



Solutions and best practises to improve mobility in our cities

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**Use of public space
Prague, November 2019**



“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

Jane Jacobs 1916 - 2016
American-Canadian
journalist, author and activist



Enrique Peñalosa
Mayor of Bogota

Public space is for living, doing business, kissing, and playing. Its value can't be measured but most other important things in life cannot be measured either: Friendship, beauty, love and loyalty are examples. It must be felt with the soul.
Parks and other pedestrian places are essential to a city's happiness.



In a society becoming steadily more and more privatized with private cars, computers, offices and shopping centers, the public component of our lives is disappearing. It is more and more important to make the cities inviting, so we can meet our fellow citizens face to face and experience directly through our senses. Public life in good quality public spaces is an important part of a democratic life and a full life.

Jan Gehl
Danish Architect and City Planner

STREET IN BRUSSELS



SAME STREET IN BRUSSELS WITH 10% E-VEHICLES

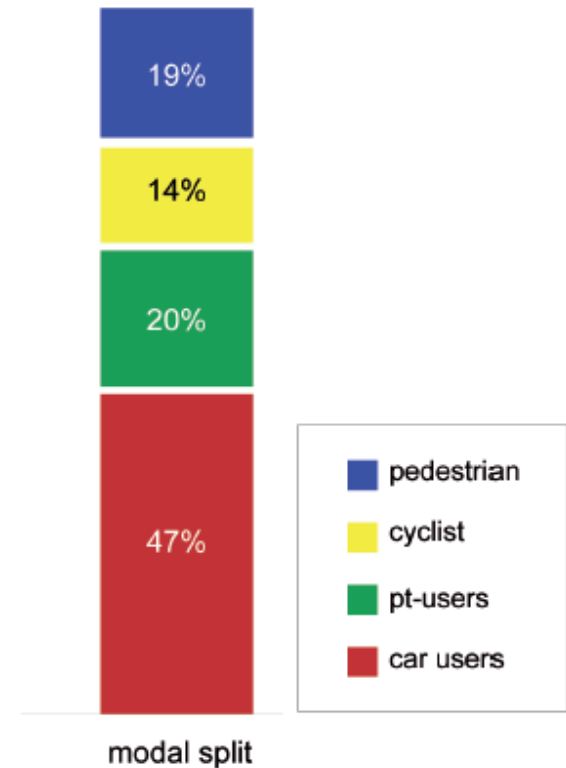


SAME STREET IN BRUSSELS WITH 100% E-VEHICLES



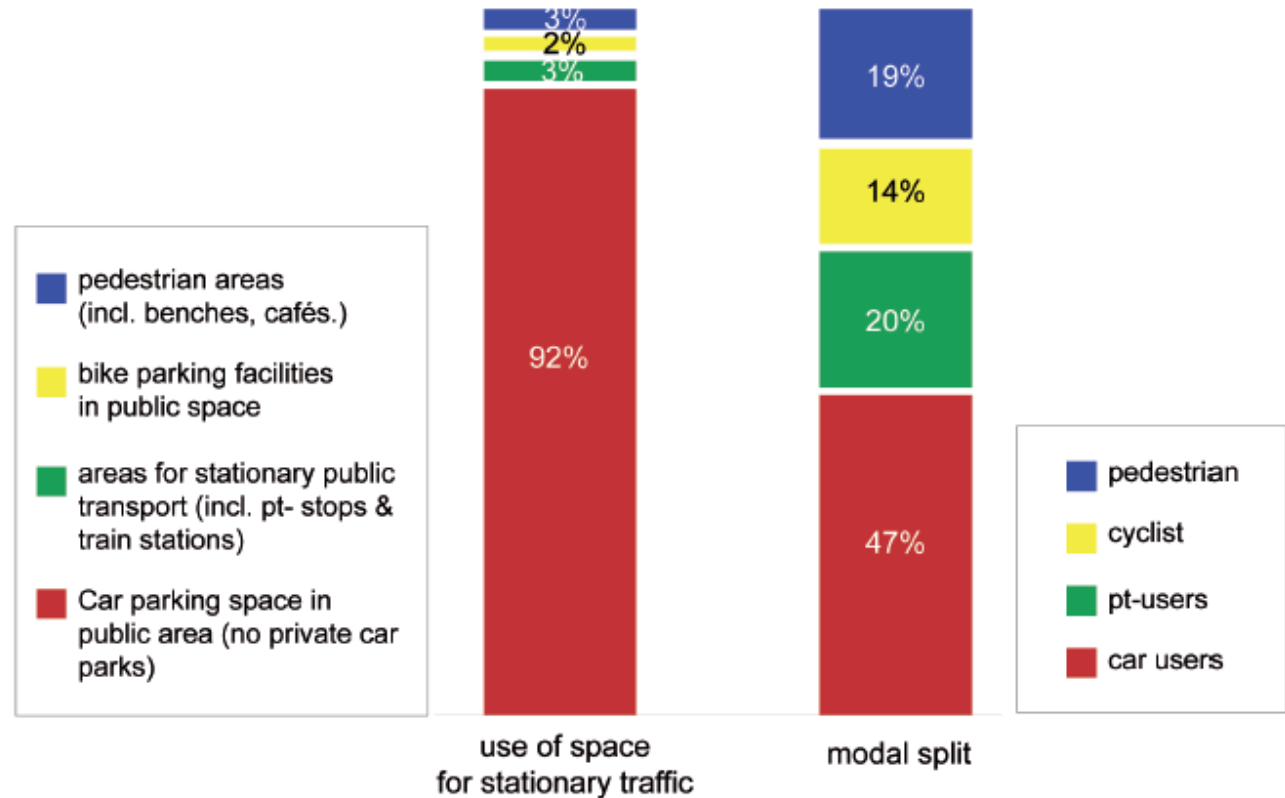
Fair distribution of public space in cities is a hot topic these days.

Use of space for stationary traffic and modal split in Graz, Austria



Source: Austrian Mobility Research 2011 and City of Graz 2013

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① Vitoria-Gasteiz. A new urban cell: superblocks and main roads.

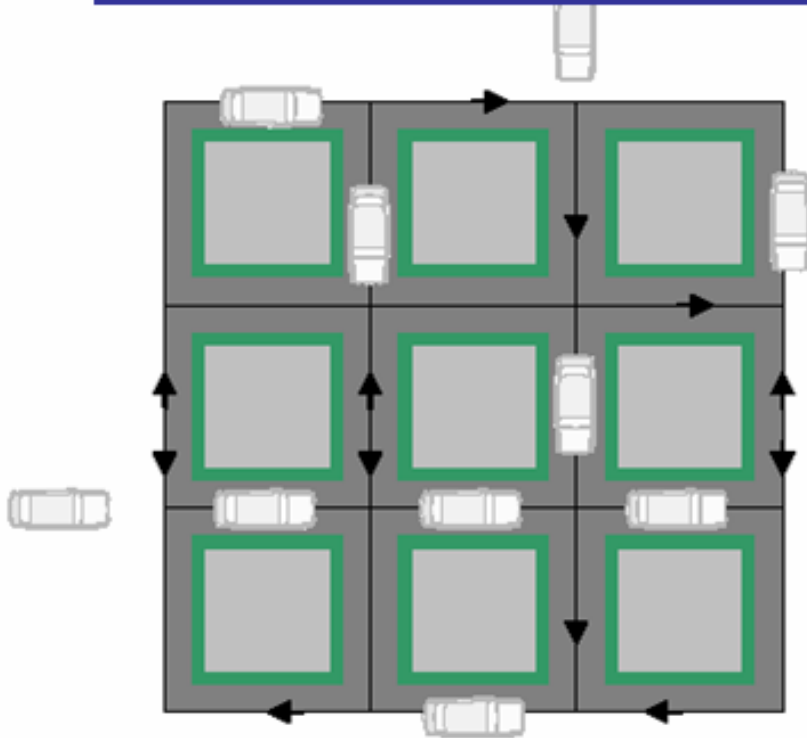
Superblock scheme

- The superblock is a key element of the mobility and public space strategy. Gives the public space back to the people from the private car.
- A superblock is a new concept, a geographical space delimited by main corridors that covers several city blocks.
- Private cars and public transport are kept outside the superblock while the inner streets are redesigned to be mainly used by pedestrians.

