

**Plan or perish!**  
**Organising the green and**  
**digital mobility transition**

Ivo Cré, POLIS

Brasov, 7 September 2023



**Peer-to-peer exchange**

**Policy**

**Research**

**Innovation**

**120 Cities & regions**

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**POLIS**

CITIES AND REGIONS FOR TRANSPORT INNOVATION



[www.polisnetwork.eu](http://www.polisnetwork.eu)

**1.**  
**Urban Mobility = part of a  
broader transition**

 **Shift**





**+300 cities who want to become**

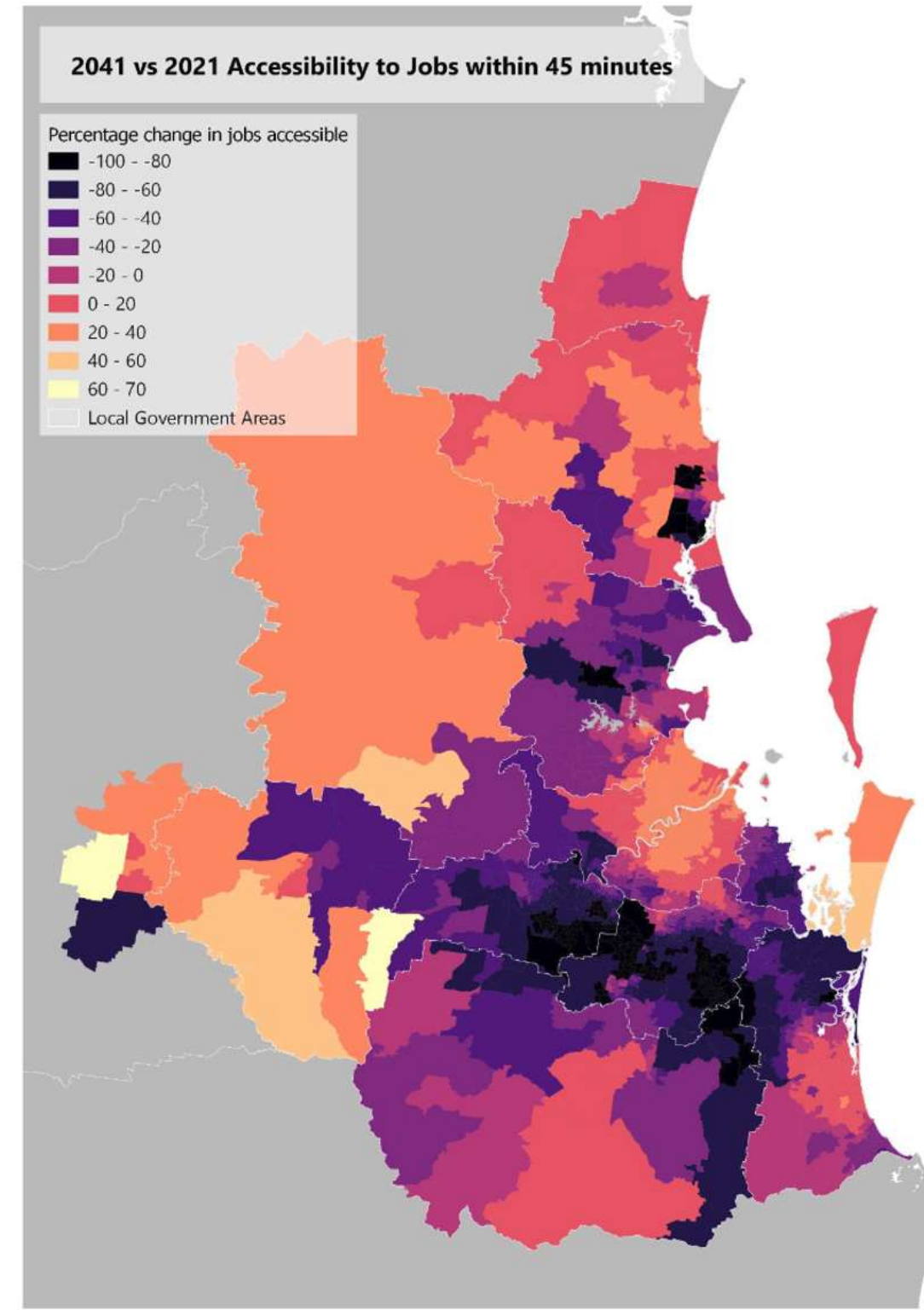
**112 are selected to be supported to be**

**climate neutral by 2030**





# The 15' City – 45' city region





**2.**

**Urban Mobility transition =  
many transitions**

 Shift



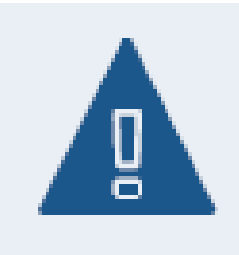
**Motor shift**



**investment shift**



**Risk shift**



**Modal shift**



**Space shift**



**Cost shift**



**3.**

# **The local policy response**

 Shift





## Green Transport

The new draft Mayor's Transport Strategy aims to change the way people choose to travel.

