoring and evaluation,  
summary of participation processes, lessons learned

CIVINET excursion Dresden, 24 – 25 October 2017



© Landeshauptstadt Dresden, Stadtplanungsamt

Kerstin Burggraf

Urban planning office  
Transport Development Planning

City of Dresden



# Topics

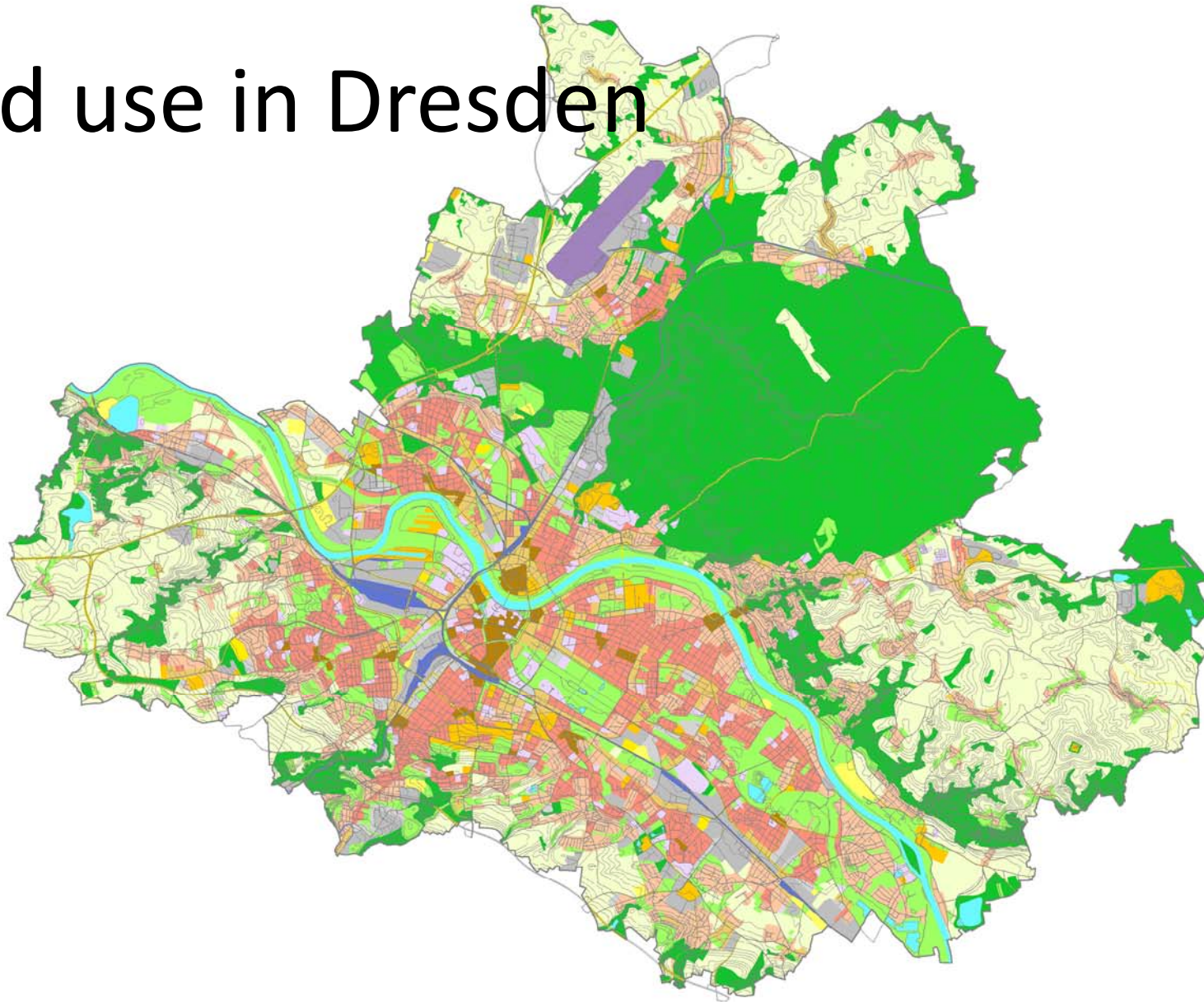
- Dresden's SUMP development process
  - Challenges, local and European context
  - Tools of involving
  - Objectives
  - Scenarios
  - Measure selection
  - Citizen participation
- Implementation phase and its monitoring and evaluation
- lessons learned



# Challenges of urban mobility planning in Dresden

- air quality/climate change, traffic noise, accessibility
- European and national legislation
- growing urban population
- change of mobility behaviour
- technological developments and digitalisation
- maintenance and financing of infrastructure
- new forms of cooperation and participation for public acceptance

