European City Dialogue on Micromobility

organized as a conference of the innovation project

MOBY — Living lab e-micromobility

Summary of the conference

AGENDA

November 20, 2020

11:00 - 11:45 European City Dialogue on Micromobility / Main Session

Cities worldwide are trying to design sustainable transportation systems that will reduce pollution, minimize traffic congestion and noise and contribute to a more liveable city. Micromobility was introduced as an important contribution, especially by improving the first and last mile of commuting trips, thereby reducing the need for the individual car ride. Is Micromobility living up to this claim? Is Micromobility the saviour of urban mobility or rather producing irritating chaos? What contribution can Micromobility make to sustainable and efficient mobility in urban areas?

The study published by Roland Berger can be found here:
https://www.rolandberger.com/en/Insights/Publications/Can-bikes-and-scooters-change-our-cities.html

14:30 - 17:30 Workshops

This workshop consisted of three sessions:

Workshop #1 / Digital Hub Mobility by UnternehmerTUM and Roland Berger

Discuss and vote on hypotheses derived from a Roland Berger study for the path to a sustainable integration of Micromobility into the urban transportation system.

Workshop with: Kirstin Hegner (Digital Hub Mobility by UnternehmerTUM) and Tobias Schönberg (Roland Berger)

Workshop #2 / MOBY - EIT Urban Mobility *(in English)*

Get further insights from EIT Urban Mobility's "Living Lab on E-Micromobility (MOBY)" on the topics "Environmental issues and sustainability", "Intermodality and accessibility" and "Safety issues and regulation – the user perspective" and join an interactive discussion.

Workshop with: Aaron Nichols (TU Munich), Antoni Broquetas (UPC Barcelona), Greger Henriksson (KTH Stockholm); Moderator: Bernhard Kalkbrenner (Digital Hub Mobility by UnternehmerTUM)

Workshop #3 / Bayern Innovativ

In this session we will summarize the strengths, weaknesses, opportunities and threats of E-Scooters related to transportation problems and develop practical action items for cities as well as suggestions for communal and national legislators. The objective: What needs to be done to make E-Scooters contribute to sustainable, user-oriented mobility in the city?

Workshop with: Jennifer Reinz-Zettler (Bayern Innovativ)

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Summary of the discussion

1. Main Session

Cities worldwide are trying to design sustainable transportation systems that will reduce pollution, minimize traffic congestion and noise and contribute to a more liveable city. Micromobility was introduced as an important contribution, especially by improving the first and last mile of commuting trips, thereby reducing the need for the individual car ride. Is micromobility living up to this claim? Is micromobility the saviour of urban mobility or rather producing irritating chaos? What contribution can micromobility make to sustainable and efficient mobility in urban areas?

Cities as role models

Key insights:

- Use best practices to improve the infrastructure of / mobility in cities
- Each city should build an appropriate infrastructure according to the specific local needs because cities and cultures differ from each other
- E-Scooters will not change the whole industry, but they are an add-on to improve (micro)mobility

Munich and Berlin are trying to improve their infrastructure to make the cities more "micromobility-friendly". There are quite a few role model cities worldwide, e.g. Oslo, San Francisco, Singapur or Copenhagen. A city like Berlin or Munich should not try to copy functioning solutions / infrastructure from another city one-to-one as every city has its own existing infrastructure, conditions and culture, which differ from each other.

Considering Berlin, a mix of best practices from other cities should be used to learn from. As an "early-adopter driven" city, Berlin has a huge potential to also become a role model.

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The “mobility turnaround” (in German: *Mobilitätswende*) is an official program for Munich’s new local government. Especially the bicycle infrastructure will be improved with 500 km of new bike lanes, this is achieved by either enlarging the bike-lane on the street or by removal of car parking spaces. With these new lanes micromobility will also be improved. The city of Munich initiated a specific study to analyze the effects / effectiveness of e-kickscooters in the city.

