City Club Challenges for the Business Plan 2021

EIT Urban Mobility is supported by the EIT,
a body of the European Union

Introduction

A little bit of background and history

Our City Club provides challenges motivating the EIT Urban Mobility work

One of the core elements of our EIT Urban Mobility Partnership, and one of the reasons we won the bid towards the EIT in the first place, is that our work is based on actual challenges within our cities. To engage more cities than our core partnership could practically accomodate, we have created a unique vehicle to work with our cities: the City Club.

The City Club already provided the challenges for the Call of Proposals for the Business Plan 2020 – via a process that has been fast-tracked in January and February 2019, concluded by a workshop in Amsterdam. The 6 resulting challenges were: accessibility, data, pollution, space allocation, transition management and urban growth.

These challenges have been the basis for the Business Plan 2020.

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What is different this time?

More specific challenges to receive more targeted ideas and activities

For the preperation of the Business Plan 2021, we would like to link the activities even closer to real challenges within the cities. For this purpose the City Club collected individual challenges concerning each individual city.
Therefore the cities agreed to a process in September 2019 in Prague towards collecting these challenges for the Business Plan 2021.
As we were expecting (and received) a high number of individual challenges, the cities suggested a „tweet“-size of each challenge: no description can be longer than 140 characters. Via an online survey an initial number of 193 challenges was collected.
The cities than ranked each others‘ challenges on how important they generally deem it.
After a joint review and in order to make the high number of challenges more accessible, they were clustered in 7 categories. The result of this whole process can be found in this presentation.

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Overview of clusters

The ca. 190 challenges are divided into the following 7 categories:

1. Shift to active modes of transport (walking & cycling)
2. Avoid negative health, safety and environment impacts of urban mobility
3. Improve urban logistics with a focus on last mile distribution
4. Improve public transport service provision
5. Improve the quality of public space
6. Improve traffic flow management (incl. ITS)
7. Avoid transition barriers

The clusters are not mutually exclusive, however a challenge will only appear in one cluster (to limit the size of the document) – is this perfect? Definitely not – but we are sure it helps you to understand the diversity.

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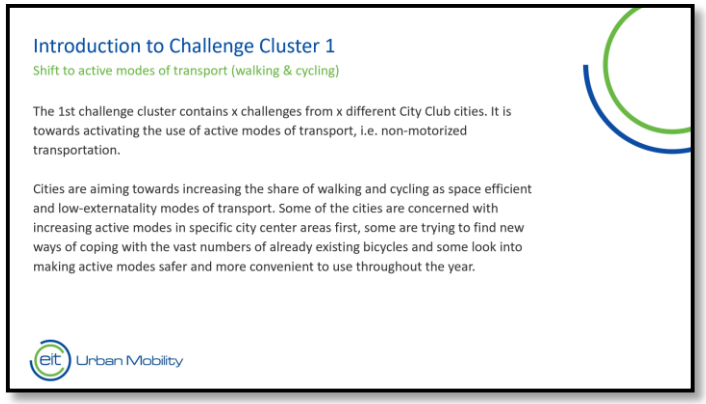
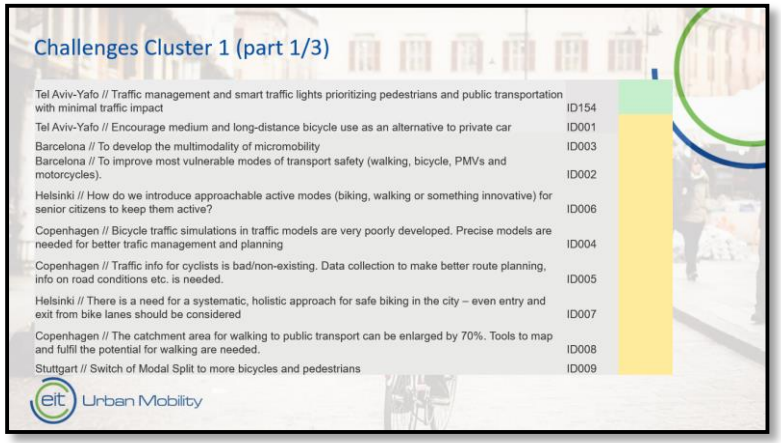
How are the different clusters presented

Each Challenge Cluster is presented in the following way



- A brief overview with some basic statistics on the challnge cluster
- Some introductory words on the challenge cluster with first hints torwards the contents of the individual challenges

- The list of individual challenges collected from individual cities that has been assigned to that specific cluster
- It shows the owner of the challenge (i.e. the city), the description (140 characters max.), an ID and the collective ranking of all cities in three categories: green (ranked highly important), yellow (ranked medium important) and red (ranked low importance) – this ranking is only provided as an indication if more cities are interested in the named challenge, not to disqualify or discard



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And now….