# Land use in Dresden

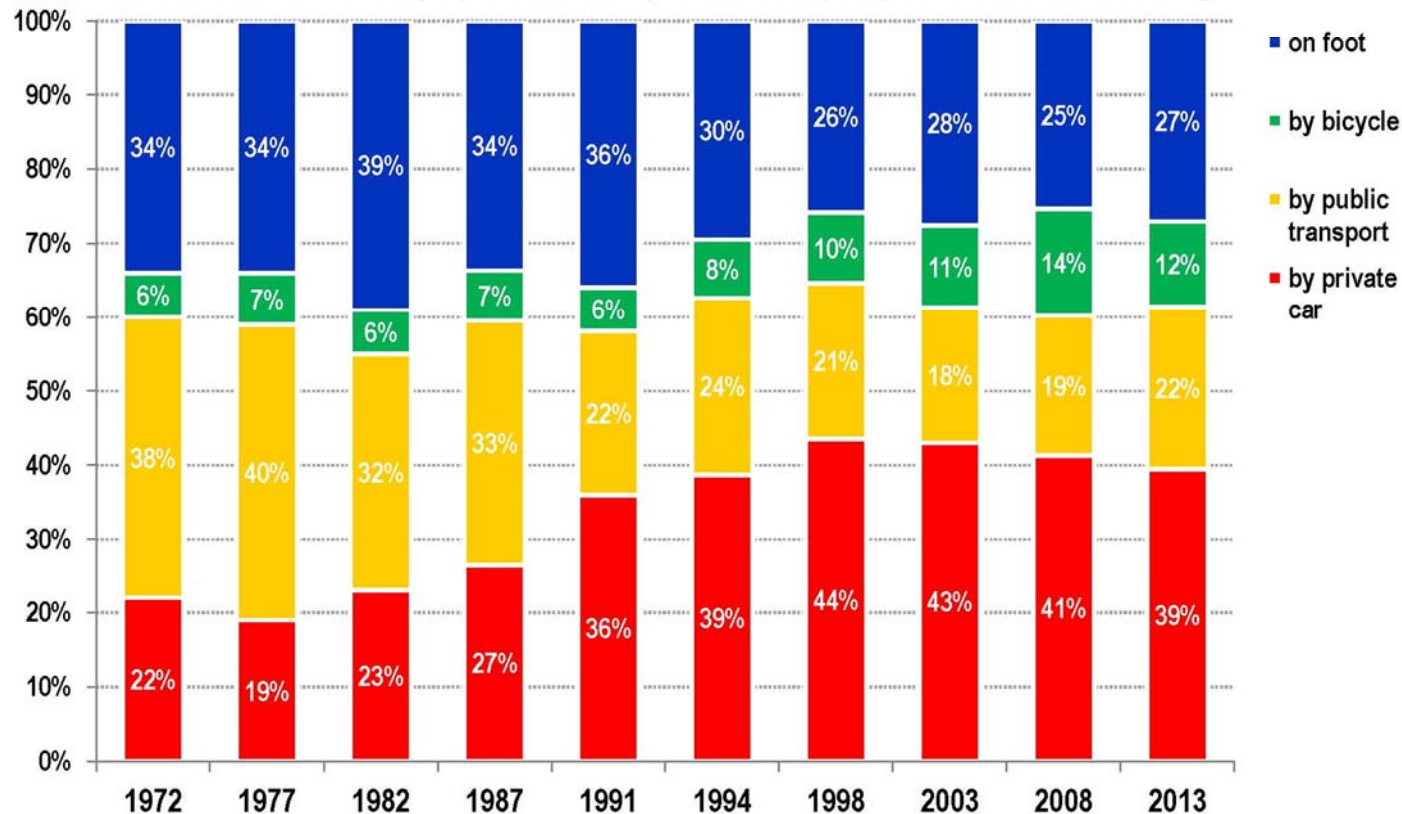


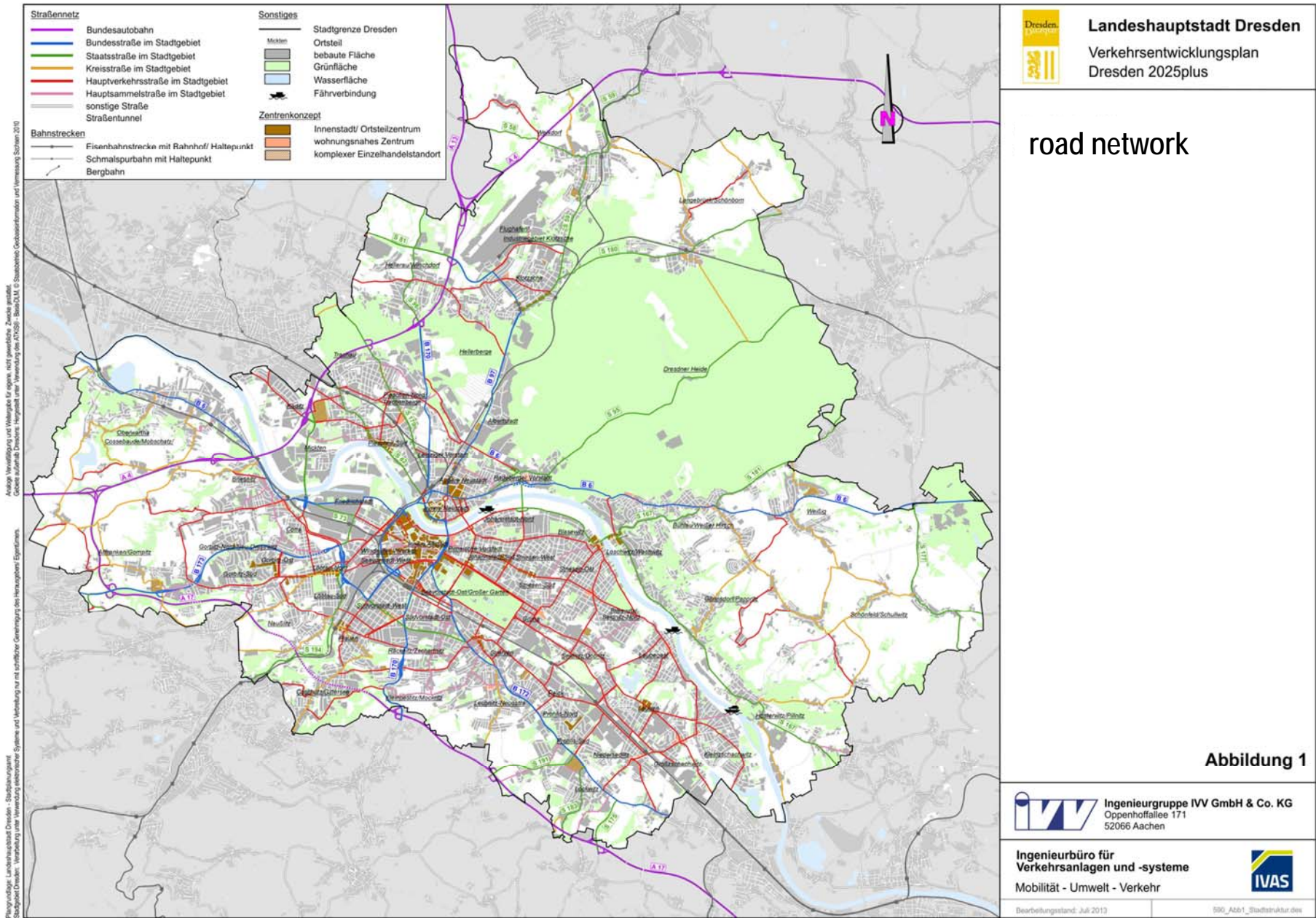
# Modal split in Dresden

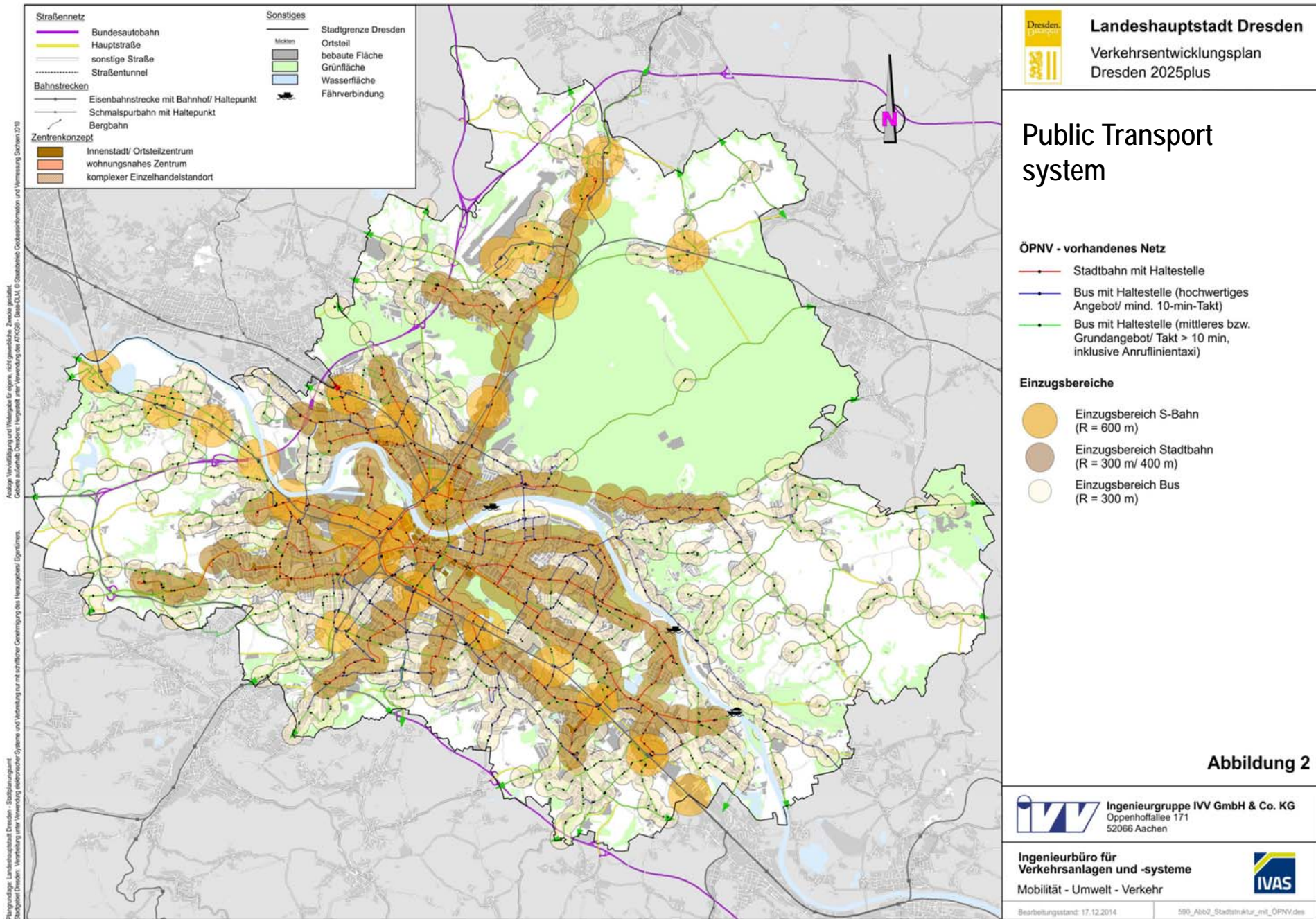
Landeshauptstadt Dresden  
 Abt. Verkehrsentwicklungsplanung  
 SG Grundlagen der Verkehrsplanung

## Modal split according to daily mobility rate

From "SrV"-series 1972 - 2013, trips up to 100 km traveling distance, weekdays only, 2003/ 2008 modified methodology







# Planning tradition and transformation

- From infrastructure planning to SUMP (Sustainable Urban Mobility Planning)



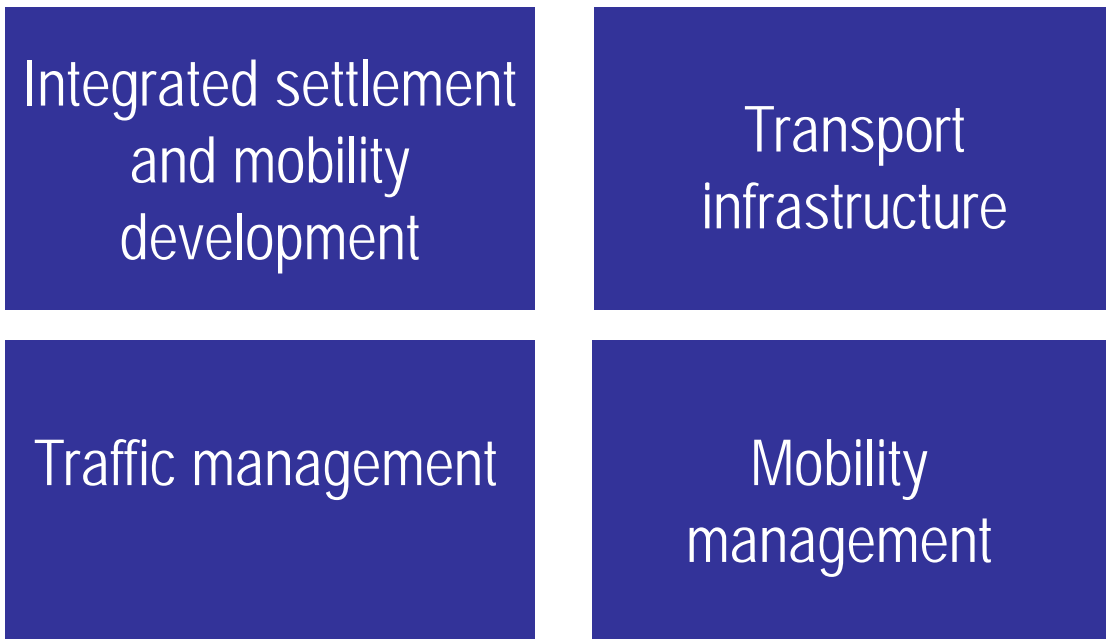
© Landeshauptstadt Dresden, Stadtplanungsamt



# Challenges of urban mobility planning in Dresden

→ Improve mobility and quality of life

strategic integrated plan to meet the mobility needs of people and economy in Dresden and the region for the next decades



© Landeshauptstadt Dresden, Stadtplanungsamt

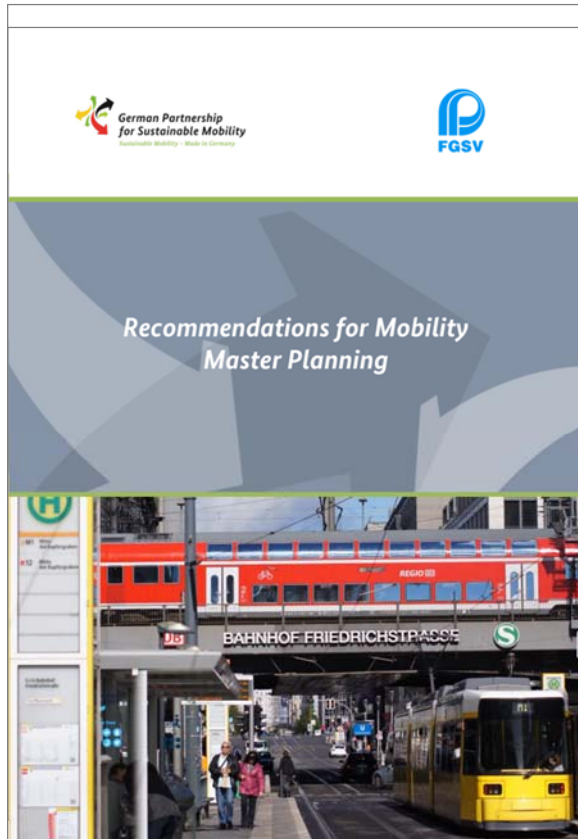
# Dresden's SUMP: European context

Dresdens Polis presidency – start of the SUMP planning process!

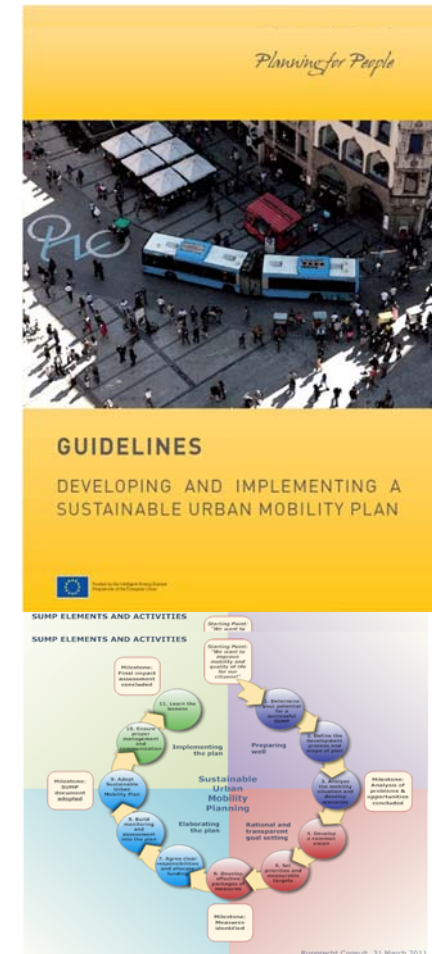
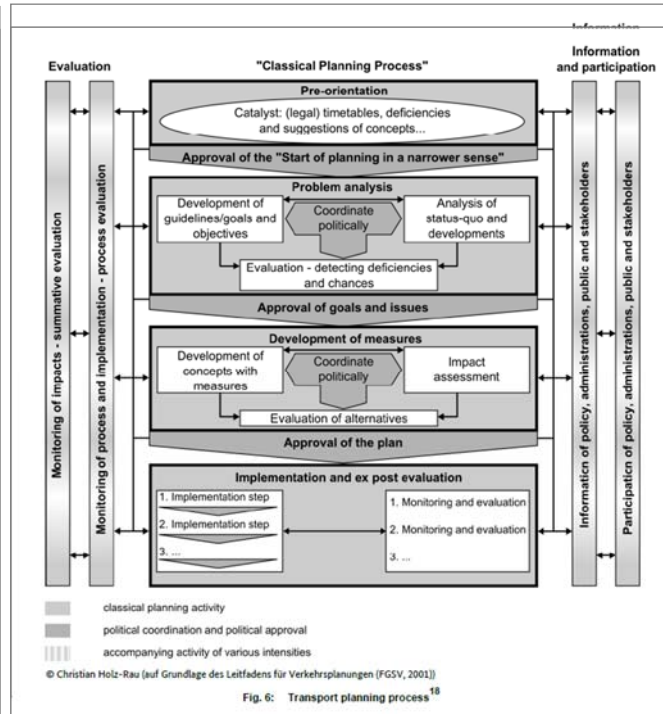
- Planning process due to the national recommendations and the European guidelines
- Dresden SUMP process fits all steps of the SUMP cycle, broad participation
- Dresden was partner in the European SUMP project 
- SUMP self assessment tool → [www.eltis.org](http://www.eltis.org)
- European SUMP Award 2014: 2nd rank



