MORE

Multimodal Optimisation of Roadspace in Europe

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Verified by:	**Peter Jones**
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- *safety;* *improvements of traffic flow*
- *lack of information*

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3.1

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[3] https://www.iru.org/who-we-are/members/members-directory

[4] http://chelseasociety.org.uk/

[5] https://en.fussverkehr.ch/list-of-city-members/

[6] https://www.uitp.org/all-members

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top-down vertical approach from a temporal-spatial horizontal approach

- ***Macro-level***

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- ***Meso-level***

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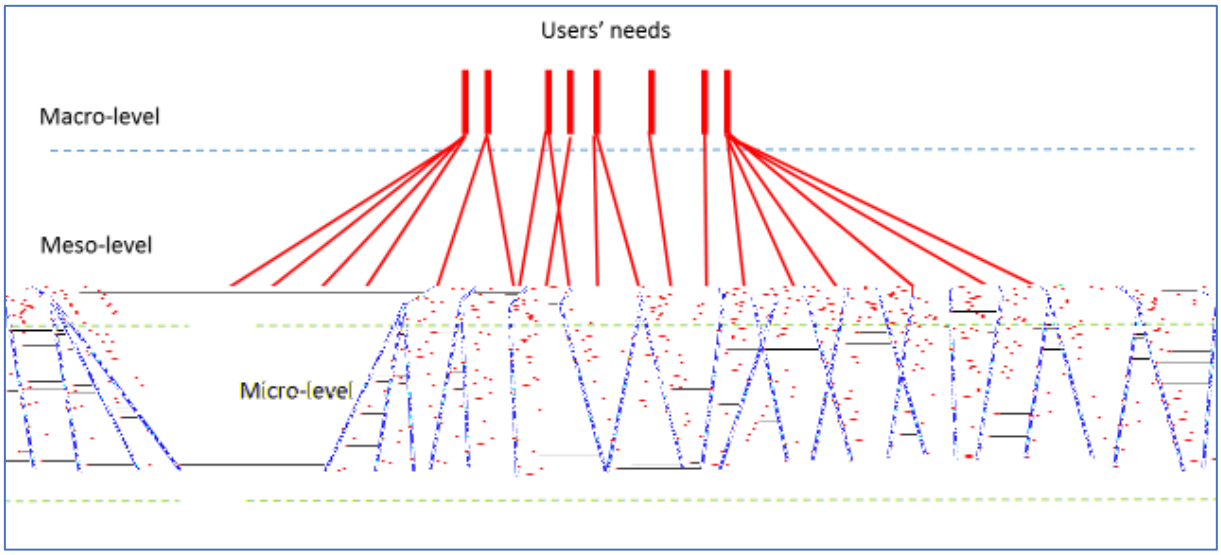
- ***Micro-level***



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[7] https://www.pedestrians-int.org/en/

[8] https://ecf.com/

[9] https://www.iru.org/who-we-are

[10] https://www.polisnetwork.eu/about/about-polis

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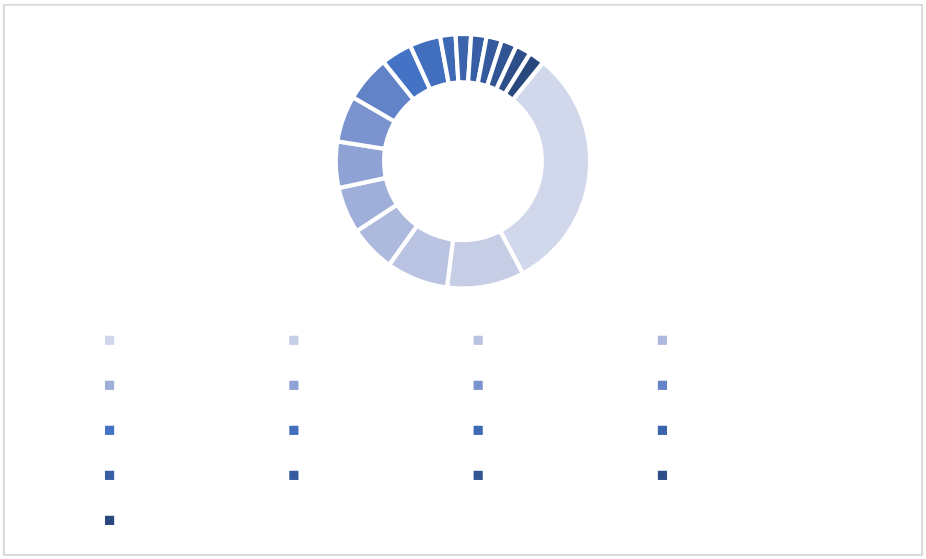

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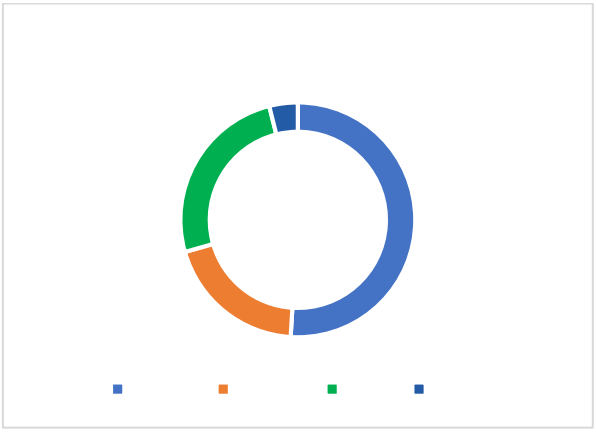

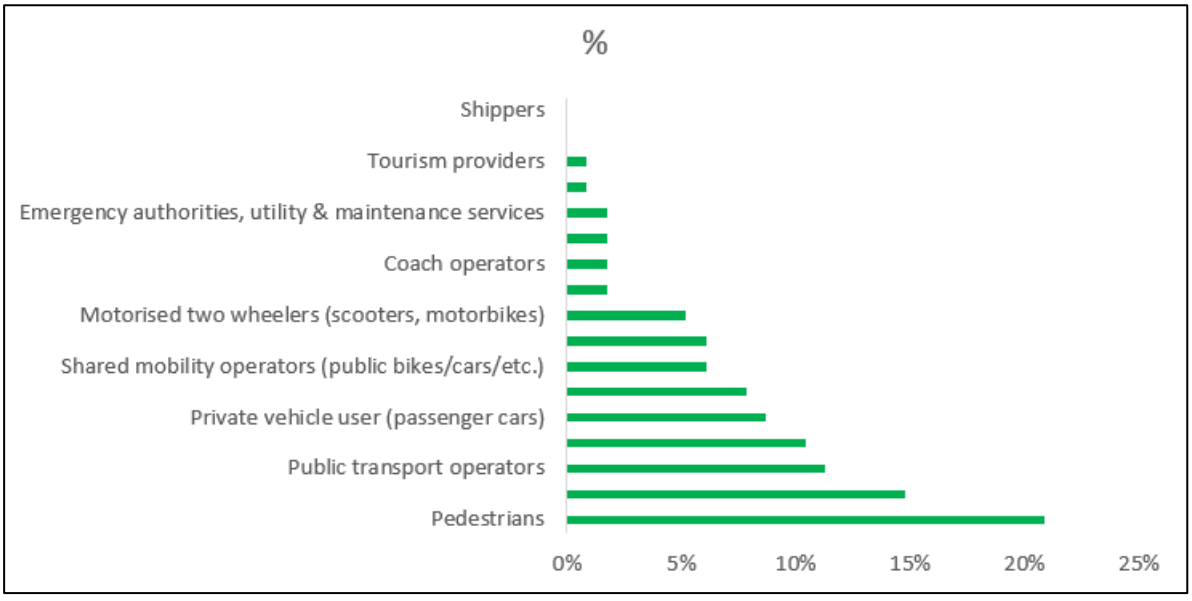

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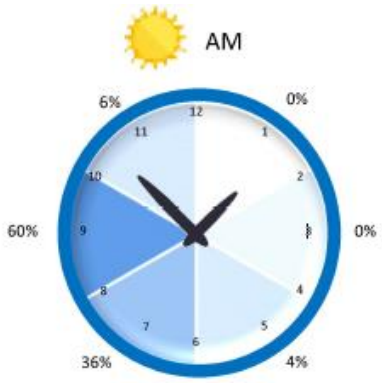
Please indicate what are your busiest travel hours within the weekdays?



