



## Traffic or access?

What do we really want –  
and how we get one step less away from it

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## ... trouble in city councils

Discussions. Fights. Coalitions: Growing transport or not?

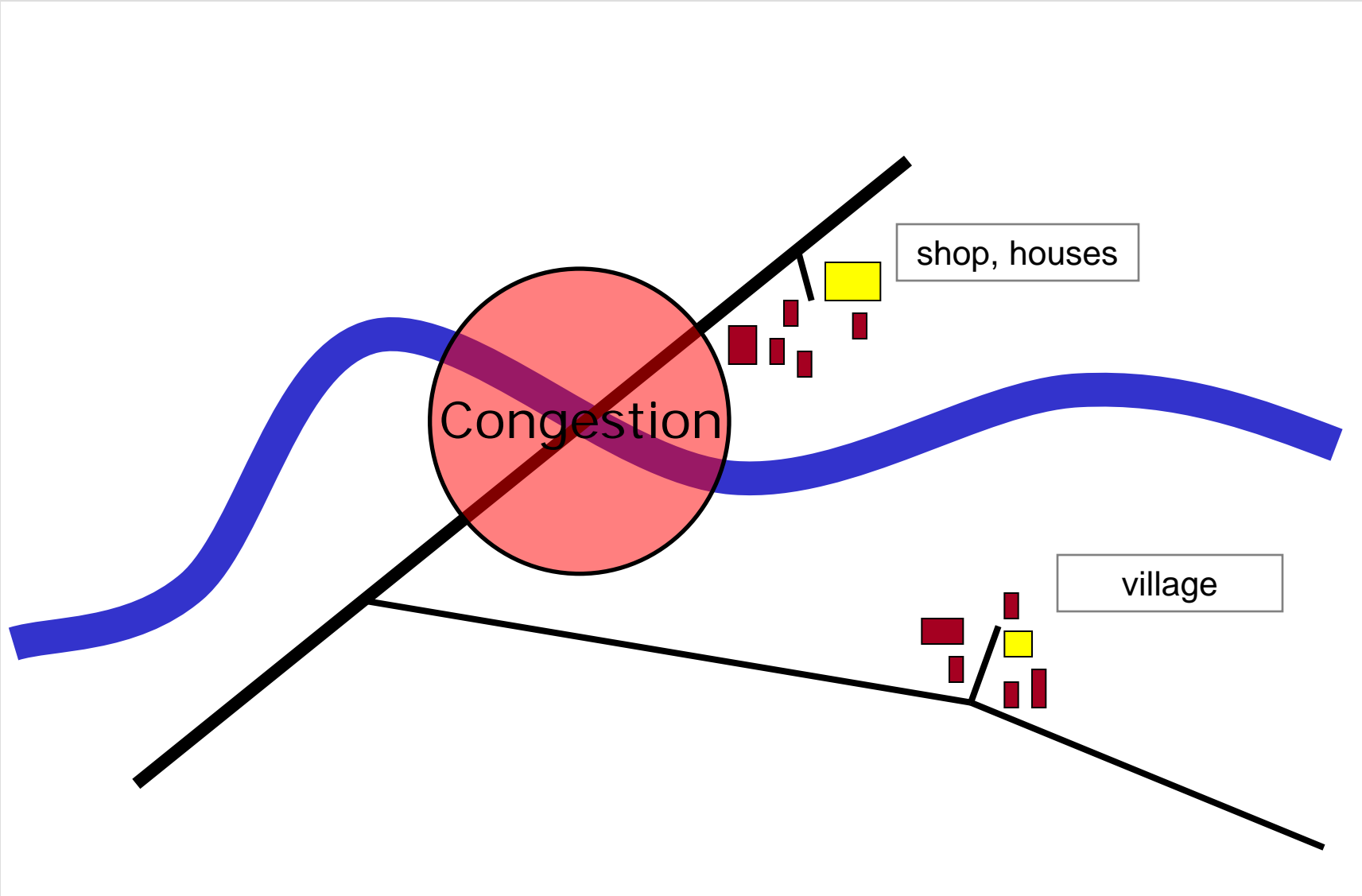
1. Economists + Politicians + Car users: YES! More roads, cheaper transport, congestion free, more parking!
2. Environmentalists: Protect the environment, think of carrying capacities, Quality of Life: NO!

Who is going to win, as long as money can be found?