# Dresden's SUMP: Planning process

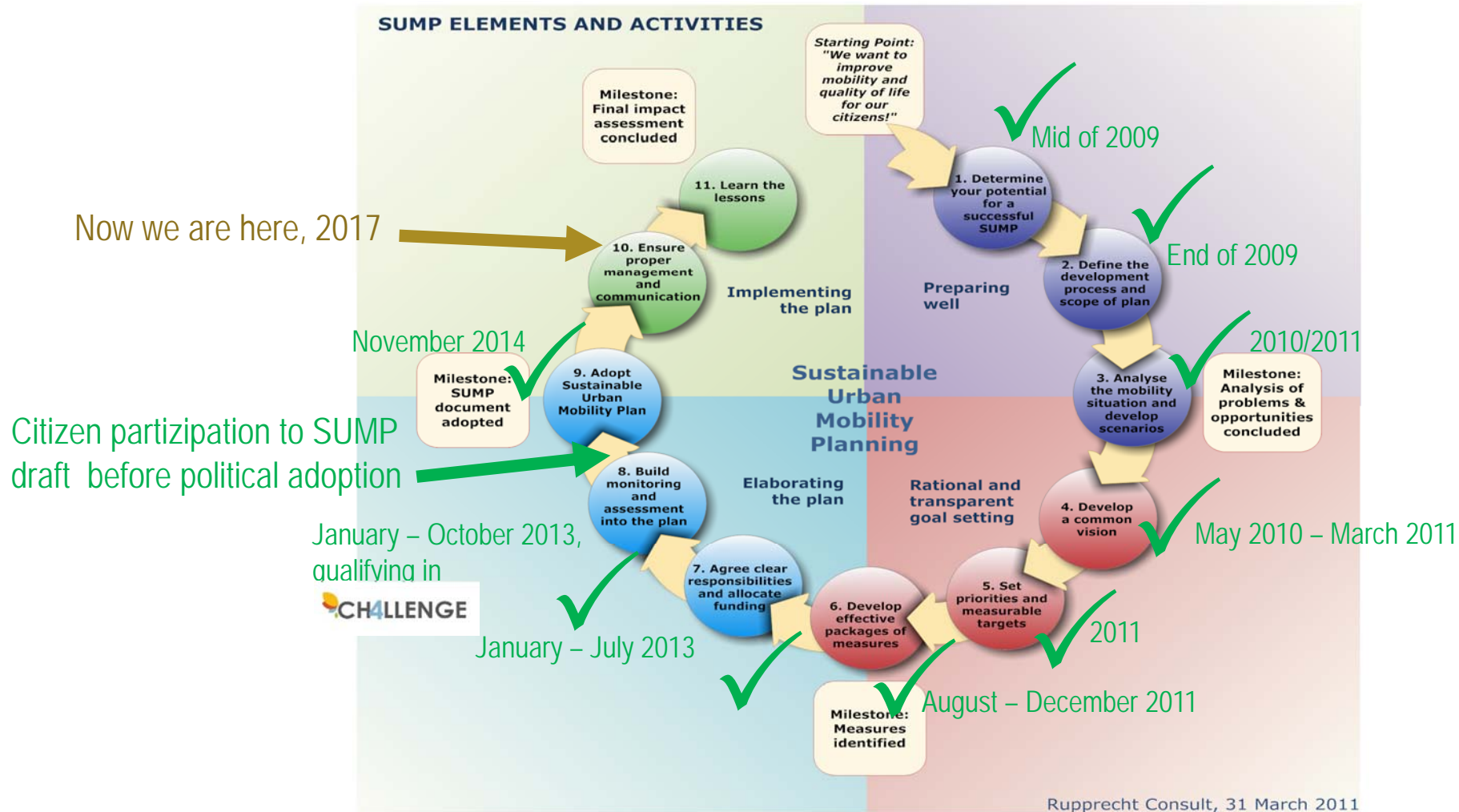


[www.german-sustainable-mobility.de/recommendations-for-mobility-master-planning-published/](http://www.german-sustainable-mobility.de/recommendations-for-mobility-master-planning-published/)

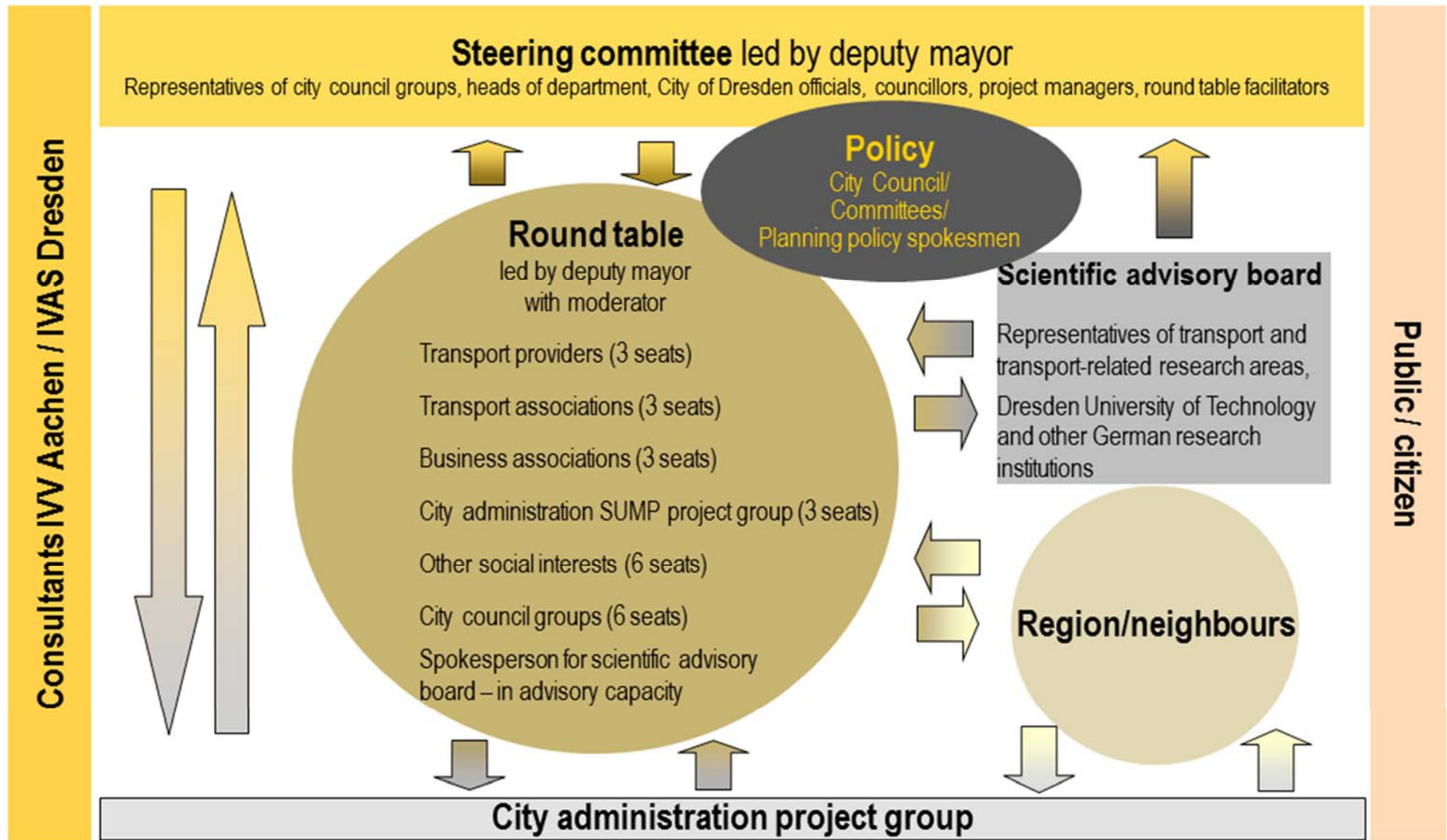


[www.eltis.org/mobility-plans/sump-concept](http://www.eltis.org/mobility-plans/sump-concept)

# Dresden's SUMP: Planning process

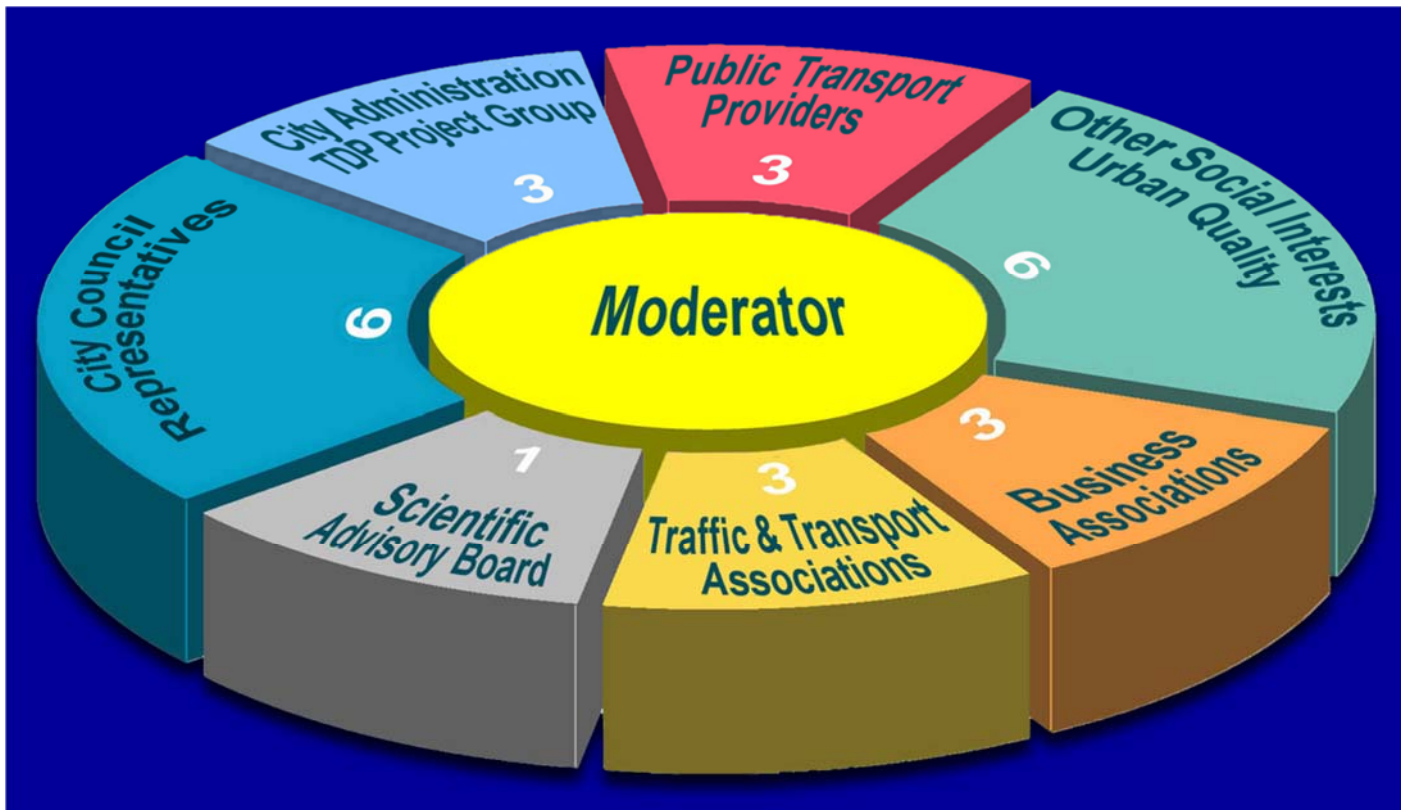


# Planning process: Tools of involving



© Landeshauptstadt Dresden, Stadtplanungsamt

# Planning process: Tools of involving Round Table



© Pfothenauer

„first row“

<p><b>STADTPARLAMENT</b></p> <p>Stadtparlament Dresden                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.stadtparlament-dresden.de</p>	<p><b>MITTELSCHULE</b></p> <p>Mittelschule Dresden                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.mittelschule-dresden.de</p>	<p><b>VERBANDSVEREINIGUNG</b></p> <p>Verbandsvereinigung Dresden                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.verbandsvereinigung-dresden.de</p>	<p><b>WEITERE GEMEINDELICHEN INTERESSEN</b></p> <p>Weitere Gemeindefliche Interessen                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.weitere-gemeindefliche-interessen-dresden.de</p>
<p><b>STADTVEREINIGUNG</b></p> <p>Stadtvereinigung Dresden                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.stadtvereinigung-dresden.de</p>	<p><b>ZWEITE REIHE VERBANDSVEREINIGUNG</b></p> <p>Zweite Reihe Verbandsvereinigung Dresden                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.zweite-reihe-verbandsvereinigung-dresden.de</p>	<p><b>ZWEITE REIHE VERBANDSVEREINIGUNG</b></p> <p>Zweite Reihe Verbandsvereinigung Dresden                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.zweite-reihe-verbandsvereinigung-dresden.de</p>	<p><b>ZWEITE REIHE VERBANDSVEREINIGUNG</b></p> <p>Zweite Reihe Verbandsvereinigung Dresden                  Hauptstr. 12                  80335 Dresden                  Tel. 0351 464 21 00                  www.zweite-reihe-verbandsvereinigung-dresden.de</p>