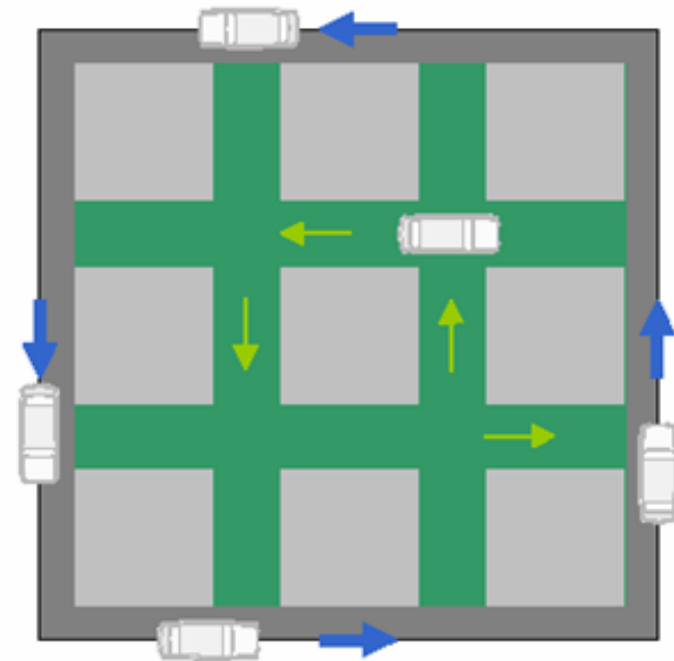
Source: PROSPERITY – Aitor Albaina Vivanco and Juan Carlos Escudero, both Vitoria Gasteiz

-  current network
-  basic network
-  secondary network
-  private cars & public transport
-  Residents, emergency, freight dist.
-  Motorized transport road
-  Pedestrian & other uses streets

Without super-blocks



With super-blocks



Source: PROSPERITY – Aitor Albaina Vivanco and Juan Carlos Escudero, both Vitoria Gasteiz

Source: PROSPERITY – Aitor Albaina Vivanco and Juan Carlos Escudero, both Vitoria Gasteiz

Superblocks in Vitoria-Gasteiz

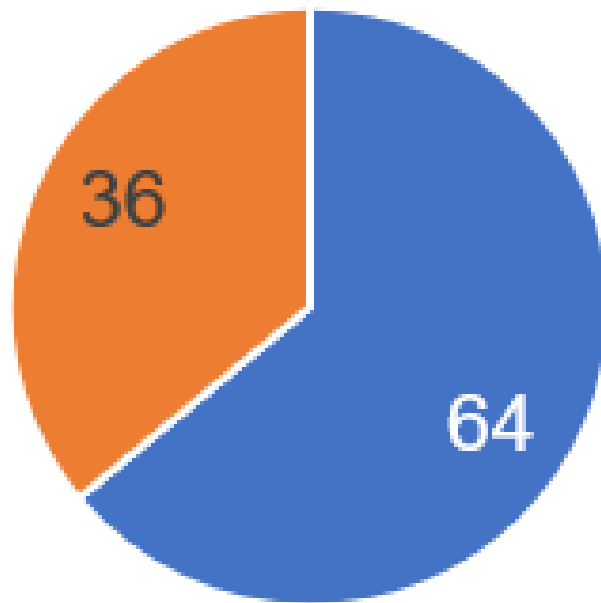
- Vitoria-Gasteiz has reorganized the whole city in 77 superblocks.
- With the scheme of the superblock it is possible to create different and efficient networks for pedestrians, cyclists and motorized modes.
- It gives back the public space to the people and foster social interactions at street-level.