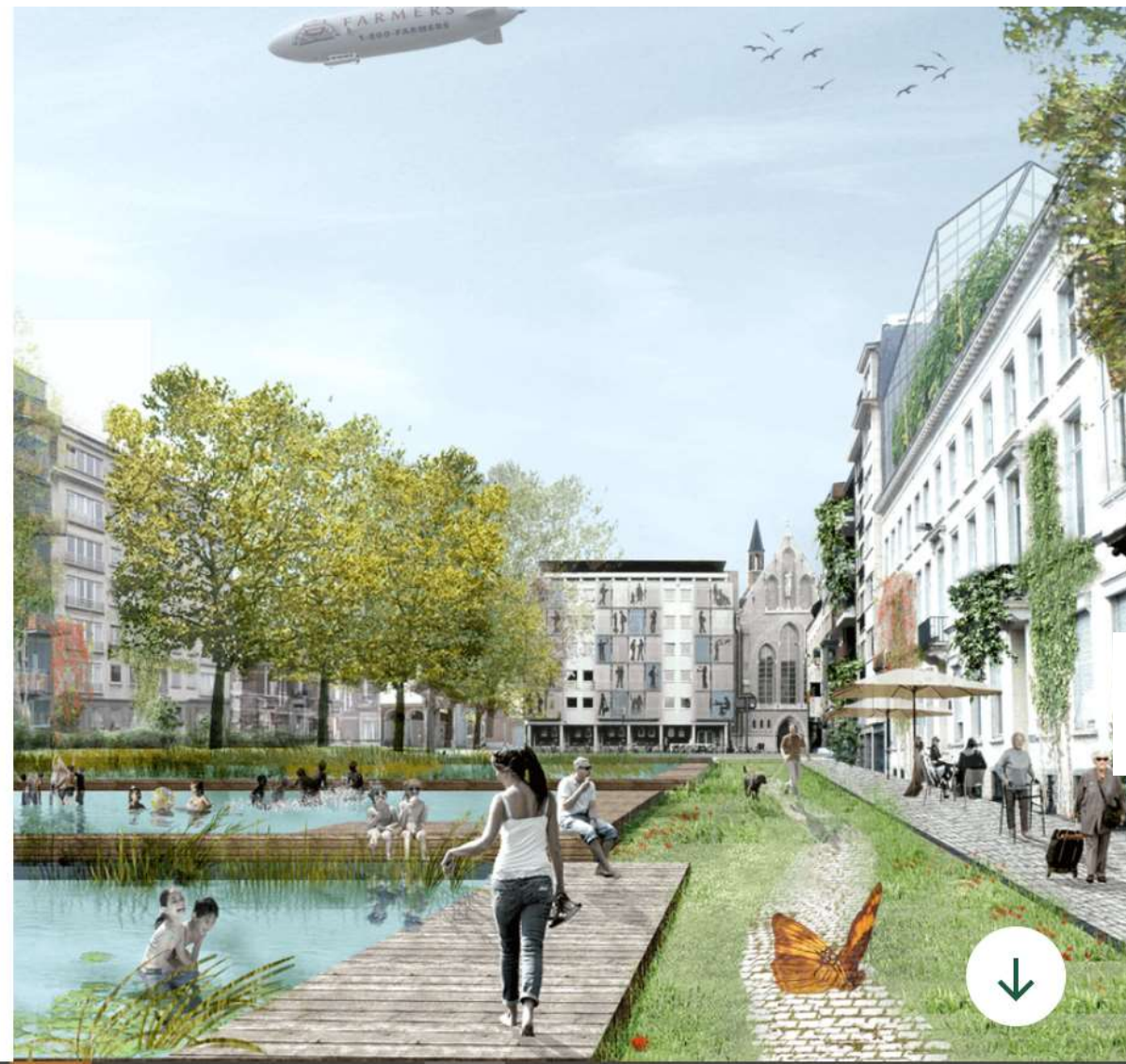
By 2041, the Mayor aims for 80% of all Londoners' trips to be made by foot, by cycle, or by public transport.



