

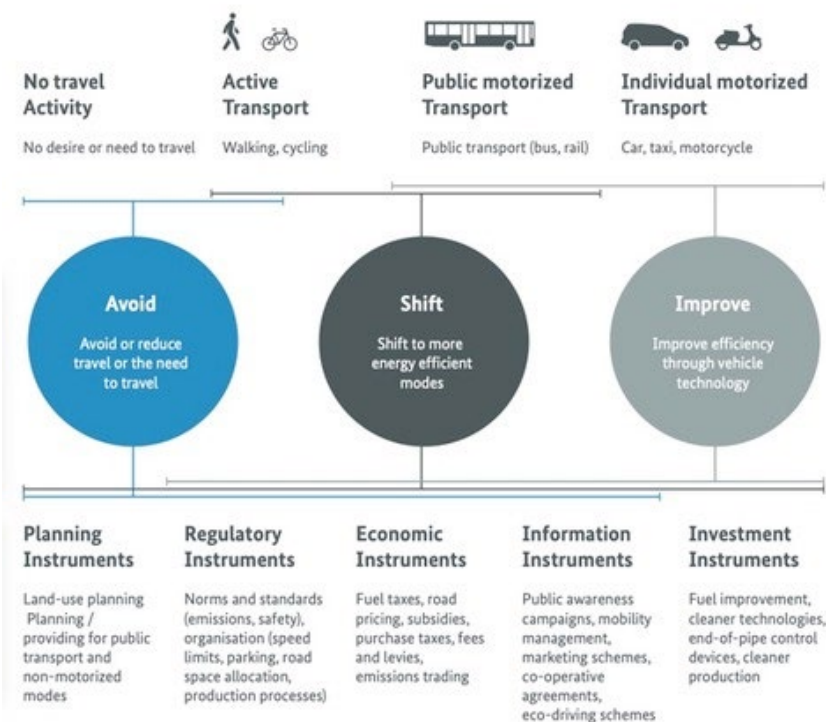
## Informal document 13

### Recommendations for Green and Health Sustainable Transport

#### Chapter 3: Key recommendations

In preparing recommendations that best reflect the analysis of the current situation and address concerns raised during the pandemic, the following recommendations have been developed considering the underlying framework of “Avoid, Shift, Improve” as set out in the figure below. The following recommendations are framed to focus firmly on the needs of the users for whom the systems are designed and built to ensure the accessibility to the main population centres. The recommendations are set within the overarching context of the SDGs and their coordinated vertical integration by member states and city governments so that they are embedded into national and metropolitan policy alongside the aims and objectives of THE PEP itself with a focus on addressing inequality that has been accentuated by COVID-19.

#### Avoid Shift Improve - Instruments



Source : TUMI 2019 ([https://www.transformative-mobility.org/assets/publications/ASI\\_TUMI\\_SUTP\\_iNUA\\_No-9\\_April-2019.pdf](https://www.transformative-mobility.org/assets/publications/ASI_TUMI_SUTP_iNUA_No-9_April-2019.pdf))

#### Recommendation 1: Implementing sustainable urban and transport planning solutions

1. Be imaginative and creative in introducing modern principles and tools into the planning and design of transport solutions in urban, suburban and rural areas that are people-centred and user-focused in meeting the needs of all citizens, that support communities, that are proportionate to population density and facilitate safe access to goods and services as well as “green” and “blue” areas within the “15 minute” neighbourhood;

2. Use this imagination and creativity to direct priority in the provision and design of public space to inclusive use across communities while maximising accessibility for people of all ages, genders, cultures, faiths and vulnerabilities in line with THE PEP Goal 5;
3. Give precedence in the planning and design of these solutions to sustainable mobility systems for all, providing attractive alternatives to private car use and minimizing transport demand through incentivising reduced car use. Such initiatives should also seek to promote sustainable urban logistics hubs;
4. Develop engagement and communication programmes to involve people, engage users and generate public support, particularly during the planning phase, to help ensure public 'buy-in' for the solutions proposed.

#### **Recommendation 2: Putting safe public transport at the centre of urban mobility**

1. The development of public transport should be the priority through the provision and use of high quality and attractive public transport services should be intrinsic to wider planning for recovery, resilience and sustainable urban mobility in line with THE PEP Goal 5.
2. The services should be planned around passenger needs and expectations, ensuring a system which is attractive to users, which integrates services, ticketing and modes to provide a reliable, affordable, easily accessible, safe and comprehensive door-to-door network and which provides an environmentally friendly solution to mass mobility such as through the use of electric public transport fleets and the provision of appropriate, dedicated public transport infrastructure.
3. Public transport services should be supported with public information campaigns that reverse the current negative language and highlight the benefits of public transport to its users and society (with a particular focus on the positive safety elements of public transport in the current and post COVID-19 era) to entice passengers back to the service. A fundamental part of this should be easy access to timely, personalised journey information and integrated ticketing built on the public transport sector.
4. Providers of public transport services should be able to rely on the assurance of multi-annual funding arrangements, notably in the context of COVID Recovery Plans.
5. Public authorities should be enabled to explore new, innovative and ethical sources of funding for public transport such as green bonds, public-private partnerships, land development levies, revenue from incentives introduced to encourage modal shift, etc. Furthermore, that funding decisions are based on the full range of full cost-benefit and impact assessments which also consider land value capture.

#### **Recommendation 3: Capitalising on micro-mobility**

1. Carry out comprehensive assessments of large-scale implementation of electric micro-mobility solutions to better understand the impacts on:
  - a. pollutant emission (both in terms of end-use emissions, for which tools such as urban transport roadmaps can be used, and in terms of emissions in the "life cycle").
  - b. health (e.g. in terms of physical activity and safety of users).
  - c. congestion of street and road networks (e.g. in terms of modal shift and traffic generation effects).