Superblocks proposal and 3 peripheral lines

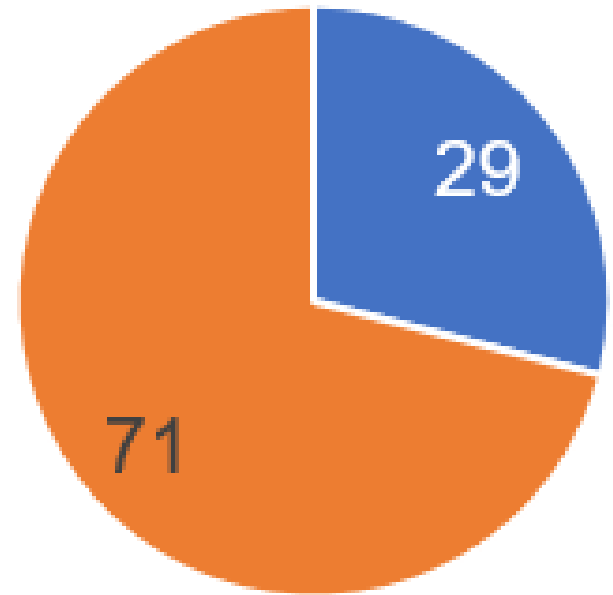


Allocation of public space

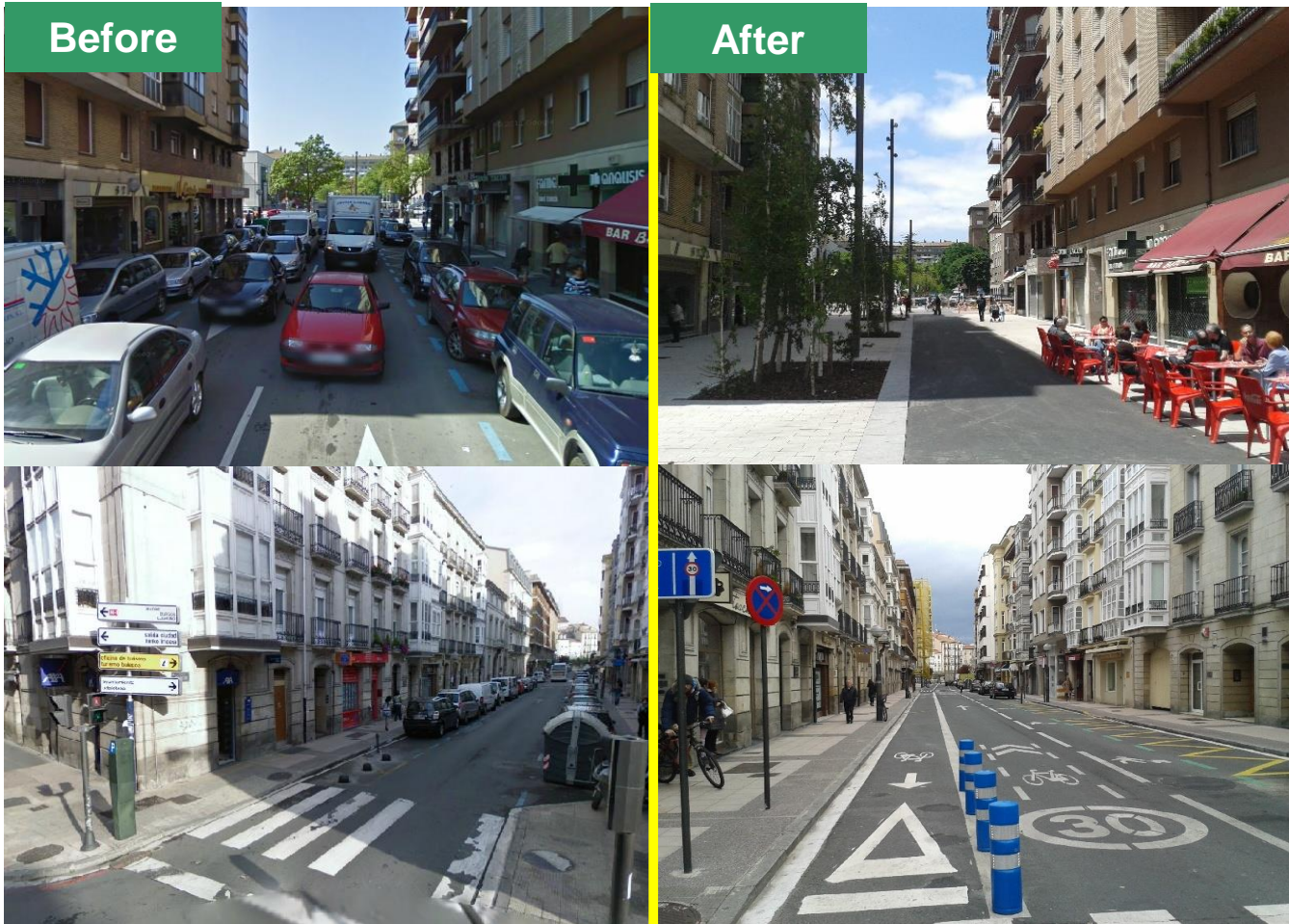


Without Superblocks

■ car ■ others
percentages



When all Superblocks are implemented



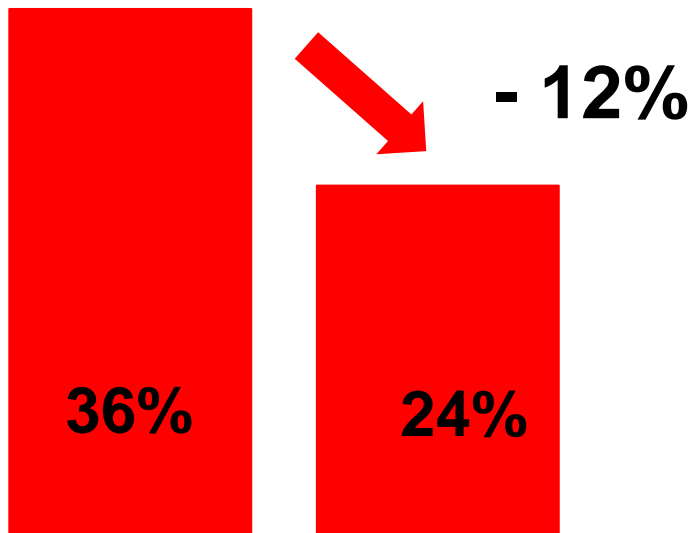
Source: PROSPERITY – Aitor Albaina Vivanco and Juan Carlos Escudero, both Vitoria Gasteiz

- The superblock wasn't the only big implementation
- Vitoria Gasteiz also changed its PT network significantly
- The parking fees were tripled at the same time and parking was reduced in public space.

Impact:

- Doubling in the number of passengers in public transport in the past 10 years,
- Decrease of 9.5% in CO2 emissions and a reduction of 8.9% in energy consumption in the transport sector in the city over the period 2006-2014.
- Reductions in the implemented Superblocks were much higher.

Reduction of use of private car from a share of 36% of all residents' trips in 2006 to only 24% in 2014.



PROSPERITY Video Clip

<https://www.youtube.com/watch?v=K6Pfmo9vE5Y>

② The Historical Compromise (parking supply caps) in Zürich, Switzerland

To achieve a balance between the demands for more pedestrianisation and the demands of businesses for a continuing supply of parking spaces.

When new off-street parking is built, there is an equal reduction in the number of on-street parking spaces. The space on-street is used instead for cycling facilities, pedestrianised and green areas.



Eltis ③ A square in every neighbourhood (Lisbon)

A programme named “Uma Praça em Cada Bairro” (“A square in every neighbourhood”) is fostering the rehabilitation of key public squares in the city with the aim of getting people out of cars and into public space, making the city more people friendly, with the aim of also increasing numbers.