„second row“

# Tools of involving in SUMP process

## Politics

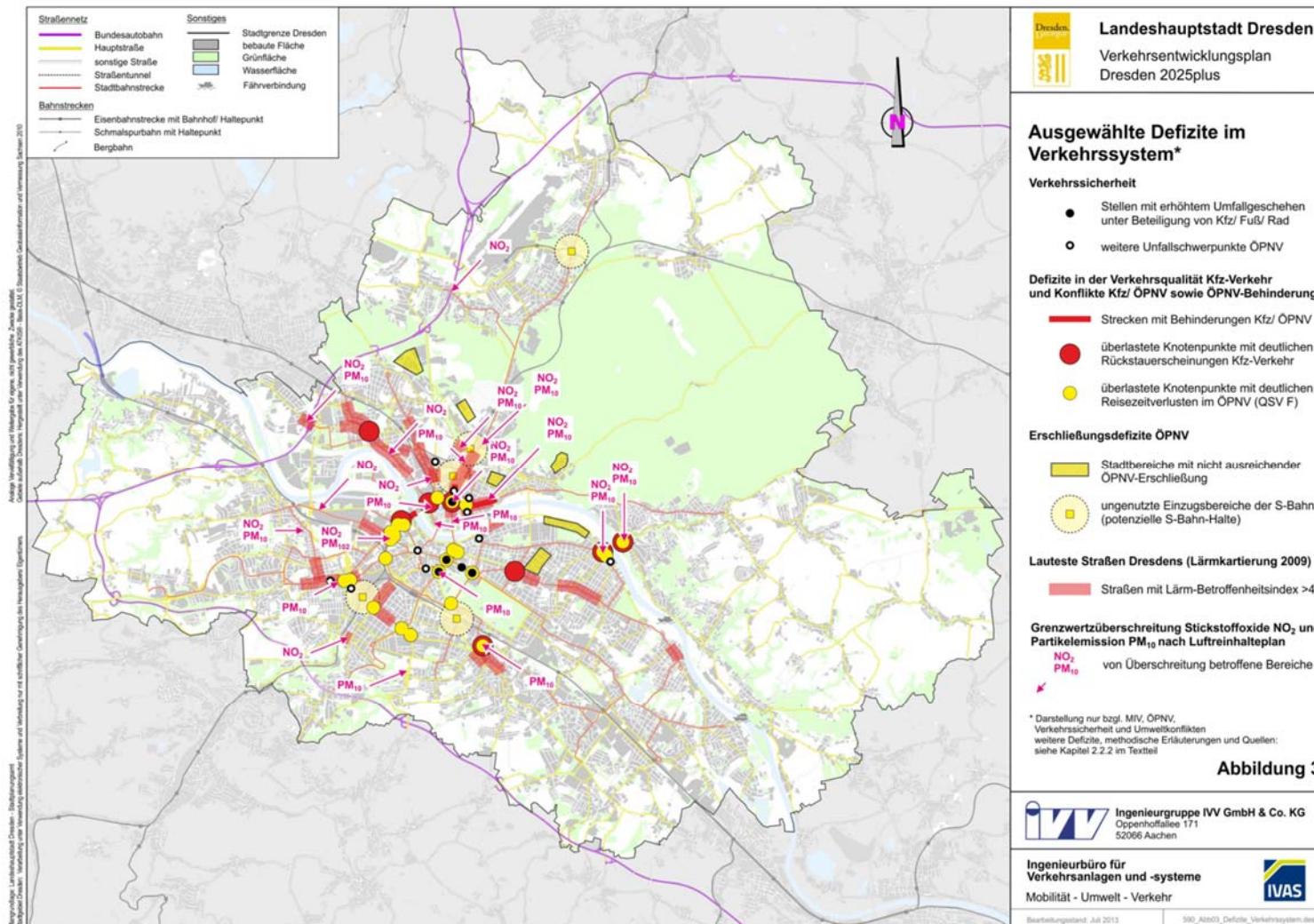
- Partner at the Round Table and in meetings
- Intermediate City Council resolutions (on objectives and on scenarios)
  - for confidence and planning certainty
  - lengthen the time, but improving acceptance and integration of policy aspects

## Public relation

- Website
- Official journal articles
- Public Panel discussions
- POLIS Annual Conferences and European SUMP Conferences
- SUMP exhibition
- Planners' café
- SUMP Newsletter
- National SUMP Colloquium 2012
- Citizen participation in “Dresden Debate”
- Video
- Brochures



# analysis of status quo and problems





# Objectives

**developed by the Round Table and modified adopted by the City Council**

## Preamble

1. Transport is not an end in itself! Its purpose is to improve residents' mobility and support the city's economy. Both these aims require a free choice of transport mode.
2. Maintaining mobility in a way that is affordable, safe and eco-friendly is an issue of primary importance for all of society. The process should be implemented by consensus and with as little dirigisme as possible.
3. Equality and the right to physical integrity are laid down in the German constitution. The duty to strive towards achieving equal living conditions is also established in the constitution of the Free State of Saxony. Both are essential guidelines for modern and future transport development.
4. The development of mobility and transport is subject more than ever to global influences: economic fluctuations, limited fossil fuel resources, rising energy prices and climate change. Transport development planning needs to find answers to this.
5. The same is true of the effects of demographic change, producing new demands when it comes to the necessities of life, transport and mobility.
6. The transport infrastructure needs to be maintained and developed in a way that pays particular attention to the cost-value ratio.
7. National and European laws and directives set out the fundamental conditions for transport development planning. The City of Dresden will actively shape these conditions.



# Objectives

<b>Criterion 1</b> Enduring, sustainable and eco-friendly transport and mobility standards for citizens and the economy	1.1	Setting standards for accessibility and development on a city district level – especially district hubs – taking all modes of transport into account
	1.2	Attaining high-quality development and accessibility for ecomobility transport within the entire city area
	1.3	Ensuring that social and cultural institutions and everyday destinations are accessible
	1.4	City-friendly transport development which is conducive to business and tourism
	1.5	Giving precedence to ecomobility in central areas
	1.6	Improving the situation, accessibility and design of interfaces between motorised and non-motorised private transport, local public transport and long-distance passenger rail services
	1.7	Barrier-free adaptation of links between local public and private transport (cycle, car, pedestrian traffic), taking into consideration the needs of people with restricted mobility
	1.8	Ensuring that there are sufficient short-stay cycle and car parking facilities at the main access points to local public transport
	1.9	Improving regional rail and bus connections (DB, DVB, VVO) by extending networks and raising frequencies
	1.10	Optimising access to Dresden for long-distance travellers by improving interregional transport connections (air and rail transport) and integrating them into European transport corridors, taking into account regional development planning
	1.11	Supporting innovative transport solutions and technologies, such as electromobility
	1.12	Improving information and signage system for compatible ecomobility transport and tourism in the Dresden metropolitan area
	1.13	Developing and perpetuating quality-based transport management
	1.14	Ensuring that both existing and new commercial locations can be accessed on defined routes
	1.15	Directing long-distance road goods traffic along specially selected routes by means of indicators on higher-order access roads
	1.16	Promoting cooperation between transport providers in the field of business transport; developing the goods transport centre by adding modules for road and rail transport, IWT and logistics

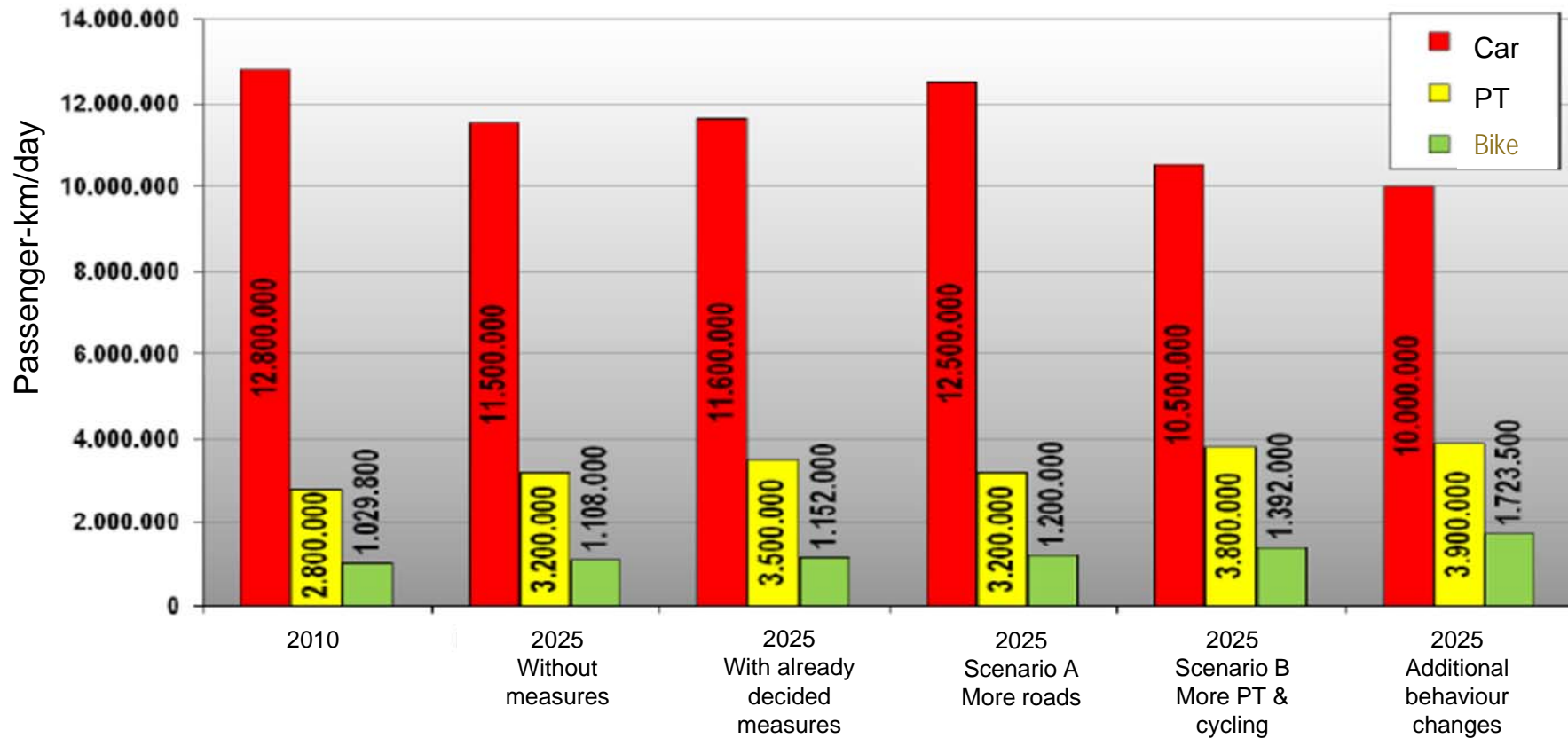
# Objectives

<b>Criterion 2</b> Socially just participation in mobility – taking into account specific needs resulting from differing living conditions – and thus equal opportunities for everyone to take part in society	2.1	Guaranteeing access to transport networks and means of transport for people with restricted mobility and on low incomes, including improving the options available for their use
	2.2	Ensuring that stops are accessible and access to local public transport is barrier-free; providing necessary information on means of transport, especially for people with restricted mobility
	2.3	Promoting independent and safe mobility for children, young people and the elderly
	2.4	Raising the safety of all transport users by adapting or redesigning transport facilities which are critical to safety (aiming to halve the number of injuries and avoid traffic deaths)
<b>Criterion 3</b> Achieving and maintaining high quality levels regarding the city and the environment by raising the efficiency of integrated transport systems and reducing the use of natural resources for transport purposes	3.1	Improving living quality in city districts by reducing disturbances caused by traffic, for instance by traffic calming measures.
	3.2	Improving city image, making streets and squares more pleasant to use and improving the usability of the living environment
	3.3	Creating closer connections between sustainable transport and city development planning, taking into account local climate goals
	3.4	Giving precedence to development within the city, putting everything within easy reach
	3.5	Reducing the burden of through traffic on the city centre and residential areas, instead shifting traffic onto the high-quality network of thoroughfares
	3.6	Space-saving construction and conversion, deconstruction and unpaving on transport areas which are no longer required; developing best practice models
	3.7	Cross-linking private and public passenger transport when putting through new transport plans
	3.8	Striving to further raise the percentage of the modal share taken up by ecomobility (local public transport, cycle traffic, pedestrians)
<b>Criterion 4</b> SUMP to be an open planning and decision-making process taking into account transport engineering, associations, transport providers, other social groups, officials, concerned citizens and various technical disciplines	4.1	Taking into account and integrating both regional and national plans in this field
	4.2	Regularly checking and adjusting goals; monitoring and evaluation as fixed elements of this process
	4.3	Providing continual information about important transport parameters (e.g. traffic pollution, number of users of different modes of transport, number of accidents)
	4.4	Providing information und balancing interests at an early stage when planning and implementing transport interventions
	4.5	Greater cooperation on a local and regional level
	4.6	Interdepartmental and interdisciplinary linking of transport-relevant spheres of action (e.g. transport/urban/environmental/open area planning)