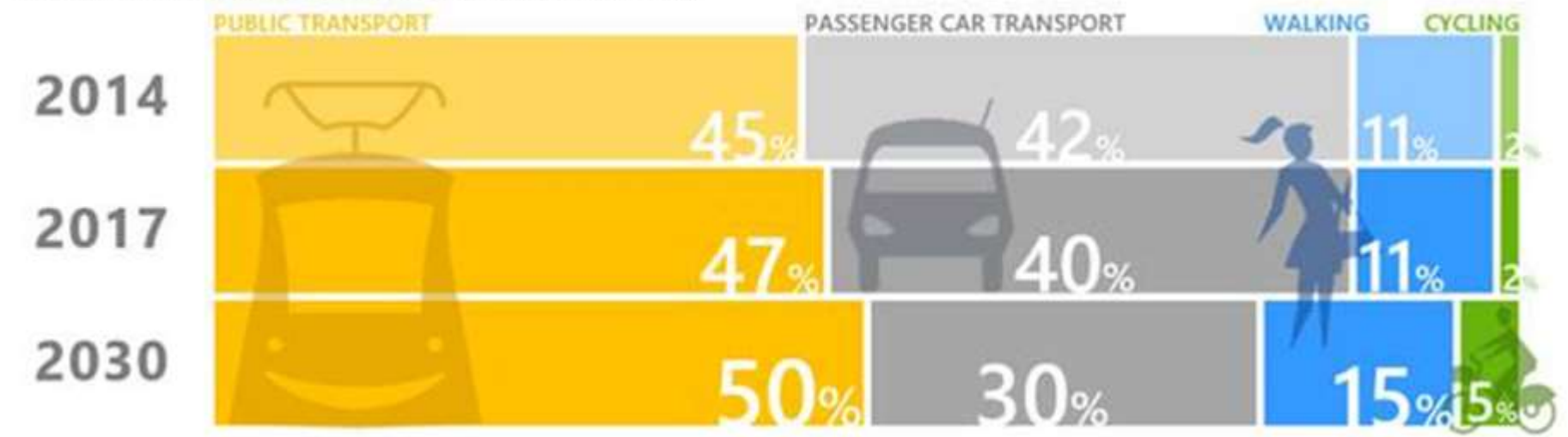
## ROADMAP 2025 - 2035 - 2050

13 programs to a climate-neutral future

The time is now. Now is the time to shift from 'doing what can be achieved' to 'doing what must be achieved'. A shift that implies a systemic change to the city and its community. Leuven has the ambition, as well as the responsibility, to lead the way. The Roadmap 2025 · 2035 · 2050, drawn up by Leuven 2030 and numerous experts, serves as a guideline for achieving the goal of a climate-neutral city by 2050. In September 2019 a professional team of Program Facilitators was set up, who will translate this unique plan into further concrete action and impact.



MODAL SPLIT - BUDAPEST (DISTANCE BASED, WORKING DAY)



**E1** By 2035 at least 35 per cent of journeys in Gothenburg will be taken on foot or by bicycle



**E2** By 2035 at least 55 per cent of motorised journeys in Gothenburg will be by public transport







# Clean Vehicles



## A NEW APPROACH FOR POST-EURO 6 STANDARDS

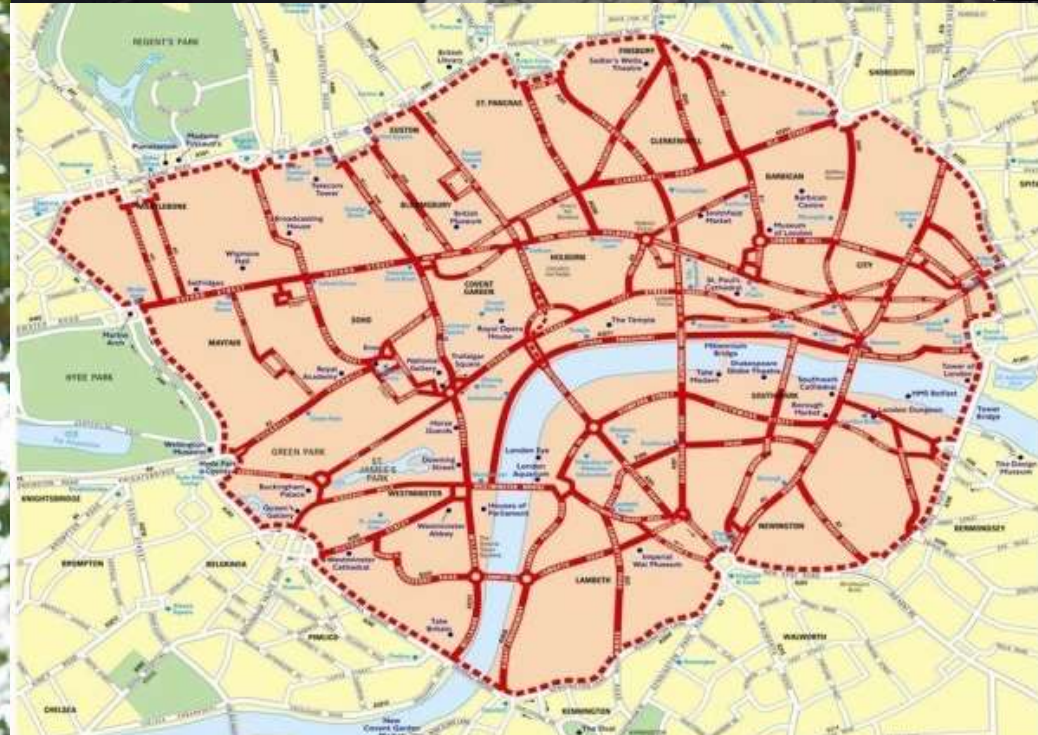
Enabling European cities & regions to improve air quality by reducing vehicle emissions

