

# Politics as Poetry, The strategy

## Policy Roadmap and Policy Guide

**Maxime HACHETTE**

Researcher

Université Gustave Eiffel

[maxime.hachette@univ-eiffel.fr](mailto:maxime.hachette@univ-eiffel.fr)

**Alain L'HOSTIS**

Research Director

Université Gustave Eiffel

[alain.lhostis@univ-eiffel.fr](mailto:alain.lhostis@univ-eiffel.fr)



October 27, 2022



This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 1011007019

ISINNOVA  
Research Innovation Sustainability



TECHNISCHE  
UNIVERSITÄT  
DRESDEN

Université  
Gustave Eiffel

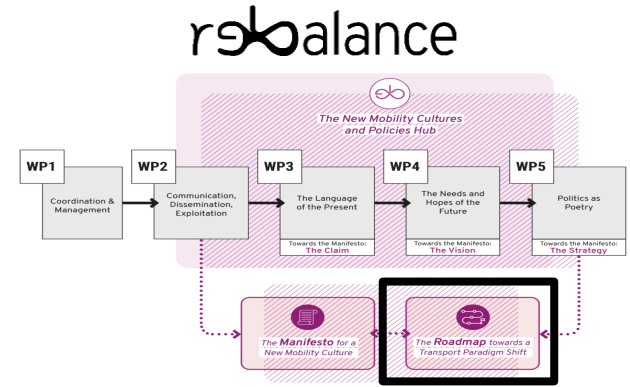


UNIVERSITY  
OF ZILINA

Osborne  
Clarke

# From the vision to roadmap

1/ From vision to objectives



This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019

ISINNOVA  
INNOVATION INNOVATION INNOVATION

FUNDACIO  
Ersilia

TECHNISCHE  
UNIVERSITÄT  
DRESDEN

Université  
Gustave Eiffel



UNIVERSITY  
OF ZILINA

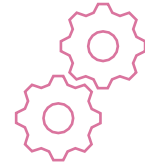
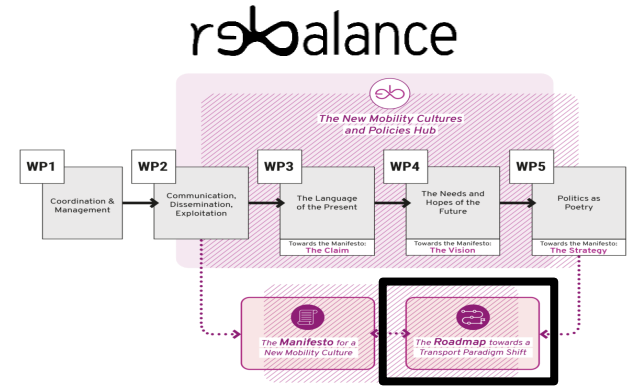
Osborne  
Clarke

# From the vision to roadmap

1/ From vision to objectives



2/ Poll



This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019

ISINNOVA  
research innovation social ability



TECHNISCHE UNIVERSITÄT DRESDEN

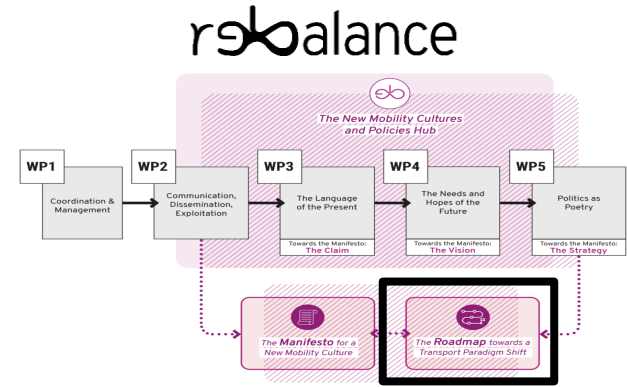
Université Gustave Eiffel



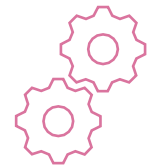
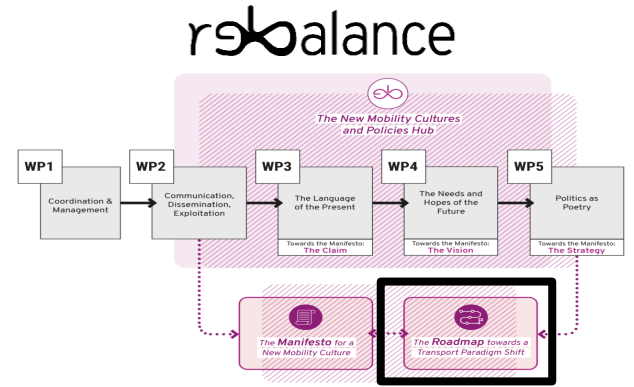
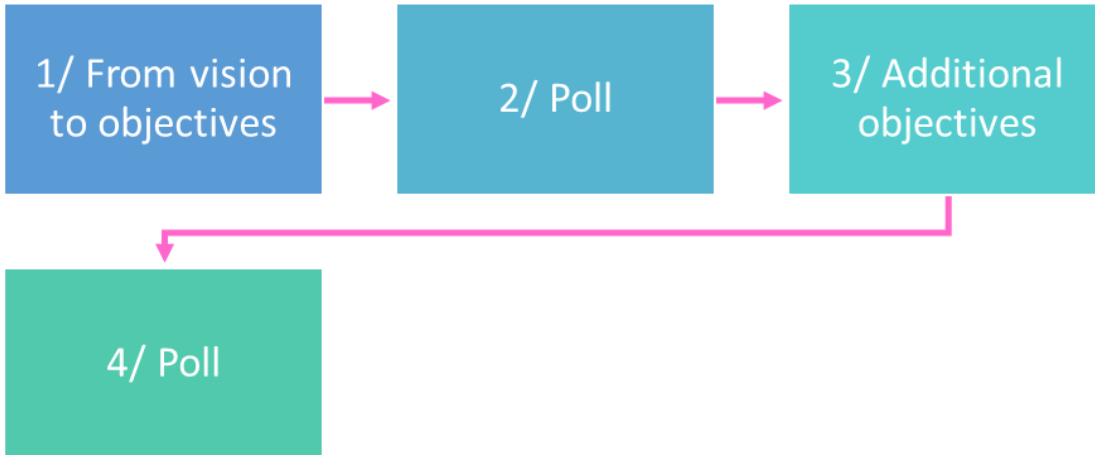
UNIVERSITY OF ZILINA