Please select the typical time slots where your transport activities are the least intense during weekdays:

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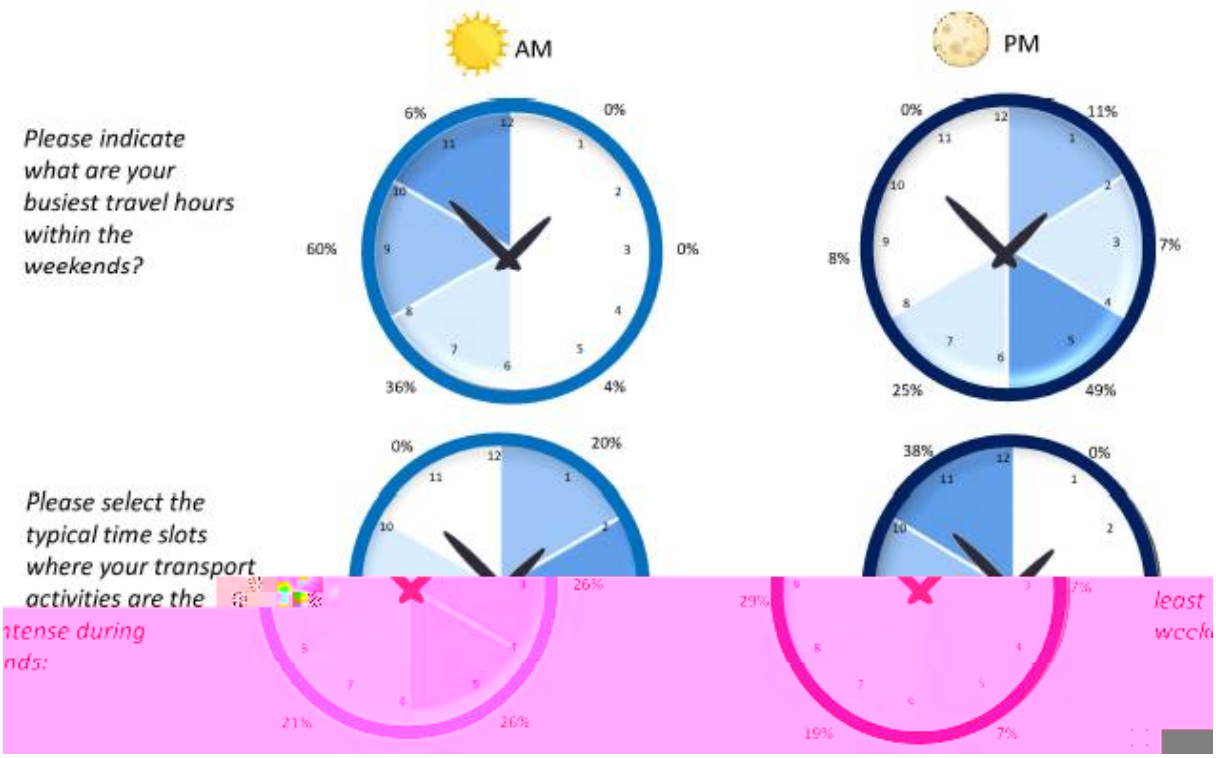

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① EDUCATION CENTRES (schools, universities, libraries, etc.)

② BUSINESS DISTRICT / OFFICES / WORKPLACES
RESIDENTIAL AREAS WITHIN THE URBAN AREA
URBAN MULTI-MODAL TRANSPORT HUBS (METRO/BUS/TAXI/BIKE-CAR/SHARING STATIONS)

③ CITY HALL & ADMINISTRATIVE CENTRES

④ HOSPITALS AND OTHER EMERGENCY CENTRES (INCLUDING POLICE STATIONS)

⑤ MALLS / SHOPPING CENTRES / SUPERMARKETS (AT THE PERIPHERY OF THE CITY CENTRE)
CITY SHOPS / CITY MARKETS / BANKS / POST OFFICES (IN THE CITY CENTRE)
ENTERTAINMENT PLACES (CINEMAS, CONCERT HALLS, STADIUMS, THEATRES, ETC.)

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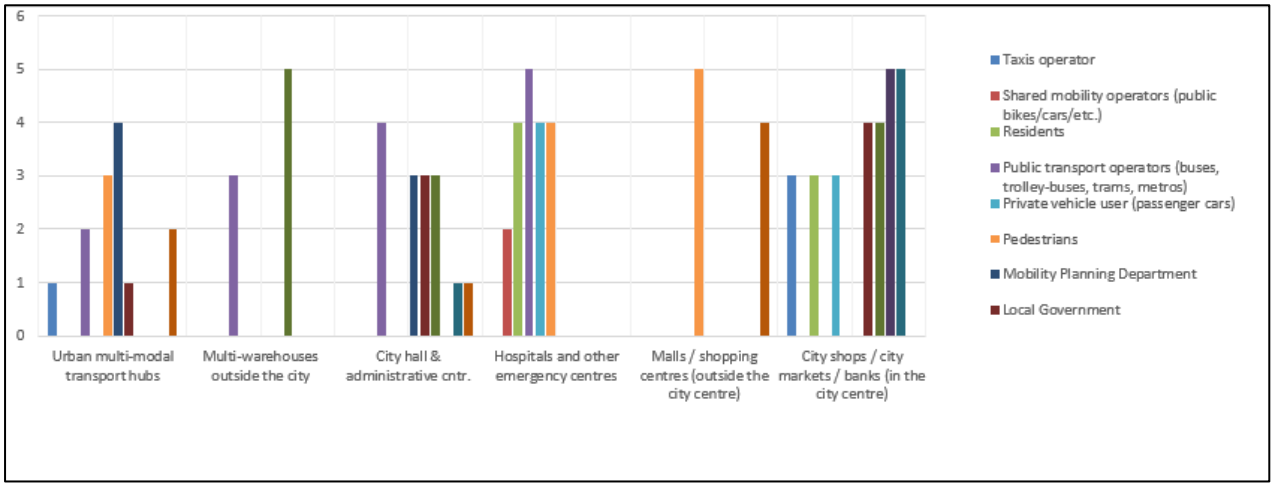

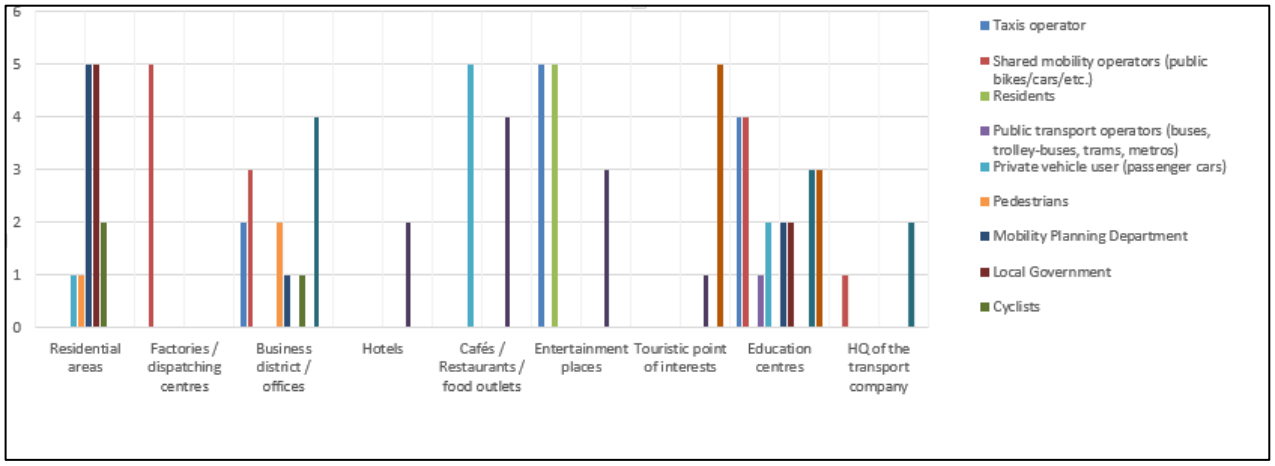

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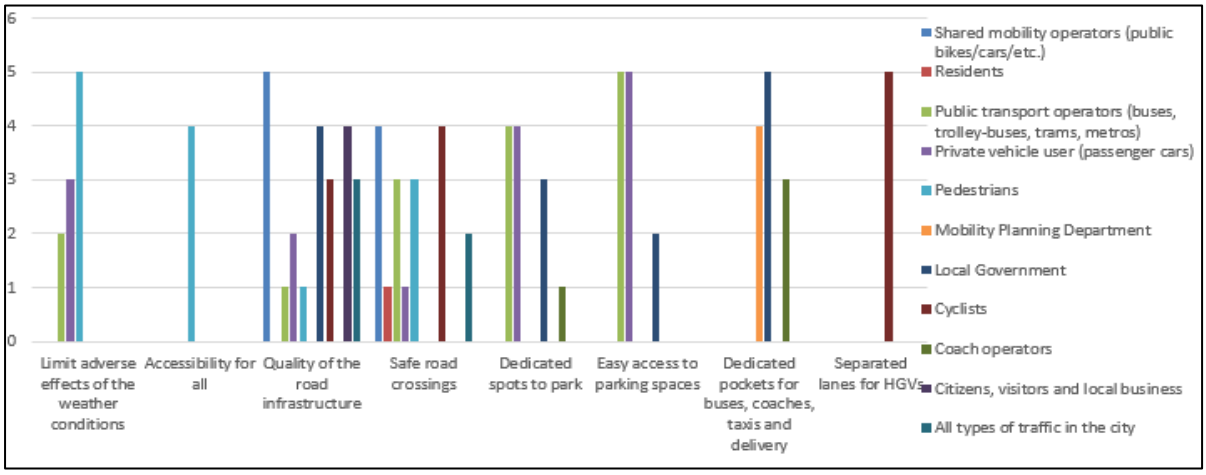

