POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

Moving around in the city of tomorrow

Karen Vancluysen, Secretary General

Urban mobility challenges shaping policy goals

AIR QUALITY

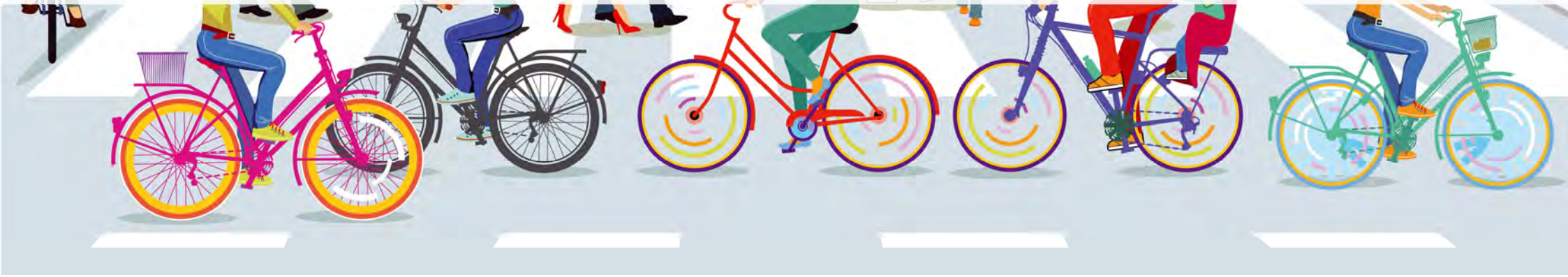
MODAL SHIFT

SAFER ROADS

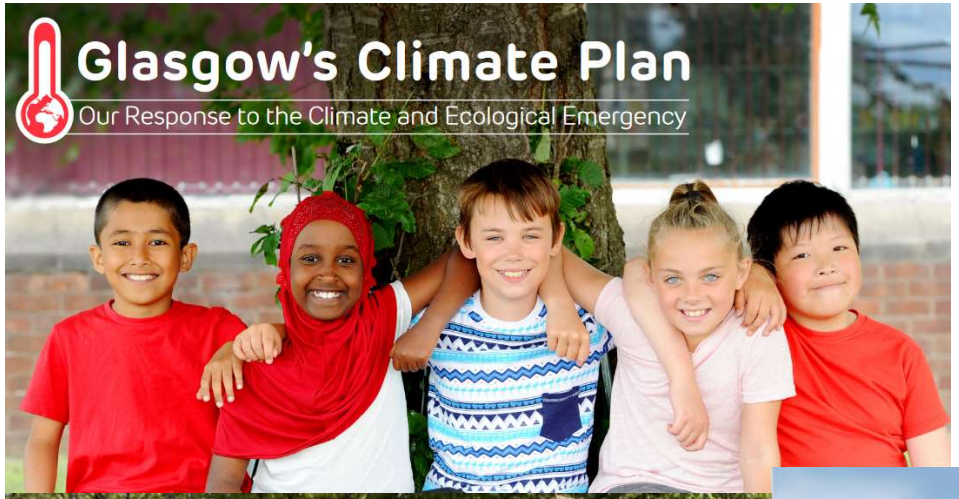
DECARBONISATION

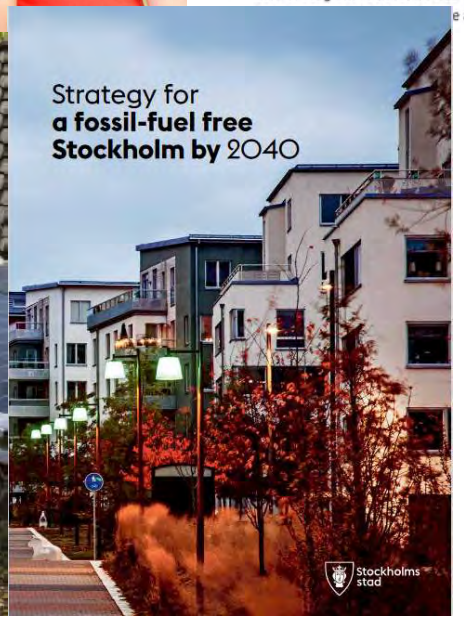
The Urban Green-Deal Makers Pledge
55% emissions reduction by 2030
Accelerate the shift to Sustainable Urban Mobility
Substantive change required
Cities and Regions hold the keys
Active cooperation between different levels of government
We, the Cities and Regions of the POLIS Network, pledge to:
POLIS Conference 2020
#POLIS20

