

Premium Partners



SIEMENS



SSB

International Partners



giz



# cities for mobility

## 8<sup>th</sup> International Congress



### Mobility in the sustainable city: What do we need to do now?

Congress documentation, June 19-21, 2016





## Documentation

Stuttgart, June 19-21, 2016



## Contents

Message from the Mayor of Stuttgart	3
Program	4
Plenary speakers and moderators	9
Main activities and outcomes	16
Workshops and training	18
Tours	24
Contact	32
Imprint	

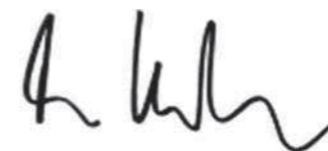
Dear Cities for Mobility Friends,

The quality of life in our cities depends on a simple question: How can we establish a reasonable balance between the economic, ecological, social and cultural aspects of urban life in a fast changing world? A main obstacle in finding an answer to this question is the fact that, most of the time, political and administrative processes are slower than technological and social developments. Could you have imagined some years ago traffic-signs being painted on the streets in order to prevent accidents of pedestrians looking down at their smartphone? The rapid changes are bringing new actors to the stage of sustainable urban mobility: Companies which see corporate mobility management as an element of competitiveness and social responsibility; retailers and logistics provider who demonstrate the potential of electric cargo bikes; or citizens who convert public parking lots and stairs into social spaces, to name just a few. Having that in mind, the answer to the initial question is, in my view, a smart combination of careful long-term planning, e.g. by Sustainable Urban Mobility Plans, and quick measures which are visible, effective and give us a glimpse of the vision of a sustainable city.

I am happy to present you in this publication the results of the 8th International Cities for Mobility Congress which gathered last year over 300 municipal practitioners, decision makers, researchers, entrepreneurs and representatives from civil society from more than 35 countries world-wide in Stuttgart.

I am looking forward to welcoming you in Stuttgart on the occasion of the 9th International Congress of the network which will take place on June 17-19, 2018 in the city of Stuttgart. A draft program will be available in February 2018 on [www.cities-for-mobility.org](http://www.cities-for-mobility.org).

Yours sincerely



Fritz Kuhn  
Mayor of Stuttgart



## The program

## Sunday, June 19th, 2016

7.00 p.m.

**Welcome Get-together**

Stuttgart City Hall (Rathaus),  
Roof terrace, 4th floor  
Marktplatz 1  
D-70173 Stuttgart



## Monday, June 20th, 2016

From 8:00 am

**Registration**

Stuttgart City Hall (Rathaus), 3rd floor  
Coffee, tea and snacks

9:30 am

**Moderation and opening****Martin Proesler**

Proesler Kommunikation GmbH

9:35–10:05 am

**Opening speech****Fritz Kuhn**

Mayor, City of Stuttgart

10:05–10:35 am

**Let's go public!**

How high quality of public space can boost  
quality of life in cities

**Maria Vassilakou**

Deputy Mayor for Urban Planning,  
Traffic & Transport, Climate Protection, Energy  
and Public Participation  
City of Vienna, Austria

10:35–11:05 am

**Mobility in Utrecht**

Smart Routes, Smart Management, Smart Urban  
Planning

**Lot van Hooijdonk**

Deputy Mayor for Transport, Mobility, Energy and  
Environment  
City of Utrecht, The Netherlands

11:05–11:20 am

**Short coffee break**

11:20–11:50 am

**How to create a cycling city: Best practice from Denmark****Marianne Weinreich**

President of the Cycling Embassy of Denmark  
Copenhagen

11:50 am–12:45 pm

**Question & answer session**

with speakers and audience, following  
introduction to parallel workshops

12:45–2:30 pm

**Lunch and visit of the Cargobike-Roadshow**

(City Hall market square)

2:30–4:45 pm

**Parallel Workshops**

(including coffee break)

**1. Designing together the sustainable city: Successful connection of mobility and urban planning****Moderation: Jörg Thiemann-Linden**

Sustainable urban mobility consultant

**2. Making the new mobility culture quickly visible: Easy and innovative examples of mobility measures****Moderation: Wolfgang Aichinger**

Urban planning and mobility consultant

**3. Mobility is our responsibility! The role and engagement of civil society and companies****Moderation: University of Stuttgart**

Realworld Laboratory for Sustainable Mobility  
Culture

4:45–5:15 pm

**Resume of the day by improvisation theater LUX**

5:15–5:30 pm

**Information on the evening event and the 2nd day of congress**

7:00 pm

**Evening event at the Stuttgart Planetarium**

Keynote speech:

**Marten Sims**

Happy City Lab, United Kingdom/Canada

Tuesday, June 21st, 2016

8:30–9:30 am

Breakfast at Stuttgart City Hall

9:30–11:00 am

Urban Laboratory with presentations from cities worldwide reclaiming public space for sustainable mobility

11:00–11:15 am

Short coffee break

11:15 am–1:15 pm

Interactive session

**Happy City Lab**

Design of cities, quality of life, mobility and social inclusion, citizen interaction

Moderation:

**Marten Sims**

United Kingdom/Canada

1:15–2:30 pm

Lunch

2:30–2:45 pm

Introduction into the afternoon workshops and trainings by moderator Martin Proesler

3:00–5:30 pm

Workshops and trainings

**Cargobikes in the city**

**GIZ Training on urban mobility and planning (ending at 6:00 pm)**

**Shortcuts in the city: "Stuttgart steps" tour (Stäffele)**





## Plenary speakers and moderators

Overall moderator:

### **MARTIN PROESLER**

**Germany**

Proesler Kommunikation  
GmbH



Martin Proesler, cultural and social scientist, is managing director of Proesler Kommunikation GmbH. He has specialised in the area of building, technology, architecture and sustainability. Since 1995 he advises and supports large and medium-sized companies as well as public-sector institutions in their media and public relations. Proesler Kommunikation is founding member of the German Sustainable Building Council, DGNB. Mr. Proesler is member of the Board of Directors.

