



PARTNERSHIP URBAN MOBILITY

**OUTCOMES
IN BRIEF**

COORDINATORS' FOREWORD

Urban mobility significantly affects the daily life of European citizens in significant ways and is a critical source of greenhouse gases, with our cities playing a decisive role in developing the pragmatic mobility solutions needed for a sustainable, competitive and future-oriented Europe.

One much needed catalyst for effectively addressing the urban mobility challenges on the road (and rails) ahead can be found in cross-institutional cooperation, which we have been pleased to contribute to in the past three and a half years through our successful Partnership for Urban Mobility as part of the Urban Agenda for the EU.

Our eight Cities, two Regions, five Member States, two EU institutions and six umbrella organisations and stakeholders have provided a prime example of what effective cooperation looks like in a modern EU. We have especially appreciated the innovative multi-level, multi-stakeholder approach, which has fostered significant collaboration between all levels of government with many dedicated people working hard day by day to make it happen. Strong multi-level cooperation is essential to

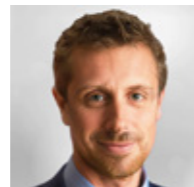


Dr Frank Mentrup
Mayor
City of Karlsruhe, DE

ensure that our cities have in place the higher-level support and regulatory eco-system that they need to deliver the future urban mobility systems of our imagination.

We would like to express our sincere thanks to the Urban Agenda Technical Preparatory Group at DG Regio, the Technical Secretariat who supported the Partnership in a very significant way and - first and foremost - all the Members of the Partnership for Urban Mobility. A very special thank you goes to the Action Leaders, who have committed themselves to achieve our Partnership's multiple goals through a combination of hard work and undying positive attitude and without whom our success would not have been possible.

Finally, we encourage everybody to pursue a wide dissemination of the knowledge achieved through the Partnership, and to make maximum use of the Action outcomes. In order to build on the results achieved to date, we appeal to the EU and Member States to strive to ensure that the Urban Agenda for the EU continues to function as effectively as possible, helping to strengthen urban policy at all levels. Many thanks!



David Koppitz
Deputy Minister
Ministry of Regional Development, CZ

DISCLAIMER

The information and views contained in the present document are those of the Partnership and do not reflect the official opinion of the European Commission. The selection of the actions reflects the main priorities of the partners in line with the objectives of the Urban Agenda for the EU, but cannot be considered as a complete and comprehensive view on the urban mobility topic.

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VISIBILITY AND PARTICIPATION

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THE URBAN AGENDA FOR THE EU

More and more people are living and working in cities. With the current European trend towards urbanisation, the importance of cities and urban areas is set to continue to grow. At the same time, cities are facing greater social challenges in respect to the environment, transport and social cohesion. The Urban Agenda aims to address these challenges. Cities are the places where European sectoral legislation comes together (in sometimes conflicting ways) and are being implemented. To fully exploit the potential of urban areas, the urban dimension should be stronger embedded within EU policies. This explicitly does not mean new or more competences for the EU, but a better working method, focused on cooperation between the EU, Member States and Cities.

The Urban Agenda for the EU was officially established by the Pact of Amsterdam, agreed by the EU Ministers responsible for urban matters, in May 2016.



The Urban Agenda aims to promote cooperation between Member States, Cities, the European Commission, European organisations and other stakeholders in order to achieve a sustainable, socially inclusive, innovative and economically powerful Europe. The Urban Agenda sets out a new way of working together to stimulate growth, liveability and innovation in cities, gain maximum benefits from their growth potential and successfully tackle current and future challenges.

This new approach includes the creation of a range of European partnerships aimed at:

- promoting the involvement of cities in EU policy making, and the development, implementation and evaluation of more 'urban friendly' European legislation ('Better Regulation')
- ensuring better access to and use of European funds ('Better Funding')
- improving the European urban knowledge base and stimulating the sharing of best practice and cooperation between cities ('Better Knowledge Exchange').

The Thematic Partnerships have been focusing on fourteen agreed priority themes of the Urban Agenda for the EU. One of those is the Partnership for Urban Mobility.