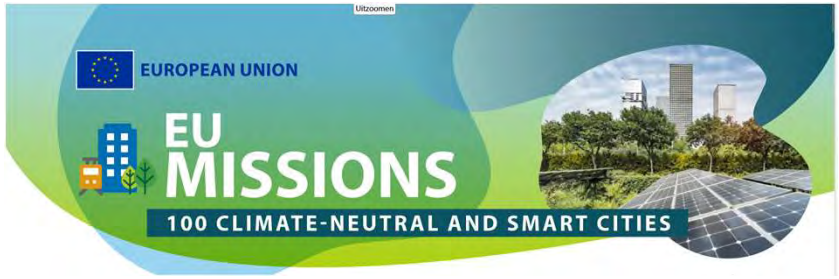
Become frontrunners for the European climate goals
Commit through planning for sustainable and safe mobility
Create an open & fair multimodal system
Prioritise affordable, safe and sustainable modes of transport
Grow sustainable alternatives, with public transport and private services
Join forces and unlock our full potential
Promote inclusion as a driver for quality and innovation
Contribute to the European Transport Network
Clean our fleets and green our streets
Share, learn, and build capacity for change



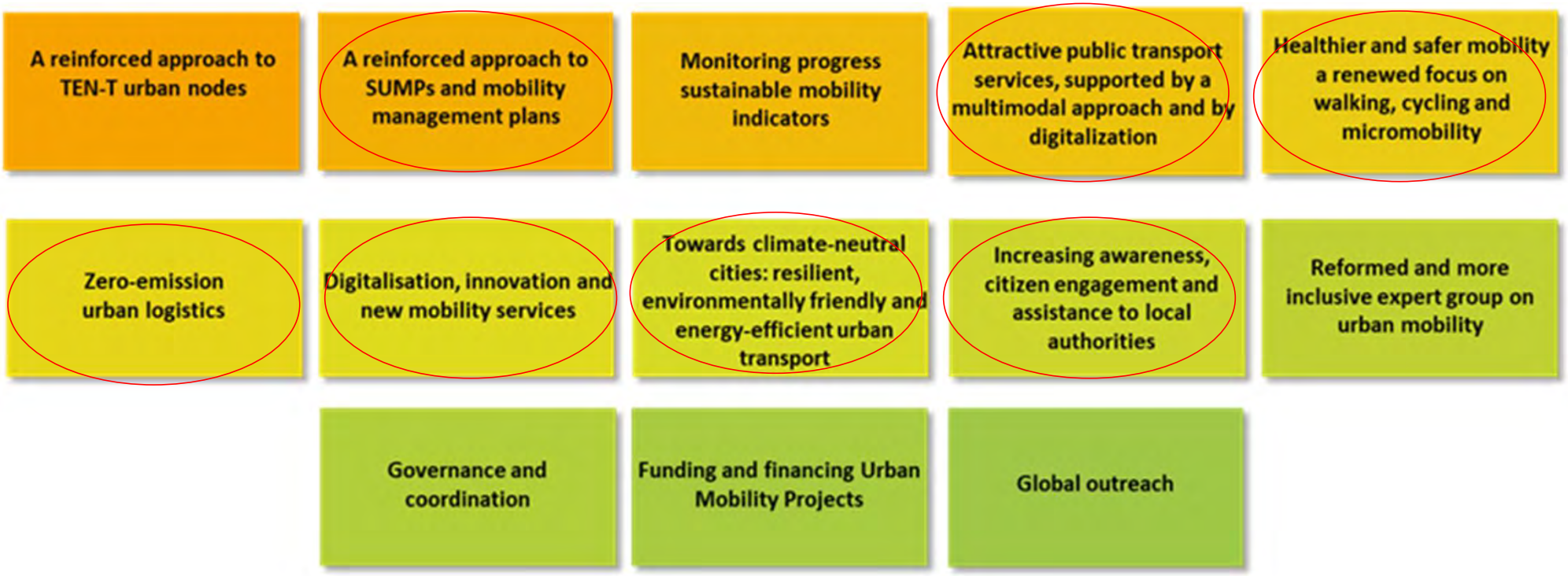
Climate Neutrality: 2030-2050 Time Horizon







European Urban Mobility Framework



Just Transition

- Modal shift
- Motor shift
- Space shift
- Cost shift
- Risk shift
- Budget and investment shifts

Sustainable Urban Mobility Ecosystem

Multimodal – Intermodal – Clean – Safe – Flexible – Affordable – Connected – User-centric – Inclusive – Shared – Healthy – Seamless …