Speakers Plenary session:

### **FRITZ KUHN**

**Germany**

Mayor of Stuttgart



Fritz Kuhn has been Mayor of the state capital of Stuttgart since January 2013. He was elected in October 2012, being the first member of the Green Party to reach such a position in a state capital in German history. He is a founding member of the German Green Party. Mayor Kuhn, born 1955 in Bad Mergentheim, studied German Language, Literature and Philosophy at the Universities of Munich and Tuebingen. From 1981 to 1984 he worked as a research assistant and consultant. In 1984-88 as well as 1992-2000 he was a member of the Baden-Wuerttemberg Land Parliament and Leader of the Green Parliamentary Group. He held a professorship of Linguistic Communication at the Merz Academy (a private university in Stuttgart) from 1989 to 1992. He was Party Leader of Alliance 90/The Greens from 2000-2002. From 2002 until 2013 he was a member of the German Bundestag, serving as the Leader of the Parliamentary Group from 2005-2009 as well as being Deputy Leader from 2009-2012. Fritz Kuhn is married and has two sons.

### **MARIA VASSILAKOU**

**Austria**

Deputy Mayor for  
Urban Planning,  
Traffic & Transport,  
Climate Protection,  
Energy and Public  
Participation,  
City of Vienna



Maria Vassilakou started her political career as Secretary General of the Austrian Students' Union. In November 1996 she became Member of the Vienna Provincial Parliament and in 2004 Head of the Parliamentary Group of the Green Party. Since November 2010 Maria Vassilakou is Deputy Mayor of Vienna and Executive City Councillor for Urban Planning, Traffic & Transport, Climate Protection, Energy and Public Participation and was reelected in 2015. Maria Vassilakou is the first Executive City Councillor with a migration background. She was born in Greece and sees Vienna as an open, modern and diverse city.

### **LOT VAN HOOIJDONK**

**The Netherlands**

Deputy Mayor for  
Transport, Mobility,  
Energy and Environment  
City of Utrecht



Lot van Hooijdonk has been the Deputy Mayor for Transport and Mobility, Energy and Environment for the municipality of Utrecht since May 2014. As a member of the Dutch Green Party (Groen-Links), she continues to play an active administrative role at local, national and especially European level. After working for many years at the Ministry of Transport, Public Works and Water Management as a senior advisor, in recent years Ms Van Hooijdonk has served as deputy director of Utrecht's Federation for Nature and the Environment. Lot van Hooijdonk has authored numerous publications on sustainable accessibility.





**MARIANNE WEINREICH**  
*Denmark*

President of the Cycling Embassy of Denmark, Copenhagen



Marianne Weinreich has worked with mobility management as a consultant for cities for the last 15 years. She is not an engineer, but has a background in communication. She works with all aspects of Mobility Management, but she is an expert in cycling policy and promotion. She has worked with all the cycling cities in Denmark (Copenhagen, Aarhus, Odense etc.) as well as with cities outside Denmark through various EU projects like 7 European cities in the cycling project CHAMP, [www.champ-cycling.eu](http://www.champ-cycling.eu).

**MARTEN SIMS**  
*United Kingdom*

Happy City Lab



Senior design and engagement specialist. Happy City helps build happiness into neighbourhoods and cities through research, public events and collaborative consulting. Their work is grounded in evidence from psychology, neuroscience, public health, and behavioural economics. Marten leads Happy City's European operations – giving presentations, facilitating workshops, creating experiments, performing site audits, and designing spaces, services and engagement processes. Recent clients include British Land, the World Health Organisation and Mobiel 21. Marten brings fifteen years of design-industry experience, and holds a Degree in Graphic Design from the UK and a Masters in Design from Canada. He is also the founder of the trans-disciplinary design studio Beyond; a former president of the Vancouver Design Nerds; and a member of Vancouver's Mayor's Engaged City Task Force. Marten teaches design, civic engagement and facilitation at Emily Carr University, Simon Fraser University in Canada and the Arts University Bournemouth in the UK. In Vancouver, he's known for creating temporary urban interventions and permanent installations such as a giant wooden nest for social interactions, hosting walking tours, and many other installations that foster sociability and creativity in public environments.

**Kamil Kowalski**  
*Poland*

City of Lodz



Kamil Kowalski graduated in Architecture and Town Planning at the Faculty of Lodz University of Technology. Currently he is sub-inspector in Landscape and Aesthetics at the City of Lodz. He is responsible for the proper development of public space in terms of aesthetics. He has worked on comprehensive territorial revitalization and he takes part in procedure of opinions and projects of revitalization. He is interested in the influence that design of public space and public transport have on the quality of life in cities.

