Dresden‘s SUMP with broad citizen participation in the „Dresden Debate“

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City of Dresden, Urban Planning Office
Topics

- Something about Dresden
- Dresden's SUMP: European context and status of planning
- SUMP citizen participation in the „Dresden Debate“
- Lessons learnt
Something about Dresden

City of Dresden

- Capital of Free State of Saxony
- Located in the valley and on the slopes of the River Elbe
- Dynamic, green city with a high quality of life
- Resident population 536,000 (12th place in Germany), average age 43 years, increasing (highest birth rate in Germany for the last four years!)
- Area of the city 328 km\(^2\) (4th place in Germany), about 62% covered by forest and green space
Something about Dresden

- The Dresden transport network comprises:
  - 1,465 km roads
  - 13 tram routes with a total length of 213 km
  - 28 city bus routes (DVB AG) with a total length of 307 km
  - 3 Elbe ferries
  - 2 mountain railways

- 153 million passengers of the diverse local public transport services in Dresden per year

Modal split according to daily mobility rate
From "Schnellverkehrsplan Dresden" series 1972-2013, trips up to 100 km traveling distance, weekdays only, 2003/2008 modified methodology

on foot
by bicycle
by public transport
by private car

Photos: Urban Planning Office Dresden
Dresden's SUMP: European context

Dresdens Polis presidency – start of the Dresden 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 of stakeholders, citizen, institutional internal and external cooperation partners, region and politics
- Dresden is partner in the CH4LLENGE project
Dresden’s SUMP: European context

The Four Challenges

- **Participation**: Actively involving local stakeholders and citizens in mobility planning processes
- **Cooperation**: Improving geographic, political, administrative and interdepartmental cooperation
- **Measure Selection**: Identifying the most appropriate package of measures to meet a city’s policy objectives
- **Monitoring and Evaluation**: Assessing the impact of measures and evaluating the mobility planning process

www.sump-challenges.eu

City of Dresden
Urban Planning Office
Transport Development Planning
Planning tradition and transformation

- From infrastructure planning to SUMP / Transport Development Plan TDP
  (in German: Verkehrsentwicklungsplan)

Dresden’s SUMP: status of planning

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

⇒ Improve mobility and quality of live
Dresden’s SUMP: status of planning

SUMP Dresden - citizen partizipation in “Dresden Debate” Polis Conference 2014

Now we are here, November 2014

Citizen partizipation to SUMP draft before political adoption

January – October 2013, qualifying in CH4LENCE

January – July 2013

August – December 2011

Rupprecht Consult, 31 March 2011
Dresden's SUMP: status of planning tools of involvement

Steering committee led by mayor Jörn Marx
Representatives of city council groups, heads of department, City of Dresden officials, councillors, project managers, round table facilitators

Round table
- Led by mayor Jörn Marx with moderator
- Transport providers (3 seats)
- Transport associations (3 seats)
- Business associations (3 seats)
- City administration SUMP project group (3 seats)
- Other social interests (6 seats)
- City council groups (6 seats)
- Spokesperson for scientific advisory board – in advisory capacity

Scientific advisory board
- Representatives of transport and transport-related research areas, Dresden University of Technology and other German research institutions

Region/neighbors

City administration project group

Public/citizen
Dresden’s SUMP: status of planning

- **Draft of Dresden SUMP - TDP 2025plus**
  - 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 by the City Council on 20 November 2014**
Dresden specific tool for citizen participation in urban development planning

Online dialog

“Offline” dialog face to face in the red Info-Box

4-week dialog of both elements

With accompanying events

Non representative participation
SUMP citizen participation in the „Dresden Debate“

- National Award 2012 for sustainable online dialog with citizen

Photo: www.dresdner-debatte.de
Dresden Debate title: “fischelant mobil – thinking transport newly”

SUMP citizen participation in the „Dresden Debate“

- Online-Debate www.dresdner-debatte.de
  - participation: ca. 2,200 citizen
  - Visitors at the website: 4,500 with 42,293 clicks
  - 1,200 written contributions
    therefrom: 364 proposals/suggestions
    549 comments
    279 filled in modal-split-surveys
    plus 1459 „likes“
  - Special tools to catch the interest: teaser film, modal split barometer,
  - Download of information: more than 400 times
SUMP citizen participation in the „Dresden Debate“

Info-Box = „Offline“

- City centre, near the large shopping centre „Altmarktgalerie“
- Tuesday – Friday 3 – 7 p.m.
  Saturday 11 a.m. – 4 p.m.
- Laptops for online participation
- Visitors: ca. 570
- Ballosplit-survey to catch the interest: 2,600 balls
SUMP citizen participation in the „Dresden Debate“

- Opening by the Mayor of City Development with press conference

photos: Urban Planning Office Dresden
SUMP citizen participation in the „Dresden Debate“

Accompanying events:

- Experts meeting with stakeholders of the Round Table, scientists and politicians
- Public discussion event about electromobility
Video documentation of the SUMP planning process and the citizen involvement in Dresden
SUMP citizen participation in the „Dresden Debate“

- Appraisal and reporting: methodology and results

![Diagram](image-url)

- Proposal and suggestion: ca. 930
- SUMP relevant?
  - Yes: ca. 450
    - Already included in TDP draft: ca. 300
    - Aggregating and assessing: 64
    - Will be followed/partially followed: 21
  - No: ca. 480
    - Not included in TDP draft: ca. 140
    - For detailed planning: 41
    - Will not be followed: + 2x notice
    - Short term implementation: not realisable

City of Dresden
Urban Planning Office
Transport Development Planning

photo: Urban Planning Office Dresden
SUMP citizen participation in the „Dresden Debate“

- Appraisal and reporting:
  - 930 single proposals and suggestions

![Pie chart showing distribution of proposals and suggestions.]