THE CITY CLUB CHALLENGES FOR OUR BUSINESS PLAN 2021!

Challenge Cluster 1:
Shift to active modes of transport (walking & cycling)

Introduction to Challenge Cluster 1

Shift to active modes of transport (walking & cycling)

The 1st challenge cluster contains 25 challenges from 9 different City Club cities. It is towards activating the use of active modes of transport, i.e. non-motorized transportation.

Cities are aiming towards increasing the share of walking and cycling as space efficient and low-externality modes of transport. Some of the cities are concerned with increasing active modes in specific city centre areas first, some are trying to find new ways of coping with the vast numbers of already existing bicycle-traffic and some look into making active modes safer and more convenient to use throughout the year.

The full list of challenges from this cluster can be found on the next slide(s).

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Challenges Cluster 1 (part 1/3)

Tel Aviv-Yafo // Traffic management and smart traffic lights prioritizing pedestrians and public transportation with minimal traffic impact	ID154
Tel Aviv-Yafo // Encourage medium and long-distance bicycle use as an alternative to private car	ID001
Barcelona // To develop the multimodality of micromobility	ID003
Barcelona // To improve most vulnerable modes of transport safety (walking, bicycle, PMVs and motorcycles).	ID002
Helsinki // How do we introduce approachable active modes (biking, walking or something innovative) for senior citizens to keep them active?	ID006
Copenhagen // Bicycle traffic simulations in traffic models are very poorly developed. Precise models are needed for better trafic management and planning	ID004
Copenhagen // Traffic info for cyclists is bad/non-existing. Data collection to make better route planning, info on road conditions etc. is needed.	ID005
Helsinki // There is a need for a systematic, holistic approach for safe biking in the city – even entry and exit from bike lanes should be considered	ID007
Copenhagen // The catchment area for walking to public transport can be enlarged by 70%. Tools to map and fulfil the potential for walking are needed.	ID008
Stuttgart // Switch of Modal Split to more bicycles and pedestrians	ID009

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Challenges Cluster 1 (part 2/3)

Munich // High level of accidents between bikes and cars due to limited awareness and inapropriate infrastructure	ID010
Helsinki // Roadworks do not always consider pedestrian or cyclists – toolbox on measures that cities need to use in their roadworks	ID011
Munich // Multimodal mobility: How to motivate citizens to walk or take the bike when it's raining or snowing?	ID012
Munich // narrow side-walks for pedestrians are limiting the flow of people, are increasing risks for accidents and are decreasing comfort for walkers	ID013
Munich // walkers forced by buildings,no traffic lights,walls&fences to make detours on their way, making this good mode of transport less attractive	ID014
Barcelona // To assess and monitor, considering social aspects (most vulnerable population, social inequalities...), pedestrians and cyclists' exposure to pollution	ID015
Barcelona // To monitor walking and cycling health impact and traffic injuries risk, considering social inequalities perspective	ID016
Barcelona // To establish a surveillance information system on micro-mobility injuries, considering social inequalities perspective	ID135
Helsinki // Cars get information on traffic, road surface and weather straight to their car monitors – what about pedestrians and cyclists?	ID017
Prague // Support of cycling as an ecological mode of city transport. Create bike sharing system with docking stations.	ID019

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Challenges Cluster 1 (part 3/3)

Helsinki // Winter is Coming! Decrease in cycling modal share in winter; actions for cities to tackle year around cycling	ID018
Amsterdam // High demands of cycling leads to bike congestion (on certain routes, at certain times) and bike parking challenges at interchanges	ID140
Istanbul // Low walkability due to pedestrian space allocations problems	ID020
Copenhagen // Many users find e-bikes too slow and speed pedelecs too fast. Research about the possibility of an in-between-model is needed.	ID021
Istanbul // Low number of bike, e-scooter sharing systems due to hilly topology of city	ID022

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Challenge Cluster 2:
Avoid negative health, safety and environment impacts of urban mobility

Introduction to Challenge Cluster 2

Avoid negative health, safety and environment impacts of urban mobility

The 2nd challenge cluster contains 22 challenges from 10 different City Club cities. It is towards lowering the negative externalities of (motorized) urban transportation.