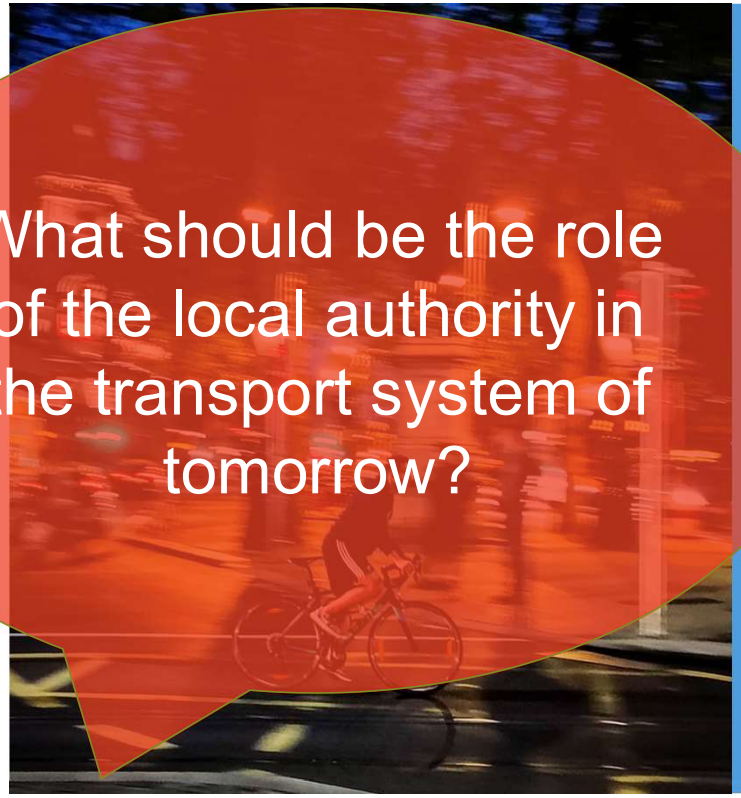
Blurred lines

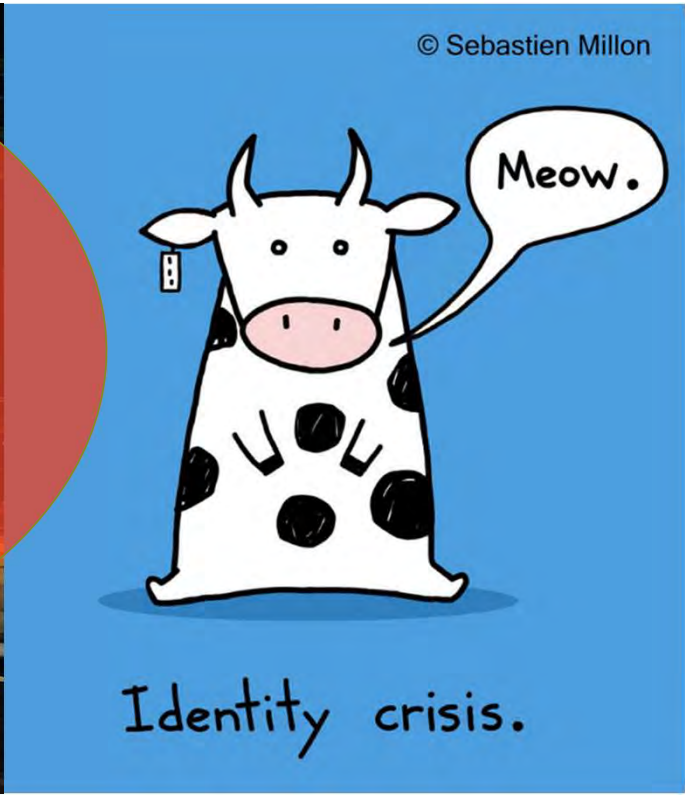
Systems approach

Public transport & active travel as backbone

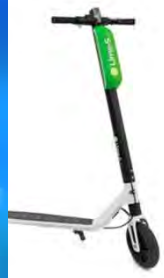
Mix of measures with multiple benefits

What should be the role of the local authority in the transport system of tomorrow?





