

Who is the nag, who is the drag?

Comparing the visions for the future of mobility of policymakers and the population in Munich

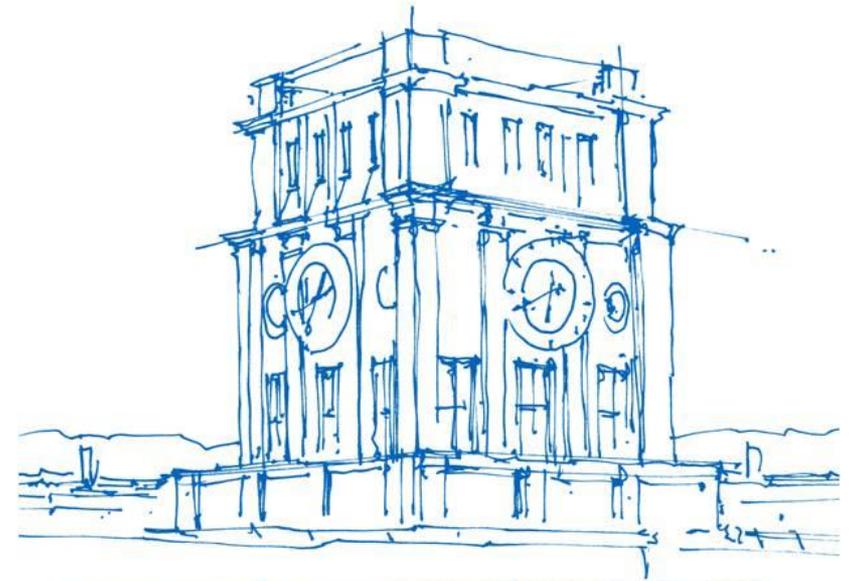
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mobil.TUM, Munich, 11th of April 2024

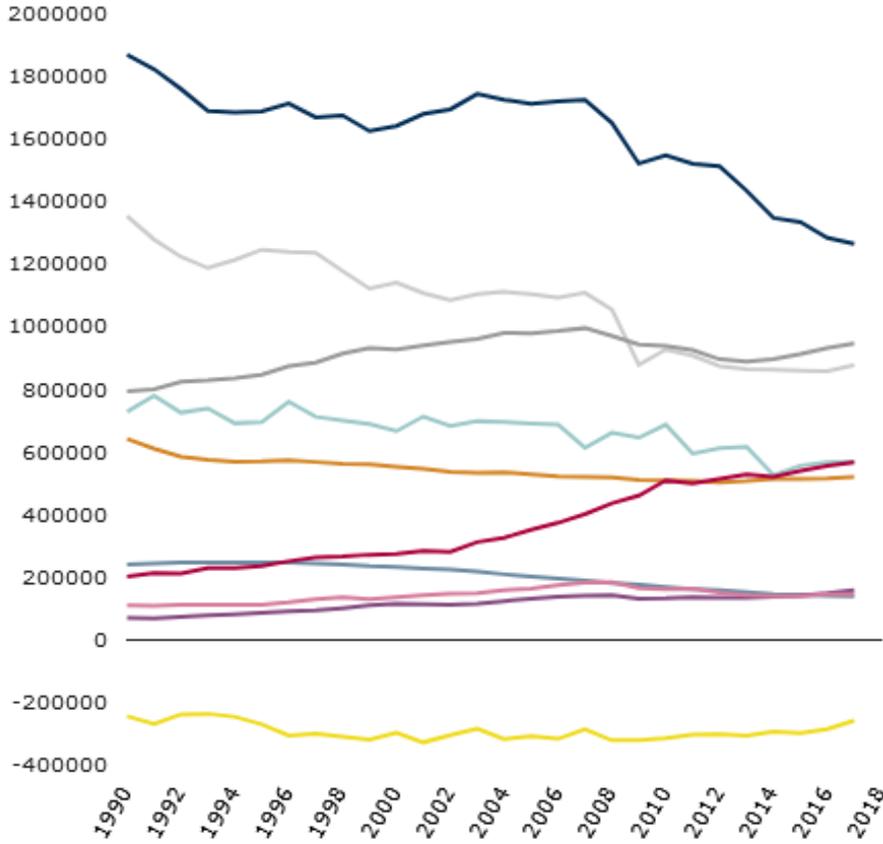


Uhrenturm der TUM

Mobility needs to change...



