



Politics as Poetry, The strategy

Policy Roadmap and Policy Guide

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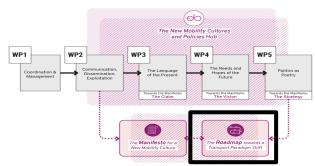








1/ From vision to objectives













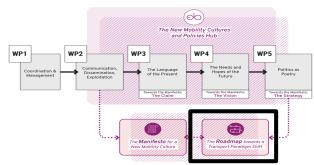


















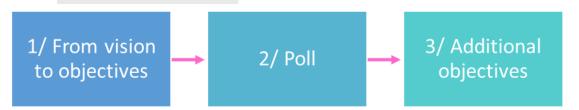


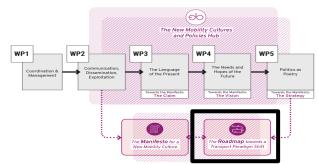


















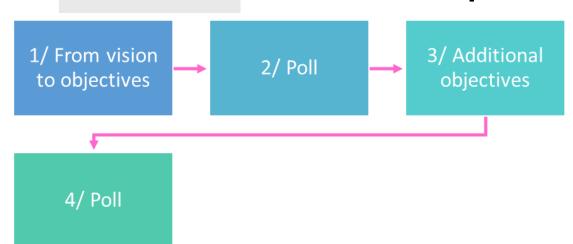


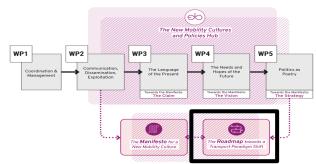


















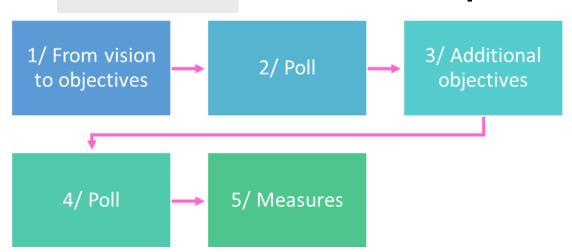


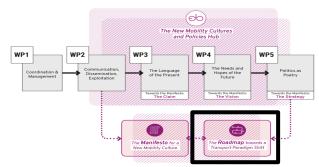


















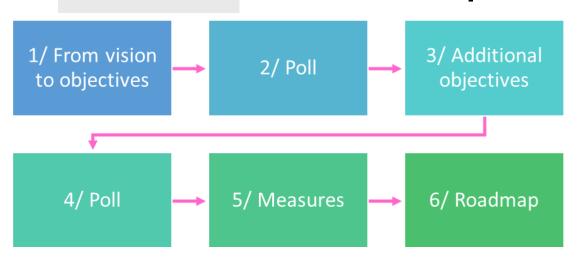


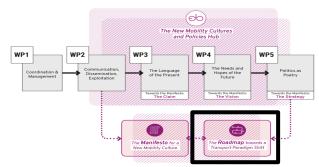


















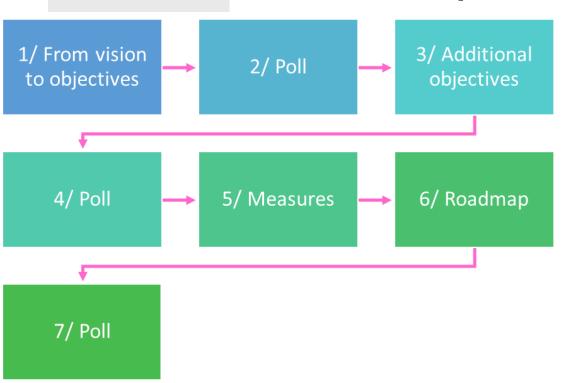


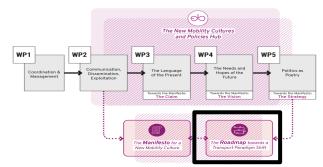


















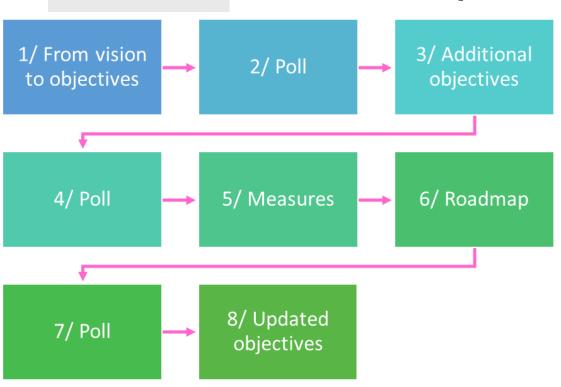


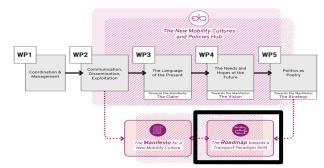


















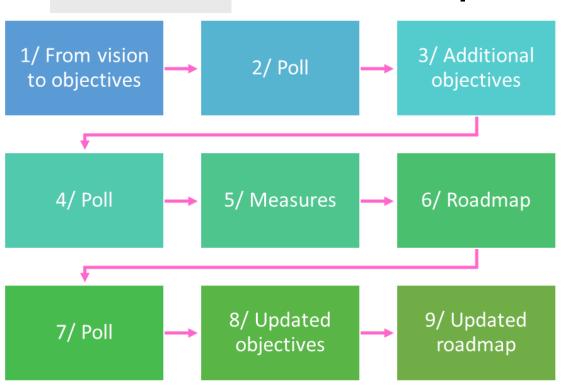




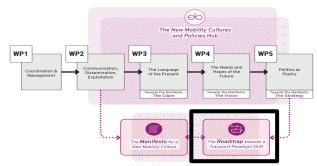




























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20 experts

Fields of expertise: Transport % M Mobility **Shared mobility** *‰* □1 Urbanism *‰* □1 Temporal urbanism Data *‰* □1 Urban policies % TA Economy % M Legal Engineering *‰* □1

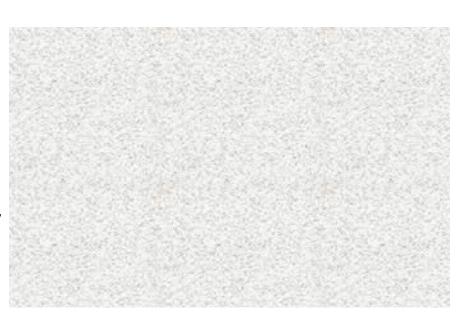
Position of experts:

14 Academics

1 Practitioner