In recognition of the recent work developed towards a greener and more people-friendly city, Lisbon won the European Mobility Week Award 2018 and will be European Green Capital 2020.



Main aims:

- Ensure access to high quality public space for all inhabitants within 15 minutes' walk
- Creation of neighborhood squares transforming underused streets and spaces
- NGO apply for projects to build new public spaces for neighborhoods



④ Rotterdam – Change of car parks into terraces or bicycle parking facilities (test phase)



⑤ Multiple use of parking facilities in Copenhagen and Sint Niklaas

Copenhagen introduced in 2011 a pilot project with flexible on-street parking: parking spaces in front of a secondary school are dedicated for bike parking between 7:00am and 5:00pm and for car parking for the remaining period.



Image source: <http://www.cycling-embassy.dk> (2015)



Sint Niklaas has flexible on-street bike parking at loading zones

⑥ Sint Niklaas – multiple use of parking spaces of a supermarket to free road space for a bike lane.



Park4SUMP Video Clip

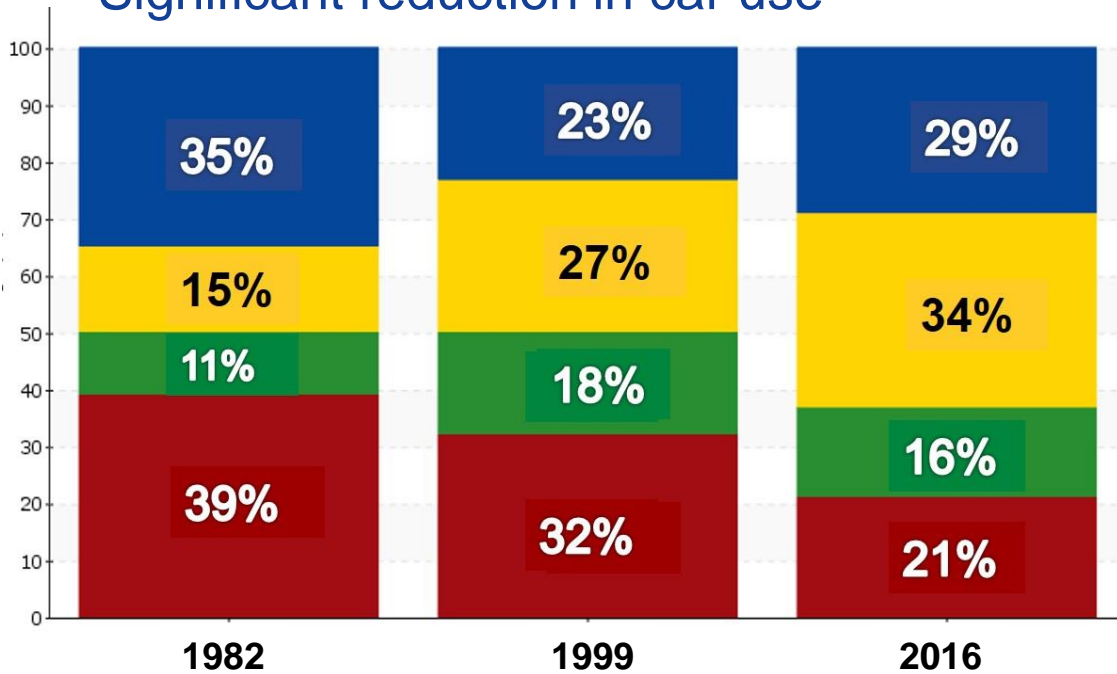
<https://www.youtube.com/watch?v=Dde-Yr-HuHs&feature=youtu.be>

