

**3rd Connective Cities
Asian Dialogue Event
- Practitioners' Workshop**

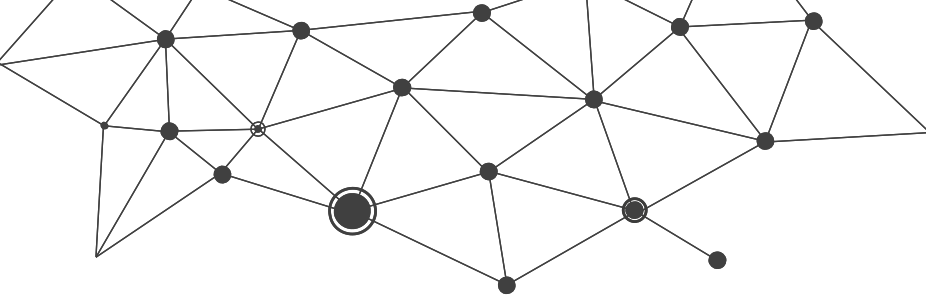
Agenda

**Green Cities' Implications for
Sustainable Urban Mobility**

17 – 19 November 2015,
Cebu City, Philippines

In Cooperation with





Green Cities' Implications for Sustainable Urban Mobility

Harold's Hotel, Cebu City

17 – 19 November 2015

BACKGROUND

According to United Nations' forecasts, the global urban population will increase by 1.4 billion between 2010 and 2030, and by another 1.4 billion between 2030 and 2050. Asian cities will have to accommodate two thirds of the global urban growth in the next decade, and by 2050, 64.5% of Asia's population will be urban. The extremely rapid increase of urban population in Asia leads to a high demand for urban transport and mobility.

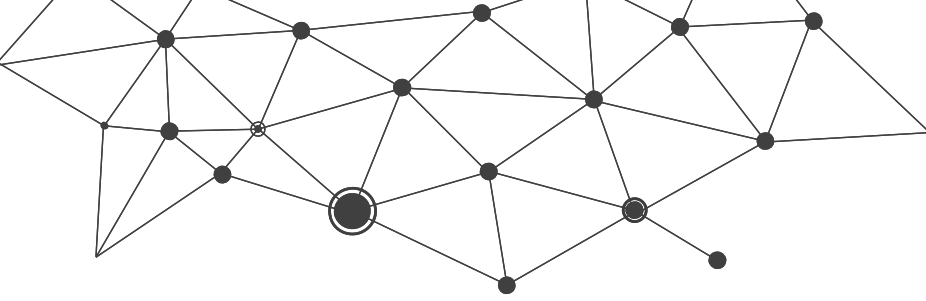
The international cities platform Connective Cities offers demand-oriented services to connect urban practitioners with each other to facilitate the practice-oriented exchange of experience and to enable them to learn from each other and to plan innovative projects for sustainable urban development.

The regional events serve to initiate an exchange among urban practitioners on topics which are relevant to them and their daily work practice at the municipal level. The dialogue is based on 'good practice' examples which could be adapted to different spatial contexts with their own specific frameworks and challenges. The workshop provides the basis for further networking as a "community of practice" which can be supported by study visits, trainings as well as virtual project workshops. It can further develop into the joint planning of urban projects or the mutual, peer-to-peer based counselling on ongoing projects of individual municipalities or practitioners.

The 3rd Asian dialogue builds on the results of the opening workshop in November 2014 in Chiang Mai, Thailand – "Greening Cities and Promoting Green Urban Growth" and the practitioners' workshop in April 2015 in Surabaya, Indonesia – "Managing Urban Sprawl". It further deepens the topic by addressing "Green Cities' Implications for Sustainable Urban Mobility".

OBJECTIVE

Strengthening the exchange of experiences among Asian cities as well as with experiences from Germany, identifying and discussing good practice examples from the region that can be used for a practice-oriented exchange, providing peer-to-peer advisory services for practical challenges urban practitioners are facing, as well as planning joint projects for innovations in the field of managing urban mobility.