October 2020

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# Urban Vehicle Access Regulations



**Intelligent kilometre charge**

Our means of travel has a social cost. SmartMove is an intelligent kilometre charge for all passenger and delivery vehicles in the Brussels-Capital Region. The app will give Brussels residents and commuters insight into the costs and benefits of their transport choice.

This intelligent kilometre contribution will be calculated on the basis of three parameters:

- When you travel:** The morning rush hour or a quiet
- How far you travel:** SmartMove accurately adjusts the
- Engine size of you vehicle:** The contribution varies according to

**smartmove**  
.brussels





# Flow? Destination!

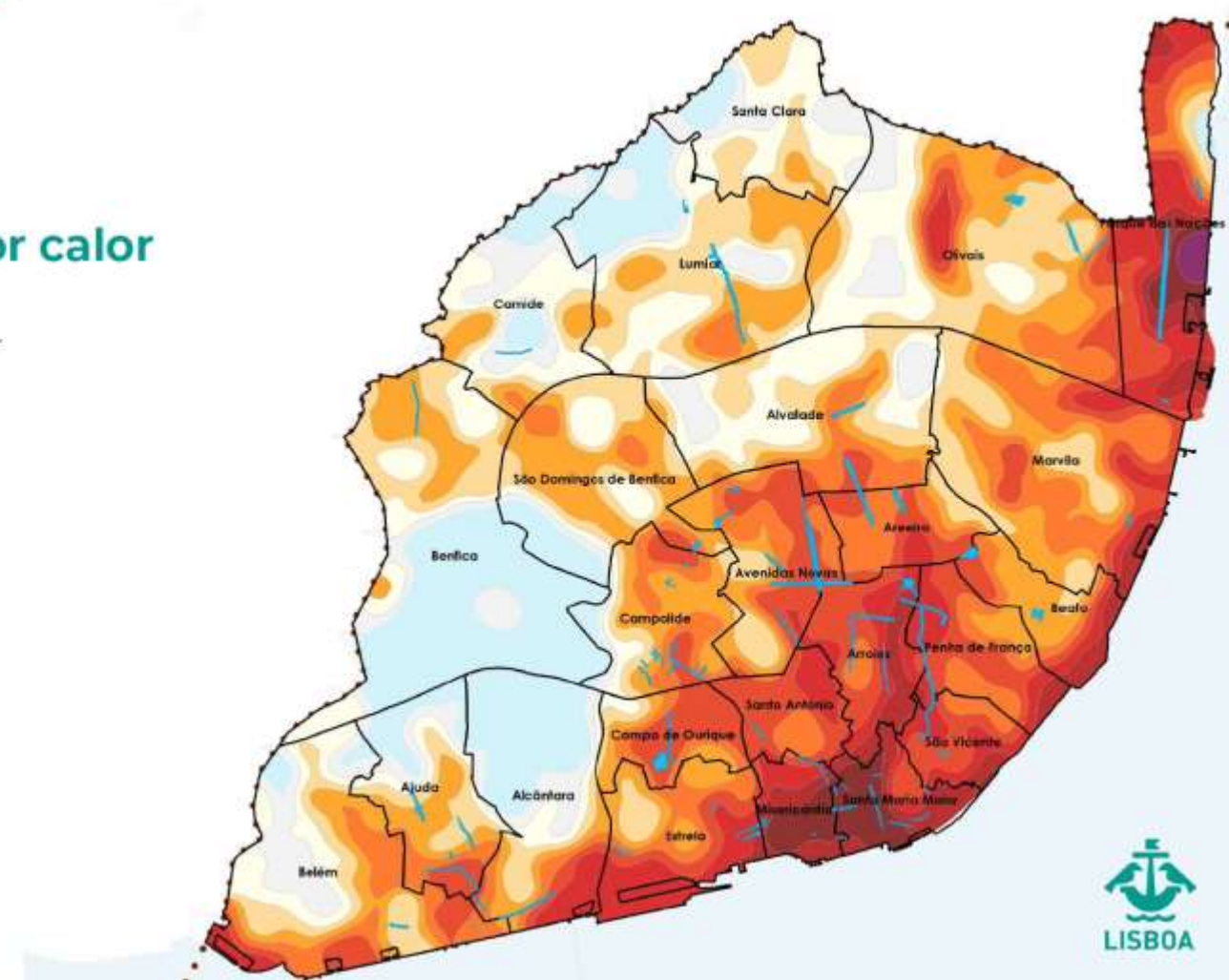
• A RUA É SUA •

## Ondas de maior calor

Onda de Calor - Entardecer

(°C)

Light blue	-1,0 a -0,5
White	-0,5 a 0,0
Yellow	0,0 a 0,5
Light orange	0,5 a 1,0
Orange	1,0 a 1,5
Dark orange	1,5 a 2,0
Red-orange	2,0 a 2,5
Red	2,5 a 3,0
Dark red	3,0 a 3,5
Brown	3,5 a 4,0
Dark brown	4,0 a 4,5
Green	ZONAS30





