

Efficient & Green **MOBILITY**



New EU Urban Mobility Framework and recent developments

19/05/2022

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New EU Urban mobility framework

Background

More than 70% of Europeans live in cities and expect solutions for:

- Better and safer mobility (road injuries and fatalities)
- Congestion
- GHG emissions (urban areas: 23% of the EU's GHG transport emissions)
- Air and noise pollution (from transport)

At the same time 30% of the population lives in villages, small towns and peri-urban areas, and is often dependent on private cars for reaching nearby urban nodes

- « cities » includes towns and regions
- Climate urgency
- Social inclusion and human well-being, especially for disadvantaged groups
- EGD, SSMS, FF55, Zero Pollution Action Plan, Europe's Beating Cancer Plan, LT vision for the EU's rural areas, etc

New EU Urban mobility framework



We want people and goods to move more sustainably in our cities, to make life easier for the rural and suburban commuters travelling to school or work, and to support cities in their role as essential transport hubs within the single market.



New EU Urban mobility framework

Building blocks



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A reinforced approach to TEN-T urban nodes



TEN-T Regulation to be strengthened to include urban mobility, which is essential for the overall good functioning of the network

- Increases the number of urban nodes to 424
- With a Sustainable Urban Mobility Plans by 2025;
- With the collection and submission of urban mobility data (to feed indicators)
 - covering at minimum, greenhouse gas emissions, congestion, deaths and serious injuries caused by road crashes, modal share for all modes, and access to mobility services as well as data on air and noise pollution in cities;
- With multimodal freight terminals to ensure sustainable urban logistics based on a comprehensive analysis at Member State level.

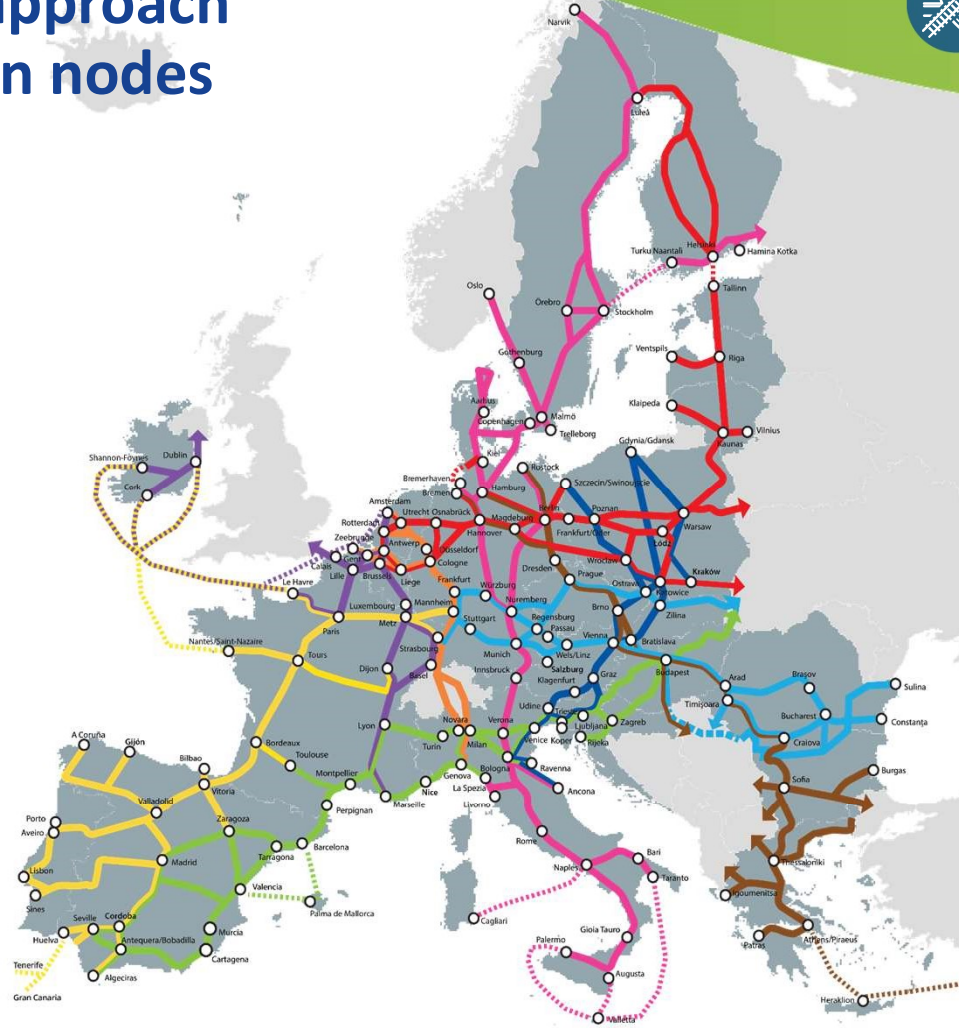
A reinforced approach to TEN-T urban nodes



TEN-T Regulation to be strengthened to include urban mobility, which is essential for the overall good functioning of the network

- With of multimodal passenger hubs, including park and ride facilities, to improve first and last mile connections and to enhance the necessary capacities for long-distance connectivity in and between urban nodes;
- with passengers enabled to access information, book, pay and retrieve their transport tickets through multimodal digital mobility services, to ensure that public transport is at the core of collective mobility in urban nodes by 2030;
- promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets
+ increase of the modal share of public transport and of active modes;

A reinforced approach to TEN-T urban nodes



ANNEX V
SUSTAINABLE URBAN MOBILITY PLANNING REQUIREMENTS FOR URBAN NODES

This annex sets out the requirements for urban nodes for the development of Sustainable Urban Mobility Plans.

