Peer review report

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Reviewers: Nika Kotoviča (project manager), Janis Andiņš (project coordinator), City of Riga; Monika Evini (project manager), Anna Klinkosz (project coordinator), Inga Saleniece (financial officer), City of Gdansk

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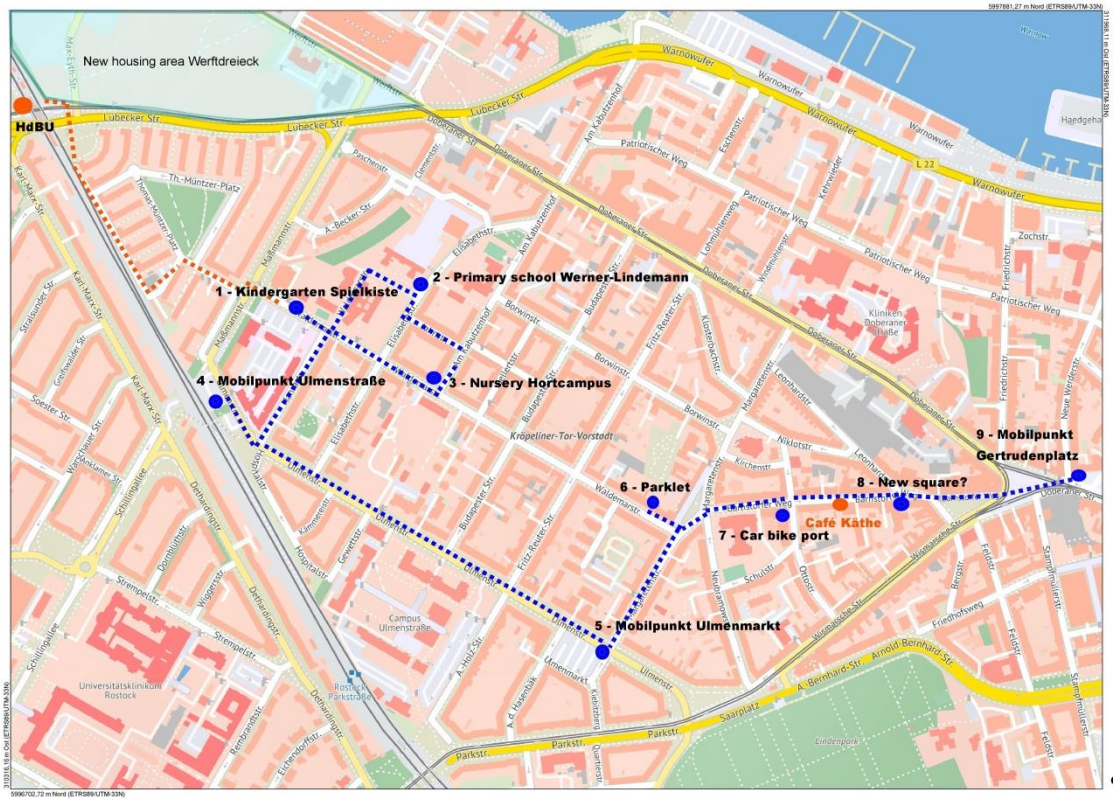
Short description of the scope:

The city of Rostock is a growing city, counting in 2018 for 209.000 inhabitants. Due to a good network of public transport and a condensed city center, the share of eco-modes (walking, bicycling and PT) in daily trips is quite high with 65% in 2013. Nevertheless, the city is growing and today already counts about 21.000 outward- and 32.000 inward-bound commuters. This daily number of commuters generates a high car traffic volume in the inner-city creating negative consequences like traffic jams, accidents, noise and air pollution. The integration of PT with the surrounding district and municipalities is still not sufficient (lack of Park and Ride facilities, interconnections etc.). The historic city center with its narrow cobblestone streets suffers from a high car traffic volume. Much of the limited public space is dedicated to cars, especially to car parking. In 2017 the city approved a SUMP-like integrated mobility plan (‘Mobilitätsplan Zukunft’) aiming at increasing the share of eco-modes (walking, bicycling and PT) of daily trips from 65% to 70% by 2030. One of the objectives is to promote carsharing and multimodality. Current questions are: How can we improve the accessibility and availability of sustainable mobility offers in order to reduce the car traffic volumes and make the public space more livable? How can we improve interlinkages? How can we increase the use of existing offers without the necessity of heavy infrastructural work? How can we promote the idea of sharing and using instead of owning a private car? Does a growing city mean a growing number of car traffic?

