

## URBAN EMPATHY – Working Package 3

### RESULT INFORMATION FILE – Phase 1

Description of the result to be capitalized in URBAN EMPATHY

#### 1. Partner's description

*(Summary information of the partner presenting the result to be capitalized in URBAN EMPATHY)*

Name of the institution presenting the result	Municipality of Stuttgart
Type of institution (city, region, agency, tech institute...)	City
Main contact	<p>Name: Wolfgang Forderer            Position: Director Department of Mobility            Telephone: +49 711 216 60753            Mail: <a href="mailto:wolfgang.forderer@stuttgart.de">wolfgang.forderer@stuttgart.de</a></p> <p>Name: Patrick Daude            Position: Coordinator Cities for Mobility            Telephone: +49 711 216-60760            Mail: <a href="mailto:Patrick.Daude@stuttgart.de">Patrick.Daude@stuttgart.de</a></p>

#### 2. Project description

*(Summary information of the project corresponding to the result)*

Name of the project	Cities for Mobility
Acronym of the project	CfM
Starting date	2006
Ending date	On-going
Project status (finished, execution...)	On-going
Project type (standard, targeted, strategic, ...)	Strategic
Lead partner of the project	Municipality of Stuttgart
Project website	<a href="http://www.cities-for-mobility.net/">http://www.cities-for-mobility.net/</a>
Programme (MED, Interreg...)	URB-AL (1995 – 2000)
Programme Priority	-
Programme Objective	-
EU 2020 Strategy (choose the most suitable one from the following options)	<input type="checkbox"/> Smart growth <input type="checkbox"/> Inclusive growth <input checked="" type="checkbox"/> Sustainable growth <input type="checkbox"/> Economic governance

Description of the **PROJECT**. Main topic and objectives. (300 words approx.) (Describe in more detail the project's main thematic and objectives, providing relevant information about the contents addressed in it and where does the result to be capitalized come from)

The first edition of the URB-AL Program of the European Commission on Latin America funded the Latin American City Network "Control of Urban Mobility (Network 8)" (2000 – 2003). Since 2006 activities are carried on entirely by the Municipality of Stuttgart in the framework of the world-wide network Cities for Mobility which is open not only for local and regional authorities but also for companies, NGOs and organisations from R&D

The URB-AL programme had the general objective of developing direct and long lasting links among European and Latin American local authorities through circulation, acquisition and implementation of "good practices" in the area of the urban and local policies. URB-AL has worked essentially on the basis of the two following axes:

- exchange of experiences and work in thematic local government networks;
- institutional support for the local groups to obtain viable results;
- Direct implication of the participants in the formulation, implementation and financing of the projects to guarantee a greater appropriation.

Today "Cities for Mobility" is a global network on all questions regarding urban mobility. The network is coordinated by the City of Stuttgart and promotes transnational cooperation between local governments, transportation companies, businesses, science and the civil society, with the aim of supporting the development of sustainable and efficient transport systems in the member cities.

### 3. Result description

*(Summary information of the result to be capitalized in URBAN EMPATHY)*

Name of the result to be capitalized in URBAN EMPATHY	Cities for Mobility (CfM)
Type of result (operational tool, recommendations, good practices, guideline, ...)	Operational tool
Current status of the result (under development, completed, not started...)	On-going
Type of deliverable (document, website, database, ...)	Numerous activities within a network, such as conferences, training sessions, projects, city partnerships, website
Specific URL link	<a href="http://www.cities-for-mobility.net/">http://www.cities-for-mobility.net/</a>

	A movie explaining CfM <a href="http://www.stuttgart.de/en/item/show/336194">http://www.stuttgart.de/en/item/show/336194</a>
Publication date	n.a.
Language	English, German, Spanish, Portuguese

Description of the chosen **RESULT** to be capitalized in URBAN EMPATHY. Result objectives. Utility and purpose. (200 words aprox.) *(Brief description of the result's most relevant characteristics, pointing out the main objectives and purpose.)*

CfM's mission is to link cities and other stakeholders globally which hold a shared understanding of the necessity of placing urban mobility systems on a social, economic and ecologically sustainable basis.

The main goal of the network is to provide a platform for the exchange of knowledge and best practices among its members as well as to facilitate the initiation and development of innovative joint projects. Also placing urban mobility systems on a social, economic and ecologically sustainable basis: Cities for Mobility wants to search for common ways towards sustainable mobility – meaning a mobility which is accessible to all, environmentally-friendly and economy-focused.

