

4F. Mission impossible? Towards climateneutrality by 2030

09:00 AM - 11:15 AM



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ALIGNING TRANSPORT DECARBONISATION ACROSSS POLICY LEVELS

Henrik Gudmundsson Senior Consultant, CONCITO POLIS Conference, Nov. 30, 2023





CONCITO – Denmark's green think tank

CONCITO meaning "I set in motion..."

Founded 2008 by a group led by former parliamentarian Martin Lidegaard

Purpose is to translate *relevant knowledge* into climate action and thereby *accelerate the green transition* in Denmark and internationally

Independent of political parties and economic interests

65 full time staff in Copenhagen





Current Chair *Connie Hedegaard*, Former EU Commissioner for Climate

Nine Program areas including Mobility:







Energy

Youth

Food





Behavior



Mobility



Buildings





International



Background

- Transport is now ≈30 % of CO2 emissions in many countries
- Local authorities everywhere are committing to climate goals; but challenged when confronting transport emissions
- International bodies (EU, ITF, UN) **highlighting urban mobility** actions as important key lever for transport decarbonization
- "A multi-scalar approach is essential as transport crosses spatial boundaries and the policy system places different levers at different scales...."

Marsden & Anable,2021





International examples of multi-level efforts

NORWAY	FINLAND	HOLLAND	EU	USA
Urban Growth Agreements 'Byvekstavtaler'	Local Climate Action Plans	Zero Emission Urban Logistics Framework	Sustainable Urban Mobility Plans	Interdepartmental Strategy
 Target O-growth car traffic in 9 largest cities Package deals state/local (plus smaller towns) 80 billion NOK (7 billion € in Nat Transport Plan 2022-33 	 Climate neutrality by 2035 Municipalities obliged to adopt Climate Action Plans National support program (both cancelled after 2023) 	 National agreement 30-40 cities to introduce ZEZ for freight from 2025 National regulation and support programs 	 Proposed requirement of SUMP for all 424 Urban Nodes i TEN-T Commission Recommendation on national Frameworks Guidance on Climate action as part of SUMP's 	 Blueprint for Decarbonizing transport Four Dep's for Transport; Energy, EPA; Urban Broad program promoting "Avoid-Shift- Improve"-like actions



Comparative analysis – UK; Sweden; Denmark

Research questions:

- How is local planning for decarbonization of transport supported by central initiatives?
- Through which mechanisms are Central and Local Administration (LA) coordinated/aligned?
- How could alignment in Denmark be reinforced?

Forms of coordination state/local;

- Formal (requirements and rules for LA's)
- Informal (Networks; Knowledge sharing; Guidance)
- Conditional (Pools; Agreements/Partnerships etc.)

Note: Based on situation spring of 2023



Co-author: Prof. Greg Marsden, ITS, Leeds, UK

Contributor: Prof. Karolina Isaksson, KTH, Sweden



LINK: https://concito.dk/udgivelser/groen-transport-kraever-bedre-samspil-mellem-stat-kommuner

1. Great Britain

- National Climate Act and Budget set the frame
- Cross-departmental strategy for transport towards net-zero CO2; recognizing role of the local level
- Strategy assumes ≈ 20% by Demand Reduction & Mode Shift (= requires local effort)
- Examples of regional devolution with conditional funding
- Mandatory Local Transport Plans: intention to include requirement for climate goals/measures
- Extensive guidance from central to local
- **Coordination form:** from Informal plus conditional towards more formalized approach,
- Unclear how political change may affect strategy





2. Sweden

- National Climate Act with specific Transport CO2 target (-70% 2010-2030)
- Broad strategy with three transport prongs
 - More efficient vehicles
 - Alternative fuels (especially bio-blending)
 - 'The transport lean society'
- Extensive guidance on local planning from multiple agencies
- Large support program 'Stadsmiljöavtal'
- Coordination form: Informal plus conditional;
 - Partly unclear responsibility for local transport
 - Support program is popular, but impact seems limited
 - New government with new priorities may mean less emphasis on local AND national action (more EU)