kt CO₂ equivalent

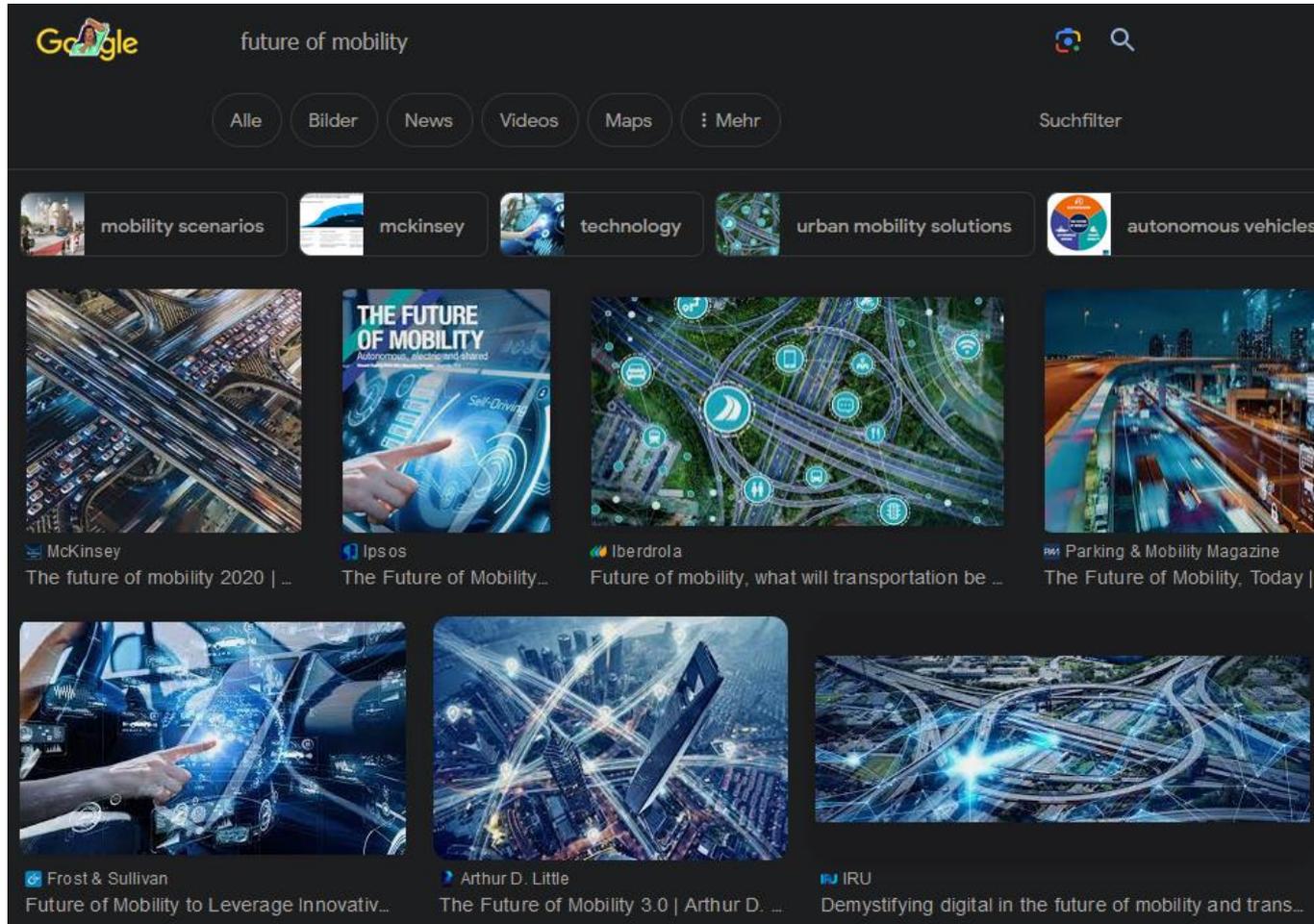


Legend

- Energy supply
- Industry
- Transport
- Residential/commercial
- Agriculture
- Waste
- International aviation
- International shipping
- CO₂ biomass
- LULUCF
- Total excl. LULUCF

EU-28 GHG emissions by sector from 1990 to 2018. From EEA (2019).

