



adelphi

MODERATOR'S CONCLUSIONS

Polish-German cooperation for low-emission economy in cities

Consultation meeting #4

19 – 21 September 2017 in Essen, Germany

The representatives of Polish and German municipalities met from September 19-21, 2017 to extend the discussion on the low-emission transition to the question of sustainable mobility on the local level. The Consultation Meeting #4 organized by the independent think tank adelphi and Polish Network Energy Cités (PNEC) was hosted by the city of Essen, [European Green Capital 2017](#), as part of the [European Mobility Week](#).

How can mobility be designed in smaller and larger municipalities? How to take into account current mobility preferences, and at the same time encourage a transition to a sustainable path? Which challenges arise in German and Polish municipalities and which good practices can inspire action in both countries on the local level? These were the leading questions forming the guiding thread of the three-day consultation meeting.

After a **keynote welcome by Essen's vice mayor Mr Rudolf Jelinek, Camille Serre (adelphi)** opened the workshop by outlining the various dimensions that mobility entails, beyond the sole technological aspect. Ultimately, the **quality of life and attractiveness of municipalities** are at stake. The issue of mobility touches upon topics such as **road safety, public health, local economic development, social inclusion, space management** and last but not least, **climate change mitigation**. Good mobility plan would foremost enable to reduce traffic, and then support the optimization and decarbonisation of the remaining traffic. When designing their mobility plans, it is important for municipalities to first consider how to reduce traffic, and then to look for solutions to optimize and decarbonize the remaining traffic. This means: improve the connexion of various transport modes and switch to technologies that emit less or no greenhouse gas emissions (GHG).

Intermodality as the basis of a sustainable urban mobility

At the heart of the current mobility trend is "intermodality", which means: the transport of goods or persons (the workshop focussed on passengers) using more than one transport mode in a single, uninterrupted journey. **Daniel Krajewicz (German Aerospace Center, Urban Mobility unit)** presented outcomes from an ongoing research project on urban mobility, which analyses user preferences and possibilities for intermodality, based on the example of Berlin, Germany. The combination of bike and public transportation (PT) or car and PT in more remote areas increases the performance of mobility systems. In Berlin, in many cases, it takes the same amount of time (if not less) to take the bike and PT, than to use one's private car.

The most prominent factors influencing the choice of transport mode are the age and type of activity. But above all, it is the **accessibility** that increasingly informs this decision. From the users' point of view, the most important is to move from A to B as fast as possible. **Fast connexions** when changing the transport mode, hence also an **efficient PT system**, are therefore the cornerstone of a performant urban mobility system.

Mobility in smaller municipalities

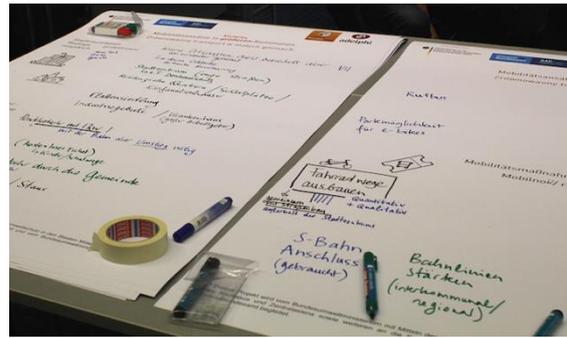
Outside dense urban areas, private cars remain the most common transport mode in Poland and Germany alike (close to 75% of all

journeys are made by car in areas with low population density in Germany¹). **Matthias Toups (Zukunftsnetzwerk Mobilität NRW)** underlined that the most important challenge municipalities have to face is adapting mobility solutions to the needs of the demographic structure, which is changing both in Germany and Poland. He further presented examples of mobility solutions tested in small municipalities in Germany, such as a **mobility station in rural Altenbeken, public transport apps, simple solutions to facilitate car-pooling, roofed parking for bicycles at bus stations and a few “mobile-town” solutions** like “doctor on wheels” or “grocery shop on wheels”, which are particularly useful from the perspective of elder citizens. The audience found the presented approaches inspiring and some possible to implement in their municipalities. The participants then reflected on the state of mobility in their municipalities with regard to: the different types of space present in the municipality, prevalent mobility behaviours and most popular means of transport used by the inhabitants and different mobility solutions. The outcomes were recorded on posters.