"Stadsmiljöavtal"

- Part of national infrastructure plans since 2018
- 1 Billion SEK per year (100 M EURO€)
- Support for Public Transport, Bike facilities; Urban freight
- Criteria: Local needs; positive impact on model split, energy efficiency, urban environment; innovation; cost-effectiveness
- Requirements for self-defined 'Services-in-return', for example:
 - Compact urban development plans
 - Additional bus or cycling measures
 - Parking or driving restrictions





3. Danmark

- National Climate Act and Annual Climate Program
- No transport target; Focus mostly on technology and alternative fuels
- No national guidance on local transport decarbonisation; No department/ office tasked with this issue
- A number of minor support pools for cycling, clean buses etc.
- Voluntary climate planning through 'DK2020'
- Coordination form: Informal;
 - Little coordination efforts at the central level;
 - Voluntary horizontal coordination via climate planning
 - EU requirements for SUMP's may help

Торіс	Target	Period	Funding	Main purpose
Green buses and service transport	Regions	2022-26 (5 years)	250 MDKK (34 M €)	Decarbonisation
Green inland ferries	Municipalities	2021	233 MDKK (31 M €)	Decarbonisation
EV charging on municipal lands	Municipalities	2022-23	98 MDKK (13 M€)	Decarbonisation
Bus accessibility	Municipalities and regions	2022 -23	100 MDKK (13.5 M€)	Public transport service
Cycle projects	Municipalities and Research bodies	2022	200 MDKK (27 M€)	More and/or safer cycling (overall)
Cycle projects	Municipalities and Research bodies	2023-2025	353 MDKK (47.5 M€)	More and/or safer cycling (targeted)
Shared EV-cars	Possibly including municipalities	2023-24 (exp)	100 MDKK (13.5 M€)	Decarbonisation and environment

- 95 of 98 municipalities adopting voluntarily **Climate Action Plans** matching Paris Agreement goals
- Based on C40 Climate Action Planning Framework
 - Mitigation target and strategies
 - Climate adaptation & resilience
 - Social benefits just
- Networking and peer-to-peer Learning
- Involving citizens and business
- Plans er approved by independent experts; no government agencies involved
- Next: Municipal Climate Alliance will oversee implementation and monitoring 2023-2027



Summary points

- Quite similar overarching climate policy frameworks and commitments
- The focus on **transport decarbonisation** has been sharper in Sweden (70% transport target) and in the UK (net zero transport strategy), while in Denmark more indirect
- Momentum to act locally is building everywhere; but surely not equally recognized at the centre
- Different approaches to coordinate across levels are applied,
 - **Denmark** has less of a formalized process for strategically advancing coordination, relying more on ad hoc negotiations, targeted actions, and bottom-up partnerships,
 - In **Great Britain** more consolidation of funding and freedom to spend on local strategies was expected set to follow a new formal coordination via Local Transport Plans.
 - Sweden invites funding agreements that bring local and national together aiming for with wider changes to policy,
- National policies and coordination efforts are subject to political priorities; context is changing
- **EU actions** may both push (via SUMPs requirements etc.) and weaken (via ETSII etc.) national appetite to engage and align with the local level



CONCITO's recommendations for Denmark (1 – 4)

1. Develop a clear national strategy for transport decarbonisation towards climate neutrality, and anchor it institutionally

- helping reduce uncertainties experienced by citizens, business, and local authorities
- enabling clear leadership for the transition

2. Explicitly recognize the role of municipal and regional bodies in helping transport decarbonisation

Addressing both,

- actions that can underpin and help implement national strategies and measures,
- actions that employ unique levers enabled by local conditions, resources, and democratic engagement



CONCITO's recommendations for Denmark (1 – 4)

3. Develop a national support program for low carbon mobility planning

- include elements like national guidance, platforms, and fora of exchange,
- differentiate geographically between e.g., Copenhagen area, major cities, and other local municipalities
- build on informal initiatives like DK-2020; plus connecting to European SUMP; NetZeroCities, and international exchange and research e.g., via ITF

4. Explore the prospect of consolidating national funding streams

- from existing specific short-term pots of money and individual project investments
- towards more long-term unified packages aiming to deliver low carbon mobility plans and actions



Thank you!

