


# Reinventing transport in cities

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– An IKEA of the mind –

Eric Britton  
The Commons  
EcoPlan International  
Paris, France



Paris, Tuesday, June 26, 2007

## Note to the reader

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You have here an expanded version of the keynote presentation I made on 11 June for the inaugural *Cities for Mobility* congress on the kind invitation of the Mayor and City of Stuttgart. It is supplemented by several notes and additions which are intended to make it an easier read for those not present in Stuttgart. I have also expanded the final section to provide some further leads about how cities might take advantage of this approach, after having been asked by several of those present to do just this.

This presentation shows just the tip of the very large iceberg of the considerable changes in thinking, policy and actual practice which are taking shape in the transport sector of leading-edge cities around the world. It is a huge and very challenging topic of course, but it is my hope that after we spend an hour or so together on this, you will have at least a first taste of some of the potential of this particular new approach to problems, new and old.

If you view this piece with PowerPoint and have a high speed connection, you will be able to hotlink conveniently to many of the references indicated here. You can link directly to any of the indicated sections on the Contents page. It is further supported by an oral record of the presentation available on the [New Mobility Climate Emergency Program](#) site, along with offering two sets of short videos illustrating some of the problems and solutions our cities face in this sector (see [References](#) for links).

Since the most of the members of the *Cities for Mobility* network know the field well and are already in many cases working on your own transformation projects, we can be confident that the main issues and best known approaches are already familiar to you. But as a supplement, you will find here a set of handy one-click background references, and beyond that in some of the pages dealing with specific projects additional direct reference information. For the Paris section many of the references are in French; in case you cannot read them easily, we would point you to <http://translate.google.com/> where you can copy the URL into the address slot, to get basic working translations in German and English. The machine translations are far from perfect, but if you are genuinely interested to know they offer you a great start.

If you have comments, corrections, or leads for how to make this better, please do get in touch. My coordinates: E: [eric.britton@newmobility.org](mailto:eric.britton@newmobility.org), T: +331 4326 1323. Skype: ericbritton

Kind thanks and I hope you enjoy the show.

Eric Britton

# Welcome to Stuttgart.

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We are honoured to have you as our guest here in Stuttgart on the occasion of the first annual Cities for Mobility Congress.

With this first meeting of this new collaborative international peer program, we are pleased to give the participating cities and institutions from more than forty countries world wide, the opportunity to learn from each other and to exchange experiences about their problems, solutions, ongoing initiatives and plans for the future.

The goal of the Cities for Mobility network is to provide a flexible, easily accessible long term platform for future exchanges in our shared areas of interest - and to facilitate collaborative projects and direct exchanges in support of your own work and the challenges you face back in your cities. We have set up a working group here in Stuttgart whose sole task is to help you make and maintain these contacts and to help in coordinating eventual joint projects among you.

Finally, I would like you to take advantage of your presence here to invite you to have look around Stuttgart and see how we are trying to deal with these challenges. You will see that we have areas in which we can do better, but you will also see that we are working on it. Don't hesitate to tell me what you think. You will see me here during all the sessions of the Congress. After all, that's my job. I'm the mayor.



Mayor Wolfgang Schuster



## Presentation contents

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### Dedication

- I. An IKEA of the mind?
- II. Elephant in the bedroom (Oops)
- III. The Clinton Climate Initiative (It changes everything)
- IV. Reinventing transport in cities (Hundreds of “small” things)
- V. New Mobility in Paris (Action agenda for a sustainable city)
- VI. Reinventing transport in *your* city
- VII. A joint *Cities for Mobility* project? (Join hands with other cities)

## II. Elephant in the bedroom (Start here!)

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Elephant? Bedroom?

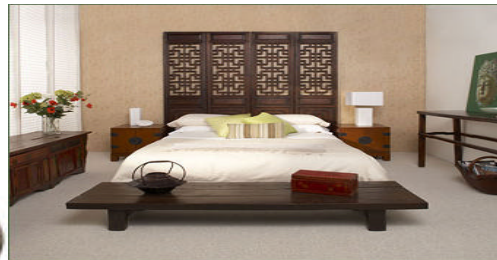
It's simple matter of geometry.