Mobility in larger municipalities

Dorota Gajda-Kutowińska (city of Gdynia) presented the key components of a Sustainable Urban Mobility Plan (SUMP) and the success factors for the associated complex development and evaluation process. She highlighted the importance of the use of modern technologies such as **modelling** for the preparation of **specific scenarios**, as well as an **intensive and interactive cooperation with stakeholders**. Establishing clear and achievable goals and preparing a specific action plan, crucial for the SUMP success, are easier when the plan is **developed internally**, by the city itself. All participants agreed that it also is necessary



that the SUMP is adopted by the city council, which happened in Gdynia in October 2016.

Krzysztof Serafiński (Dept. of Transport and Roads in Dąbrowa Górnicza) illustrated the discussion on SUMP by presenting “The concept of promoting green mobility” developed by the city in 2012. It aims i.a. at **moving the traffic out of the centre**, while **expanding bike and walking areas**. For the suburbs, the city plans to set up **transfer centres** and to **improve the efficiency of the bus traffic** in the agglomeration network.

Representatives of large cities agreed that **traffic jams** caused by the common use of private cars are one of the direst issues. Biking and walking are increasingly used for short distances. Additional mobility measures and solutions identified by and for large cities are **integrated ticket systems, discount tickets for companies, bike sharing systems, closing city centers for cars or increasing parking prices there, car-sharing, park & ride, and enhanced bike parking**.

More information on mobility in both smaller and larger municipalities will be available separately in a guidance note published.

Design an attractive mobility offer

The uptake of clean mobility solutions by citizens remain a challenge in many European countries. While in most Western European countries, the number of motorized vehicles per inhabitant is decreasing or only slowing increasing, in most Polish voivodships, the higher standard of living has translated into more vehicles on the road. **Jan Jakiel (SIS-KOM and the City of Warsaw)** shared with the participants a few key factors to take into account when developing alternative mobility infrastructure in order to increase their attractiveness and hence facilitate a switch away from private cars, such as:

- Choose to slow down the motorized traffic, while changing the parking policy for private cars and enhancing walking, biking, and PT infrastructure.
- Create a consistent, direct, safe and comfortable biking infrastructure

¹ Source: Eine Nation pendelt, Zeit Online, 2.6.2016. <http://www.zeit.de/feature/pendeln-stau-arbeit-verkehr-wohnort-arbeitsweg-ballungsraeume> Accessed on: September 4, 2017

- Increase the frequency, punctuality and reliability of PT
- Enhance the user-friendliness of PT, e.g. by improving access to and readability of timetables and tariffs, putting in force single ticketing, and/or increasing accessibility for all citizens (incl. children, elderly and disabled people)

When mobility meets sustainable urban planning

Joanna Wis-Bielewicz (adelphi) highlighted in the last session of the first workshop day how thinking urban development at the neighbourhood level transforms the way of approaching mobility. 40 years of extensive studies conducted by architects and urbanists such as Leon Krier, Jan Gehl or Elizabeth Plater-Zyberk delivered functional sets of solutions to make cities and towns less congested. By introducing **mixed-use urban patterns** and promoting a return to a “city of communities”², **citizens can fulfil their everyday needs such as shopping, children’s education or leisure within their neighbourhood**, minimizing the necessity of extensive travel. It has also been already proven that delivering services on the neighbourhood (up to 400m) and district (up to 1000 m) level might **minimize the use of private cars up to 40%**³. Such interventions into the urban patterns have been already successfully implemented in some Polish cities – as depicted by the case study of a 1000h district in **Gdynia Zachód** presented at the workshop by **Jan Jakiel**.



How to create a bike culture

Expert practitioner **Jürgen Lenz (Filderstadt)**, presented the successful experience of this small town located near Stuttgart with develop-

ing a culture for biking. His key takeaways are: **promote the appreciation of cyclists, show presence on the street, solve conflicts linked to sharing space on the street (particularly between bikes and private cars), and involve various municipal departments as well as personalities in the planning and implementation of these measures.** By focussing first on bike-related services, Filderstadt managed to create sensitivity to cycling in the city, both among citizens and among local and regional decision-makers. The latter **helps justify larger investments in a second step.**

Further, two Polish cities presented their respective bike-sharing systems. **Bogusław Prokop (Białystok)** showed that **initial investments in the bike infrastructure and awareness raising actions were instrumental in understanding the needs of citizens more precisely and in creating fruitful conditions for the uptake of the bike sharing system (BiKeR)**, when it was introduced in 2014. These measures included e.g. the expansion of bike lane network (from 48 km in 2010 to 112 km in 2017), campaigns on the accessibility of key places using various transportation modes, user surveys and competition among schools, which led to the implementation of small measures. The success of BiKeR is also due to the fact that the development strategy of the city (adopted in 2010) included the promotion of cycling as a mode of transport equal to PT, and that users of the Białystok City Transport system get a discount price when using BiKeR.