**TOMASZ BUŻAŁEK**  
*Poland*

City of Lodz



Geographer, graduate from the University of Lodz. He works at the City of Lodz, where he is responsible for the elaboration and implementation of the Sustainable Public Transport Model 2020+. Since 2004 he is a fellow of Lodz Sustainable Transport Initiative, where he initiated the concept of building a central transferring point for the tram network of Lodz – finally launched in 2015. He is also an organizer of a successful campaign for including the construction of the down-town station in the planned railway tunnel in the city. He cooperates with the Railway Institute in Warsaw specialising in the aspect of multimodality. He participated for this institute in collaborative studies on building new multimodal junctions for the Lodz region and as well as preliminary feasibility study on the high speed railway lines Poznan – Berlin and Wroclaw - Prague. Tomasz is co-author of the textbook Challenges of Sustainable Development in Poland (2011) issued by the Sendzimir Foundation.

**MARK OSBORNE**  
*United Kingdom*  
St Helens Council

Mark is the Transport Policy Officer for St Helens Council, and has worked in Transport Planning for 15 years working in the public and private sector including 8 years at consultants Mott MacDonald. He has degrees in Transport and Transport Engineering and Planning. He is actively involved with the Transport Planning Society in the North West of England and is a Chartered Transport Planner. His specialism are transport policy and strategy, transport within the Liverpool City Region and cycling development in the UK.

**Darren Lum**  
*Singapore*

KLKK Consulting and Research



Darren is the Co-Founder and Director of Operations and Business Development of KLKK Consulting and Research since its incorporation in 2012. As a market leader in Active Mobility in Singapore, the repertoire of acclaimed projects include the Gardens by the Bay and Marina Bay Sands. Darren is also leading the team in engaging key stakeholders and promoting the science and engineering aspects of Active Mobility, particularly in the realm of Big Data collection and Smart City planning. Prior to setting up KLKK, Darren was a Civil Engineer for the Singapore Government's industrial land developer and a private engineering consultancy firm dealing in land reclamation, infrastructure planning, and superstructure design.

**MARÍA ALEJANDRA SALEME DAZA**  
*Colombia*

City of Medellín



Maria Alejandra Saleme is an expert in International Relations and international Cooperation. She is Licentiate in Government and International Relations (Externado de Colombia University) with M.A. in International Law and International Relations (University Complutense, Madrid – Spain). She is specialized in coordinating international cooperation projects with different local and regional governments and international organizations. In 2013, she joined the policy staff of the International Cooperacion and Investment Agency of Medellín (ACI Medellín) of the City of Medellín. She is on charge of the execution, follow-up and evaluation of international cooperation projects for Medellín in sustainability, environment, mobility and social development.

**PABLO FERRER**  
*Uruguay*

City of Montevideo



Pablo Ferrer is the Head of Traffic Division of Montevideo City (Uruguay) since July 2015. He served as Head of Administration at the Uruguay Railway Corporation S.A. (2014-2015), and was Department General Director at the Ministry of Transport and Public Works of Uruguay (2010-2012), City Councillor (2005-2010) and President of the Local Council of Montevideo (2006-2007). He studied Biology and Biochemistry at the School of Sciences and completed his Political Sciences BSc at the School of Social Sciences of the University of the Republic of Uruguay. He was also a member of the Central Executive Council (1991-1993) of the University of the Republic; he held faculty positions (1991-1995) and was Academic Assistant of the University Rector (1993-1995). His dream is to see Montevideo become the best city in the world to live.

Moderators of the workshops and training:

**Jörg Thiemann-Linden**  
*Germany*



Jörg is urban and transport planner, running his independent on sustainable urban mobility consultancy at Cologne/Köln, Germany. Since 30 years (after his degrees in Geography, Urbanism and Transport Policies) he is giving advice on active mobility planning, innovative street design and long term transport strategies, also in international projects (Eastern Europe, Arab countries). From 2009 – 2015 he was working with Difu, the German Institute of Urban Affairs in Berlin, where he was involved in international research projects on sustainable mobility and in interdisciplinary training seminars for municipal staff. He is committees' member drafting official FGSV guidelines on cycling facilities, barrier-free environment and SUMP. Recently his main projects are on cycle highways & pedelec commuters for regional CO2 reduction, also on senior citizens mobility especially in rural areas.

**WOLFGANG AICHINGER**  
*Austria*



Wolfgang works as an independent consultant and moderator in Berlin. He holds a degree in Urban Planning from Vienna University of Technology, which he finished in 2011 with a master thesis on cycling and social inclusion in Rio de Janeiro. Besides cycling, his main fields of expertise are walking, urban freight, road safety and sustainable transport planning. After having worked for Difu (German Institute of Urban Affairs) and the sustainable transport advocacy group VCD, he now organizes and moderates workshops, contributes as an author to magazines and speaks at seminars and conferences. His most recent clients include the German development agency GIZ, Heinrich Böll Stiftung, and the cities of Vienna and Stuttgart.

**WALTER VOGT**  
*Germany*



Walter Vogt studied civil engineering and has a doctor's degree in civil engineering (1985) at the University Stuttgart. He has been a lecturer there at the Institute for Road and Transportation Science since 1974, he was senior academic counsel and vice director of the institute. He was involved in various research projects and provided expertise comprising issues like transportation planning, mobility and (tele-) communication, environmental impacts of traffic (e.g. cost-benefit-analysis) and traffic in towns (with focus on planning and design for non-motorized modes of transport). He has participated in interdisciplinary projects in a national and international context; co-editor of some specialist books and author as well as co-author of numerous articles in scientific journals; member in various national organizations like FGSV, DVWVG, VSVI and international organizations e.g. ECF (Scientists for cycling) and MOVILIZATION (member of director's board). Since 2013 he is in retirement and still works for some of the mentioned organizations, prepares further books and articles and is active as one of the speakers of the Stuttgarter Radforum (working groups "pedelec, innovative bicycle technics" and "bicycle infrastructure"), a NGO taking care of promotion and improvement of cycling in the city of Stuttgart.