The main objectives of Cities for Mobility are:

1. Provide a platform for the exchange of knowledge and best practices
2. Establish durable and direct relations between local governments, private sector, science and civil society
3. Develop and exchange of innovative concepts and practical experience
4. Facilitate the initiation and development of innovative joint projects

The results to be capitalised comprise the following themes:

- (i) Capitalise past CfM experience on sustainable transport
- (ii) Expert knowledge within the CfM network
- (iii) Initiation and development of innovative joint projects.

List of keywords related to the result (10 words max.) *(Please provide a short list of keywords related to the result to be capitalized in Urban Empathy, e.g.: urban planning, sustainable growth, mobility, energy efficiency, renewable energies, governance...)*

Sustainable mobility, worldwide network, cities, NGO's, Private sector

Describe the potential benefits or improvements that the result may generate through the capitalisation process (200 words approx.) (*Describe improvements either in your result or those that it may generate due to the capitalisation process*)

The benefits through capitalisation are generated on two levels:

*1. Benefits for Mediterranean cities*

The main idea is to spread positive experience from network members to the rest of the world. Any city willing to improve their transport system may approach the network and ask for contacts with relevant experience. The personal contacts allow to generate an intensive learning process and exchange of ideas which will be to the benefit of both parties. The information can be on many levels, such as technologies used (e.g. Pedelcs), methodologies applied (participative planning), costs for planning and implementation, financing options, administrative and organisational requirements, etc. The exchange may even include field visits that are designed not only to learn from the project experience, but as well to convince decision makers to implement similar projects in their own towns.

*2. Benefits of gaining members for the CfM network*

The CfM network will not only benefit through the exchange of ideas, but as well through the growth in the number of active participants. Both will strengthen the CfM network and generate more activities.

### 3. Result evaluation

According to your own criteria, which are the main strong points of your result?  
Which are the weak ones? (300 words approx.) *(Describe the strengths and weaknesses of the result to be capitalized in Urban Empathy)*

Today, around 620 members from more than 80 countries all over the world participate in "Cities for Mobility", many of them former members of the URB-AL network.

The network covers a wide spectrum of topics, from the promotion of bicycles, pedestrians and public transport to intelligent traffic management aiming to reduce emissions and noise in cities. An essential component of "Cities for Mobility" is not only an intensive and continuous exchange of knowledge and experiences between the partners, but the development of innovative projects that provide answers for concrete transport problems in the member cities.

Stuttgart offers a solid stock of experiences and competences in the field of international cooperation between municipalities as well as on a regional network of automobile producing companies and a number highly reputed research and training institutes that are acting world-wide. Through this successful cooperation Stuttgart has gained international reputation as a centre of competence in sustainable mobility.

CfM's most prominent activities are:

- World Congress  
A forum to initiate project proposals and to find project partners, exchange of know-how and information
- Capacity building  
GIZ, SOL Road Safety, and other training institutions
- Electronic magazine  
Quarterly publication for the dissemination of best practices, innovative technologies and events

**Main strong points:**

- **Past CfM experience on sustainable urban transport**  
During the past years, CfM has gained a large amount of experience in the field of sustainable urban transport that may be capitalised by Urban Empathy. These experiences relate to a large variety of issues: non-motorised transport, low-emission vehicles, cable cars, public transport, walking and cycling, electric mobility, car and bike sharing, transport safety, urban living quality, environmental pollution, integrated planning approaches, traffic management, mobility management.
- **Expert knowledge within the CfM network**  
The CfM network contains a considerable number of experts on sustainable urban mobility from all over the world. These are decision makers, planners, consultants, private enterprises, public administrators,, researchers, trainers, psychologists, and many more. The network offers options to contact people directly and receive first-hand information about best practice projects as well as negative experiences that

can help to avoid mistakes in mobility projects. .

- **Initiation and development of innovative joint projects**

The network is not only a means to exchange information, but it may be used as well to generate new sustainable urban transport projects. This is usually done through the initiative of single members, who contact other participants to develop proposals for multi-city or multi-national projects. This relates largely to EU programs.

**Main weak points:**

- Networks usually only operate when there is a constant activity generated. This again requires a network coordinator who asks its members to contribute and finds answers for incoming questions or identifies relevant members to answer them. The amount of work of such coordination should not be underestimated. Presently the city of Stuttgart holds the coordination office and is in charge of organizing the congresses of the network.
- However, due to the change of priorities of the new Mayor, networking activities had to be reduced in such a way that more visible benefits can be achieved for Stuttgart. In general terms, Stuttgart will keep an active role on the international level, but with a stronger focus on specific topics and projects. These must be linked closely with the main activity fields of Stuttgart that were defined by the Mayor. Thus, intensive networking and participation in international events have been reduced.
- Participation on the network conferences is clearly dependent on the income level of the participant's home country. While members from industrialised and BRIC countries have frequently participated, the number of participants from LICs such as Africa and Asia are underrepresented. Thus, these countries with the largest problems in designing and implementing sustainable transport are not participating. A travel grant scheme for these countries would solve the problem. However, these funds cannot be provided by the City of Stuttgart.