Piotr Sołtysek (Bielsko-Biała) presented the **BbBike** sharing system also introduced in 2014. By now, inhabitants and tourists have at their disposal 122 bikes and over 4.000 registered users. The city records a noticeable increase of users during weekends. Bielsko-Biała is located in the mountains, which makes it attractive for tourists, but also difficult for the inhabitants in terms of everyday sustainable mobility. The city is thus currently testing the possibility to introduce also pedelecs, which would increase the frequency of use of the system.

Benefits of short distance mobility

Walking and biking may eventually lead to benefits for both citizens and the local businesses. **Sebastian Lenz (Organisation body für short distance traffic of Baden-Württemberg)** presented several types of benefits and ways of promoting walking and cycling based on evidence and measures from German and other European municipalities. Statistics show for instance that **private cars are actually needed for only about 6% of**

² Bofill Ricardo, Krier Léon (1985): Architecture, urbanism and history. The Museum of Modern Art.

³ Urban Land Institute. Land Use and Driving: The Role Compact Development Can Play in Reducing Greenhouse Gas Emissions. Washington, D.C.: Urban Land Institute, 2010

shopping trips, yet are generally used for 70% of them⁴. At the same time, **pedestrians tend to spend more money** than people using their cars to go shopping. Yet, often, local businesses do not know the mobility patterns of their customers, which hampers the development of simple measures that would make walking and biking more comfortable and accessible. The municipal administration can help address these issues in cooperation with local stakeholders, e.g. by designing campaigns (as [in Karlsruhe](#) (DE)), preparing actions with local businesses, organizing (potentially participatory) “pedestrian checks” ([program funded by the region of Baden-Württemberg](#) (DE)) to see which obstacles there are on the streets to comfortable walking.



In a second part, participants discussed respectively among large, medium and small cities **which arguments** they would make in favour of short-distance mobility and **which ideas they would have for their own cities**. These range from cycling competitions in cooperation with bike stores and local banks, campaigns on the accessibility of key places in the city walking and cycling, study trips to model municipalities to improve knowledge sharing among local decision-makers, to bikes introduced in the municipal fleet and generally an increased number of parking space for bikes.

Verkehrswende and e-mobility: two visions

The workshop ended with a debate on the ecological shift in the transportation sector and the place that e-mobility should play with regard to the national regulatory framework in Poland and Germany. **Marcin Korolec (former Polish Minister of the Environment and current head of the Foundation for the Promotion of Electric Cars)** argued that in Poland electric mobility could be a source of

competitive advantage because it is a rising business branch and a tool for developing **independence from external fossil fuels**. To keep up with the transportation revolution, that is currently taking place in China (twice as much electric vehicles sold as in the US, incl. 100.000 buses), Europe needs a set of regulations implemented from the institutional level. He also discussed the conditions necessary for the development of electromobility in Poland. **Anne Klein-Hitpaß (Agora Verkehrswende)** highlighted the need for a wider transformational shift. She pointed out that the transport sector has not been able to contribute to an absolute reduction of greenhouse gas emissions over the past 25 years. Ms Klein-Hitpaß underlined that the overall traffic needs to be reduced to create valuable public space. E-cars have positive effects on GHG emissions and air pollution, yet not on congestion issues. Decarbonisation, digitization and "deprivatisation" (in the sense of shared mobility), only when thought together, open up new options for urban transport. The group also discussed the question of power production, which has an impact on the climate-neutrality of e-mobility. Depending on where the accent is put (climate protection or air quality only, for instance), various solutions may be chosen both by national and local governments.

Municipal Low-Emission Partnerships

Alongside the technical discussion on mobility, the workshop provided a space for representatives of the four low-emission partnerships supported in this project to meet. They prepared and presented to the whole group posters taking stock of the current state of their cooperation with regard to joint (or parallel) project development in the areas of educational activities, bike infrastructure and culture, and energy-related refurbishments. More information is available on the partnership section of the project website in Polish and German.



⁴ AGFK Bayern (Hrsg.) 2016: WirtschaftsRad. Mit Radverkehr dreht sich was im Handel

Supported by:



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