

THE NEW URBAN MOBILITY INITIATIVE: CAN IT DELIVER INCLUSIVE LOCAL MOBILITY NEEDS AND EUROPEAN DECARBONISATION GOALS AT THE SAME TIME?

7 Conferenza Nazionale della Sharing Mobility

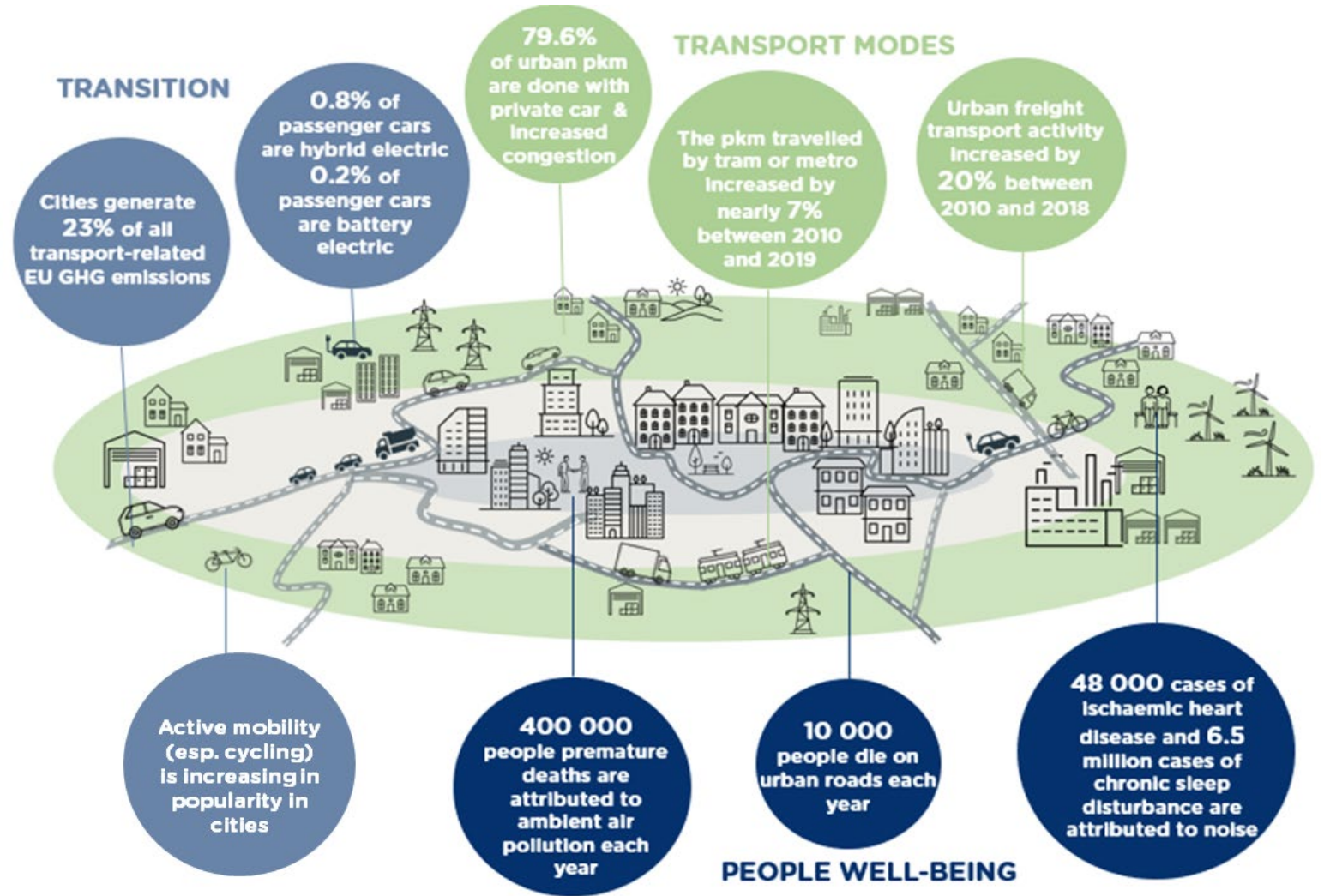
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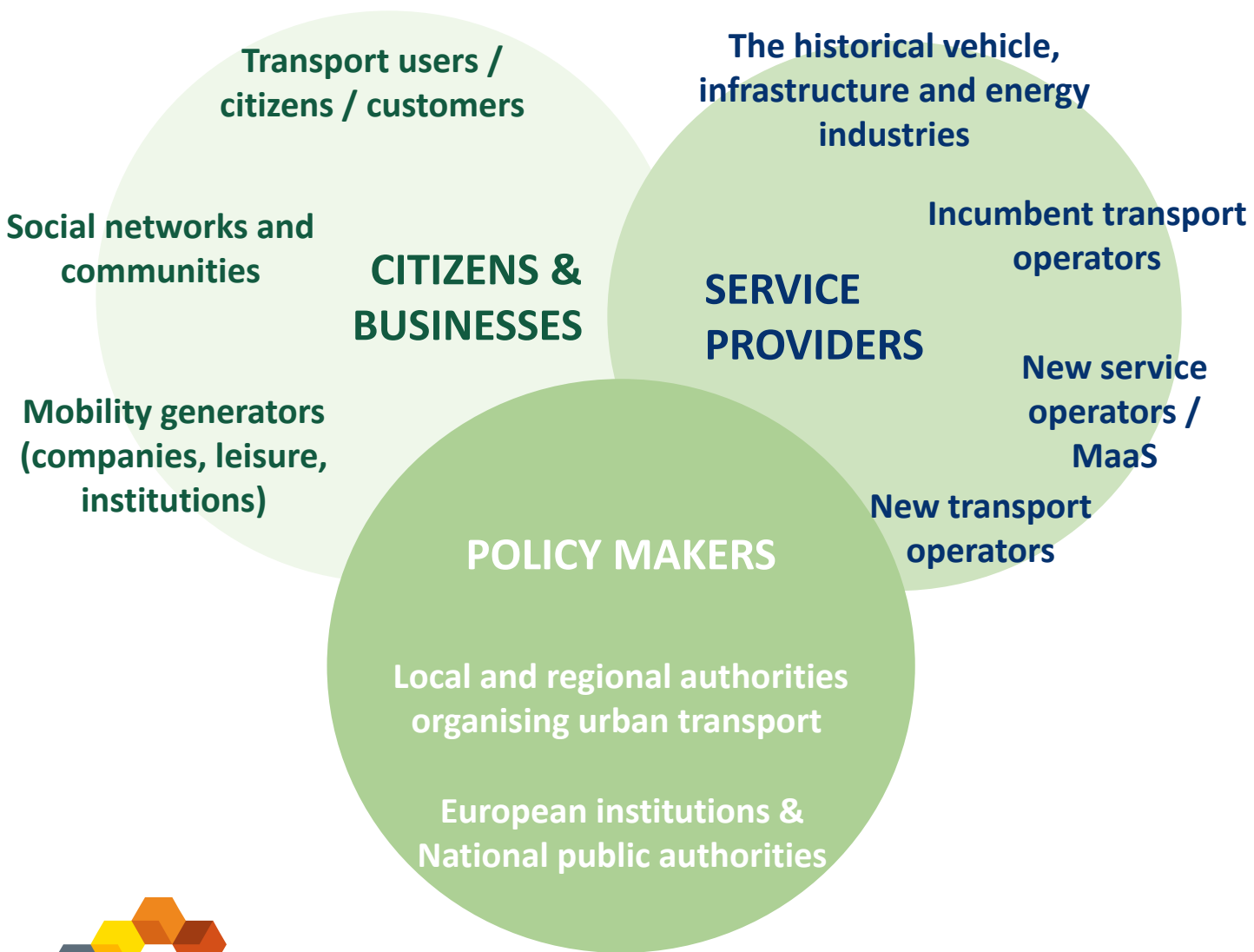


LOCAL MOBILITY NEEDS AND EUROPEAN DECARBONISATION GOALS: TWO SIDES OF A SAME COIN?

