

# POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

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Baden-Württemberg

MINISTRY OF TRANSPORT

Annual POLIS Conference 2023

# Between strategic, regional and local needs: citizen participation on a regional scale for the SUMP of the State of Baden-Württemberg

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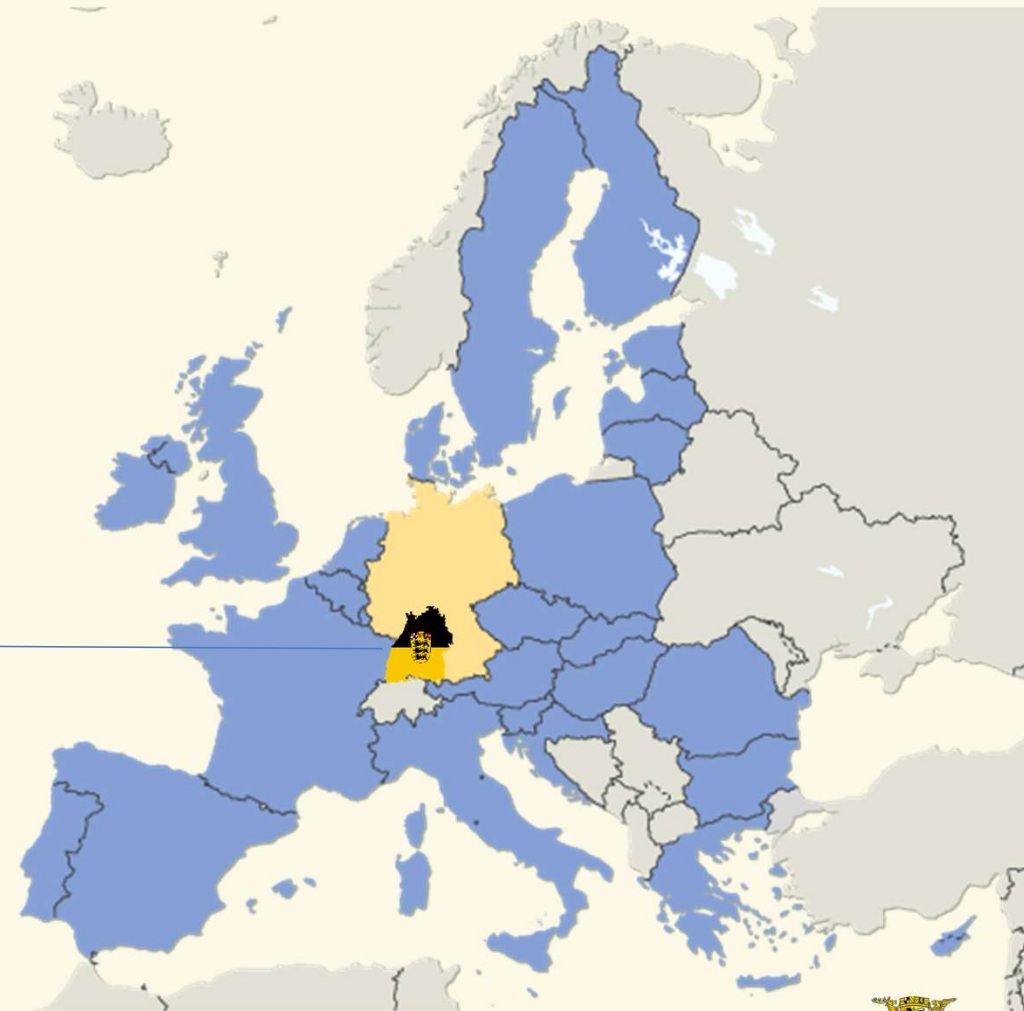