2. Promote long-term infrastructure investments (including through financial collaboration schemes between local authorities and mobility providers) that make e-micro mobility usage more attractive and safer for users. Better infrastructure (both digital and technical) will encourage sharing solutions, such as bike sharing and e-scooter sharing systems, and pre-empt any issues that can emerge in relation to charging and parking.

3. Develop legal frameworks that are clear for all service providers users, with effective enforcement of safety standards (building on e.g. the international standards developed by the industry for pedal assist e-bikes) and widespread public campaigns on whether electric micro-mobility vehicles are allowed – and under which rules.

4. In coordination with infrastructure investment and legal frameworks, introduce financial incentives that promote the uptake of electric micro-mobility solutions to address identified transport needs.

#### Recommendation 4: Introducing effective managed mobility solutions

1. Prepare national mobility management strategies, to be developed in coordination with other Member States under THE PEP, which provides guidance and support aiming at offering sustainable mobility choices and options at national, sub-national and local level including involving the private sector covering both passenger and freight initiatives. These strategies should focus on the following key elements:

- a. Strengthening the efficient and smart management of mobility needs and transport demand to ensure inclusive access to mobility and efficient use of infrastructure and transport systems.
- b. Making the best possible use of the potential of new transport technologies and zero-emission vehicles by combining them with climate-friendly mobility services and logistics.
- c. Embedding digitisation and mobility, smartly and cost-efficiently, as service approaches, and incorporating automated vehicles into the mobility system, while ensuring transparent data-sharing practices, the incorporation of the user's perspective and the adaptation to the situation post COVID-19.
- d. Identification of intelligent incentives and development of support programmes aimed at multimodal, clean, safe and inclusive mobility management and planning for cities, regions, companies, tourism, schools and youth by placing the needs of the user at the centre of potential solutions.
- e. Supporting awareness-raising, sustainable mobility planning and land-use policies to counteract urban sprawl, and providing incentives for modal shift and environment- and climate-friendly connectivity and accessibility in cities and regions.

2. Building on the national strategies, facilitate the development of sustainable regional and urban plans for mobility management and mobility planning including through the introduction of Sustainable Urban Mobility Plans (SUMP) or similar planning tools by exchanging best practice in this area and identifying common frameworks on which individual authorities can customise their systems.

#### Recommendation 5: Innovating to make transport green and healthy

1. Further develop the digitalization of the society and transport through the expansion of integrated mobility as service platforms, combining modes of transport with potential consumer, state and corporate interests.
2. Replace internal combustion engine with zero-emission vehicles and active travel whilst ensuring that road safety solutions are adopted to reduce injuries and fatalities.
3. The evolution of monitoring and enforcement systems.
4. Introduce Blockchain solutions to provide transparency in transportation management, planning and delivery.
5. Ensure the adoption of flexible, responsive, integrated, affordable and fair revenue management systems than facility equity in access to sustainable transport.

#### Recommendation 6: Encouraging active mobility

During the pandemic crisis, the role of cycling and walking has been even more important as it emerged as viable mobility options for essential trips while supporting physical distancing and relieving the burden on public transport. In order to support cycling and walking as means of making cities more liveable and resilient the countries of the pan-European region are asked to set actions following these recommendations:

1. Build strong and long-term political consensus including investment strategies and fiscal measures to promote active mobility, and ensure coordination and cooperation across all levels of government and other key stakeholders;
2. Accelerate the adoption and implementation of the Pan-European Master Plan for Cycling Promotion (PEMP) and develop and implement an equivalent plan for walking;
3. Make sure to cover the following three pillars to promote active mobility:
  - a. Improve infrastructure - e.g. adapt street design and amend traffic regulations and ensure adequate financing to facilitate the creation of safe infrastructure and spaces for cyclists and pedestrians while ensuring attractive multimodal solutions with public transport
  - b. Raise awareness and skills - e.g. communication of the benefits of cycling and walking and encourage children's training in safe walking and cycling, including by developing appropriate manuals.
  - c. Improve governance and accountability - e.g. ensure clear attribution of responsibility, resources and accountability for walking and cycling to specific authorities at the national and/or local levels and create "knowledge hubs" to facilitate the exchange of good practices among all relevant stakeholders
4. Link decisions on infrastructure development in emergency conditions with long-term goals formulated in relevant strategic documents (national transport / cycling / active mobility/health plans) and integrate cycling and walking into emergency plans;
5. Change urban planning, land use and transportation policies, building on the principles of fair allocation of public space and ensuring that essential living needs are accessible safe and healthy by walking and cycling.

## Recommendation 7: Leaving no one behind

1. Whilst keeping in mind the overall long term goal of securing SDGs 11.2; 11.3; 11.7 and 11.a, the following measures should be taken into consideration when rebuilding the transport system in a fair and inclusive way:
  - a. Collect: data to assess the level of transport inequalities.
  - b. Plan:
    - Transport networks to avoid creating disadvantaged neighbourhoods and transport-isolated areas.
    - New developments by keeping in mind public transport and accessibility.
    - New developments and transport infrastructures so that various actors, especially grassroots and community initiatives, are involved to understand and address social disparities in communities affected by poor transport services.
    - Public transport with vulnerable groups in mind.
  - c. Focus on:
    - Future transport investments in infrastructure for sustainable development, paying particular attention to developments in deprived areas and areas with low levels of transit accessibility.
    - Implementation of urban planning initiatives aimed at improving the quality of life of people (social, economically, environmentally, medically and through transport) by providing access to commodities within a short time.