This highly diverse and important section contains areas around electrification of vehicles, creating a safer environment for travellers within the city and, last but definitely not least: reducing air pollution.

In this cluster you will therefore also find challenges related to local air pollution (NOx and PMx) and green house gas emissions.

The full list of challenges from this cluster can be found on the next slide(s).

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Challenges Cluster 2 (part 1/3)

Barcelona // To reduce and limit vehicles speed inside cities to increase citizens safety and reduce pollution.	ID023
Amsterdam // to facilitate the demand for clean fuels and electricity	ID024
Munich // High level of emissions (GHG, NOx, noise) due to high levels of motorized traffic in the city center	ID026
Hamburg // Climate change mitigation, air pollution control and traffic noise abatement	ID027
Barcelona // To assess and monitor, considering social aspects (most vulnerable population, social inequalities...), mobility health impact (mortality, morbidity, quality of life...) due to its impact on air quality, noise pollution, traffic injuries...	ID029
Prague // High concentrations of airborne pollutants. A significant proportion of city centre traffic comes from the logistics companies.	ID030
Stuttgart // Air pollution PM10 and NOX	ID031
Barcelona // To assess Low Emission Zones impact on health and well-being, considering social inequalities perspective.	ID032
Barcelona // To assess impact of road safety actions on road traffic injuries, considering social inequalities perspective.	ID033
Milan // Reducing road accidents, with particular attention to the most vulnerable users by Artificial Intelligence and Big Data	ID034

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Challenges Cluster 2 (part 2/3)

Helsinki // Pedestrians create dangerous situations by jumping on bike lanes – how do we better illustrate bike vs pedestrian lanes.	ID035
Copenhagen // What actual air pollution are citizens exposed to and when and where is pollution transmitted to humans.	ID036
Barcelona // To monitor noise pollution impact on mortality, morbidity and quality of life, considering social inequalities perspective	ID037
Munich // High level of accidents between pedestrians and cars due to limited awareness and infrastructure	ID038
Istanbul // High response time to incidents (e.g. accidents) due to high traffic congestion in peak hours	ID040
Istanbul // Lack of air quality and noise maps due to lack of modelling despite existing environmental sensor stations	ID039
Barcelona // To develop measures to minimize health impact of private car mobility.	ID042
Barcelona // To monitor climate change impact on mortality and morbidity, considering social inequalities perspective	ID043
Barcelona // To decrease touristic use of bicycles, motorcycles and PMVs and promote walking as it is leading coexistence and safety problems	ID045
Istanbul // Unsafe driver behaviors in bus, BRT, taxi, etc. and lack of real time driver monitoring systems	ID046

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Challenges Cluster 2 (part 3/3)

Helsinki // Bikes are stolen to a degree that people avoid investing in a good and comfortable bikes. How do we keep our bikes secured?	ID048
Hamburg // Electric solutions for transport of people and goods	ID194x

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Challenge Cluster 3:
Improve urban logistics with a focus on last mile distribution

Introduction to Challenge Cluster 3

Improve urban logistics with a focus on last mile distribution

The 3rd challenge cluster contains 14 challenges from 7 different City Club cities. It is aimed towards better delivery of goods within our cities.

The focus of last mile delivery is based on the bottom up collection of individual challenges from the cities – which are currently mostly concerned with low-carbon and low-externality delivery to the final customer.

The full list of challenges from this cluster can be found on the next slide(s).

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Challenges Cluster 3 (part 1/2)

Barcelona // To optimize logistic travels (vans, truks, last mail, e-commerce) to reduce the number of vehicles and trips needed	ID049
Hamburg // Heavy increase of delivery transport services (last mile) due to increasing internet shopping	ID050
Helsinki // How to improve real-time awareness of last mile deliveries (parcels, food) and pick-up needs for combining the trips and reducing traffic	ID051
Helmond // Last-mile solution in low density areas including driverless/autonomous options	ID052
Milan // E-LOGISTICS for last mile – pickup stations logistic hub for optimization of movements goods between Milan and suburban areas)	ID054
Istanbul // Low efficient logistic mobility due to unmanaged logistic routes in urban areas	ID053
Helsinki // Emission optimized delivery routines – how could cities introduce incentives to drive delivery routines towards emission free orientation?	ID055
Helsinki // How to increase citizen awareness of logistics within the neighborhood; and utilize it to bring about more user centric services	ID056
Tel Aviv-Yafo // Addressing illegal parking of logistics vehicles with technological /regulative development for parking demand management	ID057
Helsinki // How should cities define rules for use of drones that may pose safety or privacy risks?	ID058