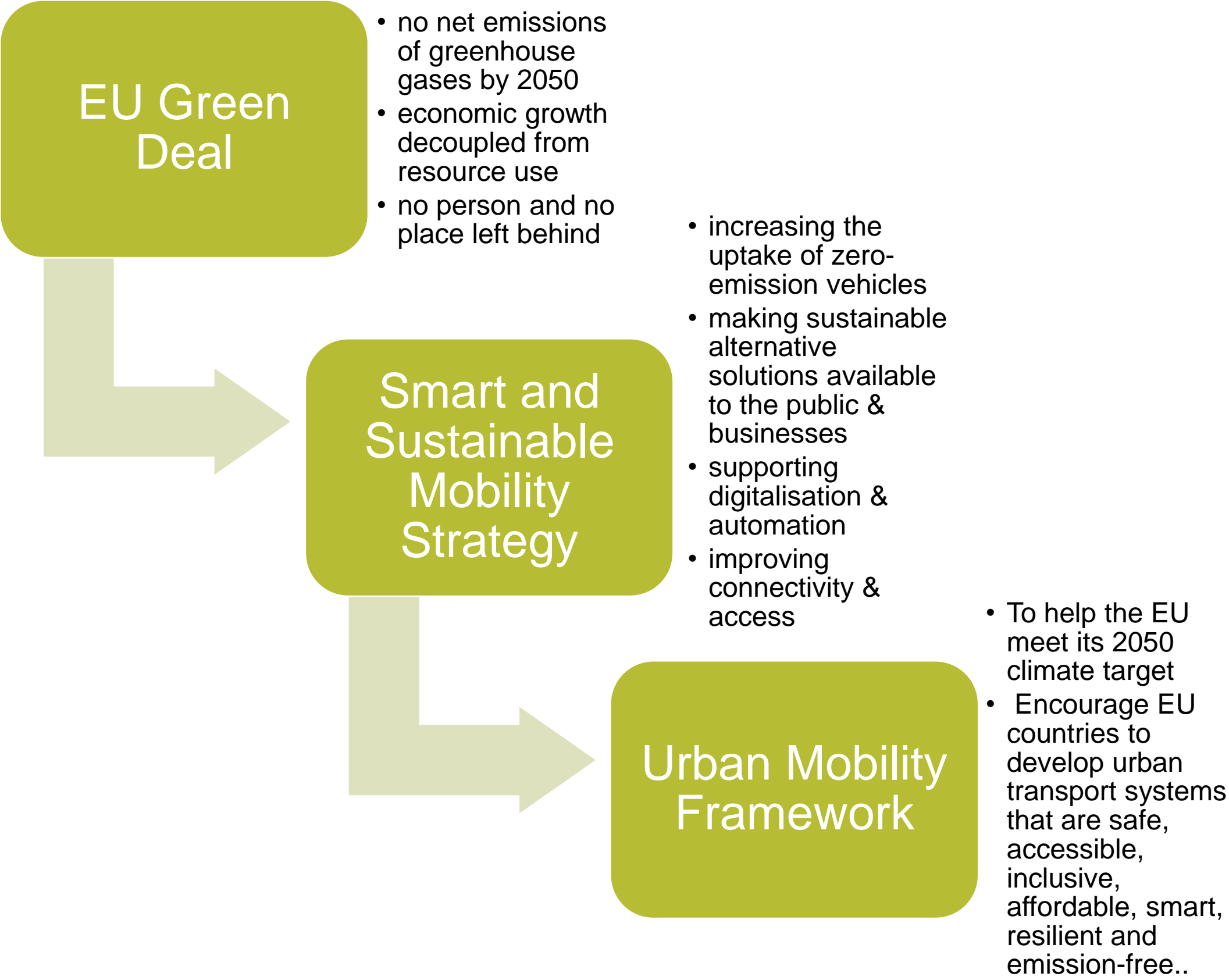


**4.**

# **The EU policy response**

 **Shift**

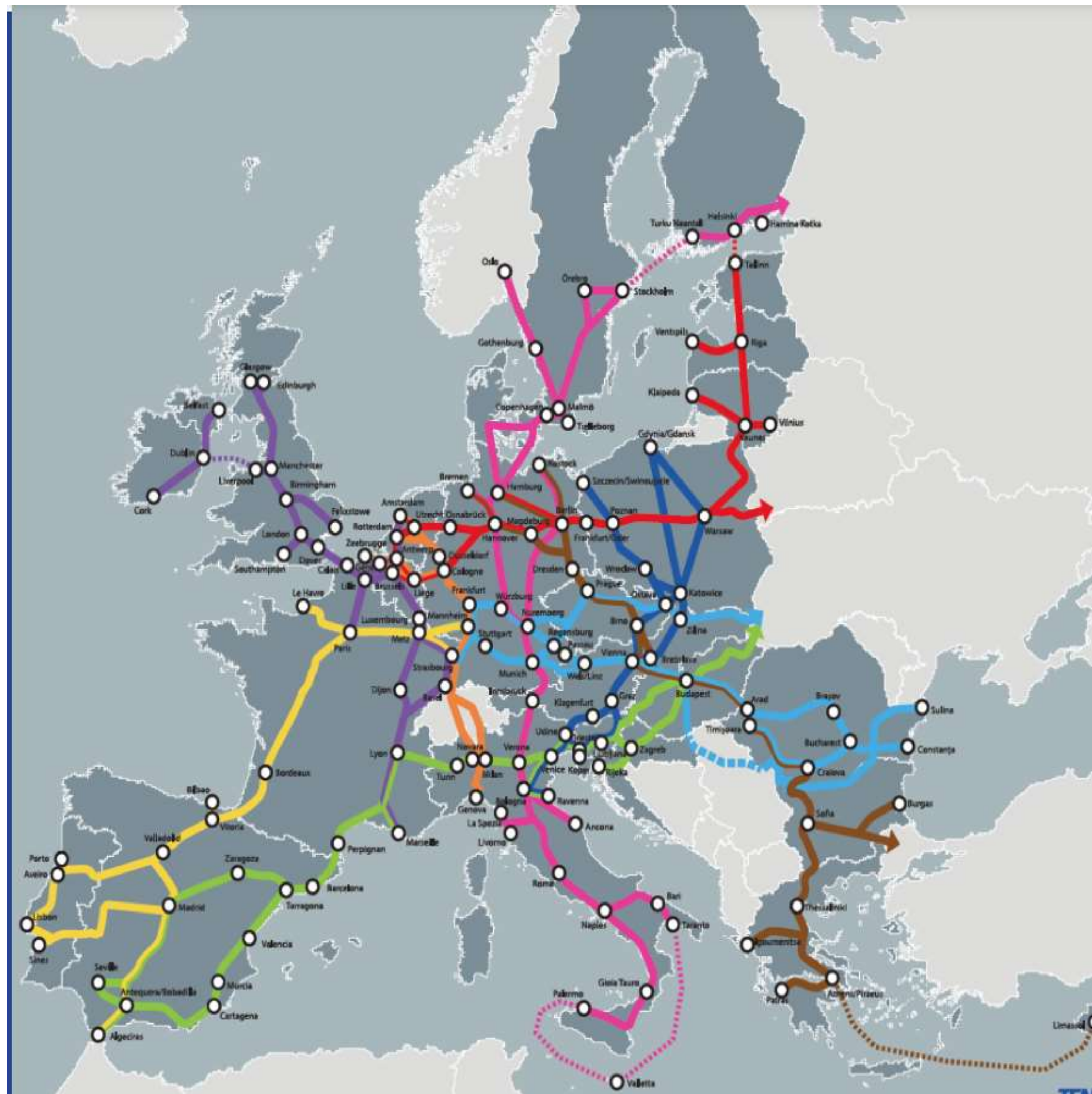






**5.**  
**Subsidiarity in motion:**  
**TEN-T revision and Urban**  
**Nodes**







# 88 to 424

**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**
- **Requirements: SUMP, Sustainable Urban Mobility Indicators, intermodal interchange for passengers, intermodal hub for freight, 'hot spot' for connectivity and alternative fuels**
- **Direct legal link between EU and local level**

