Test mobility scenarios

Municipality of Dimitrovgrad

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# 1. Information about this test scenario

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| FUA Name | Municipality of Dimitrovgrad |
| Scenario Name | **Base Scenario** |
| Date | 02.02.2018 |
| Policy target year | 2025 |
| Contributor | Municipality of Dimitrovgrad; DG Consult |

# 2. Describe this scenario

* Max. in 10 lines

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| The current transport and urban mobility policy continues without any specific measures to be taken.  The foundation for developing а Base scenario is an analysis of the current state of mobility, an assessment of the current directions of future development, the measures already foreseen, the events and the changes in the near future for the Municipality of Dimitrovgrad. |

# 3. Assessment of consequences

How will the demographic structure of your FUA and the core city in it be in your planning horizon around 2025?

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| According to the National Statistics Institute the population in the Municipality of Dimitrovgrad continuously decrease. The data shows that at 31.12.2016 the population of the FUA was 49 061 and the data for 31.12.2012 is 52 206 people. The total population has decreased by 3 145 by the end of 2016. That leads to the conclusion that the average recession is about 629 people per year.  Changes in the age and socio-demographic structure can be foreseen, too. |

Which types of transport technology will have been diffused or will disappear in your FUA in your planning horizon around 2025?

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| Unless something really radical is happening like diesel cars are going to be forbidden by the government there will be no vanishing of any type of transportation. It is more likely some transportation as cycling to appear and then maybe the number of cars will decrease. |

How will the share of transport mode change in your core city and FUA? Will there be higher share of journey with cars or less? Will it increase or decrease the share of public transport? Will there be more cyclists and walkers, or less?

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| If the municipality creates more public spaces, walking and cycling areas and improves the quality of public transport there might be less journeys with cars. There will be increase in the ownership of cars and driving license possession in the elderly aged groups. |

Which part of your future prediction is not in line with upper-level transport policy (of region, country and EU)?

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| Since our country needs a drastic change in the transport policy in general our future predictions are looking at the same direction. More green areas, more cycling infrastructure, better public transport, less cars. |

Is the overall situation improving the living quality of your FUA?

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| Even though is slowly, there is some improvement. With the creation of cycling paths, making the public transport more attractive. All of these things are going to make the living quality better. |

What are the effects on particular demographic groups, such as children, elderly, low-income group, foreigners and migrants, students, mobility-impaired people, etc.?

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| The demographic situation will stay the same with maybe few improvements related to the elderly and mobility-impaired people. The foreigners and migrants situation still the same. |

How will the transport-related cost paid by each end user change? How will the transport-related cost paid by your municipalities or regional government change?

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| If the municipality make some improvements related to the public transport and cycling, there may be a slight increase in the public transport ticket for example. |

Will the overall change will lead to increase or decrease of transport-related energy consumption in your FUA?

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| In this case no special measures will be taken in order to decrease the use of transport-related energy consumption. |

Will the overall change will lead to increase or decrease of transport-related CO2 emission in your FUA?

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| In the base scenario there is a slight chance that the CO2 emissions will decrease. |

# 1. Information about this test scenario

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| FUA Name | Municipality of Dimitrovgrad |
| Scenario Name | **Test Scenario 01 Optimisation of motor vehicle traffic** |
| Date | 02.02.2018 |
| Policy target year | 2025 |
| Contributor | Municipality of Dimitrovgrad; DG Consult |

# 2. Describe this scenario

* Max. in 10 lines

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| The focus of Test Scenario 01 is on optimizing the road infrastructure in favor of motor vehicles. It assumes that technological progress will have a positive effect on traffic safety and will work for an environmentally friendly urban traffic. |

# 3. Assessment of consequences

How will the demographic structure of your FUA and the core city in it be in your planning horizon around 2025?

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| If the road infrastructure is fully renovated around the FUA and municipality stimulates people to use eco-friendlier “fuels”, the traffic inside the cities will drastically decrease also the air pollution. The living environment will be people friendly and will stimulate them not to leave the FUA but to stay, make families, etc. |

Which types of transport technology will have been diffused or will disappear in your FUA in your planning horizon around 2025?