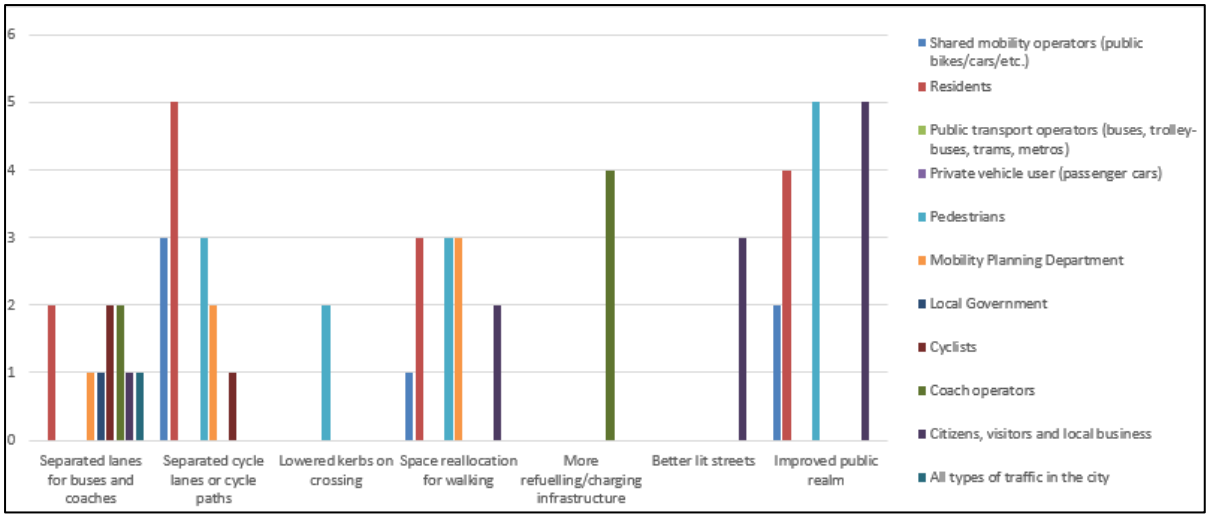

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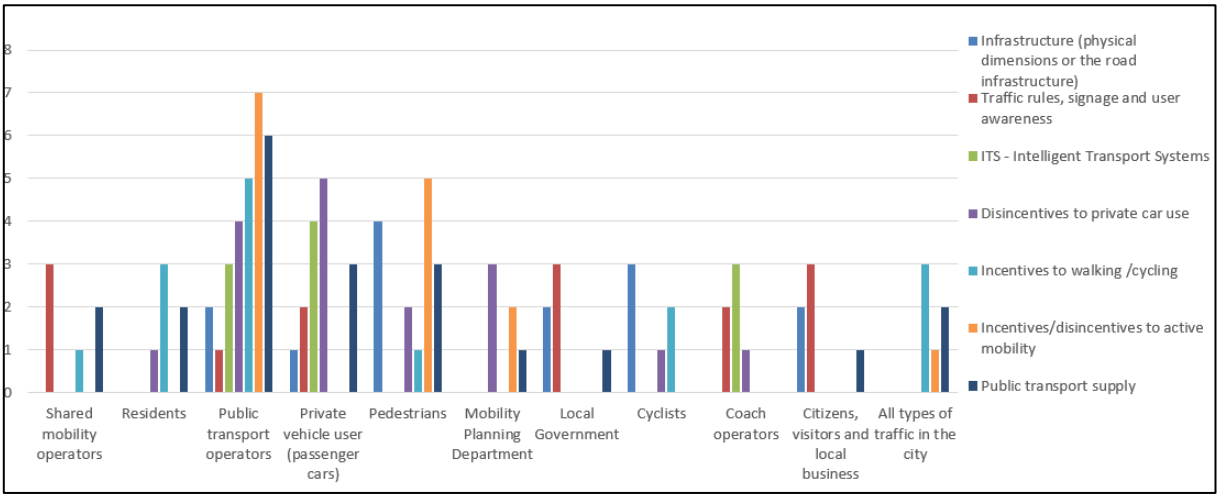

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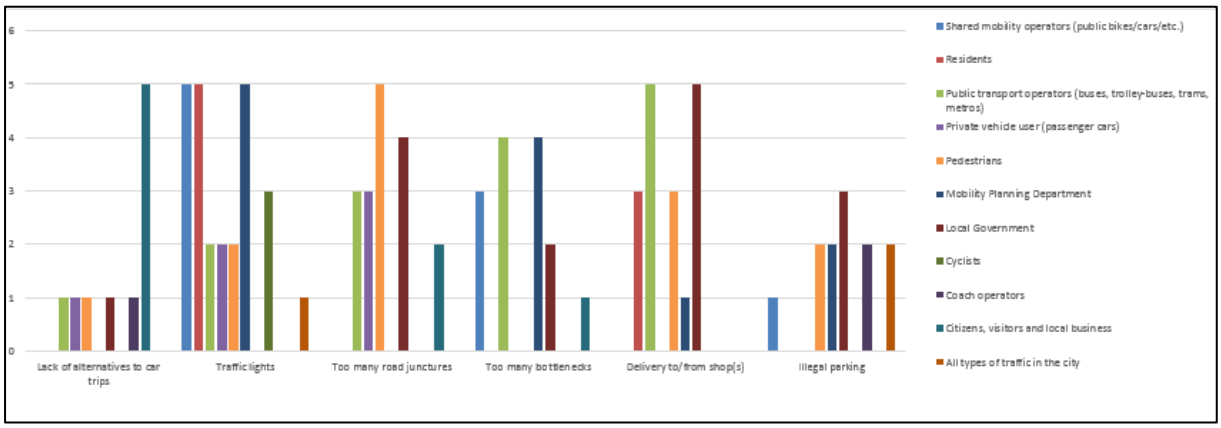

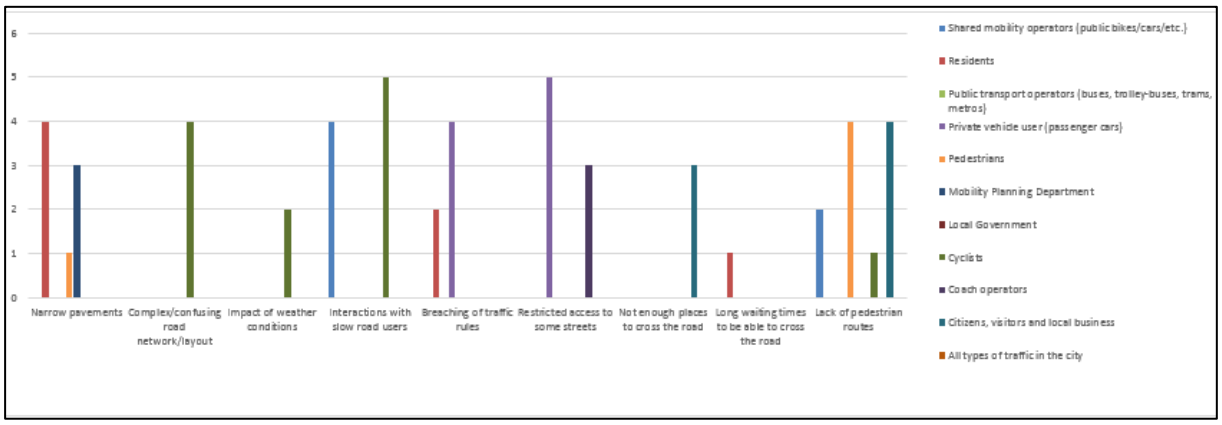

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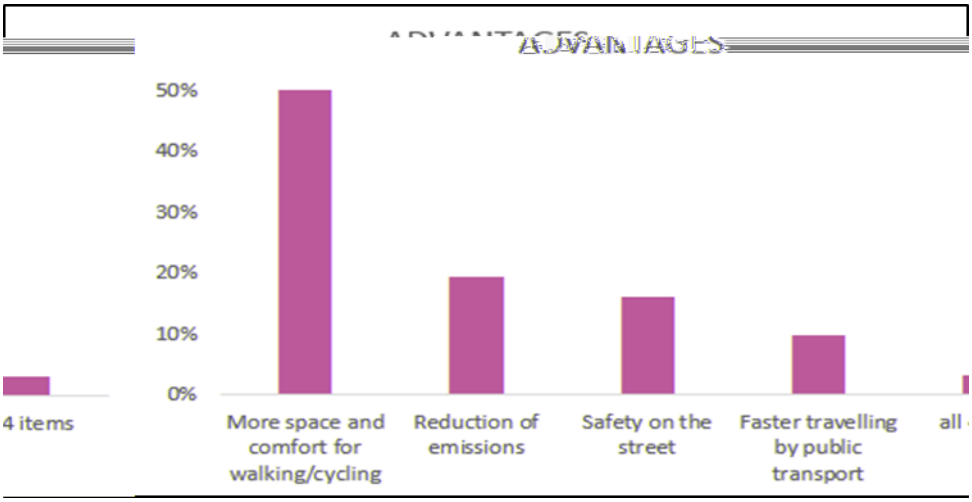