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Challenges Cluster 3 (part 2/2)

Helsinki // Most of the injuries happen to pedestrians (often slippings), where are the actions to improve security there.	ID041
Helsinki // there's lots of uncertainty with drone landing sites and integrating them to urban mobility system	ID059
Hamburg // Continuous increase in sea cargo handling and logistics	ID060
Hamburg // Requirements for infrastructure related to autonomous driving, car sharing systems, loading zones in the context of increasing internet shopping (incl. challenge of illegal parking in second row), innovative traffic light systems.	ID192x

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Challenge Cluster 4:
Improve public transport service provision

Introduction to Challenge Cluster 4

Improve public transport service provision

The 4th challenge cluster contains 25 challenges from 12 different City Club cities. It is aimed towards improving the service and offerings behind public transportation.

The cluster is maybe the most diverse of all the clusters and is centred around improved operation of busses, trams and trains incl. interchanges such as inter-modal hubs and Park and Ride stations.
It includes improvement of the service provision with punctuality via traffic priority and digital ticketing.

The full list of challenges from this cluster can be found on the next slide(s).

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Challenges Cluster 4 (part 1/3)

Barcelona // To prioritize traffic lights for public transport to increase public transport average speed and enhance frequency reliability	ID061
Copenhagen // How to invite citizens' modal choice to sustainable and socioeconomic optimal transport modes.	ID062
Helsinki // Walking as a service; how could cities introduce walking services as part of multimodal transport chains	ID063
Istanbul // Lack of an inclusive transport system that should enable more frequent and better integrated services in poorly connected areas	ID064
Helsinki // Innovative park & rides - getting private areas close to stations for park-n-ride use	ID066
Milan // Ensure high accessibility to the city by optimizing the offer and integrating the various public and/or private transport systems (MAAS)	ID068
Eindhoven // we want a modal shift for our economic top (working) locations including our airport in favour of active modes and public transport. Lets set the goal: No new parking spots for private cars	ID069
Barcelona // To improve public transport electrification to fight against climate change	ID028
Istanbul // Overcrowded public transportation systems in peak hours because of high and unmanaged travel demand	ID070
Warsaw // Development of zero emission transport including metro, urban rail, trams and buses.	ID071

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Challenges Cluster 4 (part 2/3)

Helsinki // How to introduce provisions for public transport ticket sales physical vs digital, ensuring accessibility for everyone?	ID072
Warsaw // Construction and modernization of P&R facilities within Warsaw and its agglomeration.	ID073
Helsinki // Can I be privately public? New mobility is changing the way we understand transport; how do we understand public transport in the future?	ID074
Helsinki // Need based public transport mode selection service is needed; speed is not always the primary concern (ie. number of free seats).	ID076
Hamburg // Bottlenecks in the rail infrastructure (some lines&central railway station) vs. increasing amount of public transport users	ID075
Eindhoven // Travel time between train station and economic top locations (our most important working locations) is too long by public transport to be an alternative mode. Travel time is 25 min one-way. Most economic top locations are located next to motorways. How can we achieve modal shift on these locations?	ID077
Helmond // Creating a business case for a transit Hub in a small city	ID078
Munich // Urban Growth: How to make high-capacity transit more comfortable?	ID079
Milan // Optimize the mobility resources, increasing the supply of flexible public/private mobility services by autonomous driving vehicles	ID080
Helsinki // Lack of harmonized intercity & cross-border payment methods for public transport	ID081

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Challenges Cluster 4 (part 3/3)

Helsinki // Management of harsh weather conditions; how to keep active and public modes attractive?	ID082
Warsaw // Development of the new integrated city card system including wide range of services for inabitants.	ID083
Helsinki // EU is messing with our public transport; how do we better manage the strain caused by these political meetings to public transport?	ID085
Tel Aviv-Yafo // Facilitate mobility solutions during weekends (public transportation does not operate in Israel during Saturdays)	ID086
Stuttgart Region // integration of additional mobility services in e-ticketing	ID190x

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Challenge Cluster 5:
Improve the quality of public space

Introduction to Challenge Cluster 5

Improve the quality of public space

The 5th challenge cluster contains 24 challenges from 10 different City Club cities. It is our core proposition aiming towards freeing up and improving our public space.

The cluster is concerned with a variety of different ways taking space away from (mostly road) mobility infrastructure and enabling different usage of that area.

Two of the core areas included, are the reduction and better management of parking spaces and making infrastructure more flexible.