All you have to do is stand back and look.

You see, cars just don't *fit* in modern cities.

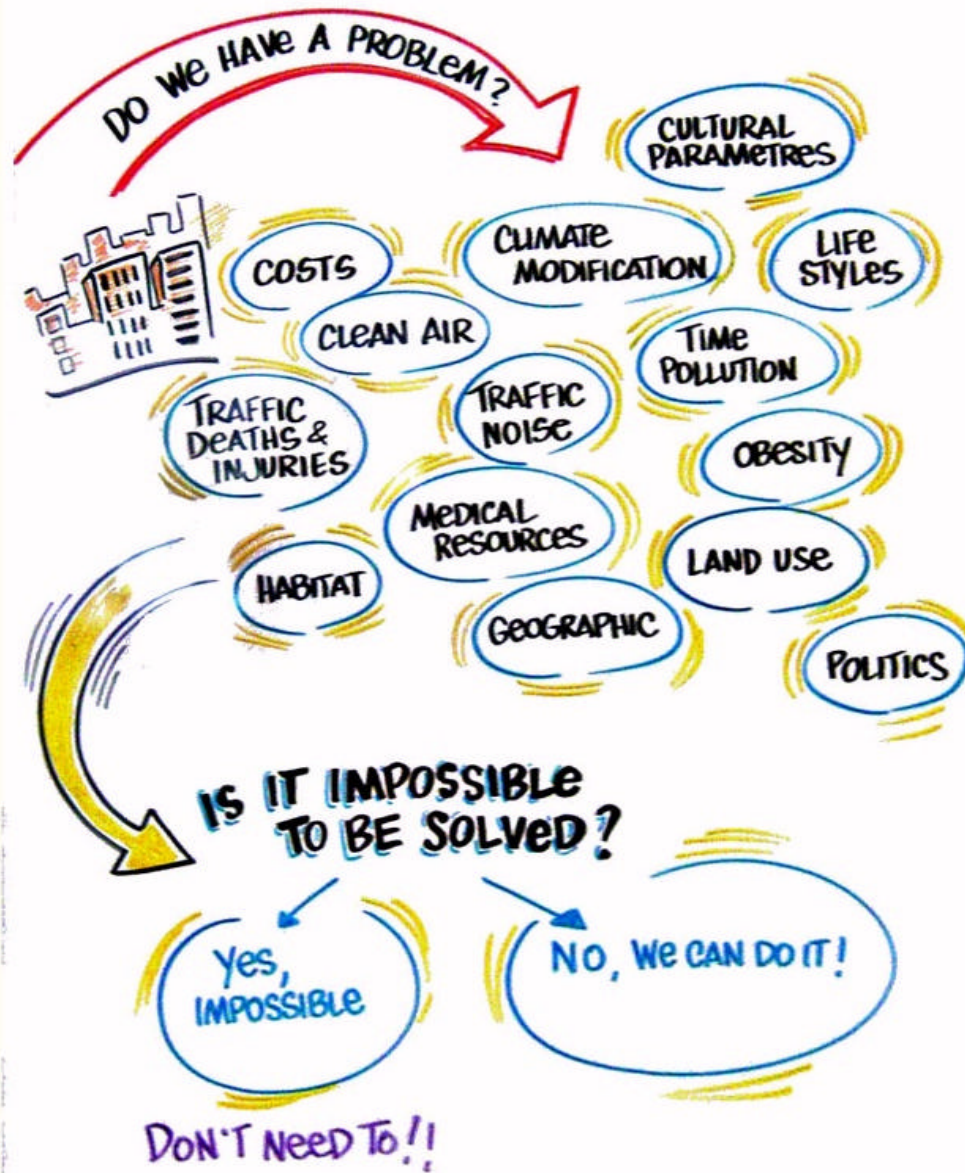
We have to make a choice. One or the other.

But most definitely not both.



★ Until very recently the elephant was giving no signs of leaving. Hmm.

