The New EU Urban Mobility Framework

2022/2023(INI) - 03/04/2023 - Committee report tabled for plenary, single reading

The Committee on Transport and Tourism adopted the own-initiative report by Andrey NOVAKOV (EPP, BG) on the new EU urban mobility framework.

Strengthening the urban mobility framework: a new chapter in urban road safety, accessibility and security in the EU

Members highlighted that urban mobility needs to be guided by **smart, inclusive, healthy, affordable, competitive, sustainable, seamless and multimodal transport solutions**, including rail, sustainable buses and coaches, carsharing solutions and active and micro-mobility. They support all efforts to make cities more accessible and called on the Member States to take swift and ambitious action to make cities more inclusive.

The report stressed the need to tackle inequalities in access to transport networks and to support smaller cities and peri-urban areas in order to ensure that these areas are connected; emphasises the need for a **multimodal and integrated approach to combat mobility exclusion** and transport poverty to ensure equal access to urban centres.

Member States and cities are invited to consider offering ‘sustainable mobility vouchers’ or reduced price mobility schemes for sustainable collective transport. The Commission should introduce a harmonised yearly EU car-free day.

Members called for **financial, fiscal and regulatory support** for the use of zero- and low-emission mobility solutions and for collective transport, and in particular public transport, to be accessible, well-organised, affordable and of good quality for citizens, and to offer a convenient door-to-door service.

They called for improved accessibility, reliability and connectivity between urban, peri-urban and rural areas, especially those located in regions where GDP per capita is less than 75% of the EU average.

The report emphasised that the future EU framework for urban mobility must include **systemic measures related to road safety**, with a particular focus on vulnerable road users. In this respect, it noted the potential of speed reduction in residential areas, such as the use of 30 km/h speed limits to improve road safety and reduce energy consumption.

The Commission is invited to work with Member States and European cities to develop **common minimum recommendations**, best practices and requirements for urban road safety. These recommendations should cover the safe use of electric and non-electric personal mobility devices, taking into account different possible provisions, such as specialised education or training, parking arrangements, speed limits and age requirements, helmet and other protective equipment, as well as rules on the transport of children, prohibition of driving under the influence of toxic substances, etc.

As regards **active mobility**, the report encourages local authorities to invest and build safe cycling and pedestrian infrastructure, to integrate shared bikes and e-bikes into urban transport systems and encouraged Member States to provide incentives for the purchase of bikes, including e-bikes.

Urban infrastructure and TEN-T urban nodes

The report stressed that urban infrastructure planning should contribute to a **smart and sustainable transport transition**, allowing for multimodality and ensuring quality of life in cities and interconnection between urban, peri-urban and rural areas in their economic, educational, tourism and cultural areas. It called for infrastructure planning to facilitate the creation of multimodal hubs at urban nodes. Infrastructure should integrate access routes and last-mile connections to multimodal passenger hubs.

Members stressed the importance of sustainable urban mobility plans (SUMPs) and encourage a more harmonised approach across the EU and the involvement of citizens and other stakeholders in the development of SUMPs at local, regional, national and European level.

The report stressed that the Trans-European Transport Network (TEN-T) relies on intermodal urban transport in order to facilitate the 'first and last mile' for both passengers and freight, in which the modal share of sustainable transport modes, including active mobility, should increase. It highlighted the need to strengthen intermodal mobility to connect people to jobs, education, and leisure, and expanding equitable access to mobility and transport services between urban, peri-urban and rural areas. It also called for a significant improvement in the interconnection between airports, vertiports and seaports.

The report stressed the importance of ensuring that **urban nodes** have smart and sustainable connections between high-speed main lines, stations and bypasses for high-speed trains and inner urban environments. It called on the Commission to extend the current list of urban nodes to include additional cities on TEN-T corridors. It also called for a significant increase in the modal share of inland waterways in urban transport.

Members also called for **ambitious funding** for urban mobility to improve connectivity, efficiency, affordability, intermodality and sustainability, beyond the 2021-2027 multi-annual financial framework. They called for further financing of intermodal connectivity between urban, peri-urban and rural areas, including for rail, and for more digitalised rolling stock and infrastructure in order also to counter depopulation in those areas.

Green and digital urban transport transition

The report called on Member States to step up efforts to improve air quality in cities. It welcomed initiatives at local level to tackle noise emissions from transport.

Members supported the integration of **sustainable freight** into sustainable urban development plans to accelerate sustainable urban logistics plans and zero or low emission solutions for urban logistic transport. They stressed the importance of integrating multimodal freight terminals into the urban transport system and infrastructure. They also called on Member States to ensure the availability of **charging and refuelling infrastructure** for alternative fuels (in urban, peri-urban and rural areas).

The report highlighted **AI and digitalisation** as tools that can be used to improve the overall efficiency of the transport system through its deployment in vehicles, traffic management systems and services based on optimised intelligent transport systems (ITS). It urged the development of an appropriate **legal, ethical and policy framework** for the use of AI in sustainable and intelligent mobility and transport and for user data.