2 NGOs

3 Industry/consultancy





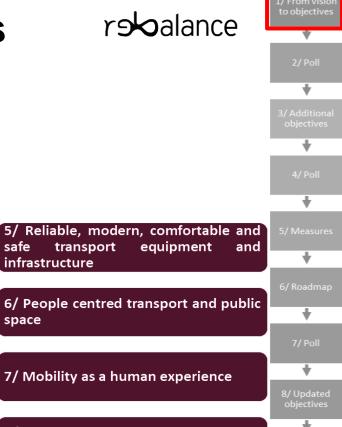








From the vision to objectives





6/ People-centered mobility

8/ Meaningful travel time

7/ Active mobility

9/ Dyschronicity

Connectivity accessibility to everywhere

3/ Accessibility of everyone to the transport / mobility system

4/ Calming the city

8/ Reduction of individual mobility needs





1/ Cultural Change

and time alienation

5/ Mobility justice

efficiency

2/ Modernity and mobility

3/ Critical revisitation of speed and

4/ Technology that prevents place



1/ Behavioural change





safe

space









From the vision to objectives

rs balance





1/ Cultural Change

6/ People-centered mobility

2/ Modernity and mobility

7/ Active mobility

3/ Critical revisitation of speed and efficiency

8/ Meaningful travel time

4/ Technology that prevents place and time alienation

9/ Dyschronicity

5/ Mobility justice

10/ Customised mobility

1/ Behavioural change

Connectivity accessibility 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

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(Poll, 15 answers)















6/ Roadmap

8/Updated

Additional objectives

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6/ Roadmap

8/Updated Osborne Clarke 14

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)

