GREENER CITIES, GREENER EUROPE

How the Urban Agenda for the EU Partnerships can bring sustainability closer to citizens

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Permanent Representation of the Netherlands to the European Union

Organized by the European Urban Knowledge Network (EUKN) EGTC on behalf of the Dutch Ministry of the Interior and Kingdom Relations
WORKING GROUP 2

Air Quality, Urban Mobility

Speakers

- **René Korenromp**
  Coordinator of the Air Quality Partnership
  Ministry of Infrastructure and Water Management (NL)

- **Jeroen Schenkels**
  Action Leader of the Air Quality Partnership
  Municipality of Utrecht (NL)

- **Piotr Rapacz**
  Action Leader of the Urban Mobility Partnership
  European Commission

- **Elja Diepenbrock**
  Moderator
  European Urban Knowledge Network (EUKN) EGTC

Programme

1. **Introduction**

   The moderator will introduce the format of the working group and its goals.

2. **Partnership pitch**

   The Coordinator or/and Action Leaders of the Partnership will briefly present how they experienced the Urban Agenda for the EU and how they “personalised” its innovative working methods.

3. **The selected action**

   **Phase 1:** The Coordinator or/and Action Leaders of each Partnerships will present one Action, previously selected from their Action Plan, that has a special link with the cross-cutting issue 12.1 (“Effective urban governance, including citizens participation and new models of governance”).

   Please note that:
   - the selected actions are those in the green boxes;
   - at the end of the booklet you will find the list of the cross-cutting mentioned in the Pact of Amsterdam.

   **Phase 2:** The Coordinator or/and Action Leaders of the Partnerships will reflect on the relation between the presented Action and the cross-cutting issue 12.1.

4. **Discussion and question for the panel**

   The participants will have four minutes to formulate a question for the panel, following the instructions on the card. These questions will be discussed within the group that, in the end, will have to agree on two questions to bring to the panel debate. The cards will be collected at the end of the Conference by the EUKN.
AIR QUALITY

Partners:
- Member States: The Netherlands (Coordinator), Croatia, Czech Republic, Poland;
- Urban and Regional Authorities: Constanța, Duisburg (representing the Consortium Clean Air Ruhr Area), Greater London Authority, Helsinki/HSY (Helsinki Region Environmental Services Authority), Milan, Utrecht;
- Stakeholders: EUROCITIES, HEAL;
- Observer: URBACT;
- European Commission: DG REGIO (Coordinator), DG AGRI, DG ENVI, DG GROW, DG JRC, DG RTD.

Objectives:
The main objective of the Partnership on Air Quality is to improve air quality in cities and bring the ‘healthy city’ higher on the local, national and EU agendas as part of the Urban Agenda. This will be done through contribution to policy assessment in the consultation phase, and to improvement the development and/or of implementation of regulation, funding mechanisms and knowledge at all levels, as well as the coordination between them.

 ACTIONS

1. Identification of gaps in regulation and implementation on air pollutant emission sources
   The Partnership’s analysis focused on pollutants, as well as on sources that have a proven negative impact on the health of exposed populations, especially in urban environments. The Partnership’s findings pointed out that EU and national regulatory instruments, and/or the way they are implemented, might not always ensure an adequate and timely reduction of the above list of pollutants, sources and effects of air pollution. Nevertheless, the Partnership also underlines that the search for solutions to the issues falling under the scope of this action will not automatically lead to proposing new EU regulation, which is an option that could occur only in the absence of alternative approaches.

2. Better Air Quality planning (governance)
   This Action is based on two Partnership’s findings: 1) that access to knowledge and experiences from front-runners cities having already designed and implemented AQAPs is often crucial to avoid inefficiencies, and that such knowledge should be improved; 2) that knowledge of best practices in the selection, design, funding, and implementation of air quality measures is essential to facilitate the choice of the relatively most effective measures for the AQAPs, and that such knowledge should be improved. The outcomes of the Action will be a Code of Good Practices for Cities Air Quality Action Plans and a register of examples of best practice in urban air quality planning. The latter should encourage the dissemination of knowledge on relevant air quality measures and facilitate comparative analysis on their relative effectiveness.