Brazilian delegation from Santa Catarina

**SANTHOSH KODUKULA**  
*India*



Santhosh Kodukula has a Master's Degree in Industrial Ecology and Environmental Management from Mahidol University, Thailand. During his Master's, Santhosh specialised in Urban and Regional Planning with focus on Urban Transport Planning and Management. Currently, Santhosh works as the EcoMobility Program Manager at the ICLEI - Local Governments for Sustainability. He is also the ICLEI's Global Coordinator for EcoMobility. Prior joining ICLEI EcoMobility, he was working with the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) Sustainable Urban Transport Project (SUTP) providing technical assistance and implementing project activities in Asia and Pacific. At the GIZ-SUTP he has been involved in the design and delivery of over 70 training courses on sustainable urban mobility and transport targeted at policy-makers and urban and transport planners in various countries. He has also worked extensively in the areas of non-motorised transport and pedestrianisation. His research interests include public space modelling, accessible urban design, planning for pedestrians and cyclists, and transport and liveability. Santhosh has contributed to various published papers and reports, and newspapers, and was also involved in transport research at the university level.

**REALWORLD LABORATORY FOR A SUSTAINABLE MOBILITY CULTURE (RNM)**  
*Germany*



Funded by the Baden-Württemberg Ministry of Science, Research and the Arts (MWK) "Realworld Laboratories" make the city a space for cooperative experimentation. This comparatively new research format focuses not on researching and observing human patterns of behaviour but asks researchers to work together with local citizens to develop and initiate real transformation processes in order to derive relevant practical knowledge and concrete solutions for the broader challenges facing society in the future. The Realworld Laboratory for a Sustainable Mobility Culture Stuttgart has made the cultural dimension of mobility its central theme. By putting ideas for a good, sustainable culture of mobility into practice it aims not only to reduce the consumption of resources but also to promote health and physical activity, to encourage social interaction and to cultivate a new quality of life and urban realm in the city and the region. A team of the RNM will moderate the workshop on mobility culture.



## Presentation of the 8<sup>th</sup> International Cities for Mobility Congress Main activities and outcomes

The 8th International Cities for Mobility Congress titled **"Mobility in the sustainable city: What do we need to do now?"** took place on 19-21 June 2016 at Stuttgart City Hall gathering 300 municipal practitioners, decision makers, researchers and entrepreneurs from civil society and the private sector from more than 35 countries world-wide. The event combined presentations, interactive workshops and practical activities, such as training and excursions. The 2016 edition focused on the linkage between **mobility and urban planning** by focusing on both the design phase, and then how to put sustainable transport and active travel into practice in cities. It also dealt with the question of how municipalities can combine long term planning (e.g. in infra-structure) with smaller and cheaper measures that are innovative, visible and easier to implement in urban space in the short term. The City of Stuttgart had the great pleasure to welcome several delegations at the congress. The visit of a delegation from the state of Santa Catarina, Brazil is considered as tradition and is one good example of the strong identification of participants with the congress. A particular pleasant development was the visit of a delegation of 21 representatives from eight sister cities of Stuttgart. They actively participated in the various sessions, workshops and excursions and gave an interesting overview of their mobility policies and measures to their international peers.

**"Mobility does not only mean infrastructure"**

The first day keynotes were given by the Mayor of Stuttgart, Fritz Kuhn, the Deputy Mayor of Vienna, Maria Vassilkaou and the Deputy Mayor of Utrecht, Lot van Hooijdonk. Each talk underlined the importance of urban space, not only for ensuring the mobility of people but also for encouraging interaction between people, with references to the need for a strong cultural and social use alongside commercial activities. Marten Sims from Happy City Lab gave an inspiring speech at the evening event at the Planetarium Stuttgart about the importance of street design and social interaction for **happiness of citizens**. The initiative "Happy Cities" is assessing cities and organizations world-wide by providing a new framework for incorporating happiness, health and wellbeing principles into urban design and systems planning. Designing places that offer direct access to a mix of activities (such as businesses, housing and social options) is a core component of developing active mobility in cities. Sims

underlined that people want to walk, cycle and roll to and through places where the action is – they will slow down, linger and spend time in these places. In contrast, places that are designed to be inactive will repel people from them, notably by speeding up people's movement, reducing eye-contact and making people less trusting.

**"Designing places that offer direct access to a mix of activities is a core component of developing active mobility in cities"**

Several initiatives from civil society and research (such as the Realworld Laboratory for Sustainable Mobility in Stuttgart) came together at the congress to showcase their ideas on how to support a change of **mobility culture** through awareness campaigns and pilot projects in public space. Some of these ideas were presented in the workshops and at the exhibition area at Stuttgart City Hall.

**"Cargo bikes in cities are a good alternative for both private persons and logistic companies"**

One of the highlights at the Cities for Mobility Congress 2016 was the 2MOVE2 **cargo bike road show which took place** on 20 June at the market square in front of Stuttgart City Hall. With the motto **"Less work – more fun"** ("Mehr Lust als Last"), this public showcase gave congress participants, citizens and interested stakeholders from business the chance to inspect and ride cargo bikes of many types.