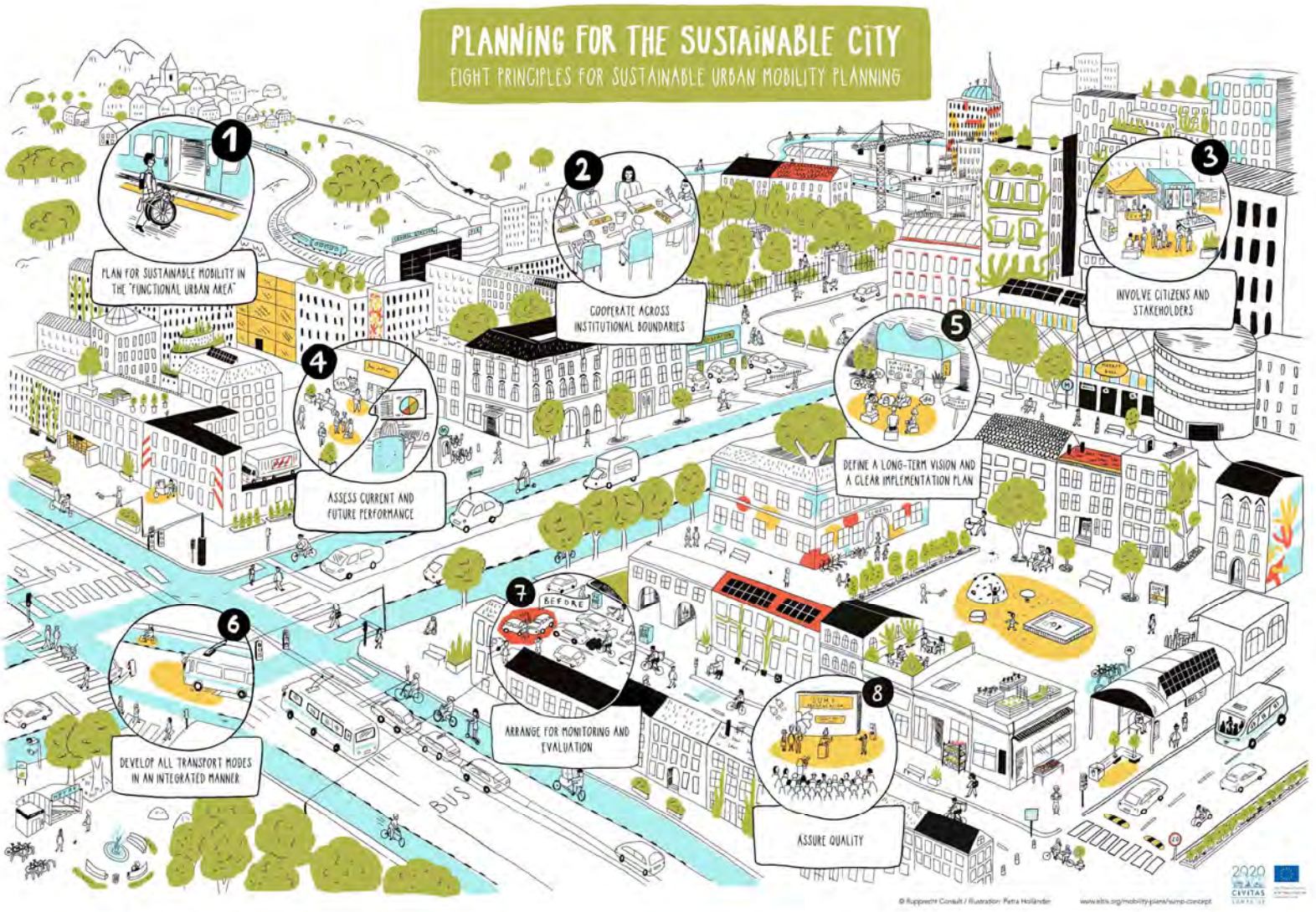
Disruption 😱 😱 😱



Disruption 😱 😱 😱

Cities can’t just be reactive.

They have to be proactive & they have to be strategic.



Source: www.eltis.org

'Good Move' plan wins European award

- 02 JUNE 2020

Good Move, the Brussels regional mobility plan 2020-2030, has won the 2020 edition of the Sustainable Urban Mobility Plan (SUMP) Award. The SUMP Award was handed out for the 8th time by the European Commission through Polis, the network of European Cities and Regions working together on innovative transport solutions.

Good Move is the successor to Iris 2 and lays down the main mobility policy lines. The new mobility plan was the result of a co-construction process in which most of the Brussels and Belgian stakeholders from both the public and private sectors took part. In doing so, the Brussels Government chose to return public space to Brussels residents and opted for a liveable, traffic-safe city, by focusing on car-free neighbourhoods (fewer cars and less through traffic), great public transport and smoother traffic circulation.

Brussels Mobility is extremely proud of this international recognition. "In Good Move, the jury found the following points in particular decisive: the impressive participation of the population during the public survey, the involvement of all Brussels partners in the design of Good Move, the vision of the city as an ecosystem and the programmatic dimension," the Brussels Regional Public Service explains.

This annual award is part of the **EUROPEAN MOBILITY WEEK** campaign, which takes place every

Mobility Management

In 2022, the European Commission introduced the MOBILITYACTION Award, which rewards companies and organisations that demonstrate excellence in mobility management.

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SUMP: What's next?

Cities above 100.000 inhabitants will be an essential part of the TEN-T:

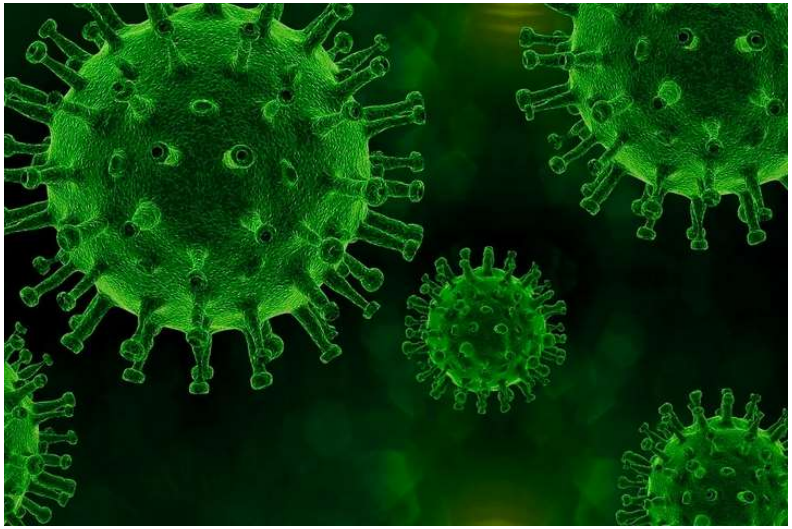
- Urban Nodes linking local, regional, national and international transport flows for goods and passengers
- Legal requirement to develop SUMP by 2025
- Direct legal link between EU and local level