SUBJECT

In view of Asia's current rapid urbanisation process - with a large amount of urban growth still to come – urban growth patterns and land use systems that are compact, resource-efficient and less dependent on the use of private cars play a particularly important role for achieving sustainable urban mobility. Urban sprawl significantly increases per capita land development, and by dispersing activities, increases vehicle travel. Greenhouse gas emissions from the transport sector have more than doubled since 1970 - increasing at a faster rate than any other energy end-use. In 2010 transport was responsible for approximately 23% of total energy-related CO₂ emissions. Traffic congestion in urban areas also causes heavy economic losses due to time and fuel wastage.

Cities face the challenge of providing transportation infrastructure that reduces pollution, congestion and greenhouse gas emissions. Land-use zoning policies that allow for higher densities and greater mixing of residential and commercial uses can reduce trip distances and frequency while strategic mass transit linkages can attract development and thus promote more compact urban growth. Within the transportation sector, policies to increase the quality and availability of public transportation, bicycle, and foot travel supplement policies to discourage or restrict vehicle travel and circulation. For example, congestion fees for driving during peak hours work well if combined with improvements in management of the road network and substantial enhancements in bus service.

Therefore, cities have to choose a coordinated and planned, yet flexible approach to the management of urban mobility which reflects the needs of their citizens and promotes the creation of compact cities with a high quality of living for all inhabitants. The objective should be to curb sprawl, create compact, walkable neighborhoods and reduce the vehicle kilometers travelled per capita. Urban form is a key determinant of transport systems and in turn is heavily influenced by transport systems. A compact city form enables people, particularly the poor to access jobs, educational and health services more easily, reduces fuel consumption and provides more opportunities for social interaction.

Increasing mobility and connectivity in cities brings enormous benefits to society and also provides the essential means by which a city can function effectively. Solutions for sustainable mobility need a comprehensive and holistic approach requiring a combination of supply side and demand side measures.

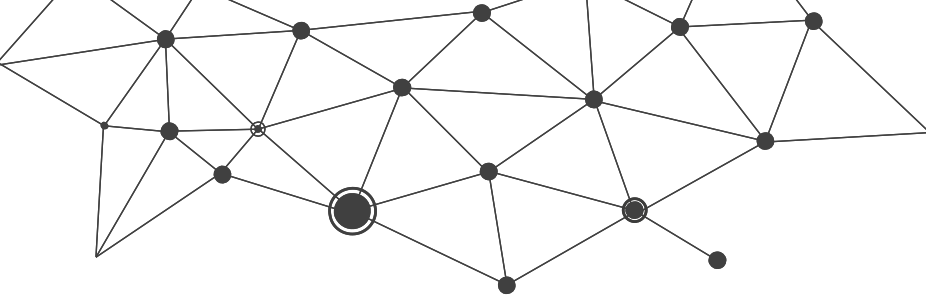
The following factors constitute components towards sustainable urban mobility and form the substance of the workshop which shall be highlighted by means of carefully selected good practices:

1. Effective Urban Transport Institutions and Governance

Effective and capable urban institutions are essential to set the framework for urban transport planning, management and operation. In many cities innovative approaches have been taken such as a coherent policy framework, a competitive transport industry, a regulatory environment to provide the right mix of incentives and obligations, and effective supervisory institutions, whereas in others institutional shortcomings have arisen and manifested.

2. Efficient Land Use Planning and Management

Land use planning and management is essential for sustainable urban transport since it constitutes the structural reasons of how people move in a city. While the traditional principle to “predict and provide” does not solve transport problems in a sustainable manner, specific interventions in terms of land use regulations which prevent sprawling spatial development are much more effective.



3. Transportation Demand Management

Transportation Demand Management (TDM) aims to maximize the efficiency of the urban transport system through improvement of conditions of public transport and pedestrians and bicycle users, and also in the implementation of measures which promote a rational use of the automobile. Management of mobility includes fiscal instruments, parking policies and environmental zones as well as congestion pricing, public transport improvement, promoting non-motorised transport, fuel taxation and parking management.