How do you think your result can affect the main aspects to be considered in a sustainable urban model?

(300 words approx.) *(Describe the capacity of the result to fulfil the sustainable urban model main principles)*

The CfM network is a network that promotes sustainable transport in cities. The issues relate to non-motorised transport, low-emission vehicles, cable cars, public transport, walking and cycling, electric mobility, car and bike sharing, transport safety, urban living quality, environmental pollution, traffic management, integrated planning approaches, mobility management, and finances

Since transport affects many aspects of urban planning and urban life, the impacts of improvements are obvious in all aspects of the urban model besides sustainable mobility (territorial management and urban design, social and economic cohesion and energy efficiency, health and urban living quality) For example:

- Reduced transport noise generates large health benefits for the citizens
- Reduced parking increases urban space available for communication, playgrounds, green spots, cafes and restaurants.
- Reduced speed has a direct impact on transport accidents and thus safety of the citizens.
- Reduced vehicle emission improve the health of citizens
- Reduced congestion generates time benefits for the inhabitants and commuters.
- Improved public and non-motorised transport increases travel times and safety
- Mixed land-use planning creates cities of short distances and reduces GHG emissions
- Improved public finances for transport make funds available for sustainable projects

This list may be prolonged.

What influence do you consider that your project result could have on environmental governance and what could be its impact on urban policies? At which level? (Local, regional, national, MED or European level...) (300 words approx.) *(Describe the level of influence of the result and its applicability on EU policies)*

The direct effects of sustainable transport measures, described above, mainly occur on the local level, but have their impacts as well on the regional transport system. Global effects are generated through reduced GHG emissions.

The EU WHITE PAPER (Roadmap to a Single European Transport Area, 2011) describes the main goals of the European transport policy. The most important goal is the reduction of at least 60% of GHGs by 2050 with respect to 1990 in transport. Another important target mentioned in the paper is on clean urban transport and commuting. Here a number of issues are named, such as population density, improved public transport, reduction of accidents, gradual phasing out of 'conventionally-fuelled' vehicles, interface between short and long distance transport, low emission urban trucks, facilitating walking and cycling.

These statements are reinforced through the EU Green Paper "Towards a new culture for urban mobility" in 2007 and the "Action Plan on Urban Mobility" in 2009. The main idea is to create a new urban mobility culture, that comprises "free-flowing and greener towns, includes smarter, accessible and safe urban transport. The action plan 2009 contains the following actions:

- Accelerating the take-up of sustainable urban mobility plans
- Improving travel information
- Access to green zones
- Research and demonstration projects for lower and zero emission vehicles
- Internet guide on clean and energy-efficient vehicles
- Information exchange on urban pricing schemes
- Optimising existing funding sources
- Setting up an urban mobility observatory
- Transport for healthy urban environments
- Platform on passenger rights in urban public transport
- Campaigns on sustainable mobility behaviour
- Energy-efficient driving as part of driving education
- Analysing the needs for future funding
- Upgrading data and statistics
- Contributing to international dialogue and information exchange
- Sustainable urban mobility and regional policy
- Improving accessibility for persons with reduced mobility
- Study on urban aspects of the internalisation of external costs
- Urban freight transport
- Intelligent transport systems (ITS) for urban mobility

The CFM network contributes to most of these actions and goals, since CfM pursues the same goals. The objectives are implemented on a global scale through the international



conferences and workshops. For example, the 2012 conference was on Transport Safety and additional training workshops were conducted on planning of public bike schemes. In 2011 the congress was on social space and a workshop was conducted on walking and cycling. The 2010 congress presented issues, such as e-mobility, ropeways, walking and cycling and pedelecs.

More information about the congresses and training sessions may be retrieved from the website [www.cities-for-mobility.net](http://www.cities-for-mobility.net).

What is the main target group the result is addressing to? (public administration, public sector, private sector, research groups, ...) How does it enhance public participation? (200 words approx.) *(Describe the target audience that could use the result and if citizen participation processes have been considered)*

The members of CfM comprise a large variety of people and organisations. The main target group for this result are local and regional authorities (cities, provinces) and their staff, such as planners, public transport operators, decision makers and politicians, as well as the private sector, especially consultants and non-governmental organisations.

