Suwon 2013
EcoMobility Impulse

Adopted at the EcoMobility Congress, 01-04 September 2013, in Suwon, Rep. of Korea

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On the occasion of the EcoMobility World Festival 2013[*] and upon invitation of the Mayor of Suwon and ICLEI – Local Governments for Sustainability, mayors, city planners and mobility experts convened in Suwon, South Korea, in September 2013 for the second EcoMobility 2013 Congress[1]. Among these were many representatives from the EcoMobility Alliance of cities[2].

*These champions of EcoMobility have adopted the **Suwon 2013 EcoMobility Impulse** and encourage colleagues worldwide to further improve this statement, which shall serve as a guide for inspiration, commitment and action of city leaders on all continents.*

*The purpose of the **Suwon 2013 EcoMobility Impulse** is to provide guiding thoughts, principles, examples and starting points for concrete improvements in urban planning & development, be it for existing municipalities or new towns, towards the greening of mobility in our cities worldwide.*

The way people and goods are moved in and between urban areas determines how our cities look and are experienced. Cities in most countries prioritize fast private automobile traffic, destroying urban fabrics and lives. Modern mobility concepts are bringing change to urban transportation toward safe, clean, livable and economically sound city development.

EcoMobility includes integrating different transportation means, encouraging intermodality through city wide tariff systems, creating new organizational models, fostering new technologies and public-private partnerships, raising awareness and communicating about modern mobility behaviour, generating diverse benefits and enabling the movement within and between urban areas fair, providing affordable and accessible transport for disadvantaged, such as children, women, elderly people and physically challenged.

> **EcoMobility** means *traveling through integrated, socially inclusive and environmentally-friendly transport options, including and integrating walking, cycling, wheeling, passenging and carsharing.*[*]

EcoMobility allows citizens to select the most appropriate, sustainable and economically reasonable mode of mobility by implementing the transport subsidiarity principle: Walking - cycling - wheeling - passenging[3] - carsharing establishes a priority order for urban planning and mobility. The subsidiarity principle[4] is thus translated into "Transport subsidiarity" and guides local government decision making.

[*] The EcoMobility World Festival 2013 was held in Suwon, South Korea, throughout the month of September, 2013. The Festival showcases an ecomobile urban lifestyle in one neighborhood of Suwon City, which has become car-free for a whole month. The concept of a mise-en-scène of future urban life was developed by by Konrad Otto-Zimmermann, then ICLEI Secretary General. The Festival was jointly implemented by the City of Suwon and ICLEI – Local Governments for Sustainability under the leadership of Mayor Yeom and Creative Director Konrad Otto-Zimmermann, and presented to the world by ICLEI and UN-HABITAT. http://www.ecomobilityfestival.org/

EcoMobility is a paradigm shift towards promoting and integrating *walking, cycling, wheeling, passenging and carsharing*, bringing the focus back from automobile-centered development to human needs and livable cities.

EcoMobility[5] is a uniting term. Other terms such as Sustainable Urban Transportation or Green Urban Transportation express similar goals and values. The given cultural context determines which term is used by municipal decision makers. EcoMobility will serve as common concept, also to enrich mutual learning across regions and for setting and accomplishing global goals.

While **EcoMobility** focuses on the mobility of people. **EcoLogistics** similarly focuses on the transportation of goods and freight in an environmentally sound and efficient way.

I. What we shall do

Local planners and decision makers shall take immediate leadership in transforming their cities for the future, by making them resilient, resource efficient, low-carbon and livable. The crux of this transformation is transport system built on the principles of EcoMobility. Equally important is municipal action promoting legal and financial frameworks supported by higher governmental authorities. To win the hearts and minds of citizens and businesses in favor of EcoMobility, public authorities and private actors must provide the right motivation, incentives and support.

Planning for EcoMobility depends on a number of elements, some of which are already developed in some cities. What we now need are local and regional strategies that combine diverse actions and establish an overall mobility concept. In addition, national strategies need to provide supportive framework conditions to favor EcoMobility.

1) A new paradigm of urban planning and development

- Modern urban development that offers mobility for all and takes into consideration a majority of the population: women, children, elderly, people with no driving license and car, and people with limited mobility.
- City and transport development, which fosters micro-qualities rather than investment in macro-projects.
- Planning towns and neighborhoods around EcoMobility, not around the car (EcoMobility-Oriented Development - EOD, which goes beyond Transit Oriented Development – TOD).
- Public space for people, not for cars.
- Planning for tomorrow's society with a higher proportion of elderly people.
- Planning for sufficient density and zoning for mixed uses to minimize the need for transport.
- Countering the trend toward bigger, stronger and faster motor vehicles: providing incentives for a transition to smaller, slower, shared-used vehicles (the 3 Ds: downsizing, down-speeding, down-numbering).
- New comprehensive definition of public transport: innovative vehicles and business models to ensure dispersion of public transport (for example on-call busses, night-cabs).
- New concepts for carrying goods and freight (e.g. CarGoTram) ((Zürich/ Swiss; Dresden/ Germany; Vienna/ Austria)).
- EcoMobility to become the backbone of urban transport.
- Encouraging independence from cars.