# The transport in cities problem. . .





# Let's define our terms

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1. *Sustainable transportation:*  
Sure. Terrific phrase! Comes up all the time. The deal is that it tells us mainly what not to do. Not a lot of concrete answers that we can work with though to make the needed changes. But it does help us to start to ask the right questions. Thanks.
2. *New Mobility Agenda:*  
New Mobility is the “other side of the coin” of sustainable transportation. Developed over the last two decades to provide a step by step path for a multi-level, integrated, city-wide strategy for on-street change. The result of the work of thousands of planners, groups, individual citizens and cities around the world working on the leading edge.
3. *Local government:*  
Without a doubt the key to the change agenda. But mayors and city councils have many other things on their mind and the new mobility concepts and the planning and implementation procedures behind them are very different from their past experience and methods. Nonetheless, New Mobility starts here.
4. *Old Mobility:*  
But first we have to understand where we are today, how we got there, and where all that we are doing (or failing to do) is leading us. Let's have a look. . .



## After all that, so what is *Old Mobility*?

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- ❑ *Old Mobility* is above all a state of mind . . .
- ❑ Plus it's the only mobility that most of us know.
- ❑ Where everyone is supposed to have a car
- ❑ And everything we do is supposed to work for the car
- ❑ But there you are stuck in traffic . . . again
- ❑ Or waiting for that damn bus in the rain. . . again
- ❑ And yes, they keep promising improvements, keep on building and keep on taking our hard-earned taxpayer money to do it . . . but it only gets worse every year. Again!
- ❑ And – and this is new – it is wrecking our planet. Truly!
- ❑ I dunno, suppose we might have a problem?

The transport in cities problem. . .



# III. The Clinton Climate Initiative

- ❑ And then on 1 August 2006 a totally unexpected event occurred – one with huge potential impacts on the New Mobility Agenda
- ❑ The Clinton Climate Initiative
- ❑ Announced by President Clinton in Los Angeles with very high international visibility
- ❑ Now being deployed in cooperation with C40 Large Cities Climate Leadership Group
- ❑ And a fast expanding group of cooperating city leaders and teams from all over the world
- ❑ Calling for 80% emissions reductions in cities
- ❑ In the years immediately ahead.
- ❑ This changes everything!



We have to reduce about 80% of our greenhouse gas emissions over the next 10 to 15 years."  
- William Jefferson Clinton, 1 August 2006


<http://www.clintonfoundation.org>

# The Clinton Climate Initiative . . .



- ❑ Takes the Kyoto Protocols a critical next step . . .
- ❑ Shifts priority sharply to cities as principal enabler
- ❑ Targets industry, buildings, water, waste, energy. . .
- ❑ And the ways people and goods move about in cities.
- ❑ Thereby turning this into a high profile, high emergency situation
- ❑ Is providing direct assistance to individual cities and facilitating the sharing of best practices
- ❑ This challenges all the rules and past assumptions in all sectors!
- ❑ More than 500 cities world wide have signed on to the Kyoto Protocols
- ❑ Latest world summit in NYC announced first major program: \$ 5 billion to assist transition to energy efficient buildings.

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 “CO<sub>2</sub>” is used here as an easy to recognize shorthand for the broader challenge of reductions in greenhouse gases and particulates

# Clinton Climate – Acid tests for actions



In all the sectors they are targeting (industry, buildings, energy, etc.), the Clinton team is asking six questions of each of the measures and programs they are choosing to support for wide application in cities around the world:

1. Will they work individually and collectively to reduce emissions radically?
2. Will they at the same time enable significant fossil fuel savings?
3. And will they get the necessary *fast* results?
4. Can these approaches be readily replicated in other places ?
5. Are they experience-proven for sure success?
6. And are the measures and programs politically viable?

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 Six yes answers required if measure is to be selected and supported.



# Initial Clinton transport sector targets

1. More energy efficient traffic and street lighting.
2. Bus rapid transit and non-motorized transportation systems.
3. Clean fuels and hybrid technologies for city buses, garbage trucks, and other vehicles.
4. Schemes to reduce traffic, such as congestion charges.

The Clinton team is also:

- Providing direct technical assistance to individual cities
- Facilitating the sharing of best practices.
- Organizing a purchasing consortium to help cities buy energy efficient technologies at lower prices.
- Creating a measurement and information tool to help cities take an inventory of energy use to help direct future activities.



