CREATE: Successful post-project deployment

Peter Jones
Scientific Coordinator

CIVITAS Forum: successful deployment of Horizon 2020 project results

Project Summary and Recommendations for Cities

Urban Mobility:

Preparing for the Future, Learning from the Past

Peter Jones

With contributions from:

Paulo Anciaes, Charles Buckingham, Clemence Cavoli, Tom Cohen, Lucia Cristea, Regine Gerike, Charlotte Halpern and Laurie Pickup

What is CREATE?

- Three-year H2020 CIVITAS project (completion May 2018)
- Examines how 5 Western European capital cities have dealt with growing car use and congestion, over past 50-60 years – with lessons for growing urban economies (5 Eastern European/EuroMed cities)
- Quantitative analysis of trends in car use and influencing factors
- Qualitative investigation of governance facilitators and constraints
- Investigation of scheme funding, and modelling and appraisal issues
- Identifies future challenges and opportunities for urban mobility
- Production of CREATE guidelines

CREATE Partners

Participant No	Participant Organisation Name	Country
1 (Coordinator)	University College London (UCL)	UK
2	BOKU, Vienna, Institute for Transport Studies	Austria
3	EIP Bucharest (SME)	Romania
4	EUROCITIES ASBL	Belgium
5	Fondation Nationale des Sciences Politiques (FNSP)	France
6	IAU île-de-France (SME)	France
7	INRIX UK Ltd (SME)	UK
8	COWI	Denmark
9	Vectos UK (SME)	UK
10	City of Berlin	Germany
11	City of Copenhagen (CPH)	Denmark
12	Transport for London (TFL)	UK
13	Adana Metropolitan Municipality (AMM)	Turkey
14	Greater Amman Municipality (GAM)	Jordon
15	City of Bucharest (PMB)	Romania
16	City of Skopje	Macedonia
17	City of Tallinn (TLN)	Estonia
18	Technishe Universitaet Dresden	Germany

Key messages

- Different transport policy perspectives exist
- These determine:
  - types of policy measures
  - the shaping of the city
  - levels of car use and road traffic
- Advice on how to develop a sustainable/liveable city: 8 Ms

How do policy perspectives shape cities?

Over time, a city authority's perspective will determine which types of policy measures are introduced. And the measures implemented will impact on attitudes and behaviour, which in turn can influence levels of car use. Historically, we can identify three distinct policy perspectives.

- Road building
- Car parking
- Lower density
- Dispersion

- Public transport
- Cycle networks
- Roadspace reallocation

- Public realm
- Street activities
- Traffic restraint
- ToD/mixed use developments

Contrast in policy measures: C –> P

The pictures show how this area of London has been transformed from a large traffic roundabout into a vibrant public space at the heart of the community, due to a shift in policy perspective and corresponding priorities.

London, Aldgate Square:

C Put in gyratory to increase road capacity (1960s)