The full list of challenges from this cluster can be found on the next slide(s).

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Challenges Cluster 5 (part 1/3)

Stockholm // Flexible use of public space is key. We must find innovative ways to use the limited available public spaces during the day/week/year.	ID087
Barcelona // To reduce number of private cars parked on-street to enhance public space quality.	ID088
Barcelona // To make limited public space use more flexible, adapting uses to specific needs depending on day/night, working days/weekends, seasons…	ID089
Stockholm // Define methods of involving citizens, property owners and the business community in the design of public spaces	ID090
Stockholm // New local street design for multifunctional use, such as green streets (water management, greenery), play streets, sports streets, cultural streets	ID091
Barcelona // To assess road safety interventions impact on vulnerable users	ID092
Stockholm // Transferrable and well-functioning approaches to designing public space that enhance social interactions, equality by innovative practices	ID093
Stuttgart // Integration of MaaS in Public Transport	ID094
Barcelona // To reduce number of private cars parked on-street to enhance public space quality	ID095
Helsinki // Street infrastructure for autonomous vehicles, what might be needed in the future? For cities it's hard to define roadmap for investments.	ID096

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Challenges Cluster 5 (part 2/3)

Stuttgart // Reframing public space for all kind of transport	ID098
Munich // little urban space is allocated for space-saving, safe&low-emission modes walking, cycling & Public Transport. But most space is dedicated to cars&parking.	ID099
Munich // Lack of space for living, business, public service provision. Find solutions for hybrid or dynamic usage.	ID100
Milan // Improve the quality of the urban landscape by redesigning city areas assuring the most part of the city will be Zero Emission Zone	ID101
Munich // low number of parking options for bicycles at public transport stations&office buildings limits the attractiveness and potentials of cycling	ID102
Stockholm // Surveillance of wrongly parked vehicles is ineffective, e.g. taxis parking at bus stops causing queues and traffic jams in the city center.	ID104
Copenhagen // How to use fact based typologies to optimise physical urban spaces.	ID103
Eindhoven // Waste transport that has a minimum pressure on public space. Due to the development of the city more people will live and work in our city centre. How can we organise our waste management to safe space?	ID105
Stockholm // Manual parking surveillance on large geographical areas take a lot of resources	ID106
Helsinki // to introduce a better model to keep up to date information on the condition of roadside equipment	ID107

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Challenges Cluster 5 (part 3/3)

Helsinki // Unused land is an expensive land – a platform for utilization of unreserved residential parking with payment schemes	ID108
Prague // The City of Prague is struggling with a long-term shortage of parking spaces	ID110
Helsinki // Water (rivers, bays, extreme flooding) creates physical barriers in urban areas; How would an adaptive i.e. moveable crossing look like	ID109
Hamburg // Consequences of digital mobility solutions for handling of public space	ID193x