Osborne Clarke

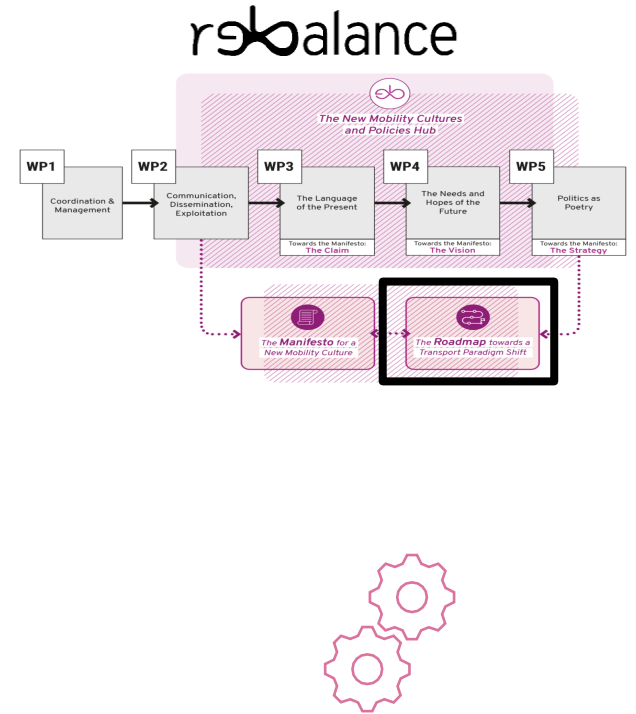
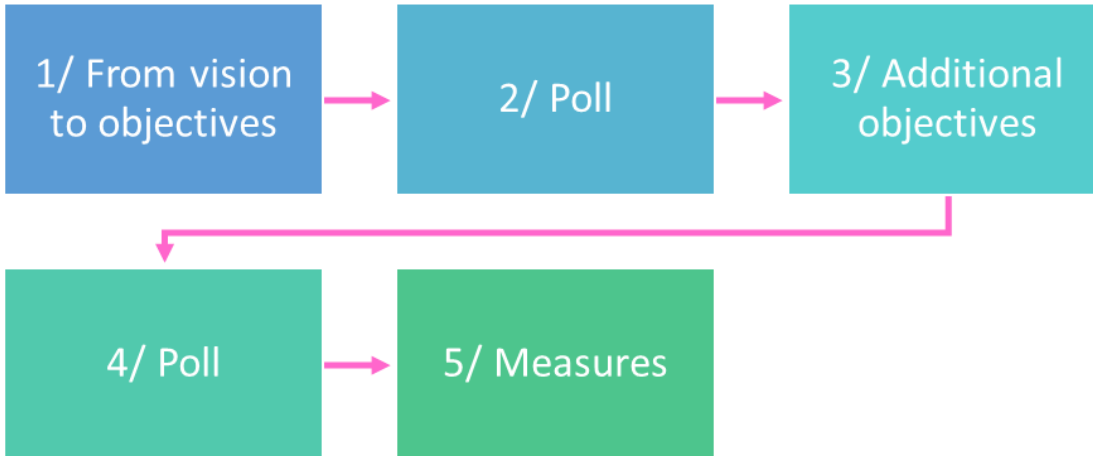
# From the vision to roadmap



# From the vision to roadmap



# From the vision to roadmap



This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019

ISINNOVA  
research innovation social ability



TECHNISCHE UNIVERSITÄT DRESDEN

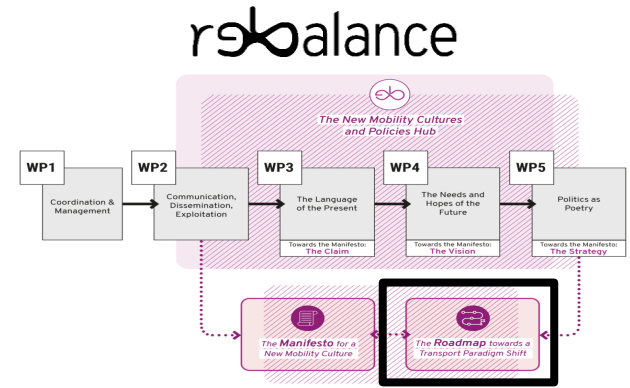
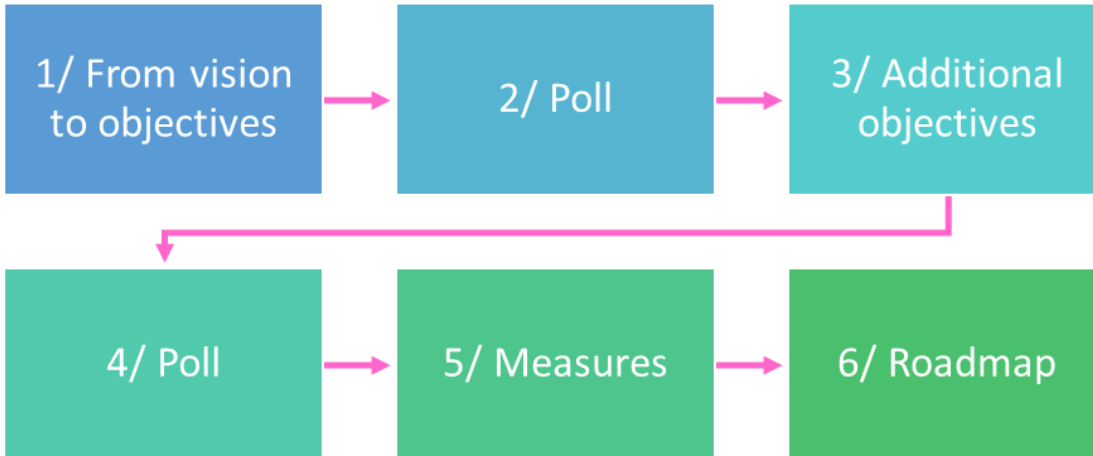
Université Gustave Eiffel



UNIVERSITY OF ZILINA

Osborne Clarke

# From the vision to roadmap



This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019

ISINNOVA  
research innovation social ability



TECHNISCHE UNIVERSITÄT DRESDEN

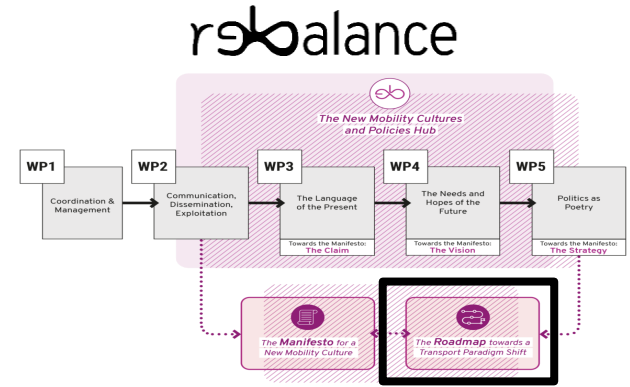
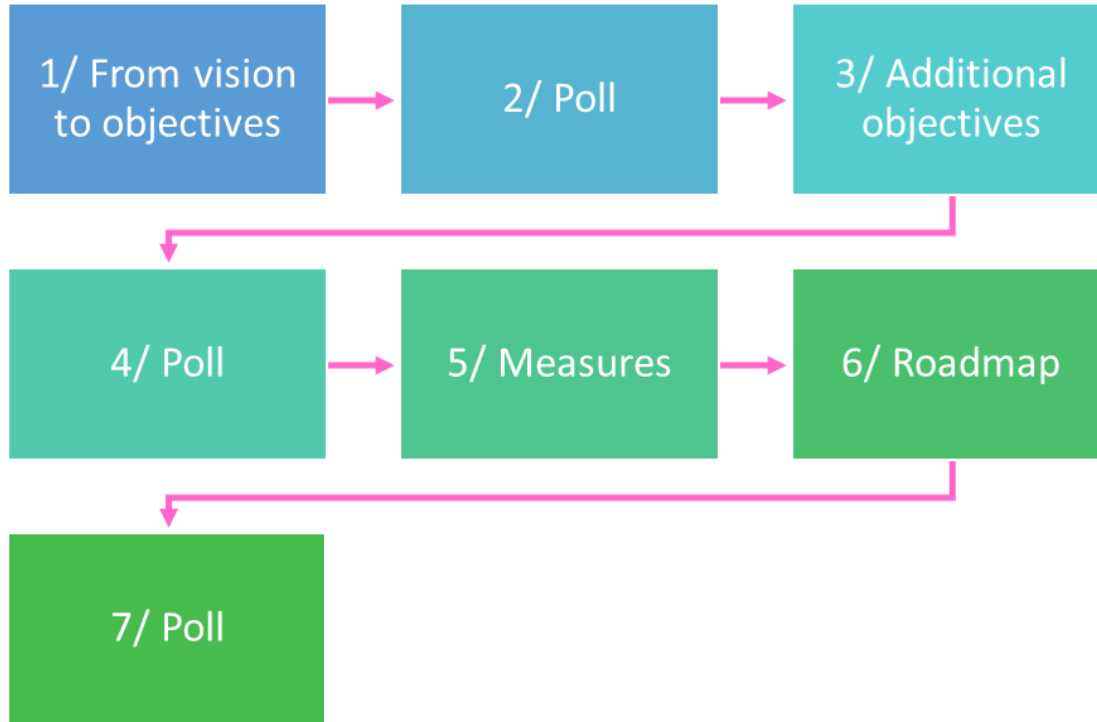
Université Gustave Eiffel