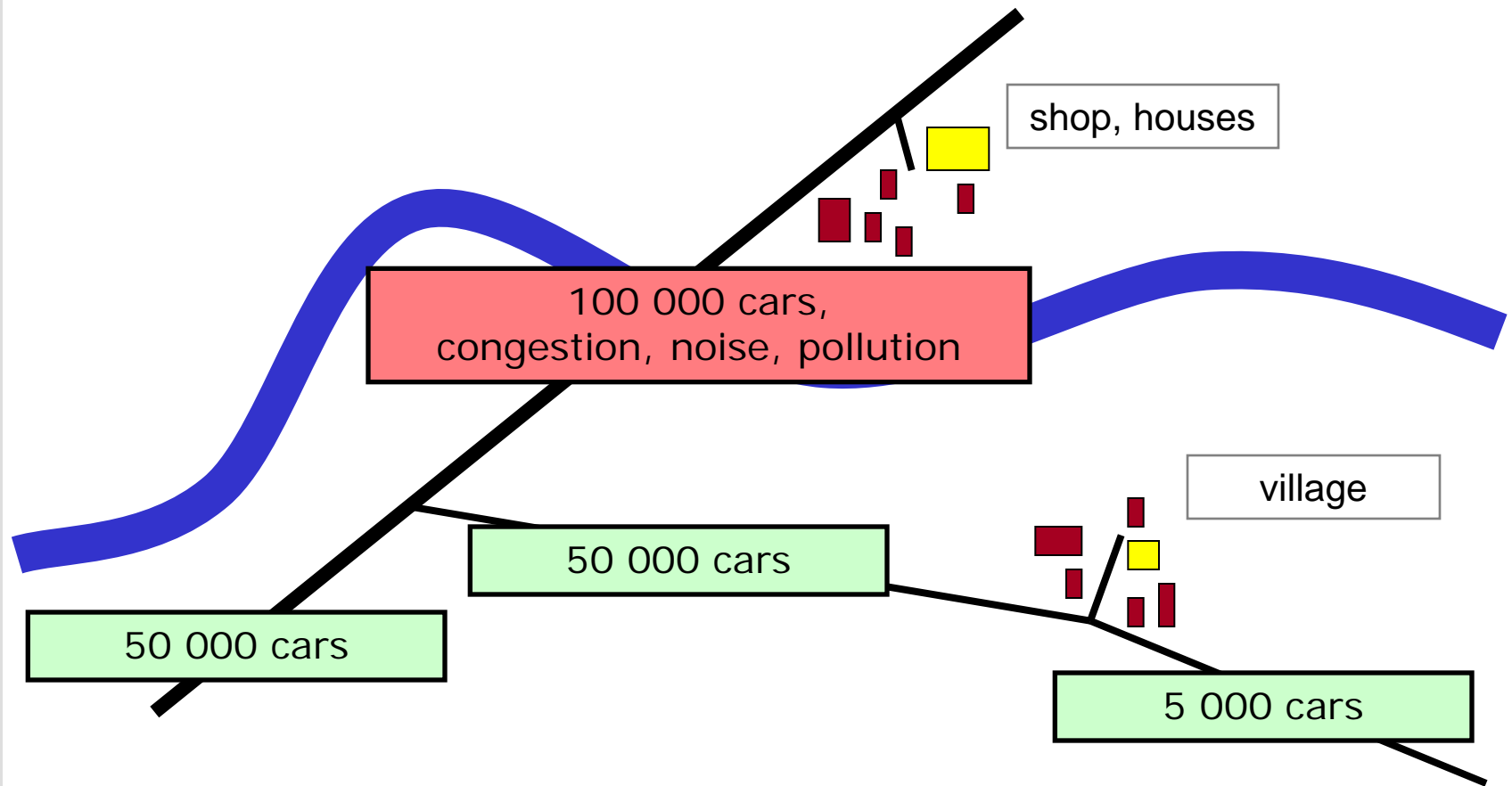
Of course we build! And then traffic gets more attractive ...