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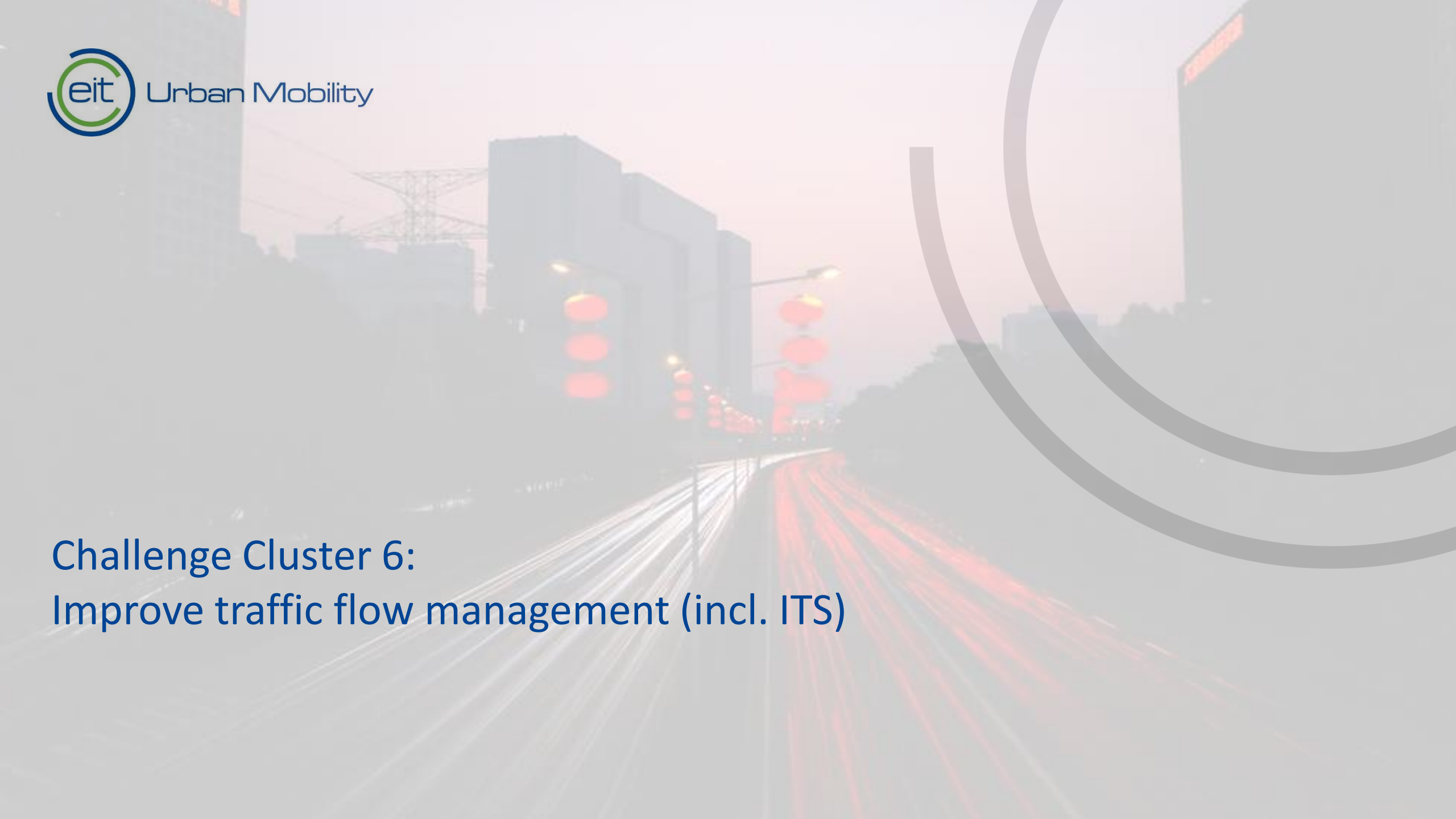

Challenge Cluster 6:
Improve traffic flow management (incl. ITS)

Introduction to Challenge Cluster 6

Improve traffic flow management (incl. ITS)

The 6th challenge cluster contains 37 challenges from 11 different City Club cities. It is aimed towards improving traffic flows and understanding via the use of data and real time traffic management tools.

The cluster includes topics around good practices of (mobility) data handling, Intelligent Transport Systems (ITS) and management of disruption (e.g. construction sites).

In other words, this cluster is about generating, access and good use of (mobility) data.

The full list of challenges from this cluster can be found on the next slide(s).

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Challenges Cluster 6 (part 1/4)

Barcelona // From data to knowledge: technology platform, from sensors to service layer, providing concrete and scalable solutions to enhance interoperable urban mobility.	ID111
Helmond // Data management to go from traffic management to mobility management	ID112
Copenhagen // How to integrate real time flow data for cyclists and pedestrians into city planning and traffic models	ID113
Tel Aviv-Yafo // Improving transportation, traffic and parking data collection and analysis platforms for planners, decision makers and the public	ID114
Barcelona // To reduce number of private cars circulating to reduce pollution and fight against climate change	ID025
Copenhagen // What effect does prioritization of cyclist (approx. 20km/h) in traffic management have on car traffic flow? Comprehensive study is needed.	ID115
Copenhagen // Traffic info for cyclists is bad/non-existing. Data collection to make better route planning, info on road conditions etc. is needed.	ID116
Munich // Many conflicts between cyclists, e-scooters and pedestrians due to insufficient infrastructure	ID117
Helmond // Business cases for C-ITS including governance and legal framework	ID118
Istanbul // Uncoordinated mobility services due to lack of interoperability between mobility operator institutions	ID119

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Challenges Cluster 6 (part 2/4)