7 Vienna – The Mariahilfer Straße - fair distribution of public space



PROSPERITY Video Clip
<https://www.youtube.com/watch?v=EKTgw4h6CqQ>

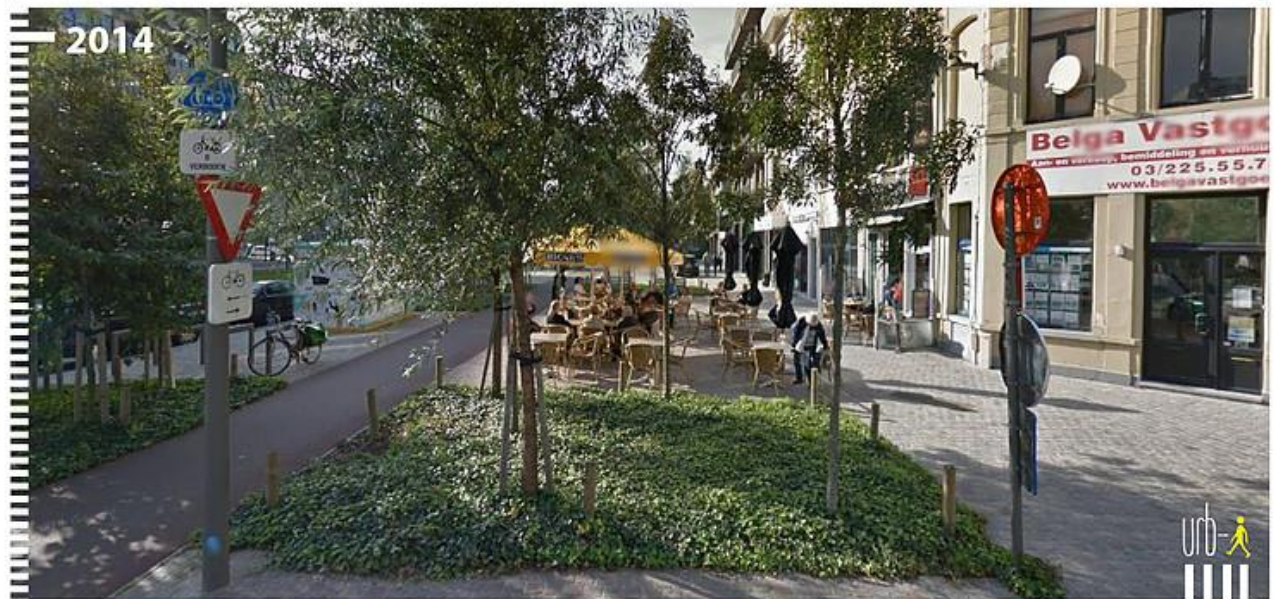
Significant reduction in car use



Car-reduced living zone in Freiburg Vauban

200 Home Zones in Freiburg

9 Antwerp



Eltis¹⁰ Two famous examples: Copenhagen and Seoul

Copenhagen changed a lot of public space from car – space to space for people



Seoul even removed a city highway and brought back the river accompanied by recreation area.



This image/animation of Fleet Street has been designed for visualisation and conceptual purposes only.

Green Block concept animation via London National Park City, made by WATG and Wimberly Interiors,