There are eight crucial principles for successful Sustainable Urban Mobility Planning

From Ambition to Action

OLD WAY
DECISION MAKING CONCEPT
THAT WAY
NEW WAY
WRONG WAY
THIS WAY
HARD WAY
RIGHT WAY
EASY WAY

From lockdown to gridlock?



Public transport collapse

Car as safety bubble

Redistributed space

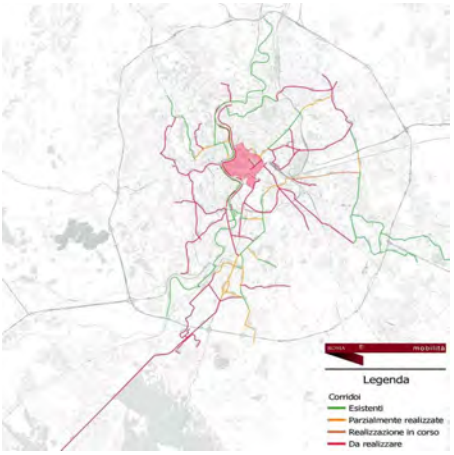
Active travel boom

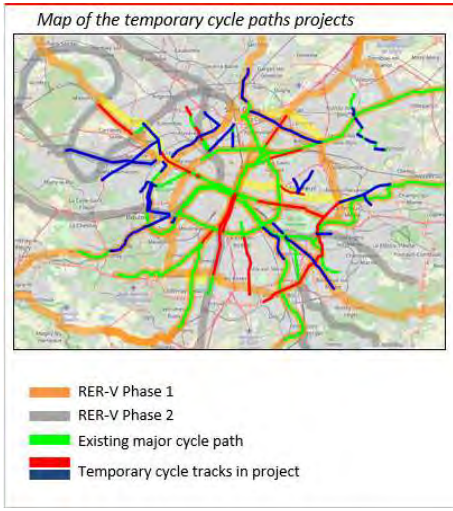
Cleaner air

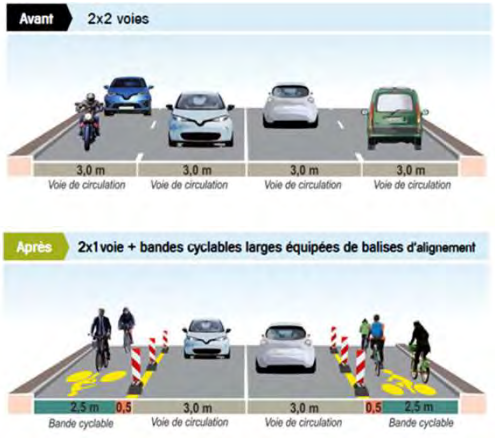
No congestion

Home-working …

Respacing streets – Long overdue







Sources: Barcelona, Berlin, Brussels, Ile-de-France, Milan, Rome

Fast-tracking

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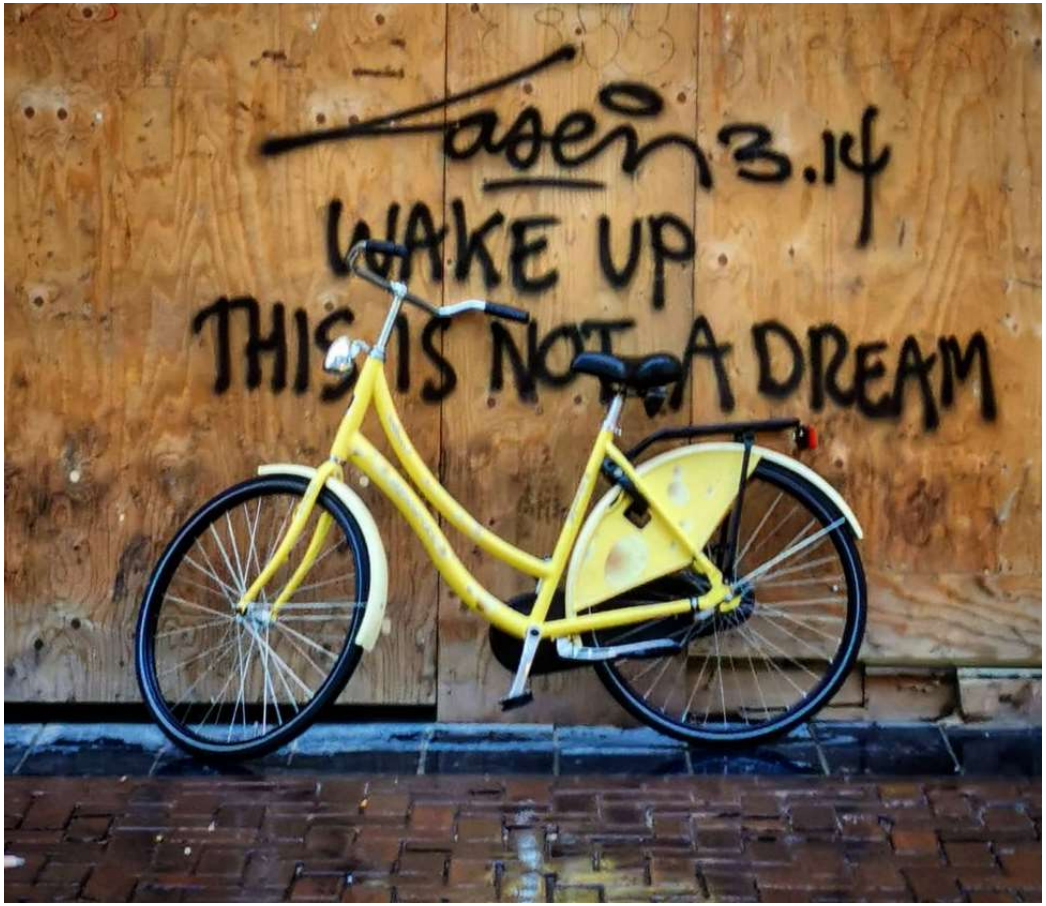
Enabling the 15’ City



THE NEW PARADIGM FOR SAFE CITY STREETS

WE, THE CITIES, ACT NOW

1. Our Streets, Our Responsibility
2. Don't Blame, Protect