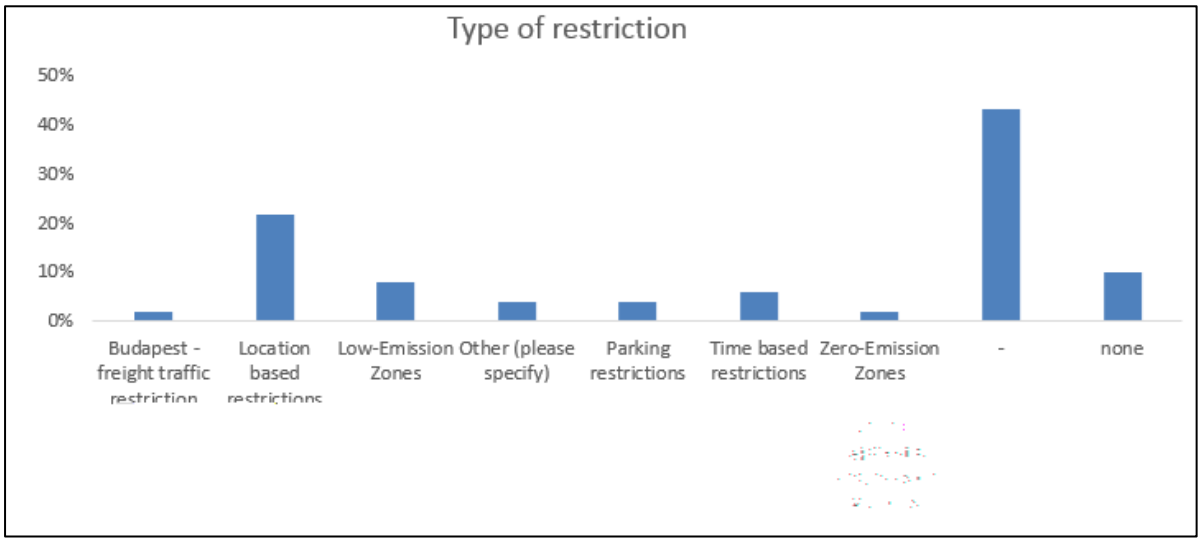

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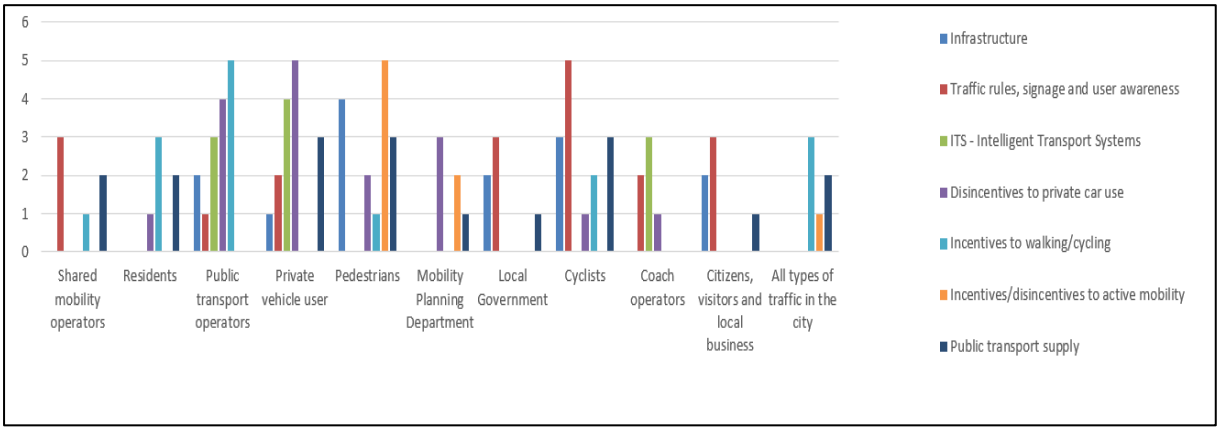

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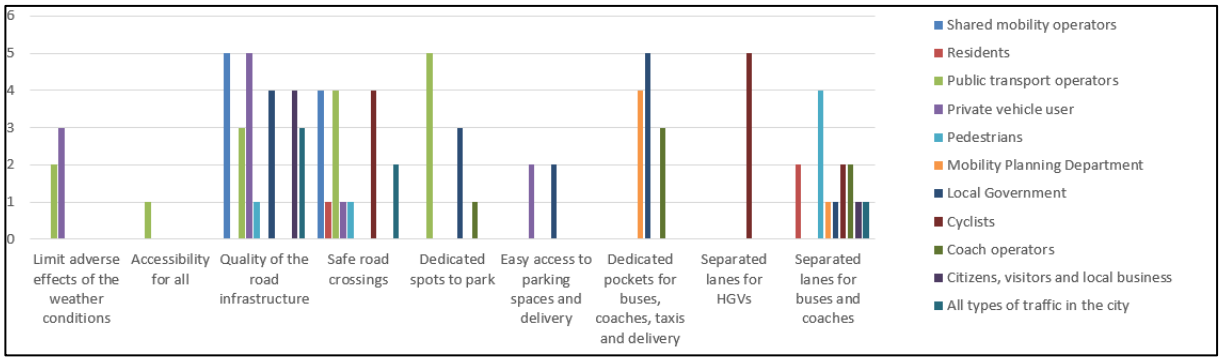

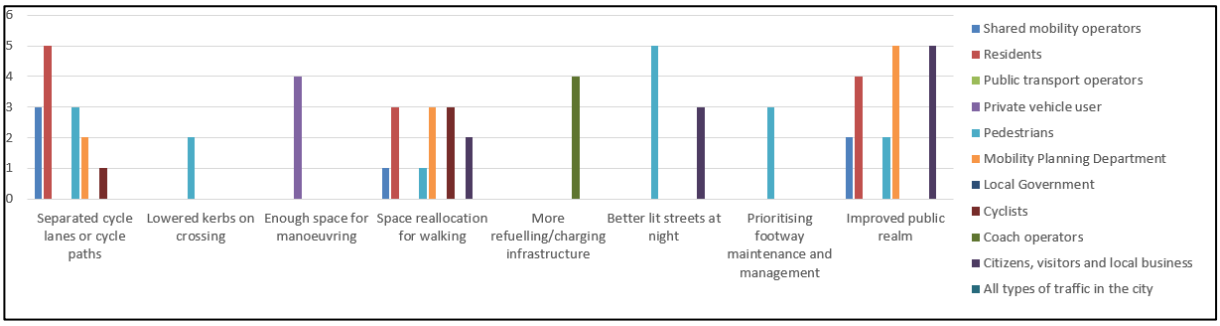

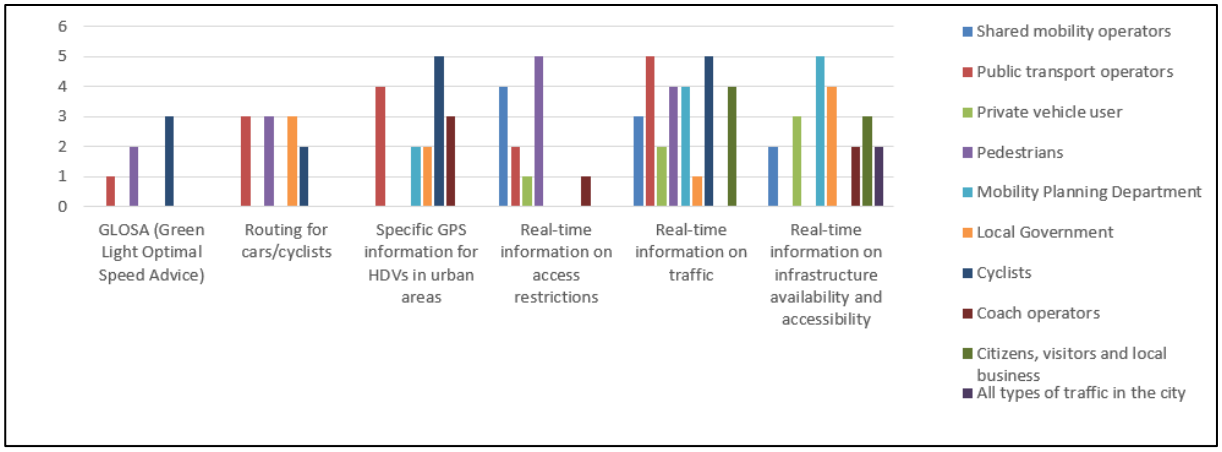

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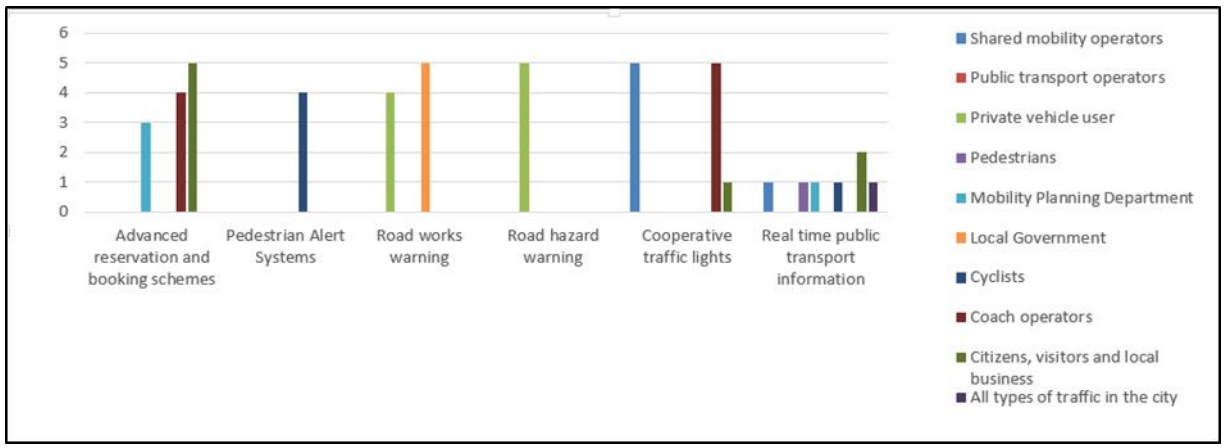