## The Clinton Initiative: An “uplifting constraint”

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- ❑ This big high-visibility push for radical action in cities was not at all anticipated by New Mobility proponents
- ❑ It came as a complete and welcome surprise
- ❑ After years of usually painfully slow progress, finally a high profile, emergency profile calling for immediate action on transport in cities.
- ❑ It puts climate modification into top policy priority in our sector.
- ❑ We can work with that.
- ❑ The radical emissions reductions they are calling for provides an “uplifting constraint” for new mobility projects and programs world wide.
- ❑ Transport recommendations for Clinton program still in progress.
- ❑ New Mobility supporters working world-wide to feed in ideas & projects from a range of people, places and perspectives
- ❑ That’s our job.

“Climate change is not a hoax.  
The hoax is that we are really  
doing nothing about it”

Thomas Friedman: The Capitol energy crisis, IHT, 25 June 2007



# The New Mobility Agenda: 2007 - 2010

# Reinventing transport in cities?

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- ❑ Are the Clinton goals just impossible to achieve? Utopian? Just Too big for us?
- ❑ Will it cost a huge amount of money that we simply don't have?
- ❑ Will it take many years to do? (Too many years for this poor planet?)
- ❑ Will it spell “the end to the American way of life”?
- ❑ Is there a magic bullet solution out there that will save us?
- ❑ Can we count on industry and technology to solve all our problems?
- ❑ Or should we just forget about it, relax and wait for the future to happen to us?
- ❑ Do we actually have a choice?
- ❑ If so, where do we start? When? We need an agenda for action.



# What is New Mobility?



- ❑ New Mobility is first, above all and quite exactly not “old mobility”
- ❑ It aims to provide high performance options to the old *all-car* system
- ❑ It targets complex multi-level alternatives that offer higher levels of comfort, flexibility and service for the great majority of citizens.
- ❑ It looks for ways to reduce and substitute unnecessary physical movements
- ❑ It is simply better on all scores: environmental, resources, social, economics, health, safety, quality of life, and equity.
- ❑ It offers an access and mobility package that is a lot cheaper
- ❑ While greatly reducing financial contributions from the taxpayer.
- ❑ It creates a softer style of daily life with more contact and community.
- ❑ Above all it allows us to create cities for people – not for cars
- ❑ Finally, it is deeply democratic – giving much expanded roles for active citizens.

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 An active citizenry is the indispensable hallmark of deep democracy

# What's *wrong* with the New Mobility Agenda?



1. The first and biggest problem is that it is entirely different from known past practices
2. Many of its principal components have been looked on as minor, not really “transport”
3. Moreover, it is not so much a “solution” as a process. It is, in fact, an *agenda*.
4. An agenda that offers no magic bullet solutions but requires the ability of the city to analyze and implement in tandem very large numbers of measures.
5. All this requires bringing together many different kinds of skills and competences to make work.
6. Moreover, it is not so usual to bring all these different kinds of people, approaches and interests around the same table. . . And from the beginning!
7. An ability to let speak and reconcile “valid opposites” is critical
8. Making it work requires leadership and a capacity for deep democracy.
9. And hard thinking.



Henry Ford once famously observed: "Of all the kinds of work I can imagine, the hardest work of all is thinking -- and that I guess is why people do so little of it."

# How does it work? In brief.




## In brief:

- 1. Vehicles:** (And lots fewer of them)  
The Agenda takes as its unequivocal starting point and priority -- to do what is needed to achieve aggressive reductions in the number of cars moving about and parked on city streets. Particularly low occupancy cars.
- 2. Infrastructure:** (Used in very different, far more complex ways)  
In parallel it transfers road space to more space-efficient means -- these include much improved public transport, cycling, and walking
- 3. Shared transport:** (Many of which open up new opportunities for innovation)  
But it also looks out for new, often innovative shared transport means.
- 4. Access:** (Seamless access to multiple modes and choices)  
And for completely new technology interfaces for trip making.