3. City Streets Are Not Motorways
4. Mobility Must Be Safe, or It Won't Become Sustainable
5. Safety Leads to Efficiency
6. Reduce Risk at the Source
7. Fairness and Freedom of Choice
8. The Right to Know
9. Technology Can Be a Promise, Not an Alibi
10. Let Cities Lead

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30 km/h speed limit throughout Europe?

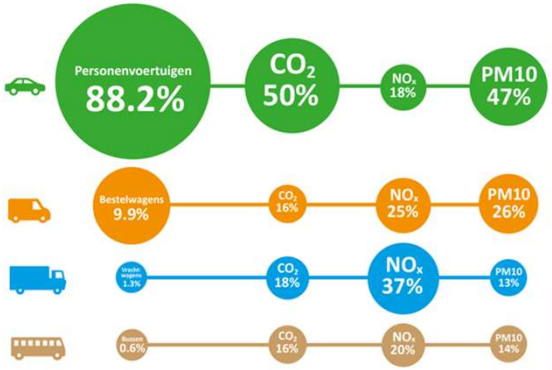
17.02.2022

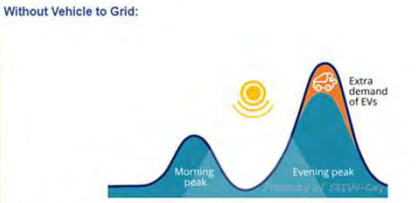
Throughout Europe, there are now large cities, but also small communities, that have introduced 30 km/h speed limits across the board. Spain is the pioneer, where 30 km/h was already introduced in Madrid in 2018,

MAX
INNOVATION
MIN

Multimodal | Captive Fleets | Charging infra | Smart grid

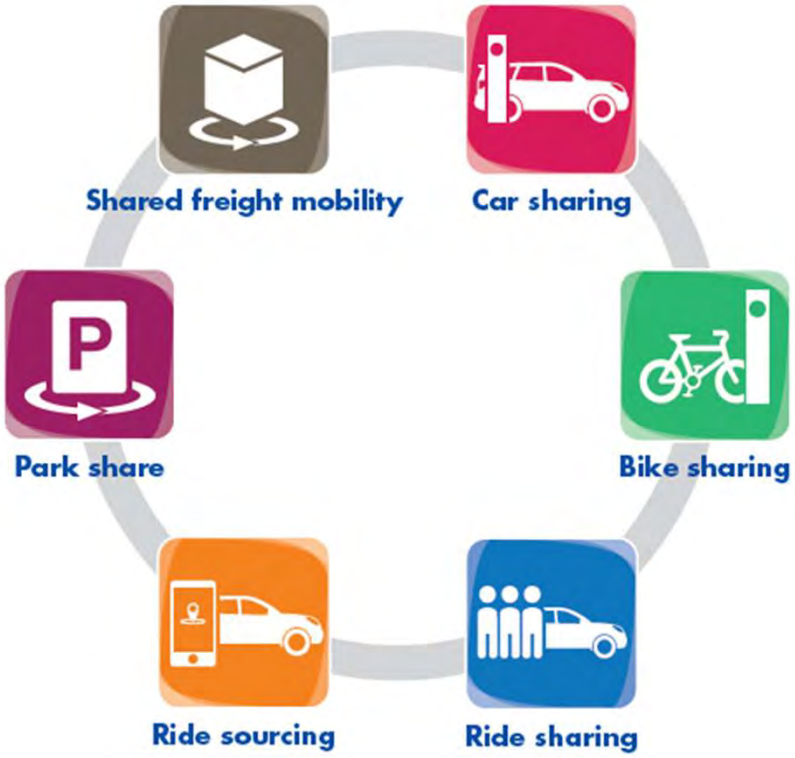
Total emissions city traffic in Rotterdam