...but how?



Google search results for "future of mobility"

So... why is nothing happening?

 Focus on improving the car-centric status quo instead of pushing for systemic transformations (EEA, 2019; Marsden & Docherty, 2013)



 Reluctance to push for transformative, restrictive policies due to expected

- unpopularity (Marsden & Docherty, 2013)
- opposition hindering their implementation (Aasen & Sælen, 2022; Wild et al., 2018),
- compromises that reduce their radicality (Hrelja et al., 2013)

But:

 Neglects the many ways in which people constantly adapt and change their mobility practices (Bergman et al., 2017; Meinherz & Binder, 2020)

 People with complex mobility patterns are unsatisfied with their car-based mobility and desire structural changes (Legrain et al., 2015; Meinherz & Fritz, 2021)

 Little knowledge about residents' wishes for future mobility (Ebbeson, 2022)

How do the visions that underpin public discourses and strategies for a mobility transition relate to those that are upheld by the population?

What role do (the need for) transformation and/or (the desire for) stability play in the visions that can be found in governance and policy discourses, and in the general population, respectively?



 Merkur.de

Mega-Zoff um Radwege in München! Gericht entscheidet zugunsten der Stadt: „Ersticken im Stau“

27.10.2021, 22:36 Uhr

Von: [Andreas Thieme](#)

Süddeutsche Zeitung

Verkehrsberuhigte Kolumbusstraße

"Befürworter und Gegner brüllen sich nur noch an"

8. August 2023, 12:45 Uhr | Lesezeit: 2 min

Policy perspective:

- Municipal policy and strategy documents, parliamentary motions and responses in relation to the Mobilitätsstrategie 2035 & Modellstadt 2030
- Qualitative content analysis

Resident perspective:

- Munich-wide online survey with convenience sample ($N = 1\,722$)
- Categorization of free text answers on the future of mobility + statistical analysis (inter-rater agreement, factor analysis)



Both kinds of data analysed with regards to

- Visions for the future of mobility,
- Visions for transition and transformation,
- The role of residents/policymakers in achieving these visions and
- Which actors are identified as holding agency and responsibility for the mobility transition

Preliminary findings

Lines of tension in Munich's vision for the mobility transition I

Decarbonisation & preparation for the impacts of the climate catastrophe



Demographic growth & increase of mobility demand

Quality of space & reallocation of road space away from the private car



Nobody should be forced to renounce to their car

Freedom to own a car & electrification as part of the solution



Nobody should be forced to use a car & development of alternatives

Preliminary findings

Lines of tension in Munich's vision for the mobility transition II

Mobility plan to reach Munich's decarbonisation and clean air targets



Mobility strategy explaining on-going measures and existing targets to the population

Need to explain to the population the of the mobility transition



Population demands a change benefits and the city must follow this trend

Need for restrictive and incentivising measures & population supports this



No explicit mention of restrictions & deflection of authority for such policies

Preliminary findings

Detour: Who gets to share their perspective?

Resident sample overview ($N = 1,722$):



42.6% identified as female



(almost) daily



$M = 44$ years ($SD = 14.3$ years)



3-4 times/week



89.9% German



1-2 days/week



62.7% academics



1-3 times/month



34.5%

Statistical overview:

- Adequate inter-rater reliability
- PCA revealed four principal components

Preliminary findings

Four major resident perspectives ($N = 1,040$)

A future powered by infrastructure & regulative policies:



“Car-free inner city [...], expensive (resident) parking [...], high costs/taxes for second and third car in a household, high costs for SUVs [...], public transport free for all, more, broad and safe cycling infrastructure [...]”