Istanbul // Lack of mobility services that operates as part of an integrated system and combines public, private and multiple modes for users	ID120
Helsinki // Delivery cars, tour buses, taxis and removal vans park on bike lanes – what does it take to keep them away	ID121
Helsinki // New tech allows easy and detailed tracking of people. How to use this data for city planning and still maintain trust towards the citizens?	ID122
Stockholm // Understanding the mobility behaviour to optimize routes & traffic, e.g. where do parked cars come from / where are they registered.	ID123
Munich // Low availability of bike/walking data due to limited awareness (governance, companies, citizens) & difficult collection of reliable useable data	ID124
Helsinki // Cities could benefit from trading data with private companies. Terms are defined case by case. Cities could create stronger position together	ID125
Helsinki // How micromobility changes travel chains; how are they utilized as part of travel chains; how do they alter the world?	ID126
Istanbul // Inefficient traffic signal priority for Public Transport due to high number of Public Transport vehicles	ID127
Istanbul // Low share of information in real-time improvement in travel times, costs, greenhouse gas emmissions and air quality	ID128
Helsinki // Congestion due to peak traffic at harbors and stadiums; how to manage unusual, but peaks at traffic	ID129

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Challenges Cluster 6 (part 3/4)

Barcelona // To communicate with tourists in real time to influence their trips, planned visits and mobility patterns (balancing people distribution)	ID177
Helsinki // Customer is always right? How to manage unwanted user preferences i.e. steer them away from congested areas while remaining user centric	ID131
Helsinki // we would like to utilize webcam video material for multiple purposes, but privacy and GDPR concerns prevent innovation	ID130
Helsinki // Remode instead of reroute – Could cars stuck in traffic get suggestions on alternative modes of travel based on time saving.	ID132
Helsinki // Sustainable transport mode priority is not achieved at construction sites	ID133
Helsinki // Detours due to construction are announced for active modes too late, usually in situation when it is too late to take another path	ID134
Copenhagen // How to establish a standardised data foundation to support physical design that enhance sustainable solutions	ID136
Helsinki // Costly installations of cameras and sensors: Plug N Play needed	ID137
Helsinki // The other line is always quicker - Could mobility open data show where you were now if you had chosen different mode of transport	ID138
Helsinki // We'll build a wall – better cross-border integration schemes needed for user-centric data-oriented services.	ID139

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Challenges Cluster 6 (part 4/4)

Barcelona // To minimize tourists' impact on public space (group mobility and queues management, early booking systems, signposting, transport stops).	ID141
Amsterdam // The deplorable state of inner-city quays and bridges does not allow heavy traffic: accessibility challenge	ID185
Helsinki // Adaptive means for citizen guidance based on weather information to avoid risky spots i.e. slippery sidewalks.	ID142
Helsinki // How to better utilize weather information in the planning of road works	ID143
Helsinki // The threat looms in darkness – how to utilize drones as adaptive means for streetlight purposes i.e. night parks, construction areas	ID144
Eindhoven // How can our Ring become more attractive in traffic flow means? Our goal is that car users choose our Ring route instead of the route trough our city centre.	ID188
Stuttgart Region // integration of multiple data sources for traffic management decisions	ID191x

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Challenge Cluster 7:
Avoid transition barriers

Introduction to Challenge Cluster 7

Avoid transition barriers

The 7th challenge cluster contains 47 challenges from 15 different City Club cities. This cluster is concerned with overcoming hurdles in transitioning the current mobility system in a city to a more desired future state.

The cluster contains structural, administrative and political topics preparing the city organisations for future steps in mobility development.
As a future technology enabled but not carried by cities, also challenges around supporting infrastructure for autonomous driving are included in this cluster. If a city is planning to lower private vehicle traffic and enable a shift to other modes, this is also included here.

The full list of challenges from this cluster can be found on the next slide(s).

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Challenges Cluster 7 (part 1/5)

Barcelona // To increase car occupancy to reduce the numbers of vehicles and travels	ID145
Helsinki // How should cities adapt transport planning as new mobility modes are popping constantly?	ID146
Amsterdam // How to efficiently regulate new mobility concepts, vehicles (lite electric vehicles in logistics) and providers (bike sharing, Uber).	ID147
Stockholm // Inform local traffic rules in digital way to make geofencing in cities possible to reduce speed, pollution, noise and access violations.	ID148
Amsterdam // To be an inclusive city with mobility available to all at a reasonable cost (social challenge)	ID149
Munich // Large share of commuting by car due to inapropriate public transport regarding scheduling, comfort, etc.	ID150
Eindhoven // Our economic top locations (working locations) are mostly located next to motorways. Car use is due to are urban planning very high. How and where can we implement hubs in the total mobility system of car, public tranport and cycling infrastructure for a more robust mobility system?	ID065
Helmond // Urban vehicle acces regulation in relation to design public spaces	ID151
Helmond // Increasing occupation rate in existing vehicles/fleet	ID152
Amsterdam // High demand of motorvehicles to access city centre (growth expected: need for intelligent accessibility	ID153