2) New priorities for urban transport planning

- Translating the new paradigm in municipal traffic planning: Anchoring the subsidiarity principle within transport planning with the priorities of walking – cycling - wheeling - light and small e-vehicles - passenging - carsharing.
- Reducing traffic speed in general and avoiding excessive traffic speed.
- Revitalizing traffic areas for multiple public and private functions, traffic calming
- Considering the impact of all modes of transport in terms of traffic reduction, shared spaces and coexistence.
- Starting and continuing pilot projects (e.g. the EcoMobility World Festival Suwon), to initiate public debates, promote new technologies and organizational forms.
- Limiting access to inner cities for private cars ((London/ UK; Milan/Italy; Singapore)).
- Reducing parking supply, limiting wayside and sidewalk parking.

3) Safe lanes for ecomobile traffic

- Redesigning and/or reclassifying roads as EcoMobility lanes with three segments:
  - one lane for pedestrians and other slow and sensitive users;
  - one lane for faster non-motorized vehicles;
  - one for faster public transport (busses, trams and cabs) and light-electrical vehicles.
- Introducing a general speed limit of 30km/h in the entire city, except on arterials ((Freiburg/ Germany)).
- Introducing shared-space zones with a speed limit of 30km/h or less.
- Expanding pedestrian areas.
- Reclassifying main roads: one lane for rapid buses, trams and fast non-motorized or light e-vehicles ((Curitiba/ Brazil; Suwon/ South Korea; BRT systems)).
- Strictly separating slow EcoMobility (pedestrians, children, elderly, users of wheelchairs and walkers) and fast EcoMobility (bicycles, electric wheelchairs, mobility scooters, Segways, small light electric vehicles etc.).

4) Facilities and infrastructure for EcoMobility

- Establishing "EcoMobility stations" including weather-proof and safe parking of small vehicles (e.g. bicycles, scooters, Segways, walking frames, carts, trailers for children, etc.) and light electrical vehicles.
- Designating public spaces as pitches for bikesharing, carsharing, wheelchair rental, etc. services.
- Using carsharing services instead of maintaining motorized municipal vehicle fleets.
- Promoting public charging and battery exchange stations for pedelecs and electric cars, supplied by renewable energy.

5) Elements of public and shared transport systems

- Providing bikesharing systems with facilities at bus and tram stations ((Changwon/ South Korea; Paris/ France)).
- Promoting rental stations for wheelchairs, mobility scooters, walking frames, carts etc. at train stations, (suburban) parking spaces, neighborhood and strategic places of interest.
- Fostering Local neighborhood buses (micro buses).
- Implementing velocab services, including cycle rickshaws or trishaws.
- Building up cab-services with light electrical vehicles.
- Installing (Rapid) bus and municipal tram systems with priority lanes and attractive stations ((Bogota/ Columbia)).
- Embedding cable cars, cog railways, hoists, conveyor belts, escalators, solar ferries and wa-

ter-driven cable ferries and lifts (Medellin / Colombia, Stuttgart / Germany, Lisbon / Portugal)).

6) Intermodality: Smooth transition between transport modes

- Establishing transport connection hubs where various non-motorized and public transport systems meet.
- Guaranteeing short distances between stations and synchronized timetables to minimize transfer times.
- Introducing an EcoMobility card: integration and combination of tariff systems and tickets for public transport with shared-use vehicles and rental vehicles ((Bremen / Germany; Changwon / South Korea)).
- Building up facilities and infrastructure for an easy transition between different modes of transport, e.g. bicycle / bus, mobility scooter / subway, parking lots. ((Bremen / Germany; New York / USA)).
- Inventing and using new information and communication systems for EcoMobility to interact and coordinate between the different modes of transport and with the users: Linking transport, timetables, bus-/taxi-services, bike- and carsharing services, electronic ticket, etc.

7) Legal Framework, supportive instruments and incentives

While municipalities can decide and experiment on their own, they also require enabling conditions provided by their national and sub-national governments:

- Modifying standards for roads (e.g. dedication to specific vehicle types, dimensions of roadways and parking spaces for non-motorized and new small electric vehicles).
- Abolishing ecomobile obstructive standards.
- Adapting building standards to ensure accessibility for mobility disabled, non-motorized and new small electric vehicles.
- Implementing technical standards for compatibility of non-motorized and small electric vehicles.
- Abolishing incentives for the use of conventional cars and hidden subsidies of car traffic.
- Introducing financial benefits for EcoMobility.
- Establishing national financing and subsidy systems for non-motorized urban transport.