Growing trees – growing community:



“Fewer car-truck victims and crashes, healthier people and less CO2, less noise, more safety at all levels, fewer self-centered people, fewer parked-up sidewalks, more child-friendly cities”

Not in *anyone's* backyard:



“Strangers continue to want to interfere in living areas where everyone was previously happy until a few nutcases came up with the idea of doing things differently. It's not right [to do that] on our doorstep“

Actively moving into the future:



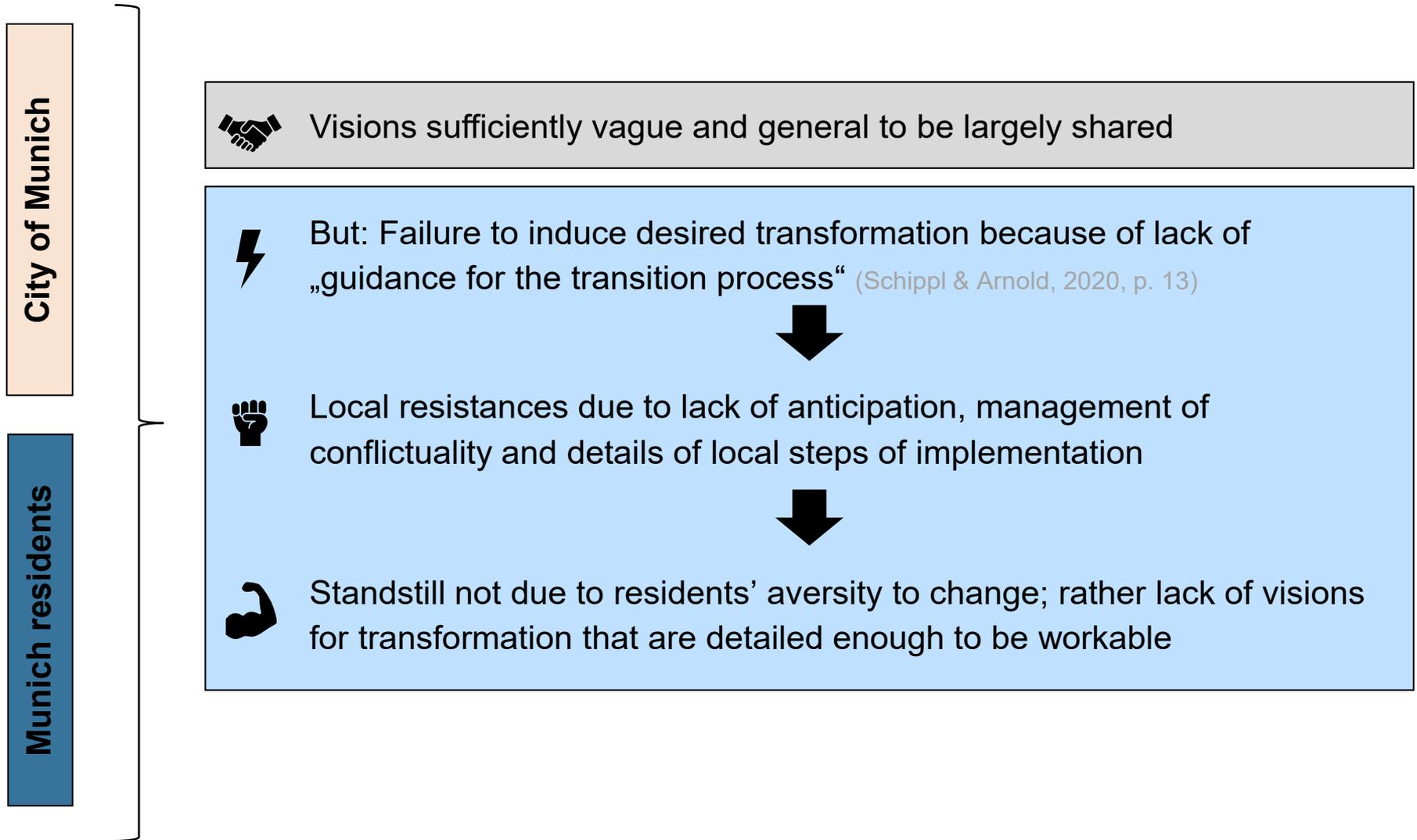
“Less cars – more public transport use, cycling, walking”

Who is the nag, who is the drag?