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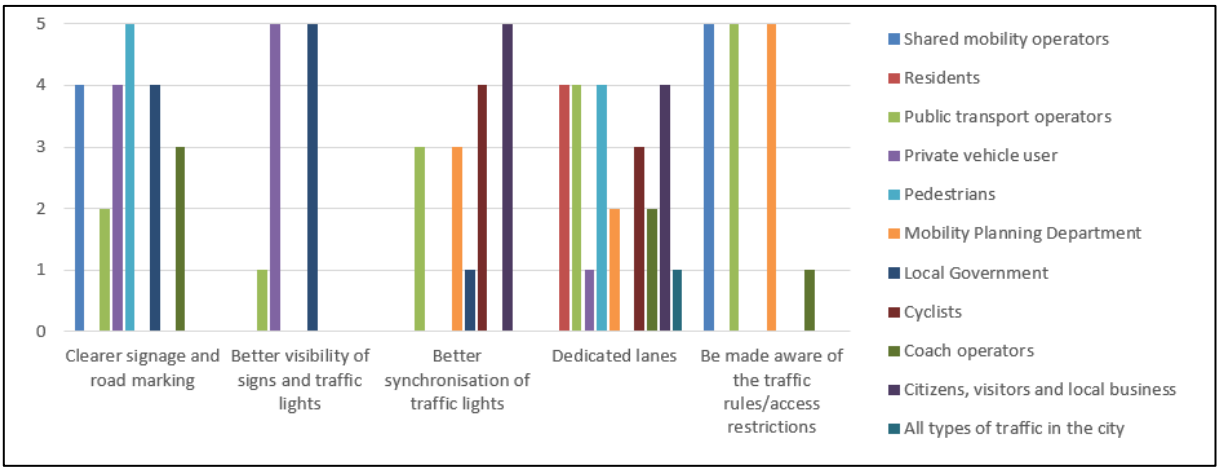

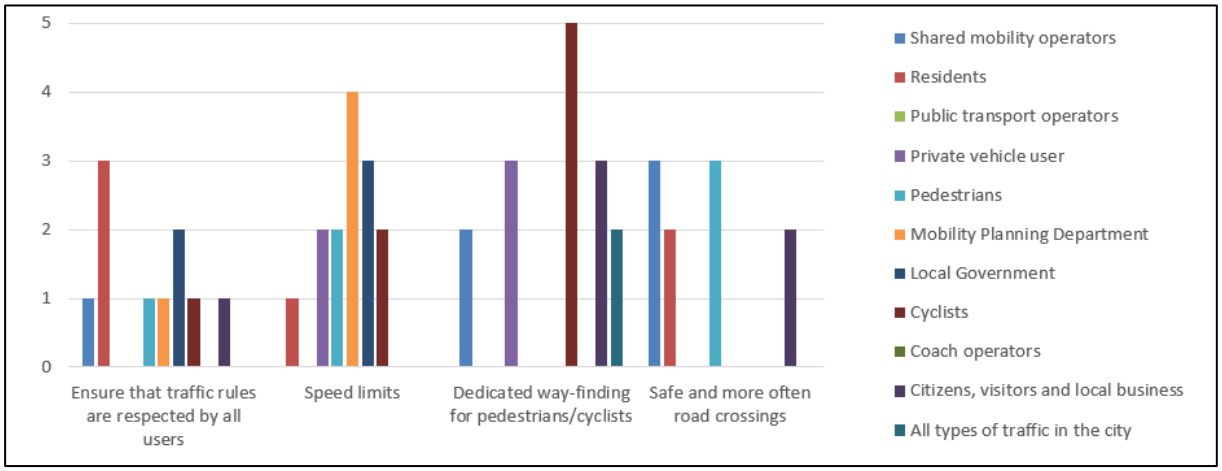

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5.1

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[11] https://www.polisnetwork.eu/about/about-polis

[12] CIVITAS CREATE, Project Summary and Recommendations for Cities, 2017, Available from: Urban Mobility: Preparing for the Future, Learning from the Past: http://www.create-mobility.eu/create/Publications/Reports

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5.1.2

Together towards competitive and resource-efficient urban mobility

[13] http://www.sump-challenges.eu/content/participation

[14] https://www.eltis.org/sites/default/files/guidelines_for_developing_and_implementing_a_sustainable_urban_mobility_plan_2nd_edition.pdf

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5.1.3

[15] https://ec.europa.eu/transport/modes/road/road_charging/charging_private_vehicles

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5.1.4

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[16] City Lounge Concept, available at: https://www.rotterdam.nl/wonen-leven/binnenstad/City-Lounge-english-concept-v3-liggend.pdf

[17] Thinking Cities magazine #12 "Finding balance in the Thinking City", June 2019 (Page 20): https://www.polisnetwork.eu/uploads/Modules/PublicDocuments/tc-june2019.pdf

[18] https://www.polisnetwork.eu/uploads/ModuleXtender/MembersEvents/130/7-_Portvik_Olso.pdf

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"create a more common approach amongst cities and Member States to issues such as vehicle categories, enforcement, exemptions, pricing, and information provision"

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Governance level	Comment
What vehicles for the EU?	Industrial policy, Mobility Package II
What vehicles sold in Member states?	… Norway: fully electromobile by 2025 …
What vehicles in my city?	UVAR: non-binding guidelines
What vehicle in my street? … at this charging point, at this parking spot?	Even if propulsion / AQ is solved! Kerb side access/management C-ITS could play an important role in the future

19 https://www.eltis.org/discover/news/brussels-and-londons-access-regulations-show-signs-success

20 https://ec.europa.eu/transport/sites/transport/files/uvar_final_report_august_28.pdf

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[21] http://www.civitas-reveal.eu/

[22] https://energy-cities.eu/best-practice/superblocks-free-up-to-92-of-public-space-in-barcelona/

[23] https://www.citylab.com/transportation/2019/03/amsterdam-cars-parking-spaces-bike-lanes-trees-green-left/586108/

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Figure 25 Data collection apps

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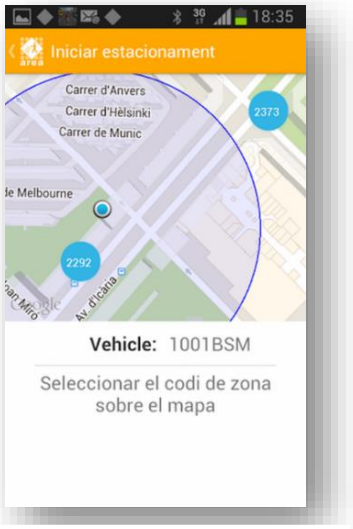

Figure 26 Management and enforcement of delivery area app

[24] https://www.nweurope.eu/projects/project-search/ehubs-smart-shared-green-mobility-hubs/

[25] https://www.mobiel21.be/campagnes-en-projecten/ping-if-you-care

[26] http://app.cycleprint.eu/

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co-creation processes

Regina Urban Ecology

[33] https://civitas-sunrise.eu/

[34] http://www.metamorphosis-project.eu

[35] http://www.metamorphosis-project.eu/sites/default/files/downloads/Metamorphosis_D2.2_v1.1.pdf

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Intelligent Transport Systems (ITS)

ooperative Intelligent Transport Systems (C-ITS)

Geofencing

[36] https://ec.europa.eu/transport/themes/its_en

[37] http://cimec-project.eu

[38] Reclus Fabrice, Drouard Kristen, (2009) Geofencing for Fleet & Freight Management, IEEE

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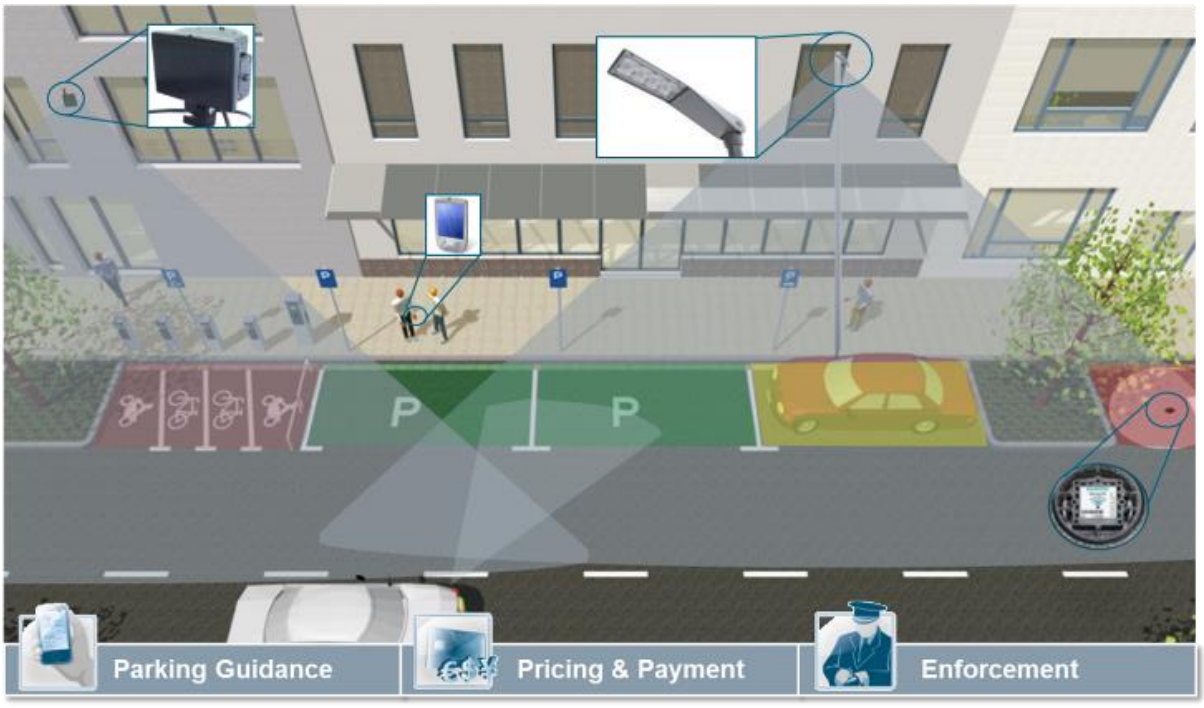