# A consistent action strategy



1. Seen, understood & implemented as an emergency measure
2. Targets measures and actions that can take hold and achieve high visible impacts in less than 2- 4 years.
3. Screens candidate actions by tough, focused criteria and tests
4. Posts specific performance improvement targets for all to see.
5. Radically shifts road & parking real estate to more space- and environmentally efficient means
6. Supports innovation for space-efficient, environmentally effective shared services, new and old.
7. And it succeeds in getting the job done!

 Calls a 5 year moratorium on all major new construction projects , which you will be fast to realize is not always an easy sell.

# How do we get from *Old* to *New* Mobility?



1. First, we need to do our homework and become fully lucid about the high costs of Old Mobility.
2. Then, get off our butts and through our brains and energy make ourselves aware that there are real alternatives
3. Find them, adapt them, and put them to work in our city.
4. Get comfortable with the new ways of consultation, planning and direct involvement of the people who live here.
5. The role of the experts in this entirely new paradigm is to work with the population, and to co-design and co-implement measures and systems for the entire community.
6. And the role of the political leaders is to make sure that this deep-democracy process happens.



The mayor of Bogotá cycles to work

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The Agenda needs champions to make it work. Are you one?

# Local government holds the key!



- The mayor and city council must sign on to the new agenda – and that with high energy
- Either it is, or is not, an emergency situation. Your call
- If it is, the choice is to lead. (Or is it to wait and hope for the best)
- The Agenda is aimed at those who are at least seriously considering a real action program for their city.
- Are you ready to walk the talk? Travel around your city like the rest of us?
- And by the way, if you have an election in view, we have some interesting news for you . . .



London's mayor uses public transit

# You have a New Mobility majority in your city.



- ❑ All those citizens and voters who do not today have a car (or want one.)
- ❑ Everyone in your city who cannot drive (or even want to learn)
- ❑ Children, the elderly, the infirm + +
- ❑ All those who *should* not drive (Nerves, age, alcohol, drugs, fatigue, values)
- ❑ The many people in your city with access limitations, physical or other
- ❑ All those who are cut off from a full life because they do not have a decent way to get around without a car.
- ❑ The many people who cannot properly afford to own and operate a car
- ❑ Anyone, adult or child, needing to lose weight and have a healthier life
- ❑ Citizens who simply prefer walking, cycling or public transport.
- ❑ Even car owners who are ready to try something better than sitting in traffic
- ❑ And in a few years -- don't lose sight of this! – YOU too.

Note to the mayor: All these people vote!

## And many people and groups ready to work with you



- Local/regional government agencies
  - Examples: Traffic engineers, transport and city planners, public health, parking, police, social services, environment, hospitals, job creation programs, integration, etc.
- Mobility providers
  - Public transport, taxis, car rental, emergency services, goods transport, paratransit, E&H transport, cycle projects, parking groups, school transport, delivery services, etc.
- Daily life: work, commerce, education, leisure
  - Schools, universities, individual businesses, employer associations, downtown business groups, chambers of commerce, sports events and clubs, consultants,
- Citizen, neighborhood, public interest groups
  - Concerned citizens, city boosters, transport user groups, after-school and children's groups, environment & neighborhood associations, cycling and pedestrian groups

→ And don't forget to reach out to other towns and municipalities  
in your region for ideas and support.

For more complete listings visit <http://www.ecoplan.org/briefs/general/measures.htm>

## And a considerable toolkit of proven measures and policies



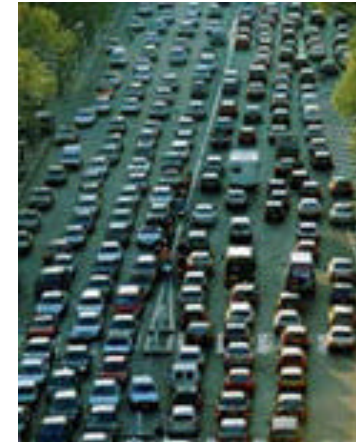
- Traffic/congestion reduction measures
  - Policy (e.g., infrastructure conversion, pricing, SOV restraints, parking, vehicle buy-back)
  - Practice/personal choices (e.g., trip chaining, low car diets, driver training, incentives)
- Speed reduction (Important for safety, pollution, fuel economy, quality of life of neighbors)
- Improve alternative mobility options
  - Public transport
  - Cycling
  - Walking and public spaces
  - Shared transport innovations (group taxis, ride sharing, new forms of hitchhiking)
  - Carsharing and car clubs (including car rental)
  - Better ways of moving goods and freight into and around the city
- Movement substitutes
  - Neighborhood business, activity incentives for balanced living
  - Telecommunications substitutes, such as telework, telecommuting, etc.