Presenting results in the interactive session



Impressions of the plenary sessions, workshops and exhibition

On the second congress day, Marten Sims moderated an interactive workshop dealing with the benefits of **active travel for health, local business and social interaction**. Participants had the chance to work in groups to design new forms of social space and sustainable mobility. Marten Sims presented research studies from the Netherlands, Canada and other countries which showed that cyclists and pedestrians experience more joy, less fear, rage and sadness than those who drive a car or take the bus. And researchers also found out that most of us experience our greatest moments of joy when interacting with other people. Needless to say, active travel also gives an important boost to local business since human-friendly areas benefit from higher frequencies of pedestrians and cyclists.

**"Mobility must be an integral part of urban planning processes"**

In the five thematic workshops, several topics addressed in the keynotes were discussed in more detail, such as the successful connection of mobility and urban planning, easy and innovative examples of recovering space for **citizen interaction and sustainable modes of transport**, mobility culture and the role of civil society and private sector. The presentations covered experiences from Argentina, Uruguay, India, Switzerland, Austria, Germany, and the Netherlands among others. The GIZ training organized on 21 June gave transport practitioners detailed information and some key recommendations on urban planning policies and measures for successfully implementing transport measures in cities.





*Group portrait, June 20th, 2017*

**See you again on June 17-19, 2018  
in Stuttgart!**



## Workshops and training

The three workshops and the GIZ training were an opportunity for practitioners and decision makers to increase their knowledge in various fields of urban mobility. They offered participants a deeper inside into the main topics of the congress through short presentations from cities and mobility experts as well as interactive group work. The pre-

sentations can be found on the website <http://www.cities-for-mobility.net/index.php/events/world-congress-2016/presentations>

**Thanks to all workshop and training speakers for their valuable contributions:**

**Wolfgang Forderer** (Mobility Department, City of Stuttgart), **Satish Kumar Beella** (The Hague University of Applied Sciences), **Frank Müller** (GO! Express & Logistics Berlin), **Steffen Raiber** (Fraunhofer IAO, Stuttgart), **Tom Assmann** (ILM Magdeburg), **Ton Dagers** (MOVILIZATION, Utrecht), **Arne Behrensen** (cargobike.jetzt), **Jochen Richard** (Planungsbüro Richter-Richard), **Hugo Terrile** (Transport Department, City of Buenos Aires), **Daniel Sauter** (Urban Mobility Research, Zürich) **Wolfgang Aichinger** (Mobility Consultant, Vienna), **Katja Hector / Duy Cuong Lai (moovel)** **Marius Gantert, Raphael Dietz, Basil Helfenstein, Kristin Lazarova, Philipp Wölki** (University of Stuttgart, Realworld Laboratory for a Sustainable Mobility Culture), **Marten Sims** (Happy City, Canada/United Kingdom), **Santosh Kodukula** (on behalf of GIZ)



Group work during the interactive session



Presentation by Satish Kumar Beella (the Netherlands) in workshop I

### Workshop I:

**Designing together the sustainable city: Successful connection of mobility and urban planning**

*Moderator: Jörg Thiemann-Linden, Sustainable Urban Mobility Consultant*

How can urban planning and mobility strategies support each other in multi-disciplinary collaboration towards a post-fossil city? European cities like Vienna, Copenhagen and Utrecht, presented before in the plenary session, provide compact city shape, mixed land use and public spaces of high quality. They formed their basic city shape more than 100 years ago when the car was not yet dominant, but e-mobility (tram) and bicycle were already present and widely used. Today growth of population and city extension are the in the focus again of urban planners and mobility experts - but both disciplines have to avoid the mistakes of previous decades when cars were given too much of the limited space for driving and parking.

Parking bicycles, especially cargo bikes for car-independent families in dense settlement areas, was the main focus of the workshop's discussion. Vehicle designer and university lecturer Satish Kumar Beella showed how downsizing of vehicles will contribute to save space in cities in future – by

foldable electric bicycles and other micro-mobility. The use of pedelecs is booming and will substitute car-based commuting also at medium distances from the suburbs to the inner city. Dr. Bodo Schwieger, mobility designer, explained this difficult task for decision makers in local authorities and in the private transport sector. Even if they are willing to start this major transformation process towards new sustainable mobility, they have to deal with old economic structures and the legal framework. Not to forget the expectations of the company's employees and shareholders, who would prefer to keep the old behaviour. Smart-city planner Gerhard Ablasser from the City of Graz (a front-runner in European urban mobility implementations) explained the city's strategy for new urban development by contracts with investors. In a brownfield development, car-independent accessibility is guaranteed in order to save space and to avoid investment in car parkings. Transport engineer Jochen Richard was reporting on new trends in noise reduction related to heavy freight traffic by train. A smart urbanism along the rail tracks should protect the near-by residential areas, their housing yards and public spaces.



## Workshop II:

### **Making the new mobility culture quickly visible: Easy and innovative examples of mobility measures Shift**

*Moderator: Wolfgang Aichinger, Urban Planning and Mobility Consultant*

How quick is quick? And what role does public space play in increasing the visibility of walking, cycling or public transport as alternatives to car travel? Both questions were answered by Hugo Terrile, Undersecretary of Traffic and Transport in Buenos Aires, with his impressive presentation covering the rapid transformation of Downtown BA. Within two years, an effective restructuring of bus routes led to the highly walkable redesign of most streets in the so-called Micro-Centro. Another strong emphasis was put on making intersections safer for pedestrians, mostly accomplished with paint and street furniture. In addition, cycle lanes were built systematically along all types of urban streets, from shared spaces to the main avenues. In total, Buenos Aires is beginning to think and design the city for people, and not cars.