# Scenarios

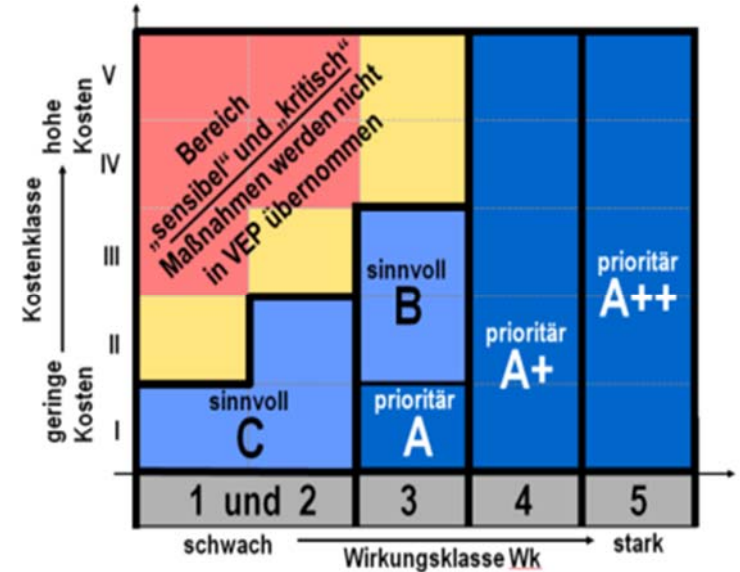
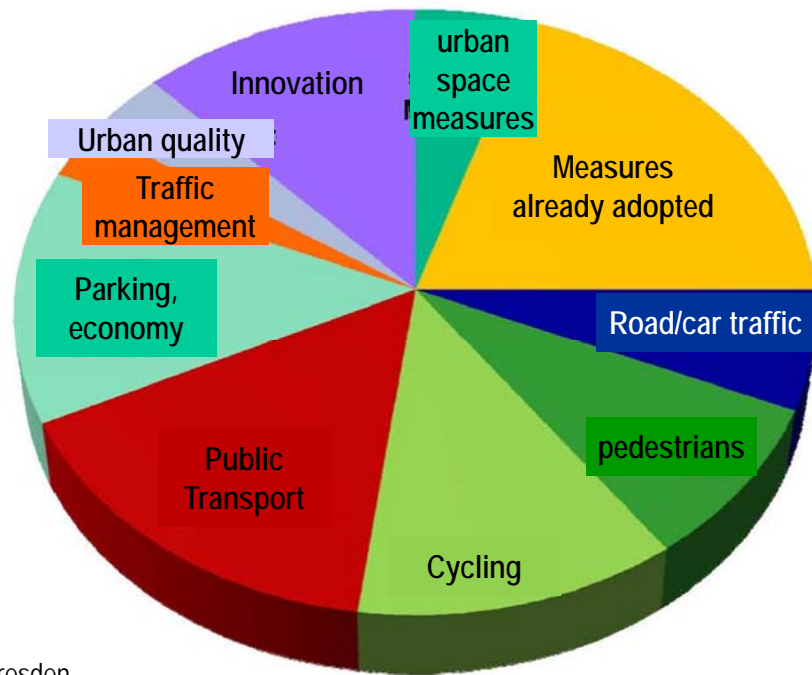
Passenger-km car/PT/bicycle in Dresden



© IVAS Dresden

# Measure selection

Dresden SUMP (draft) measure list with priorities, responsibilities and time for implementation, 146 measures



Nr.	Themenbereich im Textfeld	Kurzbeschreibung der Maßnahme* (Erläuternde Maßnahmebeschreibung im Textfeld über den jeweils korrespondierenden Themenbereich)	Prioritätsstufe	Kostenklasse	Verantwort. Instanz	Verstärkung für die zeitliche Einordnung	Nummer / Existenzzeit von Szenario			
							1	2	3	4
<b>Extern geplante oder durch Stadtrat beschlossene Maßnahmen ("Szenario")</b>										
8	Szenario "Szenario" (Szenario)	Veränderung und Optimierung des Verkehrsflusses an Hauptverkehrsstraßen	A++	2	Stadt Dresden	ab 2010	x	x	x	x
9	Szenario "Szenario" (Szenario)	Umgebung des Parkraumbestands (Szenario)	A++	3	Stadt Dresden	in Umsetzung	x	x	x	x
10	Szenario "Szenario" (Szenario)	Neubau Taktik der Straße E-Anlass für städtische im Bereich Hauptverkehrsstraßen	A++	4	Stadt Dresden	in Planung	x	x	x	x
11	Szenario "Szenario" (Szenario)	Zweifelhafte Ausbau der Stadter Straße zwischen Hauptverkehrs Straße und Marktstraße	A+ (im Bau)	3	Stadt Dresden (VVB AG)	in Bau	x	x	x	x
12	Szenario "Szenario" (Szenario)	Fertigstellung der S-Bahn-Crossbaude - Mitten bis zum 3. BA	A	1	LAGDV	in 2005	x	x	x	x
13	Szenario "Szenario" (Szenario)	Zweifelhafte Neubau der B-GU-Crossbaude	A	1	LAGDV	in 2005	x	x	x	x
14	Szenario "Szenario" (Szenario)	S-Bahn-Haltestelle	A	1	DB Netz AG / VVB	Struktur im Bau Fertigstellung von 2017	x	x	x	x
15	Szenario "Szenario" (Szenario)	Umgestaltung und Sanierung der Alleebrücke	B++	5	Stadt Dresden (VVB AG)	von ab 2017 in Planung	x	x	x	x
16	Szenario "Szenario" (Szenario)	Zweifelhafte Ausbau Hauptverkehrs Straße von Hauptverkehrs Straße bis Hauptverkehrs Straße mit (VVB) Hauptverkehrs Straße-Crossbaude	B++	5	Stadt Dresden (VVB AG)	in Planung	x	x	x	x
17	Szenario "Szenario" (Szenario)	Implementierung des Verkehrsmanagement Systems (VMS) in der 2. Hauptverkehrs Straße in Umsetzung	B++	5	Stadt Dresden	in Planung	x	x	x	x
18	Szenario "Szenario" (Szenario)	Stadtprogramm 2000 Taktische Bäume - Weiß (Fahrerentwurf)	B++	5	Stadt Dresden (VVB AG)	in 2000	x	x	x	x
19	Szenario "Szenario" (Szenario)	Stadtprogramm 2000 Taktische Licht - Straßen (Fahrerentwurf)	B++	5	Stadt Dresden (VVB AG)	in 2000	x	x	x	x
20	Szenario "Szenario" (Szenario)	Stadtprogramm 2000 Taktische Jahreszeit - Straßen (Fahrerentwurf)	B++	5	Stadt Dresden (VVB AG)	nach 2000	x	x	x	x

© IVAS Dresden



# SUMP draft version

A: basics and analysis

B: scenarios and assessments

C: mobility strategy 2025plus

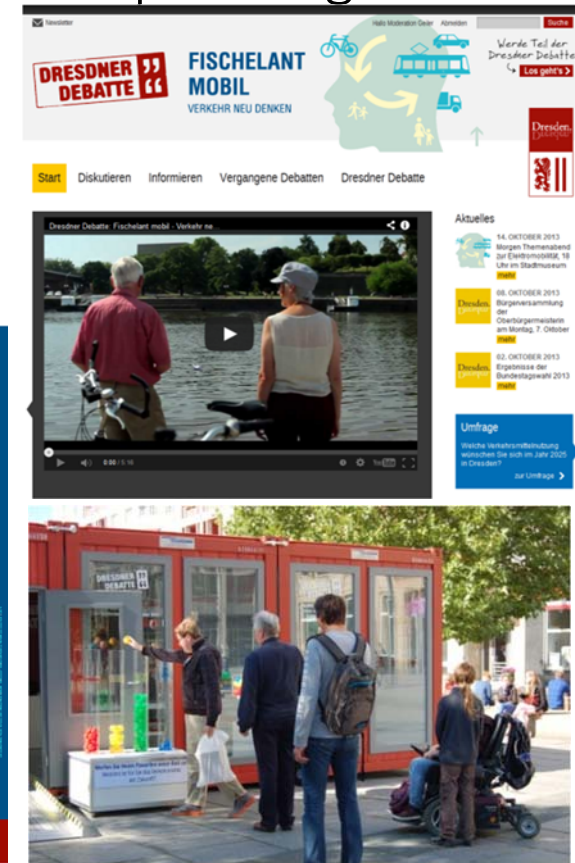
D: action plan 2025

- created in a consultative process with bodies in the City Administration, Round Table, Scientific Advisory Board, Round Table Region
- elaborated by Mayors/City Administration
- Citizen participation before political discussion
- political adoption in November 2014



# Citizen participation

- Dresden Debate “fischelant mobil – re-thinking mobility”  
specific tool for citizen participation in urban development planning  
21 September till 19 October 2013
- Online-Debate [www.dresdner-debatte.de](http://www.dresdner-debatte.de)  
participation: ca. 2,200 citizen
- Info-box  
City centre, open Tuesday – Saturday
- Appraisal and reporting
- Political adoption  
results were integrated in the SUMP



© Landeshauptstadt Dresden, Stadtplanungsamt

# Dresden's SUMP: Video documentation

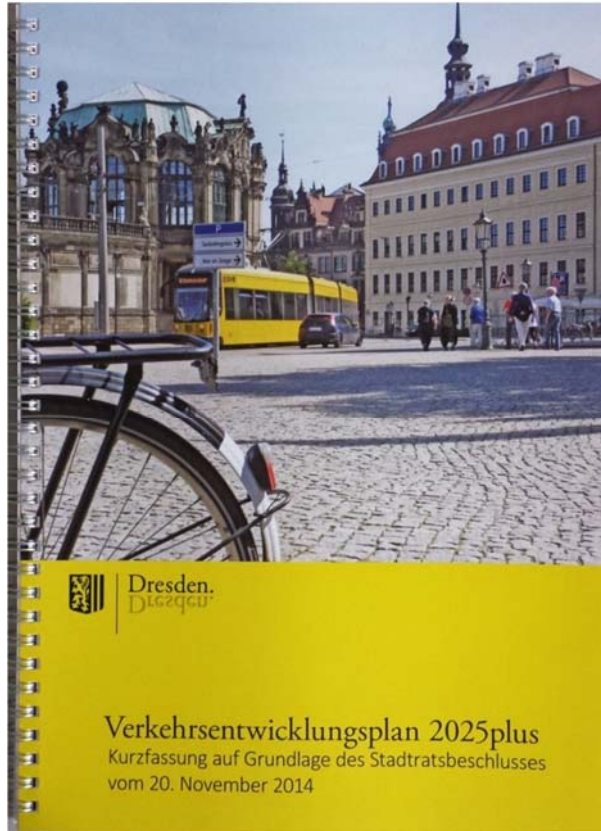
with Czech subtitles → [www.dresden.de/vep](http://www.dresden.de/vep)

“Erarbeitung (2009 - 2014)/Video-Dokumentation”





