

TEACHING MATERIAL GUIDANCE

1. Title of the material

Sustainable Transport: A Sourcebook for Policy-Makers in Developing Cities

http://sutp.transport-nama.org/files/contents/documents/resources/A_Sourcebook/SB3_Transit-Walking-and-Cycling/GIZ_SUTP_SB3e_Car-free-Development_EN.pdf

2. Which section of the SUMP it is relevant to?

This paper's aim is to set up a framework for monitoring urban mobility by a criteria set which helps determining indicators from general objectives through urban (mobility) objectives. Indicators set up this way should be suitable to benchmark and compare progress of urban areas across the EU, paying special attention to integrated approach while defining the methodology.

Therefore, the material in this article may be useful for SUMP clause 6.1.

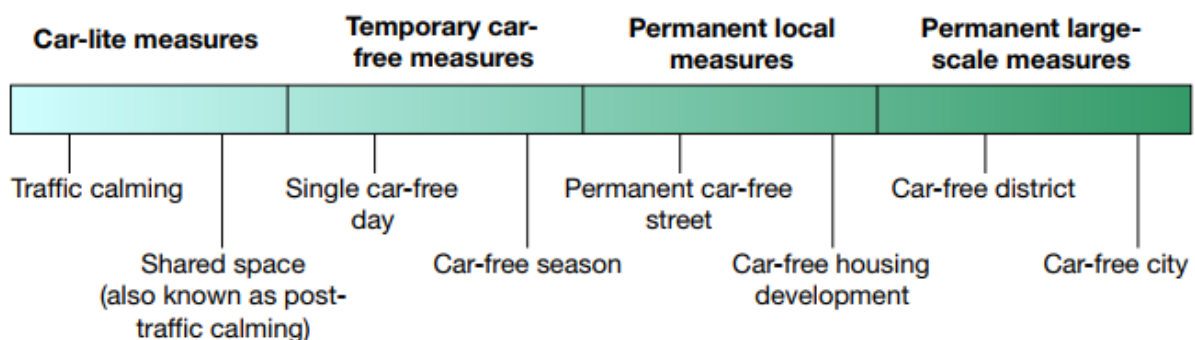
3. Problem approached and content overview

This is a comprehensive study of the advantages of introducing car-free areas, but also the challenges associated with it. For example, it was indicated how developing countries focus on the development of the automotive industry, while OECD countries do not. Pedestrian infrastructure is often overlooked, neglected or inadequate in developing countries.

The study explains the concept of leap-frogging, which gives developing countries a chance to bypass certain stages of city development, which are currently considered unfavorable, and to jump to a sustainable approach.

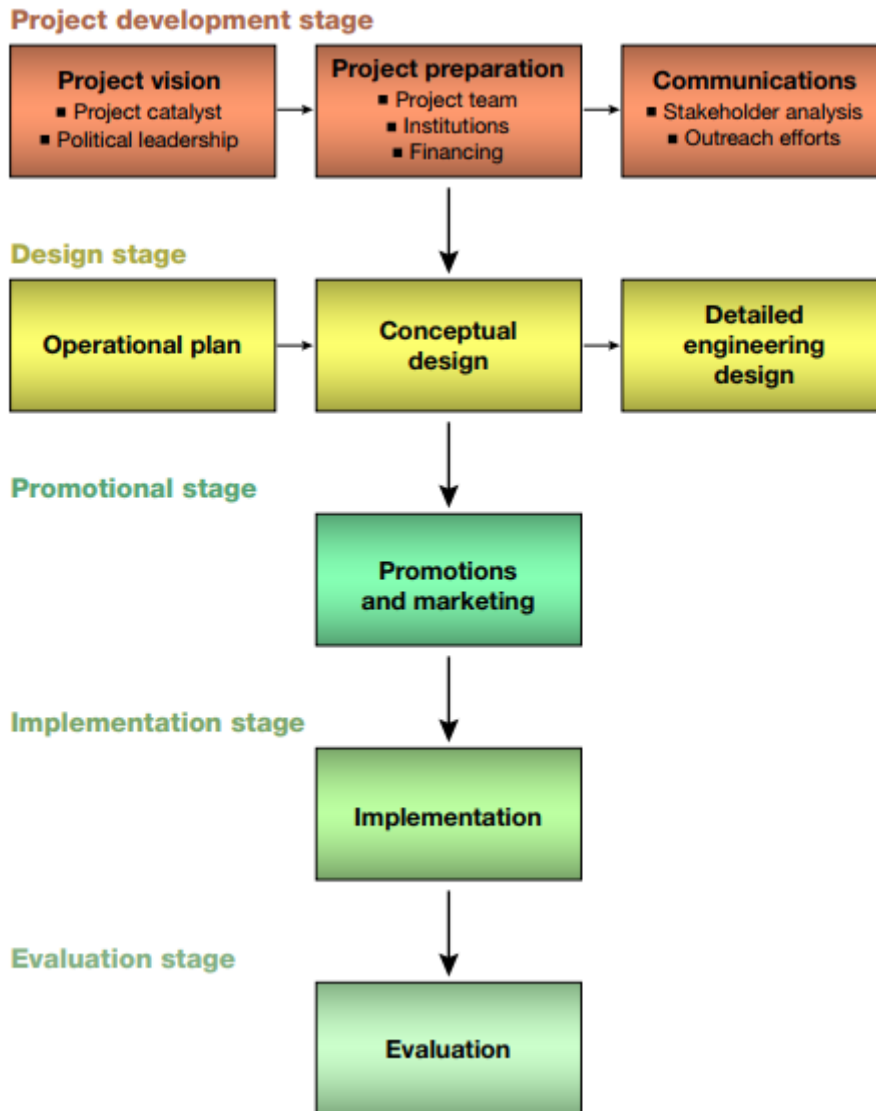
An interesting fact is, among others, chronological lists of solutions limiting car traffic introduced over the years in the world, as well as examples of urban limitation of parking space in various cities.

