REPORT EUKN POLICY LAB ON URBAN MOBILITY

Organised on 14 December 2016

Prague, Czech Republic
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1 INTRODUCTION

On 14 December 2016, the EUKN and the Ministry of Regional Development from the Czech Republic organised a policy lab on Urban Mobility, one of the 12 priority themes set by the Urban Agenda for the EU. The Urban Mobility Partnership will be coordinated jointly by the Czech Republic and the city of Karlsruhe (DE). The partnership will eventually bring together five EU Member States (Czech Republic, Cyprus, Finland, Slovenia, Romania), eight cities (Bari, Bielefeld, Burgas, Gdynia, Karlsruhe, Malmö, Nijmegen, Torres Vedras), two regions (Skåne, Walloon region), three DGs within the European Commission (DG REGIO, DG Move and DG Environment), the European Investment Bank, CEMR, EUROCITIES, as well as several stakeholders (POLIS, UITP, European Cyclists’ Federation).

Objectives of the Urban Agenda for the EU

The EU Urban Agenda has been agreed as part of the Pact of Amsterdam, adopted under the Dutch Presidency of the Council of the EU. Cities, EU Member States, the various DGs within the European Commission, European programmes and networks, knowledge partners and NGOs work together in twelve thematic Partnerships.

Each Partnership will explore the most pressing and concrete issues to strengthen urban policy at all governmental levels, taking into account principles of subsidiarity and proportionality. Each Partnership will address specific societal challenges, and propose a targeted Action Plan, focused on three main areas:

1. **Better regulation**: how can existing rules and regulations be adjusted so that they become more urban proof?
2. **Better funding**: how to make better use of or how to improve access to (existing) financial instruments?
3. **Better knowledge exchange**: this will look at current knowledge exchange networks and determine if improvements can be made.

Each Partnership will be active for 2-3 years, and will roughly go to three phases:

1. **Explanatory phase**, to identify bottlenecks and possible solutions for improvement; this phase will set the priorities of the Partnership and will lead to a concrete Action Plan.
2. **Action phase**, which will test and implement the actions described in the Action Plan.
3. **Evaluation phase**, to evaluate the process and to identify lessons for future Partnerships.

Policy Lab on Urban Mobility

Many Partnerships have difficulties in identifying key obstacles and time to set priorities in the starting phase. To speed up this process for the Partnership on Urban Mobility, the EUKN Policy Lab was set up to work as a catalyst to speed up the first identification of priorities and obstacles. Participants of the Policy Lab provided input for the ideal outcome of the partnership and brainstormed about ways to achieve better funding, better regulation and better knowledge exchange. Additionally, the first main obstacles to achieve this ideal situation have been identified. Although the partnership consists of a broader consortium than just the participants in this Policy Lab, the event explored the first possible priorities of the partnership, which will be used as input for the first full kick-off meeting of the Partnership on 23-24 February 2017. At a later stage, the methods used in the Policy Lab could be used again in a wider setting, with the participation of all partners.
Programme Policy Lab

<table>
<thead>
<tr>
<th>Time</th>
<th>Programme</th>
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<tbody>
<tr>
<td>08:30 – 09:00</td>
<td>Registration and coffee/tea</td>
</tr>
<tr>
<td>09:00 – 09:10</td>
<td>Introduction Policy Lab, Mart Grisel, Director EUKN EGTC</td>
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<tr>
<td>09:10 – 09:20</td>
<td>Update on the Urban Agenda for the EU,</td>
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<td></td>
<td>Robert-Jan van Lotringen, Dutch Ministry of the Interior and</td>
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<td>Kingdom relations</td>
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<tr>
<td>09:15 – 09:30</td>
<td>Introduction to the Partnership on Urban Mobility,</td>
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<td>David Koppitz, Ministry of Regional Development</td>
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<tr>
<td>09:30 – 10:00</td>
<td>Dr. Gonçalo Correia, Delft University of Technology, NL</td>
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<td>10:00 – 10:30</td>
<td>Coffee / Tea / Refreshments</td>
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<tr>
<td>10:30 – 11:00</td>
<td>Dr. Nuno Pinto, University of Manchester, UK</td>
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<tr>
<td>11:00 – 11:15</td>
<td>Workshop introduction by Mart Grisel</td>
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<td>11:15 – 12:45</td>
<td>Workshop – Round 1</td>
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<td>12:45 – 13:30</td>
<td>Lunch</td>
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<td>13:30 – 14:45</td>
<td>Workshop – Round 2</td>
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<tr>
<td>14:45 – 15:15</td>
<td>Coffee / Tea / Refreshments</td>
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<tr>
<td>15:15 – 16:00</td>
<td>Wrap-up and next steps</td>
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<tr>
<td>16:00 – 16:30</td>
<td>Closure / Refreshments</td>
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</table>
2 OPENING AND WELCOME

