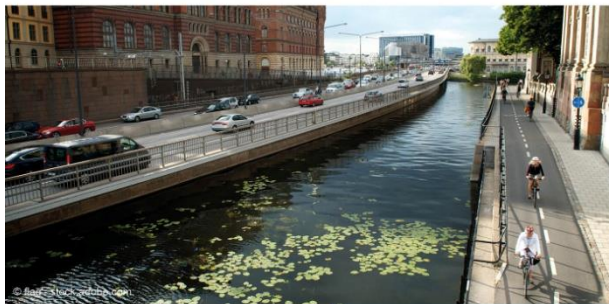




ECCENTRIC

JOINT WEBINAR OF CIVITAS
ECCENTRIC AND CE INTERREG
LOW-CARB

INCLUSION OF PERIPHERAL NEIGHBOURHOODS IN SUSTAINABLE URBAN
MOBILITY PLANNING 17.9.2019 at 11.00 - 12.30 CET



Inclusion of peripheral neighbourhoods in Sustainable Urban Mobility Planning

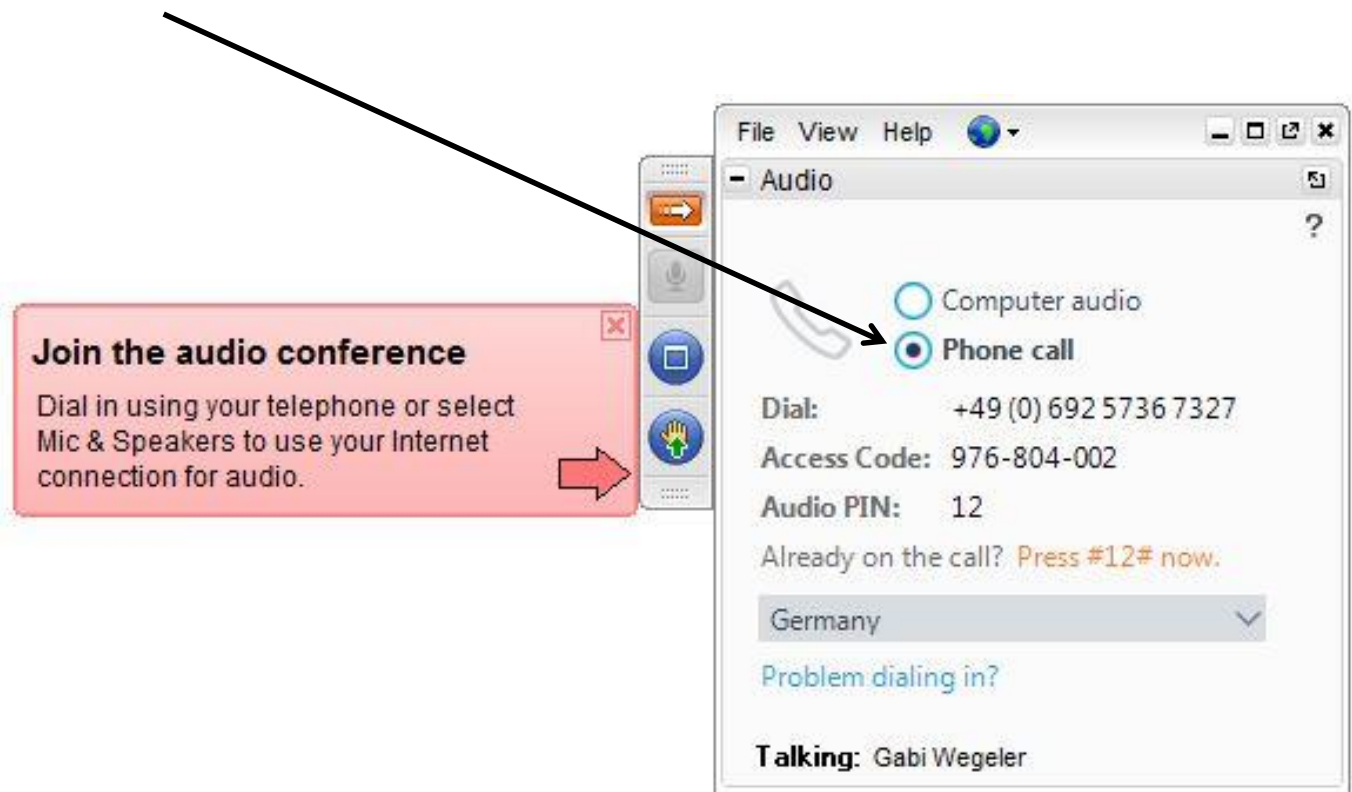
