AALBORG UNIVERSITY
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Mobile Urban Governance

20 years of politics and planning in mobilities - lessons learned from the Munich case

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Outline

I. Birth and rise of a new urban mobilities regime

II. Mobile politics – a strong urban narrative

III. Munich's 'Mobility Vision 2050'

IV. From visions to 'concrete utopias' – interpretations, critique and outlook

- Understanding power in the global age needs a mobility-related research that focuses on (…) the power techniques and the strategies of boundary management that define and construct places and scapes where cosmopolitanization is possible. (Beck 2008: 34)

The 'social explosivity' of mobility

'In 1992 the Lord Mayor took over the government and we faced high risks. Urban society was kind of exploding from conflicts and power struggles around mobility and transport. The political culture, the media and the citizens were polarized and fragmented from battles of pros and cons concerning car traffic and public transport.
We needed to act! Hence we decided mobility to become a major and the Mayor's issue.'

(political advisor, City of Munich)

1992 - opening up dialogue: the Blue Zone Munich (Janssen 1993)

‘a blue-eyed notion
(’Schlüter & Schwerdtfeger 1993)

1995 – a mystery tour with an open end

go:future
Zukunftswerkstatt

1995-2012: ‘the enemies on board…’ institutionalizing a new mobilities regime

Inzell Stakeholders

BMW Group
Landeshauptstadt München

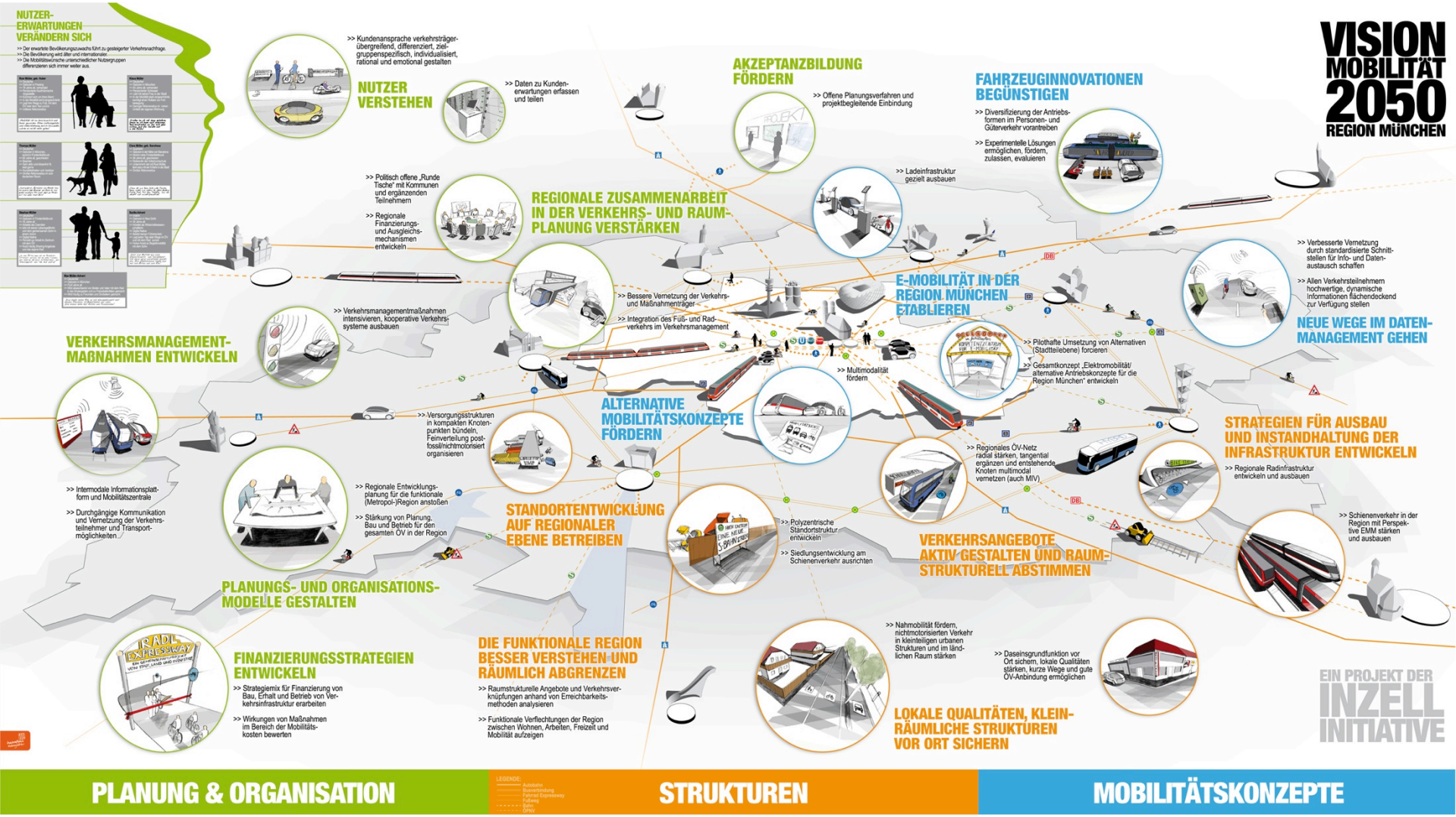
ADAC Südbayern e.V.
Autobahndirektion Südbayern
Bayerisches Staatsministerium für Umwelt, Gesundheit und Verbraucherschutz
Bayerisches Staatsministerium für Wirtschaft, Infrastruktur, Verkehr und Technologie
Bund Naturschutz in Bayern e.V.
CityPartner München e.V.
Deutsche Bahn AG
Deutsche Bahn Regio AG
DB Station & Service AG
Gemeinde Haar
Gemeinde Neubiberg
Gemeinde Oberhaching
Gemeinde Oberschleißheim
Gemeinde Petershausen
Gemeinde Unterhaching
GREEN CITY e.V.
Handelsverband BAG Bayern e.V.
Handwerkskammer für München und Oberbayern
Industrie- und Handelskammer für München und Oberbayern
Landesverband des Bayerischen Einzelhandels
Landkreis Dachau
Landkreis München
Münchner Verkehrs- und Tarifverbund GmbH (MVV)
Oberste Baubehörde im Bayerischen Staatsministerium des Innern
P+R Park & Ride GmbH
Planungsverband Äußerer Wirtschaftsraum München
Polizeipräsidium München
Regierung von Oberbayern
Regionaler Planungsverband München
S-Bahn München GmbH
Stadt Freising
Stadt Garching
Stadt Germering
Stadt Unterschleißheim
Stadtwerke München GmbH - MVG
Technische Universität München