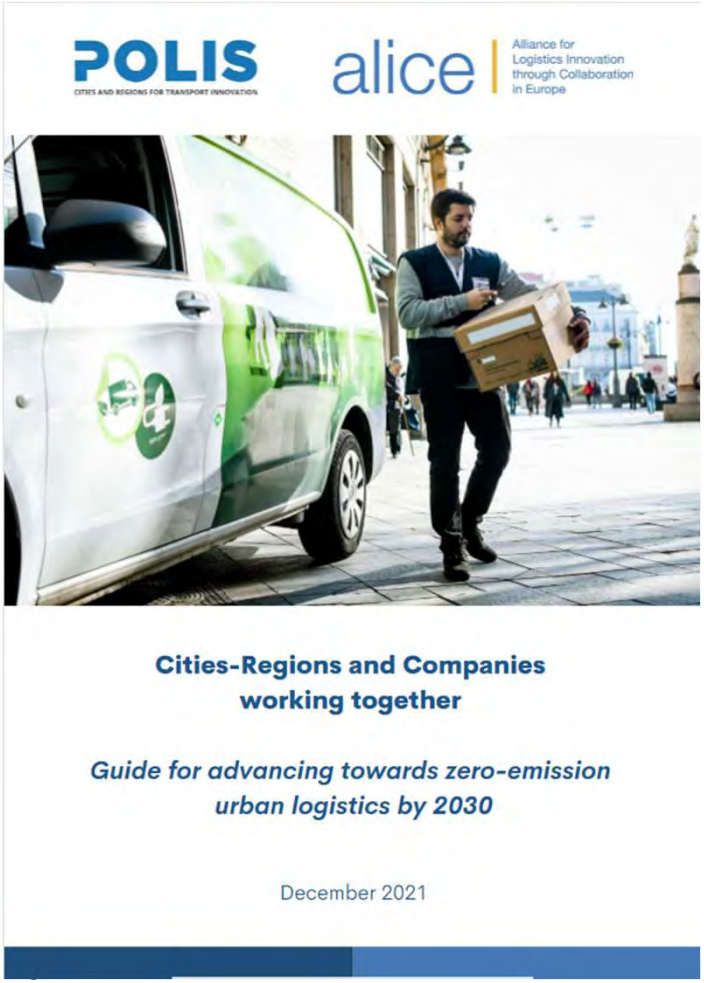
Electromobility

Shared Mobility



Physical AND Digital Integration

City Logistics



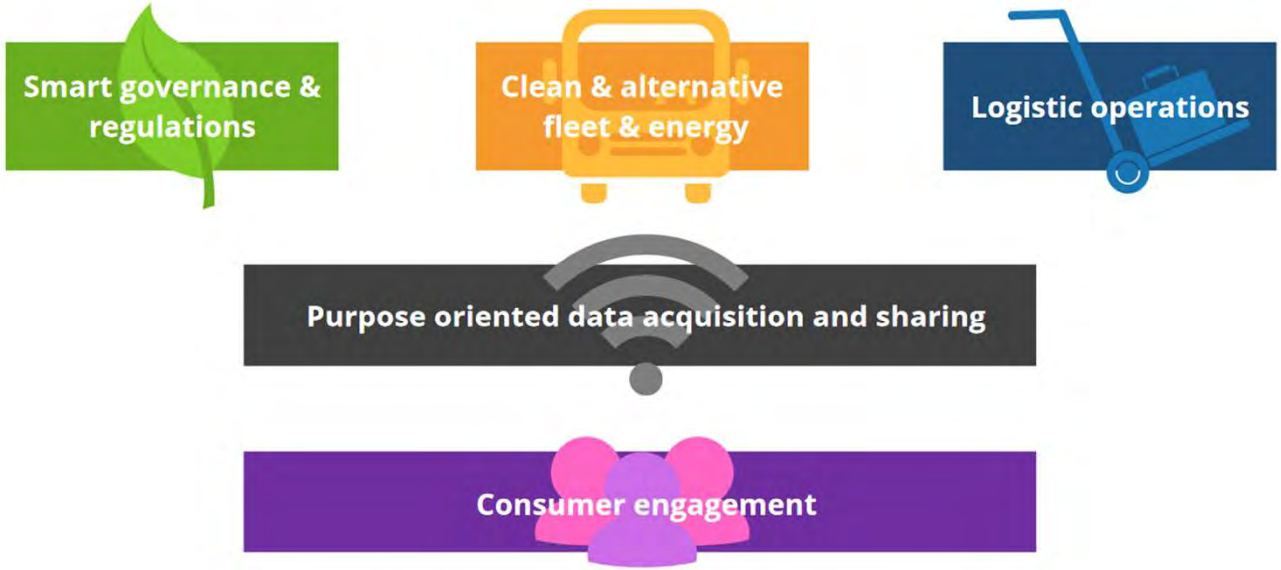


Figure 3. Main areas of intervention in which companies and local authorities' collaboration is key

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Transforming Transportation

The city as urban space manager

Pricing Space & Polluter Pays