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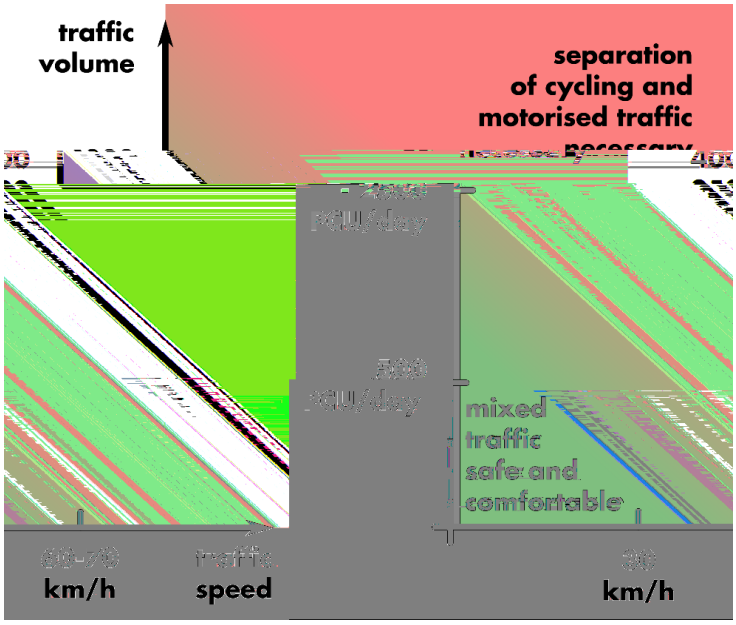

- Separation from fast and heavy traffic
- Thresholds vary between countries and guidelines

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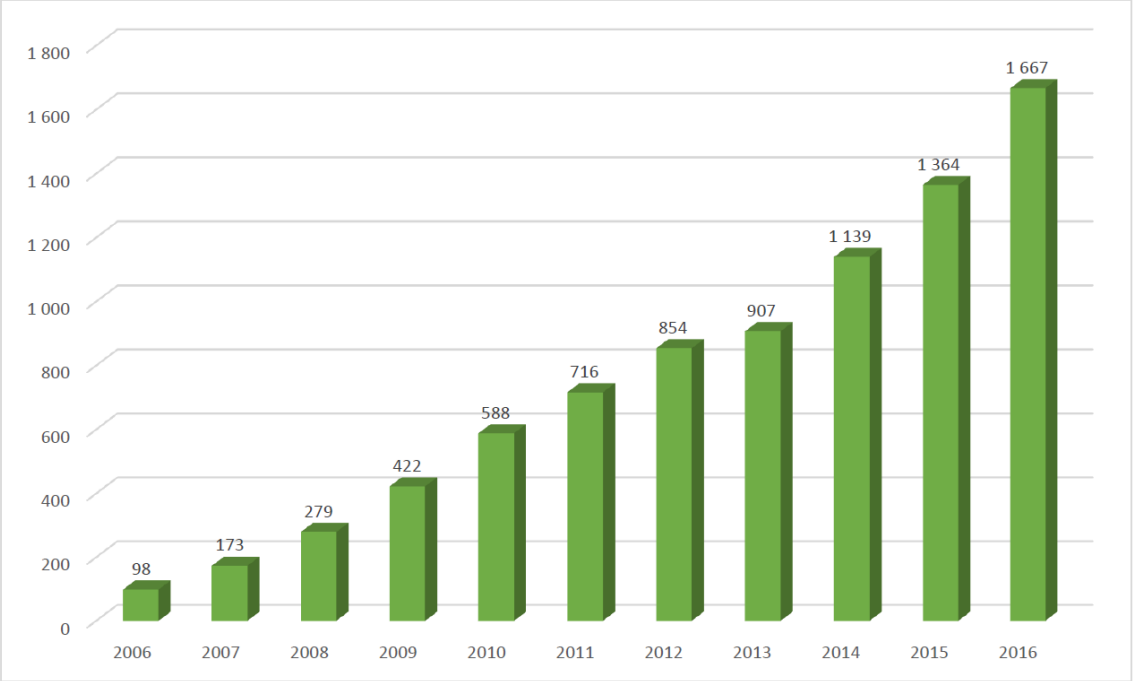
EUROPEAN EPAC SALES[15] (EU 28)
(1,000 units) 2009 – 2016



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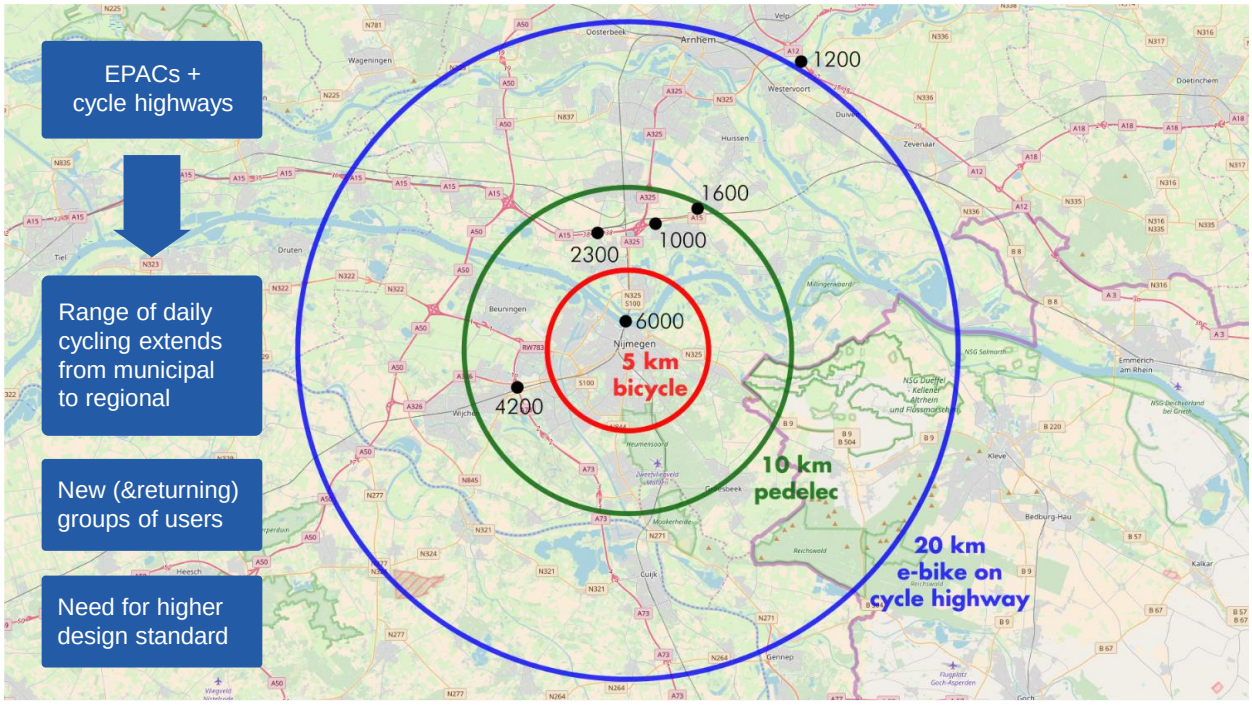

5.2.5

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directness

safety

coherence

2.