In the frame of cities.multimodal, we have chosen the inner-city quarter “Kröpeliner-Tor-Vorstadt” as pilot area for our interventions. It is the most densely populated, young and vivid area in Rostock with good access to PT, but still a constantly high number of car registrations. How can we improve and detent the traffic situation in the pilot area with low threshold solutions?



Description of the site visit

During the site visit the peer review group visited several places in the pilot area “Kröpeliner-Tor-Vorstadt”. These places are all fields of intervention for mobility management measures and the building of mobility points during the project lifetime.

The first stops were made at a campus of several educational institutions and where the kindergarten “Spielkiste” and the primary school “Werner-Linemann-Grundschule” are located (pilot institutions in CMM). The traffic situation and the results of a mobility survey conducted in both institutions, were presented. It was discussed which traffic calming structural measures the reviewers would propose to improve the school surrounding. The next stop was made at an important intersection that most of the pupils take when going to the nursery “Hortcampus”. Here the pee review group discussed the question how traffic safety at a specific intersection can be improved.

Furthermore, the group visited each of the three locations where the pilot mobility points will be built. At the first locations the group discussed what additional mobility offers might be integrated into a mobility point. At the second location the group discussed what might be good arguments and communication channels to reach out to residents and justify the use of public parking spaces for carsharing operators. At the third location, the group discussed how the impact of mobility points can be evaluated and what might be adequate indicators.

Finally the group visited the first “Parklet” in Rostock that was built by the local group of Greenpeace activists and opened just two weeks before. The staff unit for mobility management supported the approval procedure of the parklet and understands this activity as a first test for the redesigning of a street into a “Living street” within the frame of cities.multimodal. The “Living street” is planned for spring/summer 2020. A possible location for this living street intervention

was visited and the group discussed the question what participation methods might be adequate to involve residents but also local business owners.

Each reviewing city (Gdansk and Riga) documented their ideas and thoughts in a questionnaire containing the above mentioned locations and related questions. Most important results are summarized below.

Description of the peer review workshop

The peer review workshop started with a presentation about the City of Rostock, a description of its mobility situation and a presentation of the most important objectives and agreed measures of the SUMP-like integrated mobility plan "Mobilitätsplan Zukunft". The mobility coordinator presented the work of the mobility management staff unit and showed the video of the project "clever mobil" that promotes the different existing sustainable transport modes in Rostock. The reviewing cities were very interested and amazed about this video and the way it promotes multimodality.

Afterwards, the project coordinator presented the measures which the city plans to implement in the frame of cities.multimodal. First, the idea, objectives, integrated mobility offers and choice of locations of the mobility point pilots were presented. The reviewing cities asked questions in order to better understand Rostock's approach, but did not question it in more detail. Second, the project coordinator gave insights into both planned mobility management projects a) with the local housing association WIRO for the new residential area "Werftdreieck" and b) with the local kindergarten "Spielkiste" and primary school "Werner-Lindemann-Grundschule". The workshop was more organized as introductory presentations, so that the reviewing cities got familiar with the planned activities in Rostock. Although there was already room for some discussions no concrete critical topics arose. More detailed discussions took place during the site-visit on the spot.

Feedback and recommendations to the host city:

From the City of Riga & City of Gdansk:

Stop 1: Kindergarten Spielkiste

- re-organization of street infrastructure (widening pedestrian zone, displace car parking from pavement to street)
- adapt the space before kindergarten more cyclist-friendly, e.g. with additional hop-on/hop-off bicycle racks

Stop 2: Primary school Werner-Lindemann

- redesigning street surface (placing speed humps)
- short-term parking or "kiss-and-ride"-zone
- remove cars from left side of Elisabethstraße
- allow only paid parking in front of the school at pick-up-times
- change the location of the pedestrian crossing

Stop 3: Nursery Hortcampus

- placing traffic signs: "Pedestrian crossing" or "Attention children"
- paint "zebra"-lines
- install ground-level street lights at crossing

- higher the level of the street at the intersection, T-crossing
- more controls of crossings by municipal security service
- add “Route to school”-marking at crossing in front of police

Stop 4: Mobilpunkt Ulmenstraße/Polizei: Which additional (mobility) offers can be integrated?