DAVID KOPPITZ ON THE PARTNERSHIP URBAN MOBILITY

Mr David Koppitz, director for Regional Policy at the Ministry of Regional Development (CZ) opened the Policy Lab. He emphasised that urban development is a multi-stakeholder issue. Within the Czech Republic, urban mobility is a priority topic, coordinated by the Ministry of Regional Development. It is part of an urban mosaic as it is closely linked to issues such as the quality of life, behaviour of citizens and inclusive cities. Although the theme of urban mobility is nowadays an integral part of the discourse of smart cities and smart technologies, Mr Koppitz emphasised that we should move beyond this angle. He introduced several focus points for the partnership that are also included in the scoping paper:

- Public transport
  - Basis for meeting transport demands in cities
  - Demand for public funds – necessity to ensure resources
- Soft mobility (walking, cycling, public space)
- Accessibility (for disabled, elderly, young children, etc.) and social inclusion in mobility
- Efficient transport and infrastructure with good internal (local) and external (regional) connectivity
  - Suburbanisation, dependence of the region on city services → increase of traffic volume
- Environmentally friendly solutions in urban mobility
- Public space (serving not only transport infrastructure)

Topics of the partnership

Moreover, Mr Koppitz suggested several topics that the partnership could focus on. The partnership’s action plan should explore the possibilities of reducing or avoiding the need for travelling. Also, aspects of efficiency should be incorporated into mobility solutions and planning approaches should be enhanced. The partnership should explore policy development processes to keep up with the fast pace of innovation. Moreover, the environmental impact and economic aspects of urban development should be taken into account. Mr Koppitz emphasised the importance of analysing the current state of the focus points in different European countries.
ROBERT-JAN LOTRINGEN ON UAEU PARTNERSHIPS: STATE OF AFFAIRS AND FUTURE DEVELOPMENTS

Mr Robert-Jan van Lotringen, programme manager of the Urban Agenda for the EU partnerships at the Ministry of the Interior and Kingdom relations (NL), gave an overview of the current state of affairs and future developments of the Urban Agenda for the EU partnerships.

Urban Agenda for the EU

The Urban Agenda for the EU (UAEU) was formalised in the Pact of Amsterdam on 30 May 2016 during the Dutch Presidency. The Pact of Amsterdam is the operational framework for the UAEU and comprises twelve priority themes. It is a new form of cooperation between cities, member states, the European Commission and other stakeholders. Its aim is to put cities and regions in a better position in European regulation and policymaking. Each partnership is composed of 15 to 20 partners with a (geographically) balanced composition. The partners include Urban Authorities (cities), the European Commission, EU organisations (EIB, EESC, CoR), Member States, Partner States, experts, umbrella organisations (e.g. EUROCITIES, CEMR), knowledge organisations (e.g. URBACT, ESPON, EUKN) and stakeholders (NGOs, private enterprises, etc.). Potential partners should bring expertise, commitment and a network to the table.

Lessons learned

Mr Van Lotringen shared some lessons from other partnerships that have already started. Some of the key lessons were that partnerships need experts, not generalists, as focus is very important. A Partnership is a project, where experts work on concrete proposals within a limited timeframe. It is not a debating club, a network, or a convenient way to collect information. Moreover, partnerships work on themes with a European scope and are not solving issues on a local or regional scale. Members should be able and willing to contribute time and resources. Also the coordination of a partnership is demanding and can be a full-time job. Especially on the coordinator level, partnerships should exchange experiences and learn from each other, external communication is an important part of the work. Lastly, attention should be paid to accommodating the ‘second layer’ of external experts and parties who want to contribute to the success of the partnership.

MART GRISEL ON THE TECHNICAL SECRETARIAT

Starting in January 2017, the European Commission (DG REGIO) has established a technical secretariat that will provide different forms of support to the partnerships. The secretariat is a consortium led by Ecorys, with EUROCITIES and the EUKN as subcontractors. The technical secretariat will provide management support, thematic expertise and administrative support to the partnerships, and will help the partnerships with their communication tasks. Each partnership will receive support of a programme manager, a junior coordinator, a technical expert, a communication team, and will get administrative and support.

The Commission and the European Parliament have liberated funding. This also shows the political importance of the Urban Agenda for the EU within the Commission and the Parliament. A successful implementation can make a real difference to the Partnerships that are so instrumental to ultimately achieve better regulation, better funding, better knowledge and hence, better urban areas.
3 KEYNOTE SPEECHES

GONÇALO CORREIA ON SUSTAINABLE MOBILITY

The first keynote by Dr Gonçalo Correia, assistant professor at the Department of Transport and Planning of the faculty of Civil Engineering and Geosciences at the TU Delft (NL), stressed the importance of seeing mobility in a wider perspective than just cars. He stated that sustainable mobility is a combination between economic, social and environmental factors and that these are highly interlinked:

Dr Correia highlighted fifteen principles for sustainable mobility and gave examples of how European cities were incorporating these principles.

