



NICHES APPROACH

To achieve its goals and produce well-founded outcomes, NICHES follows four successive work steps:

Step 1

State of the art and good practice

Step 2

Feasibility and transferability

Step 3

Design of integrated transport strategies

Step 4

Visions for the future and recommendations

The mission of NICHES is:

to stimulate a wide debate on innovative urban transport and mobility between relevant stakeholders from different sectors and disciplines across Europe.

NICHES will promote the most promising new concepts, initiatives and projects, moving them from their current 'niche' position to a 'mainstream' urban transport policy application.

NICHES team

The NICHES consortium is composed of a variety of experts in the field of urban transport, ensuring the knowledge of the academic sector (Warsaw University of Technology), the experience of cities (Stockholm), the expertise of consultants (Rupprecht Consult, PTV) and the multiplier effect of the networks (POLIS, EURO CITIES, CEMR).



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www.niches-transport.org
www.osmose-os.org

New and Innovative Concepts for Helping European Transport Sustainability

NICHES ONLINE

NICHES invites all interested stakeholders to visit the project website www.niches-transport.org. Towards the end of the project (Autumn 2006) an open source for urban transport professionals providing information on innovative urban transport concepts will be available at www.osmose-os.org.

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Pictures: PORTAL project, Andrea Jaccarino



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WHY NICHES?

Over the last few years, scientists, transport operators, industry, and policy makers throughout Europe have developed a wide range of innovative concepts for making urban transport more efficient and sustainable.

Despite significant progress, a number of barriers, such as the lack of coordination of innovation activities across countries and cities, limited dissemination, no guidance on transferability and no integration within mainstream transport policies, have prevented these concepts from being widely deployed.

NICHES wants to remedy this by stimulating a wide debate on innovative urban transport and mobility between relevant stakeholders from different sectors and disciplines across Europe. **NICHES** will promote the most promising new concepts, initiatives and projects, moving them from their current 'niche' position to a 'mainstream' urban transport policy application.

NICHES WORKING GROUPS

In line with the thematic areas identified as particularly important for more sustainable urban mobility, four working groups (WGs) consisting of dedicated experts have been created. These Working Groups explore the priority areas and identify and elaborate promising concepts for further replication.



WG1 - New Seamless Mobility Services

Citizens increasingly ask for more flexible, personalised, seamless and comfortable mobility services, which go beyond traditional collective transport supply. In order to maintain and increase the market share of sustainable transport modes, transport policies have to respond to the differentiated mobility needs of citizens.

In WG 1 the following innovative concepts will be explored:

- urban lift sharing services
- public bicycles
- call-a-bus services

WG2 - Innovative Approaches in City Logistics

Goods transport undoubtedly contributes to commercial prosperity and economic growth. However, increasing traffic volumes in urban areas lead to unacceptable levels of air pollution and noise intrusion for citizens living in those areas, as well as to traffic congestion negatively affecting city life. New solutions tackling urban freight-related problems play an increasingly important role, but so far have been insufficiently exploited and considered in urban transport policies.

In WG 2 the following innovative concepts will be explored:

- space management for urban delivery
- inner-city night delivery
- home delivery using locker boxes

WG3 - New Non-Polluting and Energy-Efficient Vehicles

Despite their negative impacts, it is clear that also in the future there will still be a strong need for the flexibility and capacity that cars and goods vehicles offer in urban areas. The key challenge is to make these vehicles as little polluting, noise and space demanding as possible.

Today, only a very small segment of the European vehicle fleet consists of Alternatively Fuelled Vehicles (AFVs). Main obstacles for their use include the lack of fuelling facilities, low availability, high costs, lack of service, incentives, information, and user acceptance. These obstacles require innovative strategies.

In WG 3 the following innovative concepts will be explored:

- policy strategy to deploy AFVs in the private sector
- biogas in captive fleets
- joint procurement of AFVs

WG4 - Innovative Demand Management Strategies

Most European cities are confronted with increasing problems of congestion and pollution due to motorised traffic.

The great challenge for the future is to safeguard our mobility and economic development, while controlling the demand for transport and improving quality of life. There is an urgent need for strategies influencing the demand side of transport through solutions which convince people to change their travel habits.

In WG 4 the following innovative concepts will be explored:

- transportation management associations
- local taxes or charges, ring-fenced for transport
- city-wide campaigns using marketing and branding

