



## Quito

Urban Pathways has been working with Quito, the capital and largest city of Ecuador, since 2018. City officials participated in a series of capacity building events including the Academy of Sustainable Urban Mobility (AoSUM) 2018 and 2019. Direct support has been provided in topics related to EcoDistricts and nature-based solutions (NBS). In the Cities Forum on Sustainable Urban Infrastructure, organised jointly by Urban Pathways, the Sustainable Intermediate Cities Program of GIZ Ecuador and the local authorities in January 2019 in Quito, city officials from 10 Latin American cities including UP pilot and replication cities (Belo Horizonte, Aguascalientes, Quito, Cuenca and Ibagué) were invited to share their experiences on mobility, energy and resources. Finally, in February 2019 a city representative participated in the e-mobility planning workshop, where the pilot project below was developed and is currently being implemented. Further cooperation possibilities related to the development of EcoZones in three neighbourhoods of Quito, as well as waste management activities have been identified.

### Pilot and Demonstration Action

#### Multimodal e-mobility hub

The multimodal e-mobility hub to be implemented in Quito will be carried out in the Historic Centre of Quito (HCQ), a UNESCO World Heritage Site, which aims to become a low-emission zone (LEZ), primarily accessed by clean public transport vehicles, pedestrians and bicycles. In order to improve passenger connectivity and last mile deliveries in the area, small electric vehicles (2-, 3-, and 4-wheelers) will be assembled locally with European components provided by SOL+ industry partners such as Valeo. In this context, the multi-modal e-mobility hub to be established will contribute to the consolidation of the planned LEZ in the HCQ and the integration of the existing mass transit lines (BRT and subway). The hub will take advantage of the existing electric infrastructure of the trolleybus and the subway systems in the area to create multimodal charging points / stations. A distribution centre and a logistics plan that identifies the best routes for deliveries will also be outcomes of the demonstration activities.

The proposed demonstration project concept was submitted on 25 April 2019 as a part of EC H2020 proposal for funding. It will be implemented by SOLUTIONSplus project (project duration 01/2020 – 12/2023) together with local public transport operators.



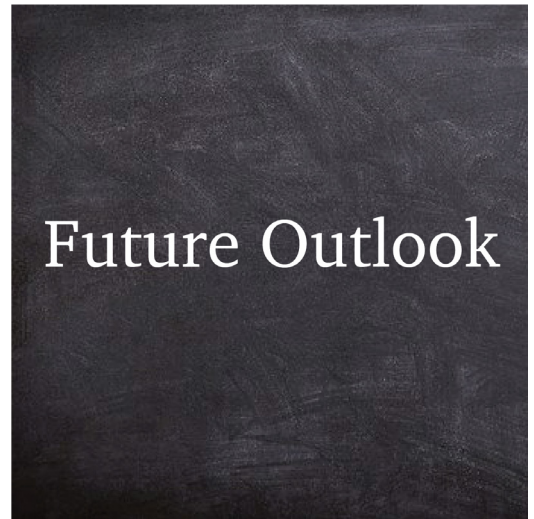
Estimated budget: € 1,500,000

Estimated direct GHG emission reduction: 3,000 tCO<sub>2</sub>/year

## Outlook: Planned and/or Possible Future Action

### An inclusive Low- emissions Zone (LEZ)

Understanding that the Historic Centre of Quito (HCQ) has always been a disputed space with a high social complexity, the proposed project recognises that the promotion of bike-lanes, pedestrian areas and e-mobility corridors that will be embedded in the LEZ also requires increased social acceptance of various interest groups and an inclusive allocation of different uses of spaces in the centre of Quito. The project will develop a demonstration solution of an adaptive design, which transforms a delimited area (street/surroundings of a metro or BRT station) into a space where transportation, leisure and trading functions are shared. The key component of the project includes the engagement with street vendors through a co-productive process with an intention of their gradual integration and regularisation in these kinds of multi-functional spaces.



### The project outcomes will include:

- Increased social acceptance for the transformation of public spaces in the HCQ into zones of non-motorised transportation,
- Engaged street vendors into redevelopment process,
- Increased livelihood opportunities for vendors and set regularisation mechanism
- Increased commuters' safety
- Proposed adaptive design solution for shared urban spaces

Estimated budget: 70,000 EUR

Implemented by:



In cooperation with:



Supported by:



based on a decision of the German Bundestag