**(TEN-T regulation currently under discussion...)**





**centre and center ring road**

attractive, dynamic and healthy centre

**neighbourhoods and radial roads**

relieving old radial roads, intensifying use of modern radials

**neighbourhoods and inner ring road**

ring road as recognizable central distributor road in car accessibility of the city

**region and outer ring road**

links the city to national and international networks



**pedestrian**

pedestrian on site most important

fine-grained network of streets and pavements, combined with variously arranged squares

pedestrian on site most important, development of new routes in favour of new dynamics

limit barrier effect inner ring road, particularly on old radial roads

campuses are the new villages  
link pedestrian network to recreational routes



**cyclist**

most important traffic participant in linking places

centre ring road most important connecting cycle route in city centre  
sufficient cycle parking, well integrated in public space

fast cycling routes by means of historic radial roads as contribution to neighbourhood lifeline

fast radial cycling routes as contribution to city life  
maintain and improve cycle crossing of the inner ring road

fast cycling route Brainport Avenue  
fast cycling routes to surrounding municipalities



**public transport user**

fast, high-frequency, comfortable and reliable travel on longer distances for larger passenger flows

BRT two-directional along centre ring road  
central bus station Neckerspoel/railway station as transport hub and entry to city

BRT corridors as carrier for urban development  
customised public transport for target groups and areas

BRT corridors connect 'places to be'  
if possible BRT grade-separated crossing with inner ring road

sustainable landside access to Eindhoven Airport  
adjusted public transport networks with seamless transfers  
direct connection to (inter)national network of high speed trains



**motorist**

raised-awareness users: less often, cleaner, main roads, parking at remote distance/incentive parking

centre ring road no longer a continuous circular vehicle route  
no expansion visitor parking in city centre

within the inner ring road 30 km/h and cyclist priority on roads with the exception of modern and new radial roads

less and/or easier junctions with inner ring road  
fourth category in road's classification: neighbourhood access roads

optimise national and international road network, taking city accessibility into consideration