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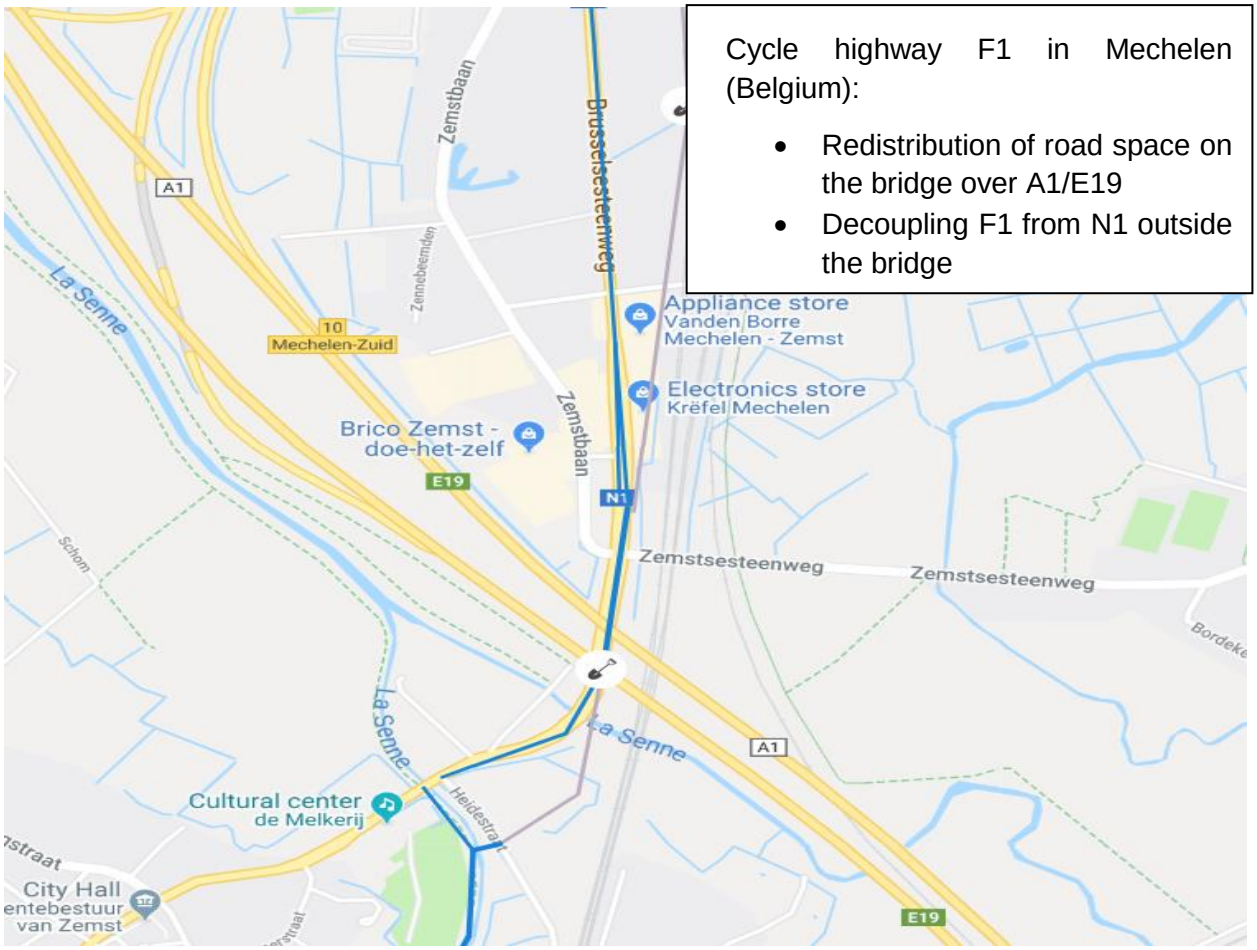
safety

attractiveness



Cycle highway F1 in Mechelen (Belgium):

- Redistribution of road space on the bridge over A1/E19
- Decoupling F1 from N1 outside the bridge

[44] A potential conflict point in the new corridor would be a crossing with local street Geerdegemstraat, with limited visibility as a safety hazard. Solutions for the crossing were analysed and camera counts showed that 80% of traffic in the street had no destination in the street. The local inhabitants convinced the municipality to cut the street to eliminate the through traffic (application of filtered permeability, a principle further discussed in the Copenhagen case study). This is a win-win solution: safe cycle route and improved quality of life for local inhabitants.

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[45] On the other hand, the rail line can be also a barrier (but this can be remedied by sufficient density of safe and comfortable crossings).

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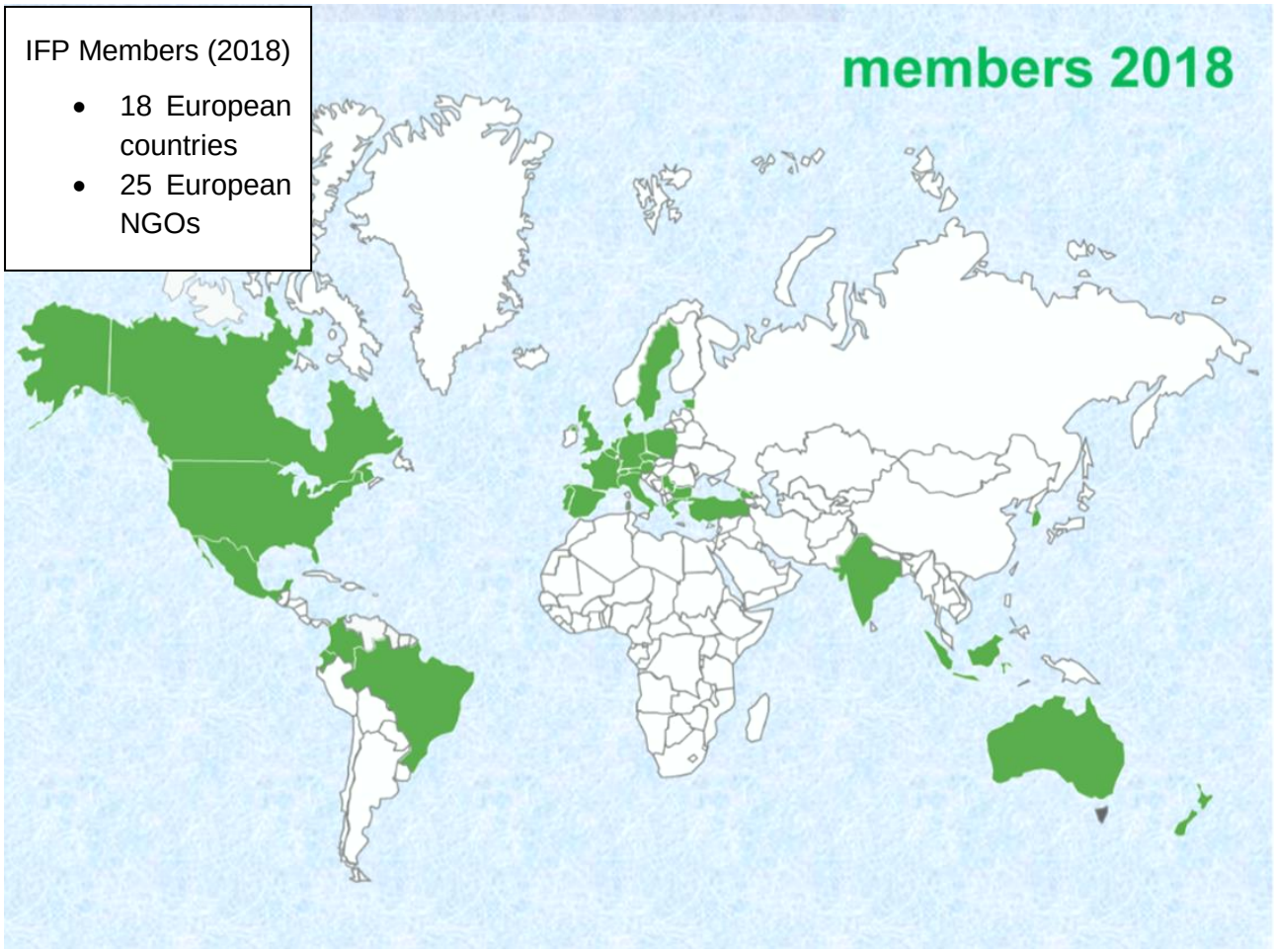
IFP Members (2018)

- 18 European countries
- 25 European NGOs



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5.3.3

Noun

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5.3.4

Urban design international 20

Journal of Urbanism 2

Economic value of walkability

Medicine & Science in Sports & Exercise 40

Literature review on vehicle travel speeds and pedestrian injuries

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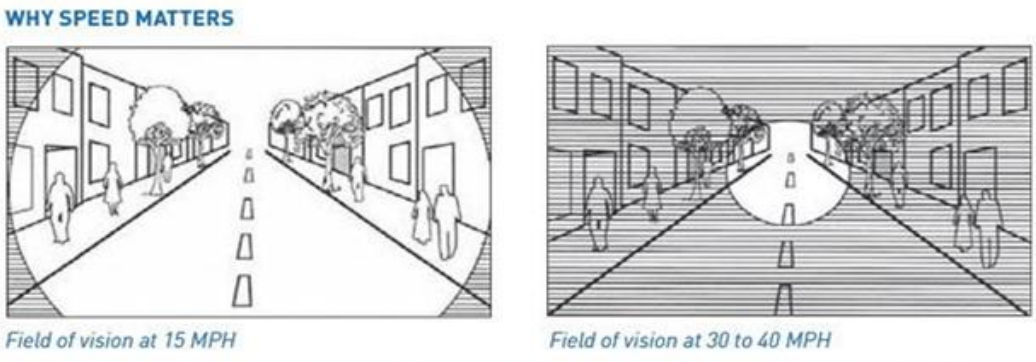

5.3.5

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Life between buildings: using public space