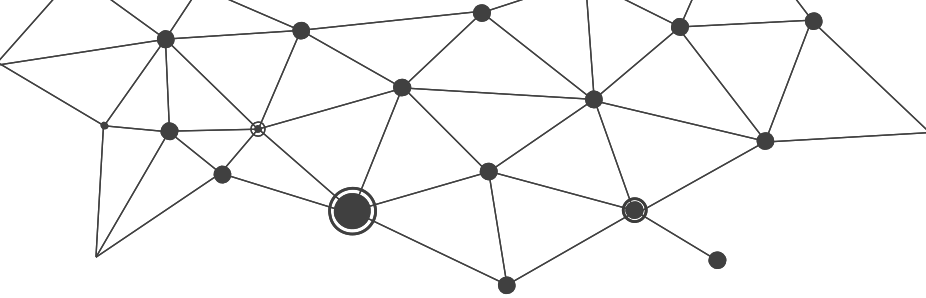
4. Transport and Climate Change

Sustainable transport policy options possess a huge potential for the reduction of carbon dioxide emissions. Both mitigation and adaptation are required to improve the relationship between transport and climate change. Effective change is required not only in regard to the volume of emissions but also in the ability of the transport system to operate under predicted climate change effects. Moreover, reducing air pollution is an urgent challenge in view of increasing health problems due to emissions from fuel combustion. Promoting behavioral change via modal shifts complements and reinforces technological developments.

5. Financing Sustainable Urban Transport

Urban transport has not received the required financial support to function in a sustainable manner. The gap between the ever growing demand for efficient, equitable and environmentally friendly urban transport systems on one hand, and the dwindling financial resources available to state and local authorities on the other will have to be closed.

Yet, the specific needs and demands by participants will determine the subject of the dialogue event in more detail and support the development of action strategies based on good practices.

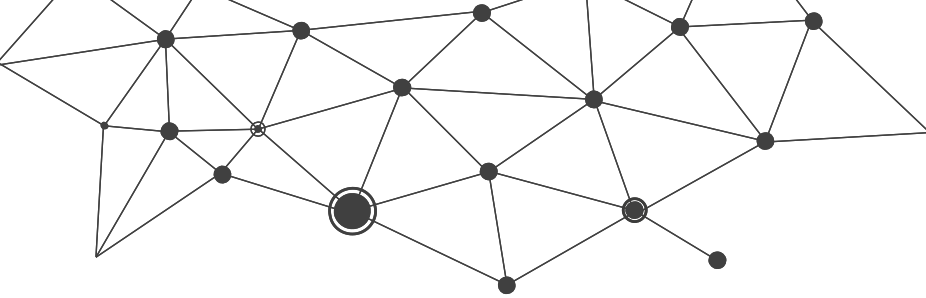


DAY 1 – 17 November 2015

Exchange on good practices

In line with the main topics (Effective Urban Transport Institutions and Governance; Efficient Land Use Planning and Management; Transportation Demand Management; Transport and Climate Change; Financing Sustainable Urban Transport) participants will present their good practices from the region which good practices applied for managing urban mobility. These are supplemented by relevant practical experience from German municipalities. Through an exchange among participants in small groups, preconditions, approaches, challenges and lessons learned will be discussed. This part allows for an overview of tested solutions for specific approaches in managing urban mobility as well as the analysis of respective success factors and constraints.

Time	Agenda	Contents
08:30	Registration of participants	
09:00	Welcome & Introduction Atty. Rafael Christopher L. Yap J.D., BRT Project Manager Dr Manfred Poppe, Connective Cities	<ul style="list-style-type: none"> • Welcome address • Presentation of Connective Cities • Introduction of participants
10:00	Key Notes Dr Primitivo Cal, University of the Philippines: Challenges of Urban Mobility in Asia Dr Stefan Bege, Municipality of Nuremberg: Challenges of Urban Mobility in Germany	<ul style="list-style-type: none"> • Challenges and opportunities of urban mobility management in Asia and Europe • Questions and answers
11:00	Coffee break	
11:30	Fish-bowl discussion	<ul style="list-style-type: none"> • Discussion about the concept of sustainable urban mobility and the experiences of the participants
12:15	Gallery walk: Introduction of good practices	<ul style="list-style-type: none"> • Good practice examples introduced by participants
13:00	Lunch break	
14:00	Practitioners' Corner	In-depth presentations of good practices according to main topics on