City of Munich	<ul style="list-style-type: none">• Piecemeal measures instead of a consolidated decarbonization strategy for mobility• “No sticks, just carrots” (cf. Lamb et al. 2020)• “All talk, little action” (cf. Lamb et al. 2020) <p>But:</p> <ul style="list-style-type: none">• Redistribution of road space is more radical than the strategy pretends
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Munich residents	<ul style="list-style-type: none"> Subordinate role of motorized transport and technological solutions Instead: Priority of public transport and active mobility with corresponding safe infrastructure (and in turn, more implicitly, support of restrictive measures like reallocation of public space) (cf. Bergman et al., 2017) Very positive outlook on the future (→ optimism bias, cf. Sharot, 2011) and readiness for change (but to varying degrees)
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Thanks for listening!

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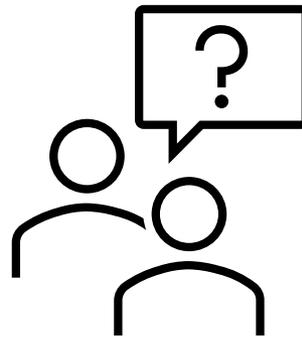
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Questions?

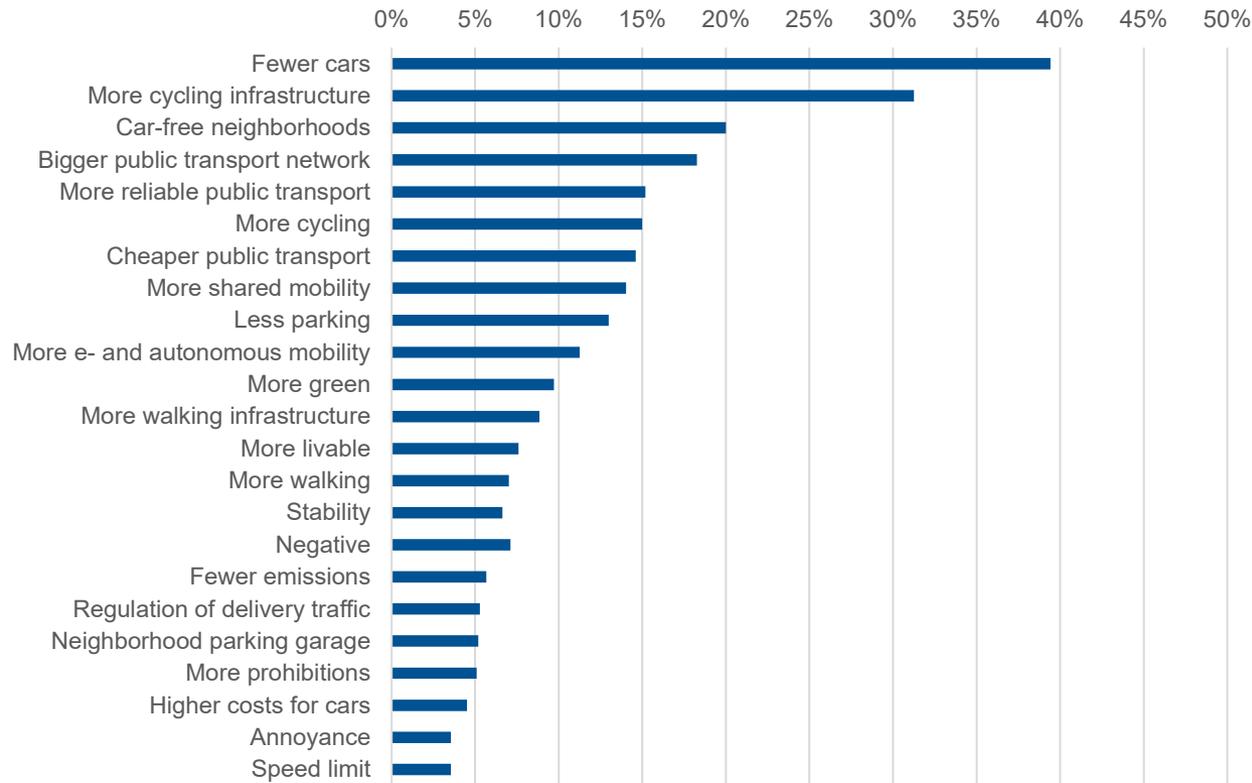


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Preliminary findings

Free text categorization ($N = 1,040$)



Categorized free text answers ($N = 1,040$) that surpassed a 3% threshold.