Consensus building:
Munich's 11 principles for sustainable mobility

Inzell Platform Priorities (September 1995)

In view of the varied, conflicting tasks involved in creating a traffic and transport concept that would enjoy majority support, the workshop participants in Inzell drew up the following list of priorities:

1. The development of residential-area structures should be geared to the public transport network.
2. The closer to the city center, the lower the proportion of automobile traffic should be.
3. Through traffic should be kept away from densely populated areas.
4. Those who wish to calm traffic flows in residential areas must concentrate traffic on the main arteries.
5. Cooperative traffic management enables the performance of the transport systems to be boosted and improved.
6. Local public transport has priority.
7. The park-and-ride system as a means of networking different modes of transport needs to be improved.
8. A parking-space management concept must be drawn up for the city.
9. In the individual transport area, commercial and trade traffic has priority.
10. Freight transport is to be optimized by the promotion of logistic systems.
11. Traffic is to be avoided by encouraging car owners to carry more people in their vehicles.



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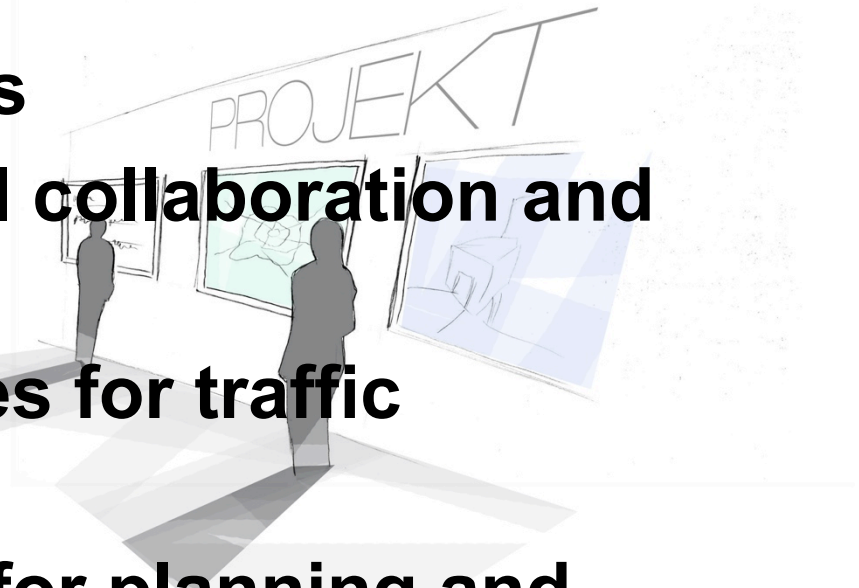
Planning & Organization