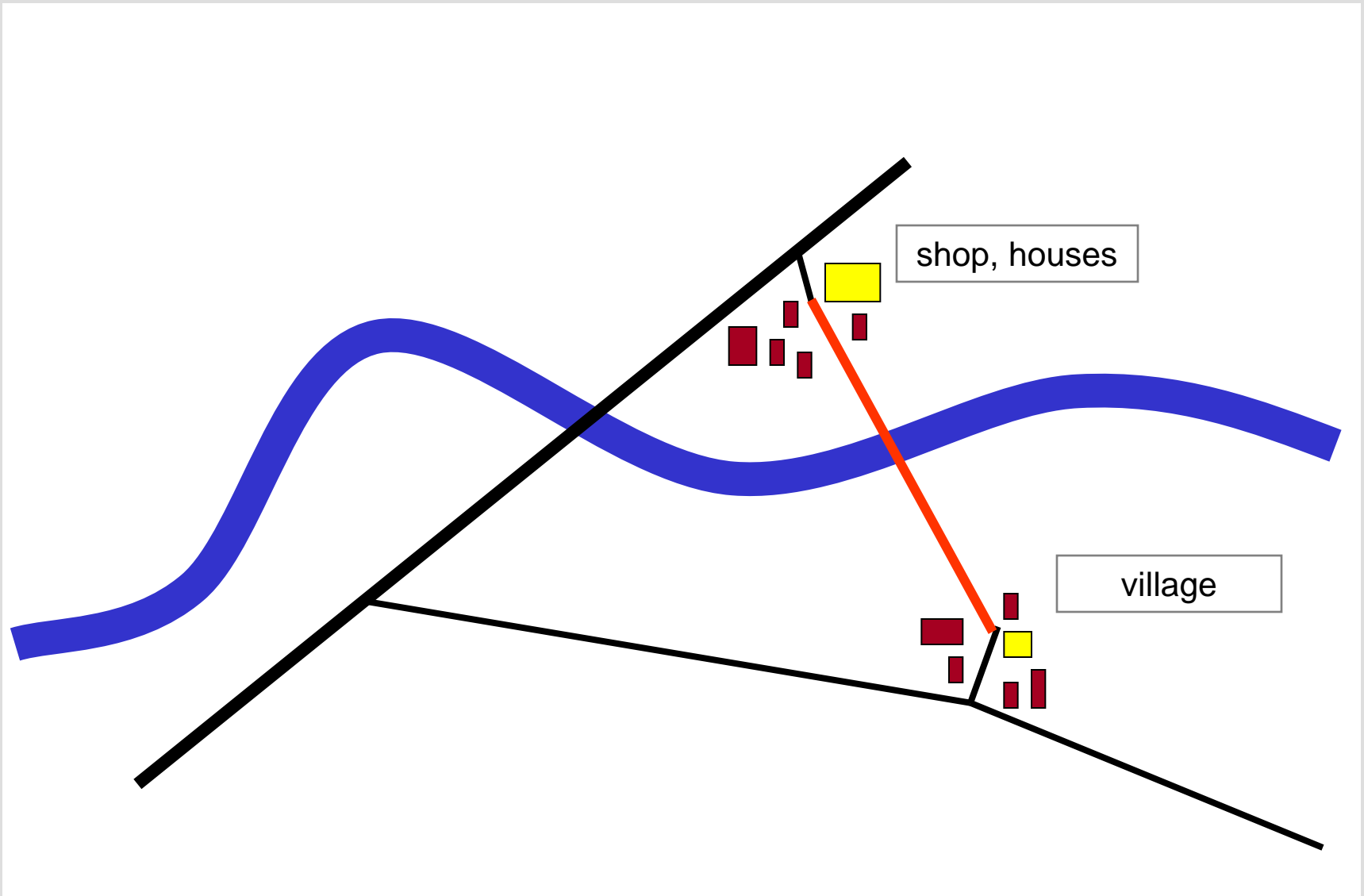
Usually



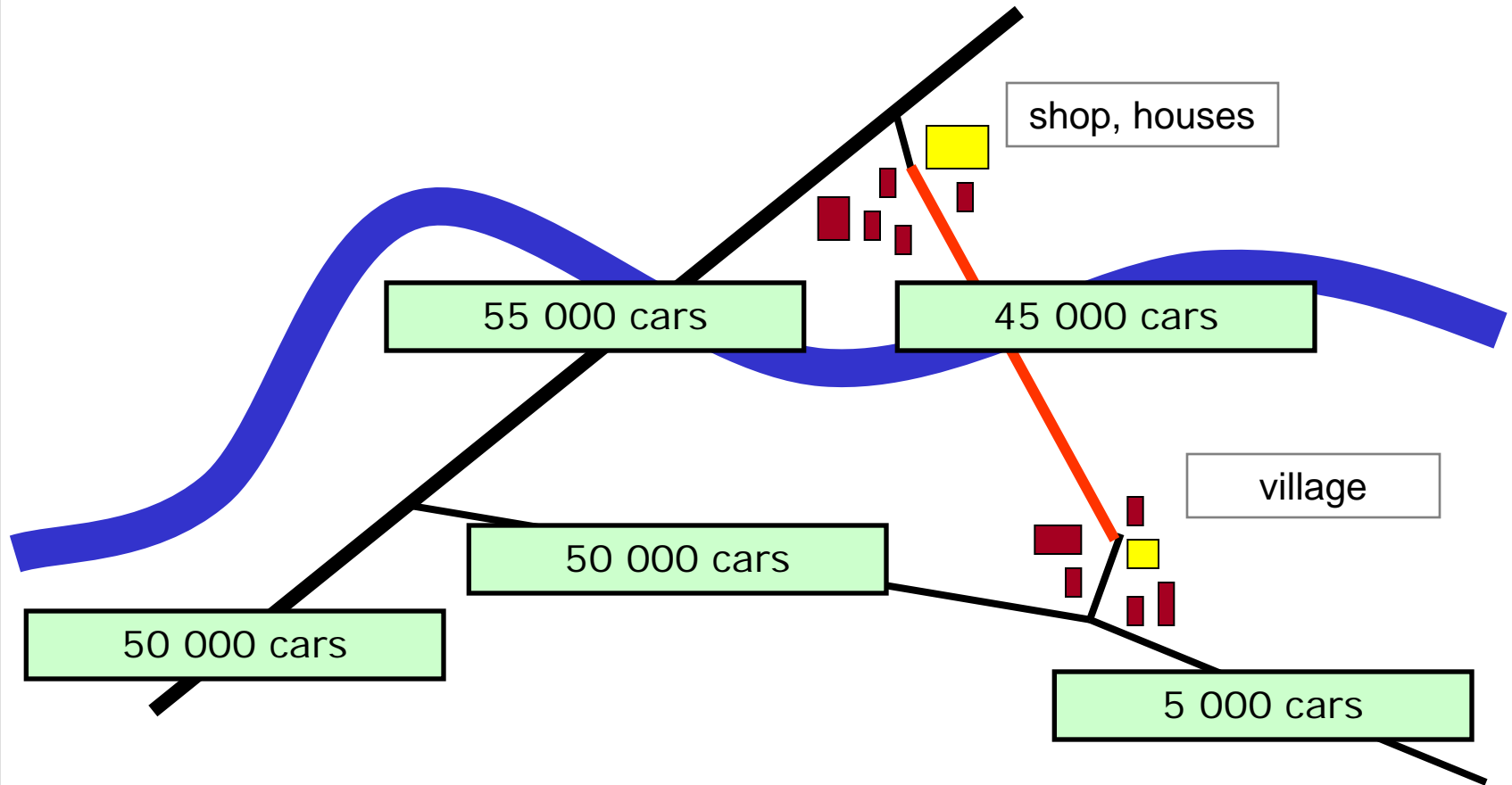
# Traffic study



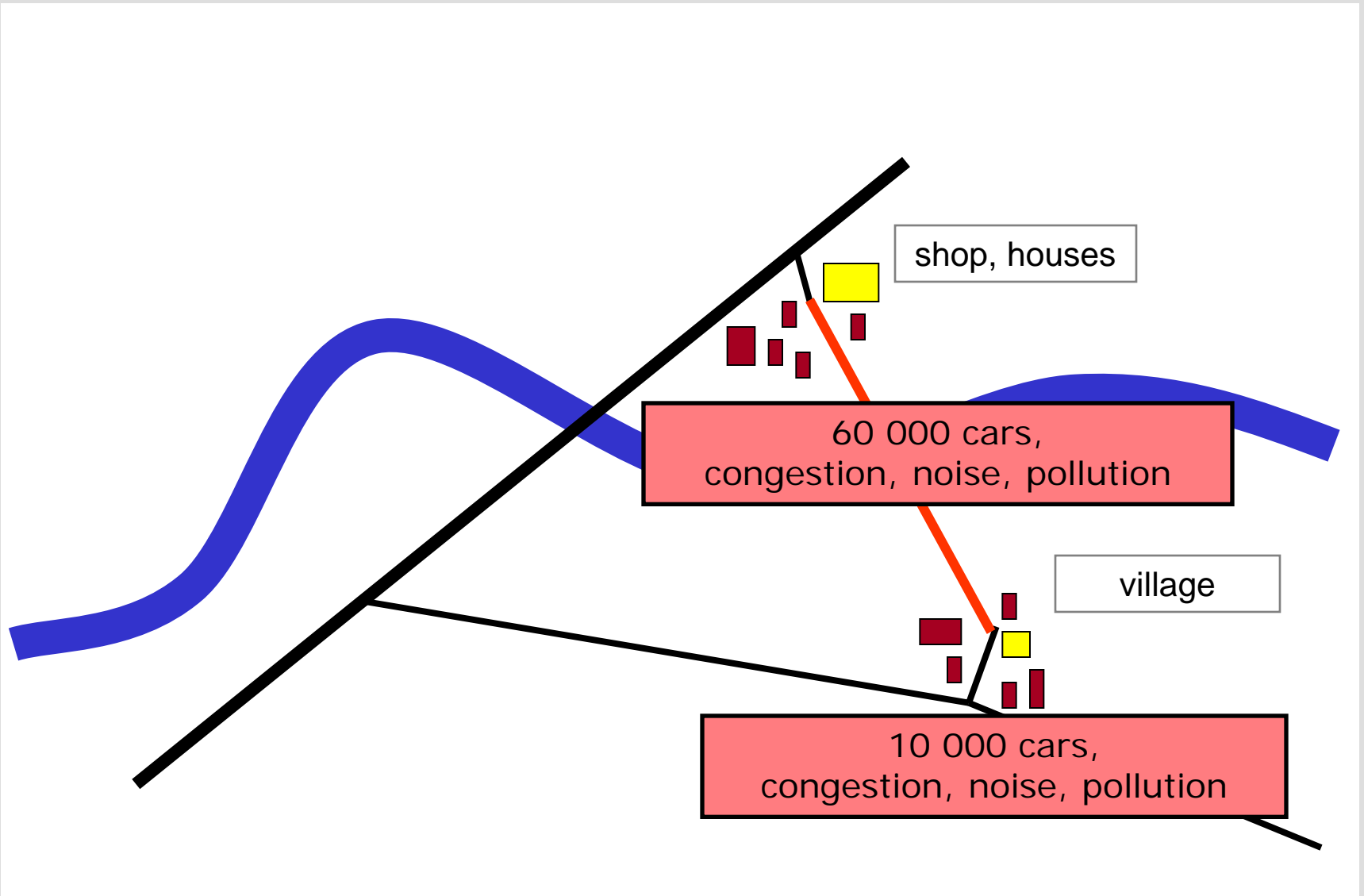
# The answer of traffic planners



... using this traffic data

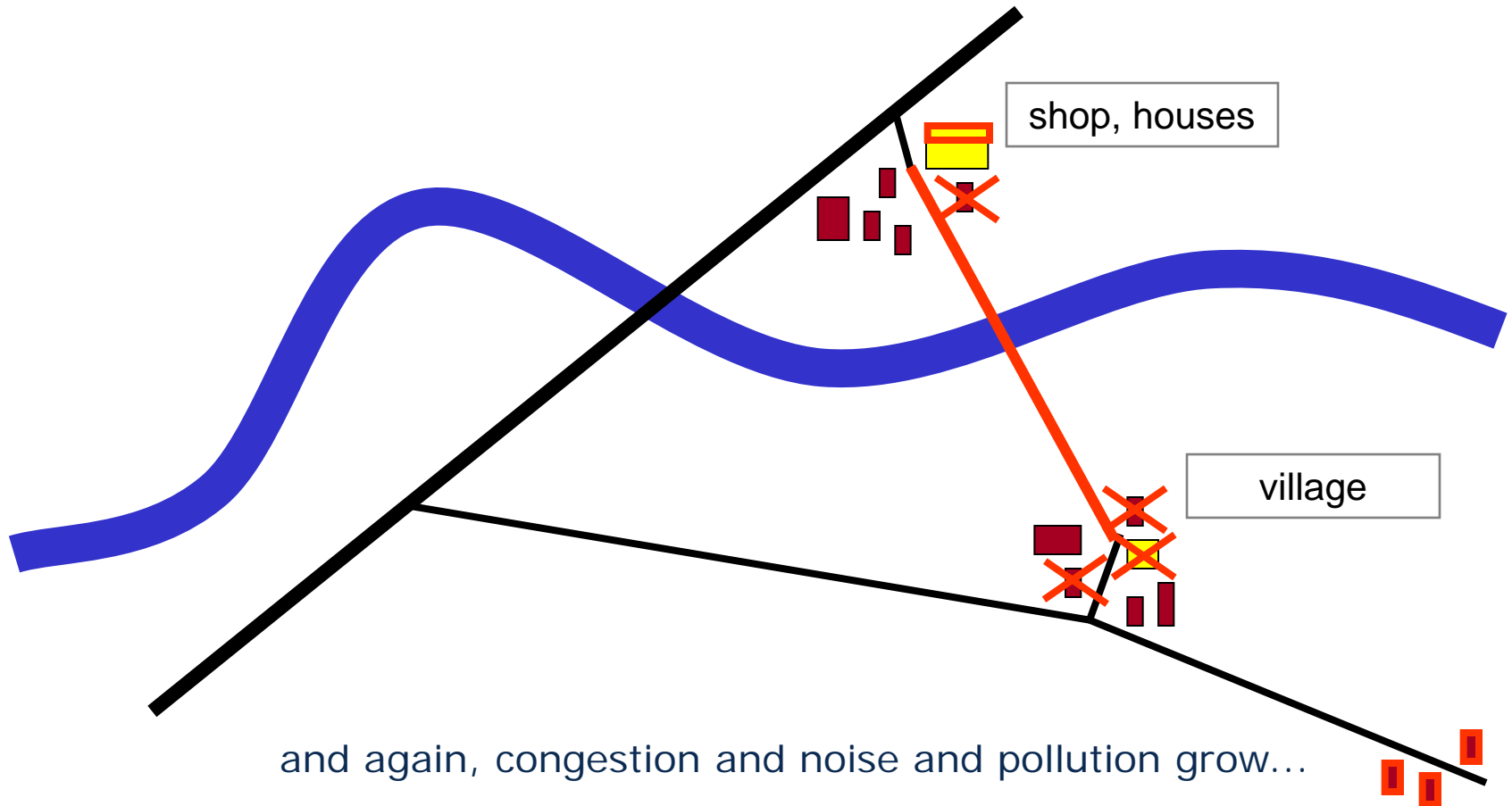


# After three years



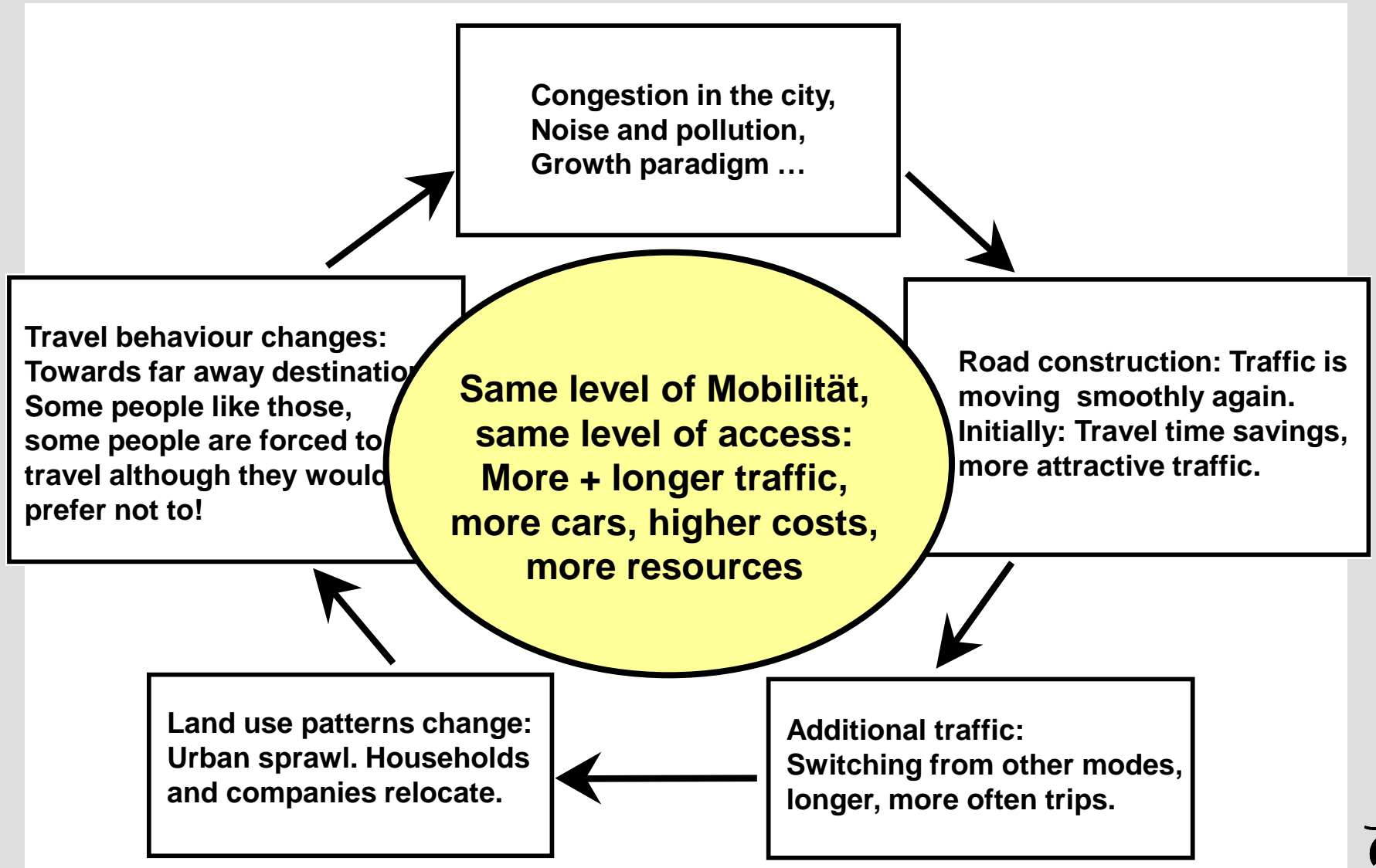
# Dynamic responses

... how is that? Attractive travel generates more/longer trips!





# More attractive traffic:



# Agenda I of mankind: "More is better"

Of course, if you don't have anything: More is better!

Which in the end is more costs, resource use, environmental damage

And the conflict between "More traffic" and "less traffic" gets worse!

So, we have to decide

- 1) Either we guarantee fast and cheap and free-flowing traffic
- 2) Or we reduce pollution and meet environmental standards

How to get out of this trap?



# What do we really want?

Answer:            Make a difference ...  
                         between the good stuff (i.e. what we want)  
                         and the bad stuff (i.e. what we do not want)

In economic terms: Make a difference between output and input,  
                         between ends and means

Instruments: Are instruments. Are instruments good?

When you are asked in transport “good or bad”?