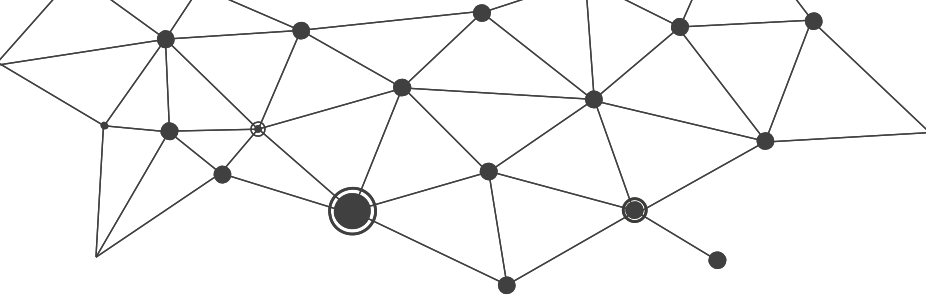
- Effective Urban Transport Institutions and Governance
- Efficient Land Use Planning and Management
- Transportation Demand Management
- Transport and Climate Change
- Financing Sustainable Urban Transport

15:30	Coffee break
16:00	Cont. Practitioners' Corner
17:30	Wrap up: Success factors and chances for replication

Good Practice Presentations (14:00 – 17:30)

Effective Urban Transport Institutions and Governance	
Torben Heinemann Verkehrs- und Tiefbauamt (Office for Traffic Planning and Road Construction) Leipzig, Germany Leipzig: Towards a more sustainable and multi-modal city	Marc Canton Movement for a Livable Cebu Cebu, Philippines Towards Sustainable Development in Cebu
	Socorro B. Atega Metro Cebu Development Coordinating Board Cebu, Philippines MEGA CEBU – Integrated development planning in city region management

Efficient Land Use Planning and Management	
Prof. Joseph Michael P. Espina, FUAP, MURP Dean, USC - SAFAD University of San Carlos School of Architecture, Fine Arts and Design Cebu, Philippines Dispersed Concentrations: The Proposed Conceptual Land Use Structure	



for Metro Cebu

Transportation Demand Management

Martin Röhrleef

Hannoversche Verkehrsbetriebe AG (Traffic Department)
Hanover, Germany

Mobility as a Service: Creating a “One Stop Mobility Shop” for Hanover (Germany)

Henry Satya Nagara

Transportation Agency of Surakarta City – Parking Unit
Surakarta, Indonesia

Solo Green Cities’ Implications for Sustainable Urban Mobility – A Transport Demand Management Measure

Transport and Climate Change

Lorina Darmastuti Soedarmadi

Local Development Planning Board
Bogor, Indonesia

Bogor Transportation’s Low Emission Development Strategies

Purnomo Dwi Sasongko / Ratna Budiarti

Local Development Planning Board
Semarang, Indonesia

What Does Green Mobility Mean for Climate and Gender?

