



2020
CiViTAS
Cleaner and better transport in cities

SATELLITE



CIVITAS POLITICAL ADVISORY COMMITTEE STATEMENT

2019

WALK WITH US!

2020

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Walk With Us

Dear Urban Mobility Decision Makers,

With this statement, we present our views on walking and cycling in cities.

For almost two decades, CIVITAS has always worked in the spirit of making cycling and walking a reality in cities and improving their share in multimodal trips in a safe and sustainable way.

These activities have reshaped space and contributed to liveable, greener and healthier places. We recognise the focus has been primarily on cycling and that walking deserves additional attention of political leadership in cities.

We have to start with a commitment to people and thus walking is the foundation of sustainable urban centres and needs to be built in with the same level of commitment and technical engagement as all other modes.

We would like to specifically thank Bronwen Thornton, Walk 21, for her valuable contributions in composing this statement.

We look forward to continuing to cooperate with you in the framework of CIVITAS and promise to inspire ourselves!

Yours sincerely,

The CIVITAS Political Advisory Committee

Why this statement?

The CIVITAS community supports the European Commission's Mobility Week Campaign. EUROPEANMOBILITYWEEK 2019 focused on 'safe walking and cycling' and the ways active mobility can benefit our health, environment, and bank balances.

The EU also supports research and innovation projects that are creating insight into walking and cycling and the investment needed in this area. The CIVITAS community is the ideal carrier and multiplier of this information: we can help people to walk and cycle better in cities.

Investing in infrastructure for these active modes of transport can contribute to meeting European, national and local targets and goals in terms of reduced congestion, improved air quality, less noise pollution and better road safety, as well as better quality of life in urban areas and enhanced public health. Active modes can also reduce fossil fuel dependency. They help cities to reach global, European and local policy goals.

Why do we support walking and cycling?

All the trips we make include walking for some of the journey. Walking is a mode that makes mobility possible for all citizens. In fact, most trips within cities can be completed by walking or cycling.

A look at the numbers shows that walking and cycling are the first modes of transport within many cities. Active trips can replace short car trips, which are (on average) under 5 km (almost 90% of total trips). Walking and cycling can help to accommodate growth in mobility, without consuming more urban space. To achieve this, we have to provide a mobility offer that can convince car drivers to choose for alternative options.

Improving infrastructure for walking and cycling makes the city safer for everyone as well - you can achieve more with the same investment. Like all modes, investing in walking and cycling costs money, but the benefits of that investment have been shown to far outweigh the costs.

This focus on walking and cycling needs political commitment over time and evolving citizen engagement to bring them on the journey.

Walking and cycling need political and practical support

Many transport policies do not recognise the potential walking and cycling have to reduce congestion, enhance accessibility and improve health and wellbeing. We believe that both modes, but specifically walking, needs to be higher on the agenda when developing Sustainable Urban Mobility Plans (SUMP).

Apart from prioritising spending for cycling and walking infrastructure, political support can come in many forms. Local councils can:

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- Sign the International Charter for Walking to demonstrate commitment to the principles of walkable, liveable communities: www.walk21.com/charter
- **Work with the local cycling and walking community:** Reach out also to those that are not part of advocacy groups and remember the walking community is everyone.
- **Prioritise walking in SUMP:** An integrated strategy comes first: walking and cycling should be an intrinsic part of a SUMP, but specifically mapping the pedestrian network, identifying key destinations and auditing the walkable catchments for missing links and key safety improvements
- **Exploit up-to-date walking and cycling data to the fullest:** As recommended in the EU funded research project FLOW, it is paramount to improve data collection for walking and cycling. To understand the needs and challenges of these modes, better data is necessary to understand transport behavior better, to give input for assessment tools, and to develop better transport models. Unfortunately, few authorities – at any level of government – collect sufficient data on walking and cycling, making it difficult to consider fully these modes in the transport planning process. In relation to evidence-based decision making and health benefits, the HEAT tool - www.heatwalkingcycling.org - is an WHO international standard for cities to explore and use.
- **Assess all projects for their accessibility and their merits for walkers and cyclists:** Public space must be designed for everyone. Comfortable and safe walking routes should form the starting point for the urban mobility system. New projects should contribute to achieving that.
- **Appoint walking and cycling contacts in the city administration and train up all staff:** The city services should be equipped to support walking and cycling. A specific walking officer can be assigned, but in parallel, all staff should be aware of the multimodal perspective and how to deliver it.
- **Create the space shift: make more urban space available for walking and cycling:** Look for solutions for better parking, not only car parking but also bicycle parking, dockless bike sharing and scooters, and tackle street clutter such as publicity (like beach flags in the middle of pedestrians areas, billboards) and other 'agents/elements' that are reducing available space.
- **Measure to learn:** The EU is currently exploring the SUMI urban mobility indicator set. At least four indicators can help to understand the position of walkers and cyclists: opportunities for active mobility, traffic safety of active modes, quality of public spaces and the urban functional diversity. Cities are invited to track these indicators over time to adjust their policies.
- Move to Vision Zero, a system approach to safety.

