»CityWALK« Towards energy responsible places: establishing walkable cities in the Danube Region

DANILO ČEH
SRC BISTRA PTUJ

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Main project data

- **Danube Transnacional Programme**–first call for proposals
  - **Priority Axis**: Better connected and energy responsible Danube region
  - **Area of intervention**: Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas
  - **Project duration**: 30 mounts
  - **Budget**: €2,229,590,5
ANYBODY CAN LEAD A WALK

JANE JACOBS-urbanist and activist.

Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.
CityWALK—Why?

Increasing greenhouse gas emissions and congestions are negative side effects of urbanization, resulting from inefficient and unsustainable local transport systems.

A key challenge in cities is to improve transport systems and accessibility in an environmentally friendly manner.

The common challenges is related to the wider use of environmentally-friendly (including low-noise), low-carbon and safe transport systems, in order to contribute to sustainable regional and local mobility.

The appropriate response to this challenge is to reduce mobility needs on the one hand, and to gradually channel urban mobility towards more sustainable forms of transport, on the other.
## CityWALK – Who?

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<th>Role</th>
<th>Official Name in English</th>
<th>Acronym</th>
<th>Country</th>
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<tr>
<td>LP</td>
<td>Scientific Research centre Bistra Ptuj</td>
<td>ZRS Bistra Ptuj</td>
<td>Slovenia</td>
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<tr>
<td>PP1 / WP 4 leader</td>
<td>First Hungarian Responsible Innovation Association</td>
<td>EMFIE</td>
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<tr>
<td>PP2 / WP2 leader</td>
<td>Development Centre of the Heart of Slovenia</td>
<td>DCHS</td>
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<td>PP3 / WP3 leader</td>
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<td>NYIP</td>
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<td>PP4</td>
<td>Cassovia Life Sciences</td>
<td>CLS</td>
<td>Slovakia</td>
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<td>PP5</td>
<td>City municipality Varaždin</td>
<td>CMV</td>
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<td>PP6</td>
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<td>VFU</td>
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<td>PP8</td>
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<td>RRA PK</td>
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<td>MoWEIZ</td>
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<td>GV</td>
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<td>IPA PP2 / WP5 leader</td>
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<td>CCIS</td>
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<td>MOP</td>
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<td>ASP2</td>
<td>City of Stříbro</td>
<td>STR</td>
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<td>Municipality of Nyíregyháza City with County Rank</td>
<td>NYMJV</td>
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<td>ASP4</td>
<td>Ministry of Construction, Transport and Infrastructure</td>
<td>MGSI</td>
<td>Serbia</td>
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CityWALK–What for?

To improved urban mobility – while reducing emissions, noise levels and congestions, increasing safety and making cities more livable places (and also contributing to a healthier population).

To improve transport systems and accessibility in an environmentally friendly manner

Efficient urban transport systems, with an emphasis on active forms of transport – especially walking have various conditions – we help cities in the DTP Region to identify the obstacles, develop and implement a plan to address those obstacles
JUST FACTS

- An interesting IRISH study has shown that residents of a street with 2,000 vehicles per day traffic have three times as many friends as those living in a street with traffic of 16,000 vehicles per day.

- Walking reduces the risk of all-cause mortality by up to 20%.

- In the US, people spend more than USD 8,000 on their cars every year. Less than 20% of this money (spent on licences, insurance, repairs and maintenance) remains in the local economy.

- In fact, analysis prepared by Transport for London shows that pedestrians usually spend 70% more than drivers.

- In England as much as 18% of all trips made in 2013 were less than one mile in length—so each of those drives could be easily replaced with a pleasant 20 minute WALK.

1 mile trips = 20 min.
CityWALK CityWALK CityWALK CityWALK How? How? How? How?

GREATER LEVELS
- knowing neighbours
- sociability
- trust
- political participation

Social consequence

Health
- reduced obesity
- increased life expectancy
- positive effects on mental health and happiness

WALKING IS HEALTHY
- exercise without even noticing
- contributes to stronger bones
- reduces the risk of injuries from falls
- increases muscle flexibility
- joint movement
- reduces the risk of various diseases

sustainable urban mobility

positive effects on a social cohesion
more frequent social interactions
promotion of inclusiveness and equality
ecologies attract talented new residents and tourists
strengthening of local economy
cost saving on a municipal level
cost saving on a household level

Economy
- past
- now
- future

Environment
- protection of soil / more vegetation
- less congestion and greenhouse gas emission
- decreased need for space and materials
- better air quality

- 1 single tree can offset approximately 2500 km. driving annually
- Through walking or cycling to work or to school one could save our city from at least 17 kg. of emissions per person per year

“Walkable environments should be viewed as economic infrastructure that attract employment and should be invested in accordingly” Paul Shaker
1. Understanding the state of the art regarding walkability and sustainable urban mobility. The partnership will collect and synthesize information from related scientific research results, as well as from existing and documented good practices available in Europe and elsewhere, also taking into account that key characteristics and features of the Danube Region. Based on the information collected a methodological framework will be defined for developing walkability and sustainable urban mobility. The outcomes of these activities will be presented in a Baseline Study and also a presentation and infographics – providing a framework and point of reference for walkability development in the region.

2. Methodology will be developed. This methodology – presented in a practical guidebook for walkability planning and also translated into a practical training course – will be developed in consultation with the partners and after its finalization will be made available to all of them.