Reconsider mobility paradigm through "degrowth" objectives: consider structural change, rather than behavioural change at constant 1/ Behavioural change

Connectivity accessibility

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

3/ Connectivity (data)

socioeconomic system

ISINNOVA

everywhere















Additional objectives

paradigm through

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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



(Poll, 15 answers)

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

"degrowth" objectives: consider structural change, rather than behavioural change at constant 1/ Behavioural change

Connectivity

everywhere

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

6/ Roadmap

3/ Connectivity (data)

3/ Accessibility of everyone to the

6/ People centred transport and public space

transport / mobility system

7/ Mobility as a human experience

8/Updated

4/ Calming the city

8/ Reduction of individual mobility needs

socioeconomic system





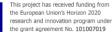
accessibility











Reconsider mobility

Selected objectives



rs balance

1/ Behavioural change

6/ People centred transport and public space

Connectivity accessibility everywhere

7/ Mobility as a human experience

Accessibility of everyone to the transport / mobility system

8/ Reduction of individual mobility needs Degrowth

4/ Calming the city

9/ Environmental considerations

Reliable, modern, comfortable and safe transport equipment and infrastructure

10/ Social justice















6/ Roadmap

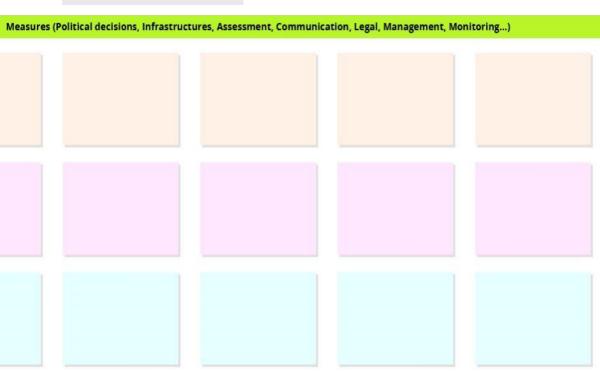






From objectives to measures























9/ Updated

From measures to the roadmap

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1/ Behavioural change

2/ Connectivity / accessibility to everywhere







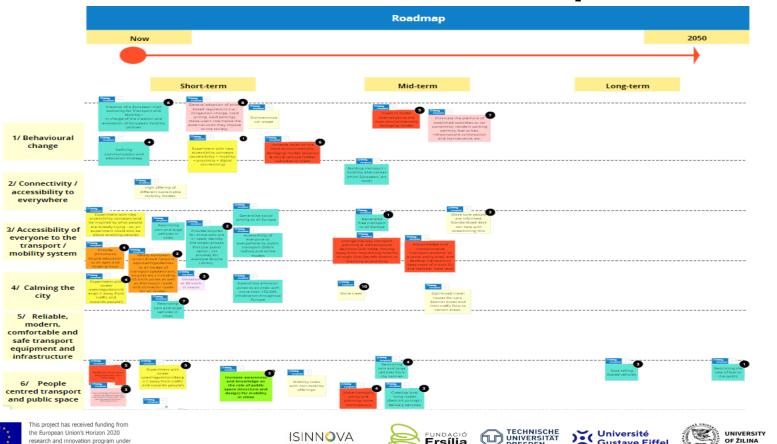






From measures to the roadmap

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the grant agreement No. 101007019

Measures validation

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| N° | Measure | 1 | 2 | 3 | 4 5 | 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. | | | 2 | | | | | 0 | | 0 | | | 14 | 0.93 | 0.70 | 0.23 | 1 | 1 | 0.09 | Adopted with consensus | |
| 34 | Make transport policy and planning more participatory | 1 | 1 | | | | | | | 1 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 (|) 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 | 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 (| 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 | 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 | |
| | 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 | 2 -: | 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 | 0 1 | 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 | | -1 | 1 2 | 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 | 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 (|) 1 | -1 | 1 | 0 | 0 0 | 0 | 2 | 2 2 | 9 | 0.60 | 1.06 | -0.46 | 0 | 0 | 0.12 | Adopted with consensus | |
| | 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 2 | 2 2 | | | 0 | | | 2 | 2 -2 | 9 | 0.60 | 1.18 | -0.58 | 1 | 0 | -0.57 | Adopted with consensus | |
| _ | Generalise social pricing to all Europe | | | | | | | | | 0 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 | 2 | 1 | -1 1 | 1 | 2 | 2 -1 | 8 | 0.53 | 1.06 | -0.53 | 1 | 1 | -0.10 | Adopted with consensus | |
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| 50 | Encourage Relocating households close to their workplaces/needs | -2 | -1 | 2 | 2 1 | 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 |

