How to approach the issue of mobility in decision-making and planning processes?

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CONTENT

1 SUSTAINABLE PLANNING

Introduction

Sustainable planning recognises that all four pillars are integrated – the whole is more than the sum of the parts.

Sustainable transport and mobility planning and management is a process in which several methods can be applied. Initial analysis provides the initial input for the process. The current state should be compared with the required goals and then steps should be proposed to achieve the goals. The implementation of individual steps is the subject of management.

Management in relation to sustainable transport and mobility is an active approach to finding and applying alternative solutions to situations that are, for example, more environmentally or humanly friendly. The result should be a rational offer of mobility. It is possible to use indicators (simple or composite in the form of an index) for monitoring and evaluation of implementation.

1.1 Traffic management and Mobility management

Two basic approaches can be distinguished in transport and mobility planning. These are:

- traffic management,
- mobility management.

Traffic management provides guidance to the European traveller and haulier on the condition of the network. It detects incidents and emergencies, implements response strategies to ensure safe and efficient use of the network and optimises the existing infrastructure.

Mobility management is a concept to promote sustainable transport and management for car use by changing travellers' attitudes and behaviour. It can be seen as a complementary, cost-effective approach to help raise the quality of mobility-related services.

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2 INSTITUTIONAL PILLAR

Introduction

In general, the institutional pillar represents the activity of the public sector, the identification of areas of public interest and the procedures for their fulfilment. In the field of transport, the institutional pillar is very closely linked to the social pillar and the issue of ensuring mobility.

2.1 CHARACTERISTICS OF INSTITUTIONAL ASPECTS

Governance is the last pillar and an extension of the traditional economic, social, and environmental pillar to another dimension. That is a high-quality state administration and self-governance with the ability to respond flexibly to the changing needs of society. Separation into a pillar emphasizes the importance of high efficiency of state administration and self-government for the good functioning of society. Its role is emphasized as the speed and form of implementing the ideas of sustainable development seem to be increasingly important.

Institutions acting within the public administration are usually characterized by specific functions and associated with specific tasks that should be performed independently or in interaction with others. Institutions are understood here as formal and informal systems of rules for authoritative conflict resolution purposes, while also having mechanisms for enforcing the rules.

The public sector is a specific part of the economy, a part of the services sector. The core of the public sector is public administration, which consists of a system of authorities with central or territorial powers. The public sector covers those types of services that would be disadvantageous, impractical or even impossible to provide on a commercial basis.

The structure of public administration, its financing and the position of local governments are different in each country. Public administration can be understood as a system that consists of two main subsystems: the main subsystem is the state administration, and the second subsystem is self-government. Self-governance is also an expression of decentralization and democracy. At the level of territorial public administration, there is a so-called mixed model in the Czech Republic. Both at the municipal level and at the regional level, state administration and territorial self-government are performed within a single territorial administrative unit.

Public institutions are social entities whose behaviour significantly influences the behaviour of people and private institutions by example. Among other things, they are important consumers of all goods and services. Organizations financed from public sources, especially from the state budget, have a crucial role to play.

Within the provision of public goods and services, it is possible to use:

- non-profit organizations and state-funded institutions / contributory organisations set up by the public sector for this purpose,
- state-owned and municipal enterprises, these are established in cases of securing such goods, which are difficult to include in market goods – the so-called semi-market goods,
- in a competitive environment through a private sector contract – for example through a tender.

In transport, we can talk about public enterprises that provide mobility services. Public enterprises may be tentatively defined as a recognisably distinct organisation of the government, whether central, state, or local, involving the manufacture and production of goods or making available a service for a price, such activity being managed departmentally or through an autonomous body.

The institutional pillar is closely linked to ensuring the public interest. The public interest is a concept applied primarily in public policy, public economics, ethics, and law, referring to the common good and social welfare. Negatively, the public interest can be defined as the opposite of the private interest or the interest of only a certain group.

Generally, the public interest is a policy orientation that supports the development of society and the solution of its real problems. It is clear from this definition that the identification and recognition of public interests can be a source of conflict in society as ideas vary about what is good for society and what its problems are. The identified public interests do not have universal validity.

Public services and public/mixed goods are provided in the public interest. The public goods refer to the advantages to society from the provision of certain utilities and from satisfying wants and needs such as the elimination of pollution. The public goods do not have to be provided by governments or public bodies, but they should have the potential to be enjoyed by all, regardless of whether the end user has paid for them or not.