For more complete listings visit <http://www.ecoplan.org/briefs/general/asures.htm>

## VI. New Mobility clues from Paris



- ❑ After a decades-long, mostly gradual move from *old mobility* and inaction, now there is now in full swing in Paris . . .
- ❑ A clearly-announced, carefully articulated, high-priority, all-mode, integrated strategy
- ❑ City mobility/environment team is demonstrating that it can learn from everyone, everywhere
- ❑ Looking at, selecting, implementing hundreds of projects and measures to get the job done
- ❑ For our analysis we have selected five high profile lead measures
- ❑ Process ensures extensive citizen participation from beginning
- ❑ Expertise: high professionalism and continuity of effort
- ❑ Strong, deeply committed political leadership
- ❑ Communicate, communicate, communicate – a two way process!!
- ❑ And make absolutely sure you succeed!



## Paris Mobility Plan: The five underlying 2007-2015 priorities

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### **1. Act on air quality and public health**

Car traffic is the principal cause of quality of life degradation in the capital. In the many parts of the city, the population is exposed to levels of CO<sub>2</sub> (primarily generated by cars) that significantly exceed EU and WHO standards.

### **2. Improve mobility for all**

The right to mobility is a fundamental entitlement and each Parisian should be able to move freely in and around their city, without regard to economic status, eventual personal handicaps, or social or family situation.

### **3. Make the city a more beautiful and agreeable place in which to live**

The Mobility Plan for Paris (PDP) fixes among its principal objectives the sharing of public space equally among the different users, so that each can move about in comfort and security. Our public spaces and streets are equally an element of the city's landscape, and all projects and actions should stress improved quality of life and the greening of the city.

### **4. Encourage economic vitality.**

Transport is a determining factor in the economic vitality of the city. Enterprises and employees have an essential role to play in the better mastering of the mobility environment. Commerce, artisanry, tourist activities . . . solutions must be put into place to facilitate all these activities and to reduce the negative impacts involved.

### **5. Reinforce regional solidarity**

Each day some 900.00 suburban residents come to Paris to work, while 300,000 Parisians travel to work in outlying areas. Government agencies at all levels must come together to face the major challenges involved in terms of equal access for all, equity and the fight against pollution, as well as reinforcing the efforts to preserve the quality of the urban landscape.

## Basic strategy: Paris's 4-step implementation approach



- **Step 1 – Cut traffic**  
Steadily withdraw street space from "normal mixed traffic use" (SOVs) while turning it over to more space-efficient users. Achieved via combined programs of access control, street redesign, parking policies, signage, traffic management, and compliance monitoring
- **Step 2 – Enhance supply**  
You can't cut back car use for new mobility conversion, without providing high quality alternatives. Build up and strengthen a full range of new mobility options as rapidly as possible. From walking and cycling in safety to improved 21<sup>st</sup> century public transport, broadening the mobility pallet to bring in new intermediate modes such as are needed by a mobile modern city.
- **Step 3 – Integrate to create a seamless mobility system**  
People like cars when they offer "seamless" transportation. And that's what new mobility systems must be able to offer.
- **Step 4 - Execute: Lead, Consult, Communicate**  
Now the joker! Once you have figured out what it is you want to do, the next and surely the most difficult step is the process of actually turning these great ideas into a reality in your city. Two way communication and deep and early consultation is at the core of this process. Only the courageous, the talented and good listeners need apply.

And the hard truth is . . . There is no other way of doing it!