# Dresden's SUMP documents: [www.dresden.de/vep](http://www.dresden.de/vep)



long version as working material,  
only in German



short version in German and English

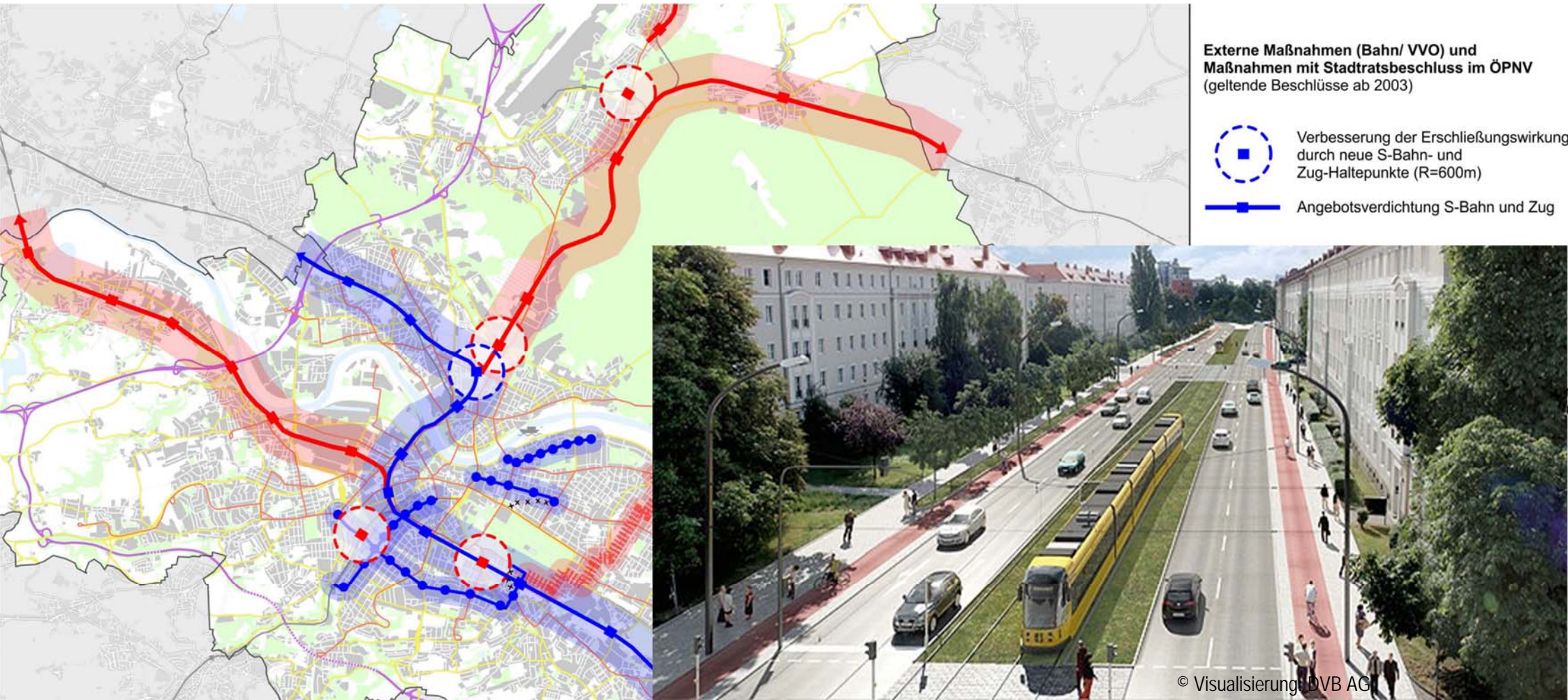
© Landeshauptstadt Dresden, Stadtplanungsamt

# Implementation phase and its monitoring and evaluation



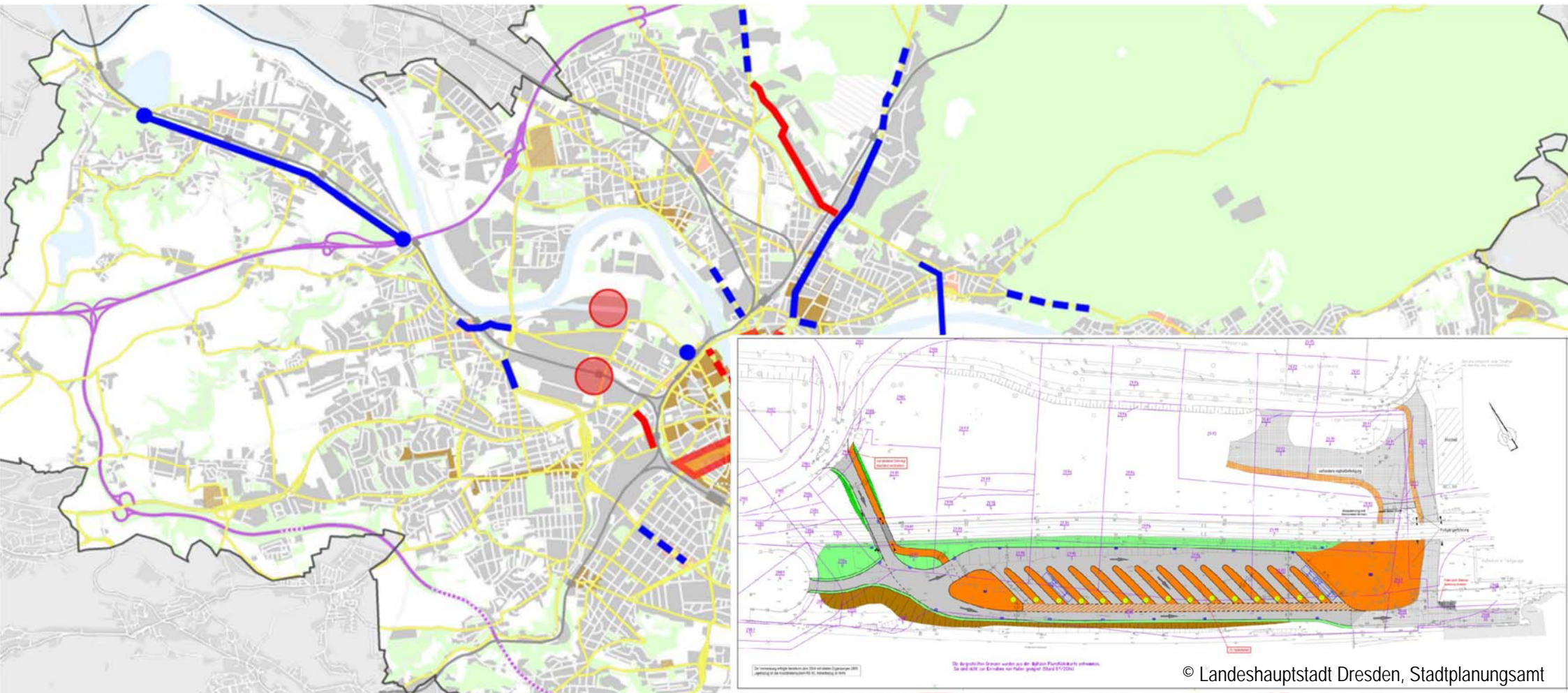
# Implementation phase

- New tram lines e.g. Strehlen – Wasaplatz (SUMP measure nr 19)



# Implementation phase

- Central Bus Station near main station (SUMP measure nr 109)



# Implementation phase

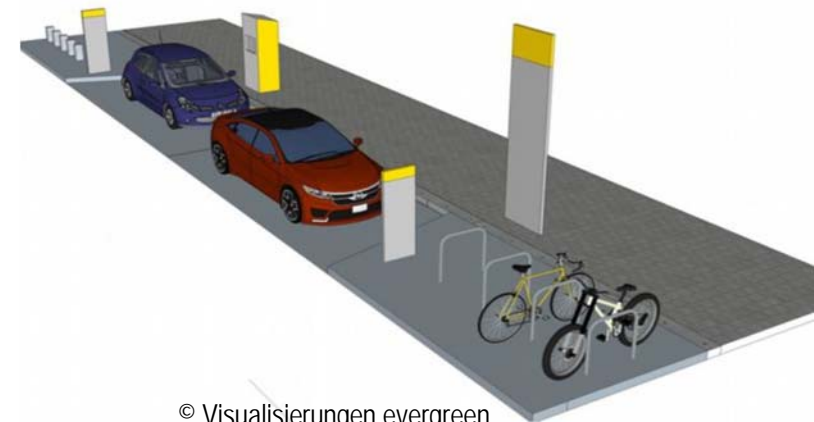
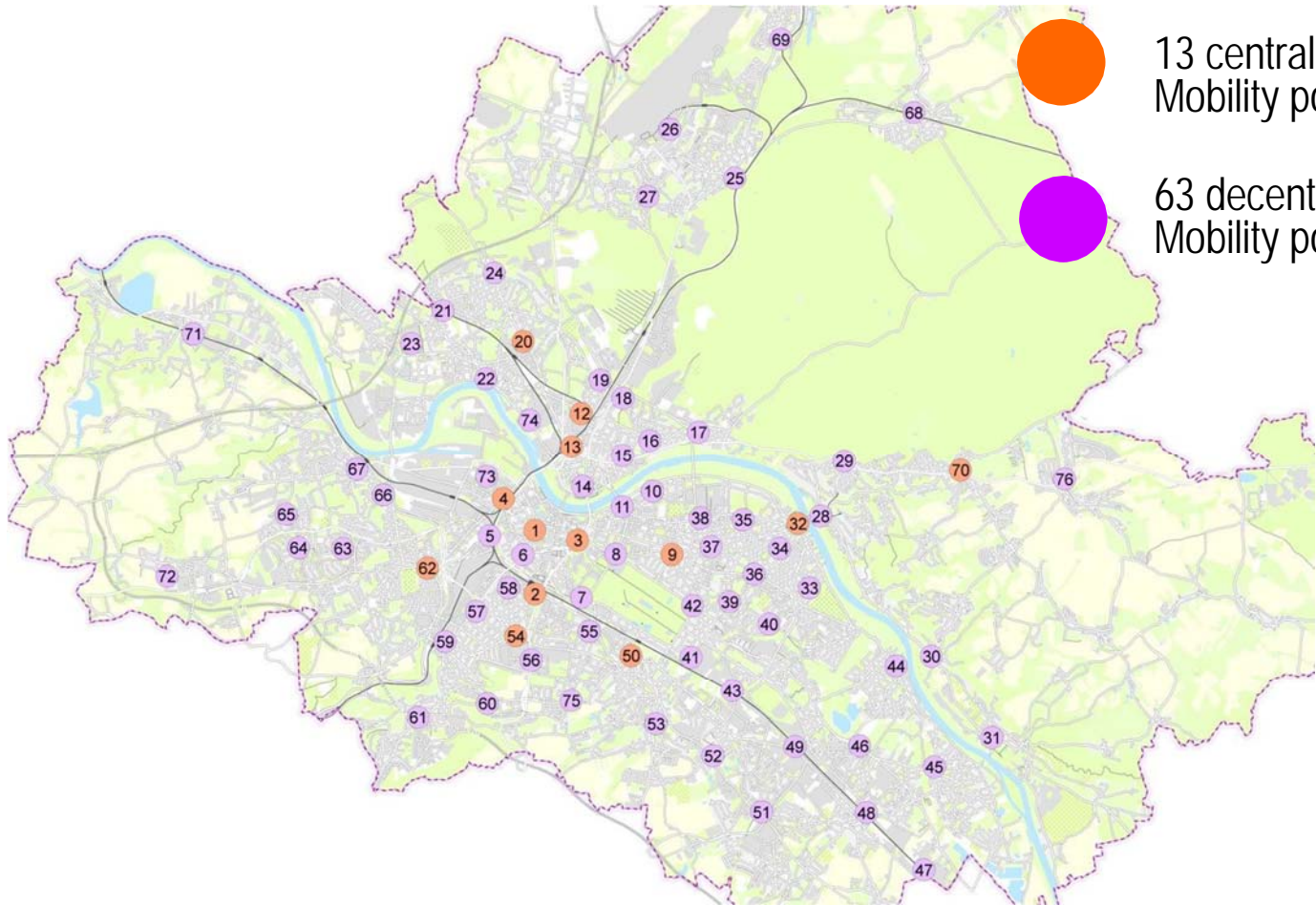
- Improving intermodal mobility management
- Electric powered mobility (bike and car)
- Establishing carsharing and „intermodal mobility stations“