- SUMP relevant new suggestion: 14%
- Not SUMP relevant: 18%
- Spam: 2%
- Solely commenting: 37%
- Suggestion already in SUMP draft included: 29%
**SUMP citizen participation in the „Dresden Debate“**

- **Appraisal and reporting:**
  - 140 single proposals and suggestions SUMP relevant

![Pie chart showing proportions of SUMP citizen participation]

- Pedestrian: 5%
- Cycling: 21%
- PT operation, network, tariff: 34%
- Car traffic, coaches, road network and parking: 39%
**Appraisal and reporting:**

- **64 new aggregated topics/measures for the SUMP draft**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>More traffic control</td>
<td>15</td>
</tr>
<tr>
<td>Underground or elevated train</td>
<td>13</td>
</tr>
<tr>
<td>Low priced PT tariff</td>
<td>8</td>
</tr>
<tr>
<td>More restrictive car parking regulations</td>
<td>6</td>
</tr>
<tr>
<td>Tempo 30 in the town generally</td>
<td>5</td>
</tr>
<tr>
<td>Two lanes for the street Königsbrücker Straße</td>
<td>5</td>
</tr>
<tr>
<td>PT for free</td>
<td>4</td>
</tr>
<tr>
<td>Winter services also for cycling</td>
<td>4</td>
</tr>
<tr>
<td>Tunnel for main roads</td>
<td>4</td>
</tr>
<tr>
<td>Lock boxes for luggage in the city</td>
<td>3</td>
</tr>
<tr>
<td>Curbs 0 cm</td>
<td>3</td>
</tr>
<tr>
<td>No coaches in the city center</td>
<td>3</td>
</tr>
<tr>
<td>More tram tracks with grass</td>
<td>3</td>
</tr>
<tr>
<td>PT rapid lines</td>
<td>3</td>
</tr>
<tr>
<td>Outer ring road</td>
<td>3</td>
</tr>
<tr>
<td>Other topics (mentioned less than 3 times)</td>
<td>63</td>
</tr>
</tbody>
</table>
SUMP citizen participation in the „Dresden Debate“

- Transparent information:
  - All citizen contributions are still online
  - All assessed contributions are online too
  - Plus information about the ongoing process
Adoption of the City Council

- to integrate results of citizen participation in the SUMP on 20 November 2014
- together with the adoption of the SUMP on 20 November 2014

<table>
<thead>
<tr>
<th>Nr.</th>
<th>Anregung/Themenbereich</th>
<th>Bewertung und Abwägung der Anregung</th>
<th>Anz.</th>
<th>Ref. zur Lid. Nr.</th>
<th>weiterer Umgang</th>
<th>Bewertung</th>
</tr>
</thead>
<tbody>
<tr>
<td>49</td>
<td>tailorfehlerungen nur noch für Zertkarteninhaber</td>
<td>Dieser Ansatz widerspricht allen verkehrlichen und marktwirtschaftlichen Grundsätzen</td>
<td>1</td>
<td>712</td>
<td>keine Berücksichti- gung im VEP</td>
<td>Anregung wird nicht geltend</td>
</tr>
<tr>
<td>50</td>
<td>Aufbau eines O-Busnetzes in Dresden</td>
<td>Ein Ersatz der Straßenbahn durch O-Busse ist aus Kapazitätsgründen nicht sinnvoll. Für eine gute verkehrliche und städtebauliche Integration der Straßenbahn in den Straßenraum bestehen in Dresden viele gute Beispiele</td>
<td>1</td>
<td>892</td>
<td>keine Berücksichti- gung im VEP</td>
<td>Anregung wird nicht geltend</td>
</tr>
<tr>
<td>51</td>
<td>Durchgehende Verbindung Dresden-Altenberg per Bahn</td>
<td>Prüfung im Rahmen des Nahverkehrsplans gemeinsam mit dem VVO. Befitzen den Bereich Dresden nur am Rande.</td>
<td>1</td>
<td>878</td>
<td>Prüfung im Rahmen des Nahverkehrs- plans gemeinsam mit dem VVO</td>
<td>Anregung wird teilweise aufge- löst (mit Prüflauftrag)</td>
</tr>
</tbody>
</table>
Appraisal and reporting:

Proposals and suggestions not SUMP relevant: were given to the responsible internal and external partners.
Video documentation: conclusions of the moderator Round Table

The Dresden Debate represents a highly qualified contribution toward democracy in practice.
SUMP citizen participation
- lessons learnt in Dresden

- Plan citizen involvement from the beginning of the planning process as an integrated part of it
- See interdependencies between stakeholder and citizen participation
- Choose a well suited tool for citizen participation
- Plan capacities (budget and staff) for preparation, realisation and appraisal
- Try to reach all citizen groups
- Work highly transparent and with disseminators
- Use special tools to catch the interest of citizen
- Involve press and media
- Involve politics in preparation and implementation of citizen participation
  Give results to the politicians – best: for adoption
- Dialog as a new experience for citizen, for municipal staff and for politicians too
  → new planning culture

→ Citizen are local experts for the municipality – they are local player in the city and region

→ cooperate with the user of the tomorrow urban transport system – shape mobility with them together!
Thank you very much for your attention!

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