## Five New Mobility focus projects from Paris



1. **Carte Orange:** Paris's universal fare card -- one of the first all-mode transport passes. Has steadily evolved in terms of its technology, organization, and reach over the last three decades. Quite literally provides the key to the new mobility system.
2. **The Mobilien:** A world-level BRT (bus rapid transit). High performance with deep roots.
3. **Car reduction strategies:** Steadily, prudently and as close as they can make it to silently, pursuing their car reduction strategy.
4. **Vélib':** Paris's in-process world-beating City Bike project. The Killer App is showing the way.
5. **Carsharing:** A slow starter in Paris but fast coming on line and quite likely to emerge as the last nail in the coffin of old mobility

# Unfinished business in Paris: The periphery

- ❑ Don't worry -- nobody has it all figured out.
- ❑ Not even those smart people in Paris.
- ❑ While Paris is today wonderfully fine-tuning mobility and life quality in its compact center
- ❑ And reducing emissions even further in the process
- ❑ The lightly populated surrounding Paris region is still firmly stuck in the high traffic, high CO2, Old Mobility syndrome
- ❑ Or as they say about Toronto with a sad smile: "Vienna surrounded by Phoenix"
- ❑ So now what?
- ❑ (Well, they're working on it. And you probably should be too. The next tough nut to crack.)
- ❑ Stay tuned.



VI. Now, what about your city?

# Strategy/recommendations



1. Take as your starting point the high sense of urgency (the Clinton targets)
2. Decide if you are ready to move ahead now - or will instead wait for the future to overtake you. (If so you won't be alone)
3. That there is a solid track record of success with these measures -- so be confident that it can be done
4. Let's not forget Jane Jacobs: Our goal is not to provide cars and not even transport – it is cities and ordinary people like you and me in our daily lives
5. Reexamine all policies & practices from this new perspective
6. Set clear performance targets – based on audits of present pollution and/or other key indicators
7. Carry out a new mobility audit to identify (a) car/traffic reductions strategies + (b) key supply enhancements – in cooperation with full range of concerned interests
8. Consider the Paris example with their five high visibility lead projects
9. Mobilize your new mobility majority and put it to work in your city.

# Ten steps to your New Mobility climate program



- Step 1. Assure first that you have mayor and city council firmly behind you
- Step 2. Put exact numbers to your new mobility majority. Make them widely known.
- Step 3. Now seek out, bring in and link to all the people and groups in the city and region who can contribute – public and private sector (see below)
- Step 4. Establish GHG/traffic benchmarks – figure out which one is going to work best for you
- Step 5. Decide on global performance targets and schedule (example: 20% reduction in 20 months)
- Step 6. Identify all applied measures, tools, and on-going or planned programs and projects
- Step 7. Review these against the full inventory of all available measures, tools and approaches -- and then fill out as resources and requirements dictate
- Step 8. Select from this list the five measures or projects which you will use to focus attention and lead the way
- Step 9. Working all together, form up the final program that actively reflects your combined interests and visions, and mobilizes all partners for success.
- Step 10. Execute – and post performance and results publicly as you go along (no hiding allowed, all performance benchmarks and tests should be open and independently verifiable)

## Why five focus measures?



- ❑ It may in fact be 3 or 4, but we would say 5 is a good number.
- ❑ The idea is to plan and run a series of integrated *parallel* new mobility projects so that the city will understand that there is no one “answer”
- ❑ Five is a pretty good number – it will command attention
- ❑ Such a more complete and complex operation will require that you confront and engage more people, interests and competences
- ❑ It also stretches the imagination of all involved
- ❑ While pointing up the important concept of “packages of measures” and the necessary complex interdependencies of the many parts.
- ❑ The teams can be expected to work together, but also to an extent, inevitably, to compete and push each other by their examples.
- ❑ There is also a level of risk sharing, since it is possible that some projects may encounter unexpected difficulties and delays
- ❑ And plenty of potential for synergies and team cross-learning

## Now, you are ready to screen and select your focus measures



We propose you short-list five lead measures to be selected eventually from the following generic listing:

1. *Car/traffic control* measures/package – Reducing the number of cars on the streets and roads in and to the city, and their speeds on many streets.
2. *Street re-conversion* (including parking) – Transferring scarce street space over to space-efficient modes and lower speed mixed use.
3. *Public transport* – throughput, quality improvements so that it becomes “car competitive” in the city (example, BRT)
4. *Active transport* – cycle programs, pedestrianization, mixed traffic, public space
5. *New Mobility modes* – Examples: carsharing, carpooling, shared taxis, new forms
6. *Movement reduction/substitution* – Using new telecoms, trip planning, scheduling
7. *Integrate* all mobility access systems (pass, card, access and information systems, including mobile/mobility)

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But *who* gets involved with this process of concept screening and eventual project preparation?