1. Improve pedestrian facilities. Streets and neighbourhoods should be designed and planned in such a way that they prioritise pedestrians and promote and facilitate walking. This improves health, economic activity and safety.
2. Improve bicycle facilities. Cycling is a cheap and healthy form of mobility. However, improving or planning a cycling network requires investments. The cycling networks in the Netherlands has been established to such an extent that people continue to cycle regardless of weather, age or income. Cycling networks should be planned in stages and the local context should be taken into account. A good solution in one country might work out differently in another country.
3. Provide comfortable, safe and high-speed public transport and improve the experience of traveling by public transport by e.g. renovating train stations, introducing high performance buses or develop a national ‘smart card’ system. For example, in the Netherlands one single electronic card can be used for various forms of transport: train, tram, bus, and even for renting a bike.
4. Use smart technology to manage traffic. For instance, to slow down cars, re-route traffic and make car users pay (congestion charging) as is done in London and Stockholm. Simultaneously develop and improve the public transport system to get support from the population for these hard measures.
5. Regulate times and places of goods delivery and introduce exo-zones and/or slow speed zones to make cities cleaner, safer and quieter. In Paris, for instance, delivery times and the maximum size of vehicles that can enter the city centre are regulated to lower emissions and congestions.

6. Make sure that public space has a mixed-use development with ground floor activities, as done in downtown Madrid. This makes places livelier and it also makes movements more balanced by avoiding peak hour commuter movements.

7. Improve the density around main transit stations (such as train or metro stations) and within the city rather than at the outskirts (concept of transit oriented development) to facilitate the use of public transport and to improve the connectedness of cities.

8. Improve connectivity of walking trips by using permeable blocks and small block sizes.

9. Use and preserve social, cultural and historic assets of a place. As is for example the case in Lisbon, where identity and cultural heritage has become a competitive advantage of the city.

10. Use sustainable building methods to make city structures last for a long term and use these old infrastructures as an added value for cities. In New York, an old tram line has been transformed in a new high speed subway line. This is a sustainable and creative way of using old infrastructure.

11. Provide a multitude of urban mobility options. This comprises mobility options in public transport, but also options such as walking, cycling or even car sharing. If citizens have many mobility options it will be less likely that they will buy a car. This will result in less local air pollution.

12. Integrate automated vehicles in public transport for e.g. the last mile from the station to the final destination. For example, in the city of Wageningen (NL), the possibility of using self-driving buses are explored for transporting students from the train station to the university.

13. Facilitate and integrate all mobility options and provide them to commuters in a clear and perceivable way to make decision-making easier. This can for example be done by providing mobility packages.

14. Make use of all information systems to get a fuller understanding of urban mobility issues in your city (e.g. track cell phone usage).

15. Integrate electric mobility options in urban planning to decrease local pollutants and increase liveability in city centres. One example is electrical car sharing. In several European cities, such as Amsterdam, Berlin and Madrid, there is a big car-sharing network of Car2Go that enables users to rent the vehicles using their phones. An app shows which electrical cars are available and where they can be found.
NUNO PINTO ON URBAN MOBILITY AND URBAN PLANNING

The second keynote speaker, Dr Nuno Pinto, lecturer in urban planning and urban design at the School of Environment, Education and Development of the University of Manchester (UK), gave several guidelines for coordinating this partnership. Mobility is a cross-cutting issue that touches upon many urban subsystems and subtopics. It is important to keep the different scales of urban mobility in mind: e.g. accessibility to a building on a local scale, versus accessibility in the greater metropolitan area determining competitiveness.

EU level

Urban Mobility is usually a critical European policy issue that gets lots of attention from the technical and operational parties. However necessary policies as an integrated component of urban planning are lacking, especially in convergence countries where policies and investments in urban mobility tend to be relatively recent and highly dependent on structural and development funds. Urban mobility issues are strongly benefiting from EU funding and policies in mobility, drawing significantly from major Trans-European Networks investments. The last 10-15 years, there has also been a strong focus on intelligent or smart approaches and technologies. However, although mobility is a major intervention area of the EU, it is constrained by the lack of EU jurisdiction in spatial planning which poses some limitations to the impacts of EU mobility policies.

National level

From a national perspective, mobility is mostly linked directly to the wellbeing of citizens. Major investments in infrastructure are match-funded by EU funds, and more recently using the public-private partnerships (PPP) concept. Local and regional planning have separate approaches, and spatial and transport planning are largely disconnected. Dr Pinto emphasised that planning is rigid in nature in most EU countries: It usually takes a long time to develop, approve and implement plans. This is not compatible with the fast pace of mobility planning, which has a strong technological drive. Therefore, we should shift to more flexible ways of promoting urban regeneration and urban infrastructure development able to match that pace of change. An example of more flexibility of funding is Public Private Partnerships. The now-called soft spaces of negotiation, which reflect new perspectives that try to react to the rigidity of the planning processes and planning, are new arenas of debate that somehow overcome problems related to fast evolution of new demands and new technology. Key points in these soft-spaces and forms of planning are that it should operate at and across a wide range of current institutional spatial fixes engaging at the same time with more formal institutional approaches.

