

Editorial

WELCOME TO THE SECOND ISSUE OF OUR FLOW NEWSLETTER!

The mission of the FLOW project is to put walking and cycling on an equal footing with motorised modes as a solution to tackle urban congestion. This is done by developing a user-friendly methodology, involving traffic modelling, to assess the effectiveness of walking and cycling measures. FLOW is supported by the Horizon 2020 programme of the European Commission. We are pleased to announce that nine FLOW Exchange cities have been selected and started to engage in the project. Together with the six cities in the FLOW partnership and the FLOW follower cities, whose selection will soon be finalised as well, a significant number of local authorities will be able to access and benefit from the modelling expertise in the project.

If you are a technical transport planner don't miss FLOW's call for transport planning consultancies that lead the way in providing innovative planning and modelling services directly to local authorities for walking and cycling measures.

We encourage you to stay informed and sign up to receive our newsletter at www.h2020flow.eu.

We wish you a pleasant read!
Project Coordinator Rupprecht Consult,
POLIS (dissemination) and the entire
FLOW consortium

FLOW IS A EUROPEAN PROJECT WHICH AIMS TO PUT WALKING AND CYCLING ON AN EQUAL FOOTING WITH MOTORISED TRANSPORT MODES AS A SOLUTION TO TACKLE URBAN CONGESTION.

HOT NEWS

Call for FLOW Market Forerunners and Marketplace Followers

FLOW is looking for transport planning consultancies that lead the way in providing innovative planning and modelling services directly to local authorities for walking and cycling measures.

Ten Market Forerunners and 20-30 Marketplace Followers will form a network of companies that will further develop this market through participation in workshops and online trainings. Selected consultancies will also have the opportunity to be featured in the online FLOW Congestion Reduction Catalogue, thereby gaining exposure to cities across Europe. The most innovative, active Market Forerunner companies will be recognised with an award.

MARKET FORERUNNERS

Ten experts or transport planning consultancies specialised in cycling, walking and transport modelling will be selected as FLOW Market Forerunners based on a list of criteria (e.g. geographic distribution, modelling abilities, innovation) and will be invited (travel and

accommodation costs covered) to participate in two workshops in FLOW partner cities.

During the first workshop, participants will learn about the FLOW methodology and assessment tools (micro- and macroscopic modelling) and about the FLOW cities and their modelling needs and expectations. The second workshop will be held during the final conference and will give Market Forerunners direct access to approximately 45 cities associated with the project from across Europe.

The call for Market Forerunners is now closed, but you can apply for a Market Follower by 31 October. To apply, visit the FLOW website: <http://h2020-flow.eu/> -> FLOW Marketplace.

Portfolio of walking and cycling measures published in Summer 2016

In Summer 2016, the FLOW project published its deliverable "Portfolio of measures: The role of walking and cycling in reducing congestion".

The portfolio of measures describes the actual effects of different types of walking and cycling measures on

congestion by presenting 20 case studies of successfully implemented urban walking and cycling measures. The walking and cycling measures help reduce congestion or at least increase walking and/or cycling levels without increasing congestion.

In ten of the 20 case studies described in the Portfolio, congestion could be reduced, in eight cases, the measure did not affect congestion or an effect could not be measured. Only two case studies showed slightly negative congestion impacts. Congestion reduction could be seen in different types of measures: four of the cases with reduced congestion implemented infrastructure measures, four contained demand management measures and two cases contained mobility management.

An important finding is that many of the measures were not implemented with the intention of reducing congestion. Almost all of the cases showed that there are additional beneficial effects of the measures such as modal shift or improved safety. These could on the one hand be seen as simple "co-benefits" from the perspective of congestion reduction. On the other hand, these effects are interdependent and can help reduce congestion in the long run. Most of the walking and cycling measures can invite behaviour change and improve the modal split of non-motorised modes over time.

The "Portfolio of measures: The role of walking and cycling in reducing congestion" is downloadable from the FLOW website.

Nine FLOW Exchange Cities selected

Following a competitive call, Nicosia (CY), Tallinn (EE), Thessaloniki (GR), Pisa (IT), Ploiesti (RO), Örebro (SE), Zurich (CH), Izmir (TR), Manchester (UK) have been selected to join the FLOW project as Exchange Cities.

FLOW Exchange cities will be “twinning” with FLOW Partner Cities based on the Exchange Cities’ interests in the walking and cycling measures to be analysed with the FLOW methodology and assessment tools.

A series of in-person workshops, eLearning, an online exchange platform and support from FLOW experts will ensure that the cities learn concretely how to improve their local planning and modelling practices to maximise the congestion reducing potential of their walking and cycling measures in their local contexts. The first of those took place in Lisbon on 27 and 28 April in conjunction with a FLOW consortium meeting.