Before

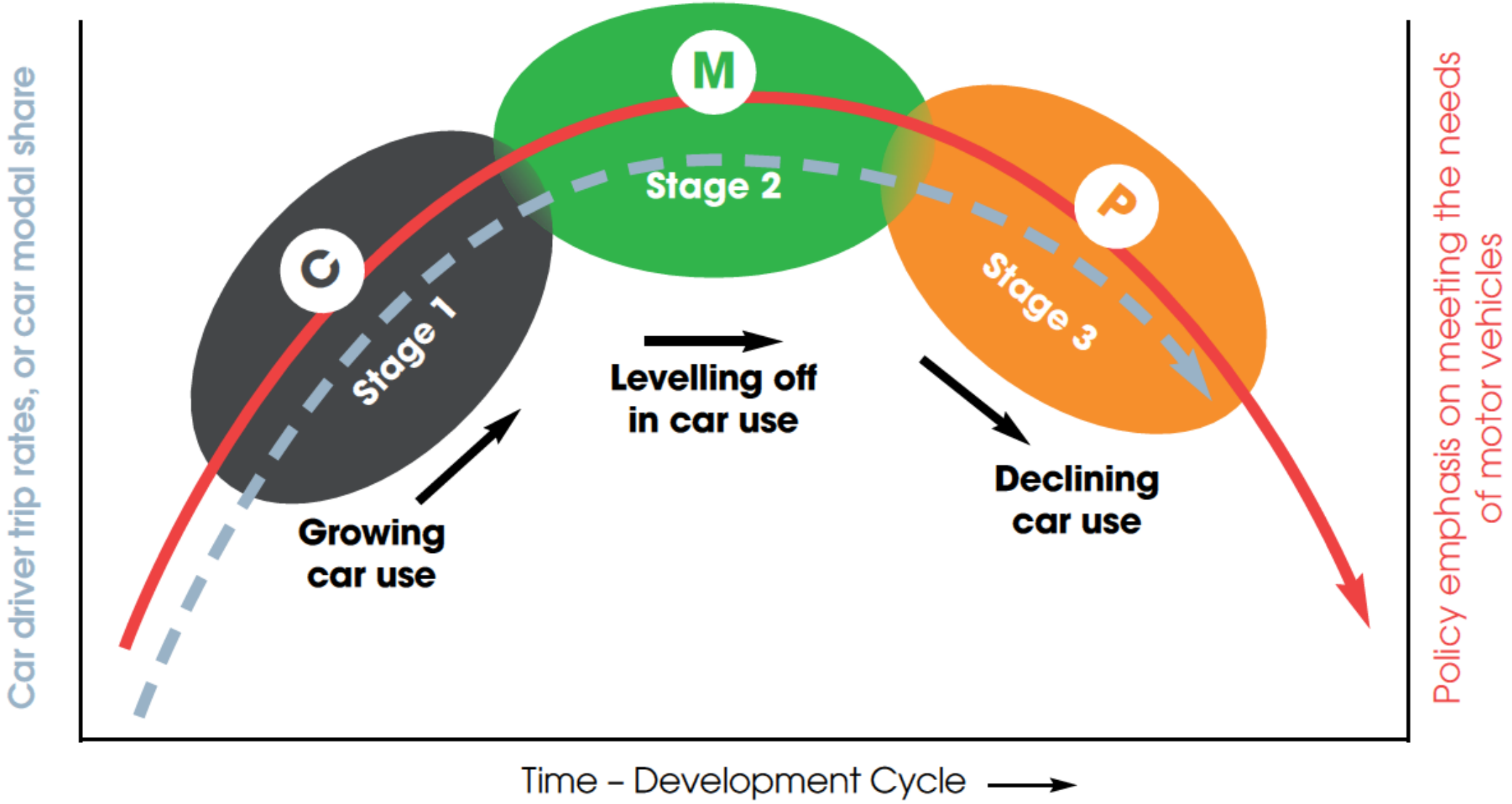
P Remove, to enhance place and provide new community heartland (2018)

After

TfL's London-wide Street Classification

	P1	P2	P3
M3	M3/P1 eg Core Road	M3/P2 eg High Road	M3/P3 eg City Hub
M2	M2/P1 eg Connector	M2/P2 eg High Street	M2/P3 eg City Street
M1	M1/P1 eg Local Street	M1/P2 eg Town Square	M1/P3 eg City Place

A 'U-shaped' trajectory of car use intensity linked to the different stages



Success factors contributing to a shift from C to M/P policies

The eight 'Ms' can help pave the way to a less car-dependent future:

- **Mood**
  Public, political and professional acceptability
- **Motivation**
  Triggers for change (e.g. deterioration)
- **Mass**
  Capacity building: deepen and broaden the skills base
- **Momentum**
  Building on success: pilots and policy 'windows'
- **Mechanisms**
  Engagement, enforcement, administration, delivery; co-operation and co-ordination
- **Measures**
  PT investment, reallocate road-space
- **Methods**
  Better forecasting and appraisal methods
- **Money**
  Funding mechanisms

