Sustainable urban mobility

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The European Parliament adopted by 483 votes to 32, with 37 abstentions, a resolution on sustainable urban mobility, in response to the Commission communication on the same issue.

Estimates suggest that **by 2050 up to 82 % of EU citizens will live in urban areas**. The expected significant increase in urban population confronts urban centres with societal, quality of life and sustainable development challenges, which will require holistic planning measures.

In this regard, Parliament made the following recommendations:

Giving space and infrastructure back to all citizens and improving accessibility: Members pointed out that land planning is the most important phase for creating smooth and safe transportation networks. They emphasised the importance of Sustainable Urban Mobility Plans (SUMPs) in achieving EU targets regarding CO2 emissions, noise, air pollution and accident reduction. **Safety** must always be viewed as a key element of sustainable urban planning.

The resolution encouraged the authorities in the Member States to:

- **draw up sustainable urban mobility plans** which give priority to low-emission transport modes, including electric traction and vehicles powered by alternative fuels, and which include intelligent transport systems, taking in account special needs as regards communications for **persons with reduced mobility**. The Commission's Platform on Sustainable Urban Mobility Plans should provide strong support for cities and regions in the design and implementation of SUMPs;
- **develop a parking policy** (parking space supply, use of intelligent parking systems and appropriate pricing) which can be part of an integrated urban policy;
- take **measures to reduce traffic-related noise** in cities.

Members are convinced that the provision of **information to, and the consultation of, EU citizens, retailers, freight transport operators** and other stakeholders involved in urban mobility are crucial in order to make planning, development, and decision-making more transparent. This information should be publicly and easily accessible. Moreover, they pointed out that it is desirable to foster **cooperation among the relevant actors and between cities at EU level** with a view to sharing sustainable mobility solutions.

Taking into account the need to reduce the negative impact on the environment of oil dependency in the EU transport system, **the European Structural and Investment funds** should be systematically used for the development and implementation of comprehensive, integrated Sustainable Urban Mobility Plans (SUMPs).

Improving the environment, quality of life and health: Parliament encouraged the competent authorities to take preventive measures, in accordance with the precautionary and proportionality principles, to **improve air quality in towns and cities** and to guarantee that pollutant concentrations do not exceed the levels set in the World Health Organization guidelines. To that end, it supported local setting-up of low-emission zones.

Pointing out that there is a need for a **holistic approach to air pollution in European cities**, Members called on the Commission to put forward effective measures that enable the Member States to comply with the Ambient Air Quality Directive (2008/50/EC), notably:

- by setting effective and **ambitious emission ceilings for 2025 and 2030** under the National Emission Ceilings Directive (NEC), and by ensuring better coordination of measures under the NEC Directive and the Ambient Air Quality Directive,
- by setting ambitious car emission performance standards for 2025 and 2030 in a timely review of the CO2 and cars Regulation (EC) No 443/2009,
- by setting a clear timeframe for the implementation of **Real-World Driving Emission Testing** for private vehicles.

The Commission should assess how society is likely to be affected by new forms of mobility based on the **sharing-economy model, including ride-sharing**.

At national level, Member States should pursue the concept of a '**shareable city**', where mobility and transport are concerned. They are invited to:

- promote **public transport** with the view to increasing its use by 2030;
- support the development of innovative forms of mobility;
- promote the use of **non-motorises transport**, including by setting ambitious targets for cycling rates by 2030 and to improve conditions for walking and cycling.

Members welcomed initiatives at national, regional and local level to promote and organise 'EU Car-Free Sunday' and 'EU Bicycle Day' events with a view to improving air quality in cities.

Saving energy and protecting the climate: Parliament considered that energy efficiency and the use of low-carbon and renewable energy sources are key to achieving sustainable urban mobility. With the view to achieving the EU targets of reducing greenhouse gas emissions by 60 % by 2050, Member States are encouraged to support the goals of the Transport White Paper of **halving the number of 'conventionally fuelled' cars in urban transport by 2030 and of phasing them out in cities by 2050**.

Research policy aimed at smart and safe mobility approaches: in this regard, Parliament called on the Commission and the Member States to:

- intensify efforts on **intelligent transport systems**, including innovation and implementation in the fields of provision of real-time travel information, highly automated vehicles, smart infrastructure and intelligent traffic signal systems; r bring urban mobility into the focus of the **Digital Agenda**;
- prioritise the development of innovative applications and new technologies enabling road users to take a more proactive role as developers and data producers in the transport system, in order to contribute to **platforms for mobility services**. Parliament supports the Horizon 2020 priorities regarding societal challenges for smart, green and integrated transport and urban mobility, as well as the development of 'Mobility-as-a-Service' (Maas) initiatives across Europe;
- **rethink speed management** by 2020, taking into account local conditions, in order to ensure safety, inter alia in housing areas and around schools and educational and social facilities;
- develop policies to encourage the **freight industry** to **green its fleet**;
- use all modern solutions, including advanced intelligent traffic management, to provide safety for all road users, including **pedestrians**. European cities are urged to exchange best practices regarding this issue.

Minimising external costs and making better-quality investments: Parliament stressed that cost-benefit assessments of investments should be directed to maximising external societal benefits and minimising external costs arising from, for example, climate change, accidents, health, noise, air pollution and spatial use.

Members recalled the 'use of revenues' principle with regard to road charging, and called for a **proportion of revenue from the use of road infrastructure** (road charging and/or Eurovignette) to be dedicated to improving sustainable urban mobility. They insisted on the need to make use of the new possibility of financing urban projects within the Connecting Europe Facility (CEF) in urban nodes.

Integrating networks of efficient mobility systems and fostering cooperation: Parliament called on the Member States to promote multi-level governance to foster cooperation between regional, national and European authorities in the development of policies, including in the design, implementation and monitoring of urban policies that have a clear impact on urban areas.

The Commission and the Member States are invited to: (i) establish a **Sustainable Mobility Network** of best-practice examples of spatial planning and space use; (ii) encourage cities to participate in the Smart Cities and Communities **European Innovation Partnership**; (iii) launch public-awareness campaigns to promote mobility.