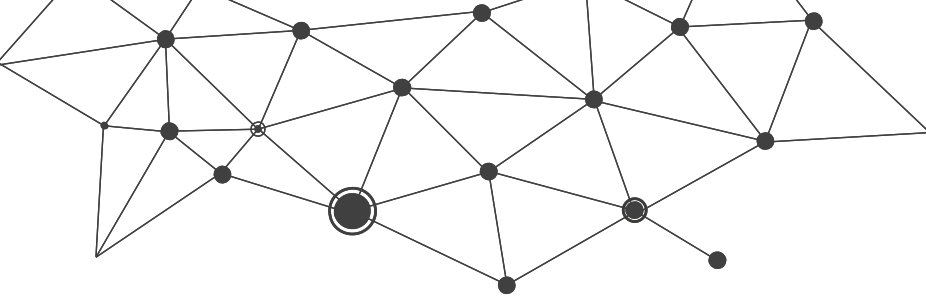
Financing Sustainable Urban Transport

Dr. Stefan Bege

Mayor’s Office, Unit on Urban Development
Nuremberg, Germany

"Key Challenges of Urban Transport": the Nuremberg perspective

Means of Mass Transportations as a solution for high traffic volume

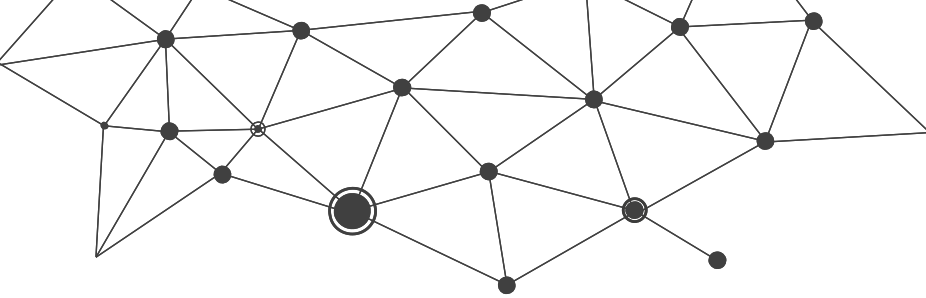


DAY 2 – 18 November 2015

Peer-to-peer advisory session

During the second day of the workshop, practitioners identify individual issues from their practical work, e.g. challenges they are facing, projects they are planning, success factors or constraints they have encountered. In a peer-to-peer advisory session in small focus groups, participants will give their feedback, ideas and remarks on the presented issues. In this part, participants receive inputs to their practical challenges, formulate recommendations for further action and thus achieve a direct benefit for their daily work.

Time	Agenda	Contents
09:00	Peer-to-peer consultation	<ul style="list-style-type: none"> • Practical challenges introduced by participants • Discussion in small groups: How to cope with individual challenges • Discussion of practical solutions
10:30	Coffee break	
11:00	Cont. Peer-to-peer consultation	<ul style="list-style-type: none"> • Exchange of proposed solutions
13:00	Lunch break	
13:30	Excursion to an urban project relevant to the topics discussed	<ul style="list-style-type: none"> • Leave Harold's Hotel for USC-SAFAD • Short lectures and Viewing of Exhibits <ul style="list-style-type: none"> ○ Colon St. Revitalization by Ar. Troy Elizaga ○ Mahiga Creek Plans by N.N. ○ Brgy. Tinago Development by Brgy. Capt. Joel Garganera ○ Bio-remediation of Rivers by Mr. Polotan
		<ul style="list-style-type: none"> • Bus tour of the proposed SM High Quality Public Transport System (HQPTS) Route • Viewing of Mahiga Creek site • Viewing of Brgy. Tinago Development site

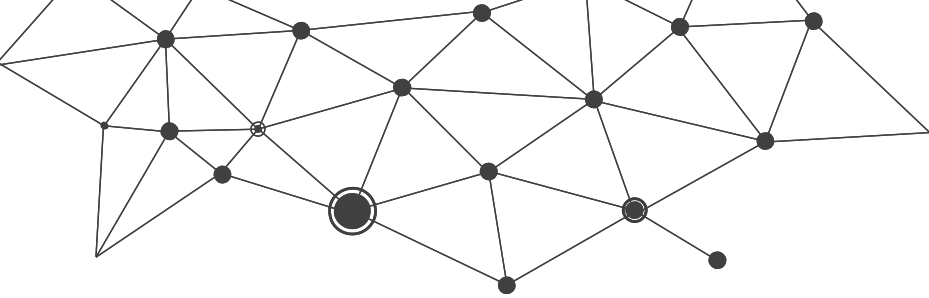


DAY 3 – 19 November 2015

Action Planning and Future Collaboration

The third day of the workshop focuses on developing action plans for future project ideas in the respective cities of the participants or as a group of practitioners. By means of selected action planning tools participants develop input on content, analyse preconditions and specific frameworks or jointly develop a methodical concept for particular mobility projects. Results of this step are concrete action proposals for innovative urban projects in relation to urban mobility. These are based on the lessons learned from the good practices and matched with motivated practitioners who are interested to further collaborate on them.

Time	Agenda	Contents
09:00	Creating new ideas for joint projects	<ul style="list-style-type: none"> Based on good practices presented and challenges analysed Development of strategic options for individual or joint project ideas to be planned by small groups of practitioners who share common interests and/or challenges
10:30	Coffee break	
11:00	Action plan formulation	<ul style="list-style-type: none"> Who are the different stakeholders to work with? Which know-how is required? How can the project be implemented? Which support is essential?
13:00	Lunch break	
14:00	Presentation of project ideas and action plans	<ul style="list-style-type: none"> Presentations & discussion Commitments for further collaboration and peer-to-peer exchange
15:30	Coffee break	
16:00	Future Collaboration	<ul style="list-style-type: none"> Practitioners' requests towards each other Services and support mechanisms by Connective Cities Determining the future role of Connective Cities in the exchange and learning process
17:00	Evaluation of workshop	



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