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Challenges Cluster 7 (part 2/5)

Eindhoven // Good implementation strategy for new forms of mobility. When priority in favour for bikes is changed on an existing crossing often traffic safety problems arise. Also traffic safety issues arise with new forms of mobility like e-bikes, or e-scooters. How can we prefent this?	ID067
Munich // problems & hurdles in administration & education regarding transition of urban mobility & public space, due to old-style mindsets still favouring cars	ID155
Stuttgart // Preparing the infrastructure for autonomous driving	ID156
Tel Aviv-Yafo // Citizen engagement in reducing on-street parking slots for other uses (e.g. bicycle lanes, trees, sidewalk), in order to confront car owners opposition	ID157
Barcelona // To investigate on innovative technical solutions for urban pavements to make public space use more flexible.	ID097
Munich // Large share of commuting by car due to comfortableness of using a private car (high supply of cheap public parking space, etc.)	ID158
Hamburg // Increase in commuting traffic	ID160
Hamburg // Increasing transport demand due to growth in population	ID159
Milan // Ensure the economic balance of the mobility system and make public transport services more effective and efficient (100%electric fleet)	ID162
Helsinki // Improve user/passenger/resident satisfaction, instead of just technology gimmicks	ID161

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Challenges Cluster 7 (part 3/5)

Stockholm // Nudging for the behavioral change. Social studies: e.g. behavioral studies.	ID163
Stuttgart // To ready for the growth of E-Mobility	ID164
Helmond // Creating business case for a hub in a new neighbourhood with poor public transport	ID166
Istanbul // Lack of regulation for vehicle, bike, e-scooter, etc. sharing systems	ID167
Copenhagen // The deployment of charging infrastructure for electric cars is slow, because it is expensive and hard to integrate discretely in urban space	ID165
Helsinki // The ever-changing needs from e.g. micromobility creates challenges to planning and implementing future-proof hubs	ID168
Hamburg // Although the modal split improves towards sustainable transport modes, the amount of the driven vehicle-kilometres increases steadily	ID169
Eindhoven // More insight in what the citizens need. Now we work project based with citizen participation. the changes we have to implement in the city ask for a different approach to gain trust and support.	ID170
Helsinki // Taxation is not based on produced emissions; how to bring innovative taxation means to cities (avoid regulation)	ID171
Stuttgart // Reduction of conventional motorized individual car transport	ID172

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Challenges Cluster 7 (part 4/5)

Helsinki // Could digital city models regulate or guide services or street space usage (e.g. local speed recommendations for micromobility services)	ID173
Milan // Elimination of barriers for elderly people to use new mobility services (e.g. through deployment of devices tailored on their needs (e-Care))	ID174
Tel Aviv-Yafo // Need for technological development for micro-mobility parking demand management and enforcement	ID176
Helsinki // Electric scooters are blocking the sidewalks; how to avoid tipping/falling?	ID175
Munich // limitation of pedestrian areas to city centre limits attractiveness of outer urban districts &supports a too mono-centric urban pattern	ID178
Warsaw // Education and information activites aimed to build awarness of Public Transport advantages.	ID179
Helsinki // Profiling the citizens would allow better personalised mobility services. But MyData services are not offered by public or private sector.	ID180
Stockholm // Outdated & inadequate computer systems that arent compatible with each other. Update is needed to develop efficient innovative solutions.	ID181
Munich // long distances to shopping, work & leisure blocks sustainable goal of a “city of short distances” (proximity is better than speed)	ID182
Barcelona // To investigate on innovative technical solutions for urban pavements to reduce air and noise pollution.	ID044

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Challenges Cluster 7 (part 5/5)

Helsinki // Transport investments are not prioritized according ROI factor (or sustainability)	ID183
Amsterdam // How to make more efficient use of the waterway network as a clean and congestion free alternative to existing roads?	ID084
Helsinki // Roads require constant maintenance - could tear-and-wear holes on roads be filled with something useful, eg. substance that cleans air	ID184
Barcelona // To investigate on innovative technical solutions for urban pavements to mitigate impact of urban heat islands and reflectance index	ID047
Istanbul // Low accessibility of bike, e-scooter sharing systems due to low number of sharing systems	ID186
Prague // Prague would like to create a testbed for Connected and Autonomous Vehicles (CAV) in real world environments.	ID187
Helsinki // How can historical and contextual data change user behavior by estimates of space for parking, in a bus or for baby strollers	ID189

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Happy innovating!

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