CIVITAS ECCENTRIC thematic webinar

17 September 2019

Ana Drăguțescu / ICLEI ES

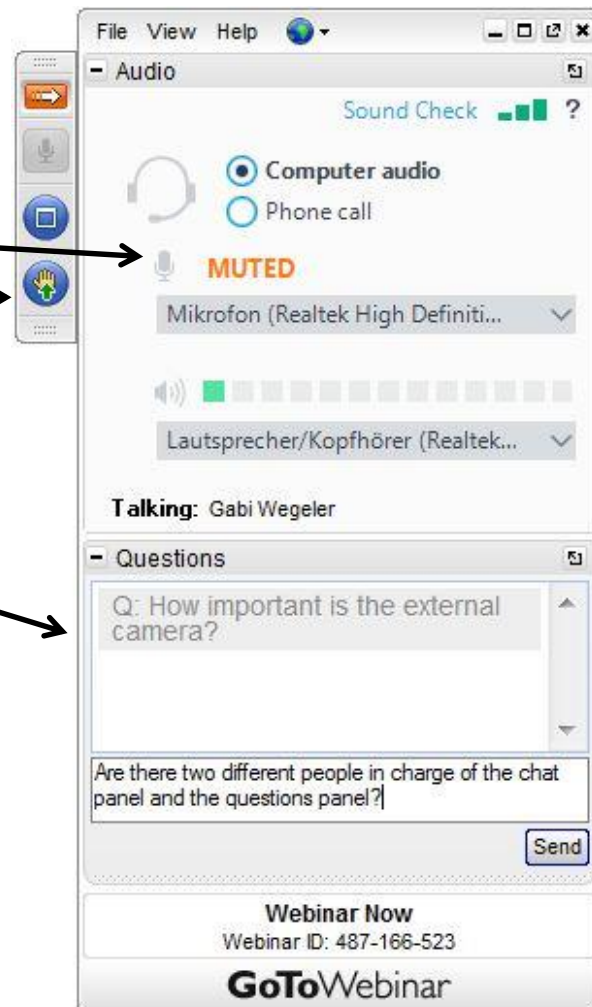
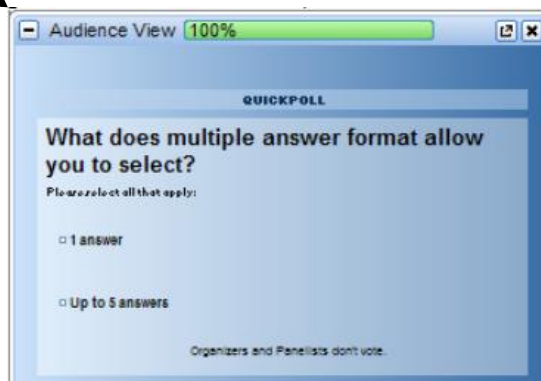
TIPS ON WEBINAR PARTICIPATION

- Dial-in options (computer or phone)



TIPS ON WEBINAR PARTICIPATION

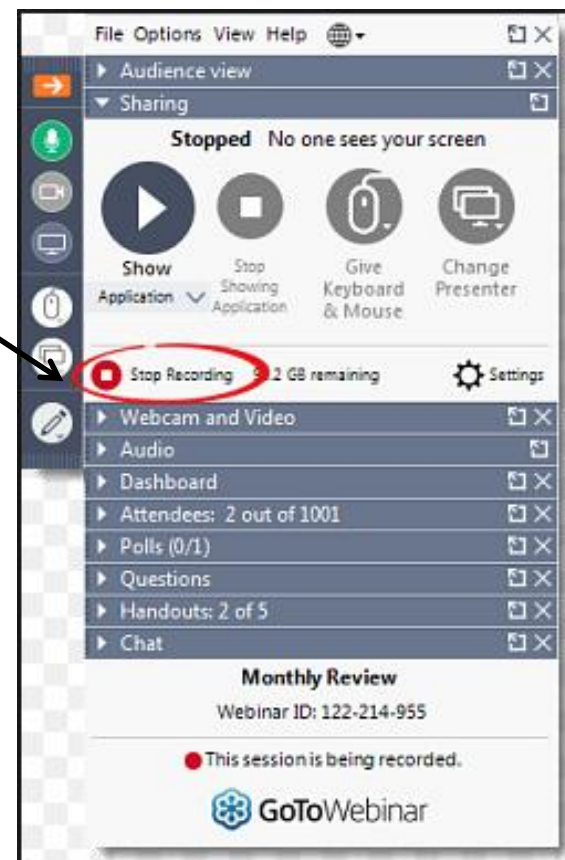
- **Mute**
- **Raise your hand**
- **Questions**
- **Polls**