Each Exchange City will focus on walking and/or cycling measure(s) that will be implemented in their city and will develop a roadmap to identify the factors involved and concrete steps required to carry out and evaluate their selected measure(s). These roadmaps will be published at the end of 2017.

IN THE SPOTLIGHT

City In The Spotlight:

DUBLIN CITY COUNCIL

Dublin City Council (DCC) is implementing transportation projects under Sustainable Transport Measures Grants that include the development of a high quality cycle network and improvement of pedestrian facilities in the City. A City Centre Transport Study identified traffic management measures necessary to support the sustainable growth of the city, specific

Currently, College Green acts as a spine for all traffic through Dublin City Centre with the majority of cross city public transport routes passing through the area. A Bus Gate banning all private vehicles from the area during peak periods Monday to Friday was implemented in 2009 and increased to a 12-hour period in August 2015 in advance of the Luas Cross City works commencing. The Luas Cross City is expected to start operations through College Green by the end of 2017 in a north-south movement connecting the existing Green and Red Luas Lines.

In April 2016 DCC will embark on a process of Public Consultation regarding the proposed traffic



measures include interventions to facilitate the Luas Cross City (tram) scheme that passes through College Green. These proposals will result in loss of road space assigned to general traffic. There is also a general need to develop overall mobility proposals for walking and cycling; including the cycle network, cycle parking strategy, public and private car park access, public transport and deliveries that promote sustainable growth while minimizing congestion in the city.

management measures at College Green and the surrounding streets. Up to 15 different designs were considered for College Green before the preferred option was agreed on. The preferred design proposed for College Green includes the removal of the east-west traffic movement for motorised vehicles and the introduction of a tram together with increased bus movements on the north-south axis. The removal of the east-west movement for motorised

vehicles allows the development of a plaza area for the shared use of pedestrians and cyclists. Reassigning the road space ensures that pedestrians, cyclists and public transport can operate in a safer and more efficient manner and without potentially dangerous conflicting movements.

In the streets adjoining the College Green area, a number of changes will be required to accommodate the revised bus routes and ensure their efficient operation. This package of measures in conjunction with the changes set out in the Dublin City Centre Transport Study will ensure that the change in bus routes and bus stop locations will deliver public transport that will operate reliably and efficiently while serving the city centre.

Recent modeling outcomes from assessments carried out for DCC and the National Transport Authority

(NTA) have not been able to demonstrate the impact of improving walking and cycling infrastructure on modal shift. Predicting the overall network performance of the cycle network proposals using appropriate modeling software (VISSIM) can facilitate the assessment of different scenarios across all modes. The benefits or effectiveness of the proposals can then be assessed based on an overall urban mobility approach rather than the current traffic modeling approach. This project creates an opportunity for a comprehensive assessment of the impact of these projects as a collective in the reduction of congestion.

DCC has taken two separate sites for investigation and VISSIM model development; these are College Green and the Grand Canal Cycle Route, with the former being the most advanced.

Partner In The Spotlight

TRAJECT MOBILITY MANAGEMENT

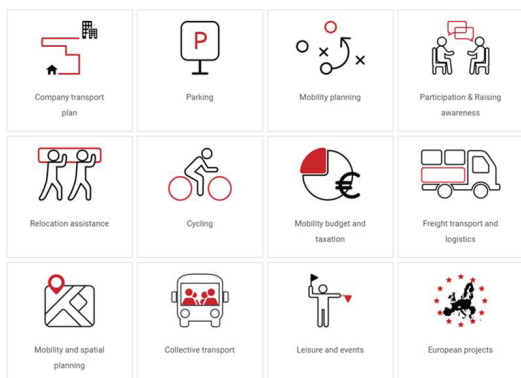
Traject - Mobility Management, is a consultancy agency in traffic and mobility. Traject supports governments and private parties to achieve change in mobility and improve accessibility. In addition to traffic and mobility expertise, Traject essentially concentrates on “change management”.

We like to focus on concrete achievements and not limit ourselves to studies. Our field of expertise includes mobility planning for companies and cities, participation or awareness campaigns, cycling strategies and urban logistics.

During FLOW, Traject will assure the exploitation and take-up of the project with a special focus on the private sector. Consultancies selected as forerunners will have the opportunity to participate to a series of workshops. Other consultancies can enroll for e-learning sessions. Moreover, all participating companies will have the opportunity to be listed in the online catalogue, a directory presenting all planning consultants on the market.

Traject will assist Sofia and Dublin with the organization and set up of their cities' projects. The cities will benefit from Traject's 24-year expertise in cities' mobility planning.