A public service is a service in the public interest that is provided or ordered and financed or co-financed by a component of public administration, i.e. the state or a territorial self-governing unit (in the Czech Republic, a region or municipality). A specific feature thereof is that if it were not financially supported by public entities, it would not be provided on the market at all or would be provided in a lower quality or scope. This term is directly related to the social consensus that certain types of services are to be available to everyone, regardless of their property and income. In the case of transport and mobility, it through a price or allocation mechanism. Exclusion is economically optimal only for quantities close to the overload threshold, i.e. when the quality begins to decline sharply. An example is transport infrastructure.

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3 HOW TO APPROACH THE ISSUE OF MOBILITY IN DECISION-MAKING AND PLANNING PROCESSES?

Introduction

The institutional pillar relates to the issue of institutional capacity (or also institutional capital). Institutional capacity can be characterized as "the ability of public administration bodies as representatives and promoters of the public interest to respond competently to changes in the environment." This pillar is associated with conflicts, the essence of which is to determine which institutions are responsible for certain goals of sustainable development and at what level. This situation is partly due to the shift from hierarchical government to public administration. This increases the importance of the powers conferred on individual public administration institutions.

3.1 PROBLEMS RELATED TO THE TOPIC AND POSSIBLE SOLUTIONS

Within the topic of sustainable development and sustainable mobility, great attention has long been paid to the consistent setting of goals to be achieved, the setting of the management mechanism in accordance with the goals, the setting of evaluation processes for achieving the goals and, last but not least, the determination of feedback flows.

Sustainable transport planning and management in cities depends on empirical data. Initial data can be obtained using situation analysis. Situation analysis makes it possible to capture the essential factors that affect the current state of the phenomenon under study. Situational analysis can be implemented in four steps, which are interconnected and require the use of different sources of information:

- recognition of calls for solution by monitoring deviations of the current state from the required state in sub-areas,
- possible decomposition of calls for solution in case of complex issues,
- assessment of the importance of the identified calls for solution and determination of the order thereof according to the selected priorities,
- establishment of a solution plan, which requires the setting of objectives to be achieved under each call.

Situational analysis therefore gives us an idea of the situation and allows us to break down overlapping concepts, identify challenges to address and set their priorities. The findings of the situation analysis are the basis for strategic decisions and subsequent planning.

Planning generally emphasizes setting objectives over time and defining ways to achieve those objectives.

It is appropriate to set indicators for the objectives defined. The indicator can be understood as a simple empirical model of reality, which can be used to analyse and evaluate it. These are variables intended for the symbolic representation of phenomena or goals. The basic division is into simple indicators and composite (aggregated) indicators, also referred to as indices. The index represents a newly created indicator, which consists of individual sub-indicators compiled into a single unit based on the source model. Thus, an index is the result of merging variables into a single number or file that captures their aggregate properties. This merging can be seen as positive as it can lead to a better understanding of a particular problem, but it also raises doubts as it can lead to the loss of some essential information.

The indicators are usable:

- in the planning process,
- in the decision-making process,
- in the management and monitoring process.

Sustainable urban mobility indicators are a useful tool for cities and urban areas to identify the strengths and weaknesses of their mobility system and to focus on areas for improvement. For example, the following indicators can be monitored:

- number of public transport users,
- average time spent in congestion,
- user satisfaction with public transport,
- number of bicycles in the average household in the city,
- average daily travel time,
- reliability of transport,
- energy consumption,
- expenditures of households or individual users on transport.

The planned procedure is then implemented, and its implementation requires appropriate management. In connection with the goals of sustainable transport – increasing accessibility without increasing the environmental burden on the environment – it is possible to use mobility management. Mobility management is a demand-oriented approach to transport that uses a set of tools to change transport behaviour and support the sustainable development of transport. Emphasis is placed primarily on the use of non-motorized transport for individual transport as well as on the use of public transport, car-sharing or car-pooling.

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4 SUMMARY

The pillar is an institutional framework designed to address the challenges of sustainable development and includes a set of bodies, organizations, networks, and arrangements with varying degrees of official status that participate in policy activities – their formulation and implementation. It includes the issue of public goods and services and their provision, but also hierarchical governance. This framework needs to be considered in local, national, regional and international planning.