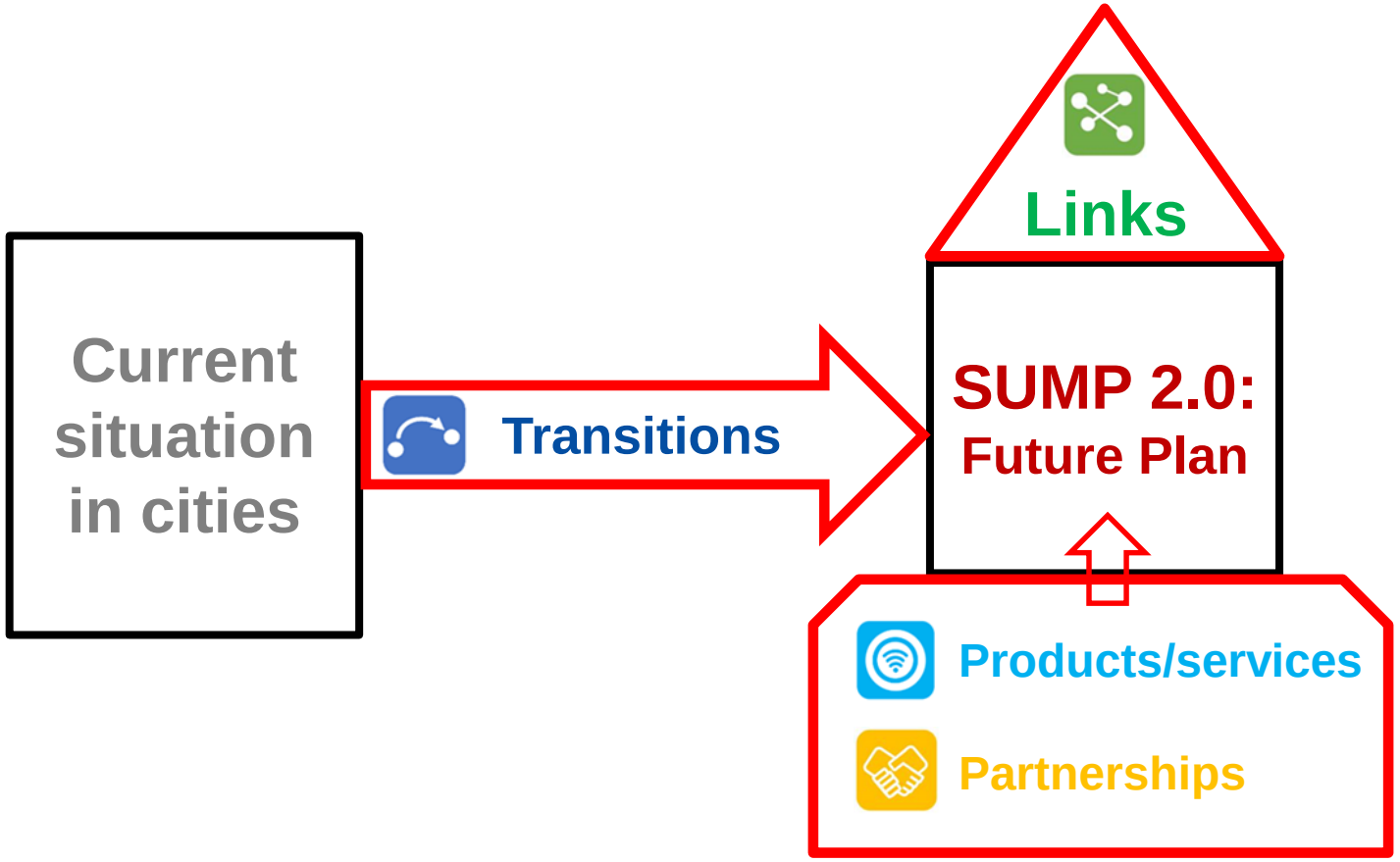
Deployments

- Follow-up EU H2020 projects:
  - SUMP-PLUS
  - MORE
- Other follow-up projects
  - T-SUM [Sub-Saharan African cities]
- Political interest
- Replications and imitations