Read more of the analysis at: www.CONCITO.DK/EN

https://concito.dk/udgivelser/groen-transport-kraever-bedre-samspil-mellem-stat-kommuner

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The perspective of climate-friendly urban development and mobility: Comparison of 10 European cities

Martina Hertel, Research Department of Mobility

Deutsches Institut für Urbanistik

POLIS Conference in Leuven

30th November 2023



Climate change due to rising greenhouse gas emisssions





Development of CO2-Emissions in Germany



Quelle: Allianz pro Schiene | 10/2020 | mit Material von Umweltbundesamt, 2020 Lizenz: () () Nutzung frei für redaktionelle Zwecke unter Nennung der Allianz pro Schiene

=> The transport sector has to deliver its duty



climate-friendly urban development and mobility

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We need a modal shift

The German modal share in percentage according to number of trips and passenger-distance

Abbildung 17



Source: http://www.mobilitaet-in-deutschland.de/pdf/MiD2017_Ergebnisbericht.pdf



Difu-internal research questions

- 1. Do synergies for climate-friendly urban development **and** sustainable mobility exist?
- 2. What are the particular challenges for German municipalities?
- **3.** Do good practice cases in other European cities address these challenges?
- 4. What framework conditions are needed to enable the transfer to German (or other) municipalities?



How could a climate neutral city look like ???



Source: UBA 2017 https://www.umweltbundesamt.de/sites/default/files/medien/421/publikationen/20170505_stadt_von_morgen_2_auflage_web.pdf



Case studies





Modal shift from 2006 to 2019 achieved PUSH & PULL measures



Source: Eltis/Vitoria-Gasteiz City Council; Darstellung des Difu







Reclamation of Public Space in Vitoria - Gasteiz





- Parking management
- Paradigm shift in public transport (introduction of a modern low-floor tram)
- Implementation of a walking and cycling strategy
- Introduction/implementation of superblocks



Walking strategy





Implementation of a cycling strategy





Superblocks

The idea is to divide the streets into a main network for road traffic (on the edge of the superblock) and streets with pedestrian priority (inside the superblock).



Quelle: https://www.empa.ch/de/web/s604/superblocks

Of the 72 super blocks planned for 2012, 63 super blocks have been implemented to date => reduction of the car traffic to 25%



Conclusions

- **Climate targets** are set in the European cities that were examined in the study. The mobility sector is seen as an important area of activity for CO2 reductions. But the integration of green and blue infrastructure in public space becomes more important for climate adaption!
- In all case studies a **modal shift** and **not a pure turnaround** to the electro mobility is a target.
- The principle of **PUSH & PULL measures** is not as well developed in Germany as in the case studies indicated.
- Although the cities examined are so-called **pioneer cities** in many respects, the transformation of the transport sector does not seem to have been fully achieved there either.
- Many concepts/measures for climate-friendly mobility often **only address the city centers** and less the outskirts and hardly urban regions.
- Many approaches can be transferred to German (and other European?) municipalities.
 However, it takes courage, especially for the implementation.



Literaturhinweis



Klimagerechte Stadt- und Mobilitätsentwicklung: von europäischen Städten lernen

Autor*innen Björn Weber, Jürgen Gies, Martina Hertel, Paul Ratz

https://difu.de/publikationen/2022/klimagerechte-stadt-undmobilitaetsentwicklung-von-europaeischen-staedten-lernen



Thank you for your attention!



