



## Highlights

Mobility Forum meeting  
24-27 September 2013  
Frankfurt am Main

### 25 SEPTEMBER 2013

#### Thematic conference: “Soft modes, safe roads”:

The thematic conference featured presentations exploring the relation between a shift towards more environment-friendly modes of transport and road safety in urban areas. The presentations and the following debate focused on three main points:

- In order to make a city sustainable in terms of mobility, strong political will is paramount: this is even more important than the infrastructure actually put in place.
- Importance of critical mass: with regard to cycling, it has been calculated that possibly 10% of cycling in modal share might be a critical threshold to induce significant changes in urban mobility.
- Most importantly, a modal shift towards sustainable means of transport is likely to be beneficial also in terms of road safety in urban areas.

The conference included the following presentations and interventions:

- Mr Peter Feldmann and Mr Stefan Majer (respectively Mayor and Deputy Mayor of Frankfurt) welcomed members and highlighted the importance of Frankfurt in terms of mobility and transport, as it is placed in the geographical centre of Europe. They also presented the latest developments of the city in terms of urban mobility: in 2006 the Frankfurt department for transport was created, mainly aiming at ensuring safety and sustainability in Frankfurt’s urban mobility. As a result, Frankfurt is becoming a more and more green, safe and sustainable city: it has been calculated that nearly three quarters of trips within the city are done by foot, bicycle or public transport.
- Mr Marcel Schreiber, from the German Insurance Association, provided some statistics on pedestrians’ and cyclists’ safety in Germany. First of all, he showed that pedestrians and cyclists are undoubtedly the most vulnerable road users. Mr Schreiber then focused on the main characteristics of road accidents in Germany. He also underlined the impact of demographic changes, as the number of elderly people living in cities is steadily increasing, them being the most vulnerable age group of road users. As a conclusion of his presentation, Mr Schreiber highlighted the importance of integrating road safety into all stages of urban planning, particularly focusing on the (future) requirements of pedestrians and cyclists.
- Mr Ádám Bodor, from the European Cyclists Federation (ECF), started by briefly presenting the ECF, the world’s largest cyclists’ umbrella organisation, gathering members from 40 countries. He then explained the main reasons to invest in cycling: he showed that this would be undoubtedly an investment with positive return, as cycling represents a valuable solution for several economic, health, mobility and environmental challenges. This should be a priority particularly in some European member states, as deep differences among countries persist in term of modal share, cycling tourism and market and cyclists’ safety. With regard to safety in particular, Mr Bodor showed clear evidence that the more cyclists we have on the streets, the safer the conditions for each cyclist (and for road users in

general). He identified three pillars to work on in order to improve cyclists' safety: safe behaviours of road users, safe infrastructure and safe vehicles.

- Ms Susanne Lindhal, from Road Safety Unit (DG MOVE, European Commission), presented the EU Commission's policy in this area. She presented some statistics on road safety in the EU: overall, road safety is continuously improving and fatalities decreasing; differences among countries persist, but they are decreasing, too. She then confirmed the tendencies highlighted by Mr Schreiber with regard to Germany: in urban areas pedestrians and 2-wheelers are undoubtedly the most vulnerable road users. As to policy competences, Ms Lindhal stressed the fact that road safety is mainly a competence of regional and local authorities: the Commission only intervenes by providing general frameworks when its action would actually bring an added value. Many European projects are currently focusing on urban mobility, in particular with the aim of promoting sustainable urban mobility. The Urban Mobility Package goes in the same direction, and is now under internal negotiations. A short debate took then place, where city representatives especially emphasised the importance of the *perception* of risk among citizens in order to implement road safety strategies efficiently.

After these keynote speeches, four city representatives presented their own local experiences on road safety and modal shift towards soft modes of transport:

- Mr Ingmar Bolle, from the city of Frankfurt, presented Frankfurt's experience in road safety for pedestrians and cyclists. A Department of Transport was created in 2006; since then, it has been contributing to achieve a significant modal shift in transport, especially from car use to cycling. Overall, the department's strategy has been based on the combination of repressive actions and campaigning/preventive actions. Finally, Mr Bolle once again confirmed the evidence that a modal shift in transport is beneficial for cyclists' and pedestrians' safety.
- Mr Peter Roßteutscher, from the city of Mannheim, presented the main actions that made Mannheim a truly "city for cyclists" over time, including bike lanes taking the place of car lanes, bike parking station and public bike sharing systems.
- Mr Glen Davies (Transport for London) presented London's strategy to reduce fatalities and safeguard vulnerable road users. A reduction by 57% of casualties - compared to 2000 - is expected to be achieved by 2020. However, some important problems persist: in particular freight transport is having a deep impact on road safety, mainly because Large Goods Vehicles' compliance with the law is unsatisfactory. Transport for London has established three workstreams to implement its strategy: improving vehicle safety, addressing the safety imbalance (that is, ensuring that road safety has the same focus on as site safety does) and encouraging adoption of best practices.
- Mr Michael Reiter, from Munich, focused on some ideas and experiences on walking and road safety that emerged during the Walk21 conference held in Munich on 11-13 September 2013. Now nearly 28% of trips in Munich take place on foot, but there is still much potential to further reduce the share of trips made by car. Therefore, a strategy was conceived to support and induce walking, with a particular focus on neighbourhood mobility. As a side effect, this significantly improved pedestrians' safety.

## EUROCITIES network and EU policy and projects update

- Vanessa Holve, EUROCITIES, firstly provided a short network update: this included a membership update, an update on EUROCITIES policy publications since June 2013, the presentation of a EUROCITIES partnership with the OECD (in the 5<sup>th</sup> OECD Round Table for Mayors and Ministers, taking place in Marseille on 4 and 5 December) and of the EU-China Urbanisation Forum (which will take place on 21-22 November in Beijing). She also provided an update on the latest EU mobility policy developments, including the Urban Mobility Package, the EU budget revision (CEF + TEN-T) and the Smart Cities initiative.
- Yannick Bousse, EUROCITIES, presented an update of all EUROCITIES mobility projects and the opportunities they provide for the forum. A project corner was then introduced where participants were divided into 5 thematic groups likely to be part of Horizon2020. Project ideas that followed included: cooperative basic infrastructure for ITS that will provide basic infrastructure for intelligent transport services and use open data, Intermodal hubs using open data/ICT, Innovative freight mechanisms/long distance urban freight including last mile logistics, integrating road safety in vehicles procurement plus product design, replicating political will for SUMP similar to the EU Green Capital process.
- Lies Helsloot, from the city of Ghent, proposed the creation of a new working group on Smart City Transport and Logistics. The proposal for this working group will be further developed and discussed again at the next Forum meeting in Birmingham. She also invited members to the EUROCITIES annual conference that will take place in Ghent on 27-30 November on the theme “smart citizens”.
- The 3 Forum priorities were confirmed for 2014: they will be officially approved at the annual meeting in Ghent. These are:
  - o Follow-up on the European Commission’s white paper on transport
  - o Funding and financing for urban mobility
  - o Smart, connected and inclusive urban mobility
- Mr. Christian Specht, Deputy Mayor of Mannheim, and Mr. Frits Lintmeijer, Deputy Mayor of Utrecht, were respectively confirmed as Mobility Forum Chair and Vice-Chair for another year.
- Members were invited to next Mobility Forum meeting that will take place jointly with the Environment Forum in Birmingham on 19-21 March 2014. The focus will be on “Integrating sustainability and mobility in cities”.

All presentations are available on the Mobility Forum member’s area.

### 26 SEPTEMBER 2013

#### Working Group “Road Safety”

##### Projects brainstorming

- Yannick Bousse opened discussion on having an EU funded project within the Road Safety working group.
- The working group would be prepared to have a project; however this would strongly depend on the subject of the project.

- The social and/or psychological aspects of Road Safety could be a possible subject for a project.

### Exchange of best practice on road safety in urban areas

Presentations and discussion on:

- Recent political thoughts and police ideas to “help” and “protect” vulnerable road users in Poland: interesting statistics regarding the politicians and legal relationship with cycling and pedestrian rules.
- London’s Road Safety Action Plan: Glen Davies from *Transport for London* shared the commitment to road casualty reduction in the capital.
- Safe cycling planning: Pascal J. W. Van den Noort from *VeloMondial* presented his foundation and the services it provides.
- Speeding and red light enforcement in Frankfurt.
- International cycling safety conference: it will be held at Helmond, The Netherlands, on 20-21 November 2013.
- Future meetings: they will continue to focus on Vulnerable Road Users. Other factors (such as weather or age) will be taken into account.

