

Consultation workshop on the new EU Urban Mobility Initiative for local and regional authorities, civil society, and the general public

14 June 2021, online (Zoom); 177 participants.

Welcome statement by Commissioner Vălean; introductory panel with Matthew Baldwin (MOVE), Thomas Wobben (CoR), Karen Vancluysen (POLIS); three thematic sessions.

Political session (invitation only), moderated by Matthew Baldwin (MOVE)

Attendance: 17 political representatives from 10 Member States, also representing networks and initiatives such as the Civitas Political Advisory Committee (PAC), POLIS, Eurocities, CEMR, and the Committee of the Regions (CoR). Summary of main points discussed:

- Commitment and courage are needed from political leaders to take “unpopular” decisions, especially regarding car ownership, parking, and reallocation of public space.
- Accessing EU funding should be made easier for cities and flexibility should be granted for budget rules on public debt.
- Cities not only differ widely in terms of characteristics and policies, but also in terms of political views and orientation. These should be considered in strategies, policies, and consultation processes at the EU level.
- The EU should provide an enabling framework for cities to effectively manage different streams of policies that could be better aligned towards climate neutrality (e.g., urban development, mobility, energy).

Active and shared mobility session (Piotr Rapacz, MOVE), 68 participants. Summary of main points discussed:

- *Local measures to improve take up of walking and cycling:* Dedicated infrastructure (such as segregated bike lanes); generalisation of 30 km/h speed limits in urban areas, space reallocation in favour of active and shared mobility, urban vehicle access regulations.
- *Role of the EU to increase active mobility:* Moving beyond non-binding guidance (e.g., proposing EU standards for bike lanes); funding not only infrastructure, but also research and innovation on the behavioural aspects of mobility; supporting local authorities with positive communication and narratives about sustainable urban mobility (e.g. European Mobility Week); monitoring and auditing major infrastructure projects (ring roads, metros, stations) according to their impact on cycling accessibility.
- *Measures to improve safety:* focus on vulnerable road users (VRUs), provide safe infrastructure; lower speed limits; limit number of motorised vehicles; make use of IT solutions (geofencing, automatic recognition of VRUs, Intelligent Speed Adaptation).
- *Shared mobility services:* Focus on safety, affordability, social inclusion and accessibility; integration and harmonisation (in the direction of MaaS).
- *Member States Expert Group on Urban Mobility (EGUM):* Local and regional authorities (also representing medium-sized cities and rural areas) as well as private sector actors, user groups, NGOs, and civil society should complement MS representatives.

Public and collective transport (Robert Missen, MOVE), 75 participants. Summary of main points discussed:

- Make public transport easier and more convenient to encourage modal shift (e.g. dedicated lanes, better connection with walking and cycling networks, tariff incentives).
- Investment is needed to clean and maintain the fleets, but also to promote public transport and make it more attractive (increase comfort, safety, availability of information, frequency).
- Encourage and support metropolitan and regional policies to effectively serve commuters and achieve modal shift beyond urban areas.
- Political commitment and support are needed: politicians at all levels (local, national, EU) need to speak more positively and more often about public transport.
- MaaS solutions should prioritise public transport and should be limited to mobility providers that respect labour regulations and have social dialogue practices in place.