Planners form a large part of CfM's community amongst them transport planners, traffic planners, landscape planners, urban, regional and spatial planners. The public sector comprises as well regulators and service providers of public transport but also decision makers and politicians. Researchers at university are as well a part of the public sector.

The private sector is represented through a number of consultants working in the field of sustainable urban transport, as well as manufacturers of cars and public transport vehicles. Participants of the CfM network had been NGOs from all over the world, active mainly in non-motorised transport, especially biking. Participation of NGOs and the private sector is very much desired. They have the opportunity to present their views through presentations during the plenary and workshop sessions and are invited to actively participate in the discussions. Every conference includes as well a contact forum, where companies, consultants, NGOs and others are invited to present their organisation.

Is the result currently in use in the Europe/MED area? (150 words approx.) *(Please provide further information on the usability of the result, pointing out if it has already been implemented or in use)*

Presently, there are 620 members in the network from 84 countries all over the world including Europe/Med area. Half of the members are organisations from private sector, civil society and R&D.

According to your own criteria, what are the main innovative aspects of the result? (150 words approx.) *(Please provide further information on the level of innovation achieved by the result to be capitalized in URBAN EMPATHY: new methodologies, etc...)*

It is the main goal of CfM to spread innovative ideas, approaches and technologies and to enable the initiation of innovative projects that promote sustainable mobility policies in cities. During the past conferences this has been done through:

- Demonstration of electric mobility such as pedelecs, e-bikes and e-cars as new means of urban transport
- Presentation of car sharing and neighbourhood car sharing programs
- “car-to-go” is a car sharing project of electric vehicles with no specific site/location of the vehicles
- New planning approaches for sustainable use of urban space
- Innovative approaches to walking and cycling as a sustainable means of transport.
- State of the art of measures aiming to prevent accidents in transport
- Planning guidelines to implement Bus Rapid Transit Systems
- Demonstration of cable cars as an innovative public means of transport
- Demonstration of hybrid buses in Stuttgart
- Visit of traffic schools for children

Hands-on demonstration was only possible since the City of Stuttgart has implemented a number of innovative projects, such as public bike sharing, car sharing with electric mobility, public pedelecs, shared public space, hybrid buses, etc. However, these were not per se CfM activities, but the conferences were used to present these innovations to the public.

How do you think your result could be implemented? Through which means? Do you think it is easily transferable? Estimated costs, resources, time needed for implementation, key actors involved... Please include any other relevant criteria you may consider important (300 words approx.) *(Please provide further information on implementation and transferability requirements of the result)*

CfM is an on-going activity by the Municipality of Stuttgart and will be continued in the future. However, networking activity has been reduced in the past months due to political changes. The World Congress in Stuttgart will be maintained as the main event but it will take place every two years in Stuttgart. The coordination office will continue releasing an electronic magazine (only 1-2 version per year) and help members in their search of partners for cooperation projects. Financial support or support in the elaboration of proposals is not offered as a service by CFM. However, projects and organisations can use the website, facebook site and eMagazine to disseminate their results and achievements. In order to expand especially capacity building and the exchange of experiences, also with cities in the Mediterranean region. It is recommended to enhance CfM's activities through external funding.

Future activities could comprise:

- Stronger involvement of cities from the Europe/Med region and increase networking activities.
- Installation of an information server which allows members to up- and downloads all possible information on sustainable urban transport. This server could be also used to create a contact forum for cities and organisations that are searching for project partners.
- Capacity building is recognized by the members as an important issue which supports the planning and implementation of sustainable urban mobility projects. Thus, trainings in conjunction with the Cities for Mobility World Congress organized every two years in Stuttgart could be also attractive for cities from Mediterranean region.
- Facilitate the creation of twinning/cooperation agreements between cities in the North and South through a portal within CFM website and the eMagazine.

The above activities require an independent funding outside of the City of Stuttgart. Cost estimates depend on the number of activities conducted. Here are some ideas about the magnitude of the costs:

1. One coordinator organising all of the above tasks: 70,000 €
2. Design and installation of a network sever: 20.000 € (estimate)
3. Conduct of a large North-South conference, 200 participants, excluding travel and per diems, (50,000 T€)
4. Training workshop with 20 participants, excluding travel and per diems (5,000 €)
5. Costs for the support of cooperation agreements (twinning, etc.) depend on the contents.

An intensive capitalisation of CfM for Mediterranean cities would require the following:

- Independent funding of the network coordinator to ensure permanent activities in the network.
- Information on the past conferences may be downloaded from the web. However, the information server that could allow members to up- and download all possible information does not exist. This would enhance networking activities considerably.

To resume the above, the CfM network may be capitalised in future, but additional funding and external staff support are required.