A review of pedestrian safety research in the United States and abroad

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Atmospheric Environment 98

International journal of environmental research and public health 8

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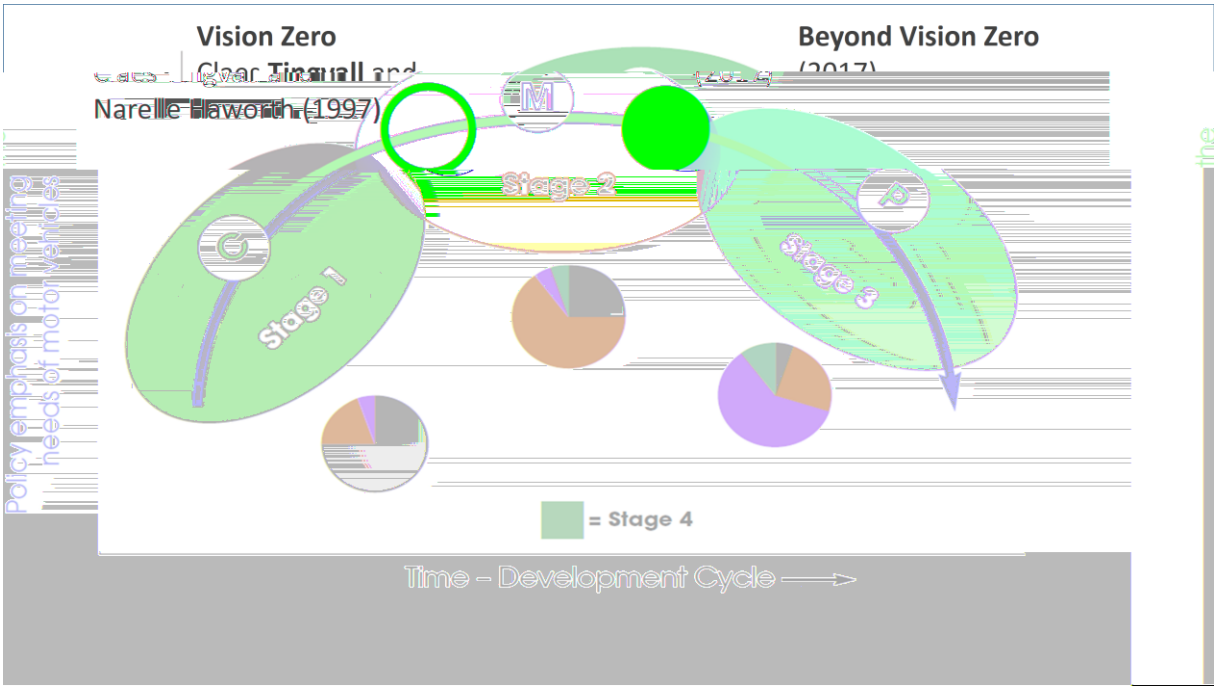

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what if

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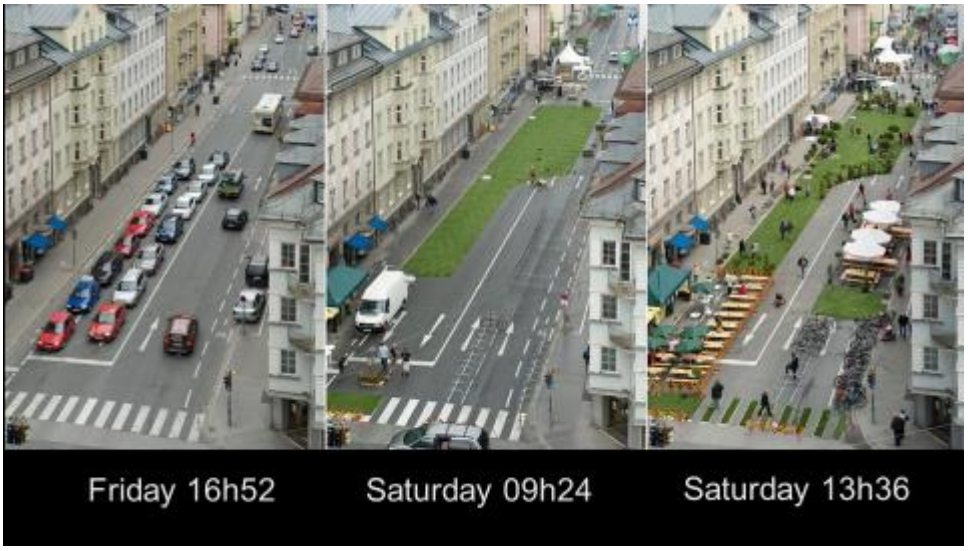

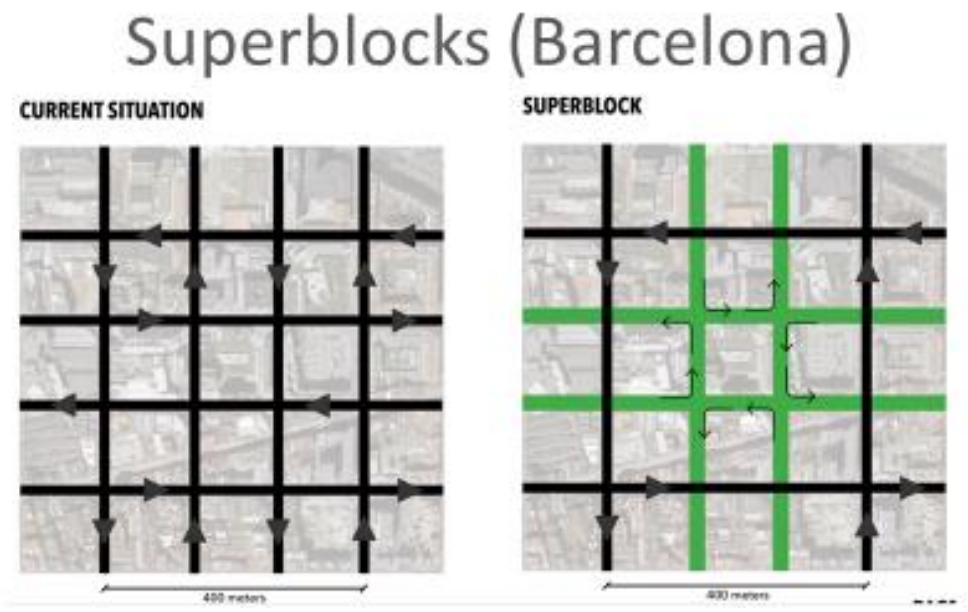

[59] Buchanan, C. (2015). *Traffic in Towns: A study of the long term problems of traffic in urban areas*. Routledge.

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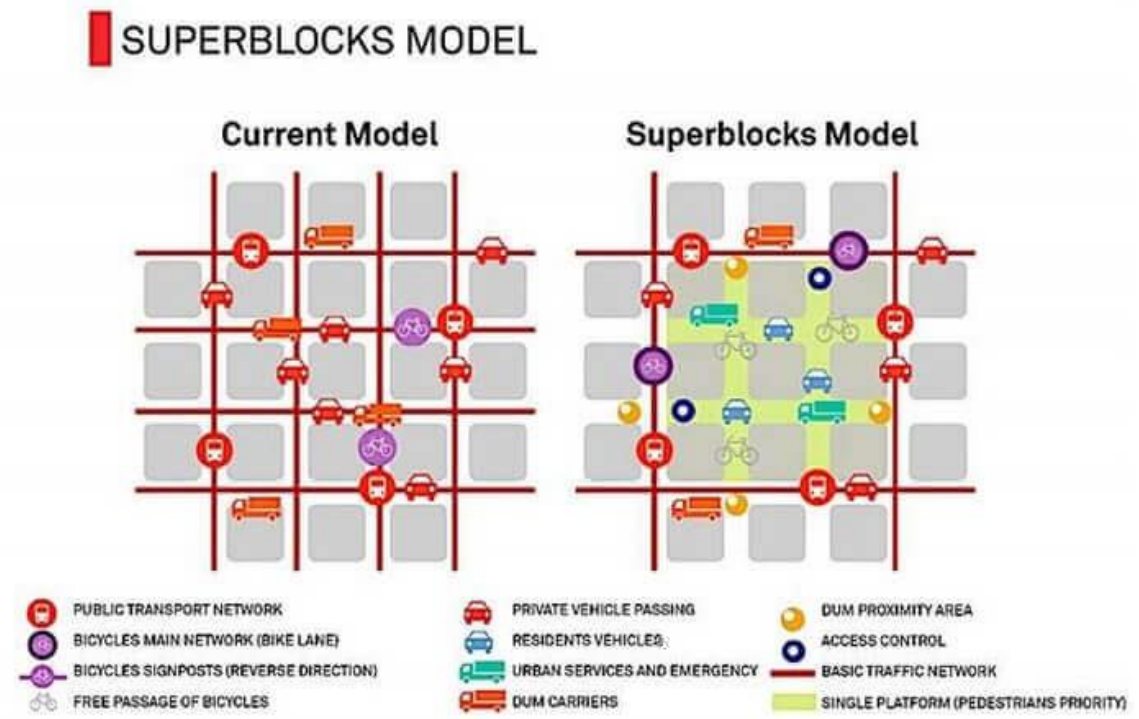

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Integrating Human Health into Urban and Transport Planning

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