TIPS ON WEBINAR PARTICIPATION



This webinar will be recorded and all registered participants will receive the recording, once the webinar has ended.



Line-up for today



Ana Drăguțescu

Coordinator Sustainable Mobility
and Transport at ICLEI ES



Paul Fenton

*Project Manager, CIVITAS
ECCENTRIC at the City of
Stockholm*



Wolfgang Backhaus

*Rupprecht Consult - leading
the Collective and Intelligent
Mobility Team.*



Agenda



11:00 Welcome and Introduction to the topic - Ana Dragutescu,

ICLEI

11:15 Inclusion of peripheral neighbourhoods in ECCENTRIC

City Stockholm - Paul Fenton, City of Stockholm

11:35 SUMP for functional urban areas – where to start?

Strategies and tools from the LOW-CARB project - Wolfgang

Backhaus, Rupprecht Consult

12:15 Questions and discussion

12:30 End

CIVITAS ECCENTRIC in brief

KEY FIGURES IN CIVITAS ECCENTRIC

| MADRID | MUNICH | RUSE | STOCKHOLM | TURKU |
|------------------------|----------------------------|------------------------|--------------------------|---------------------------|
| 5 Partner Cities | 50 Mobility Measures | 6 Thematic Areas | 20 Observer Cities | €19.3m Total budget |

Approach

- In 5 living labs, the project demonstrates the potential and replicability of integrated and inclusive urban planning approaches, innovative policies and emerging technologies.
- Cities: **Madrid, Stockholm, Munich, Turku and Ruse** demonstrate and test innovative sustainable mobility in peripheral areas, combining new policies, technologies and soft measures.
- **Two important areas** that have previously received less attention in urban mobility policies:
 - Innovative solutions for sustainable mobility of people in suburban city districts
 - Emission free logistic in urban centers that keep the balance between qualified public space and efficient local economy



Madrid's goals:

- Involving citizens in decision-making.
- Fostering inclusive mobility.
- Improving public transport links with other city districts.

www.civitas.eu/eccentric/madrid



Munich's goals:

- Reducing the need for private cars.
- Improvement of mobility through alternative services.
- Transfer and upscaling of successful measure packages to other districts and cities.

www.civitas.eu/eccentric/munich



Ruse's goals:

- Providing safe crossing-points and footpaths for pedestrians and cyclists.
- Increasing the use of public transport.
- Reducing congestion, traffic accidents, air pollution and noise.

www.civitas.eu/eccentric/ruse



Stockholm's goals:

- Reduced search time for parking and optimum parking occupancy.
- Significant increase in e-bike use.
- Increased share of EV vans among business fleets.

www.civitas.eu/eccentric/stockholm



Turku's goals:

- A mobility point combining, at a minimum, public transport, shared bikes and cars.
- Car sharing as a viable option for companies and households in the area.
- 20% of citizens approving the mobility change, using awareness and satisfaction surveys.

www.civitas.eu/eccentric/turku



CIVITAS ECCENTRIC in brief



50 measures in 6 thematic areas

Inclusive
urban
planning

Mobility as
a Service

Safe
walking
and
cycling

Clean
public
transport

Clean
vehicles

Clean
freight
logistics



LOW-CARB in brief



The LOW-CARB project aims to enhance planning capacities for low-carbon mobility for functional urban areas.

WP1

STRATEGIES AND ACTION PLANS

LOW-CARB will play an integral role in the development of sustainable regional low carbon mobility plans for its partner cities in work package 1.

The urban areas of Brno, Kopřivnica and Leipzig will develop plans for integrated low-carbon public transport services, while Szeged will focus on company travel plans. Parma will develop an action plan for multipurpose charging infrastructure for public transport e-services.

The project will also propose three strategies for: i) low-carbon mobility planning; ii) introducing innovative public transport services; and iii) open data-based mobility planning.