**6.**

**Barriers for change**

**And for SUMP deployment**

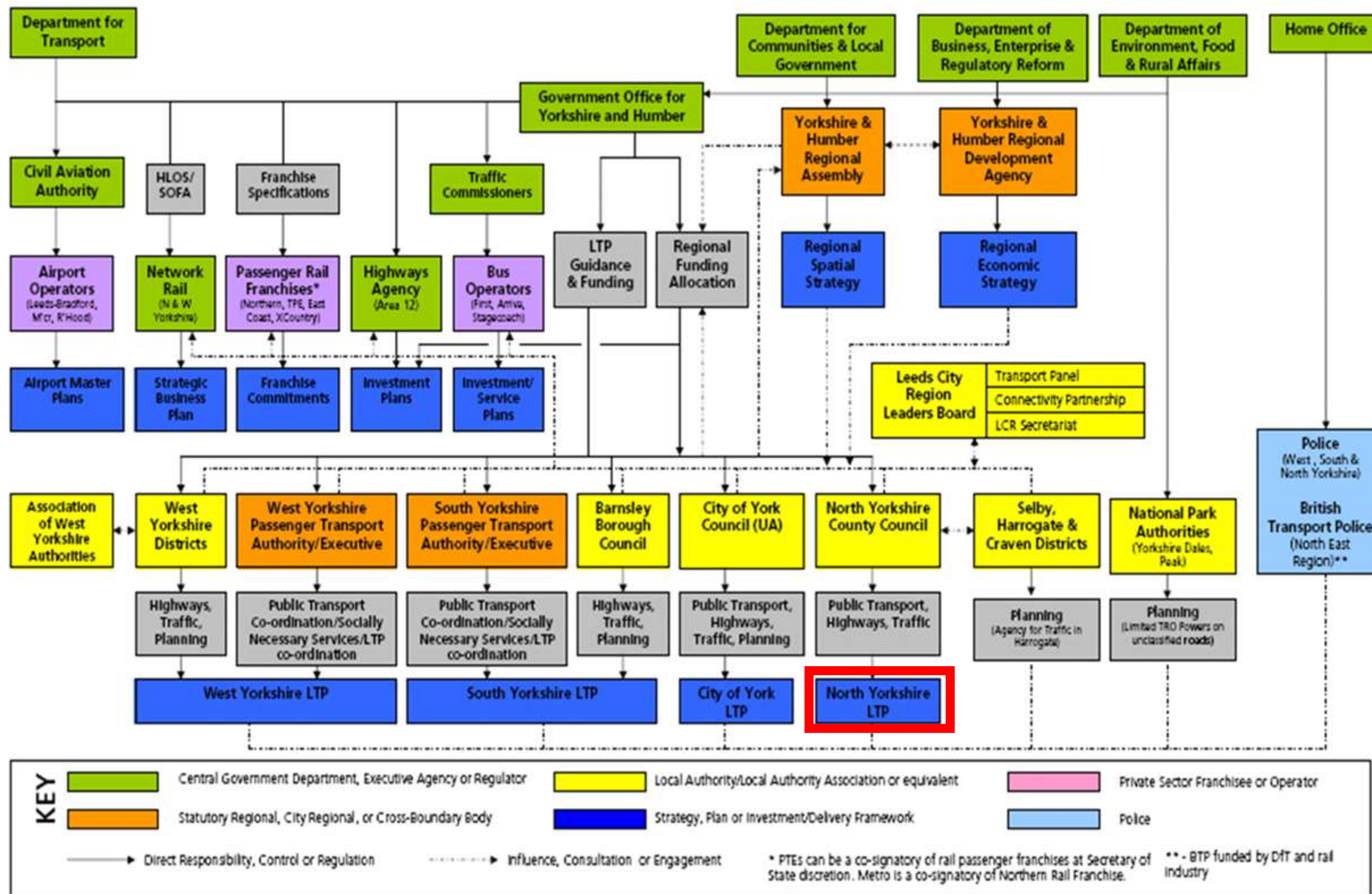


Shift



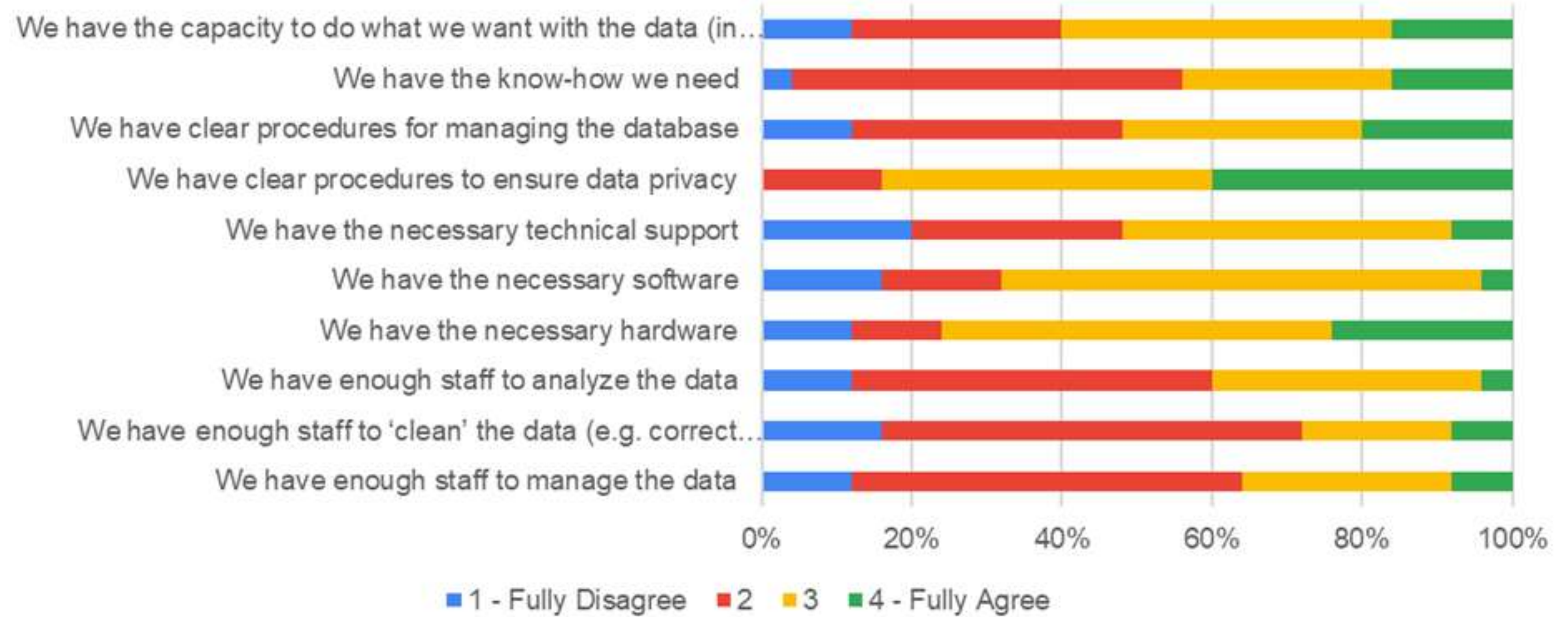








# Public



# Private







# ‘Uncompromisification’





# Governance and institutional cooperation





# POLIS Conference

Save the Date!  
29-30 November, Leuven