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

51 Stop selling fueled vehicles













8/Updated

9/ Updated



Measures validation

rs balance

https://bit.lv/Roadmap-Measures-Validation

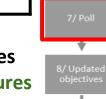
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| 42 | Restricting cars and large vehicles from city centres | 1 | 2 | | 1 | | | -1 | 0 2 | | 0 | 2 | 1 | 1 | 2 | 12 | 0.80 | 1.32 | -0.52 | 1 | 2 | -0.87 | Hot topic | Positive but debated |
| 43 | Generalise teleworking when possible | 1 | 0 | 2 | 2 | 1 | -1 | 1 | 1 - | 1 | 1 | 0 | 1 | 1 | 0 | 10 | 0.67 | 0.90 | -0.23 | 1 | 1 | -0.58 | Adopted with consensus | |
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| | Generalise social pricing to all Europe | | | | | | | | | 0 | 1 | 2 | 1 | 2 | 1 | 8 | 0.53 | 1.06 | -0.53 | 1 | 1 | -0.10 | Adopted with consensus | |
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| | | | | | | | | | | | | | | | | | | | | | | | | |



(Poll, 15 answers)

Adopted with consensus Hot topic

56 Proposed measures 47 Consensual measures 7 Hot topics



9/ Updated



51 Stop selling fueled vehicles















Updated objectives

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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

6/ Roadmap

8/Updated

Osborne Clarke

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 equipment transport and infrastructure

10/ Social justice



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

5/ Connectivity and

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

human experience: usefully travel time particularly for less polluting modes (active mobility, shared mobility, public transport, ...)

7/ Think mobility as a



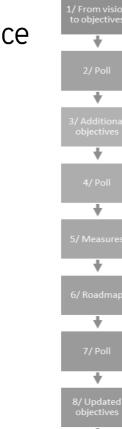


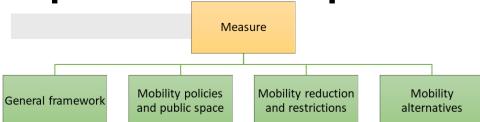






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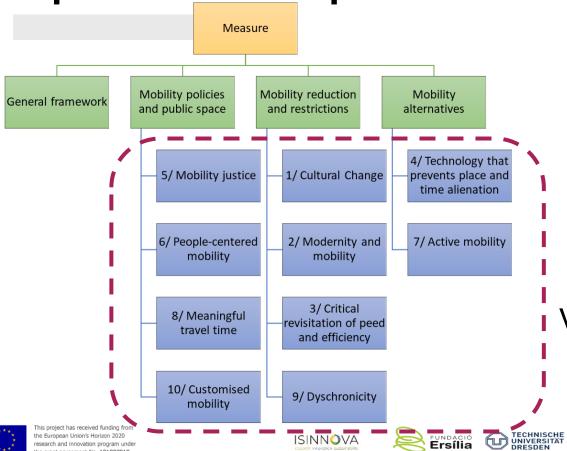
9/ Updated

Osborne Clarke

the grant agreement No. 101007019

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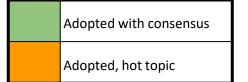
Vision items