UNIVERSITY OF ZILINA

Osborne Clarke

# From the vision to roadmap



This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019

ISINNOVA  
research innovation social ability



TECHNISCHE UNIVERSITÄT DRESDEN

Université Gustave Eiffel

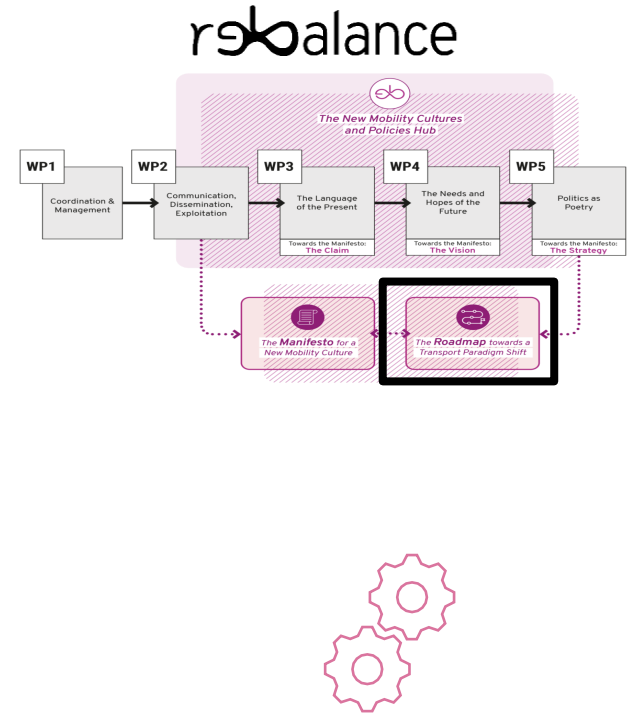
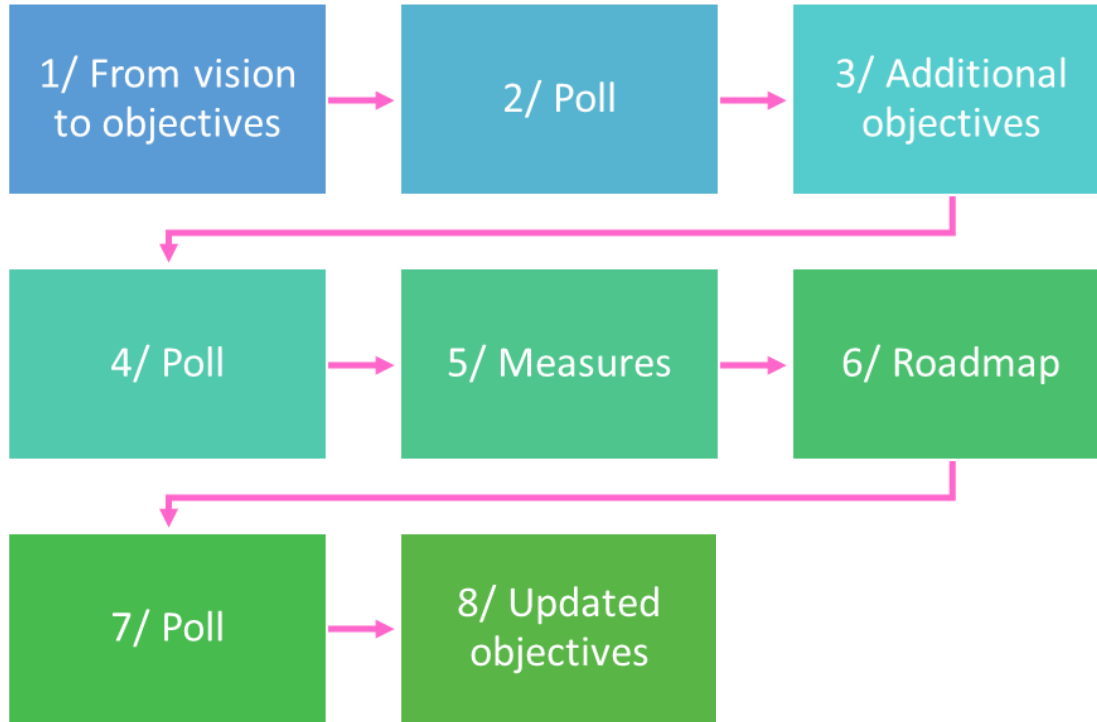


UNIVERSITY OF ZILINA

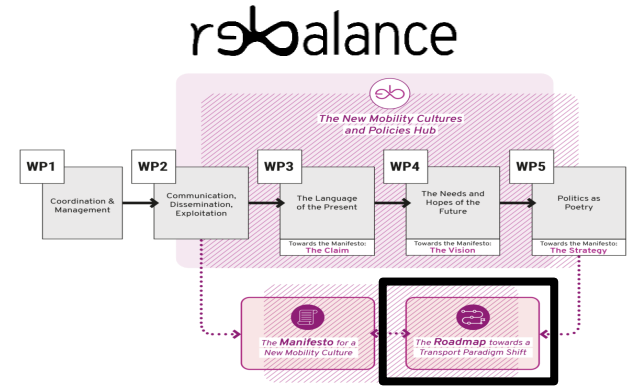
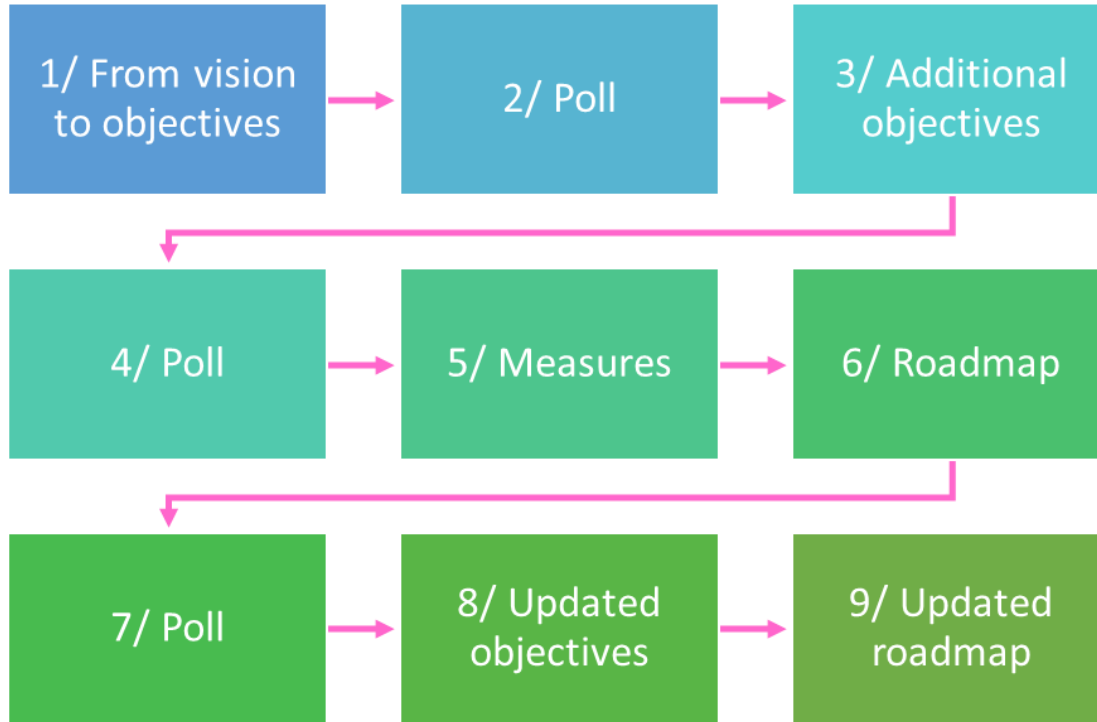
Osborne Clarke