© Landeshauptstadt Dresden, Stadtplanungsamt

# Implementation phase

■ intermodal mobility points



© Visualisierungen evergreen

# Implementation phase

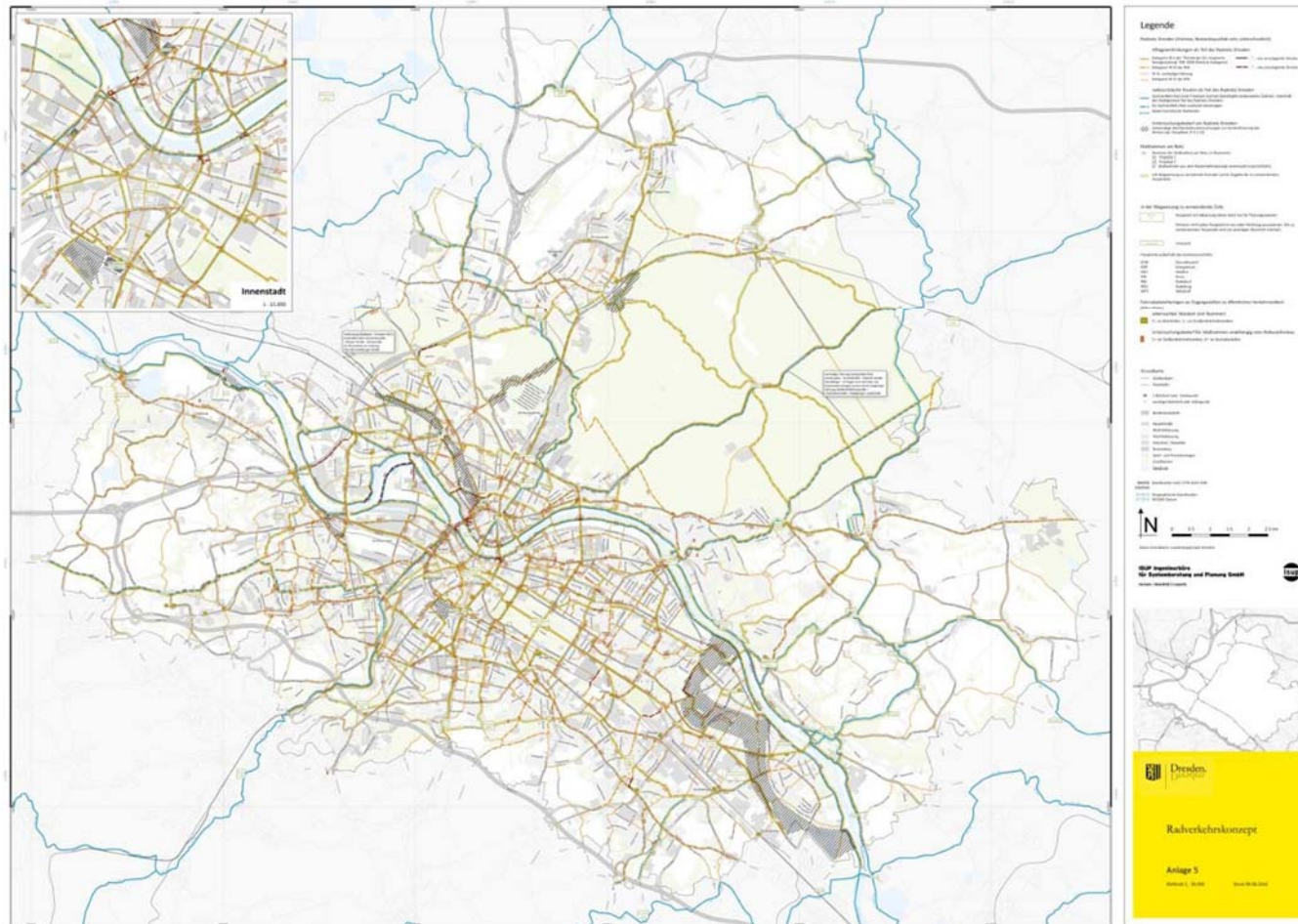
- E-Mobility: first DC charger in public space



Foto: LH Dresden, Klimaschutzstab

# Implementation phase

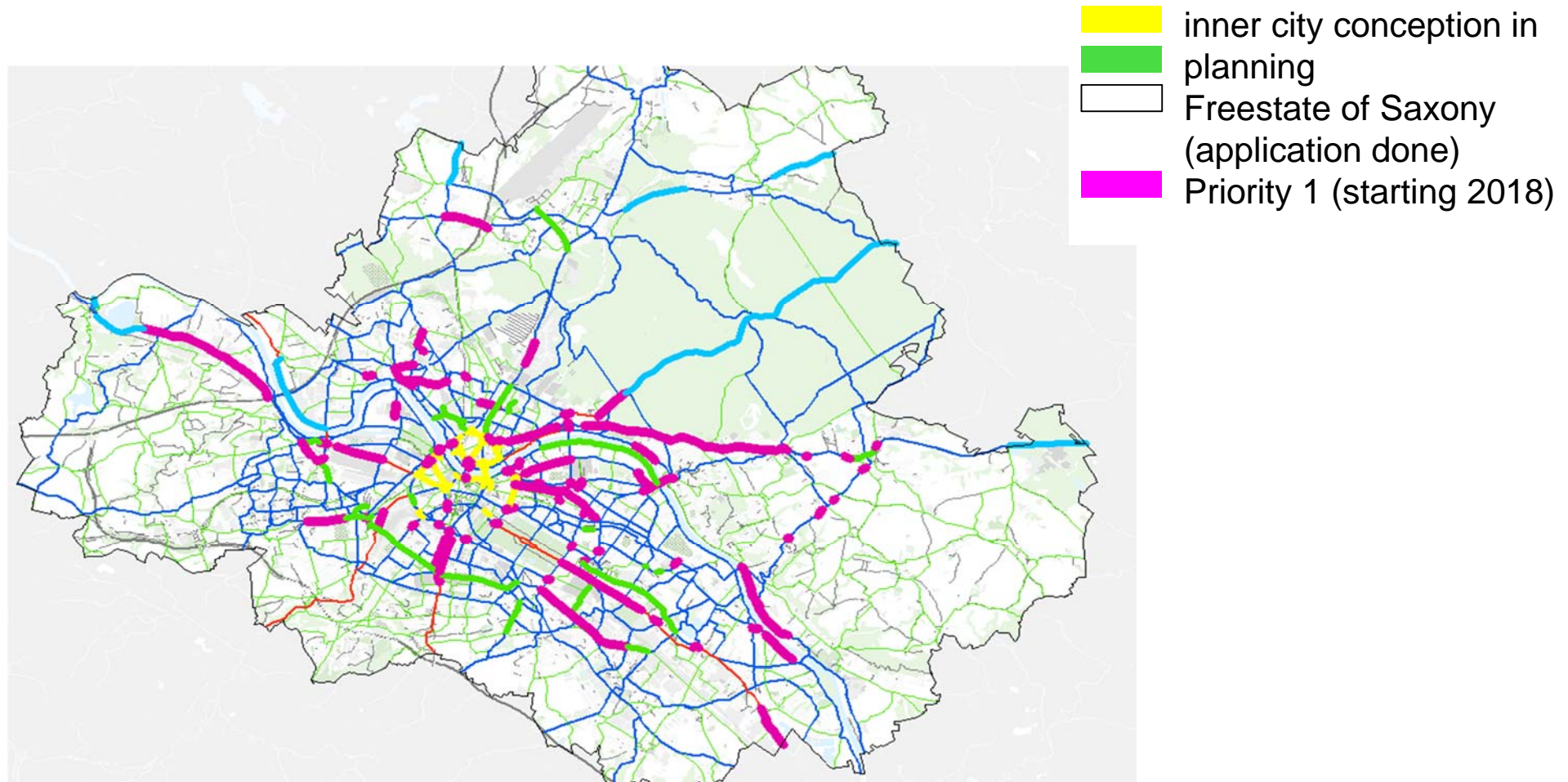
## ■ Cycling conception





# Implementation phase

## ■ Cycling conception: main routes



# Implementation phase

- planned bicycle park at main station
  - first in Dresden
  - up to 1,000 parking spaces



Visualisierung: LH Dresden

# Implementation phase

- new cycle lanes
  - Winterbergstraße
  - 0.9 km, incl. reconstruction of intersection, 150,000€



before



after

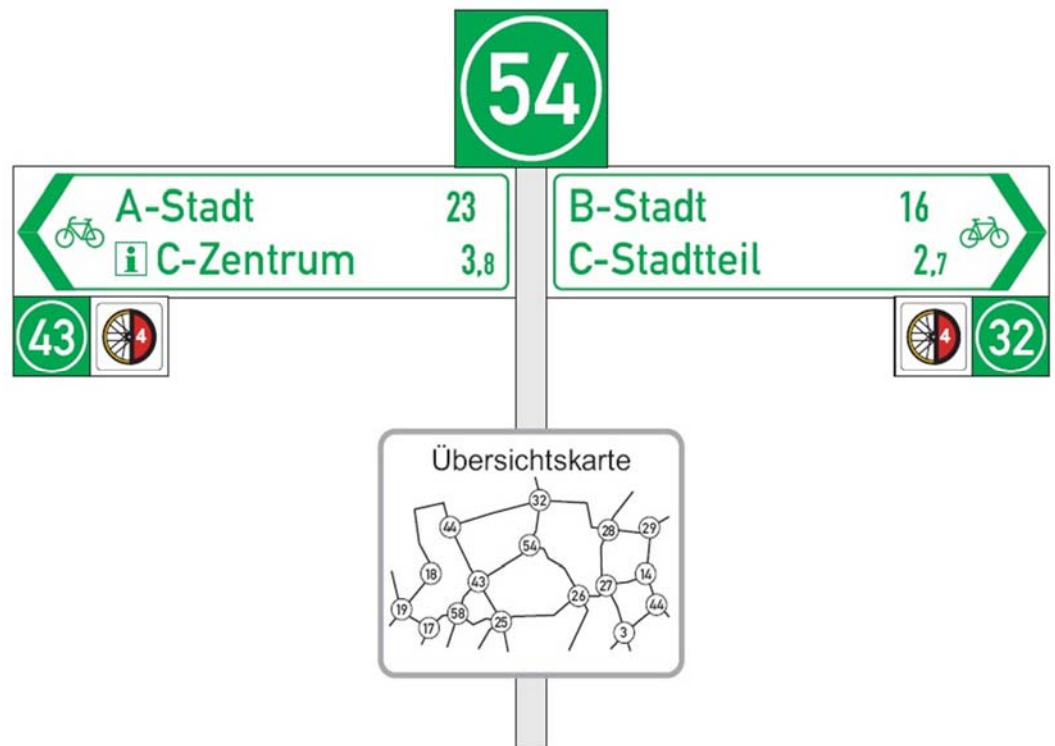
Fotos: LH Dresden

# Implementation phase

- cycling guidance



© Michael Haase

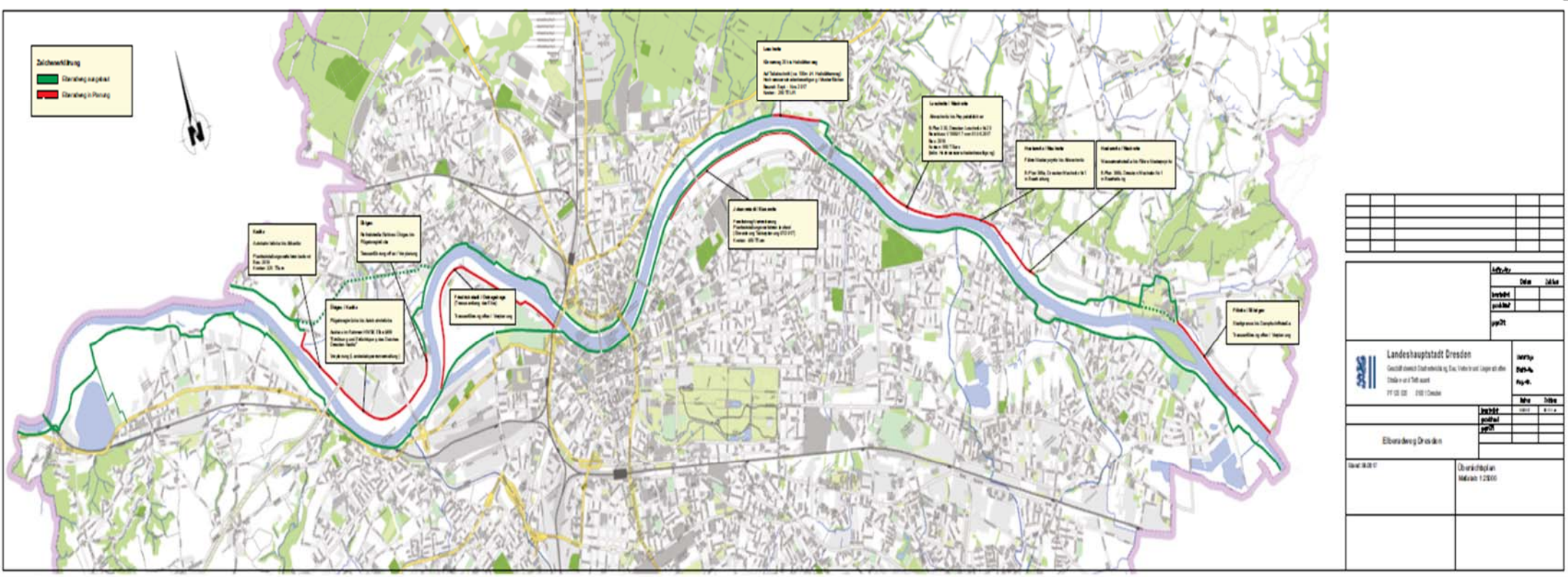


© Michael Haase



# Implementation phase

■ Elbe cycle path



# Implementation phase

- Multimodality in Dresden - Co-operative campaign
  - promote using sustainable modes of transport
  - campaign „Multimobile. For you. For Dresden.“
  - first multimedia public relation campaign in Dresden and will
  - from June to September 2017
  - joint project of the city together with the local the transport company DVB, the regional transport authority VVO, the bikesharing company sz-bike, the carsharing company teilAuto and the local energy provider DREWAG
- → [www.dresden.de/multimobil](http://www.dresden.de/multimobil)



