



Departmental Research by the Federal Ministry of Transport, Building and Housing

- Items of presentation -

- 1. Overview of the departmental research**
- 2. Research programme of short distance
transport/mobility in urban and rural areas**
- 3. The research project: Integrated commercial
transport in urban areas – status quo in
theory and in practice**



Overview of the departmental research

- **Departmental research is mission research**
- **Departmental research is advisory service for policy making**
- **Departmental research is praxis-oriented**
- **Departmental research is short and mid-term oriented**
- **Departmental research sometimes also has to give response to principal questions**



Overview of the departmental research

- The annual research programmes of the Ministry of Transport, Building and Housing -

	Mio Euro
• Mobility and Transport	4,2
• Road, technical matters	4,6
• Road, questions of evaluation, planning matters	3,5
• Road, models of public-private-partnership	0,6
• Road, matters of safety	3,6
• Airtraffic	0,9
• Short distance transport/mobility (FOPS)	3,7
• Reconstruction ‚Neue Länder‘	2,3
• Building, housing, spatial planning	1,5
• Applied studies of spatial planning	1,0
• Applied studies of urban development	8,7
• Building, technical matters	1,1
	<hr/>
(2003)	35,7



Research Programme of Short Distance Transport/Mobility

- **Since 1967: the Municipal Transport Financing Act is the crucial basis for promoting investments in short distance transport/mobility and research in this area**
- **Since 1967: subsidies approximately 50 Billion Euro; research about 100 Million Euro**
- **The annual research programme approximately consists of 25 - 30 projects**



Research programme of Short Distance Transport/Mobility

– New research projects for example –

- **Variability in the Traffic Behavior of Similar Persons**
- **Residing and Working in a low-density Passenger Car Environment**
- **Concept for the computer-aided operation Control Systems in Conurbation**
- **Individual Marketing Saarbrücken**
- **Guidelines for Preservation Management of Urban Roads**
- **Need for Bicycle Parking Bays**
- **Effects of Novel Working Concepts and Especially of Telework on Traffic Behavior**
- **Combination of Strategies, Measures and Systems of the Regional and Urban Transport Management**
- **Continous interviewing of Commercial Transport in Different Settlement Areas. Study of Methods/Preparation of Interview**



Integrated Commercial Transport in Urban Areas

- Purpose of Investigation -

The identification of qualified measures
especially of integrated approaches
which are able to meet the demands of commercial transport
and simultaneously contribute to
sustainable and sensitive
arrangement and development



Integrated Commercial Transport in Urban Areas

- Working Hypothesis -

- **Individual measures and concepts for reduction and for more sociable arrangement of commercial transport in conurbations are known**
- **There is a lack of wide-spread and integrated implementation of measures and concepts**
- **Wide-spread implementation fails because of miscellaneous problems in the process**
- **There is only rudimentary knowledge about the transfer-conditions of integrated commercial transport concepts**



Integrated Commercial Transport in Urban Areas - Research questions -

- **Which strategies, approaches, concepts and measures have been found in theory and praxis (inventory of solutions)?**
- **How can innovative and successful solutions in conurbations be characterised and structured?**
- **Can good-practice-experiences in win-win-situations be named?**
- **Which solutions were planned and which have actually been implemented (analysis of implementation outputs and outcomes)?**



Integrated Commercial Transport in Urban Areas - Research questions -

- **How should these approaches be evaluated concerning their economic and ecological effect (efficiency of measures)?**
- **How can innovative, integrated solutions in commercial transport in conurbations be implemented (process and action analysis: spatial, temporal and knowledge barriers to realisation and factors of success)?**
- **Which recommendations follow for the municipalities, businesses, state, etc. (recommendations for action)?**



Integrated Commercial Transport in Urban Areas - Research approach -

- Component A:** **Inventory of solutions and
categorisation - commercial transport:
good practice in conurbations**
- Component B:** **policy analysis – putting integrated
solutions successfully into practice**
- Component C:** **synthesis - formulation of
recommendations for action**



Integrated Commercial Transport in Urban Areas

- Do any recommendations exist for implementation activities - ?

In principle ...

Yes !

but

1.

- Why are some concepts and measures implemented while others are not?**
- Why do „good“ approaches fail in practice ?**



Integrated Commercial Transport in Urban Areas

- Monitoring effects - the fear of evaluation -

- Mainly quantitative and qualitative ex-ante prediction of effects in conceptual studies and classical traffic planning**
- Very little quantitative ex-post evaluation of effects**
- There is no framework for evaluating commercial transport with regard to its sustainability and urban sensitivity**



Integrated Commercial Transport in Urban Areas

- Do any recommendations exist for implementation activities -?**

In principle ...

Yes !

but

2.

If we know how it works at the physical and process levels:

- Why are not all measures implemented ?**
- Why are the recommendations for action not followed ?**
- Why do the desired effects remain elusive ?**



Integrated Commercial Transport in Urban Areas

- Process level: „hard“ conditions of implementation -**
- Missing links between levels of decision making and execution (strategic, tactical, operative)**
- Missing communication strategies for outlining the of complex interactions between outputs and effects**
- Public funding acts as seed capital**



Integrated Commercial Transport in Urban Areas

- Process level: „soft“ conditions of implementation -**
- Missing feedback between planning decisions and the commercial practice reduces effectiveness**
- Compromise approaches sometimes go too far and lead to counter-productive solutions**
- Contradictory interests in the region (economy, transport, urban development, environment) and the commercial sector prevent unified action**
- The actual location, at which action is required and the place of logistical decision making are different**



Integrated Commercial Transport in Urban Areas

- Recommendations for the conurbation level -

Short-term measures

- **Conducting freight traffic round-tables**
- **Preparing a „strengths & weaknesses profile“ of the conurbation**

Medium-term measures

- **Securing development areas for logistical nodes close to customers**
- **Implementation and support of constraints and benefit to the user**
- **Promotion of commercial and municipal mobility management including measures for commercial transport**

Long-term measures

- **Preparing integrated freight traffic plans**



Integrated Commercial Transport in Urban Areas

- Recommendations for the supra-regional level -

- **Transport prices and taxes depending on levels of use**
- **Creation of standardized limits**
- **Consolidation of the object „commercial transport“ with the help of a linked-up knowledge platform**
- **Monitoring of outcomes and compatibility which takes account of traffic implications**
- **Revision of the spatial planning framework concerning the role of the traffic impact assessment in the planning approval process**