47 Adopted measures:

40 Consensual measures

7 Hot topics



| | | _ | | | | | _ | | | | | | | | | | | | | | | | | | | | | _ |
|----|-------|-------|-----|---|-------|---|----|------|-------|----|-------|----|-------|----|------|------|-------|----------|------|---------|----|----|-------|-------|-------|------|----|----|
| N° | Measi | ure | | Measure theme | | Measures | | | | | -term | | | | | | | lle-terr | | | | | | Long- | | | | |
| | Тур | e | | Wedsure theme | | Medadies | 23 | 24 2 | 25 26 | 27 | 28 2 | 29 | 30 31 | 32 | 33 3 | 4 35 | 36 37 | 38 | 39 4 | 0 41 42 | 43 | 44 | 45 46 | 47 | 48 49 | 9 50 | 51 | 52 |
| 1 | | | 1.1 | Better Management and Organisation of European | 1.1.1 | Creation of a European High Authority for Transport and Mobility: In charge of the of the proposal of regulations on mobility, creation, assessment / monitoring of European mobility policies and strategies, and coordination between local and European policies | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | mobility policies | 1.1.2 | Regular monitoring every 5 years, adjustment and revision of objectives/policies if necessary | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | 1.1.3 | Major assessment every 10 years | | | | | | | | | | | | | | | | | | | | | | П |
| | | work | 1.2 | Adopt new alternative methods of Selecting, evaluating, and assessing of mobility projects | 4.2.1 | Develop new methods of project evaluation and decision-making: Change the way transport planning & infrastructure decisions are made by moving away from maximizing mobility through Cost-Benefit Analysis to maximizing accessibility and taking into account heterogenous effect in transport evaluation system | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | frame | | | 1.2.1 | Harmonizing and homogenizing mobility and transport laws in Europe while guaranteeing local specificities | П | | | | | | | | | | | | | | | | | | | | | |
| 5 | | œ | 1.3 | legal framework | 1.2.2 | Adaptation of European laws to mobility targets | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | e I | | | 1.2.3 | Adaptation of National laws to mobility targets | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | G | | | 1.2.4 | Adaptation of local regulations to mobility targets | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | 1.4 | Communication, | 1.3.1 | Targeted communication strategy according to the audience for educational purposes, awareness raising, empowerment (about new mobility values, in particular sustainable mobility, the role of the structure and design of public space for mobility in cities), and to overcome the gaps between research, policies, planning practice, and funding in the field of mobility). | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | 1.3.4 | Standardize mobility data mainly to improve their processing, interpretation and to better inform people | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | 1.3.5 | Give priority to the least polluting modes in information and journey planning systems such as in MaaS | | | | | | | | | | | | | | | | | | | | | | |













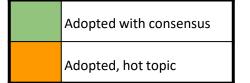




47 Adopted measures:

40 Consensual measures

7 Hot topics



| | | | | 45 | | | | | | | | | | | | | | | | | | | | | |
|----|--------------|----------|--|----------|--|----|------|------|----|-------|----|-------|----|-------|----|---------|----|-------|----|------|------|------|---------|------|----------|
| N° | Measure | | Measure theme | | Measures | | | | | term | | | | | | ddle-te | | | | | | | ng-term | | |
| | Type | <u> </u> | Wedsare theme | <u> </u> | Medaures | 23 | 24 2 | 5 26 | 27 | 28 29 | 30 | 31 32 | 33 | 34 35 | 36 | 37 38 | 39 | 40 41 | 42 | 43 4 | 4 45 | 46 4 | 7 48 | 49 5 | 50 51 52 |
| 11 | | | Improving public space and | | Rethink Zoning regulations to protect nature, and bring more flexibility to public space (implement more flexible land-use policies to account for the interaction between residence/economic activity location choices and transport), while being based on the principle of proximity. | | | | | | | | | | | | | | | | | | | | |
| 12 | | 2.1 | considering it as a livable area rather than a place of | 2.1.2 | Bringing back more nature into the city | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | 2.1.3 | Creating local living nodes (rethink distribution of resources / delivery services) for more hospitality and conviviality | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | 2.1.4 | 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) | | | | | | | | | | | | | | | | | | | | |
| 15 | public space | | | 2.2.2 | Acknowledge and institutionalize "transport poverty" as a social policy area, and develop indicators to keep track of it both EU and member state level | | | | | | | | | | | | | | | | | | | | |
| 16 | <u>=</u> | l | | | Generalize sustainable mobility social pricing to all Europe | | | | | | | | | | | | | | | | | | | | |
| 17 | and | l | Social justice and access of | 2.2.4 | Developing free public transport | | | | | | | | | | | | | | | | | | | | |
| 18 | ě. | 2.2 | | | Make sure the "poorer" regions remain accessible | | | | | | | | | | | | | | | | | | | | |
| 19 | y policies | | sustainable mobility system | 2.2.6 | Providing bicycles for people in need (identify the target groups first), for example Bicycle Library | | | | | | | | | | | | | | | | | | | | |
| 20 | Mobility | | | 2.2.7 | Avoiding that money will only be spend on those who already travel, but activate and include those who aren't traveling yet, and give them opportunities to travel in a sustainable and safe way. | | | | | | | | | | | | | | | | | | | | |
| 21 | | | | 2.3.1 | Make transport policy and planning more participatory | | | | | | | | | | | | | | | | | | | | |
| 22 | | 23 | Local democracy | 2.3.2 | Encourage a comprehensive public / political debate on inequalities related to mobility, and how to deal with them | | | | | | | | | | | | | | | | | | | | |
| 23 | | 2.3 | , | | Encourage a public & political debate on which travel purposes / activities ought to be prioritized and catered for, and which ought to be discouraged | | | | | | | | | | | | | | | | | | | | |
| 24 | | 2.4 | Encourage innovation | | Experimenting to learn and make better decisions (new concepts, be inspired by what people are already trying, with street uses/regulation/design,) | | | | | | | | | | | | | | | | | | | | |
| 25 | | | | 2.4.4 | Better understanding mobility (namely multimodal journeys) | | | | | | | | | | | | | | | | | | | | |