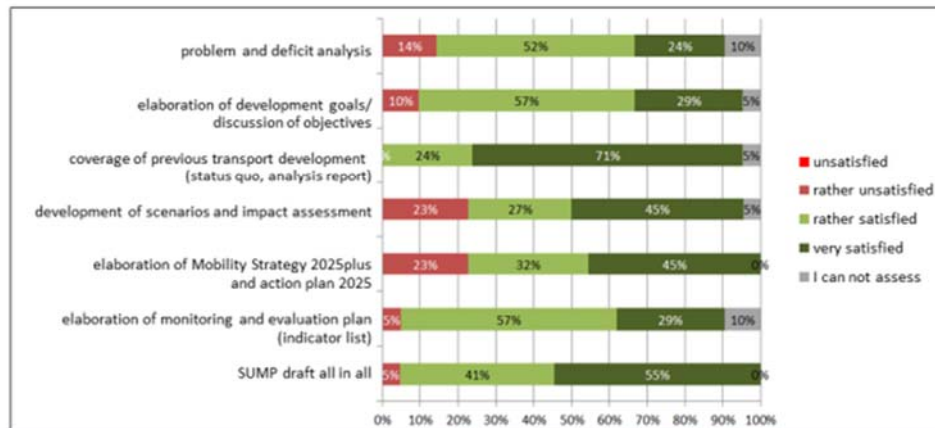
© Heimrich & Hannot

# Monitoring and evaluation

## ■ Process evaluation

- pilot project of CHALLENGE
- questionnaire
- widely positive response of Round Table, Round Table Region, Scientific Advisory Board, internal working group

## ■ Satisfaction with working phases by all bodies



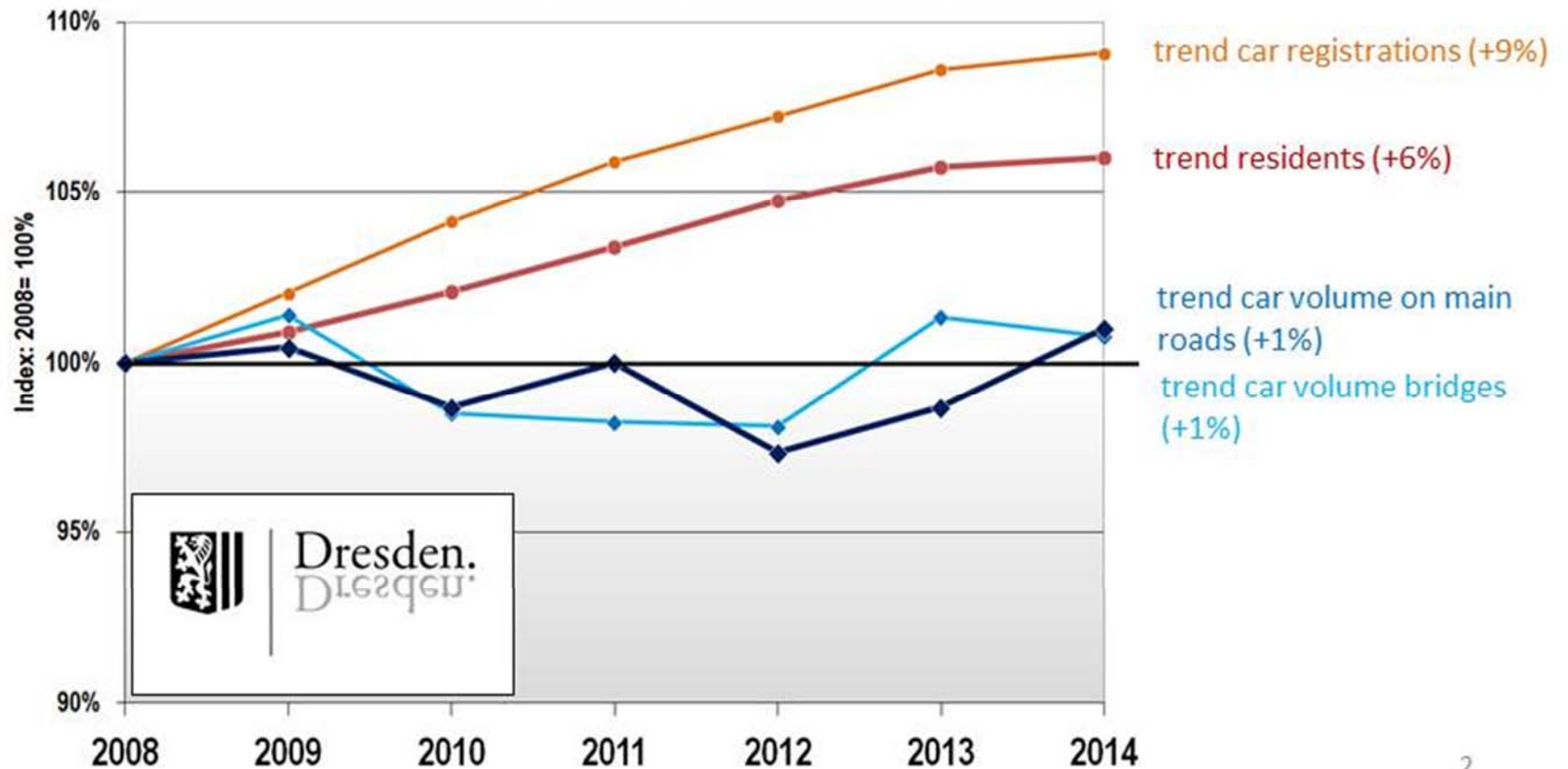
© Landeshauptstadt Dresden, Stadtplanungsamt





# Monitoring and evaluation

- Trends of car volumes on main roads and bridges compared to structural data (year 2008 to 2014)

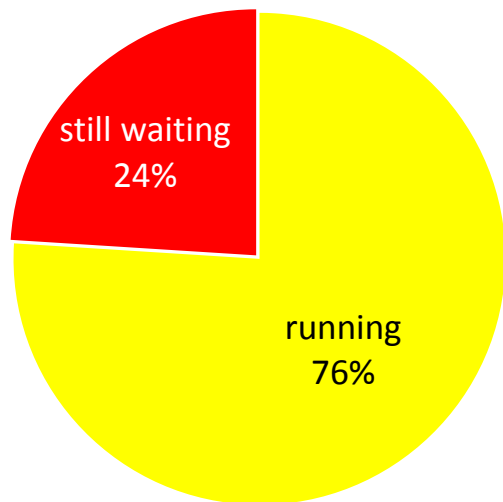


2

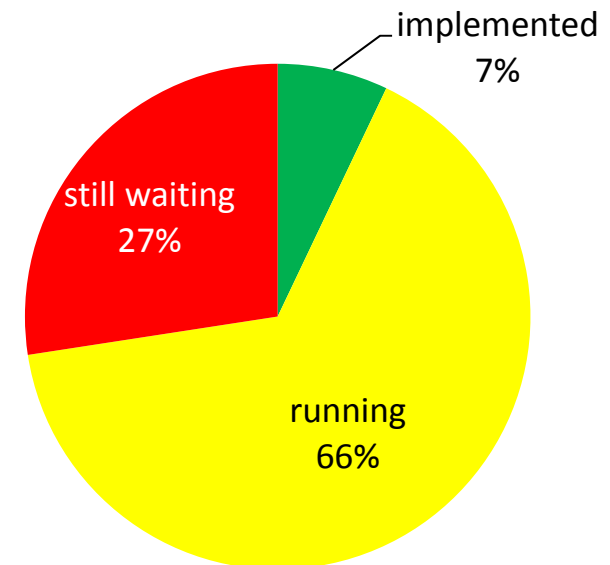
# Monitoring and evaluation

## ■ implementation status

**permanent measures  
(n = 50)**

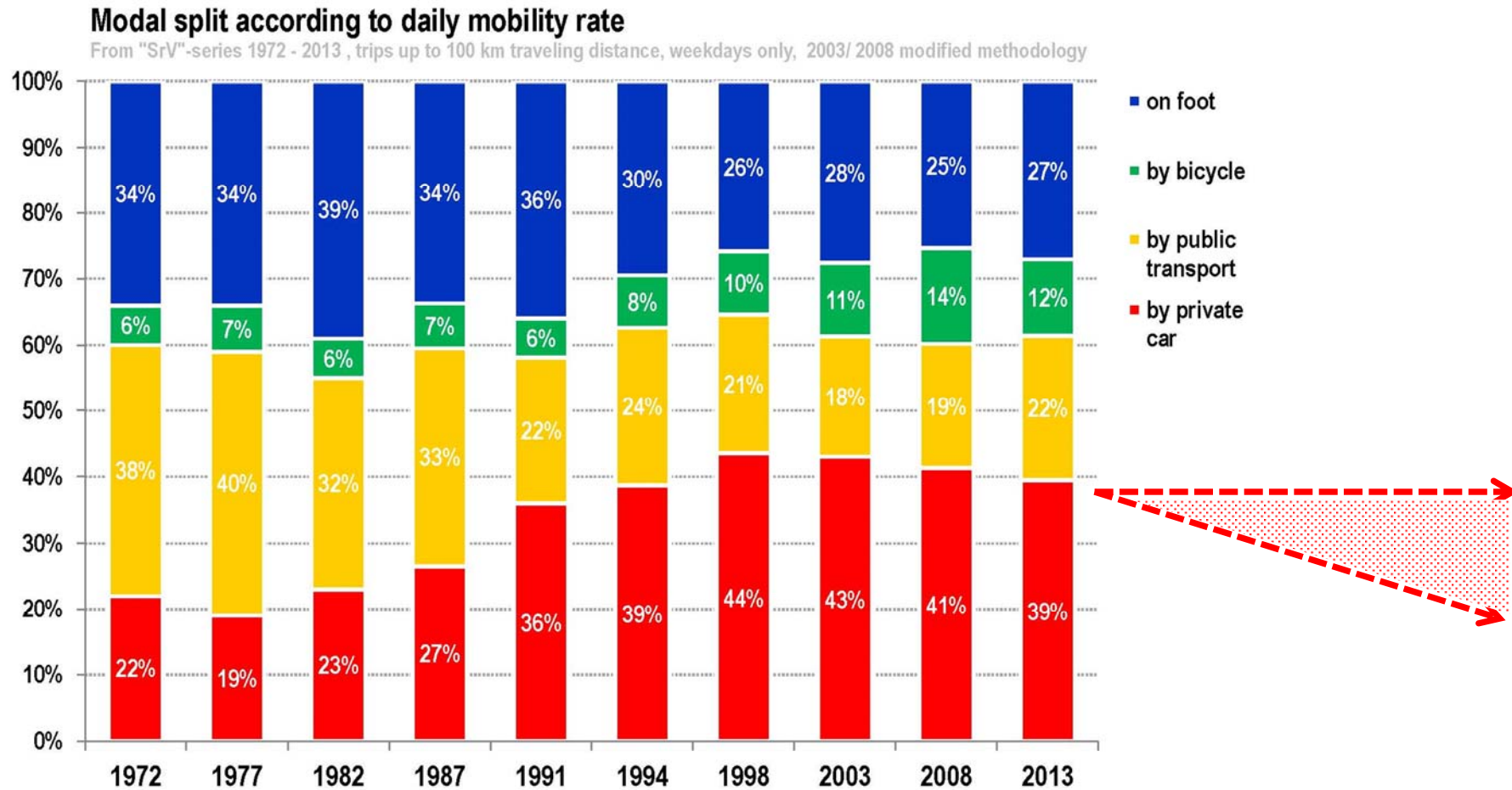


**short- middle- and longterm measures  
(n = 113)**



© Landeshauptstadt Dresden, Stadtplanungsamt

# monitoring and evaluation



# Dresden's SUMP: Lessons learned

- SUMP is a strategic plan
- Integrated planning is challenging and needs time (ca. 3 – 5 years)
- Transparency, clear targets and strategies are necessary
- scenario technique and assessment of impacts for authoritative forecast
- Mix of measures incl. soft measures
- External experts are helpful but involvement of administration and decision makers is more important
- Consensus oriented processes need the involvement of politicians and leading administrators
- Cooperation and participation need management
- Public relations is a continuous task
- SUMP is a continuous process: quality management by evaluation
- SUMP implementation is a bigger challenge than SUM-planning



→ *Planning for liveable cities!*

*Thank you very much for your attention!*

Contact: Dr. Kerstin Burggraf  
Tel. +49 351 / 488 34 48

E-Mail: [kburggraf@dresden.de](mailto:kburggraf@dresden.de)

© Landeshauptstadt Dresden

CIVINET excursion Dresden  
24 – 25 October 2017  
slide: 45

Urban planning office  
Transport Development Planning

City of Dresden



Dresden.  
Dresdner