Martina Hertel Difu – Deutsches Institute für Urbanistik gGmbH Zimmerstr. 13 – 15, 10969 Berlin, Deutschland Tel. +49/30/39001-105 Hertel@difu.de





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Patterns CO₂ Data to measure modal shift and carbon footprint over a territory

POLIS Conference 2023

Nov 30th, 2023



Transport is a vital sector for

- our society
- our economy
- our quality of life

It also puts pressure on the environment

- climate change
- air pollution
- noise pollution

National Low Carbon Strategy (SNBC)

France's roadmap to reduce its GHG emissions, which includes the following targets for transport:

2030: -28%

28% reduction in GHG emissions between 2015 and 2030

2050: full decarbonisation

(except for domestic air transport)



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5 drivers of action in the SNBC

- Manage growing demand for transport
- 2 Encourage a shift to lowest emissions transport modes and support active modes
- **3** Optimize occupancy rate (including car sharing)
- Improve the energy performance of light and heavy vehicles
- **5** Decarbonise the energy consumed by vehicles and adapt infrastructure



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Greater Nancy Metropolitan Mobility Plan (P2M)

-52% Aim of the Greater Nancy Metropolitan Area's P2M: reduce mobility-related GHG emissions by 52% compared to 2019 $\overrightarrow{350\%} = 30 \text{ to } 35\% \qquad \overrightarrow{20} 11\% \Rightarrow 15 \text{ to } 16\%$ $\overrightarrow{3} 36\% \Rightarrow 38 \text{ to } 40\% \qquad \overrightarrow{20} 3\% \Rightarrow 12 \text{ to } 14\%$ $\underbrace{\text{€300M}}_{\text{over 5 years}} = \frac{5 \text{ key lines (Bus Rapid Transit)}}{56 \text{ lm of dedicated lanes (vs 17 km currently)}}$

- 65 km of additional safe cycle routes
- 3 new park and ride facilities, etc.

How can we...

- Measure the true impacts of transport and mobility plans?
- Gain an insight into the overall emissions trajectory instead of a view that is broken down by mode?
- Make sure that, when we have more cyclists, more pedestrians, and more low-emissions vehicles, we have reduced our GHG emissions by X%?
What tools to monitor the mobility carbon footprint?

Household surveys – travel?

Measure what happens on one day only with fewer than 1% of individuals surveyed Very expensive

Mobile traces?

A relevant option over medium and long distances Do not allow the mode to be determined accurately, especially on metropolitan areas

Operating data?

Varied sources: ticketing, counting units, cameras Often incomplete and centred on a particular mode and on figures at a particular location

Patterns CO₂

A new solution that uses daily GPS data to:

- retrace all journeys within a region
- identify the modes of transport used
- continuously map mobility as it evolves
- track the carbon footprint dynamically

How does Patterns work?

Anonymous, updatable, mass-scale data collection



5 key steps to reconstruct trips







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In summary, with Patterns, you get

A database of door-to-door journeys from which you can extract

- The journey origin
- The journey destination
- The precise distance covered
- The mode used: walking, cycling, private vehicle, public transport

A representative sample of the population

And algorithms to correct geospatial and temporal dispersion



Patterns use cases

- Measure mobility flows for all modes of transport
- Monitor modal market shares
- Gain insights on catchment areas
- Measure the impact of mobility policies and transport offers
- Dynamically track the carbon footprint of transport

CO₂



Greater Nancy Observatory – GHG emissions factors

External sources

- ADEME & HBFEA: "Well to wheel" GHG emissions from private vehicles
- SDES: "Data on the French vehicle fleet as of 1 January 2021"

Elements provided locally (STAN network, Grand Nancy)

- Average occupancy rate for motorised vehicles (excluding public transport)
- Proportion of "dead mileage" in the STAN network vehicle traffic by vehicle type or line
- **Consumption/emissions per km** of vehicles in the STAN network by vehicle type or line
- CO₂ emissions of manufacturing and maintenance phases for STAN network buses