The neighbouring city of Montevideo is in an earlier stage of this transformation, as Pablo Ferrer, Head of the Traffic

Division, explained. Nonetheless, also the capital city of Uruguay is beginning to treasure public space as a key component for the increase of urban quality of life. This is very much in line with the findings of Daniel Sauter, a pioneering researcher on walkability from Switzerland. Studying the human interaction and behaviour in public space ultimately leads to good urban design. People almost immediately respond to human-centered spaces, allowing for easy transitions between walking, sojourning or shopping. Sauter made clear that measuring the impact of lower speeds, wider sidewalks or better street furniture in terms of an increased number of customers or people sitting in sidewalk cafes will also increase the political relevance of walking. Improvements may oftentimes be very simple. The city of Ghent made very positive experience with the so-called "Living Streets", a bottom-up redesign process now covering 22 streets throughout the city. As Wolfgang Aichinger, Consultant on Sustainable Mobility, explained, the city officially closes smaller streets for car traffic upon request from the neighbourhood. It is up to local residents to design new street furniture and experiment with new forms of urban mobility such as cargo-bikes or electric cars. These processes are funded through online crowd-funding campaigns and facilitated by a local planning office.



*Presentation by Hugo Terrile (Buenos Aires) in workshop II*



*Discussion in workshop III*

## Workshop III:

### **Mobility is our responsibility! The role and engagement of civil society and companies**

*Moderator: Marius Gantert, Raphael Dietz, Basil Helfenstein, Kristin Lazarova, Philipp Wölki, University of Stuttgart, Realworld Laboratory for Sustainable Mobility Culture*

The success of transforming mobility patterns towards a sustainable mobility culture is of general interest to society. However, a sustainable future often faces conflicting interests, perceptions and ideas. What is the role of city administrations? How can science contribute? How can civil society initiatives and businesses in the mobility sector be more involved? Five short keynote presentations gave insight into the work of actors from the different fields:

Wolfgang Forderer of the City of Stuttgart introduced the City's Action Plan on Sustainable Mobility. He highlighted that urban mobility shouldn't only be considered as a responsibility of the administration but as a task of society in general. Katja Hector and Duy Cong Lai of Moovel Group introduced the approach "mobility as a service" presenting an intermodal mobility app. To face the challenges connected to the creation of a digitally coordinated multi-optional mobility, the speakers recommended an intensified collaboration between public institutions and private companies, as well as a better access to open data. Marius Gantert from the University of Stuttgart represented the Realworld Laboratory for Sustainable Mobility Culture and explained the research project's transdisciplinary approach.

Researchers work together with social innovators and stakeholders of the existing system to develop realworld experiments which were conducted in Stuttgart during summer 2016. Conclusions from these pilots shall serve as recommendations for further action to enhance a transformation towards a more sustainable urban mobility culture. Finally, local cycling activist Alban Manz gave a talk about the Critical Mass movement and how a growing number of Stuttgart citizens engage in monthly collective bicycle rides through the city to emphasize that the bicycle is one of the most sustainable and efficient urban transport modes and to reinforce public awareness for the need of a stronger consideration in traffic planning and urban design.

In the following world café session, participants of the workshop discussed the roles and responsibilities as well as competences and barriers of actors from the before identified fields. Besides the different interests and specific competences, it became clear, that there is a great potential for a better cooperation and exchange between actors from different fields. Especially the potential of civil society with its niche activities still seems to be strongly underrated. Such activities can lead to tipping points in the prevalent socio-technical regime and contribute to a sustainable transformation. Within this process, Academia can play the role of a mediator and facilitator. The role of (local) government will be to create a fertile climate to enhance niche developments and to give (legal) space for larger scale realworld experiments, which can then become flagship projects and create opportunities for cooperation with businesses in the mobility sector for a more cooperative sustainable development.



## Workshop IV:

### Less effort and more pleasure - cargobikes in the city

*Moderators: Ton Dagers, Walter Vogt (MOVILIZATION)*

The last mile in city logistics is not only very costly, delivering goods on the last mile also has a negative impact on liveability and air quality in our city centres. And with growing internet shopping, delivery services are spreading all over the city, leading to growing traffic also in residential areas. Within the workshop, alternative solutions to last mile logistics were discussed along five presentations which showed different concepts of goods delivery by cargo bikes.

Arne Behrensen explained in his presentation the results of testing (electric) cargo bikes and the growing market for cargo bikes. Especially the need for investment to professionalize cargo bike services was an important conclusion. Frank Müller highlighted the advantages of cargo bikes compared to traditional vans when it comes to avoiding heavy traffic, waiting times and parking problems. He also underlined that cargo bikes have a positive green image which is well accepted by clients and can help companies to improve their reputation.

Steffen Raiber from the Fraunhofer IAO scaled down too high expectations on the potential of cargo bikes in city logistics based on recent studies in Germany. He clearly stated that they have a high potential for city logistics on the one hand but the limited load capacity, and different requirements for the delivery of goods are barriers on the other hand that need to be overcome when substituting heavy goods vehicles. Thus, various concepts and solutions are required in order to have enough flexibility to implement efficient, financially sustainable and low-emission transport services in cities.