## Some handy references as you start to look deeper (clickable)

- ❑ Cities for Mobility - <http://www.cities-for-mobility.org>.
- ❑ City of Stuttgart - [http://www.stuttgart-tourist.de/index\\_ENG.htm](http://www.stuttgart-tourist.de/index_ENG.htm)
- ❑ Jane Jacobs Medal (Rockefeller Foundation award)  
<http://www.rockfound.org/efforts/jacobs/janejacobs.shtml>
- ❑ Clinton Climate Initiative – <http://www.clintonfoundation.org>
- ❑ C40 Large Cities Climate Initiative - <http://www.c40cities.org/>
- ❑ City Mayors - <http://www.citymayors.com/>
- ❑ European Platform for Mobility Management - <http://www.epomm.org>
- ❑ GATNET - Gender, Equity and Transport Forum – <http://gatnet.net>
- ❑ Institute for Transportation and Development Policy - <http://www.itdp.org/>
- ❑ Journal of World Transport Policy and Practice – <http://www.worldtransportjournal.org>
- ❑ Kyoto World Cities 20/20 Challenge– <http://www.kyotocities.org>
- ❑ New Mobility Agenda - <http://www.newmobility.org>
- ❑ New Mobility Climate Emergency Program - <http://climate.newmobility.org>
- ❑ NYC May 2007 Climate Summit - <http://www.nycclimatesummit.com>
- ❑ Online TDM Encyclopedia - <http://www.vtppi.org/tdm/>
- ❑ Sustainable Transport Action Network for Global South – <http://www.geocities.com/sustranet/>
- ❑ SUTP: Sustainable Urban Transport Project - <http://sutp.org/>
- ❑ WRI Center for Sustainable Transportation <http://embarq.wri.org/en/index.aspx>
- ❑ Some useful Wikipedia references as quick background (including hot links):
  - ❑ <http://en.wikipedia.org/wiki/Sustainability>
  - ❑ [http://en.wikipedia.org/wiki/Automobile\\_dependency](http://en.wikipedia.org/wiki/Automobile_dependency)
  - ❑ [http://en.wikipedia.org/wiki/Sustainable\\_Transportation](http://en.wikipedia.org/wiki/Sustainable_Transportation)
  - ❑ [http://en.wikipedia.org/wiki/New\\_Mobility\\_Agenda](http://en.wikipedia.org/wiki/New_Mobility_Agenda)
- ❑ **Old Mobility in action** (eighteen short videos showing old mobility in action, from very different points of view)
- ❑ **Brainfood** (five short videos from five countries and in 12 minutes to open up our thinking on all this)

## Might this be a collaborative *Cities for Mobility* project?

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Building on an earlier initiative of the European Commission, *Cities for Mobility* is a global network serving world cities on questions of urban mobility. It is coordinated by the City of Stuttgart to promote the sharing of ideas and resources to support the development of sustainable and efficient transportation systems in the member cities, it promotes transnational cooperation between

- City administrations
- Transportation companies and industry
- The business and financial community
- Science and technology sources, including consultants and universities
- Civil society.

You may wish to consider organizing your project in some form of cooperation with the CfM network, possibly in parallel with one or more teams interested to put this approach to work in their cities. The CfM team is ready to help you with this. For further information on how to do this, see the following page.

## To contact *Cities for Mobility*

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Your *CiMob* team in Stuttgart



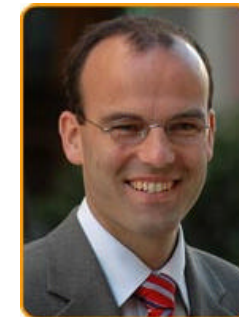
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