For the Partnership, it is important to create common discourses on both the political and the technical level between urban planners and transport planners, between users and decision makers. Barriers in discourses should be identified and overcome. Urban mobility should be part of integrated planning processes. There should be a focus on transnational participation and on the democratic nature of urban issues in Europe. Moreover, in the current times of the new normal based on austerity, there should be a more balanced approach to urban management to respond to social and territorial cohesions, a key factor to maintain the main cultural and social values in the European context.
4 WORKSHOPS: SETTING PRIORITIES

The Policy Lab used the so-called speed boat method to identify obstacles and possible solutions to these obstacles, related to the three key areas of the Partnerships: better regulation, better funding and better knowledge exchange.

The discussions took place in two rounds, each composed of discussions in smaller groups (2-4 persons), followed by a plenary discussion. The results of the first plenary discussion were used as input for a second round of discussions. The tables below provide a synthesis of the discussions that first took place in groups of three experts, and that later were discussed with all participants. The possible actions can be used as input for the kick-off meeting of the Partnership.

The tables follow the three key areas as they were discussed and present the issues that have received the highest number of votes after the plenary discussions.
## EU Funding

<table>
<thead>
<tr>
<th><strong>Action 1: Involve alternative funding opportunities in urban mobility projects</strong></th>
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<tbody>
<tr>
<td><strong>Issue</strong></td>
</tr>
<tr>
<td>How to improve funding possibilities for urban mobility projects for stakeholders at the various governmental levels?</td>
</tr>
<tr>
<td><strong>Action</strong></td>
</tr>
<tr>
<td>Explore alternative funding opportunities to finance urban mobility projects by opening up possibilities for financial support through the European Investment Bank (EIB) or the European development Bank (EDB).</td>
</tr>
<tr>
<td><strong>Goal</strong></td>
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<tr>
<td>Available funds should be used more optimally and additional and alternative financial means should be explored in the partnership. The goal of this action is to make the urban mobility measures most efficient and effective with the optimal use of existing financing structures and funding programmes.</td>
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<table>
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<tr>
<th><strong>Action 2: Improve access to funds and reduce administrative barriers</strong></th>
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<tbody>
<tr>
<td><strong>Issue</strong></td>
</tr>
<tr>
<td>How to improve access to funds, how to simplify the funding procedures and how to reduce the administrative barriers when applying for funding.</td>
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<tr>
<td><strong>Action</strong></td>
</tr>
<tr>
<td>The Partnership should realise a critical assessment of the current funding procedures and administrative rules in relation to urban mobility.</td>
</tr>
<tr>
<td><strong>Goal</strong></td>
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<tr>
<td>Combine both EU and national funding to enhance and improve urban mobility issues, such as the attractiveness of public transport.</td>
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### EU Regulation

#### Action 1: Set up qualitative criteria in public procurement on EU level

**Issue**
There is a need for agreed qualitative criteria to demonstrate the added value of public investments in urban mobility. Current public procurement rules make it difficult to work with qualitative criteria.

**Action**
Sustainable Urban Mobility Plans (SUMS) could be transformed to improve the rules for establishing SUMS. Review public procurement rules to allow qualitative criteria.

**Goal**
Avoid time-consuming and complicated procedures on state aid rules and public procurement. Enhance the best value for money for public procurement and make sure public procurement is used in the best way. This will allow policy makers and decision takers to demonstrate the public value of investments in urban mobility.

#### Action 2: Give more room for citizen participation in urban mobility projects

**Issue**
Urban mobility has a direct impact on the way citizens move in a city. In many cases, however, citizens are only marginally involved.

**Action**
Experiment with more direct citizen participation in urban mobility projects.

**Goal**
Promote public transport, biking and walking through citizen participation. Promote citizen-centred policies.

#### Action 3: Integrate different levels of planning and policy making

**Issue**
There is a lack of coordination between bodies that are involved in urban mobility. In many EU countries, there are different national ministries responsible for urban planning, transportation, funding or strategies.

**Action**
Review the decision-making processes regarding urban mobility. Experiment with other decision-making procedures involving all bodies working on urban mobility.

**Goal**
The objective is to improve and speed up decision making and involve all stakeholders in urban mobility issues.
### Action 1: Create a database of good practices

**Issue**
Good practices on urban mobility are not sufficiently shared among different member states and local governments and institutions. Information and results are available but are not integrated in one platform.

**Action**
Create or improve an EU database allowing the sharing of good practices on urban mobility. Existing knowledge tools/institutes/platforms such as the ESPON network, EUROCITIES, Urbact, and the EUKN etc. should be involved. A shared platform should offer cities, NGO's and civil society easy access to collected know-how from within and across Member States. The knowledge platform should be easily accessible to all relevant actors in the field: e.g. policy makers, NGOs, civil society, and academia. But also decision-makers.