# From the vision to roadmap



# From the vision to roadmap



# 20 experts



## Fields of expertise:

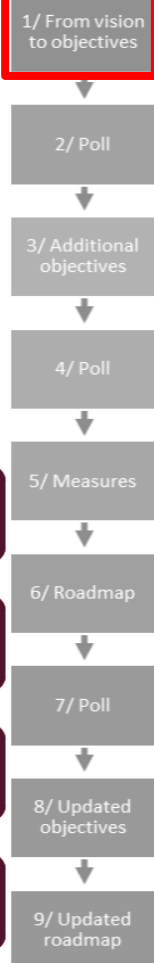
- Transport
- Mobility
- Shared mobility
- Urbanism
- Temporal urbanism
- Data
- Urban policies
- Economy
- Legal
- Engineering

## Position of experts:

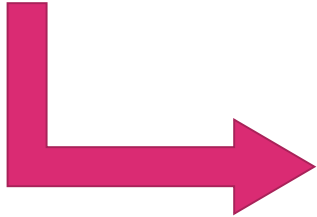
- 14 Academics
- 1 Practitioner
- 2 NGOs
- 3 Industry/consultancy



# From the vision to objectives



- 1/ Cultural Change
- 2/ Modernity and mobility
- 3/ Critical revisitation of speed and efficiency
- 4/ Technology that prevents place and time alienation
- 5/ Mobility justice
- 6/ People-centered mobility
- 7/ Active mobility
- 8/ Meaningful travel time
- 9/ Dyschronicity
- 10/ Customised mobility



- 1/ Behavioural change
- 2/ Connectivity / accessibility to everywhere
- 3/ Accessibility of everyone to the transport / mobility system
- 4/ Calming the city
- 5/ Reliable, modern, comfortable and safe transport equipment and infrastructure
- 6/ People centred transport and public space
- 7/ Mobility as a human experience
- 8/ Reduction of individual mobility needs



# From the vision to objectives



<https://bit.ly/Objectives-Validation>

- 1/ Cultural Change
- 2/ Modernity and mobility
- 3/ Critical revisitiation of speed and efficiency
- 4/ Technology that prevents place and time alienation
- 5/ Mobility justice
- 6/ People-centered mobility
- 7/ Active mobility
- 8/ Meaningful travel time
- 9/ Dyschronicity
- 10/ Customised mobility

- 1/ Behavioural change
- 2/ Connectivity / accessibility to everywhere
- 3/ Accessibility of everyone to the transport / mobility system
- 4/ Calming the city
- 5/ Reliable, modern, comfortable and safe transport equipment and infrastructure
- 6/ People centred transport and public space
- 7/ Mobility as a human experience
- 8/ Reduction of individual mobility needs



(Poll, 15 answers)

This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019



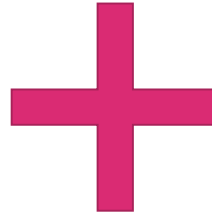
# Additional objectives

1/ Environmental / Decarbonization / Air quality and carbon reduction / Impact of mobility on climate and climate change / Reduction of climate change emissions and other negative environmental impacts of transport

2/ Social justice (fairness of mobility budget to reach a minimum of daily life activities)

3/ Connectivity (data)

4/ Reconsider mobility paradigm through "degrowth" objectives : consider structural change, rather than behavioural change at constant socioeconomic system



1/ Behavioural change

2/ Connectivity / accessibility to everywhere

3/ Accessibility of everyone to the transport / mobility system

4/ Calming the city

5/ Reliable, modern, comfortable and safe transport equipment and infrastructure

6/ People centred transport and public space

7/ Mobility as a human experience

8/ Reduction of individual mobility needs

1/ From vision to objectives

2/ Poll

3/ Additional objectives

4/ Poll

5/ Measures

6/ Roadmap

7/ Poll

8/ Updated objectives

9/ Updated roadmap



# Additional objectives

rebalance



(Poll, 15 answers)

<https://bit.ly/Additional-Objectives>

1/ Environmental / Decarbonization / Air quality and carbon reduction / Impact of mobility on climate and climate change / Reduction of climate change emissions and other negative environmental impacts of transport

2/ Social justice (fairness of mobility budget to reach a minimum of daily life activities)

3/ Connectivity (data)

4/ Reconsider mobility paradigm through "degrowth" objectives : consider structural change, rather than behavioural change at constant socioeconomic system