3. Better targeted funding for Air Quality
   This Action addresses the need for an increase in the relevant funding options for urban projects/plans to carry out air quality management solutions. The Action will unfold in four moments: 1) define the funding needs for the sustainable design/implementation of Cities Air Quality Action Plans, and assess sources of funding, and options for their integration; 2) develop a pilot business model based on the City Air Quality Action Plans designed based on the Code of Good Practices developed under Action N°2 above; 3) draft recommendations for improving the targeting of existing funding instruments on air quality, as well as their integration, based on the results of the pilot; 4) share draft recommendations with stakeholders and finalization of recommendations.

4. Better focus on the protection and on the improvement of citizens’ health
   In the current situation (spatial) planning is based upon approaches that do not fully reflect adverse health effects of pollution. Therefore, the Action aims to develop additional instruments needed to take these effects into account and protect and improve citizen’s health. These new indicators could be useful to: 1) stimulate more focus on improvement of citizens’ health and encouraging cities to give more emphasis to air quality-related impacts on health in the strategic planning of their interventions; 2) request to indicate the impact of air quality on health and apply a new instrument for measuring benefits generated in terms of citizen’s health and living environments.

5. Awareness raising and knowledge sharing
   The Partnership has found that increased public awareness about health impacts is essential for improving social acceptance of and support for air quality management measures. The Partnership agrees that providing cities with improved communication strategies and tools and with relevant examples of best practice could contribute to deliver that result. Therefore, the final outcome of this Action would be a Communication Toolbox for
awareness-raising strategies on air quality issues which will be published with illustrative examples of best practices (web, social media) and presentation at showcasing event/s.

6. Outreach
In order to foster exchange with and engagement of other stakeholders, the Partnership will organise a series of events (i.e. workshops, round-tables, or webinars) in different Member States. These events will be either national/regional-oriented or have an international character.

**URBAN MOBILITY**

**Partners:**
**Member States:** Czech Republic (Coordinator), Cyprus, Finland, Romania, Slovenia;
**Urban and Regional Authorities:** Karlsruhe (Coordinator), Bari, Bielefeld, Burgas, Gdynia, Malmö, Nijmegen, Skåne Region, Torres Vedras, Wallonia Region;
**Stakeholders:** CEMR, EIB, EUROCITIES, European Cyclists Federation, POLIS, UITP; Walk21; **Observer:** URBACT;
**European Commission:** DG REGIO, DG ENV, DG MOVE.

**Objectives1:**
The Partnership for Urban Mobility seeks to facilitate a joint effort for more sustainable and efficient urban mobility. The focus of the Partnership is on the mid- and long-term perspective on urban mobility. In order to deal with this ambition, the Partnership has identified four topics that need to be addressed, and established the following working groups: governance and planning, public transport, active modes of transport and public space, new mobility services and innovation.

**ACTIONS1**

1. **Reinforcing multi-level cooperation and governance**
There is broad agreement today that tackling urban mobility requires multi-level governance and partnership approaches which ensure a high degree of horizontal and vertical integration. The present action seeks to collect and share examples of practical experiences with multi-level governance and partnership approaches that have been implemented on the ground in urban and functional urban areas across Europe, including planning and financing schemes. The concrete outputs from the collection of information will be a publication including recommendations and good practices to be disseminated to national, local and regional Authorities.

2. **Reinforcing the uptake of sustainable urban mobility planning (SUMP)**
EU targets and policies, and national frameworks have an impact on the way and capacity of local authorities to develop adequate mobility policies in their municipalities. Thus the EU and national governments need to create an enabling environment to support action by local authorities. Therefore, this Action wish to present a clearer picture regarding the state-of-play of the SUMP implementation across the EU, as well as the framework conditions for the implementation in the 28 Member States. Updated SUMP guidelines will make it easier for cities to address recent developments and utilise wealth of experience gathered via EU projects.

3. **Evaluating best practices in convenient access to public transport**
In many cases, cities collect this information but not in a systematic way meaning that many cities do not know how accessible their public transport systems are or performing, including for citizens with reduced mobility and/or disabilities. The proposed action will 1) develop simple walking indicators and best practice case studies on the walkability of cities and access to public transport; 2) highlight best practice case studies and measures on enhancing access through multi-modal public transport.