How we have done it



The **Sint-Niklaas** SUMP increased focus on accessibility of public domain. In April 2019, the city of Sint-Niklaas (Belgium) launched the 'stampvoets'- campaign ('stumping feet'-campaign). It is a bottom-up initiative that invites all pedestrians, including disabled people, children and elderly to 'walk the city' together with the administration responsible for mobility, public domain and well-being. The goal is to highlight walking best practices and improvement points starting from own experience. The walk is done with wheelchairs, push-carts or just hand-in-hand. The best practices are incorporated in a hand-book, the negative experiences are listed for remediation. It is an initiative to make us all aware that we are all pedestrians, but the public domain is not always suited for all types of pedestrians.

More measures and actions are taking place **Brussels**. The commune of Schaerbeek is also implementing a pilot project called 'school street' allowing around 1000 of pupils to enjoy a car-free street between 8 and 9 am. This measure goes hand in hand with a school mobility plan that encourages walking and cycling in the city.



Since 2018, **Torres Vedras** has included actions for promoting walking and cycling in its SUMP. For example, the city is building a new urban network of pedestrian routes – particularly for primary school children going from home to school in the city - and promoting walking as a preferred mode for daily commuting. Promoting cycling is also a priority in the municipality's agenda.

The city has slowly been expanding its bike-sharing system, which was introduced in 2013. Today, citizens of Torres Vedras are benefiting from the 20 bike stations and 12.3km of cycle paths. Furthermore, to make the city safer for pedestrians, the municipality is also defining a controlled speed reduction area to a maximum of 30 km/h in areas near schools, as well as commercial and historic zones.



In 2007, with the renovation of the Wolfova cesta street and the Prešernov trg square, **Ljubljana** began redesigning the city centre. This involved not only the renovation of municipal infrastructure and a pedestrian-friendlier pavement, but also the gradual closure of the city centre for all motorised vehicles. Only delivery vehicles are allowed between 6am and 10am (for vehicles with permits).

Ljubljana has turned former parking spaces into the central event and social areas: the Kongresni trg square (with underground parking garage), Trg republike, Novi trg, and

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Breg. Today, pedestrians and cyclists enjoy more than 10 hectares of surfaces in the city centre dedicated to them, which also results in less emissions and noise caused by traffic.



Streets designed for pedestrians, schools and public life, and more than 500km of bike lanes...Across the whole of **Antwerp**, residents are encouraged to travel in a multimodal way via nudging and communication campaigns. This is done with the help of digital tools such as the Smart Ways to Antwerp app and its intelligent route planner and map.



Involving citizens in the development of better mobility measures that promote cycling and walking is one of the key objectives of the CIVITAS SUNRISE project. Since 2017, six neighbourhoods in **Bremen, Budapest, Jerusalem, Malmo, Southend-on-Sea, and Thessaloniki** are working on involving citizens in the co-creation process to ensure more sustainable mobility. Traffic calming measures, placement of poles, beams, and

flowerpots to hinder cars from entering parks, and building safer and agreeable areas for walking and cycling are among the actions implemented.

European Mobility Week: Since 2002, EUROPEANMOBILITYWEEK has sought to improve public health and quality of life through promoting clean mobility and sustainable urban transport. The campaign gives people the chance to explore the role of city streets and to experiment with practical solutions to tackle urban challenges, such as air pollution.

About CIVITAS 2020

CIVITAS is the EU's longest standing urban mobility initiative, involving over 300 European cities. Since it was launched by the European Commission in 2002, the CIVITAS Initiative has tested and implemented over 800 measures and urban transport solutions as part of demonstration projects in more than 80 'Living Lab' cities Europe-wide. The current phase of the CIVITAS Initiative is called CIVITAS 2020.

Nearly 20 Horizon 2020-funded research and innovation projects on urban mobility operate within CIVITAS 2020. These research projects look at ways of building a more resource efficient and competitive transport system in Europe. The research and innovation projects deliver the basis for community activities within the CIVITAS Forum, a network of cities for cities dedicated to cleaner, better transport in Europe.

About the CIVITAS Political Advisory Committee (PAC)

The PAC is a small group of committed politicians that acts as the steering group of the CIVITAS initiative and network of cities. Its members participate in a personal capacity. PAC members are mainly responsible for:

- Delivering policy recommendations to the European Commission (EC)'s Directorate-General for Mobility and Transport (DG MOVE) – such as this PAC statement;
- Facilitating cooperation between the EC and the CIVITAS city network, and CIVINET national and regional networks;
- Taking part in key CIVITAS activities, including study tours, peer reviews, and thematic working groups;
- Ensuring and strengthening the involvement of politicians from CIVITAS cities in the initiative's activities.