- Goals and objectives:** A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.
- Long-term vision and short-term implementation plan:** A SUMP shall include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.
- Integration of the different modes of transport:** A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.
- Effective functioning of TEN-T:** A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-interconnection through and around the urban nodes, seamless transit, bypass, or vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.
- Participatory approach:** The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities, Citizens as well as representatives of civil society and economic actors shall also be involved.
- Monitoring and performance indicators:** A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and noise, modal share and access to mobility services, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using

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A reinforced approach to SUMP – follow up



• 2022: Commission Recommendation

- to put in place **national long-term SUMP support programmes** (legal, financial and organisational measures)
 - with a national programme manager
 - to help build capacity
 - and implement SUMP in compliance with European SUMP guidelines
- including an upgraded SUMP concept,
 - setting clear priorities to favour sustainable solutions including active, collective and public transport and shared mobility (including for urban-rural links),
 - while referencing new methods and topics (e.g. zero-emission mobility, zero road fatalities, SUMI, climate change, public transport and active mobility, urban logistics, etc;)
 - and reflecting new EU policies and strategies (EGD, SSMS, RePowerEU...)
- Cooperation with European Covenant of Mayors on the alignment of SUMP and Sustainable Energy and Climate Action Plans (SECAPs)
- Continuation of provision of SUMP topical guidance in a streamlined manner + European Platform on SUMP – on Eltis.org

Healthier and safer mobility a renewed focus on walking, cycling and micromobility



Main actions proposed:

- TEN-T Regulation proposal (urban nodes):
 - Requirements on multimodal passenger hubs to better integrate active transport modes and to ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport when building/upgrading railway infrastructure;
 - New priorities for urban nodes: promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets + increase of the modal share of public transport and of active modes;
- Increase the role of walking and cycling in:
 - the updated SUMP concept
 - SUMP guidance documents on Eltis | The urban mobility observatory (www.eltis.org).

Healthier and safer mobility a renewed focus on walking, cycling and micromobility

European Platform
on Sustainable Urban
Mobility Plans



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Safety of vulnerable road users and micromobility.

- Dedicated SUMP topic guide on the safe use of micromobility devices to help urban mobility planners and local authorities to permit the safe deployment of new devices on city streets – already online: <https://www.eltis.org/mobility-plans/sump-guidelines>
- Prepare rules on the safety of micromobility devices, building on experience at the national and local level on safety requirements;
- By the end of 2022, provide guidance on quality infrastructure requirements for vulnerable road users in the initial audit of the design phase under Directive 2008/96/EC on road infrastructure safety management.

Zero-emission city freight logistics and last-mile delivery



City logistics **essential** to the functioning of urban economies. Increase in last-mile deliveries likely to persist.



Collaboration between local authorities and private stakeholders needed to share knowledge on sustainable **urban logistics management and planning.**



Reinforced **role of urban nodes** in the revision of the TEN-T Regulation, better integration of cities as logistics hubs.



Significantly increase the **roll-out of zero emission vans** used for urban logistics.

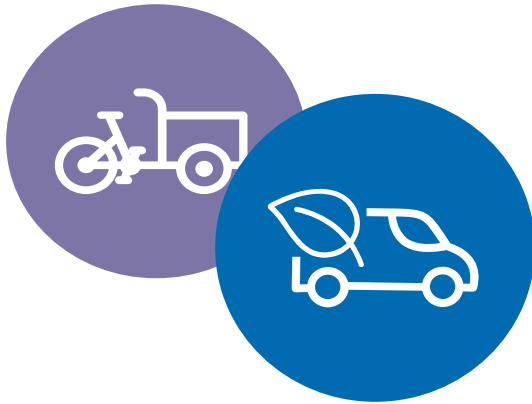


Accelerate **developing and deploying sustainable solutions** such as cargo bikes, new distribution models, dynamic routing, and a **better multimodal connected use** of urban rail and inland waterways. **Optimise the use of vehicles and infrastructure** and reduce the need for empty and unnecessary runs.



More work is necessary at EU level on assessing the need for more urban freight **data collection and sharing.**

Zero-emission urban logistics



Main action proposed

- make a proposal by the end of 2022 to revise the CO2 emission performance standards for heavy-duty vehicles in order to move towards zero-emission vehicles in this sector;
- ensure that existing sustainable urban logistics plans (SULPs) are fully integrated within the SUMP framework;
- support dialogue and collaboration between all parties, networking and exchanges among cities planners;
- support voluntary data sharing between all types of stakeholder to make urban freight transport more efficient, sustainable and competitive.

More decisive EU Action



for the European Green Deal



More ambitious sustainable urban mobility planning (SUMP)

- Commission recommendation on national support programmes (2022)
- requirements for urban nodes on the TEN-T (adoption of SUMPs)
- 19 sustainable urban mobility indicators as KPIs
- Make more use of SUMPs for funding instruments (CEF,...)
- Integrate Sustainable urban logistics plans (SULPs)

Towards climate-neutral cities

- AFIR + CVD + CO2 for cars and vans + HDV (2022) + Euro 7 + zero-pollution AP
- Horizon Europe + Climate-neutral and Smart Cities Mission

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Thank you!