WP2

TRAINING

Two training sessions per partner country will be held across Central Europe in the local language, as part of work package 2, while four transnational events will also be organised:

- One in 2018 and another in 2019 on low-carbon mobility planning & innovative mobility offers (including company engagement);
- A policy workshop at a significant international location (Dec. 2019); and
- An exploitation workshop with financiers and users (March 2020).

LOW-CARB also invites 18 'follower' cities via a call **here** to join the project from mid-2019. Invitees are expected to prepare a mobility plan for their respective urban areas.

WP3

PILOT ACTIONS

Capitalising on two investment schemes, five pilot actions, each related to multi-modal public transport planning and innovative low-carb technologies:

- In Kopřivnica, bike- and ride-sharing schemes fueled by solar-powered e-bike charging stations will be integrated into the public transport system;
- Leipzig will employ multimodal information services such as a Mobility as a Service mobile app to encourage shared mobility.
- Szeged, a CO₂ trip calculator;
- Skawina will test an electric public transport feeder service.

Experiences will be shared at a final conference in 2020.

ETC.

TOOLS

LOW-CARB's dedicated focus on integrated low-carbon mobility planning will result in the development of the following tools, under work package 1:

- A framework for the monitoring and evaluation of the impact of low-carbon sustainable urban mobility plans (SUMP), tested by the city of Brno; and
- An innovative instrument that allows regions to self-check the compliance of their regional SUMP processes with EU Guidelines.

The project's achievements will be made available through a Central Europe SUMP Competence Centre, under work package 2 (and this website).



CIVITAS ECCENTRIC will organise

up to **five webinars** about cross-cutting themes that surpass the strict boundaries of the demo work packages.



www.freepik.com

Some of the topics are:

- Addressing vulnerable groups and gender issues;
- **Inclusion of peripheral neighbourhoods in Sustainable Urban Mobility Planning;**
- Financing, procurement and contracting of SUMP measures;
- Inclusion of city logistics in SUMP.

Enhancing peripheral mobility planning

Why is it important?



- 1995 - 2005, **85% of the 78 largest cities** experienced a faster growth in their suburban areas than their urban cores
- Improving peripheral / suburban mobility is a difficult challenge
- The trips connecting these areas to the city centre developed an acute problem - **high demand and pressure on traffic**
- **Why?**
 - Networks historically designed to serve downtowns and concentrated urban centers
 - Suburban traffic congestion has grown tremendously over the past two decades, and it has become the increasing focus of the mobility planning

Enhancing peripheral mobility planning

European context



- In Europe, studies reveal that cities in Estonia, Latvia, **Croatia**, Slovakia, Poland, Hungary and Bulgaria are experiencing the most sprawl
- In the last decades European cities have made significant **improvements in making the mobility systems sustainable** - less congested, with higher share of active modes and reduced emissions
- Suburban districts however have not been **addressed adequately** so far!
- Urban growth processes are putting additional pressure on the peripheral areas, which face specific challenges

Enhancing peripheral mobility planning

Impact and Challenges



- - spatial **deconcentration** of workplaces, population, and recreational facilities in urban regions, directed across the boundaries of the core city towards surrounding areas
- suburban areas create **longer commutes**, but they are less expensive in terms of land-prices, lower density
- adverse impacts produced by **traffic in the residential environment** - by “other people’s” mobility
- the number of jobs in the suburbs is increasing with repercussions for **commuter flows**, namely a growing number of out-commuters from the central city

Enhancing peripheral mobility

Impact and Challenges



- **greater distances** travelled by the suburban population, especially by private motorised transport, as compared with residents of the core city
- it creates **traffic flow also** towards to the city centre;
 - ✓ Unless there are a **diversity of uses** in an area, demand will be heavily peaked, and these peaks will be at different times of day (office park - morning / evening peaks, shopping centre - midday / evening peaks)
- **less residential infrastructure** than cities – jobs, schools and child-care facilities, retailing, recreational facilities, public transport, medical care

Enhancing peripheral mobility

Possible actions



- ✓ a minimum of land-use density (population, jobs, etc.)
- ✓ acceptable public transport services - adapted to different functions and peak times
- ✓ a balanced mix of uses - short distances and flexibility in consumer behaviour
- ✓ central locations in suburban areas upgraded by further urbanisation - “place making”
- ✓ precautionary traffic management measures required.

Thank you!

Ana Drăguțescu

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<http://www.civitas.eu/eccentric>



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