**Mobility and quality of life.  
In our cities and rural areas.** 

## LOCATING BADEN-WÜRTTEMBERG

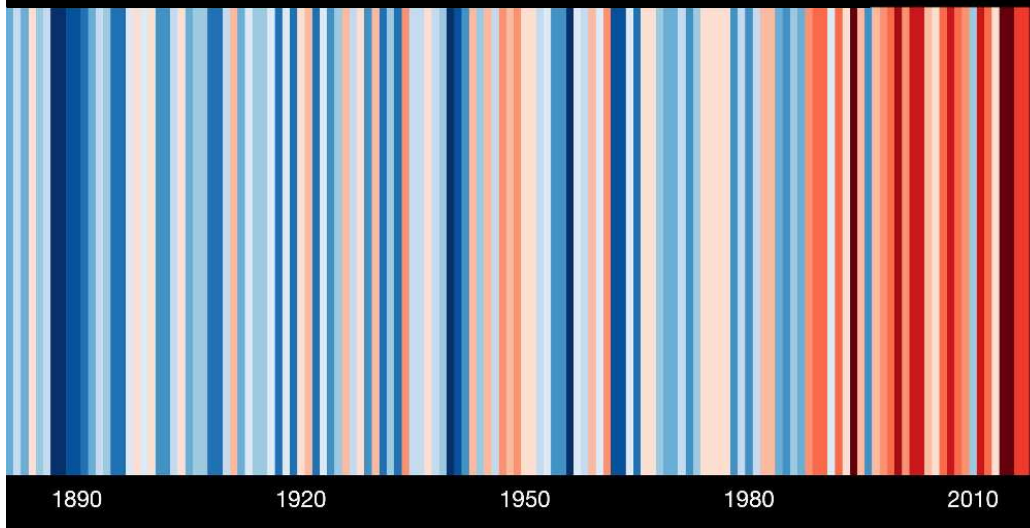
**POPULATION**  
11.1 million

**TOTAL LAND AREA**  
35.748 km<sup>2</sup>



# Climate protection requires a profound transformation of our mobility system

Temperature change in Baden-Württemberg since 1881



Source: wetter.de © Ed Hawkins (University of Reading)

## Climate goals for Baden-Württemberg:

2030

-65% CO<sub>2</sub> in all sectors  
**-55 % CO<sub>2</sub> in the transport sector**  
(compared to 1990)