1/ Behavioural change

2/ Connectivity / accessibility to everywhere

3/ Accessibility of everyone to the transport / mobility system

4/ Calming the city

5/ Reliable, modern, comfortable and safe transport equipment and infrastructure

6/ People centred transport and public space

7/ Mobility as a human experience

8/ Reduction of individual mobility needs

# Selected objectives

1/ Behavioural change

2/ Connectivity / accessibility to everywhere

3/ Accessibility of everyone to the transport / mobility system

4/ Calming the city

5/ Reliable, modern, comfortable and safe transport equipment and infrastructure

6/ People centred transport and public space

7/ Mobility as a human experience

8/ Reduction of individual mobility needs / **Degrowth**

9/ **Environmental considerations**

10/ **Social justice**

1/ From vision to objectives

2/ Poll

3/ Additional objectives

4/ Poll

5/ Measures

6/ Roadmap

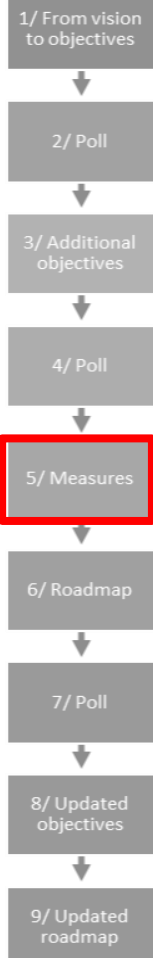
7/ Poll

8/ Updated objectives

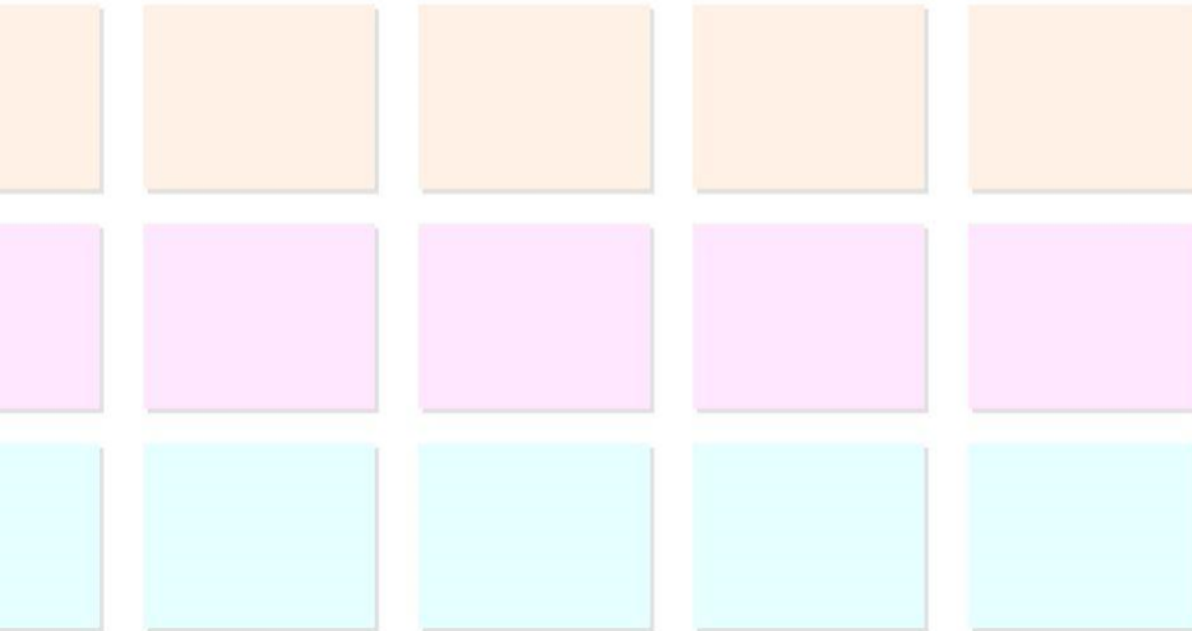
9/ Updated roadmap



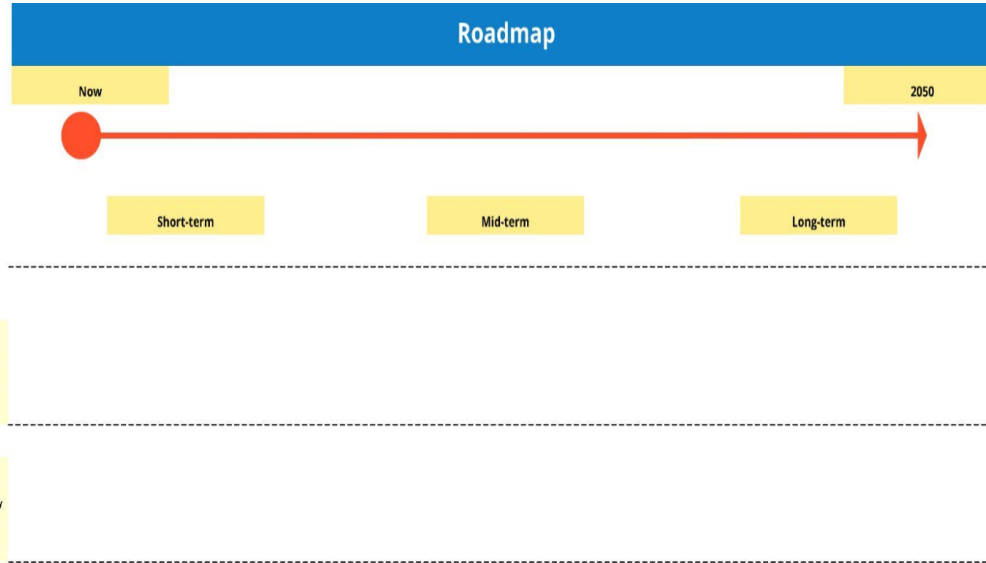
# From objectives to measures



Measures (Political decisions, Infrastructures, Assessment, Communication, Legal, Management, Monitoring...)

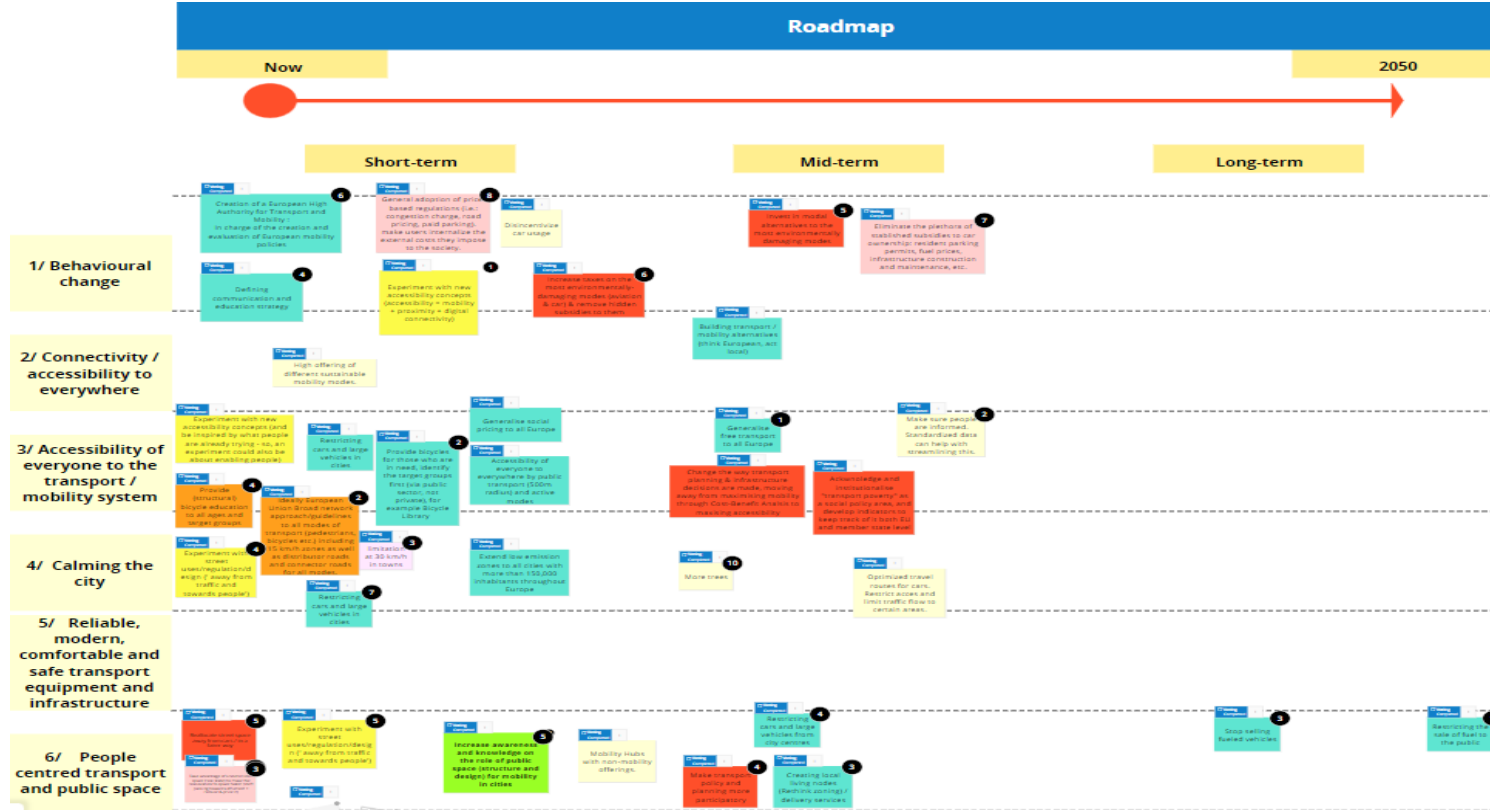


# From measures to the roadmap



- 1/ From vision to objectives
- 2/ Poll
- 3/ Additional objectives
- 4/ Poll
- 5/ Measures
- 6/ Roadmap**
- 7/ Poll
- 8/ Updated objectives
- 9/ Updated roadmap