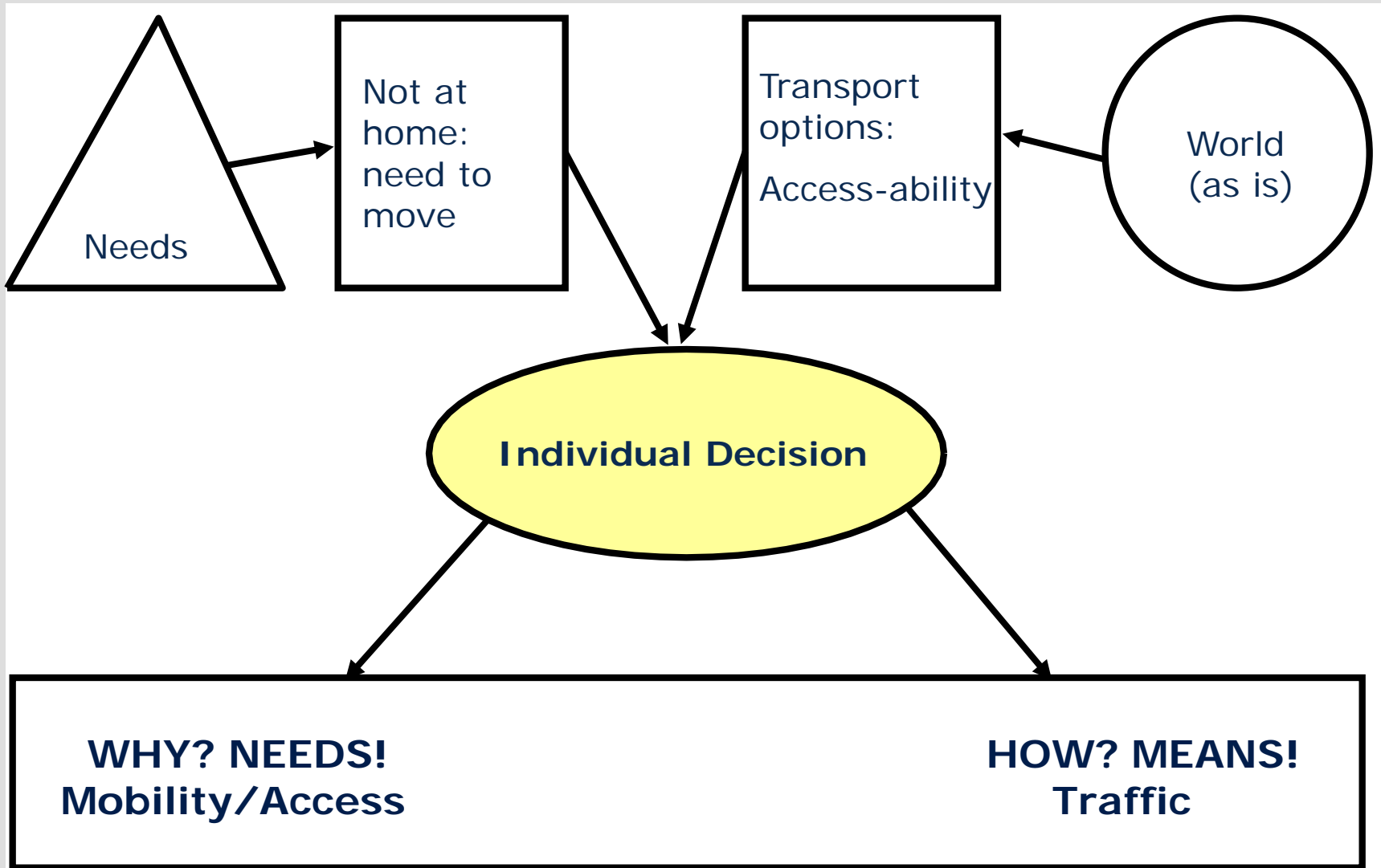
                         ALWAYS answer “well, that depends!”

But what are our objectives?

What are we really wanting? What are our cities needing?



# What is the objective of all movement?



# Always separate access from traffic

**mobility/access:** need, cause, reason, purpose („end“)

**traffic/transport:** instrument to allow for access („means“)

What would you like to have in your city? Pick a wish:

1. Guarantee needs satisfaction for all: Access (mobility)
2. ... with less resources, less money, less time, less pollution, less accidents, less climate change, less area consumption, less noise .... less traffic!

**satisfying access needs with less traffic**



# Sustainable Development SD

Sustainable development is development

- that meets the needs of the present generation
- while allowing future generations to meet their own needs

In Transport:

- ... mobility needs of the present (population): **access**
- ... with less money, fewer resources, less waste, less pollution, less separation, fewer climate change ...