**Goal**
The goal is to ensure that successful programmes and initiatives are shared to facilitate mutual learning. Information should be provided in different ways to the users of the platform (different display for researchers, policy makers, NGOs, etc.)

### Action 2: Create complex information systems for commuters

**Issue**
The range of mobility options is broadening. Therefore, an insightful app should be launched that provides information on the impact of the range of options.

**Action**
Involve private companies, such as Google, and stimulate them to invest in creating these complex information systems. Explore possibilities to develop a user-friendly app to facilitate the use of public transport.

**Goal**
Make sure that commuters make a well-balanced choice out of the existing mobility options and make them aware of the choices they make, for example of the environmental impact of their journey.

### Action 3: Develop tool for self-assessment of EU cities

**Issue**
Cities should have a more proactive approach to urban mobility. Self-assessment should create awareness and give an insight in what level of funding a city should get.

**Action**
Explore possibilities to use an online self-assessment tool for local authorities to improve their public mobility strategies and projects. Such a tool could benefit from the experiences with the Reference Framework for Sustainable Cities (RFSC, see: [www.rfsc.eu](http://www.rfsc.eu)).

**Goal**
The goal is to promote integrated and sustainable urban development. Let cities assess their own performance in the field of urban mobility and allow them to compare to other EU cities.
5 CONCLUSION AND RECOMMENDATIONS

This Policy Lab on urban mobility has provided several useful action points for the partnership to engage with. The scoping papers written in advance served an agenda-setting purpose: the scoping papers identified several sub-themes and highlighted how the EU funding, EU legislation, and EU knowledge exchange are the three key areas which can directly be linked to improvements in these sub-themes. The action points, goals and bottlenecks proposed during the policy lab also specifically targeted the three areas where changes can have a significant impact. The results have been divided into proposed actions that can be undertaken and other relevant suggestions put forward during the policy lab.

This EUKN Policy Lab functioned as a catalyst to speed up the identification of priorities and obstacles. This will enhance the start of the partnership in early 2017. Although the partnership consists of a broader consortium than just the participants of the Policy Lab, this Policy Lab has explored the priorities of the partnership. At a later stage, this method used in the Policy Lab could be used in a wider setting, with the full consortium of the partnership.
6 ANNEX

SCOPING PAPER CZECH REPUBLIC

Introduction

The European Union is one of the most urbanised areas worldwide. More than two thirds of the European population live in urban areas nowadays, and we can expect that the level of urbanisation in Europe will increase. Cities are the places where both problems emerge and solutions are found.\(^1\) Urban areas play a key role in pursuing the Europe 2020 targets. The success of sustainable urban development is highly important for the economic, social and territorial cohesion of the European Union and the quality of life of its citizens.\(^2\)

The Urban Agenda for the EU strives to involve urban authorities in achieving better regulation, better funding and better knowledge. With the EU 2020 Strategy priorities of smart, sustainable and inclusive growth in mind, the ministers responsible for urban issues agreed on the Urban Agenda for the EU. This action-oriented agenda targets twelve priority themes. Urban mobility is one of them.

The Czech Republic is willing to coordinate/co-lead the Urban Mobility Partnership to work on sustainable and efficient solutions, engaged with relevant stakeholders at local, national and international level. This agenda is one of the most important in the Czech cities.

We have gathered broad experience in this field especially at the city level (local solutions, local mobility plans) and the country as a whole (national methodology on the use of Sustainable Urban Mobility Plans) has a commitment to fulfil towards its citizens to upgrade the urban mobility for every-day life in the Czech cities.

**The objective of Urban Mobility as a Partnership**

The Partnership aims to promote sustainable and efficient urban mobility in European cities. The focus will be on the following sub-themes:

- public transport
- soft mobility (walking, cycling, public space)
- accessibility (for disabled, elderly, young children, etc.) and social inclusion in mobility
- efficient transport and infrastructure with good internal (local) and external (regional) connectivity.\(^3\)
- environmentally friendly solutions in urban mobility

The Partnership will have focus on the three pillars of the EU policy making and implementation:

**Better regulation**

EU legislation should be designed so that it helps achieve the set up objectives with minimum costs and without imposing unnecessary burdens. Potential bottlenecks should be identified. It has to minimise as well the administrative burdens for urban authorities, and offers suggestions for improvements of urban mobility in urban areas in Europe.

**Better funding**

\(^1\) Cities of tomorrow – Challenges, visions, ways forward. October 2011. Pp III.

\(^2\) Urban Agenda for the EU – Pact of Amsterdam. Amsterdam 30 May 2016.

\(^3\) Urban Agenda for the EU – Pact of Amsterdam. Amsterdam 30 May 2016.
There are already many funding possibilities for mobility within the EU Programmes. But they are not always related to the urban areas. The challenge is to improve the funding opportunities for urban authorities across all EU policies and develop the instruments to improve the urban and sustainable mobility.

