

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

RAMBOLL

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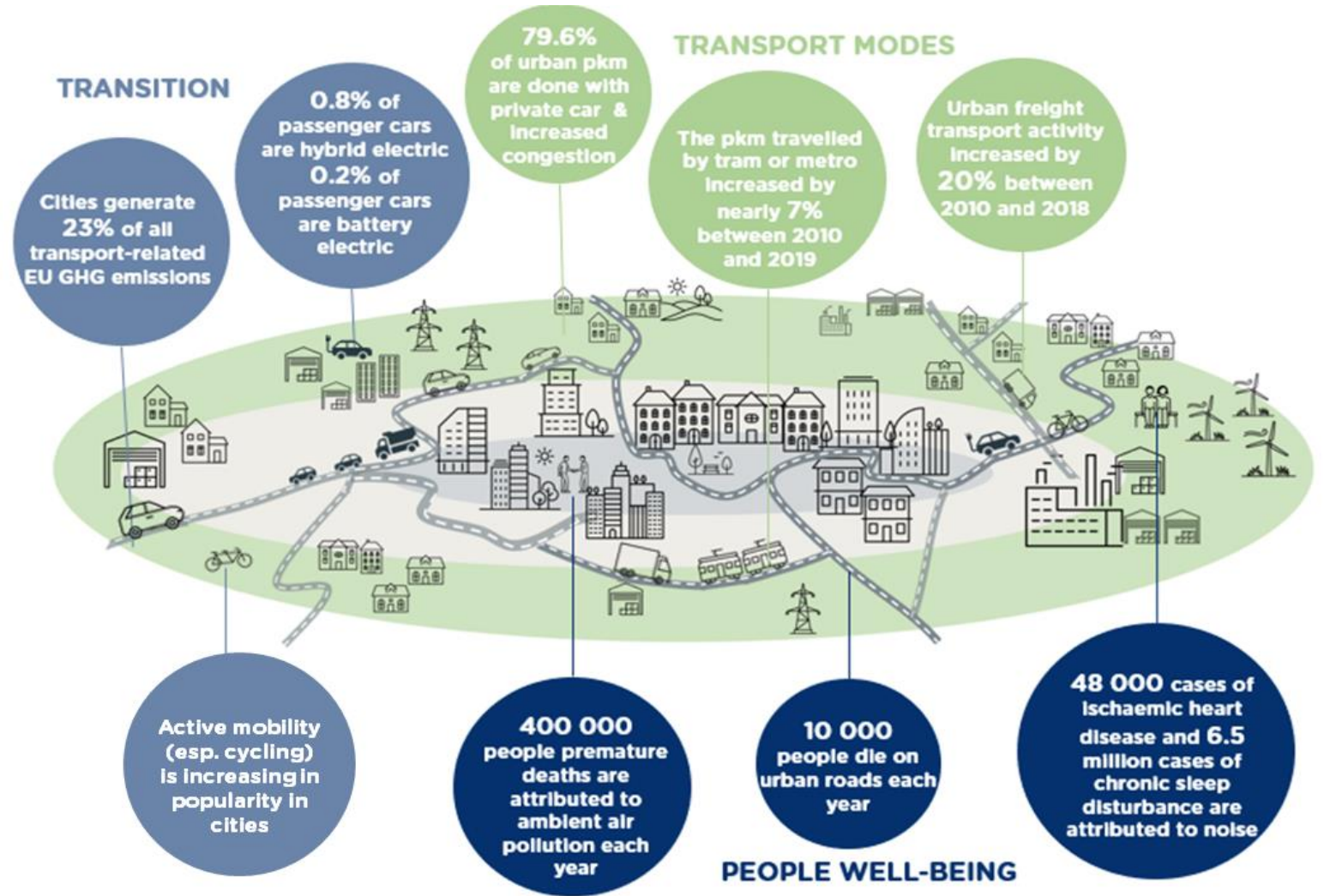
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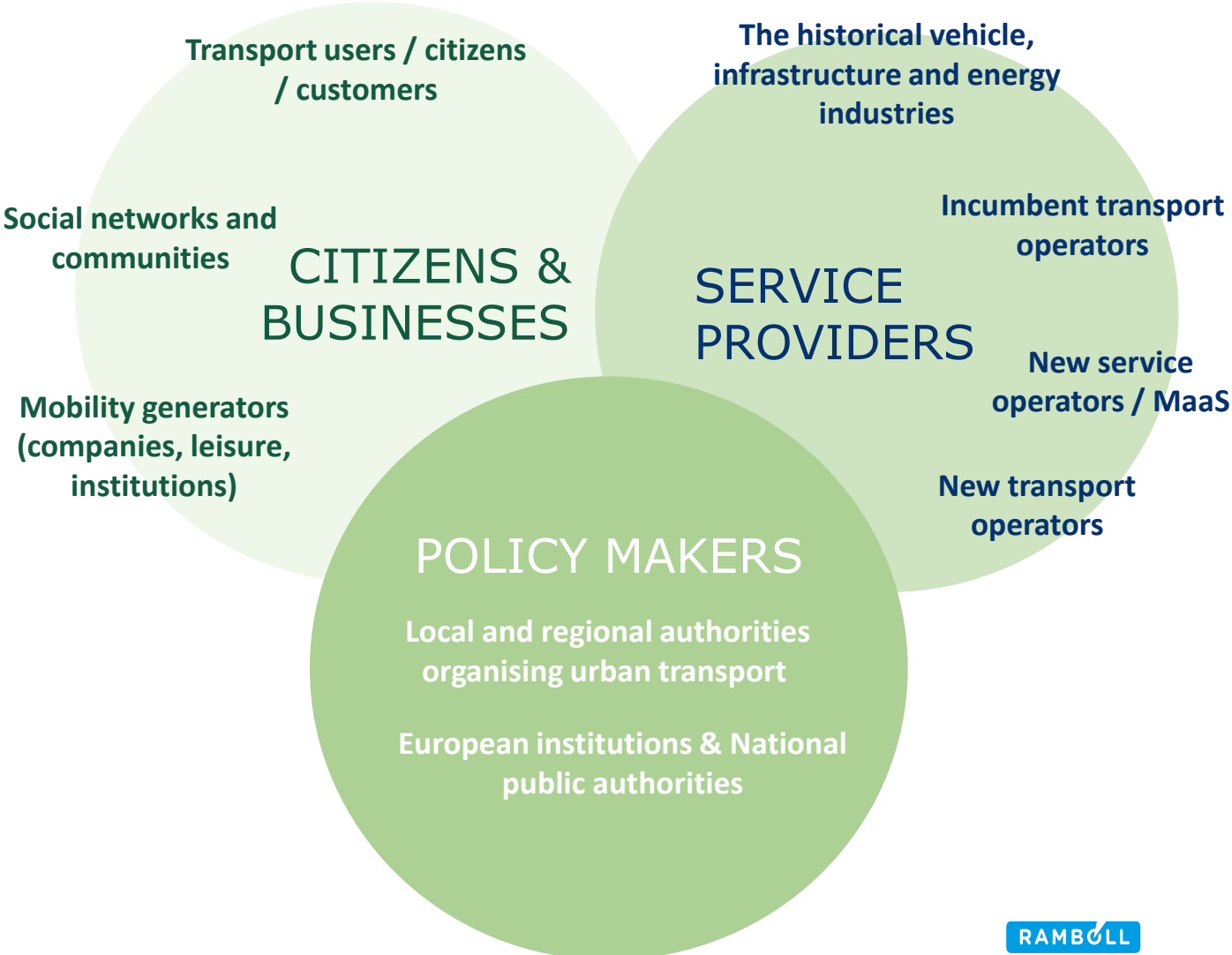
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LOCAL MOBILITY NEEDS AND EUROPEAN DECARBONISATION GOALS: TWO SIDES OF A SAME COIN?

European LRAs 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.

AS A DECIDEDLY LOCAL ISSUE, EFFECTIVE URBAN MOBILITY WILL CONTINUE TO RELY PRIMARILY ON THE WORK OF LRAS

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 SUMPs 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