Traject is thrilled to be part of this amazing project. FLOW most certainly tackles a worldwide issue. Our objective is to bring part of the solution by improving competitiveness and capacity for innovation.





Project in the spotlight

U.S. DEPARTMENT OF TRANSPORTATION AND SIDEWALK LABS ANNOUNCE 'FLOW' PROJECT

The U.S. Department of Transportation has pledged up to \$40 million to one of seven finalist in the 'Smart Cities Challenge' to help define what it means to be a "Smart City" and become the country's first to fully integrate innovative technologies, such as – self-driving cars, connected vehicles, and smart sensors – into their transportation network.

The seven finalists for this initiative include: Austin, TX; Columbus, OH; Denver, CO; Kansas City, MO; Pittsburgh, PA; Portland, OR; and San Francisco, CA. The finalists each have received an initial \$100,000 and have three months to prepare their proposals for easing congestion.

The U.S. DOT has also announced a partnership with Alphabet subsidiary Sidewalk Labs to assist these cities in their congestion mitigation plans, and improve mobility to disadvantaged communities under a program called "Flow" – which will use Google's vast array of technology and traffic data, as well as Link WiFi kiosks to create a real-time view of roadway and parking usage.

According to U.S. Transportation Secretary, Anthony Foxx: "Flow offers unprecedented city-wide transportation analytics to help cities understand congestion and identify areas underserved by transit, using aggregated, anonymized data from billions of miles of trips".

Other private stakeholder for the project include Amazon Web

Services; who will also partner with the seven finalist cities and award \$1 million in credits for AWS Cloud and Professional Services to the winner. Mobileye is a technology company that will provide collision-avoidance sensors on buses in the winning city. Autodesk will provide InfraWorks 360 modeling platform for engineering. NXP Semiconductors will provide wireless communication models for vehicles, and Vulcan investments will provide \$10 million (in addition to U.S. DOT's \$40 million) to the winning city for project implementation.

It could be argued that the list of measures - including autonomous vehicles and 'internet of things' real-time communication devices – falls short of what the ideal Smart City could entail (including improvements to public transport, cycling and walking facilities). However, it is encouraging to see the U.S. allocating significant funding toward innovations to address congestion in cities, and acknowledging that there are alternatives to privately owned vehicles (even if that means they are first shared and self-driving), as this can reduce the demand for roadway capacity overall.

References:

<http://www.technewsworld.com/story/83262.html>

<http://www.transportation.gov/smartcity#sthash.tQHLuVr6.dpuf>

<http://www.transportation.gov/smartcity#sthash.tQHLuVr6.dpuf>

NEWS BITES FROM FLOW CITIES



Cycle2Work campaigns launched in Sofia

On 8th June, Sofia Urban Mobility Centre officially launched the first Cycle2Work campaigns aiming at promoting cycling as a transport mode among top companies in Bulgaria.

The kick-offs were a big success and provoked a huge interest among the employees of the selected companies and the general public. The first employers who joined the campaigns were the Bulgarian National Radio (media) and TELENOR Bulgaria (major telecommunications company). They were provided with test bicycles for six weeks. During the initiative BNR reporters and Telenor employees will cycle to work and also have the opportunity to enjoy cycling even in their spare time, to participate in cycling trainings, bike-tours and Cycle2Work challenges.

We are looking forward to continuing further our work in the project and to motivating working people to choose active modes of travel to their workplace.

The Cycle2Work campaigns in Sofia should bring us one step closer to a more sustainable transport system.

Public bike-sharing scheme in Sofia is to be established in the coming year, which will be another measure to contribute to a mode shift from private car to cycling in the city.



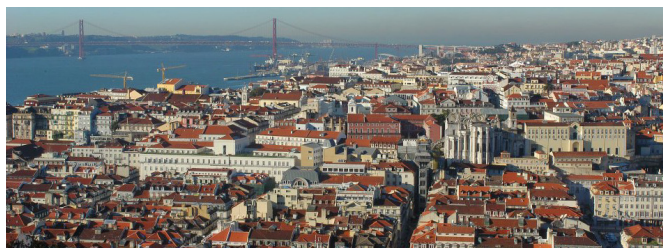
Comprehensive cycling news from Budapest

BKK Centre for Budapest Transport is looking at its extensive work promoting cycling in schools, on bike sharing and its involvement in the European Cycling Challenge this spring.

Looking back at the recently finished [STARS project](#) it can be said that BKK and Budapest have achieved great successes. After rewarding the best performing schools in the final conference in Brussels, now we are looking forward to continue the project as a national program in Hungary to motivate students to choose active modes of travel to their schools. We have been in negotiation in the last six months and as a result, an agreement has been signed between NGO Hungarian Cyclists' Club and BKK Centre for Budapest Transport.