Greater Nancy Observatory – General Mobility

Moyenne des déplacements quotidiens



Période de référence



Période étudiée



Distribution horaire



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Greater Nancy Observatory – CO₂ Emissions Focus



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Contact:sylvain.hippolyte@hove.com

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TOWARDS A CLIMATE NEUTRAL LEUVEN ACCELERATING THE TRANSITION

POLIS Conference November 30st, 2023





leuven LOCAL **BUSINESS** GOVERNMENT KNOWLEDGE CIVIL INSTITUTIONS SOCIETY LEUVEN 2030

LEUVEN 2030 BOARD 6 CATEGORIES



ROADMAP 2025-2035-2050 naar een klimaatneutraal Leuven



LEUVEN 2000 Euven

FROM EUROPEAN MISSION TO LOCAL ACCELERATION



Cities Mission Climate City Contract elements

Commitments

The Commitments (Core Contract) captures the outcomes of a cocreation process with local, regional, and national stakeholders to establish new ways of working together to achieve climate neutrality faster.

Actions

The Actions (Plan) identifies the strengths and gaps of existing policies, plans, and programmes and uses all levers of change to create a coordinated portfolio of interventions to achieve the 2030 ambition.

Investments

The Investment (Plan) mobilizes and organizes public resources strategically and addresses how to attract private capital for funding and financing cities' pathways to climate neutrality.



CLIMATE CITY CONTRACT LEUVEN – ACTION PLAN

- Representative portfolio
 - 86 innovative breakthrough projects
 - 5 emission domains
 - Renewable energy
 - Built environment
 - Transport and mobility
 - Circular Economy & Waste
 - Green infrastructure & nature-based solutions
 - Area-based projects
 - Scaling up logic
 - City of Leuven / ecosystem

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Praktijkdag sociale rechtvaardigheid









LEUVEN CLIMATE CITY CONTRACT - POSITIVE IMPACT

- Accelerating Leuven's climate transition
- Sharpen social added value; cost of non-action
- Strengthen collaboration with stakeholders within joint action plan and portfolio - increased ambition and commitments
- Tapping into large-scale funding and investment sources
- Underpinning a clear plea to higher authorities
- Linking the Leuven portfolio to other ambitious European cities' portfolio's





ELEUVEN CLIMATE CITY CONTRACT - COMMITMENTS Leuvens Klimaatcontract **Leidende Principes** LEUVEN bene ag stadsontwikkeling arvesta T Lambeke leuven ABInBev eda

LEUVEN 2030 ABINBEV Anne Van Oudenhove Fabio Sala CEO BENEFRALUX

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AG STADSONTWIKKELING
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ARVESTA Karin Van Roy CHRO