8) Private users, service providers and local economy

Municipalities provide infrastructure, public services, incentives, inspiration, and their moderation capability. Citizens, service providers and local business are encouraged to take advantage of these, develop approaches further, realize their opportunities, and demand new mobility systems. Therefore everyone can participate in the development of a low-carbon, resilient, safe and sustainable urban planning process.

To municipalities:

- Encourage the early participation of citizens and businesses.
- Create incentives and compensation systems for private actors.

To citizens and stakeholders:

- Become acquainted with alternative non-motorized and new small electric vehicles.
- Take initiative to become part of local experiments and innovations, even if they come with changes.
- Accept reconstruction and temporary partial solutions.

To the local economy:

- Identify opportunities rather than rejecting changes, e.g. pedestrian zones.
- Develop new business models that create jobs.
- Foster new forms of cooperation instead of competition, e.g. between public transport

companies.

- Pick up innovations and integrate these into existing services and businesses, rather than resisting them.

9) Transportation needs as a new benchmark for planning and investments

- Increasing measuring service levels and performance of mobility. As basis for priority setting for future infrastructure development.
- Thinking of new systems for traffic statistics and measuring of success that takes all modes of transport into account (e.g. modal split).
- Focusing on human needs rather than distances (e.g. routes and trips, not only km).
- Using indicators e.g. allocation of resources for EcoMobility, parking provision, public transport coverage, road safety etc. as means to measure transport performance.

10) Transparency of subsidies and financing

- Funding EcoMobility through reallocation - shifting money from infrastructure for cars to EcoMobility.
- Taking into account all direct and indirect costs for cost-benefit analysis of transport projects. Direct costs include infrastructure investments, maintenance of roads, parking spaces, import of oil; indirect costs include impacts of emissions, air pollution, health damage, building damage, accidents, and decline in value of property.

II. EcoMobility offers a variety of benefits

EcoMobility bears many benefits and can thus come with a variety of pro-arguments, e.g.:

- New forms of mobility enhance the quality of life, even for those who have been dependent on cars.
- Mobility becomes safer and more reliable for those who do not own a car.
- Severe accidents and possible accidents caused by inadequate planning (e.g. when mixing fast and slow motion modes) can be avoided.
- Citizens can save time and money.
- Children and young people are able to move around the cities independently.
- Elderly people can easily and safely participate in daily life affairs.
- Access to high quality urban mobility does not depend on income-level.
- Energy and exhaustible resources are saved.
- Air quality in cities is improved.
- Noise pollution in the cities is reduced.
- Movement through muscle-power promotes the health and fitness of the population.
- Real estate values can increase in quiet and accessible neighborhoods.
- The local economy gets additional business ideas and markets.
- New jobs and professions are created.
- The local creation of value gets a boost.
- Sustainable tourism is supported.
- Transport costs are minimized.

III. Next steps

This Suwon 2013 EcoMobility Impulse will be brought from Suwon, Rep. of Korea to many events, networks and multipliers for enrichment and endorsement. It will constitute one of the lasting legacies of the Suwon EcoMobility World Festival and the EcoMobility Alliance of cities. The goal is to develop the Impulse into an EcoMobility Charter as basis for local commitment and international cooperation.

An online forum[6] is established for technical debates until mid-December 2013, and ICLEI and the City of Suwon will jointly present the results of this consultation at the end of 2013.

For further coordination and information

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(Logos and organization names to be added)

[1] The EcoMobility 2013 Suwon Congress was held from 1-4 September 2013 in Suwon, South Korea, organized by ICLEI – Local Governments for Sustainability and the City of Suwon. www.iclei.org/ecomobility

[2] The EcoMobility Alliance was launched in 2011 at the first EcoMobility World Congress in Changwon, South Korea. Its work started in 2012 with funding support from Changwon City and is managed by ICLEI.

[3] Use of any kind of public or mass transportation means.

[4] Known from discussions on public governance.

[5] The term EcoMobility was globally coined by ICLEI – Local Governments for Sustainability in 2007. EcoMobility is a relevant goal in ICLEI's Strategic Plan 2013-2018, which encourages all cities and local governments to adopt new goals and principles in transportation and city planning.

[6] EcoMobility-Forum on LinkedIn, see http://www.linkedin.com/groups?gid=5152992&trk=my_groups-b-grp-v