a.symanowski@stud.uni-goettingen.de

Sustainable Urban Development in Göttingen

		which becomes noticeable people living in cities on a	Introduction asingly important when it comes to sustainable development (García Lá e when looking at the demographical development between 1950 and 20 a global level has multiplied by a factor of four (Koch & Krellenberg 20 nges but also opportunities for promoting and creating a more sustain	018: The number of 21:1). This leads to	
		within the city (García Lóp	ez et al. 2021:69).		
			*		
SUSTAINABLE DEVELOPMENT	11 SUSTAINABLE CITIES AND COMMUNITIES	Research Question To what extent do climate protection goals on the macro level (SDGs/Fit for 55) have an influence on the sustainable urban development in Göttingen, especially on urban mobility?			Fit for 55
GCALS			$\mathbf{\downarrow}$		
		Aim of the work			
Image 1. SDGs Logo	Image 2. SDGs 11	-	broader climate proposals on the urban development on a local level and ter understanding of the interaction between social inequality and the in climate actions		Image 3. Fit For 55' package Logo
			$\mathbf{\downarrow}$		
			Theoretical Framework		
Daria's Research Focus Sustainable Development Goals (SDGs) ○ Agenda 2030 was created to achieve the 17 SDGs ○ Adopted by the United Nations in 2015 ○ Focus for this study: > SDG 11 (Sustainable Cities and Communities) > Has sub-targets such as urban mobility, public spaces, space			Abb. 26: Pro-Kopf-Kaufkraft nach PLZ-Bereichen	 Annika's Research Focus Fit For 55 ○ EU package for climate protection (European Climate Foundation 2022) ○ Covering several proposals which target two overarching climate goals: ▷ Reduction of greenhouse-gas emissions of 55% in 2030 (compared to levels of 1990) ▷ European climate neutrality by 2050 	
Has sub-targets such as urban mobility, public spaces, space utilization, disaster protection, integrative and participative			37077	Key elements:	minale fieuriality by 2000

urban development (Koch & Krellenberg 2021:9)

- \succ Focus on sustainability on multiple levels \rightarrow ecologically, socially, economically, and culturally
- Urban mobility: Sub-target 11.2: Access to safe, accessible, affordable and sustainable transport systems
- Existence shows the importance of cities when it comes to achieving global sustainability goals
- > Acknowledgement that contextualizing SDGs within city's challenges and opportunities is essential

Critique:

- Different meaning and value for different countries in the world
- Ambition Gap as well as Implementation Gap (Koch & Krellenberg 2021:15)
- Not mandatory to implement and achieve the SDGs
- The implementation of the SDGs is rather a **bottom-up process** (Koch & Krellenberg 2021:13)
- Question arises of **who is accountable** for achieving the SDGs \rightarrow the **national, county or local level**? → this leads to huge **responsibilities** for **cities** in achieving the goals

Preliminary Results

- Most interviewees have **not** referred to the SDGs as the **main** Ο **foundation** of their work
- The SDGs are understood as guiding principles by one employee of the city administration which are, however, too ambiguous to address them all
 - \circ \rightarrow Ambition Gap and Implementation Gap
- **Urban mobility**: "Tempo 30" as an aspiration was mentioned by most of the interviewees as well as limiting cars in the downtown area



Image 4: Per capita purchasing power at Göttingen, differentiated by postcode

Methods and Research Design

- Participant observation in Grone and Oststadt
- Semi-structured interviews (in person and Ο online) with ...
 - ... an NGO in Göttingen.
 - ... three employees of the city administration working in different departments in Göttingen.

... a politician from the council in Göttingen who is part of the committee of environment, climate protection and mobility.

Evaluation methods inspired by Breidenstein et al. (2013:109ff.)



- - Cut of fossil fuels by an **expansion of renewable energy** resources
 - Stricter regulation of the EU Emission Trading System (ETS)
 - Establishment of a new emission trading system, Effort-Sharing Regulation law (ESR), for transportation, buildings, agriculture etc. (ESR sectors)
 - Reduction of CO2 emission through cars and promotion of the development of electronic cars
 - Introduction of a **Carbon Border Adjustment Mechanism** (CBAM) to compensate for disadvantages due to climate standards and support a fair economic competition

Critique:

- Partial **contradictions** between the proposed measures and climate protection (Timothy Searchinger et al. 2022: 27ff.)
- E.g. definition of farming of biomass for green energy as climate neutral \rightarrow support of further agriculture in this sector \rightarrow negative effects on a local and global level:
 - \succ Local level: increase of land use \rightarrow decrease of biodiversity and CO2 storages
 - ➢ Global level: outsourcing of the national food production in other countries \rightarrow environmental damages in respective countries through higher agriculture and increasing CO2 emissions as a result of transportation

Preliminary Results

- Fit For 55 package \rightarrow sustainable development Göttingen:
- Interviewees **didn't mention any EU drafts** by themselves
 - > Are these guidelines of relevance in the work of the actors?
 - > Are they of more interest for industrial actors, who participate in a national, European or international market?
- But: EU policies are **mandatory**, therefore their implementation should 0 be visible on a local level
- Sustainable development and social inequality: Public data (GEWO 2013:40) as well as own field research support the hypothesis of **social inequality** between Grone and Oststadt

- (parking, car accessibility, increasing parking prices etc.)
- Necessity in local politics to look especially at local challenges and what is needed in the area
- The question of **responsibility** is essential in the context of who is responsible for the **slow implementation of drafts/ resolutions**
- Acknowledgment that skills shortage slows down the needed 0 sustainable urban development and therefore the implementation of the SDGs



Image 5: Interconnection and foundation of our research project

Against the approach, the NGO mentioned stronger activity in the area 0 of Grone

References (Literature)

- Also other data from our interviews seem to be **not** in favor of a positive correlation of the prestige of an urban district and the implementation of climate actions
- Instead, a reversed impact direction could be considered

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- The following **recommendations** that are stated by García López et al. (2021:77) could be useful for the city of Göttingen and its network as well:
 - **Open data-based approach** for creating comparable data
 - Platforms and forums to promote and improve the exchange of knowledge between cities and communities to a greater extent

Next Stepps
 Further analysis and interpretation of our data
 Connecting theoretical framework and our own results
Integration of our results into the existing scope of research
 Adaptions to new questions arising with the final results
 Reflection of our hypothesis against the backdrop of our final results

References (Pictures)

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