SUMP-PLUS core objectives

1. To develop and apply a set of **context-specific mobility transformation pathways**, with supporting methodologies and analytical tools for cities facing rapid traffic growth, that will enable them to map out a practical implementation pathway.
2. To demonstrate how cities can develop stronger **links with other urban system components** that generate the demands for mobility (education, health, retail, land use planning, etc.), so that digitally-based mobility systems can be more accessible and be delivered more comprehensively, efficiently and effectively.
3. To **identify new solutions**: products and services that will provide increased efficiency and sustainability, in both the freight and passenger sectors.
4. To identify and demonstrate **new partnerships and business models** that enable various mobility objectives to be met cost-effectively through appropriate public/private sector partnerships, in both passenger and freight services.

Enhancing the SUMP process……



MORE – the 'USP'

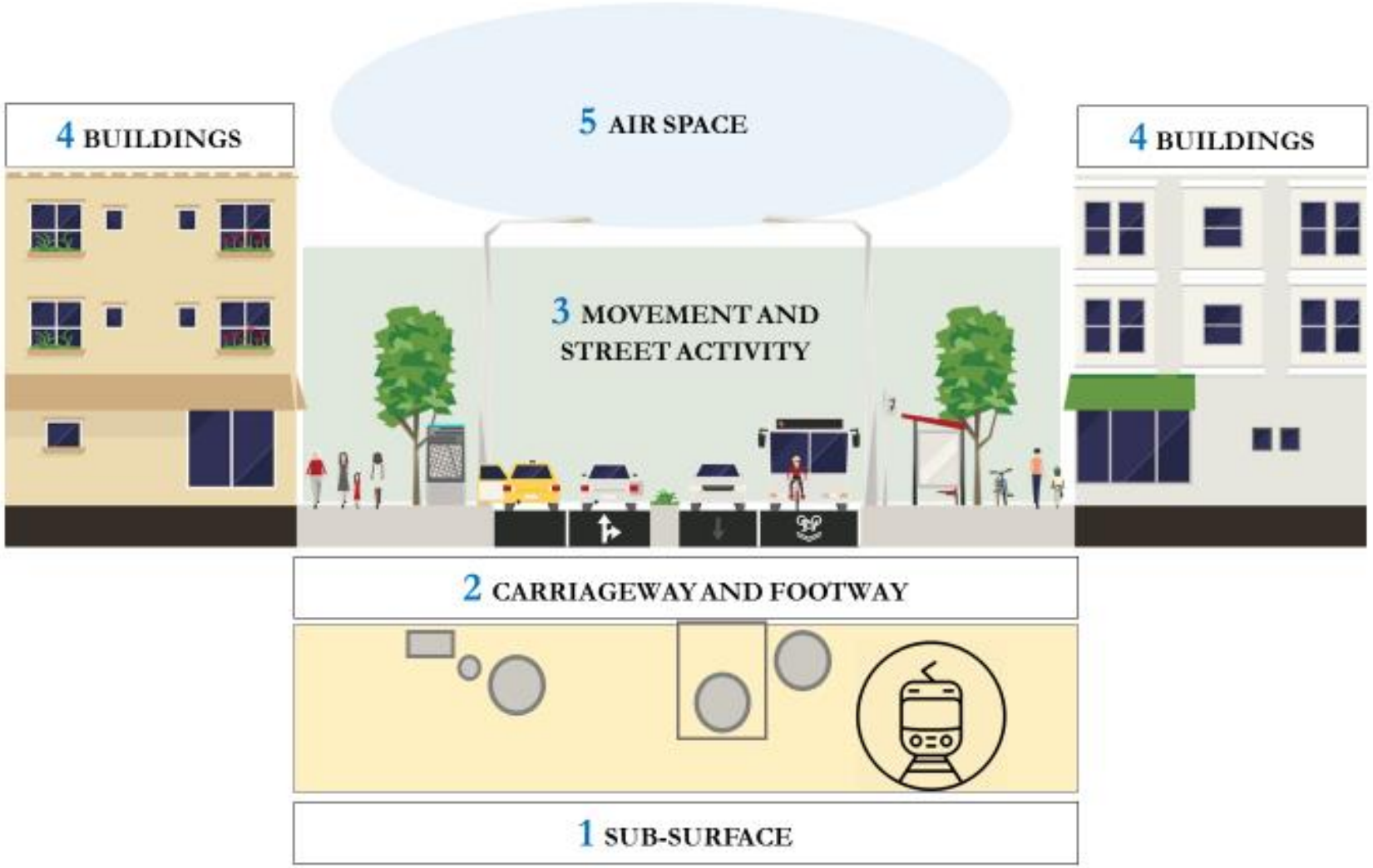
- Many competing demands on road-space in cities:
  - Various forms of movement demands – passenger and freight
  - Many types of place-related activities, from loading to street activities
- Various products and services are on offer to address these requirements – usually assessed individually
- But MORE asks the question:

  "How do we bring together all these competing needs and offers <u>within the limited space available</u> on urban streets?"

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No. 769458

MORE
Multimodal Optimisation of Roadspace in Europe

Urban Street as an ‘Eco-System’: Key components



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T-SUM Transitions to Sustainable Urban Mobility

GCRF Global Challenges Research Fund

E·S·R·C ECONOMIC & SOCIAL RESEARCH COUNCIL

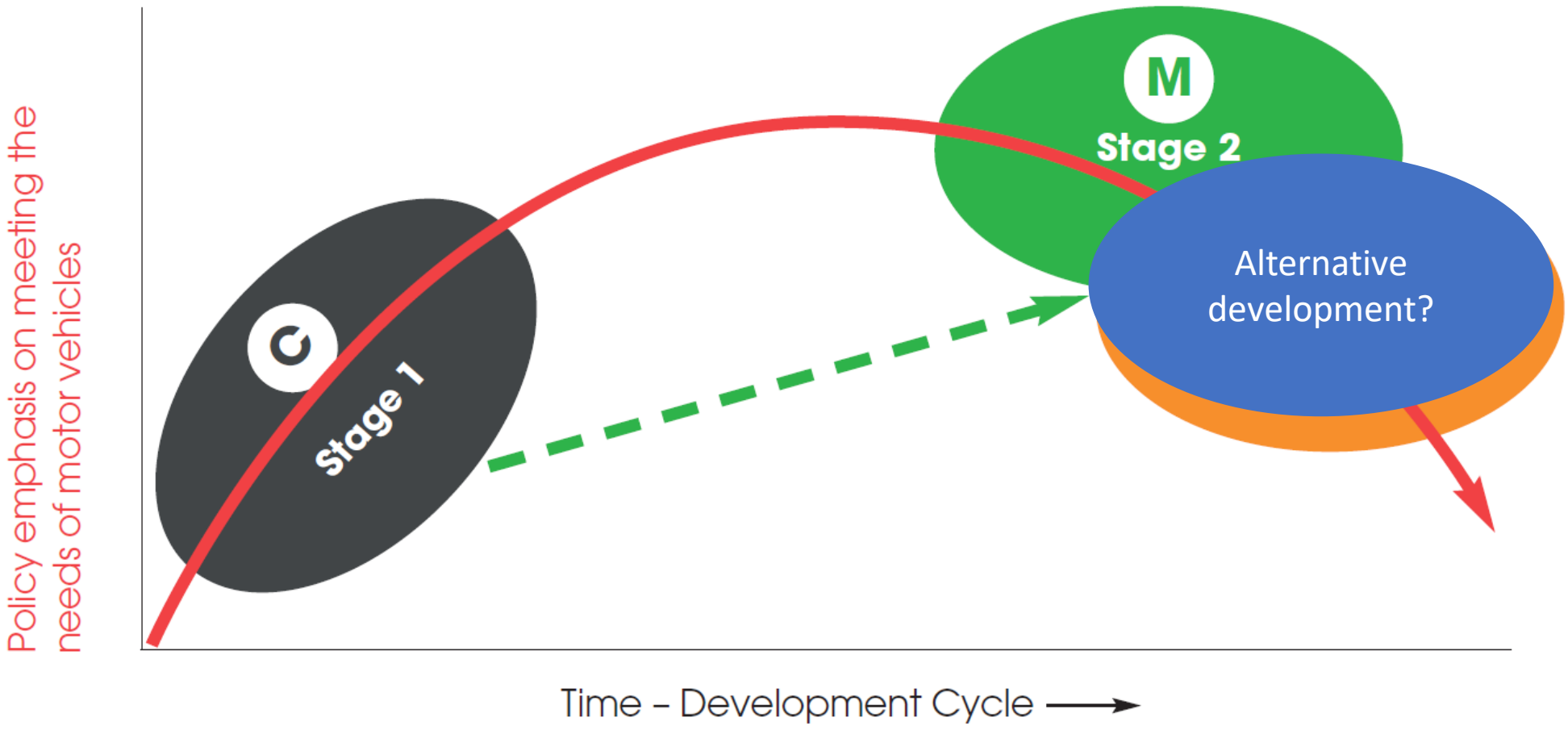
Sustainable urban mobility:

Key to achieving the SDGs

CEGE DEPARTMENT OF CIVIL, ENVIRONMENTAL & GEOMATIC ENGINEERING · CTS · dpu Development Planning Unit · The Bartlett · UCL · UCL Grand Challenge of Sustainable Cities · UNIVERSIDADE EDUARDO MONDLANE · WAZA · SIERRA LEONE URBAN RESEARCH CENTRE · AFD AGENCE FRANÇAISE DE DÉVELOPPEMENT · THE WORLD BANK

The Challenge for African Cities

Can this evolutionary/learning process be short-circuited?

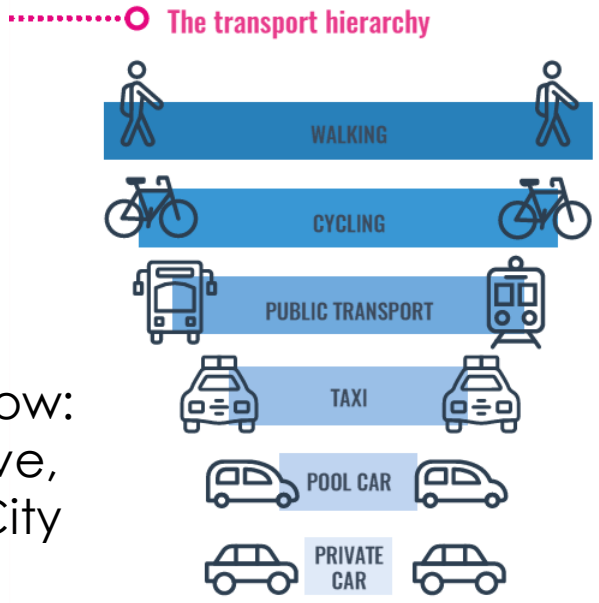


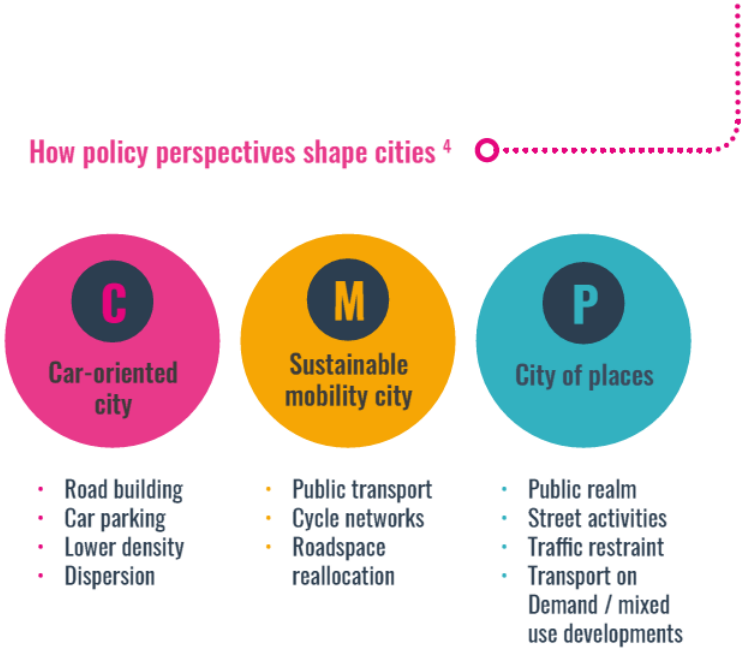
Examples of Political/policy Interest

- Tim Steer – advisor to the Mayor of London
- Andy Burnham – Mayor of Greater Manchester
- David Begg, Chair Glasgow Connectivity Commission
- Urban Transport Group, UK
- Havana transport vision
- New South Wales Transport Authority
- Auckland Transport

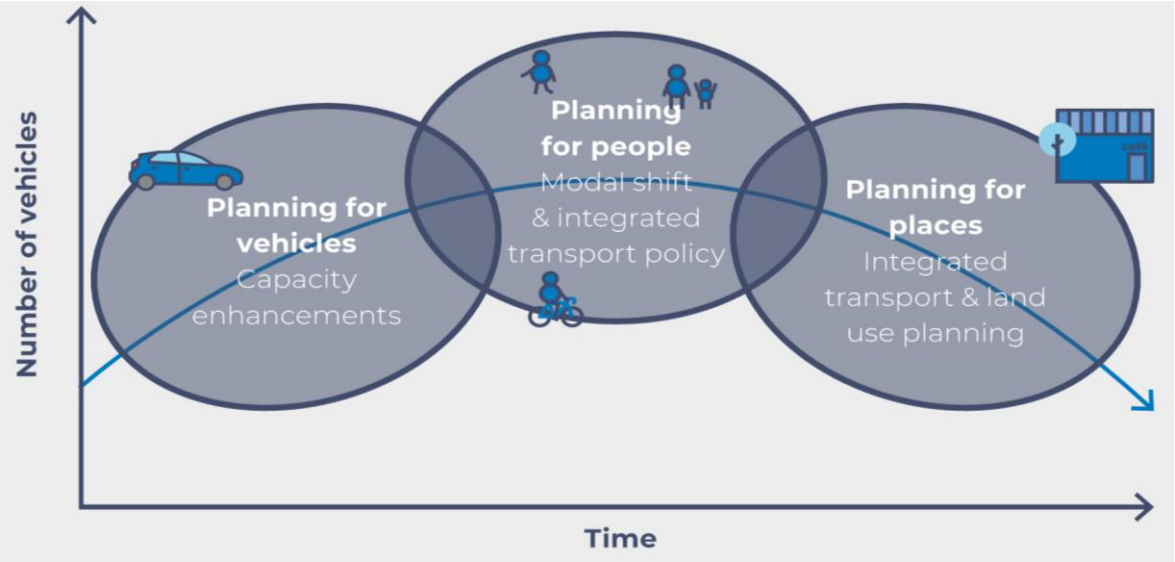
Replications and Imitations

Connecting Glasgow: creating an Inclusive, Thriving, Liveable City





Walk 21 Conference - Bogota



Transport Strategy for South-East England

Lessons for Successful Deployment

- Be clear about what the project is offering: concepts, evidence, techniques, products…..
- Develop and update your exploitation plan – who will have an interest in the project after it ends (e.g. similar cities, local universities…..)
- Run city-led, regional dissemination events
- Widely disseminate findings and develop new contacts – who shows a particular interest? (e.g. politicians)

Key Remaining Challenges

- Capacity building in smaller and resource-poor cities
- Producing evidence that restricting car traffic increases, not reduces, city economic vitality and attractiveness
- Getting international players on board (EBRD, World Bank..)
- Changing mind-sets (public & politicians) in car-oriented cities….

Thank you !

peter.jones@ucl.ac.uk

http://www.create-mobility.eu