Consultation workshop on Sustainable Urban Mobility Plans and Mobility Management

24 June 2021, online (Zoom); 132 participants.

Introduction by Herald Ruijters (DG MOVE); two consecutive thematic sessions; closing remarks by Torsten Klimke (DG MOVE).

Sustainable Urban Mobility Plans (SUMP) session (Piotr Rapacz, MOVE)

According to participants, the European Commission can ensure a broad uptake of high-quality SUMPs through clear guidelines, funding, flexibility and capacity building.

Member States should adopt a comprehensive national framework for SUMP support such as a National SUMP Support Programme (NSSP) - 75% strongly agreed, 20% somewhat agreed - and designate a NSSP Manager to maintain links with the Commission and other NSSP Managers, and to liaise with cities and regions to ensure a broad uptake of high quality Sustainable Urban Mobility Plans.

A National SUMP Support Programme (NSSP) should include the following elements, according to the participants:

- Funding for the implementation of measures included within a SUMP, 76%
- Capacity building (training, exchanges, communications), 73%
- Funding for the establishment/improvement of SUMPs, 71%
- Provisions to ensure high quality SUMPs aligned with the European SUMP concept and guidelines, 63%
- High-quality SUMP as a condition for national-level funding for urban mobility measures, 49%
- Introduction of a legal requirement to have a high-quality SUMP, 38%
- Introduction of SUMPs within university curricula, 24%

Moreover, the relationship between SUMPs and other plans such as Sustainable Energy and Climate Action Plans (SECAPs) can be strengthened by aligning their targets and defining common key performance indicators.

Mobility Management session (Isabelle Vandoorne, MOVE)

According to most participants (87%), major employers should be encouraged to adopt a mobility management plan, followed by universities (73%), schools with over 500 students (65%), shopping centres (65%).

Participants expressed the opinion that digital (multimodal) mobility management tools should be designed to:

- Help public transport authorities gain an accurate understanding of public space usage and mobility patterns (78%)
- Dynamically regulate traffic/adapt the flow of people and goods, based on reliable prediction that addresses safety, congestion, and pollution (70%)
- Make data-informed investments in infrastructure (52%)
- Create effective traffic/mobility rules that address safety, congestion and pollution (46%)
- Ensure efficient use of available capacity in different transport networks and modes (56%)
- Monitor compliance with traffic/mobility rules (26%)

Half of the participants (50%) somewhat agreed that "Mobility-as-a-Service (MaaS) apps could serve as tools for mobility management and data sharing between MaaS operators, transport service providers, traffic managers and public transport authorities". 37% strongly agreed with this statement, and 8% somewhat disagreed.