### **Working group “Transport and Energy Efficiency”**

#### Exchange of knowledge and best practice

Main focus of the WG meeting was on best practices with the following presentations:

- *Green Public Transport in Frankfurt* - 80 % of PT in Frankfurt is rail or light rail and this is all powered by green energy. Regarding buses, the demand has since 2006 been EEV standard, so very green PT. They also work on Mobility management with mobility centers, mobility advisory etc. Next steps include having one ticket to cover PT, car sharing, bike scheme etc. and a main guide for travel information covering all modes of transport.
- *Green tires* presented by LANXESS - Tires play an important role when it comes to air quality and CO<sub>2</sub>-emissions. Tires take about 20-30 % of the fuel used by vehicles and LANXESS has developed a calculator tool which allows fleet operators to calculate their CO<sub>2</sub>-savings when using green tires. The calculator shows savings of 7-8 % fuel and CO<sub>2</sub>.
- *Electric bikes and other electric modes in Ghent* - The city itself is changing its fleet, thus being a role model. Ghent also works with e-charging and has a big program to support roll out of e-bikes in the city, by giving subsidies for people buying e-bikes (instead of cars).
- *FR-EVUE* - a European wide project on freight and electrical vehicles. Oslo is part of this together with 7 other cities, 15 industry partners and 6 research institutions. It runs from 2013 - 2017 and includes lots of concrete projects and pilots, e.g. on consolidation centers.

#### Policy matters

- *Clean Power for Transport package* - there has been a review by the European Parliament and Council. The WG is writing EURO CITIES amendments to Clean Power for Transport Package - Parliament draft report. Some important points are financing / funding of the new infrastructure, the wish for technology neutrality, involvement of the cities and once again a reminder on modal shift - new technologies do not solve urban space challenges.
- *Air Quality review* - we only slightly discussed this, but will go more into details at the next meeting in Birmingham.

### Project brainstorming

- Yannick Bousse open discussion on having an EU funded project within the Transport and Energy Efficiency working group.
- The working group would be prepared to have a project. However if not all cities would be able to participate there is concern the project could create a subgroup in the working group. As a benefit these group of cities would always be present in working group meetings.
- The financial benefits of having a project are also recognised in the working group.

### Next meeting

The next meeting in Birmingham is planned to be a joint meeting with the Air Quality WG (Environment Forum). Suggestions for points at the agenda are:

- Air Quality reviews - detailed discussions
- Clean fuels infrastructure in cities and local implementation of EU air quality policy. Including a tour de table for each city.
- Smart Cities and innovation
- City administration - the cross field between urban- and transport planners and the environmental planners / planning.
- Suggestions from the Air Quality WG?

## **Working Group “TransEuropean Transport Networks”**

### Projects brainstorming

- Yannick Bousse opened discussion on having an EU funded project within the Trans European Transport Networks working group.
- The working group would be prepared to have a project. It was suggested that members can submit partner searches for their project ideas.
- Ms. Gudrun Schulze, DG MOVE agreed that the WG could provide a platform to exchange best practice and could be a representative stakeholder on what is taking place in cities in the field of TEN-T.

### TEN-T Regulation

The main issue of the WG was the presentation and following discussion with **Ms. Gudrun Schulze** of the TEN-T Unit of DG Move on the new *TEN-T Regulation* and the *Connecting Europe Facility (CEF)*. Ms. Schulze expressed DG Move’s gratitude for the joint efforts with Eurocities to secure the role of cities in the new TEN-T and CEF regulations. Up to the final phase of the *trialogue* negotiations it had been necessary to stress the involvement of ‘local and regional authorities’ in the implementation of TEN-T. In the end besides several

other articles a new article 54a was added to TEN-T, that secures this involvement. It is now up to cities to make use of this huge opportunity.

The new regulations will come into force together with all other documents for the new EU budgetary period 2014-2020.

### WG as Sounding board

Ms. Schulze welcomed the input from cities. She also welcomed our WG initiative to act as a sounding board for DG Move on the cities' experiences regarding the implementation of TEN-T and the respective corridor programmes. She recognised that some Member States could be reluctant to invite cities to participate in the Corridor Forums. In those cases, *building up political pressure* would be necessary, also using the influence of the EU corridor coordinator.

Copenhagen, Vienna, Oslo, Helsinki, Brno, Mannheim (Code 24) and Netwerkstad Twente expressed their (best) practices and initiatives so far on TEN-T. Especially the consortium building experiences are very much welcomed by DG Move.

