



Search for Municipalities interested in realising a new model settlement within the Carfree Area Pilot Project

Organised by: World Carfree Network (WCN)¹

Supported by: Council of European Municipalities and Regions (CEMR)²

A – NEW SEARCH

A first attempt in 2007 succeeded in receiving some interesting proposals, among which one was selected as an example for converting a larger existing neighbourhood combined with a small new carfree development.

The objective of this second search now is to find municipalities intending to develop a new carfree (model) settlement at an available site suitable for designing urban patterns appropriate for carfree mobility (no conversion of an existing neighbourhood).

Municipalities of different sizes (from small towns to cities) from all over Europe are invited to express interest in co-operating in the Carfree Area Pilot Project to realise such a model settlement, demonstrating sustainable and liveable urban environments.

A.1. Benefits for co-operating municipalities

They can elaborate solutions for the built structure, which allow citizens an attractive living also in a long-term perspective,

- assisted by an international expert team on carfree development
- exchanging information and experiences with other municipalities
- with possible financial support by the European Commission

A.2. Criteria

The proposals of the municipalities need to meet the following criteria:

- An area of sufficient size to allow the advantages of carfree living (space for people, safety, lack of noise pollution, etc.) to be experienced and to accommodate a population and urban density high enough to support internal retail businesses and services (about 10 hectares). The entire development must be designated as a completely carfree settlement.
- The area should be integrated in an axis of settlements with sufficient population to support attractive local public transport (high frequency of service and long operating hours).
- The pilot carfree development can be realised on brownfield (preferred) or greenfield sites.
- The necessary plots must be available and the municipality as well as the developer/investor should show clear commitment for implementation.

It is important to identify the future inhabitants and involve them at an early stage.

¹ An international network, which brings together organisations dedicated to promoting alternatives to car dependence and automobile-based planning. (WCN): www.worldcarfree.net

² CEMR (Council of European Municipalities and Regions) is the European umbrella organisation of 49 national associations from 36 countries representing local and regional government (www.ccre.org)

A.3. Selection procedure

Among the responding municipalities, one or more partners for the project, meeting the above requirements best, will be selected by a jury of experts, nominated by WCN and CEMR.

Other municipalities are invited then to participate in a network (see B.7).

A.4. Benefits of a Carfree Area

All actors involved can benefit. Many of the benefits can be assigned to two rather different aspects: liveability and costs.

A Carfree Area offers reduced air and noise pollution and a lower risk of injuries by traffic accidents. There is more space for people in an **attractive, quiet, safe and healthy environment**, promoting a slower-paced, more relaxed, healthier and thus **more sustainable lifestyle**. This allows more personal interaction with neighbours resulting also in the presence of more people in public areas during day and night thus creating a greater sense of community and possibly resulting in lower crime rates. And such developments contribute to diversify the housing market, **giving people more choices about how they want to live**.



Falkenried-Terrassen, Hamburg, Germany. The area (reconstructed in the 1990s) has no parking places for its several hundred housing units. The streets are used like public living rooms. www.falkenried-terrassen.de

In the following cases the **costs of a Carfree Area are lower** than in conventional urban development:

- investment costs for infrastructure (streets, sewers, water pipes, etc.) because of compact development and especially for parking facilities
- operating and usage costs for transport due to minimised trip lengths as well as an efficient and well-used public transport system (additionally also for heating and lighting due to measures in buildings)

A significant decrease in car trips also provides the opportunity to reduce fossil fuel consumption, thus cutting CO2 emissions and ever increasing dependence on imported energy supplies. This contributes to climate protection and helps the municipality to comply with commitments from the United Nations Framework Convention on Climate Change and the Kyoto Protocol to limit or reduce their greenhouse gas emissions.

The participating municipalities, where the model settlements for a Carfree City are implemented, have as pioneers an additional benefit from the image of a good practice example, which also promotes eco-tourism³. Demonstrating the benefits of sustainable urban development in these model settlements can promote the adaptation of existing patterns in other parts of the municipalities towards sustainability.

On the other hand a polycentric and balanced urban system comprised of small urban units providing 'access through proximity' to many services required on a daily basis and being well connected with each other by high quality public transport is beneficial for Carfree Areas.

³ eco-tourism (i.e. travelling with sustainable transport modes) is appropriate for visiting carfree pilot projects. It is both a benefit for the economy of municipalities (generating profit and creating working places) and important for allowing many people to experience the carfree benefits.

B - THE PROJECT

B.1. Background

The majority of the world population still lives without a car, and even in wealthy European cities up to 50 % of households live carfree.

However, urban settlements around the world continue to follow the car-oriented planning blueprint of the industrialised nations (the "North"), producing sprawling mega-agglomerations. This pattern of development increases car dependence as well as the wasteful consumption of limited oil reserves and results in a general decrease in quality of life.

The main challenge for all countries is how to develop sustainable cities to cope with increasing urban populations. To address this issue it is valuable to create examples of human-oriented urban development.