BENEO-REMY Roland Vanhoegaerden CEO

BUURTWERK 'T LAMPEKE Karin Nelissen Coördinator

DIJLEDAL Christophe Stockman Voorzitter

ECOOB

ECOOB

Leo D'haese

Bestuurder

Voorzitter

ECOWERF

Directeur

IMEC Luc van den Hove CEO

umec

Lies Corneillie

Voorzitter

KU LEUVEN Luc Sels Rector

KU LEUVEN

KBC Filip Ferrante Algemeen Directeur

КВС

MATERIALISE Fried Vancraen CEO

MOBIEL21 Directeur

ZET M

MOBIEL21

ENSEN IN BEWEGING

Dirk Masquillier Directeur

UCLL

UZ LEUVEN Wim Robberecht CEO

U7

LEUVEN

MEERDAALWOUD

Bart Vercoutere Bestuurder

M Wienerberger WIENERBERGER Johan Van Der Biest 000

materialise

ZORG LEUVEN Didier L'homme

Directeur

Source: Steward Ownership, Illustrated - Alternative Ownership Advisors

2

ELEUVEN CLIMATE CITY CONTRACT – INVESTMENT PLAN

Revenue 455.700 € 525.620 €	1.121.160 € 1.854.720 €	2.688.480 € 4.893.910 €	11.878.223 € 12.017.160 €	353.800 €
Direct financial benefits - € 525.620 €	1.121.160 € 1.854.720 €	2.608.460 € 4.893.910 €	11.881.088 € 12.020.025 €	353.800 €
Other financial benefits • C • C	· c · c	· c · c	- e - e	· •
Subsidies (Kooktofboeren) - C	- € 115.700€	· c · c	· ε · ε	- c
Costs - 811.000 € - 8.852.043 €	-13.009.743 € -13.633.243 €	-14.688.264 € -10.725.494 €	- 7.582.693€ - 7.642.629€ -	270.700 €
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OPEX 450.000 € 234.900 €	- 297.800 € - 1.671.300 €	- 3.558.787 € - 4.822.267 €	- 7.582.693 € - 7.642.629 € -	270.700 €
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Normalized Expenditures • € • €	- € - 1.341.900 €	- 1.512.900 € - 3.909.130 €	· 5.214.196€ · 5.274.132€ · 1.	225.279 €
Annual Cashflows - 355.300 € - 8.326.423 €	-11.888.583 € -11.662.823 €	-11.999.784 € - 5.831.584 €	4.295,530 € 4.374.531 €	83.100 €
Monetized co-benefits 263.468 €	361.268 € 681.071 €	900.114 € 1.627.398 €	8.120.906 € 8.932.996 €	505.035€
Annual Cashflows (ind. co-benef - 355,300 € - 8,062,956 €	-11.527.315 € -10.981.752 €	-11.099.669 € - 4.204.186 €	12.416.436 € 13.307.527 €	588.135€
Years 1	2 3	4 5	20 21	28
Cummulative CFs (EURk) - 8.326 €	- 20.215€ - 31.878€	- 43.878 € - 49.709 €	- 13.312 € - 8.937 €	4.846 €
Yield -16,8%	-23,0% -28,9%	-41,5% -100,1%	-1,5% -0,9%	0,3%
CAPEX (EURk) - 49.709 €				
We would be added to be a second to be a	1			
Financial metrics (excl. co-benefits)				

Capex	-1.100 k€
Opex	-34 k€/j
Revenu	0 k€/j
CO2	0,32 t/j en pp
IRR	#NUM!
IRR (incl CO2)	344,3%

- coherent/consistent representative programme
- scientific and financial logic strategically combined for the first time
- more systematic introduction CO₂ impact test
- widely shared across stakeholders involved
- more explicit commitments than ever before

- not a walk in the park

- started from high ambitions, adjusted along the way based on 'reality checks' stakeholders

 governance & accountability monitoring overview & pace maintaining consistency / coherence navigating through fields of tension

- quid supra-local support for these kinds of major efforts at local level

"A leader takes people where they want to go. A great leader takes people where they don't necessarily want to go, but ought to be."

(Rosalynn Carter)

4F. Mission impossible? Towards climateneutrality by 2030

09:00 AM - 11:15 AM

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EXPLORING NEW WAYS OF STAKEHOLDER INVOLVEMENT AND COMMITMENTS TO SUSTAINABLE MOBILITY.

Focus on the urban mobility commitments in the Leuven Climate City Contract

BU POLIS Conference | 30 Nov 2023 Hans Tindemans | BUUR Part of Sweco

SUSTAINABLE URBAN MOBILITY PLAN

BU UR Part of Sweco

15 MOBILITY BREAKTHROUGH PROJECTS

KEY ASPECTS OF MOBILITY BREAKTHROUGH PROJECTS

WHAT? \rightarrow HOW? AND WHO?