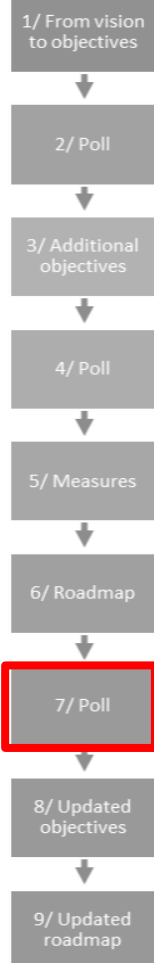
# From measures to the roadmap



- 1/ From vision to objectives
- ↓
- 2/ Poll
- ↓
- 3/ Additional objectives
- ↓
- 4/ Poll
- ↓
- 5/ Measures
- ↓
- 6/ Roadmap
- ↓
- 7/ Poll
- ↓
- 8/ Updated objectives
- ↓
- 9/ Updated roadmap



# Measures validation



N°	Measure	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Sum	Mean	SD	Mean-SD	Median	Mode	Skew	Categories	Comments
33	Ideally European Union Broad network approach/guidelines to all modes of transport (pedestrians, bicycles etc.) including 15 km/h zones as well as distributor roads and connector roads for all modes.	1	1	2	1	1	1	0	2	0	1	0	0	1	2	1	14	0.93	0.70	0.23	1	1	0.09	Adopted with consensus	
34	Make transport policy and planning more participatory	1	1	2	2	-1	0	1	1	1	0	0	2	2	0	14	0.93	0.96	-0.03	1	1	-0.41	Adopted with consensus		
35	Defining communication and education strategy	1	1	0	2	0	2	0	2	0	0	0	1	0	2	2	13	0.87	0.92	-0.05	1	0	0.29	Adopted with consensus	
36	Acknowledge and institutionalise "transport poverty" as a social policy area, and develop indicators to keep track of it both EU and member state level	0	0	2	1	2	0	-1	2	1	-1	1	1	2	2	1	13	0.87	1.06	-0.19	1	2	-0.53	Adopted with consensus	
37	Make sure people are informed. Standardized data can help with streamlining this.	2	2	0	2	0	2	0	1	1	-1	1	1	1	2	-1	13	0.87	1.06	-0.19	1	2	-0.53	Adopted with consensus	
38	Take advantage of underutilized space (real estate) to make the reallocation for space faster (shift parking towards off-street + reduce & price it)	0	2	2	0	1	0	-1	0	2	1	0	0	2	2	2	13	0.87	1.06	-0.19	1	0	-0.12	Adopted with consensus	
39	Evidence suggests that telecommuting relocation effect (longer trips mid- to long-term due to suburbanization) is larger than the substitution effect (less trips).	0	0	0	0	0	2	1	2	2	2	1	1	1	1	0	13	0.87	0.83	0.03	1	0	0.27	Adopted with consensus	
40	Urban densification	-2	-2	2	1	2	-1	1	1	2	1	1	2	1	2	2	13	0.87	1.41	-0.54	1	2	-1.33	Hot topic	Positive but debated
41	Optimized travel routes for cars. Restrict access and limit traffic flow to certain areas.	0	2	0	0	1	0	1	2	0	0	1	0	1	2	2	12	0.80	0.86	-0.06	1	0	0.43	Adopted with consensus	
42	Restricting cars and large vehicles from city centres	1	2	-1	1	2	2	-1	0	2	-2	0	2	1	1	2	12	0.80	1.32	-0.52	1	2	-0.87	Hot topic	Positive but debated
43	Generalise teleworking when possible	1	0	2	2	1	-1	1	1	-1	1	1	0	1	1	0	10	0.67	0.90	-0.23	1	1	-0.58	Adopted with consensus	
44	Creation of a European High Authority for Transport and Mobility : In charge of the creation and evaluation of European mobility policies	2	-1	1	2	1	2	0	-1	1	1	-1	2	0	1	-1	9	0.60	1.18	-0.58	1	1	-0.27	Adopted with consensus	
45	Provide bicycles for those who are in need, identify the target groups first (via public sector, not private), for example Bicycle Library	-1	0	2	1	0	1	-1	1	0	0	0	0	2	2	2	9	0.60	1.06	-0.46	0	0	0.12	Adopted with consensus	
46	Encourage a public & political debate on which travel purposes / activities ought to be prioritised and catered for, and which ought to be discouraged	1	0	1	1	2	2	0	-1	0	1	0	0	2	2	-2	9	0.60	1.18	-0.58	1	0	-0.57	Adopted with consensus	
47	Generalise social pricing to all Europe	-1	1	0	2	0	-1	-1	1	0	0	1	2	1	2	1	8	0.53	1.06	-0.53	1	1	-0.10	Adopted with consensus	
48	Mobility Hubs with non-mobility offerings.	1	0	1	0	0	-1	0	2	1	-1	1	1	2	2	-1	8	0.53	1.06	-0.53	1	1	-0.10	Adopted with consensus	
49	Implement more flexible land-use policies to account for the interaction between residence/economic activity location choices and transport costs	1	1	-2	1	0	-1	1	0	2	1	1	0	1	2	0	8	0.53	1.06	-0.53	1	1	-0.93	Adopted with consensus	
50	Encourage Relocating households close to their workplaces/needs	-2	-1	2	2	1	1	0	0	-1	0	0	0	1	1	2	6	0.40	1.18	-0.78	0	0	-0.32	Hot topic	Slightly positive
51	Stop selling fueled vehicles	1	-2	1	1	2	2	-2	0	1	-2	-1	2	1	2	-1	5	0.33	1.54	-1.21	1	1	-0.51	Hot topic	Already foreseen



# Measures validation

robalance



(Poll, 15 answers)