E-kickscooters are not seen as the big game changers for a radical change, but they are a piece of the “micromobility puzzle”. They should be integrated to the existing infrastructure in a useful way.

Shared & private (micro-)mobility

Key insights:

- If city infrastructure is more micro-mobility friendly, more people will use it
- One big challenge of inner-city living without a private car is the missing options for weekend-trips

It is expected that usage of private micromobility vehicles will increase in the future, especially for the bicycle. In cities like Berlin, most ways can be driven faster by bicycle than car. If cities achieve their goals in improving their infrastructure, more people will buy a (electric) bicycle and use them. Suburban households often have more than one car. Inner-city traffic jams are often caused by commuters from outside.

An experiment in Munich (UMPARKEN): Eight households living in the inner city gave away their private car for four weeks in exchange for a mobility budget, which could be used for different sharing and rental services as well as public transport. At the end of the experiment, one-third of the households (3 out of 8) decided to keep living without a private car, i.e. to sell their private car. The biggest challenge for all participants were weekend trips, e.g. to get to nearby lakes and mountains in a convenient way. One option, car-sharing, is perceived as quite expensive for longer trips and the availability on weekends is not sufficient. The small-scale experiment generated various insights that can be used to transform urban mobility and usage of public spaces.

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Difficulties of (micro-)mobility in cities

Key insights:

- Misdirected incentives for cars on the federal level in Germany (taxes)
- Cheap parking in cities
- Car-oriented culture (but this is changing)
- E-kickscooters over-flooded cities at the beginning; regulation was insufficient
- E-kickscooters are not the final solution, they are an add-on to multimodality

The German government allowed the usage of e-kickscooters in 2019. At the beginning the market was flooded and the regulation was insufficient. Nowadays, cities have to solve these problems. Due to the "newness" of the market for e-kickscooters, there is a lack of reliable information about the effects of these micro vehicles on traffic/mobility behavior. Some "black sheep" are operating in the shared e-kickscooter business (e.g. bad work conditions for subcontractors; unsustainable repair or recycle of used scooters and batteries).

The incentives for cars on the federal level in Germany (taxes) were discussed and described as being misdirected. Further examples are a car-oriented culture (which is changing) and the low costs for parking in cities. Citizens and companies would purchase fewer cars or smaller cars (less SUVs) if incentives / regulation would be improved.

Another example discussed was that local shops fear losing their customers if they cannot directly park in front of the store (e.g. if a street is transformed to a pedestrian zone). Studies show that this is wrong, instead of losing customers, sales go up.

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What can cities do

Key insights:

- Cities should work closely together with micro-mobility suppliers
- "You do not have to reinvent the wheel". Use data and information from other cities
- Good communication with citizens is needed (e.g. what is allowed and what not related to micro-mobility usage)
- Public transport system need to be improved as well as of cycling, walking, bicycle infrastructure and on-demand mobility
- Increase intermodality with better/ safer infrastructure (also in winter)
- Switch urban space to sustainable modes

2. Workshops

Workshop #1 / Digital Hub Mobility and Roland Berger

Discuss and vote on hypotheses derived from Roland Berger study for the sustainable integration of micromobility into the urban transportation system.

Workshop #2 / MOBY - EIT Urban Mobility

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Key insights:

- Participants viewed information campaigns as a good way to improve safety
- Participants were generally in favor of European-wide regulation
- Participants were more or less split regarding training for e-kickscooters (either in schools or provided by shared e-scooter providers)

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- Participants viewed “eco-design” requirements as very important to improve sustainability of e-kickscooters
- Participants were split about the importance of allowing e-kickscooters on public transport
- Participants generally agreed that e-kickscooters can make urban transport more environmentally friendly
- Most participants felt that e-kickscooters could be an asset to transportation networks
- Most participants would expect intermodal trips of e-kickscooters with public transport in their own cities
- Improving cycling infrastructure was generally viewed as the best option for facilitating e-kickscooter usage

Workshop #3 / Bayern Innovativ

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