B.2. Purpose and objectives of the Carfree Area Pilot Project

The purpose is to demonstrate the (ecological, financial, health, etc.) advantages of living in a carfree area, and that there is latent demand for these quality of life benefits. That more than a quarter of the Vauban residents sold their car(s) after moving in shows, that carfree development is not just for existing environmental/carfree activists.

The objectives of the project are:

- to encourage and support the development of compact and liveable neighbourhoods, towns and cities, where residents and businesses can function prosperously without the need for and presence of individual motorized transport and with minimized use of motorized vehicles for freight transport.
- to exceed the achievements of the existing good practice examples and not only to develop just another one – it should outperform e.g. the carfree project Amsterdam-Westerpark⁴ in size or Freiburg-Vauban in the integrated approach towards ecological sustainability.

The development of an area for carfree living should be accompanied by measures to reduce car dependency in the rest of the municipality (also involving the surrounding region): appropriate urban planning (mixed land use) as well as improving infrastructure and networks for pedestrians, cyclists and public transport to encourage modal shift.

The subsequent implementation and worldwide dissemination of the plans designed in the project shall promote transformation of settlements towards sustainable patterns of development, independent from individual car use.

B.3. Definition of Carfree and meaning in the project

To make an area carfree can be achieved by concentrating all cars in garages at the edge of the area (as already practiced in several residential developments, so called "optically carfree") or by avoiding car ownership (as realised in few examples of buildings or on areas of smaller or medium size).

For the proposed area in the participating municipalities the ownership of private cars should be avoided as far as possible.



Model quarter Vauban (implementation 1998-2006), Freiburg i.B., Germany; the setting motivates an increasing majority of households to live carfree.
www.vauban.de/info/abstract.html (en)

⁴ www.sustainability.murdoch.edu.au/publications/jscheurer/carfree/carfree.html#gwl%20terrein

B.4. Intended procedure for carrying out the project

The main matter of this project will be the development of concepts for the model settlements in the selected municipalities (including the design of master plans) by a planning team in each municipality assisted by the World Carfree Network Expert Team.

After the selection each municipality needs to establish a multidisciplinary team, especially including urban- and transport-planners for carrying out the planning work in the intended EU-project.

The selected municipalities as well as the planning teams are asked to join the consortium as participants.

B.5. Possible funding sources for the project

International programs as well as national schemes designed to promote sustainable development are considered.

A proposal for the project shall be submitted to the European Commission under the programme "INTELLIGENT ENERGY – EUROPE" in the field of Energy in transport (STEER).

B.6. World Carfree Network Expert Team:

An international team of experts drawn from a variety of backgrounds (especially urban planning and transport) from member organisations will be established to prepare (organising the search and the selection) and manage the project, advise municipal planning teams and monitor the implementation.

Members of the team will use their experience from participating in the EU-project ECOCITY (www.ecocityprojects.net), which had similar objectives.

B.7. Network within the project

All responding municipalities and developers will be invited to join a network in which they will be supplied with practical information and good practice learned during the planning and realisation of the three selected test sites for the Carfree Area Pilot Project. This may support the quality of plans designed for their own projects.

B.8. Application/Nomination Procedure

Applications should be submitted by the municipalities and include the following items:

- A brief overview of the proposed site and first intentions of its potential development (photographs, maps and description of the site, up to 4 pages).
- English summary of relevant data, e.g. share of carfree households in the surrounding area and the whole town (if existing), number of cars per inhabitant, and urban development concepts of the municipality.
- A discussion of how the proposal meets the selection criteria (up to 1 page).
- Contact information of the applicant.

Send your application **until 30th April, 2008** to the following address, please:

World Carfree Network
Franz Skala, Markus Heller and Randall Ghent

E-mail: [capp \[at\] worldcarfree \[dot\] net](mailto:capp@worldcarfree.net)

B.9. World Carfree Network (WCN): www.worldcarfree.net

The project is developed by members of World Carfree Network, which brings together organisations dedicated to promoting alternatives to car dependence and automobile-based planning at the international level and working to reduce the human impact on the natural environment while improving the quality of life for all.

World Carfree Network

International Coordination Centre
Krátká 26
100 00 Prague 10
Czech Republic
Tel./Fax: +420 – 274 810 849
Mail: info [at] worldcarfree [dot] net
Skype: wcn-icc

The following persons from member organisations of World Carfree Network will be glad to provide all necessary information:

Franz Skala

Institute of Ecological Urban Development, A-Vienna

Tel.: +43 - 1 - 876 95 26 | Mobile: +43 - 664 - 390 92 65
Mail: office [at] oekostadt [dot] at

Markus Heller

Autofrei Wohnen / Carfree Living, D-Berlin

Tel.: +49 - 30 - 280 79 40 | Mobile: +49 - 177 - 215 10 38
E-mail: info [at] autofrei-wohnen [dot] de

Randall Ghent

World Carfree Network, UK-York / CZ-Prague

Tel.: +44 - 1904 - 796 860 | Mobile: +44 - 7856 - 768 798
Mail: rghent [at] worldcarfree [dot] net