

Suggestion for a workshop session at Trafikdage 2011

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Background and aim

Internationally, the need for a transition toward environmentally sustainable mobility has been a topic of considerable discussion during the last couple of decades (OECD/ECMT, 1994, Center for Sustainable Transportation, 2002; Banister, 2008). In Denmark, objectives of changing mobility patterns in a more energy- and climate-friendly direction have first and foremost been formulated for the Copenhagen region and to some extent the other larger cities. However, in the latest national planning documents, the East Jutland Corridor is being identified as Denmark's new growth region developing into one continuous conurbation of a size comparable to Copenhagen Metropolitan Area over the next decades. With these prospects, it is obvious that the mobility patterns developing in this region will be of high importance to the possibility of reaching national environmental and climate targets. However, concerns of sustainable mobility do not so far seem to have been much articulated in the discussion of the spatial development of the East Jutland Corridor

Against this background, the workshop will take a closer look at one part of the East Jutland corridor (The Triangle Region) and discuss how, where, by whom and the extent to which sustainable mobility is addressed as a part of the visions and plans for future spatial development in the region. The aim of the workshop is:

- To investigate whether any imprints of concerns of sustainable mobility can be traced in spatial planning practice in the one of Denmark's main growth areas, viz. the Triangle Region in the East Jutland Corridor
- How and by whom is sustainable mobility framed? (intermediaries, changes, transitions...)
- What are the likely impacts of planned and proposed land use and transport infrastructure development in the Triangle Region, seen in the light of sustainable mobility objectives?

Theme

The theme of the workshop will be how, where, by whom and to what extent sustainable mobility is addressed as a part of the visions and plans for future spatial development in the Triangle region. The implicit mobility assumptions of plans and visions for the spatial development will be an important part of the focus. Argumentations for the development of the urban regions will be presented, such as in relation to employment development, economic growth, accessibility, mobility, and environmental sustainability.

The presentations will focus on the case of Fredericia and the Triangle Region (Trekantenområdet) the city is associated with. After the presentations, the speakers will engage in a discussion with the other workshop participants on the topics addressed in the presentations as well as other issues relevant to the workshop theme. The following presentations will be given.

Morten Elle and Anne Katrine Braagaard Harders: The complexity of a system for sustainable mobility. How could concepts like bikeability and car-independency be translated to the context of the Triangle Region?

Nina Vogel: How, where and by whom is 'sustainable mobility' framed in spatial planning practice in the Triangle region

Petter Næss: Fredericia's plans for spatial urban development: What kind of mobility is assumed?

Duration

The whole workshop session will take approximate 1 ½ hours. Three presentations by the organizers of the workshop will be given, each with a duration of 10 minutes. The remaining time will be used for discussions.

References

Banister, D. (2008): "The Sustainable Mobility Paradigm." *Transport Policy*, Vol. 15, pp. 73-80.

Centre for sustainable transportation (2002): *Definition and vision of sustainable transportation*.
www.centreforsustainabletransportation.org .

OECD/ECMT (1994): *Final report of the joint OECD/ECMT project group on urban travel and sustainable development*. Paris: OECD/European Conference of Ministers of Transport.