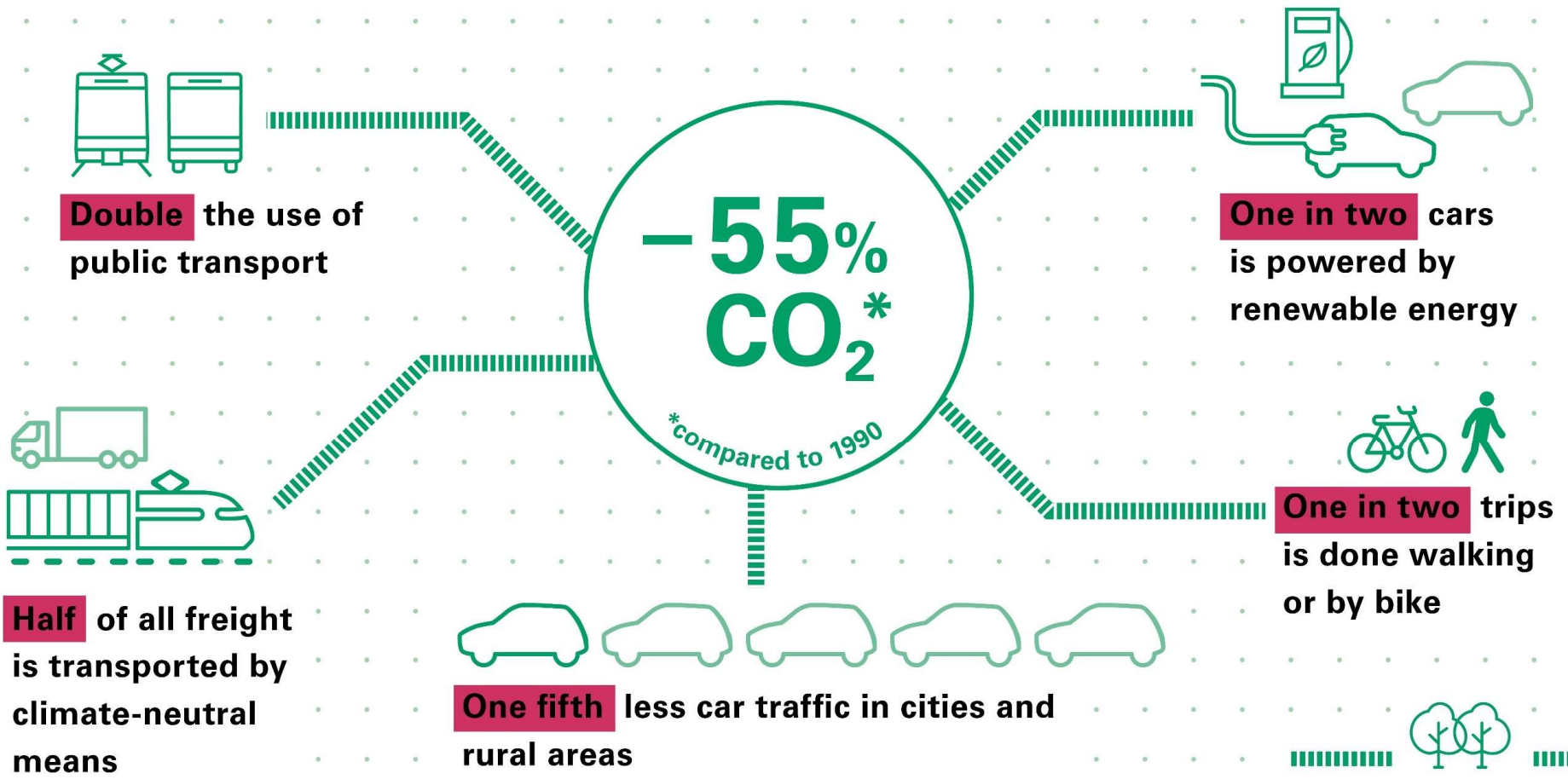
2040

all sectors are climate-neutral





# Our goal: transforming the transport sector by 2030



# Mobility and Climate Concept (MCC) for the State of Baden-Württemberg

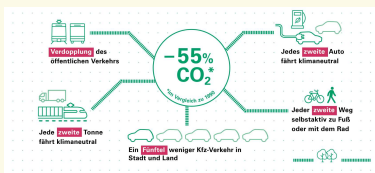
- **“regional SUMP”** (Sustainable Urban Mobility Plan) with **28 key measures** to **realise the five key targets**
- effective, efficient and socially just climate protection
- **State Mobility Act**
  - **legal basis** for implementing the Mobility and Climate Concept at all levels





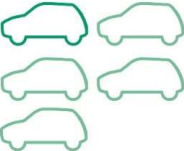


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# Mobility and Climate Concept (MCC)

## 28 key measures



 <p>One in two cars is powered by renewable energy</p> <ol style="list-style-type: none"> <li>1. Private charging infrastructure</li> <li>2. Public charging infrastructure</li> <li>3. Market penetration of electric cars</li> <li>4. Zero emission zones</li> </ol>	 <p>One in two trips is done walking or by bike</p> <ol style="list-style-type: none"> <li>15. Bicycle traffic networks</li> <li>16. Pedestrian routes</li> <li>17. Speed limits</li> <li>18. Traffic-calmed main roads in settlements</li> </ol>
 <p>Half of all freight is transported by climate-neutral means</p> <ol style="list-style-type: none"> <li>5. Freight transport toll system</li> <li>6. Intermodal freight infrastructure</li> <li>7. Electric trucks</li> <li>8. Re-Fuels for freight and flights</li> </ol>	 <p>Double the use of public transport</p> <ol style="list-style-type: none"> <li>19. Mobility guarantee by public transport</li> <li>20. Punctuality and secured connections</li> <li>21. Modern railway infrastructure</li> <li>22. Mobility fee used for public transport</li> </ol>
 <p>One fifth less car traffic in cities and rural areas</p> <ol style="list-style-type: none"> <li>9. Parking fees</li> <li>10. CO2-Pricing</li> <li>11. Corporate mobility management</li> <li>12. Prioritisation of public transport</li> <li>13. Traffic management</li> <li>14. Car sharing</li> </ol>	<p><b>General measures</b></p> <ol style="list-style-type: none"> <li>23. Communication of measures</li> <li>24. SUMP</li> <li>25. Settlement structures</li> <li>26. Road infrastructure</li> <li>27. Road construction</li> <li>28. Digital mobility</li> </ol>

# Mobility and Climate Concept (MCC) Participatory Process

- **citizen participation**

- random selected citizens → Mobility Council
- digital survey on participation portal (e-participation)



