

Gaps in the sustainable mobility planning guidelines from a sustainability principles point of view

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Introduction



Source: (UN, .d.)

Target 11.2. under Goal 11:

“by 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notable by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.”

Objectives



To examine three diverse examples of urban mobility plan guidelines:

Stockholm
Johannesburg
UN-HABITAT

and identify gaps in relation to rapid transitions towards a principled definition of sustainability.

Methods

Sustainability principles of the Framework for Strategic Sustainable Development (FSSD) (Broman and Robèrt 2015):

“in a sustainable society, nature is not subject to systematically increasing

1. concentrations of substances extracted from the Earth's crust
2. concentrations of substances produced by society
3. degradation by physical means (principle 3);

and, in that society, people are not subject to structural obstacles to

4. health,
5. influence,
6. competence,
7. impartiality, and
8. meaning-making.”

Results

Principles not fulfilled...

...by any of the three guidelines:

- Systematically considers increasing concentrations of substances in - the biosphere as a requirement for sustainability (principle 1).
- Construction and renovation => Extraction of minerals => indirectly associated emissions (principles 1 and 2).

...by Johannesburg and UN-HABITAT:

Electrification of transportation systems => resource depletion (i.e. lithium)

...by Stockholm:

Resource use management

Conclusions

Key factors to consider



References

Broman, Göran Ingvar, and Karl-Henrik Robèrt. "A framework for strategic sustainable development." *Journal of Cleaner Production*, October 26, 2015: 1-15.

UN. *Sustainable Development Goals*. n.d. <https://sustainabledevelopment.un.org/sdgs> (accessed October 14, 2016).

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