3. As the most important step, 10 walkability plans are designed in 10 cities represented by the partners. In preparing these plans partners will rely on the (book) developed, using innovative methods of participative walkshops.
**KEY ASPECTS OF WALKABILITY PLANNING**

1. **genuinely participative process**
   - affects the life of citizens
   - better environment
   - involving the stakeholders

2. **AUDIT thorough analysis**
   - higher level statistical data
   - mobility related data
   - collecting information on travel habits

3. **INTEGRATED APPROACH**
   - integration with local transport policies
   - plans aligned with other urban areas
   - measures "side effects"
   - to mitigate the negative consequences

4. **city level local walkability strategic plan**
   - covers the entire city
   - increasing the proportion of active forms of mobility
   - the expense of automobile use
   - strategic framework for walkability improvements
   - identifies where investments need to be made

5. **community level walkability audits and plans**
   - identify specific improvements
   - plans are specific, action oriented

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**WALKABILITY PLANS NEED TO ADDRESS THE WALKABILITY CHALLENGE IN AN INTEGRATED WAY**

- integrated urban development strategies
- sustainable urban mobility plan (SUMP)
- strategic framework

**WALKABILITY PLANS NEED TO IDENTIFY DIFFERENT TYPES OF INTERVENTIONS:**

- investments in pedestrian infrastructure
- soft interventions to raise awareness of the importance of walkability
- policy proposals, changing local regulations (building regulations, for instance parking regulation)
CityWALK—How?

4. A “walkability guide”; using the guide, the cities of the Danube Region will be able not only to work out their own walkability plans, but also to take specific steps based on the knowledge of their local situation to shift toward the use of more sustainable transport modes. The guide will use inputs from the preparation of local walkability plans, and also from the experiences of implementing pilot actions.

5. A walkability index specific to the Danube Region – an index measuring the walkability of urban neighborhoods, enabling quantifying and comparing the level of development of walkability within a city, but also between cities. The complete methodology will be developed based on similar indicators used elsewhere in the world. This index will take the characteristics of the area into consideration and integrate the specificities and size differences of the cities in the area.

6. An online walkability tool, based on the walkability guide and the index. The tool will enable the quick initial measurement of walkability in a given neighbourhood for any stakeholder, even for citizens.
CityWalk walkability factsheet

STREET DESIGN

WHY IS IT IMPORTANT?

"Vehicles come and go.
Buildings go up and come down. ROADS LAST FOREVER!" - Samuel L. Schwartz

Places for people to meet, do business and be entertained

20%

Streets: the most important and valuable public space in CITIES.
Streets occupying 20% of the TOTAL land area in typical city.

7 PRINCIPLES "Better Streets, Better Cities"

- Safety
- Mobility
- Pedestrian accessibility
- Liveability
- Sensitivity to local context
- Creative and flexible use of street space

 WHICH ARE THE MOST IMPORTANT STREET ELEMENTS?

"Streets are nonverbal allegories which call upon our memory" - Michel de Certeau

ENVIRONMENT
- Cars are also major sources of noise pollution in cities which is detrimental to nature and discourage human activities.

Landscaping
- Green surfaces make streets attractive and livable

Carriageways
- Spaces for motorized vehicle mobility

PARKING AREA
- Traffic calming
- Provide physical obstacles forcing slower driving in city streets (speed bumps, vivid colours, bollards and even roundabouts)

Footpaths
- Space for safe and comfortable pedestrian movement

PEDESTRIAN CROSSING
- They are dedicated and clearly signalled parts of streets, allowing SAFELY crossing from one side to the other; provide preference and protection for pedestrian

THE HEALTHY CHOICE
- Cycle tracks
- Low cost, environment friendly, quick and requires less space
- Help to combat inactivity, obesity, diabetes and pollution

BUS stops
- Providing the interface between the street and the public transport system

Street lighting reduces the risk of traffic accidents, a key condition of SAFETY
CityWALK—How?

7. Delivery of pilot actions: pilot actions are typically low-cost interventions (often with the involvement of the local community) that can improve walkability. There is no one-size fits all solution – so these need to be aligned with the specific local challenges, but the involved cities actually test-drive certain measures they have identified in their walkability plans.

8. Test-driving walkability tools: the walkability toolkit is a crucial outcome of the Project. In order to ensure the highest quality and usability of the proposed tools, partners will test both the Walkability Guide and the Walkability Index and feedback their findings to enable fine-tuning of the tools.

9. Developing policy proposals: based on the learnings of the Project key messages and calls to action need to be conveyed to policymakers to improve policies related to sustainable urban mobility. Such proposals will be developed and made available on local, national and also on transnational level.
How to plan for optimal modal mix?

The Modal Split - Current Situation
- Car: 53%
- Bus: 34%
- Bicycle: 13%

The Modal Split - A Goal Towards Sustainability
- Car: 25%
- Bus: 50%
- Bicycle: 25%

Traditional Transport Planning
- Focus on traffic
- Primary objectives: Traffic flow capacity and speed
- Modal-focused
- Infrastructure focus
- Domain of traffic engineers
- Planning by experts

Sustainable Mobility Planning
- Focus on people
- Primary objectives: Accessibility and quality of life, as well as sustainability, economic viability, social equity, health and environmental quality
- Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes
- Integrated set of actions to achieve cost-effective solutions
- Interdisciplinary planning teams
- Planning with the involvement of stakeholders using a transparent and participatory approach
CityWALK—Expected result

- Increasing the safety of urban transport networks and liveability of urban areas.

- Enhancing the integrated use of sustainable transport modes.

- Reducing transport related CO emissions in urban areas.
Thank you for your attention!