Ton Dagers from Utrecht explained that the last mile is the most expensive (up to 70% of total costs), less efficient and most polluting part of the entire logistics chain. He concluded that modern cargo bike concepts and their implementation are just at the starting point. There is a huge demand from logistics industry to define standards for cargo bikes and to have a clear legislation. Dagers also insisted on the importance of a consistent and well designed cycle infrastructure. Tom Assmann described the relation between changing consumer behavior and increasing e-commerce and parcel transport. He sees an increasing ecological consciousness as a driver for the increasing use of cargo bikes. His presentation was completed with an overview of different types of cargo bikes focusing on their load characteristics, range and battery capacity.



*Participants at the cargo bike roadshow*



*Santosh Kodukula moderating the GIZ Training*

## GIZ Training on sustainable urban mobility and urban planning

*Moderators: Santosh Kodukula*

Most cities in developing countries and emerging economies have inadequate public transport systems, as the basic networks are struggling with increasing urbanisation rates. Comprehensive and inclusive mobility planning has proven to be an effective way for identifying the right priorities and measure for achieving a safe, efficient and accessible urban transport system. The workshop focused on Sustainable Urban Transport in developing countries and emerging economies giving an overview on sustainable urban transport and planning approaches.





## Interactive session organized by Happy City Lab

**Design of cities, quality of life, mobility and social inclusion, citizen interaction**

*Moderation: Marten Sims*

In this fast-paced workshop, participants were introduced to a new framework for incorporating happiness, health and wellbeing principles into urban design and systems planning. Happy City call this 'The Elements of Wellbeing', which is a holistic framework that is composed of eight elements: Core, Joy, Health, Equity, Ease, Resilience, Meaning and Belonging, and Sociability. The most important element of all is 'Sociability', with positive social relationships contributing most to people's sense of their own happiness.

Participants were introduced to two neighbourhoods in Stuttgart: A) Bopser, an auto-dependent neighbourhood of low-density sprawl with no services, and; B) Stuttgart

West, a dense, connected, walkable, mixed-use neighbourhood with good access to transit and services. Participants were then tasked with designing an intervention for happiness that would connect, engage and inspire residents in suburban sprawl neighbourhoods like those of the case study, Bopser. 10 groups took part in the challenge and they had just 1 hour to brainstorm their ideas in their groups before presenting their concepts back to the rest of the group in three minutes or less.

Ideas generated ranging from various kinds of permanent physical street redesign to temporary event programming intended to activate the public and private spaces of residents. Here is a taste of the ideas: break down the walls, Garage-fest, a BBQ area with an international day, live performance/Karaoke, a beer/food festival, open your garage and garden, no car day, community-driven initiative to take down fences, sharing initiative with 'bank' and a wall painting event.



*Marten Sims and participants in the interactive session*

## Interactive Session





## Impressions from the Stuttgart steps "Stäffele" tour and the evening event at the Planetarium

About 400 sets of stairs cross the slopes of Stuttgart and contribute to local mobility. Around 20 participants enjoyed a walking tour through the so-called "Stäffele" which offer impressive views over Stuttgart. During the trip they met with researchers of the Realworld Laboratory for Sustainable Mobility Culture who have tested and studied innovative methods of improving the quality of public space and walkability with their pilot "Parklets for Stuttgart".

The evening event at the Stuttgart Planetarium was one of the special highlights of the congress. It is probably not often that people go to a planetarium and are caught by surprise by a keynote presentation that is projected on the ceiling through a modern 360-degree Fulldome-Video system. The guests were introduced into the evening by the Mayor of Stuttgart, Fritz Kuhn and the Director of the Planetarium, Dr. Uwe Lemmer.