- install lightening, like eco-solar panel solution
- install street furniture like (bench, waste bin, bike repair station)

Stop 5: Mobilpunkt Ulmenmarkt: What are good arguments & communication channels for residents to promote the mobility points?

- communicate the fact that station-based carsharing can substitute up to 8-15 private cars
- communication channels: organize events for residents, explain aim and benefit of mobility points
- promote the idea of giving something. to the residents and not taking something.

Stop 8: New square/Living streets: Which participation method can we use to involve residents and local shop owners?

- develop a visualization of the area (street or square) with removed cars, greenery, furniture and people having a good time in the public
- use this visualization to talk to potential users of public space
- develop a poster “before” and “after” the intervention
- organize a picnic with residents and local businesses
- allow shops to do sales “on the street”, restaurant could offer “street food”
- organize an event “One day without a car” – Is this area for people or for cars?
- organize a short-term “test”-event of closing the street, putting flowers and collect the remarks from residents
- promote the advantage of extending the gardens
- make a mixed-use space
- introduce paid parking when parking is not allowed during living street

Stop 9: Mobilpunkt Gertrudenplatz: How can the impact of MPs be evaluated?

- collect data for current use of e-charging station and compare data before and after operation of the mobility point
- collect data from carsharing operators (how often people use CS? etc.)
- do an internet survey

General advice on mobility point:

- have a standard set of mobility point functions (carsharing, bikesharing, lightening, benches, repair kit, waste bin) and add at specific locations “comfort” functions

The flashlight evaluation has shown that all participants to the peer review were very satisfied with the overall peer review organization etc. Detailed feedback on the planned measures was given during the site visit with the help of the survey documents.

Learnings for the host city

All the ideas on how to make the surrounding of the school campus safer by better signing, greenery or simple infrastructural works will be taken into account. Especially the idea to higher the street level at the intersection in front of the nursery will be followed and discussed with the responsible traffic department. The advice to think about lightening at the mobility points was very helpful as well. We will evaluate the possibility of integrating a solar-panel solution. Fur-

thermore we are happy about all the input for the living streets like visualization, picnic or one-day test event. We will use this input when designing our citizens/locals involvement process.

Learning for the reviewer cities

City of Gdansk:

1. We like the idea of the unified layout of mobility points which is the same all around the city being at the same time visible, recognizable but not dominant in the street design. The visual side of mobility points is clear and user-friendly.
2. We also appreciate the idea of combing greenery and street design to make the mobility points more attractive and lively.
3. When we visited a potential Rostock Living Street setting we got inspired by the idea of covering the street with grass and do some recreational activities. That could be useful for Gdansk Living Street concept.
4. In Gdansk we are lacking the proper naming for our mobility solutions. Unifying existing solutions under one name and signage would be more comprehensive for everyday travelers.
5. Although we have several mobility hubs and points around the city, they dare not as much promoted and do not have a special name nor the common layout. For the reason of free-floating shared car, e-scooters and bikes fleets it is not yet feasible to offer the mobility points with such a big range of shared vehicles.

City of Riga:

1. We have observed numerous public transport information “real-time” timetables into operation at almost every public transport stop in the Rostock city centre; we have photographed them and sent photos of these “real-time” timetables to the Board Member, responsible for business development, of the Riga municipal public transport operator “Rīgas Satiksme”. These photos probably provided the last missing arguments for decision making – and in a couple of weeks our public transport operator adopted the decision to equip 15 main public transport stops of Riga with real time timetables as a pilot/testing activity; all of those timetables already put into operation in Riga since September 2019;
2. We have learned from Rostock about multiple benefits of efficient collaboration with stakeholders; pattern of Rostock how to establish collaboration with e-vehicle charging stations within the Mobility points development in Rostock inspired Riga team to apply similar approach within development of Riga’s mobility point pilot; in result we will collaborate with local IT companies that, within the borders of our mobility point, will test their innovative equipment and technologies for pedestrian, bicycle & (public/private) transport flows counting/analysis, based on application of computer-aided vision, thermo-measurements, Bluetooth scanners, wi-fi sensors, etc.; as part of mobility point design, the city will provide properly equipped electricity pole for such equipment with appropriate electricity connection;
3. We have learned that solving regulatory framework issues is difficult both in Latvia and Germany – and we have decided to apply a “small steps” approach in development our local car sharing and bike sharing legislation.