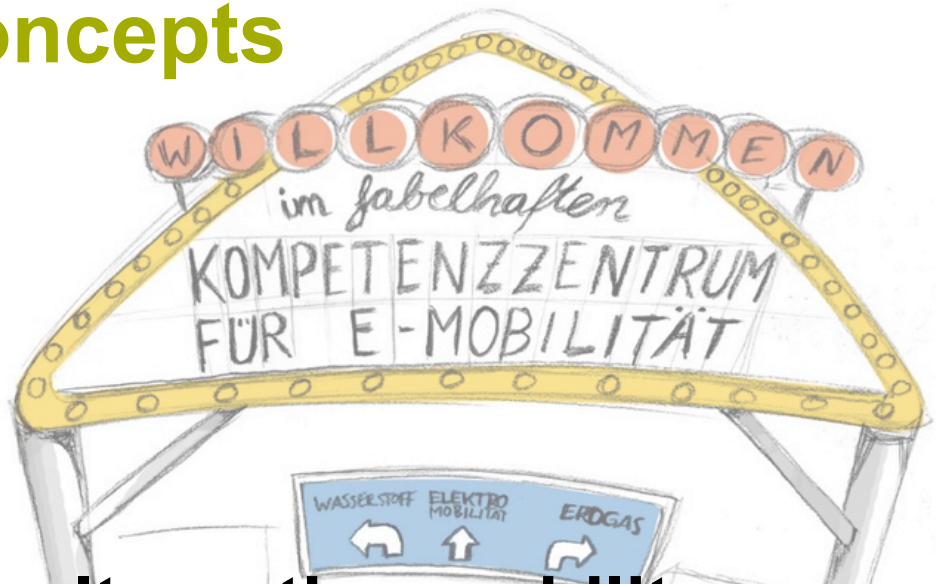
- Consensus building
- Understanding users
- Intensifying regional collaboration and cooperation
- Developing measures for traffic management
- Structuring models for planning and organization
- Developing funding strategies



Structures

- Regional development (Standortentwicklung)
- Better understanding of functional specificities and defining their delimitations
- Active shaping of transport supply appropriate to spatial structures
- Securing local qualities and spatial specificities
- Developing strategies for the strengthening and the maintenance of infrastructures