4 key aspects of organizing the *mobility transition* in Climate City Contract Leuven:

- + Stakeholder and citizen involvement
- + Co-benefits

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- + Commitment and ownership
- + Spatial integration and area-oriented approach

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ACCELERATED REALIZATION OF REGIONAL BIKE NETWORK

ACCELERATED REALIZATION OF REGIONAL BIKE NETWORK

BREAKTHROUGH COMMITMENTS

- + The accelerated realization of a high-quality, safe and comfortable network of cycle routes in the Leuven city region (cycling highways, cycle routes, local cycle routes, cycle streets, safe crossings and signage)
- + Setting up an efficient cooperation model with neighboring municipalities.
- + City-regional approach: tackling mobility challenges together with neighboring municipalities. Everyone has to benefit.
- + Focus on the coherence of the network and the integrality of cycle routes.

IMPACT

- + Investments in cycling infrastructure is the fastest and most cost-efficient interventions to contribute to the modal shift.
- + Many car journeys are relatively short (biking distance)
- + Road safety as the biggest barrier
- ➔ Through improved cycling safety and cycling comfort → rapid growth in local and city-regional journeys by bicycle.

KEY ACTORS

- + Stad Leuven
- + Neighboring municipalities
- + Province Vlaams-Brabant
- + Regional Mobility Council
- + Flemish road and mobility administration





SHARED MOBILITY FOR ALL CITIZENS

BREAKTHROUGH COMMITMENTS

- + Every resident and visitor has easy access to various forms of shared mobility
- + Special attention to give all citizens access to shared mobility
- + Significantly expanding shared mobility solutions
- + A shared mobility hub is provided in every district
- + Ambition:
 - + +20% yearly for bicycle sharing,
 - + 600 shared cars in 2025 / 3000 in 2030;
 - + 10,000 (2025) and 30,000 (2030) shared car users;
 - + starting up free floating car sharing

IMPACT

Shared mobility is lever for:

- + modal shift
- + more efficient use of space
- + an increase in quality of life
- + safety as the biggest barrier

KEY ACTORS

- + Leuven
- + Autodelen.net (shared mobility NGO)
- + Bluebike, Cargaroo
- + Cambio, Partago, Greenmobility, Poppy, Bluebike, Miles, ...
- + Degage, Cozywheels,, Getaround,
- + Social organisations (Vorming Plus)



INTEGRATED AREA-ORIENTED APPROACH FOR CLIMATE NEUTRAL INNER CITY

INTEGRATED AREA-ORIENTED APPROACH FOR CLIMATE NEUTRAL INNER CITY

BREAKTHROUGH COMMITMENTS

- + De-pavement for more green and blue space in public and private domain
- + Linking Energy, Mobility and Buildings for heating networks
- + Evolution towards a car-free city center
- + Bringing together policy visions \rightarrow integrating opportunities \rightarrow concrete actions

IMPACT

Climate-robust city center = demonstrate and highlight the positive impact of the climate transition.

KEY ACTORS

- + Leuven (all divisions)
- + Flemish road administration
- + Citizens and companies



CLIMATE CITY CONTRACT IS CHALLENGING





CLIMATE CITY CONTRACT IS CHALLENGING

FIRST FINDINGS AND CONCLUSIONS

+ Climate City Contract is challenging for the city council

=> but daunting task led to new forms of collaboration within administration

- + Formulating package of breakthrough project is 'easy' part
- + Accelerating urban mobility transition is politically challenging
- + No transition without public / broad support → we need to engage citizens, organizations, companies, ...
- + Governance of commitments needs time
- + The ecosystem of Leuven 2030 is crucial
- + Next step: citizens!



CLIMATE CITY CONTRACT IS CHALLENGING

NEXT STEPS

+ Governance of transition

- + How to organise Leuven for completing CCC?
- + How to broaden the capacity to implement the transition agenda?
- + Shift from current core tasks to new agenda is needed to implement and speed up sustainable transition
- + How to manage co-responsibility?
- + Budget needed!
 - + Process commitments probably help to attract investments
 - + Flemish administrations, mobility providers & economic key players
 - + We get first successes step by step
 - + EU funding would help to speed up



hans.tindemans@swecobelgium.be WWW.BUUR.BE

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