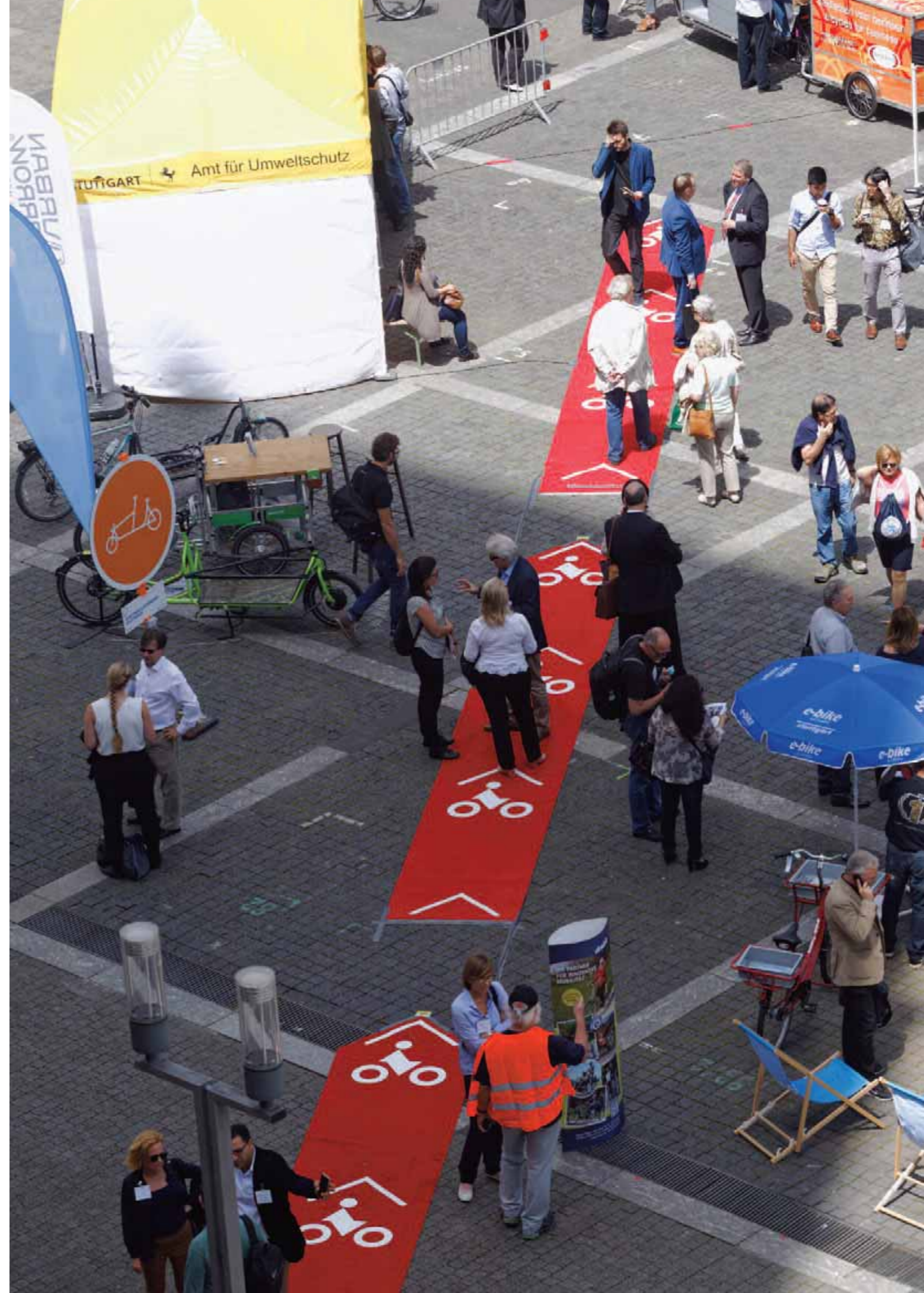
### Cargo-bike Roadshow "Less effort and more pleasure"

The cargo-bike roadshow was organized in cooperation with the EU Project 2MOVE2 and took place on 20 June in the market square outside Stuttgart City Hall. This public event was addressed not only to participants but also to citizens and interested stakeholders from business. It gave visitors the chance to ride cargo-bikes of many types and to get in touch with retailers and manufacturers. They could experience by themselves that cargo-bikes offer new opportunities for urban last mile logistics and private use (e.g. bringing kids to school, transporting shopping bags). The test track was built up thanks to the strong support of volunteers from the local cargo-bike community and students from the University of Stuttgart. Perfect weather conditions and the central location of the roadshow turned the event to a full success.





A relaxed atmosphere for networking, developing new initiatives and building up cooperation





# SAVE THE DATE



**9<sup>th</sup> International Congress, 17-19 June 2018  
in Stuttgart (City Hall), Germany**

Meet more than 300 local decision makers, mobility experts,  
entrepreneurs and practitioners from all over the world!

Enjoy an exciting program with inspiring contributions and  
participate actively sharing your own ideas and experiences.



A draft program will be available in February 2018 on [www.cities-for-mobility.org](http://www.cities-for-mobility.org)

For more information about Stuttgart please visit  
[www.stuttgart-tourist.de/en](http://www.stuttgart-tourist.de/en)



**A big thank to the whole congress team, volunteers,  
translators and technical staff who made this great  
event possible!**

## Contact

### Cities for Mobility Coordination Office



**Wolfgang Forderer**

Head of the Mobility Office  
Phone: +49 (0)711 216-60753  
E-Mail: [wolfgang.forderer@stuttgart.de](mailto:wolfgang.forderer@stuttgart.de)



**Patrick Daude**

Coordinator Cities for Mobility  
Phone: +49 (0)711 216-60760  
E-Mail: [patrick.daude@stuttgart.de](mailto:patrick.daude@stuttgart.de)



**Dr. Nicolas Leyva**

Network Coordinating Officer Cities for Mobility  
Phone: +49 (0)711 216-60730  
E-Mail: [nicolas.leyva@stuttgart.de](mailto:nicolas.leyva@stuttgart.de)

## Imprint

### All rights reserved

This volume is a product of the City of Stuttgart, Germany,  
Coordination Office Cities for Mobility  
The findings, interpretations, and conclusions expressed in this volume  
do not necessarily reflect the views of all the members of Cities for Mobility.

### Rights and Permissions

The material in this publication is copyrighted. The City of Stuttgart  
encourages dissemination of its work and will normally  
grant permission to reproduce portions of the work  
promptly. For permission to photocopy or reprint any part of  
this work, or queries on rights and licenses, please send a request  
with complete information to Landeshauptstadt Stuttgart,  
70049 Stuttgart, Germany.

December 2017

### Editorial staff

Patrick Daude, Marten Sims, Wolfgang Aichinger, Marius Gantert, Raphael Dietz,  
Jörg Thiemann-Linden, Ton Dagers, Walter Vogt

### Design

Uwe Schumann

### Photo credits

Landeshauptstadt Stuttgart/Christian Hass  
Carlos Felipe Pardo (front page picture)