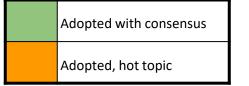




47 Adopted measures:

40 Consensual measures

7 Hot topics



| 1 | Measure | Г | | | | | | Sh | ort-te | erm | | | | | IV | liddle | -term | | | | | | Long | -term | | | |
|----------------------------|----------------|-----|-----------------------------|-------|--|------|------|------|--------|------|----|-------|----|------|------|--------|-------|------|------|------|------|------|------|-------|-----|------|----|
| N° | Туре | | Measure theme | | Measures | 23 2 | 24 2 | 5 26 | 27 28 | 8 29 | 30 | 31 32 | 33 | 34 3 | 5 36 | 37 | 38 3 | 9 40 | 41 4 | 2 43 | 3 44 | 45 4 | 6 47 | 48 4 | 9 5 | 0 51 | 52 |
| 27 | | | Rethinking transport and | 3.1.2 | Stop subsidizing polluting modes of transport (i.e.: Fair taxes for air travel rather than subsidizing short flights over travelling by rail. Eliminate the plethora of established subsidies to car ownership: resident parking permits, fuel prices, infrastructure construction and maintenance, etc.) | | | | | | | | | | | | | | | | | | | | | | |
| 28 | | 3.1 | | 3.1.3 | Increase further "Polluter Pays" taxes on the most environmentally-damaging modes (to subsidize sustainable modes) | | | | | | | | | | | | | | | | | | | | | | |
| 29 | ions | | | 3.1.4 | Make users internalize the external costs they impose to the society (congestion charge, road pricing, paid parking), and general adoption of price-based regulations | | | | | | | | | | | | | | | | | | | | | | |
| 30 | restrictio | | | 3.1.6 | Spend more money on walking, cycling and public transport rather than prioritizing polluting modes | | | | | | | | | | | | | | | | | | | | | | |
| 31 | and | | | 3.2.1 | Continue to discourage the use of polluting modes, especially the car, planes, boats | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 3 reduction | | | 3.2.2 | Extend low emission zones to all cities with more than 150,000 inhabitants throughout Europe | | | | | | | | | | | | | | | | | | | | | | |
| 33 | 2 | ı | Restriction of polluting | 3.2.3 | Restrict access and limit traffic flow to certain additional areas | | | | | | | | | | | | | | | | | | | | | | |
| 33 34 35 | Mobility | 3.2 | modes | | Restricting cars and large vehicles in all city centers | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 9 | ı | | 3.2.5 | Restricting cars and large vehicles in all cities | | | | | | | | | | | | | | | | | | | | | | |
| 36 | Σ | | | 3.2.6 | Prohibition of the development of further infrastructure for the most environmentally damaging modes of transport (expansion of motorways and airports). | | | | | | | | | | | | | | | | | | | | | | |
| 37 | | | | 3.2.7 | Stop selling fueled vehicles | | | | | | | | | | | | | | | | | | | | | | П |
| 38 | | Г | | 3.3.1 | Generalize teleworking when possible | | | | | | | | | | | | | | | | | | | | | | |
| 37 38 39 40 41 | | ı | | | Reduction of working hours | | | | | | | | | | | | | | | | | | | | | | |
| 40 | | 3.3 | Reduction of mobility needs | | Urban densification | | | | | | | | | | | | | | | | | | | | | | |
| 41 | | 1 | , | 3.3.4 | Encourage Relocating households close to their workplaces/needs | | | | | | | | | | | | | | | | | | | | | | |
| 42 | | | | 3.3.5 | Individual quotas of mobility rights applied to the optional/avoidable journeys and deliveries by polluting modes | | | | | | | | | | | | | | | | | | | | | | Ш |

