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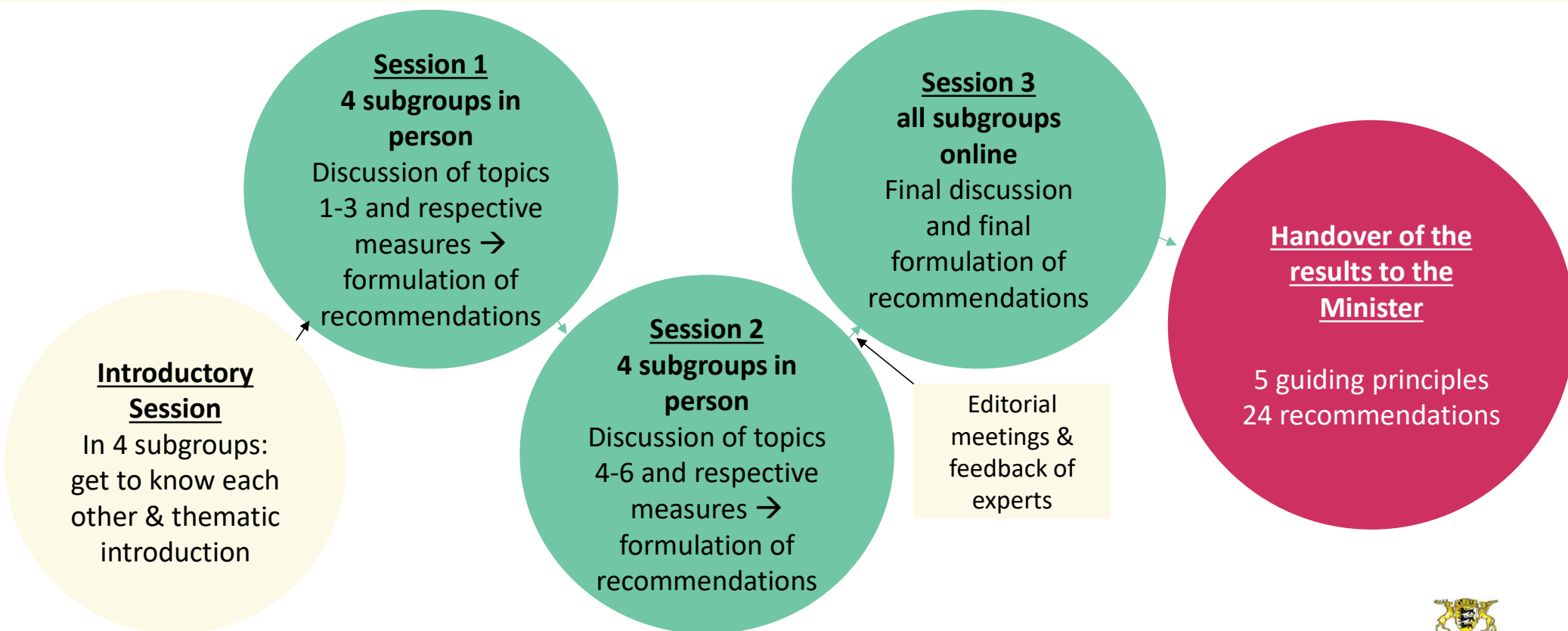
- **stakeholder participation**

- workshops with broad range of associations
- formation of two alliances on corporate mobility and climate-neutral freight transport



# Citizens' Assembly: Mobility Council

## Process & Structure



# Mobility Council

## September – November 2022

- Random selected citizens: very **differentiated & heterogeneous view**
- **Broad agreement** on transport transformation goals
- High engagement
- Not all proposed measures could be discussed
- **Controversial topics:** speed limit of 30 km/h in municipal areas and the advantages of electric mobility



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# Mobility Council

## Guiding principles and recommendations

### **Guiding principles: To transform the transport sector in Baden-Württemberg,**

- differences between urban and rural areas must be taken into account.
- swift and well thought-out action is essential.
- awareness must be raised among the population and the positive aspects of the the transport transition must be emphasized.
- everyone (all population and age groups) should be able to be mobile.

### **Excerpt from the recommendations (24): The Mobility Council recommends that**

- the expansion of public transport must be prioritized in transport policy.
- the number of cars in urban areas should be reduced and car-sharing should be promoted in line with demand.
- minimum standards for pedestrian-friendly sidewalks are needed.
- more staff is needed to expand cycling infrastructure.
- parking spaces in cities need to be reallocated for other modes of transportation.



# Online survey

## November – December 2022

- A total of 4252 participants and 2040 qualitative comments
- **Most approval:** public transport measures and cycling network
- **Least approval:** advantages and cost-effectiveness of electric cars, different use of parking lots, 30 km/h speed limit, price increase for climate-damaging mobility
- Personal mobility behavior influences rating



# Lessons Learned:

- Citizen participation on a regional level comes along with **other challenges** in terms of content and spatial scales
- Possibility to promote **civic competence & transparency**
- Importance of neutral **moderation**, external and internal **experts** & role of (continued) **communication**
- Media coverage is difficult – use of other formats
- Clear signal: many citizens want a transformation of the transport sector – **give the silent majority a floor!**



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# Thank you!

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