An explanation and detailed description of the advantages and challenges of the various stages of limiting vehicle movement in space is provided (below).

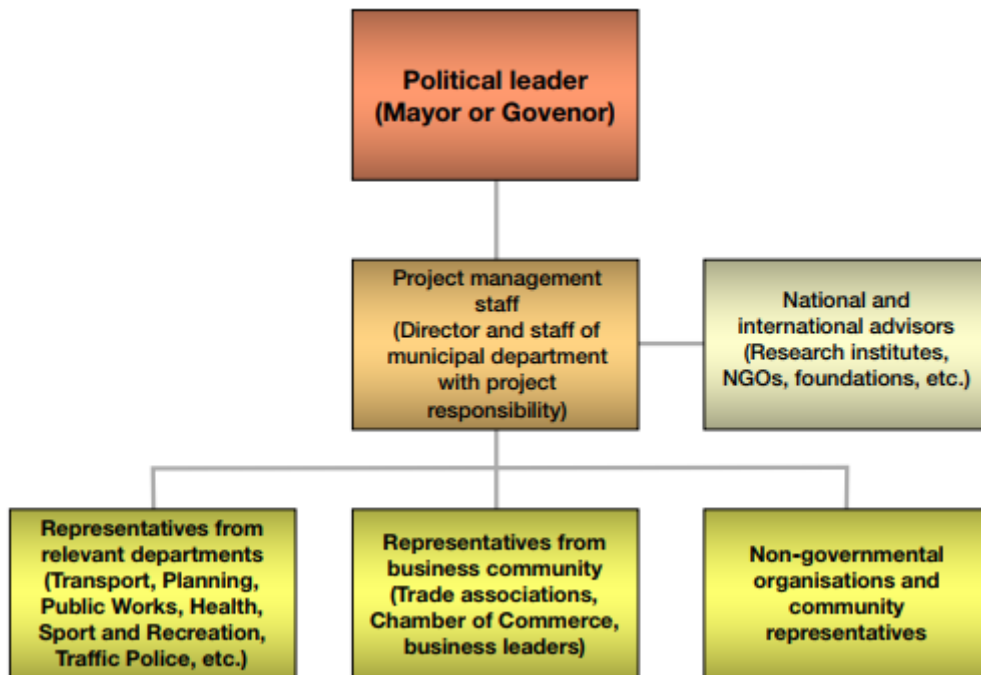


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The methodology of introducing the car - free idea and an example of project management structures were also described. Examples of tasks of individual stakeholders were also indicated.



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A comprehensive overview of planning and design tips for pedestrian and cycling areas. The strength of promotional campaigns for shaping space in a different way was indicated. Organizing, for example, integration events on the streets for residents.

4. Who could be interested in this material?

Students and those looking for review of problems related to the introduction of car-free zones and generally limiting the use of private cars as part of the SUMP implementation.

5. What is worth mentioning as an innovative factor for the reader?

The methodology of proceeding in introducing the car-free idea is innovative.

6. Limitations

The material is extensive and it is difficult to point to any limitations.

