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# MEASURING THE ECOMOBILITY LEVEL OF CITIES IN KOSOVO

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The development of sustainable urban transport systems requires a conceptual leap and paradigm shift. The purpose of transportation and mobility is to provide access to the desired places (points), activities, services and goods. Access is thus the ultimate goal of all transport. Building more roads in low-income cities and countries is seen as the most important policy of producing effective transportation solutions. However, urban planning and design should instead be used to reduce distances and to increase accessibility to improve sustainable urban transport solutions. If city dwellers can travel anywhere they want to travel (eg via telecommunications), travel more effectively (online shopping or car sharing), or shorter distances, these access opportunities will contribute to reducing some of the existing challenges in urban transport (UN-HABITAT: 2013). Therefore, what should be done in this regard; urban planning and design is to focus on solutions that reduce the need for action by bringing people and spaces together, creating cities that focus on accessibility rather than increasing the quantity of urban transport infrastructure or increasing the movement of people and goods.

**Purpose of the project** is to examine the Eco-Mobility approach and test the criterias presented by the approach on our study areas. It also aims to determine the necessary steps to be taken in order to help the study areas to reach an adequate level of Eco-Mobility.
Besides these; the project aims to raise awareness of the existence of an instrument for assessing the level of EcoMobility of a city, to provide our cities with the basis for a such evaluation and to represent our cities on international platforms such as ICLEI and ECOMOBILITY SHIFT.
Finally, it aims to prepare our cities for a transition towards sustaianable and eco-friendly cities.

Protection of our cities is of great importance and requires urgent attention. The adaptation of EcoMobility approach may play an important role on designating of economic development strategies while protecting as our cities' geographical and social structures.

## EcoMobility SHIFT Indicators

*Related to the Indicators, the* EcoMobility Alliance Report (2015b) states as below: *The SHIFT scheme relies on 20 indicators developed after consultation with various experts and stakeholders in urban transport. The 20 indicators are further classified into 3 criteria, namely Enablers, Transport systems and services, and Results and impacts.*

### ***Enablers***

*E1: Understanding User Needs*
*E2: Public Participation*
*E3: Vision, Strategy and Leadership*
*E4: Finance for EcoMobility*
*E5: Personnel and Resources*
*E6: Monitoring, Evaluation and Review*

***Transport Systems and services***

*TSS1: Planning*
*TSS2: Low Speed / Car Free Zones*
*TSS3: Information Provision & Systems*
*TSS4: Mobility Management*
*TSS5: Parking*
*TSS6: Walking*
*TSS7: Cycling*
*TSS8: Public Transport Coverage & Speed*
*TSS9: Usability of Public Transport*
*TSS10: Low Emission Vehicles*

***Results and impacts***

*RI.1 Modal Split*
*RI.2 Safety*
*RI.3 Greenhouse Gases (GHG)*
*RI.4 Air Quality*

Providing the local authorities with an effective tool to measure, assess and improve urban mobility can be highlighted among the main benefits for the cities.

These indicators will be able to evaluate the current sustainability situation in our cities; In this context, they will help us to:

- Measure the institutional capacity of our cities
- Examine the existing plans in order to evaluate the existence of sustainable transportation approaches and policies,
- Determine the level of integration between different types of transportation (intermodality) be
- Assure that new planned urban areas comply with the public transportation plans
- Examine the amount of budget allocated for sustainable transportation.

In this context, cities undergoing SHIFT will:

- Become more efficient and more effective, with improved priorities;
- Identify areas for further improvement and thus strengthen the transport plans;
- Analyse and score the performance and the situation in the city;
- Receive feedback on the efforts made by the city leaders to improve transport in the city;
- Become a source of inspiration for other cities (ICLEI, 2015b).

| | Scoring | Weight in % of total EcoMobility index |
|---|---|---|
| **Enabler indicators** | **90 points** | **25,7%** |
| E1: Understanding user needs | 10 | |
| E2: Public participation in decision making | 10 | |
| E3: Vision, strategy and leadership | 20 | |
| E4: Personnel and resources | 15 | |
| E5: Finance for ecomobility | 25 | |
| E6: Monitoring, evaluation & review | 10 | |
| **Transport Systems & Services indicators** | **170 points** | **48,6%** |
| TSS 1: Planning of new city areas | 20 | |
| TSS 2: Low speed/car free zones | 10 | |
| TSS 3: Information provision and systems | 10 | |
| TSS 4: Mobility management services | 10 | |
| TSS 5: Parking measures | 20 | |
| TSS 6: Walking conditions | 25 | |
| TSS 7: Cycling conditions | 25 | |
| TSS 8: PT coverage and speed | 20 | |
| TSS 9: Usability of PT | 20 | |
| TSS 10: Low emission vehicles | 10 | |
| **Results & Impacts indicators** | **90 points** | **25,7%** |
| RI1: Modal split | 40 | |
| RI2: Safety conditions | 20 | |
| RI3: Greenhouse gas emissions | 20 | |
| RI4: Local air quality | 10 | |
| **Overall EcoMobility Index** | **350 points** | **100%** |

Figure 2: Overview of the Indicator Scores
Source: EcoMobility Shift Report: Indicator Descriptions (2013)

Scoring in the evaluation process shows the weight of an indicator in the total scores of the city's Eco-Mobility performance. In the case of E1, for instance, "scoring over 10" means: if the performance of the city on this indicator is evaluated with 5 points (the highest possible score), the weight of this indicator over 350 points (total score of all indicators) is 10 points.

In order for a city to be successful in Eco-Mobility, the total level of Eco-Mobility of that city should be 70% and above. Otherwise, intervention suggestions are made for the indicators that have not achieved a level of at least 70%.