	Adopted with consensus
	Hot topic

**56 Proposed measures**  
**47 Consensual measures**  
**7 Hot topics**

<https://bit.ly/Roadmap-Measures-Validation>

N°	Measure	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Sum	Mean	SD	Mean-SD	Median	Mode	Skew	Categories	Comments
33	Ideally European Union Broad network approach/guidelines to all modes of transport (pedestrians, bicycles etc.) including 15 km/h zones as well as distributor roads and connector roads for all modes.	1	1	2	1	1	1	0	2	0	1	0	0	1	2	1	14	0.93	0.70	0.23	1	1	0.09	Adopted with consensus	
34	Make transport policy and planning more participatory	1	1	2	2	2	-1	0	1	1	1	0	0	2	2	0	14	0.93	0.96	-0.03	1	1	-0.41	Adopted with consensus	
35	Defining communication and education strategy	1	1	0	2	0	2	0	2	0	0	0	1	0	2	2	13	0.87	0.92	-0.05	1	0	0.29	Adopted with consensus	
36	Acknowledge and institutionalise "transport poverty" as a social policy area, and develop indicators to keep track of it both EU and member state level	0	0	2	1	2	0	-1	2	1	-1	1	1	2	2	1	13	0.87	1.06	-0.19	1	2	-0.53	Adopted with consensus	
37	Make sure people are informed. Standardized data can help with streamlining this.	2	2	0	2	0	2	0	1	1	-1	1	1	1	2	-1	13	0.87	1.06	-0.19	1	2	-0.53	Adopted with consensus	
38	Take advantage of underutilized space (real estate) to make the reallocation for space faster (shift parking towards off-street + reduce & price it)	0	2	2	0	1	0	-1	0	2	1	0	0	2	2	2	13	0.87	1.06	-0.19	1	0	-0.12	Adopted with consensus	
39	Evidence suggests that telecommuting relocation effect (longer trips mid- to long-term due to suburbanization) is larger than the substitution effect (less trips).	0	0	0	0	0	2	1	2	2	2	1	1	1	1	0	13	0.87	0.83	0.03	1	0	0.27	Adopted with consensus	
40	Urban densification	-2	-2	2	1	2	-1	1	1	2	1	1	2	1	2	2	13	0.87	1.41	-0.54	1	2	-1.33	Hot topic	Positive but debated
41	Optimized travel routes for cars. Restrict access and limit traffic flow to certain areas.	0	2	0	0	1	0	1	2	0	0	1	0	1	2	2	12	0.80	0.86	-0.06	1	0	0.43	Adopted with consensus	
42	Restricting cars and large vehicles from city centres	1	2	-1	1	2	2	-1	0	2	-2	0	2	1	1	2	12	0.80	1.32	-0.52	1	2	-0.87	Hot topic	Positive but debated
43	Generalise teleworking when possible	1	0	2	2	1	-1	1	1	-1	1	1	0	1	1	0	10	0.67	0.90	-0.23	1	1	-0.58	Adopted with consensus	
44	Creation of a European High Authority for Transport and Mobility : In charge of the creation and evaluation of European mobility policies	2	-1	1	2	1	2	0	-1	1	1	-1	2	0	1	-1	9	0.60	1.18	-0.58	1	1	-0.27	Adopted with consensus	
45	Provide bicycles for those who are in need, identify the target groups first (via public sector, not private), for example Bicycle Library	-1	0	2	1	0	1	-1	1	0	0	0	0	2	2	2	9	0.60	1.06	-0.46	0	0	0.12	Adopted with consensus	
46	Encourage a public & political debate on which travel purposes / activities ought to be prioritised and catered for, and which ought to be discouraged	1	0	1	1	2	2	0	-1	0	1	0	0	2	2	-2	9	0.60	1.18	-0.58	1	0	-0.57	Adopted with consensus	
47	Generalise social pricing to all Europe	-1	-1	0	2	0	-1	-1	1	0	0	1	2	1	2	1	8	0.53	1.06	-0.53	1	1	-0.10	Adopted with consensus	
48	Mobility Hubs with non-mobility offerings.	1	0	1	0	0	-1	0	2	1	-1	1	1	2	2	-1	8	0.53	1.06	-0.53	1	1	-0.10	Adopted with consensus	
49	Implement more flexible land-use policies to account for the interaction between residence/economic activity location choices and transport costs	1	1	-2	1	0	-1	1	0	2	1	1	0	1	2	0	8	0.53	1.06	-0.53	1	1	-0.93	Adopted with consensus	
50	Encourage Relocating households close to their workplaces/needs	-2	-1	2	2	1	1	0	0	-1	0	0	0	1	1	2	6	0.40	1.18	-0.78	0	0	-0.32	Hot topic	Slightly positive
51	Stop selling fueled vehicles	1	-2	1	1	1	2	2	0	1	-2	-1	2	1	2	-1	5	0.33	1.54	-1.21	1	1	-0.51	Hot topic	Already foreseen

This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019

ISINNOVA  
research innovation social ability

FUNDACIO Ersilia

TECHNISCHE UNIVERSITÄT DRESDEN

Universität Gustave Eiffel

UNIVERSITY OF ZILINA

Osborne Clarke

# Updated objectives

rebalance

**1/ Environmental considerations**  
(Decarbonisation / Noise reduction / Light pollution reduction / Vegetalisation / Calming the city ...)

**2/ Mobility, transport and public spaces centred on collective well-being** (human beings, fauna, and flora)

**3/ Social justice** over all Europe / Accessibility of everyone (regardless of age, ability, or income) **to the sustainable transport and mobility system**

**4/ Support behavioural change for degrowth** by the reduction of individual mobility needs: Reduce constrained mobility (home/work) and limit voluntary mobility (tourism), particularly with polluting modes

**5/ Connectivity and Accessibility** to everywhere (virtually or physically) to address needs, particularly, **with less polluting modes** (active mobility, shared mobility, public transport, ...)

**6/ Reliable, flexible, modern, comfortable and safe** transport equipment, infrastructure, public space, ...

**7/ Think mobility as a human experience:** usefully travel time particularly for less polluting modes (active mobility, shared mobility, public transport, ...)

1/ Behavioural change

6/ People centred transport and public space

2/ Connectivity / accessibility to everywhere

7/ Mobility as a human experience

3/ Accessibility of everyone to the transport / mobility system

8/ Reduction of individual mobility needs / **Degrowth**

4/ Calming the city

9/ **Environmental considerations**

5/ Reliable, modern, comfortable and safe transport equipment and infrastructure

10/ **Social justice**

1/ From vision to objectives



2/ Poll



3/ Additional objectives



4/ Poll



5/ Measures



6/ Roadmap



7/ Poll

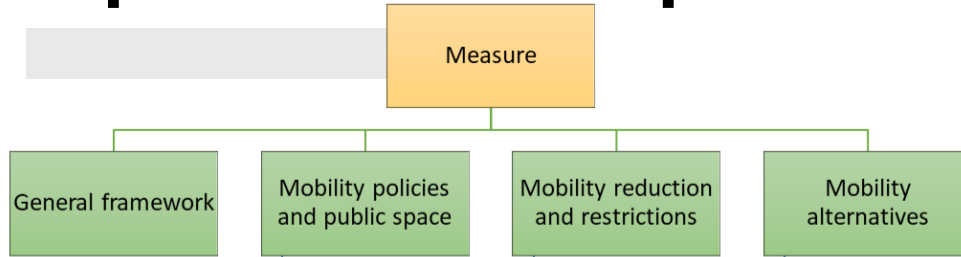


8/ Updated objectives



9/ Updated roadmap

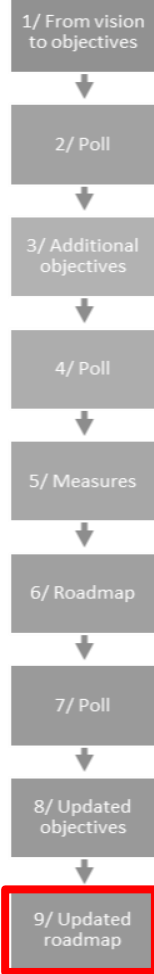
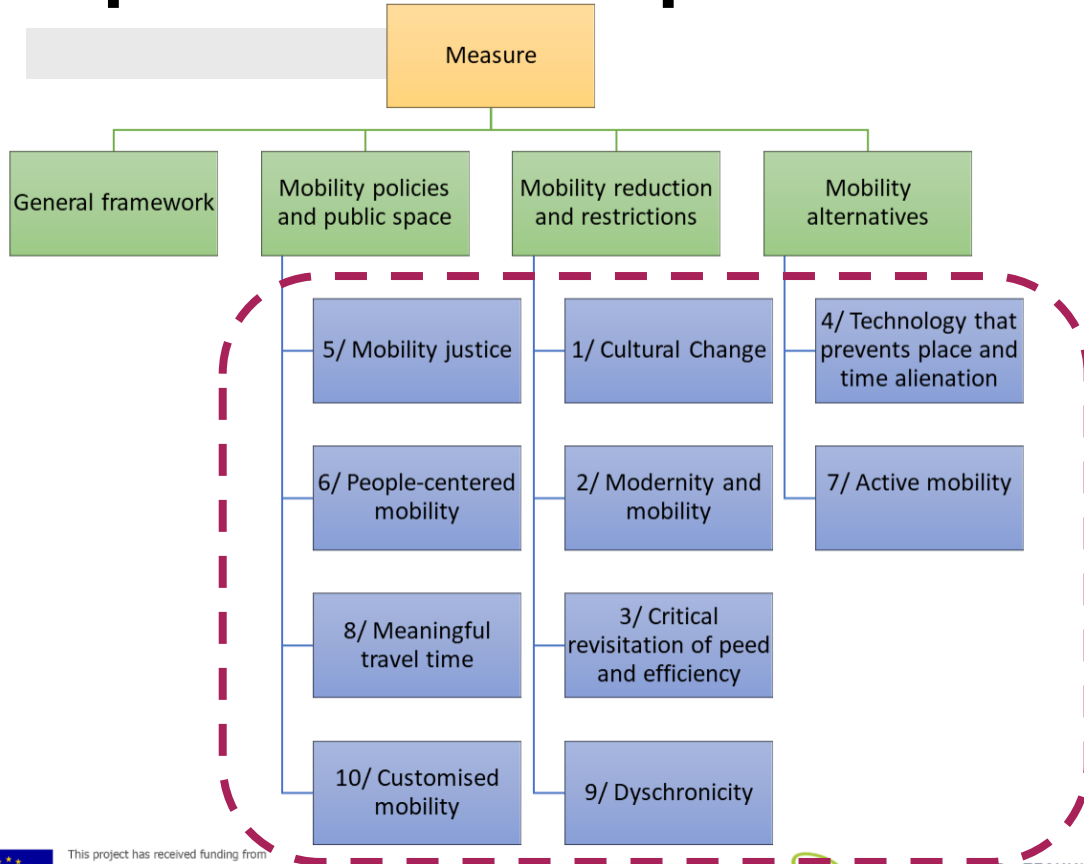
# Updated roadmap