A city with great public life changes from car dominance to active travel

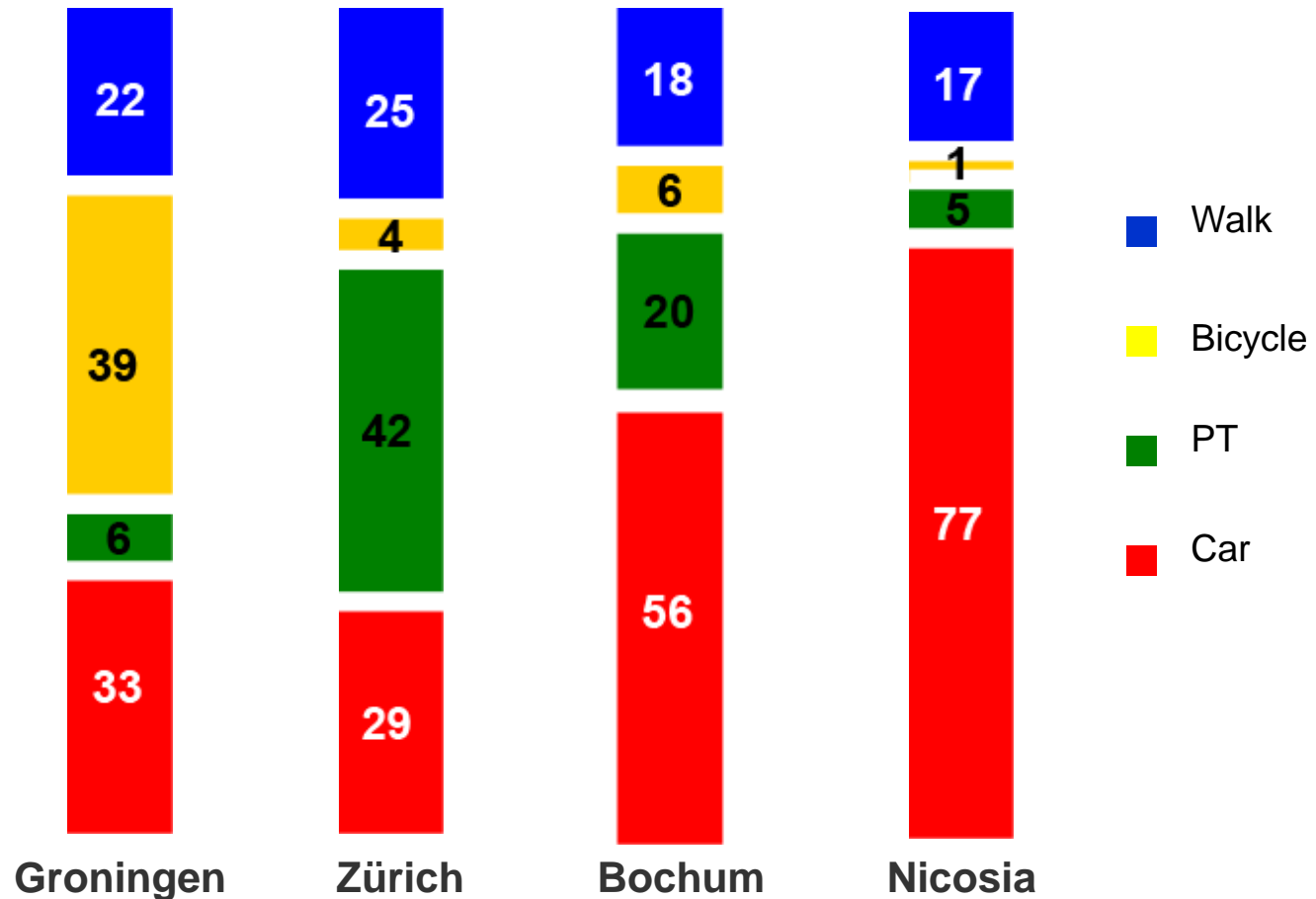


Herald Square—from a space for cars. ...

...to a space for people!

**“If you can make it there,
you’ll make it anywhere”**

Mobility is something to be influenced



How do we want our cities?



So?



Or so?

How do we want our cities?



So?

Or so?

How do we want our cities?



So?



Or so?

How do we want our cities?



So?



Or so?

How do we want our cities?



So?



Or so?

How do we want our cities?



So?



Or so?

How do we want our cities?



So?



Or so?

How do we want our cities?



So?



Or so?

Eltis Use of revenues of paid parking in Krakow

New regulations (effective from 2020):

- Not less than **69%*** of **income** from paid parking zone fees – for PT, walking, cycling and green areas
 - **100% of fines income** – for PT, walking, cycling and green areas
 - Separate **bank account**
- * *65% required by new national law*



Slide taken from Tomasz Zwolinski's presentation at Civitas Forum 2019 in October 2019



Eltis

Thank you!

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What is Eltis?

Europe's main observatory on urban mobility

- Offers **multilingual information** on how to develop **urban transport systems** that use less energy while improving the mobility of freight and passengers and the quality of life.



- Facilitates the **exchange of knowledge** and **experiences** in the field of **sustainable urban mobility in Europe**.