**Better knowledge (base and knowledge exchange)**

Reliable data are an important key for portraying the diversity of structures and tasks of urban authorities, for evidence-based policy making. The reliable data are also necessary for the monitoring and evaluation of the implemented solutions, these processes are helping to providing tailor-made solutions to major challenges. There are already many examples of solutions for sustainable mobility in urban areas, but it is still a challenge how to share this information and make it useful for other urban areas in Europe4, which all have their specific background.

The Czech Republic aims to identify the potential barriers in the implementation of sustainable mobility solutions for more efficient and sustainable urban mobility in Europe in the future. In order to achieve this goal it is important to analyse e.g. mobility behaviour to explore the reasons for the travels and possibilities of their reduction as well as the reduction of the need for travel, and incorporate aspects of efficiency etc.

**Bottlenecks at the Czech national level**

The Czech Republic is facing several challenges in the field of urban mobility, for example road congestion, travelling costs, road safety and air and noise pollution. The use of public transport in the Czech Republic is one of the highest in Europe but on the other hand the car ownership is growing fast and the ways how to slow down the increase of the car use have to be found. An advantageous use of the public transport reflects through the favourable rate of use between individual and public transport systems by the 2 major cities, Prague and Brno (60:40 in favour of public transport). This solution can be used as good practice example. On the other hand, the non-motorised mobility modes of transport (especially cycling), unlike in many Western cities, are underused and should be better explored and prioritised.

**Identification of bottlenecks**

There is a clear need for systemic approach aiming at sustainability. Barriers concerning sustainable urban mobility will be identified in order to establish an Action Plan to provide solutions. The following steps will be followed:

- Exploring the possibilities of reduction/avoiding the need for travel;
- Incorporating aspects of efficiency into the mobility solutions;
- Enhancing planning approaches;
- Exploring the possibilities in the policy development processes so as to reflect the fast pace in innovation;
- Taking into account impacts on the environment, public health and social issues;
- Taking into account the economic aspect of the urban environment development.

**Thematic scope**

The EU is committed to improve air quality, road safety and reducing GHG emissions, in which cities play an essential role. The cities are facing the challenge of changing the mobility habits and values of those living within the city as well as those commuting. To reach these goals will require better technology to make

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motorised vehicles less polluting and more energy-efficient but also to promote a dramatic shift to low-carbon modes such as walking, cycling and urban transport.\(^5\)

Local and national governments in Europe should prioritise dense urban development and employ the most appropriate policy and technology options to support sustainable solutions for mobility. Also, local authorities should take leadership for inclusive well-being and the sustainability of cities. To do this in an effective way, they need to engage and develop alliances with relevant stakeholders at local, national and international level. It helps to develop a multi-level and cross-sectoral governance approach in an open and transparent way.

The Partnership will focus down the following topics: public transport systems and connections, soft mobility modes (such as walking, cycling and public areas), accessibility (for disabled, elderly, young children etc.), social inclusion and on the efficient transport with valuable internal (local) and external (regional) connectivity.

Other ideas the Czech Republic takes into consideration are: reducing the impacts of traffic on public health and the environment, enhancing of safety, smart mobility and speeding up the policy development process, reflecting the functional urban areas and their growth and development, and/or helping/inspiring countries/cities to develop their own SUMPs (recently in focus by the Czech Ministry of Transport and Czech cities and towns) and/or integrated and ambitious local mobility plans within their national urban planning frameworks. Apart from that, the Czech Republic is actively engaged in the URBACT programme (both at national and city level), so we can use some of the outcomes of the programme as inputs for this partnership.

**Proposed working method and composition**

At first the Czech Republic wants to explore and analyse the state of play in the above described issues, taking into account experiences of the other members who are participating in the Partnership. This will help to identify the most relevant conflicts, gaps and bottlenecks in the field of regulation, funding and knowledge.

In all the above mentioned fields we are intending to evaluate the existing and available support and legislative framework on the EU level.

In order to increase the relevance of the outcomes, we will prepare the Action Plan and set of good and bad experiences (practices) delivered from all the members of the Partnerships. At the end of the Partnership we would like to provide the European Commission, Member States and especially cities (as an important target group of the whole Urban Agenda for the EU) with conclusions and recommendations for a more sustainable and efficient urban mobility.

As for the practical aspects of cooperation between partners of the Partnership, we intend to organise meetings (appr. 3 times a year), the partners will be provided by background documents in advance. They will prepare their comments on our requests, which will be discussed thoroughly during those meetings.

**Interfaces with other Partnerships**

Thecoordinator and the whole Partnership have to be closely interconnected with the outputs and work of the other relevant Partnerships – especially with Air quality (CZ is already member of this Partnership), Climate adaptation (if chosen in the second round) and Energy transition (if chosen in the second round).