47 Adopted measures:40 Consensual measures7 Hot topics

Adopted with consensus

Adopted, hot topic

| | Measure | П | | | | | | | Sho | rt-ter | m | | | | | M | ddle- | term | | | | | | Long | term | | | |
|----|----------------------|-----|---|-------|--|----|----|----|-------|--------|----|----|-------|----|-------|----|-------|------|------|------|------|----|------|------|------|-------|------|----|
| N | Туре | | Measure theme | | Measures | 23 | 24 | 25 | 26 27 | 7 28 | 29 | 30 | 31 32 | 33 | 34 35 | 36 | 37 3 | 88 3 | 9 40 | 41 4 | 2 43 | 44 | 45 4 | 6 47 | 48 | 19 50 | 0 51 | 52 |
| 43 | | | | 4.1.1 | Invest more in sustainable modal alternatives to the most environmentally damaging modes | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | 4 y a Iternatives | 4.1 | Provide multiscale, interconnected / Reliable, flexible, modern, comfortable, safe and | | Building multiscale sustainable transport / mobility alternatives (think European, act local). 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. | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | ≜ | | sustainable multiscale | 4.1.3 | Significant increase in supply of different sustainable mobility modes. | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | Mobility | | | | Ensure accessibility for everyone to everywhere by sustainable modes (public transport within 500m, active modes, etc.) | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | | | | 4.1.5 | Consider walking as a form of mobility that is of central importance for seamless mobility | | | | | | | | | | | | | | | | | | | | | | | |















Examples of adopted measures, consensual (6/40)

rskalance

- 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

- Restricting cars and large vehicles from city centres
- Stop selling fuelled vehicles



Reduction of working hours



Encourage Relocating households close to their workplaces/needs









1/ From visior



































Adopted measures, hot topics

rs balance

- Restricting cars and large vehicles from city centres
- Stop selling fuelled vehicles
- Quotas of mobility rights
- Reduction of working hours
- Urban densification

This project has received funding from the European Union's Horizon 2020

research and innovation program unde the grant agreement No. 101007019

- Encourage Relocating households close to their workplaces/needs
- Generalise free transport to all Europe (reformulated into Developing free public transport















6/ Roadmap

8/Updated

Osborne Clarke

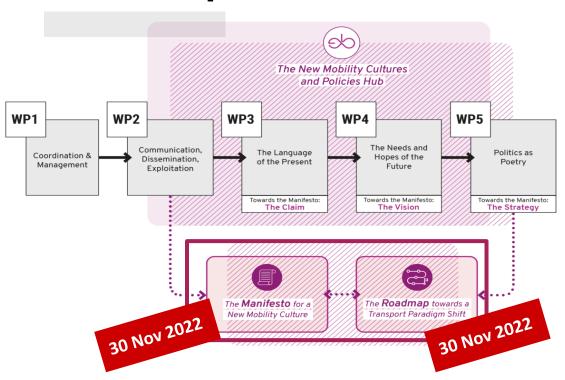
31







Next steps



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



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

















Thank you for your participation

For more information



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