Bloomberg CityLab

CITYLAB

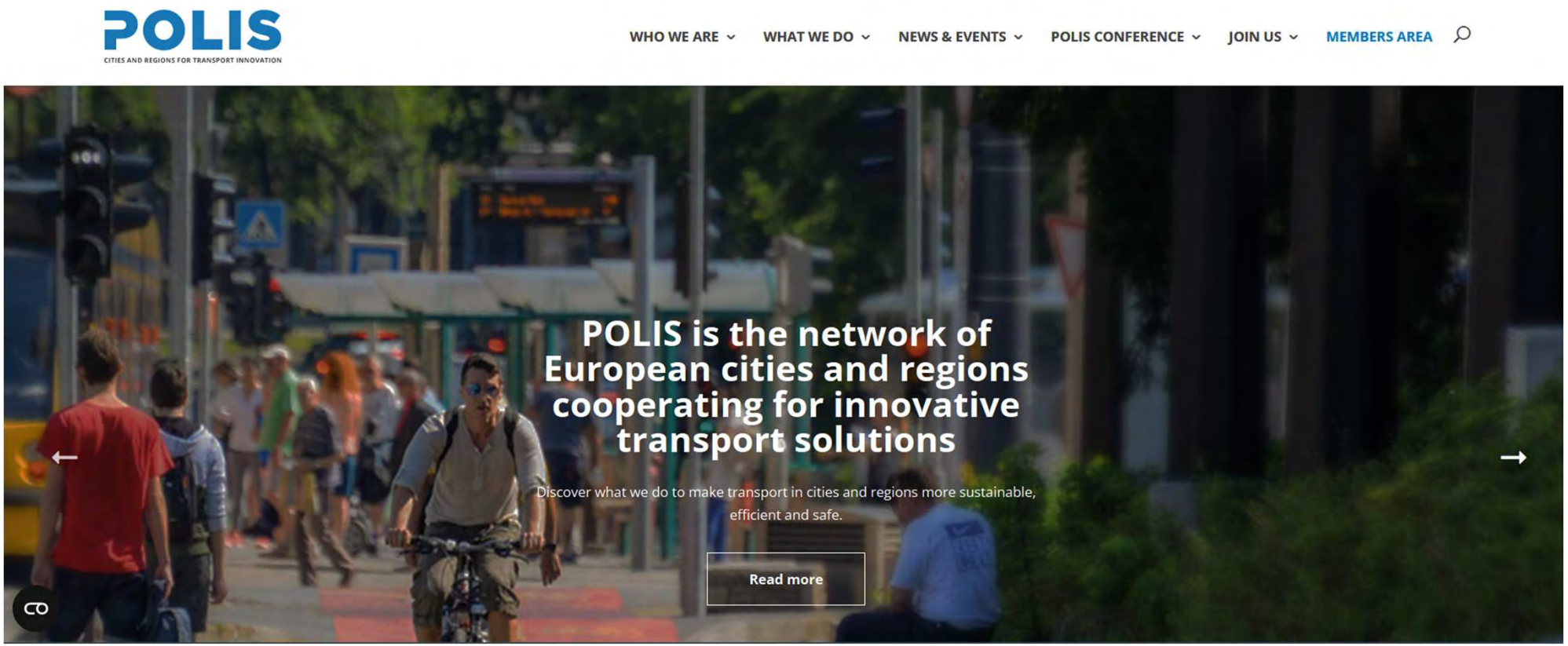
Paris Will Ban Through Traffic in City Center

Mayor Anne Hidalgo's latest effort to rein in car use and fight pollution would prevent non-residents from driving across the French capital's historic heart in 2022.

By Feargus O'Sullivan
13 mei 2021 21:38 CEST

The city of tomorrow

Thank you



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