### TEN-T funding

Ms. Schulze indicated that not just the CEF can be used for TEN-T co-financing. Also the cohesion funds, ERDF, LIFE and others are open for TEN-T projects. It is not defined which part of CEF's 26 billion is meant for cities. The quality of the proposals is crucial, in addition to the (multi)national co-fundings.

### Tools

- DG Move has given a study assignment to *Lindholm Science Park (S)* to develop a **toolkit on what makes a corridor sustainable**. The outcome is due to be presented during the TEN-T days in Tallinn in October 2013.
- A study tender is on-going to invite consultants and the like to perform a study (per corridor one consultancy) on the present state of the corridor, incl. an inventory of all plans, studies and ambitions along the corridor. The study assignments are planned for October.

### Society 3.0

Another issue on the WG agenda was Society 3.0, meant as a response to DG Regio's request for suggestions and ideas on the most appealing challenges in the coming budget period. The WG had a brief discussion and it was agreed that this issue is relevant and important to explore during coming Mobility Forum meetings. It could even be an overall theme for one of these meetings.

### Chair

At the end of the meeting Gerard Jilleba announced his retirement by March 2014. This means that he will not participate in the next MF meeting in Birmingham. Netwerkstad Twente will provide, however, a 'interim' chair for 2014. Formal elections for a new chair can then take place during the autumn session 2014.

## **Working Group "Developing a New Mobility Culture"**

### Presentations and discussion on:

- Frankfurt presented its Mobility Plan process, which was expected to take 2 years to complete. The SUMP framework used was partly modelled on the Advance project. Citizen engagement was a priority.
- “&Morgen” (mobility management consultancy, Utrecht) explained its involvement in a project to reduce car use by 5% in the Utrecht rush hour. Factors for success in engaging the private sector included use of a neutral facilitator, establishing a shared agenda and stressing the cost-savings.
- The London borough of Lewisham presented their efforts to implement the London-wide Freight Operator Recognition Scheme at local level. They had also recently bought a number of waste trucks with advanced safety features.
- There was a discussion on the pros and cons of EU-funded projects. The policy update focussed on the revision of the Public Service Obligation Regulation; Eurocities is proposing some amendments to ensure no unnecessary burdens are imposed on cities.

### Projects brainstorming

- Yannick Bousse opened discussion on having an EU funded project within the Developing a New Mobility Culture working group.
- The actual roll out of measures at the end of a project would be favoured if the working group would start a project.
- It was suggested that there is a lot of administration involved in projects and the rules provided by the funder often change.

### **Working Group “Barrier-Free City for All”**

#### New Members:

- Grand Lyon (France)
- Turku (Finland)

### Concepts to improve teaching and training in accessibility planning and building at European level

#### Need for European initiatives (collaboration at European level):

- The introduction of the principles of universal design into the curricula of all occupations working on the built environment could be inspired by the COUNCIL OF EUROPE ‘Tomar Resolution’ (Resolution ResAP(2001)1 on the introduction of the principles of universal design into the curricula of all occupations working on the built environment)
- Research on Instruments and Methods to address ‘Access for All’ as what it is: a structural challenge in the urbanised world of the 21st century. The goal: developing and establishing a new planning culture that understands architecture, not merely as barrier-free environment, but as medium to actively support

accessibility.

- Implement 'Access for All' in the architecture students' curriculum as has happened with energy efficient and sustainable design. The goal: improve practical knowledge and skills in planning and implementing building and planning measures that make a lasting contribution to a better quality of life for everyone, not just for people with disabilities.
- Get into action with students: support and participate in planning processes like Charrettes, Bürgerbeteiligungen and Planungswerkstätten encouraging people to be a part of the city, and by forming a community, enabling all to actively take part in the city.

All presentations are available on the Mobility Forum member's area.

### **27 SEPTEMBER 2013**

#### **Site visits**

The Mobility Forum meeting ended with two site visits (one at the Traffic Authority and one at the European Central Bank's New Premises) and one guided tour with bicycles and velotaxis held in parallel.

#### **See you in Birmingham!**

The next Mobility Forum meeting will take place jointly with the Environment Forum in Birmingham on 19-21 March 2014. The focus will be on "Integrating sustainability and mobility in cities". More information on this will be provided early 2014.

Kind regards,

Vanessa Holve

Policy Advisor