European local and regional authorities (LRA) implement solutions that have the potential to **tackle economic, social and environmental challenges at the same time:**

- Urban Vehicles Access Regulations UVAR
- Use of cleaner public transport
- On-demand transit
- Sustainable urban logistics and last mile deliveries
- Recharging and alternative fuels refuelling infrastructure
- Integration of digital solutions





CLOSER AND MORE SOPHISTICATED COOPERATION BETWEEN ALL GOVERNANCE LEVELS WILL LIKELY BE NEEDED

Urban mobility planning encompasses a complex network of EU, national, regional and local public and private stakeholders, which together partake in a **multi-level governance** structure.

Together they are engaged in :

- planning and regulations,
- implementation and financing,
- data governance
- capacity building.



Key trends

**AS A DECIDEDLY
LOCAL ISSUE,
EFFECTIVE URBAN
MOBILITY WILL
CONTINUE TO RELY
PRIMARILY ON THE
WORK OF LOCAL
AND REGIONAL
AUTHORITIES**

The future of urban mobility will be marked by multimodality, innovation and digitalisation. Therefore, cities should:

- Implement and encourage low-emissions public transport services and innovative sharing mobility solutions
- Facilitate the diffusion and availability of alternative clean fuels and interchanging facilities around the backbone of public transport corridors
- Account for the increasingly important role of digitalisation and big data in ensuring demand management, monitoring and planning

Urban logistics and freight transport have a huge impact on urban traffic and air quality and it should be tackled.

- Solutions such as use of Urban Consolidation Centres, which optimise deliveries; integration of parcel lockers into mobility hubs; electrification of delivery vans should be popularised and scaled up in EU cities

An integrated approach is necessary to strengthen the link between urban planning and transportation. Therefore, cities should:

- Encourage behavioural change by making active mobility attractive
- Help reduce car use by implementing measures such as car-pooling and effective UVARs, and rethinking some common practices
- Prioritise cleaner, high frequency and high-quality public transport
- Develop, implement and continuously monitor the progress of effective and ambitious SUMP

Connecting regions shall remain the ultimate target of European policies on transport and mobility for an inclusive mobility.

- The completion of an interoperable and high-quality European transport infrastructure is important for experiencing the full potential of the Single European Transport Area
- Actions could be considered to ensure that the deployment of innovative mobility solutions is stepped up in peri-urban and rural areas, and not only in urban centres

Just as the Urban Mobility Package, the new Framework places significant attention on SUMP.

- The revision of the TEN-T regulation may require all urban nodes to adopt SUMP.
- A stronger link between the Connecting Europe Facility and Horizon Europe funding and SUMP is also planned: this suggests that SUMP would, in effect, be mandatory for urban nodes and cities, which wish to qualify for this type of financing.
- The SUMP concept is to remain flexible: the concept and guidance are provided by the EC and the prioritisation and application are done at local level

THE EUROPEAN COMMISSION PLAYS A KEY ROLE IN SETTING THE COMMON STRATEGIS AND GOALS, ENABLING CAPACITY BUILDING, AND PROVIDING TECHNICAL AND FINANCIAL SUPPORT



Looking ahead

Better integration of urban nodes into TEN-T network is an opportunity for LRAs to reinforce and fund their sustainable mobility policies

- Core urban nodes could better contribute to the integration of long-distance and first- and last-mile passenger and freight transport
- Financing is key for ensuring effective integration into the TEN-T and SUMP implementation. If SUMP become mandatory more broadly, **ensuring equal access to EU financing for LRAs** is important

Public authorities need to engage in a dialogue with new private mobility providers

- There is a need to explore possible ways of fruitful cooperation and thus best respond to the current challenges of urban mobility
- Public involvement in MaaS solutions is an effective way to **mitigate the systemic challenges related to technological upheavals** (lock-in, digital divide and cyber vulnerability)

The European Committee of the Regions plays an important role

to improve the take-up of EU initiatives and concepts and facilitate the **feedback loop** between local, regional, national and EU levels by:

- Informing LRAs of relevant developments and opportunities via local channels and in local languages
- Transmitting information about local challenges and drivers to the European Commission

Thank you for your attention!

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