**satisfying access needs with less traffic**



# As always in life, we need to find a balance

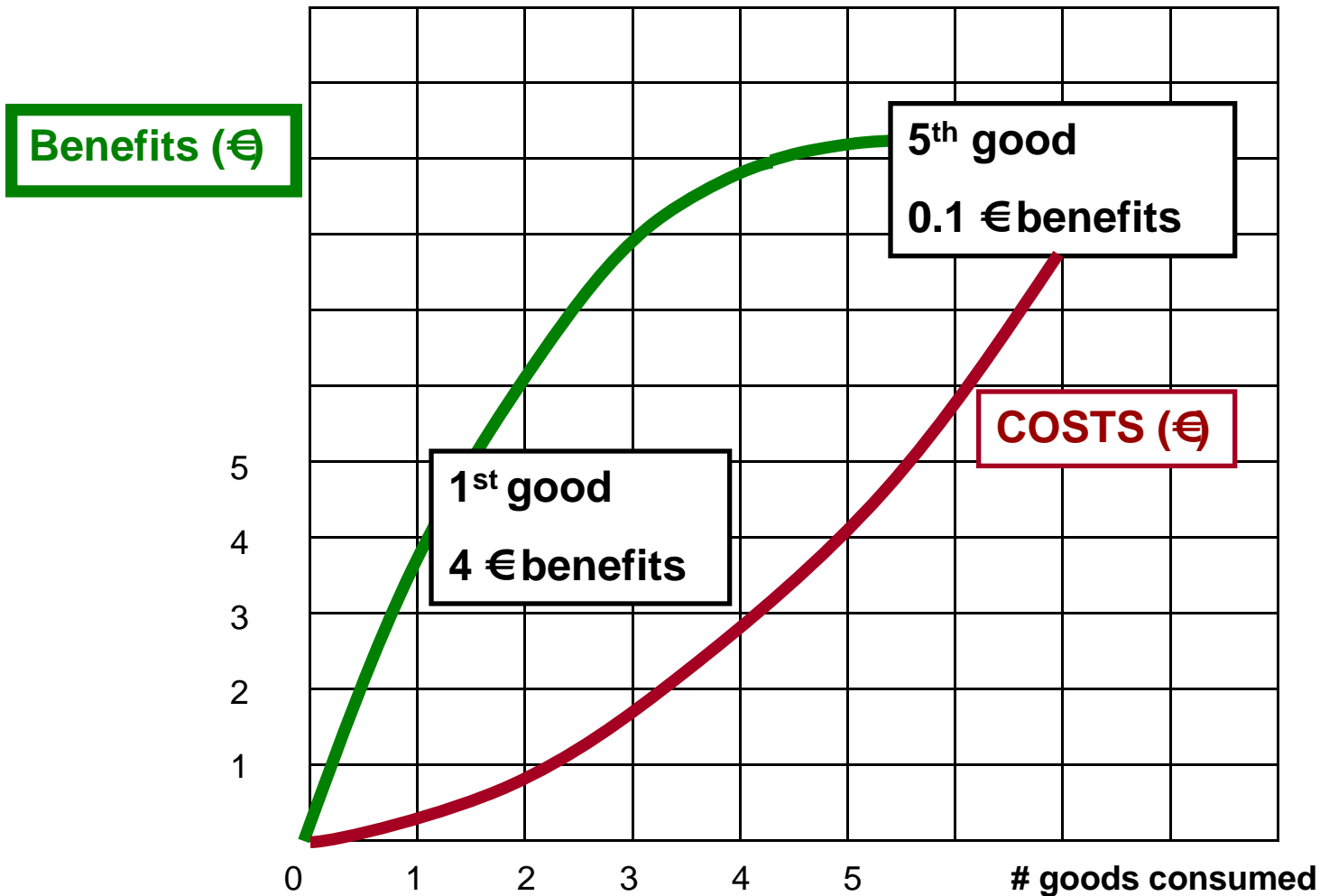
What is the situation in your city or country?

- a) Are there deficits for certain people: To get access?
- b) Or is there too much traffic, too much noise and pollution, travelling long distances for everything, weakening local structures?

You have to find the balance! But economics help:



# Sinking marginal benefits: The optimal point





## ... Agenda I of Mankind: "More is Better"

*(How can I increase my own personal benefits if it gets tight?)*

A. Benefits exclusively for me: Privatisation

B. Costs should be paid by others:	Externalisation
B1. By other people/societies	Taxes, noise, pollution ...
B2. By other regions (space)	NO <sub>x</sub> , O <sub>3</sub> trop., junk, ...
B3. By other generations (time)	Loans, CO <sub>2</sub> , O <sub>3</sub> strat. ...

If other people, areas, generations must pay for our benefits, then all decisions are inefficient: We waste resources/happiness.



# So: What to do, how to proceed?

## Never ever confuse access/mobility with traffic!

- a) Concentrate on human needs for **access**: Always define the deficit in access first (e.g.: mothers not reaching the doctor, food not coming to villages, workers not reaching the workplace, medicine not getting to sick people, ...)
- b) Next, develop a set of measures to solve/reduce this deficit
- c) Pick the measure which solves the problem with **least traffic**:  
Less traffic is less costs is more efficient: is more development!
- d) More traffic is more costly: Users have to cover all costs!
- e) All costs := private costs + social costs + environmental costs.  
Internalisation of all internal and external costs is essential.



## Examples of our work – possible support?

1. EU – [www.eltis.org](http://www.eltis.org): website for SUMP, cooperation, case studies
2. EU - Metamorphosis: Traffic planning for children – with children, see <http://www.metamorphosis-project.eu/>
3. EU – TransportLearning: 8 topics, 8 countries, 8 trainings, see <https://vimeo.com/110978766>
4. EU - External Costs of cars in EU-28, see <https://www.greens-efa.eu/en/article/the-true-costs-of-automobility/>
5. DE - Indicators for the German National Sustainability Strategy
6. DE – M&E – guidelines for bike infrastructure
7. Cities - Ambient Air Quality Plans (Luftreinhaltepläne)
8. Cities – climate protection plans in transport (Klimaschutzpläne)
9. Capacity Building, CIPSEM courses at TU Dresden  
plus: [www.sutp.org](http://www.sutp.org) (sourcebooks), IDTP, guidebooks ...