**Cooperation within the V4 countries**

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\(^{5}\) State of the European cities report – Mobility draft. May 2016.
As a member of Visegrad countries we have been cooperating with respective national partners in Slovakia, Hungary and Poland. By our coordination we will strengthen the geographical balance within the Partnerships, because these countries will be our partners as well. It is of the highest importance to involve also V4 countries based on our mutual historical-cultural closeness and geographical proximity. So far, the cooperation during the previous V4-Presidencies has proven V4-countries potential for cooperation; the currently presiding country Poland has committed to continue the efforts. The Czech Republic is through its co-lead role in this Partnership ready to take the coordination role on behalf of the remaining V4 countries, i.e. Slovakia, Hungary and Poland, and other stakeholders from those countries (incl. cities).

In the course of the Partnership, we are going to communicate with all the member states–both during the formal meetings (UDG, V4+) and similarly at other less formal occasions–and present the provisional results.

Despite the fact that we are representing national level (Ministry of Regional Development and Ministry of Transport), we will be cooperating with Czech cities and get them substantially involved. In this regard we would like to organise meetings with Czech cities in order to inform them and get the relevant information from them.

Provisional partners

According to the UDG results, the following possible partners have been identified: Luxembourg, Wallonia, CEMR, EIB, Flanders, a Dutch city (not yet specified), an Italian city (not yet specified), a Finnish city (not yet specified), Oslo, Sofia (as a representative of Committee of Regions), Romania, a Polish city (not yet specified) and the city of Rijeka.

Potential co-leading

We are ready to co-lead the partnership on urban mobility if the Directors-General at their meeting held on 4 October 2016 will support this proposal. As far as we know, there are only two other entities that would like to be a coordinator: Ljubljana (or Slovenia) and Karlsruhe (DU). Our particular role could well be in coordinating the V4 countries’ participation, transferring of know-how and knowledge and thus bridging over the collaboration gaps between some of the “old and new” Member States, possibly under the leadership (co-leading) of the Partnership by Karlsruhe.

Provisional time plan

Provisionally the Partnership might start at the beginning of 2017 and end in the end of 2019.

Elaborated by: Jiri Vlcek, Frantisek Kubes and David Koppitz (Ministry of Regional Development CZ) in cooperation with Vit Sedmidubsky, Anna Batulkova (Ministry of Transport CZ), Iva Machalová (SUMP manager at the city of Brno), Eva Srnova (Czech Permanent Representation in Brussels) and the European Urban Knowledge Network (Mart Grisel).

(NEXT PAGES)

SCOPING PAPER CITY OF KARLSRUHE
An Urban Agenda for the European Union:
Application of the City of Karlsruhe for participating in and coordinating
the Partnership „Urban Mobility“

Current challenges for the future of urban mobility

Urban mobility is currently facing an environment of changing circumstances: Climate change, the search for alternatives to fossil fuels and other limited resources, the advancing urbanisation and the crisis of public budgets are examples for what will determine the development of transport and mobility in Europe. Using a wide range of interconnected measures and strategies, it is our challenge to both satisfy the increased demand for individual mobility and to develop a resilient mobility system that meets the challenges lying ahead. Urban mobility concepts have to take particularly account of connecting suburban areas, metropolitan areas and cross-border traffic. The cityscape, environmental and social compatibility are vital aspects which also need to be reflected.

The challenge of the future lies in achieving a broader understanding of urban mobility:

- Urban planning and mobility development must be seen as two sides of one coin as transport and mobility are variables dependent on settlement structures and land use.
- The strong connection between environmental quality and mobility must be compiled as the only way an effective contribution can be made to reach the agreed limit values for climate and noise protection.
- Mobility has to be considered a technical as well as a social task with a focus on people’s requirements concerning the mobility plan, taking into account their individual living conditions.
- Connecting the various modes of transport within an overall system and emphasising their respective strengths needs to be considered a principle.
- At European level the fragmentation of individual mobility concepts has to be overcome towards common standards.

Potential focal points of the partnership „Urban Mobility“

- Promoting sustainable and low-emission mobility with practical approaches to avoid urban traffic (i.e. car and bike sharing) considering the changing behavioural patterns of road users; raising consumer awareness.
- Further developing strategies across all transport modes for smart mobility, focusing on the eco-modes of transport (public transport network, cycling, pedestrians) by implementing new technologies and networked information in view of the digital transformation.
- Promoting modern, digitalised mobility including urban neighbourhoods.
- Strengthening the functional interconnection between cross-border regions of EU Member States.
- Strengthening a reliable European legal framework to guarantee comprehensive long-term investment in public transport infrastructure.
Ensuring equality of all road users and equal access to transport modes.

- Developing future-oriented technologies (e.g. autonomous driving, e-mobility).
- Developing intermodal and multimodal mobility concepts for passengers and goods supported by an appropriate digital infrastructure.
- Road pricing and access restrictions schemes in cities (Europe-wide interoperability).
- EU funding for sustainable (cross-border) transport plans.