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| All sorts of transportation will continue to exist, but the motor vehicle transport will be the most common. |

How will the share of transport mode change in your core city and FUA? Will there be higher share of journey with cars or less? Will it increase or decrease the share of public transport? Will there be more cyclists and walkers, or less?

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| The usage of public transport will increase;  The Walking and cycling will stay the same;  The use of personal vehicles will stay the same. |

Which part of your future prediction is not in line with upper-level transport policy (of region, country and EU)?

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| There is no state policy regarding the motor vehicle transportation. |

Is the overall situation improving the living quality of your FUA?

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| Yes. Nevertheless, it stimulates the usage of private vehicles, the improving of the road system in the FUA in general will pull out the cars from the city core and will leave the public transport to take over. |

What are the effects on particular demographic groups, such as children, elderly, low-income group, foreigners and migrants, students, mobility-impaired people, etc.?

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| According to public transport, there will be low price tickets or no price for people over the age of 65, children and students.  This will affect all demographic groups. |

How will the transport-related cost paid by each end user change? How will the transport-related cost paid by your municipalities or regional government change?

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| The taxes for private vehicles will increase at expense of the public transport tickets. |

Will the overall change will lead to increase or decrease of transport-related energy consumption in your FUA?

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| It will decrease. |

Will the overall change will lead to increase or decrease of transport-related CO2 emission in your FUA?

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| Since the cars will be slightly removed from the core city the air quality will be drastically improved. |

# 1. Information about this test scenario

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| FUA Name | Municipality of Dimitrovgrad |
| Scenario Name | **Test Scenario 02 Optimisation of walking, cycling and public transport** |
| Date | 02.02.2018 |
| Policy target year | 2025 |
| Contributor | Municipality of Dimitrovgrad; DG Consult |

# 2. Describe this scenario

* Max. in 10 lines

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| The focus is on the development of the pedestrian infrastructure, green areas, cycling and public transportation. This scenario was developed on the assumption that the municipality would have the resource to finance and stimulate walking, cycling and the use of public transport. New financing tools can be applied here, such as car charging fees, city center entry fees, or other third-party financing. |

# 3. Assessment of consequences

How will the demographic structure of your FUA and the core city in it be in your planning horizon around 2025?

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| The quality of life will be better. The young people will be more attracted to stay in the cities. More visitors and tourist will be allured to come. Thus the tourism will prosper and economy will progress. |

Which types of transport technology will have been diffused or will disappear in your FUA in your planning horizon around 2025?

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| The use of public transportation and bicycles will increase differing to the use of motor vehicles. |

How will the share of transport mode change in your core city and FUA? Will there be higher share of journey with cars or less? Will it increase or decrease the share of public transport? Will there be more cyclists and walkers, or less?

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| The use of bikes will increase.  The use of public transport will increase.  The short distance walking will be stimulated.  The use of a private passenger cars will decrease.  . |

Which part of your future prediction is not in line with upper-level transport policy (of region, country and EU)?

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| This type of policy is about to be implemented in the whole country. |

Is the overall situation improving the living quality of your FUA?

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| Yes, totally.  . |

What are the effects on particular demographic groups, such as children, elderly, low-income group, foreigners and migrants, students, mobility-impaired people, etc.?

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| The use of bicycles will increase in all ages. The older inhabitants will have more green areas to spend time outside. That also refers to the children. Young people will live a healthier life. |

How will the transport-related cost paid by each end user change? How will the transport-related cost paid by your municipalities or regional government change?

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| The municipality will find financing models. The bike sharing system can be free for the first 1-2 hours. Also an all transport ticket can be implemented that includes public transport, bicycle sharing, etc. |

Will the overall change will lead to increase or decrease of transport-related energy consumption in your FUA?

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| There will be reduction of consumption. |

Will the overall change will lead to increase or decrease of transport-related CO2 emission in your FUA?

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| The CO2 emissions will drastically decrease. |