In May Budapest also joined the European Cycling Challenge to compete against other European cities and to encourage people to opt for cycling as an efficient and healthy mode of daily urban transport. In addition, it provided vast amount of traffic data, a new approach to plan and monitor cycling in Budapest and help us to answer "where and when people cycle in the city?".

Furthermore, BKK has joined the EMPOWER project as Take-Up City to improve the utilization of the MOL Bubi public bike-sharing scheme and to induce mode shift from car to cycling which will help us to reach the ambitious goals set in the Balázs Mór Sustainable Urban Mobility Plan.



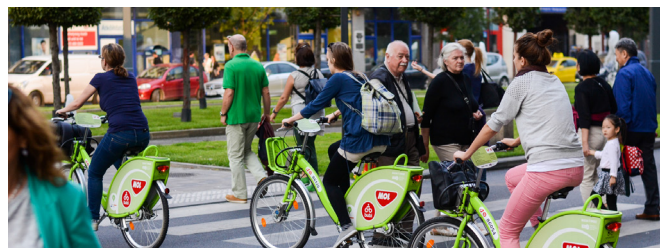
Two FLOW cities recognised by European Commission's EUROPEAN MOBILITY WEEK Award

The two FLOW cities Lisbon and Sofia have both been shortlisted by the European Commission to receive the EUROPEAN MOBILITY WEEK Award 2015, and Lisbon was nominated as one of three finalists.

The award for sustainable urban mobility planning aims to promote the adoption of Sustainable Urban Mobility Plans (SUMP) across Europe. This year's award focused on multimodality and intermodality in sustainable urban mobility planning, which refers to the combination of various transport modes within one trip or separate trips. This is great news which supports the ongoing mission of FLOW.

For more information, please see the following links:

- <http://european-mobility-week.prezly.com/>
- www.mobilityweek.eu
- http://ec.europa.eu/transport/themes/urban/news/2016-03-15-sump-award-finalists_en.htm



BKK presented transport modeling in Budapest at scientific conference

A new scientific paper produced jointly by BKK Budapest and Budapest University of Technology and Economics is now available from the FLOW website. The paper is titled: "How can a transport model be integrated to the strategic transport planning approach - a case study".

It was presented at 2015 Budapest Conference "Models and Technologies for Intelligent Transportation Systems" and published in the Transport Research Procedia. The paper focuses on the state of transport modeling in Budapest, which contributes to improve quality of life in the city. The findings are very relevant for the FLOW objectives of creating more opportunities for walking and cycling.

The paper can be downloaded at: http://h2020-flow.eu/fileadmin/templates/documents/MT-ITS_article_BKK.pdf

CONGESTION IN THE NEWS:

Pedestrian intersections in Paris

The city of Paris is undergoing a complete redesign of its intersections, with a focus on pedestrianisation and reduction of car use.

The new designs ensure pedestrians at least 50% of the public space, taking away lanes of traffic even though each of the streets is a major route in the city. Trees will be planted and more natural spaces created as well as a weekly market. The city is partnering with Cisco and a company called 'placemeter' an «urban intelligence platform» that helps quantify how public space is used.

More information [here](#).

Recreating London's road System to improve urban congestion

London is in the midst of a massive overhaul of its road system – properly protected cycle lanes are being constructed and the city is implementing major plans to extend pedestrian spaces with hopes to deter driving and improve opportunities for active mobility.

Other future proposals may include: raising the congestion charge, and integrating a smart charging system, which could bill drivers for road use during peak hours.

Read the full story:

<http://www.citylab.com/commute/2016/03/london-traffic-is-slowing-down/475296/>

UPCOMING EVENTS

16-22
September

EUROPEAN MOBILITY
WEEK 2016
<http://www.mobilityweek.eu/>

28-30 September

CIVITAS FORUM 2016 (AND ASSOCIATED FLOW FOLLOWER CITY
WORKSHOP)
Gdynia, Poland
<http://www.civitas-initiative.org/content/civitas-forum-conference-2016>
FLOW will have several presentations and will share a stand with the
TRACE, CREATE and EMPOWER projects

3-7
October

WALK 21 CONFERENCE
Hong Kong
<http://walk21hk.com/>

5-7
October

EUROPEAN TRANSPORT
CONFERENCE 2016
Barcelona, Spain
<https://etcproceedings.org/>

1-2
December

2016 POLIS CONFERENCE
Rotterdam, The Netherlands
<http://www.polisnetwork.eu/2016conference>