rebalance



# Updated roadmap



Vision items











# Examples of adopted measures, consensual (6/40)

- 🤝 Taxation based on the “Polluter Pays” principle (short-term)
- 🤝 Increase further “Polluter Pays” taxes on the most environmentally-damaging modes (to subsidize sustainable modes) (mid-term)
- 🤝 Stop subsidizing polluting modes of transport
- 🤝 Reallocate street space away from cars in a fairer way by taking advantage of underutilized space (shift parking towards off-street + reduce on-street parking & price it)
- 🤝 Experimenting to learn and make better decisions (new concepts, be inspired by what people are already trying, with street uses/regulation/design...)
- 🤝 Acknowledge and institutionalize “transport poverty” as a social policy area, and develop indicators to keep track of it both EU and member state level



# Adopted measures, hot topics (7/7)

rebalance

- Restricting cars and large vehicles from city centres
- Stop selling fuelled vehicles*
- Quotas of mobility rights
- Reduction of working hours
- Urban densification
- Encourage Relocating households close to their workplaces/needs
- Generalise free transport to all Europe (reformulated into ***Developing free public transport***)

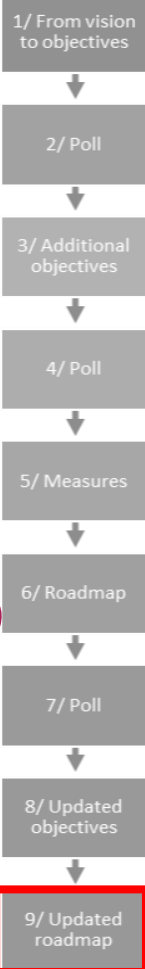


# Adopted measures, hot topics

- Restricting cars and large vehicles from city centres
- Stop selling fuelled vehicles*
- Quotas of mobility rights
- Reduction of working hours
- Urban densification
- Encourage Relocating households close to their workplaces/needs
- Generalise free transport to all Europe (reformulated into ***Developing free public transport***)

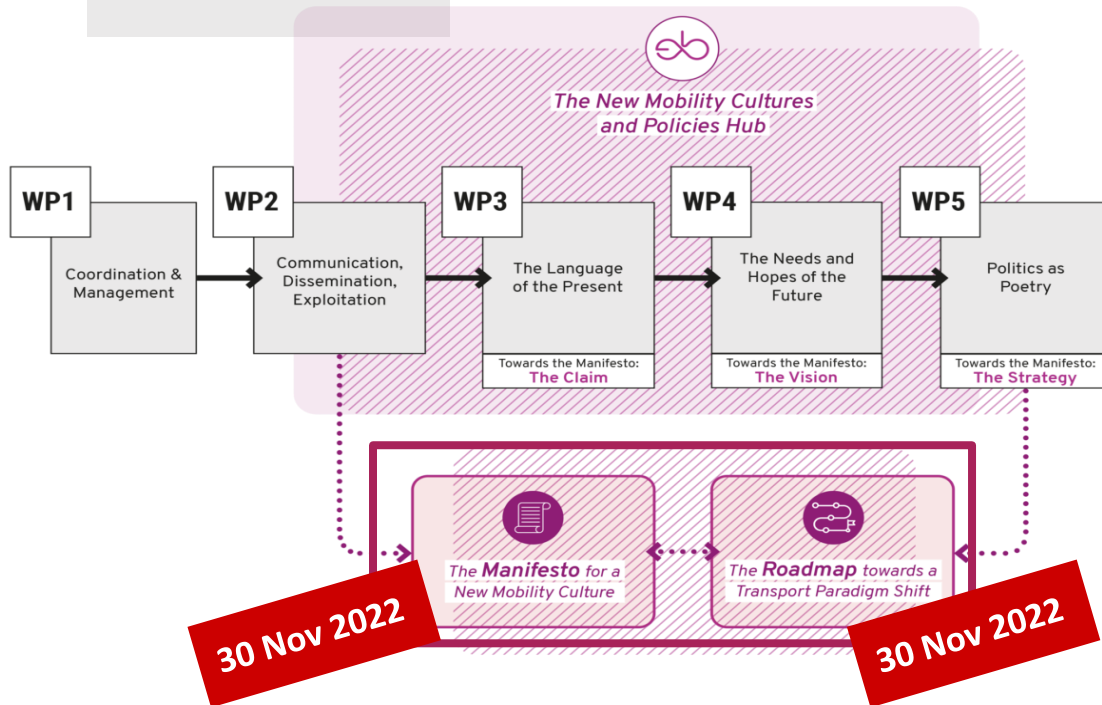


“Seamlessness”  
only for sustainable  
mobility ?



# Next steps

## Final events



From claim to Manifesto  
13 October 2022  
from 4pm to 6pm

From vision to Manifesto  
20 October 2022  
from 4pm to 6pm

From Roadmap to Manifesto  
27 October 2022  
from 4pm to 6pm

**The Manifesto**  
**22 November 2022**  
**Brussels**

To register, please follow the link in the chat : <https://rebalancemobility.eu/final-events/>



# Thank you for your participation

## For more information



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



[@RebalanceEu](https://twitter.com/RebalanceEu)



[REBALANCE\\_EU](https://www.linkedin.com/company/rebalance_eu)

**Maxime HACHETTE**

Researcher  
Université Gustave Eiffel

[maxime.hachette@univ-eiffel.fr](mailto:maxime.hachette@univ-eiffel.fr)

**Alain L'HOSTIS**

Research Director  
Université Gustave Eiffel

[alain.lhostis@univ-eiffel.fr](mailto:alain.lhostis@univ-eiffel.fr)

**LVM** Laboratoire  
Ville  
Mobilité  
Transport

Sous la co-tutelle de :  
ÉCOLE DES PONTS PARISTECH  
UNIVERSITÉ GUSTAVE EIFFEL



This project has received funding from the European Union's Horizon 2020 research and innovation program under the grant agreement No. 101007019

ISINNOVA  
Research Innovation Sustainability



TECHNISCHE  
UNIVERSITÄT  
DRESDEN

Université  
Gustave Eiffel



UNIVERSITY  
OF ZILINA

Osborne  
Clarke