4. **Scaling up innovative clean buses**
The current share of alternatively fuelled buses in the European bus fleet is roughly 10 - 12 percent. The action aims on increasing this share by creating relevant enabling conditions and promoting the application of innovative clean buses at EU and local level. It seeks 1) to create awareness of relevant tools and disseminate knowledge for local authorities 2) to gain support through EU regional policy, relevant EU funding sources and Clean Buses Deployment Initiative.
5_ Developing guidelines on infrastructure for active mobility supported by relevant funding
This action also aims at unlocking a substantially higher share for walking and cycling projects from both Member States transport investments (local, regional and national) as well as from the EU Structural Funds. The Partners will elaborate quality design guidelines regarding the different types and parameters of Active Mobility infrastructure components. Moreover, there will be an update of the EU Funding Observatory for Cycling8 to include references to relevant EU funding instruments.

6_ Promoting sustainable and active mobility behaviour
Promoting walking and cycling in lifestyle, complementary to investment in infrastructure improvements to support walking and cycling, has proven to be the best way of maximising benefits. Traffic generators such as schools and companies should be primarily addressed because of their high potential for influencing commuting patterns. The aim of this Action is to deliver a study report highlighting best practice examples on mobility plans for schools and companies together with a report on practices of drivers for behavioural change.

7_ Reducing diversity of Urban Vehicle Access Regulations (UVAR)
The European Commission currently receives many inquiries concerning the diversity of urban access regulation schemes in the EU and their lack of harmonisation, fragmentation of approaches leads to inefficiencies. This Action seeks to increase the transparency of urban access regulation schemes in the EU and make available relevant information to the public easier, more effective and increasingly digital, by using the existing tool as a starting point. Moreover it aims at solving the fragmentation of these schemes while respecting the subsidiarity principle by providing recommendations and best practices that can support local administrators in designing and implementing urban vehicle access restrictions.

8_ Exploring the deployment of New Mobility Services
Increased urbanisation and an overdependence on the personal vehicle, brought cities challenges such as congestion, lack of space, toxic air quality and noise. This action aims to investigate how New Mobility Services (NMS) can deliver solutions to citizens and support transport authorities in dealing with these challenges. The final outcome would be a compilation of case studies looking at needs and expectations of cities and the regulatory and financial frameworks needed for an effective integration of new mobility services in the transport offer of cities and regions.

9_ Setting up a European framework for fostering urban mobility innovation
The action will help cities and regions to develop, test and then successfully deploy innovative mobility solutions on the ground. The concrete output of the action will be a position paper on how to optimise funding schemes to be disseminated via the Horizon 2020 national contact points.
CROSS-CUTTING ISSUES

The Pact of Amsterdam\(^2\) states:
The Ministers agree that the complexity of urban challenges requires integrating different policy aspects to avoid contradictory consequences and make interventions in Urban Areas more effective. In line with the competences and responsibilities of the different participants and taking into account that the EU does not have competences on some of these issues, the Partnerships shall consider the relevance of the following cross-cutting issues:

12.1 Effective urban governance, including citizens participation and new models of governance.

12.2 Governance across administrative boundaries and inter-municipal cooperation: urban-rural, urban-urban and cross-border cooperation; link with territorial development and the Territorial Agenda 2020 (well-balanced territorial development).

12.3 Sound and strategic urban planning (link with regional planning, including ‘research and innovation smart specialisation strategies’ (RIS3), and balanced territorial development), with a place-based and people-based approach.

12.4 Integrated and participatory approach.

12.5 Innovative approaches, including Smart Cities.

12.6 Impact on societal change, including behavioural change, promoting, among other things, equal access to information, gender equality and women empowerment.

12.7 Challenges and opportunities of small- and medium-sized Urban Areas and polycentric development.

12.8 Urban regeneration, including social, economic, environmental, spatial and cultural aspects, also linked to the brownfield redevelopment with the objective of limiting greenfield consumption.

12.9 Adaptation to demographic change and in- and out migration.

12.10 Provision of adequate public services of general interest (within the meaning of Article 14 TFEU in conjunction with Protocol Number 26).

12.11 International dimension: link with the New Urban Agenda (Habitat III) of the UN (to be agreed upon), the Sustainable Development Goals (SDGs, 2030 Agenda on Sustainable Development) of the UN and the Paris Agreement on climate change of December 2015.

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1. The objectives and actions outlined in this paper are taken from the Partnerships’ Action Plans and edited for the purpose of readability. All Action Plans are available for download on the FUTURIUM website (https://ec.europa.eu/futurium/en/urban-agenda/action-plans). Any inaccuracies are the sole responsibility of the EUKN Secretariat.