Mobility concepts



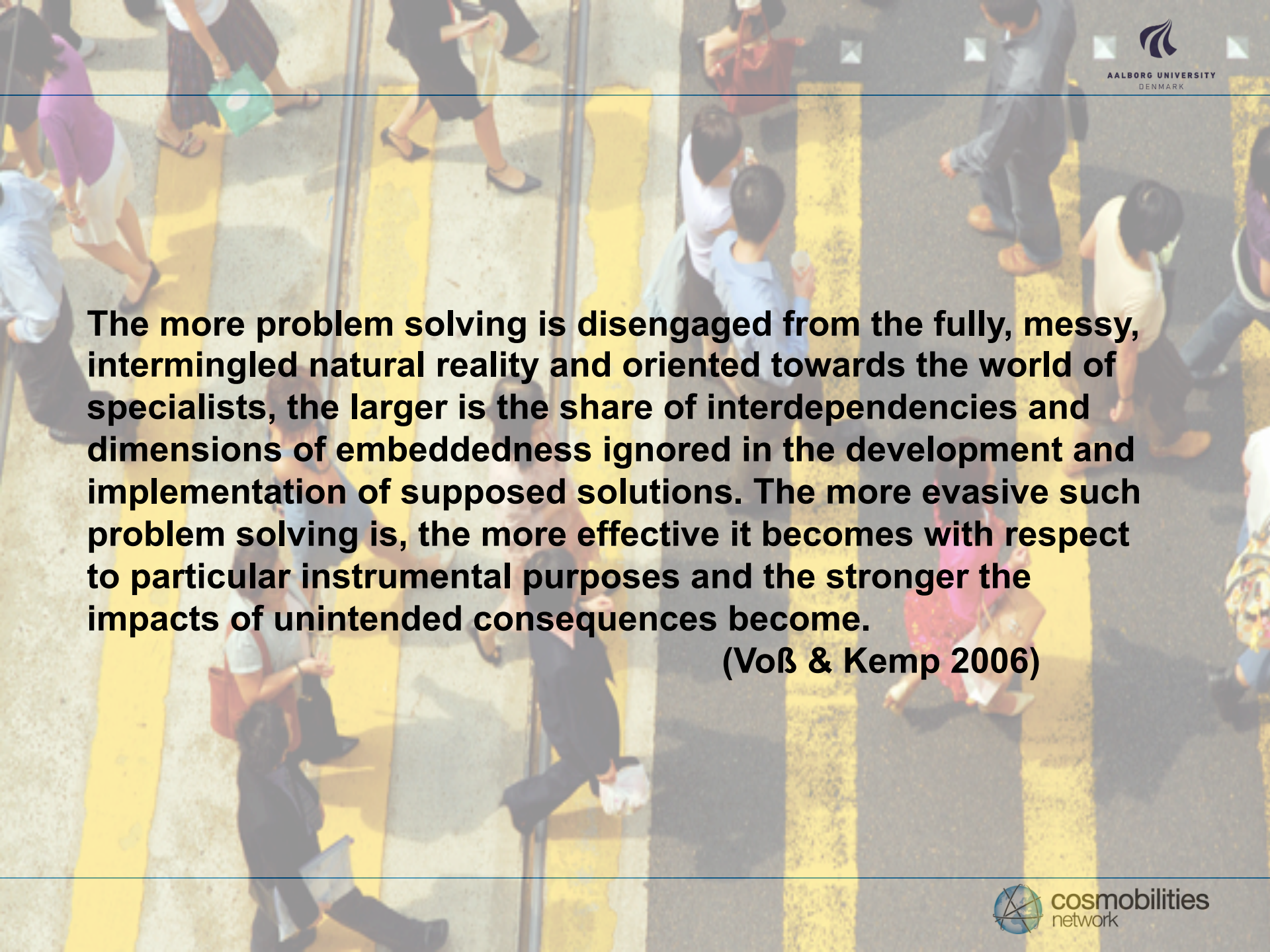
- **Promoting alternative mobility concepts**
- **Favouring vehicle innovations**
- **Establishing electric mobility in the greater Munich region**
- **New ways to go in data management**

Interpretation and critical reflection

- The ‘vision 2050’ is a big achievement and symbolizes social and cultural change.
- It documents the mobility of ideas, concepts and values and the fluidity of political culture in Munich.
- The rise of the new Munich mobilities regime shows significant changes in boundary management between stakeholders and a new openness for ‘alternative mobility concepts’.
- But for the time being Munich’s mobility vision has more the character of a to-do-list for politicians, urban planners, civil society and the industry.
- All projects and concepts mentioned are more or less already there or in the air (mobility card, seamless mobility, mobile ticketing, inter-sectoral data management, intelligent transport systems etc.).
- It is an expert discourse, highly decoupled from the people’s/ citizens’/users’ social realities and everyday mobility practice.

Mobilities Futures and the City

- Sustainable mobility needs powerful visions, ‘stories’ (Sandercock, Pinder, Harvey) and ‘concrete utopias’.
- Envisioning the social mobilities future(s) needs to be integral part of these visions/utopias.
- Climate change, demographic change, financial crisis, changing mobility needs and practices the transition into a post-carbon future of mobility needs new pathways for urban mobility governance.



The more problem solving is disengaged from the fully, messy, intermingled natural reality and oriented towards the world of specialists, the larger is the share of interdependencies and dimensions of embeddedness ignored in the development and implementation of supposed solutions. The more evasive such problem solving is, the more effective it becomes with respect to particular instrumental purposes and the stronger the impacts of unintended consequences become.

(Voß & Kemp 2006)