**Karlsruhe’s expertise in mobility and international project management**

As coordinator of the partnership, Karlsruhe will bring its long-standing expertise in international transport projects. As border region in close vicinity to France and Switzerland, Karlsruhe’s special strength lies in the development and coordination of cross-border transport projects. As pilot region in mobility, Karlsruhe will also bring in its expertise in developing sustainable and low-emission transport strategies. In this respect, various projects and concrete measures which are currently implemented by Karlsruhe meet the objectives and strategic visions laid down i.a. in the Urban Mobility Package (2013) and the White Paper on Transport (2011). Some of its projects succeeded in obtaining EU funding (EfRE), and its success is based on the active involvement of expertise of all relevant stakeholders (politics, regional and local authorities, economy, science and research institutions). Karlsruhe considers this aspect as crucial for the success of the partnership and will therefore ensure an ongoing professional exchange for the duration of the partnership.

Summarizing overview of Karlsruhe’s mobility profile:

- **Karlsruhe as a driving force for regional and cross-border mobility concepts (project “RegioMove”, “Action Plan PAMINA Mobility”):** Development of an optimal range for individual, CO2 reduced and intermodal mobility for the Karlsruhe Technology Region (TRK) and the Franco-German cross-border Eurodistrict PAMINA; close cooperation of research, businesses and public administration; development of a cross-border real-time traffic forecast system for the region.

- **Karlsruhe as chair of the “Main Line for Europe” initiative (since 1990):** Karlsruhe chairs the transnational railway alliance and supports attractive transport of passengers and goods through the TEN-T network. The initiative supports the effective link of local and long-distance traffic and promotes cross-border railway projects.

- **Karlsruhe as profile region mobility & transport** where worldwide renowned transport, mobility and logistics companies have their headquarters (e.g. INIT, PTV Group, LAWO Informationssysteme).

- **Karlsruhe as “Profile Region Mobility Systems Karlsruhe” (research project since March 2016):** Development and implementation of technologies for future-oriented, efficient, integrated, technologically and socio-technically optimal mobility solutions; determination of practical feasibility aiming at global application; close cooperation of specific research facilities (e.g. Karlsruhe Institute of Technology (KIT), University of Applied Sciences (HsKA), several Fraunhofer institutes).

- **Karlsruhe as test area for automated and connected driving (since July 2016):** Testing further applications of automated shuttle and bus operation for the public transportation network, automated logistics and supply, automated car sharing and micro-mobility; implementation by a consortium of cities, businesses and research facilities.

- **Karlsruhe as organizer of the trade fair IT-TRANS (“International Conference and Exhibition on IT Solutions for Public Transport”);** worldwide leading platform for networking and professional exchange of all relevant stakeholders in close cooperation with UITP.
Karlsruhe as Germany’s car sharing capital: With 2.15 shared cars per 1000 inhabitants Karlsruhe consolidated its top position in the 2015 German city ranking (over 650 vehicles form a tight network of 150 stations across the city); the program extends throughout the region and cooperates with local transport companies.

Karlsruhe as Germany’s second bicycle capital (since 2014): After a decision of principle to promote bicycle traffic and gradually implementing a 20-point program, the percentage of bicycle traffic was increased from 16 to 25% within ten years.

Global recognition of Karlsruhe’s invention of the TramTrain system (1992): Entirely new forms of municipal and federal cooperation enabled the first world-wide dual-mode vehicle to start operation in Karlsruhe; the TramTrain system’s success accelerated the construction of more lines (588 km in 2015) and an increase of passenger numbers to 177 million in 2015.

Karlsruhe’s transport development plan (since 2012): Karlsruhe follows an ambitious and integrated transport development plan. With its goal to develop a sustainable and innovative mobility for the entire urban society, Karlsruhe is a pioneer. Through a continuous and extensive participation process a consensus for the concept was reached between the administration, society and businesses.

Work approach, personnel capacities and support

To provide cities with additional incentives for participation in the partnership cooperation between the partners should be free of barriers in terms of language, financing and organisation: Karlsruhe supports the idea that cities with relevant expertise but lower budgets receive financial support through the European Commission (e.g. payment of travel expenses); travel costs and travel times could be reduced by using modern means of communication (e.g. telephone or Skype conferences); key documents of the cooperation are to be translated into all the partner’s languages.

Karlsruhe will actively support the involvement of national states in partnership’s work in order to strengthen the multi-level approach. Close cooperation with CEMR and EUROCITIES is a decisive factor to receive broad consent and support for the future action plan as it will ensure the involvement of expertise of urban players from all over Europe.

The City of Karlsruhe will provide the necessary personnel capacities for participating in and coordinating the partnership, involving the expertise of all relevant municipal offices and societies to support the development of the action plan. The City of Karlsruhe will be able to take over the role of coordinator as from January 2017 and is open for a co-lead function.

Karlsruhe’s application is supported by the Council of European Municipalities and Regions (CEMR) as well as the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB) and the Federal Ministry of Transport and Digital Infrastructure (BMVIT). Karlsruhe is an active member of the European network of cities EUROCITIES and CEMR’s German section.

Dr Frank Mentrup
Lord Mayor, City of Karlsruhe
Karlsruhe, September 5, 2016