Urban mobility is currently facing changing circumstances: rising congestion, related air and noise pollution, climate change, the search for alternatives to fossil fuels and other limited resources, advancing urbanisation and the crisis of public budgets are examples of the forces set to determine the development of transport and mobility in Europe. Using a wide range of interconnected measures and strategies, the challenge is to deal with the increased demand for mobility whilst developing a resilient mobility system, which can meet future challenges. Urban mobility concepts have to take particular account of connecting suburban areas, metropolitan areas and cross-border traffic. The cityscape, environmental and social compatibility are vital aspects which also need to be reflected. The Action Plan (<https://bit.ly/2UqGP5z>), developed by the Partnership, is also in line with recent related international agreements the EU has signed, especially the New Urban Agenda (Habitat III) and the UN Sustainable Development Goals - with particular focus on SDG 11: "Sustainable cities and communities".

THE URBAN AGENDA FOR THE EU FOCUSES SPECIFICALLY ON THREE PILLARS OF EU POLICY MAKING AND IMPLEMENTATION:

BETTER REGULATION

"Drawing on the general principles of better regulation, EU legislation should be designed so that it achieves the objectives at minimum cost without imposing unnecessary legislative burdens. In this sense the Urban Agenda for the EU will contribute to the Better Regulation Agenda."

Urban Agenda for the EU – Pact of Amsterdam, Article 5.1

BETTER FUNDING

"The Urban Agenda for the EU will not create new or increased EU funding aimed at higher allocations for Urban Authorities. However, it will draw from and convey lessons learned on how to improve funding opportunities for Urban Authorities across all EU policies and instruments, including Cohesion Policy."

Urban Agenda for the EU – Pact of Amsterdam, Article 5.2

BETTER KNOWLEDGE

"Reliable data is important for portraying the diversity of structures and tasks of Urban Authorities, for evidence-based urban policy making, as well as for providing tailor-made solutions to major challenges."

Urban Agenda for the EU – Pact of Amsterdam, Article 5.3

THE PARTNERSHIP

European Commission (DG REGIO, DG MOVE, DG ENV), the European Investment Bank, two leading European umbrella organisations (EUROCITIES, CEMR), as well as four further stakeholders (POLIS, UITP, ECF, Walk21) and observers (URBACT, Federal Ministry of the Interior, Building and Community GER, Ministry of the Interior and Kingdom Relations NL).

THE COORDINATORS

The Partnership is coordinated by the City of Karlsruhe (External Relations and Strategic Marketing Unit, Planning Department) and the Ministry of Regional Development of the Czech Republic (Department of Regional Policy, Urban Policy Unit). Both coordinators have established Advisory Boards, which include mobility experts from other relevant national ministries, municipal departments, research institutions and universities as well as from public transport companies and the economy.

THE WORKING STRUCTURE

The Urban Agenda Secretariat consisting of Ecorys, EUROCITIES and the European Urban Knowledge Network (EUKN) provides technical and administrative support to the coordinators.

A Management Team, consisting of the coordinators and the secretariat, coordinates the Partnership's day-to-day business in weekly conference calls. The thematic discussion takes place in Working Groups where partners focus on specific mobility issues. Their outputs are discussed at Partnership Meetings, which take place up to five times a year, depending on progress. If possible, the Partnership Meetings are linked to relevant conferences and workshops, to offer an additional knowledge exchange on the Partnership's focus topics. External experts have been consulted for an additional expertise on certain topics.



OBSERVERS

- URBACT
- Federal Ministry of the Interior, Building and Community (GER)
- Ministry of the Interior and Kingdom Relations (NL)

PARTNERS

8 Cities, 2 Regions:

- Bari (IT)
- Bielefeld (GER)
- Burgas (BG)
- Gdynia (PL)
- Karlsruhe (GER)
- Malmö (SE)
- Nijmegen (NL)
- Skåne Region (SE)
- Torres Vedras (PT)
- Wallonia Region (BE)

5 National States:

- Cyprus
- Czech Republic
- Finland
- Romania
- Slovenia

2 EU Institutions:

- **European Commission**
DG REGIO
DG ENV
DG MOVE
- **European Investment Bank (EIB)**

2 Umbrella Organisations:

- Council of European Municipalities and Regions (CEMR)
- EUROCITIES

Stakeholders:

- European Cyclists' Federation (ECF)
- POLIS
- UITP
- Walk21

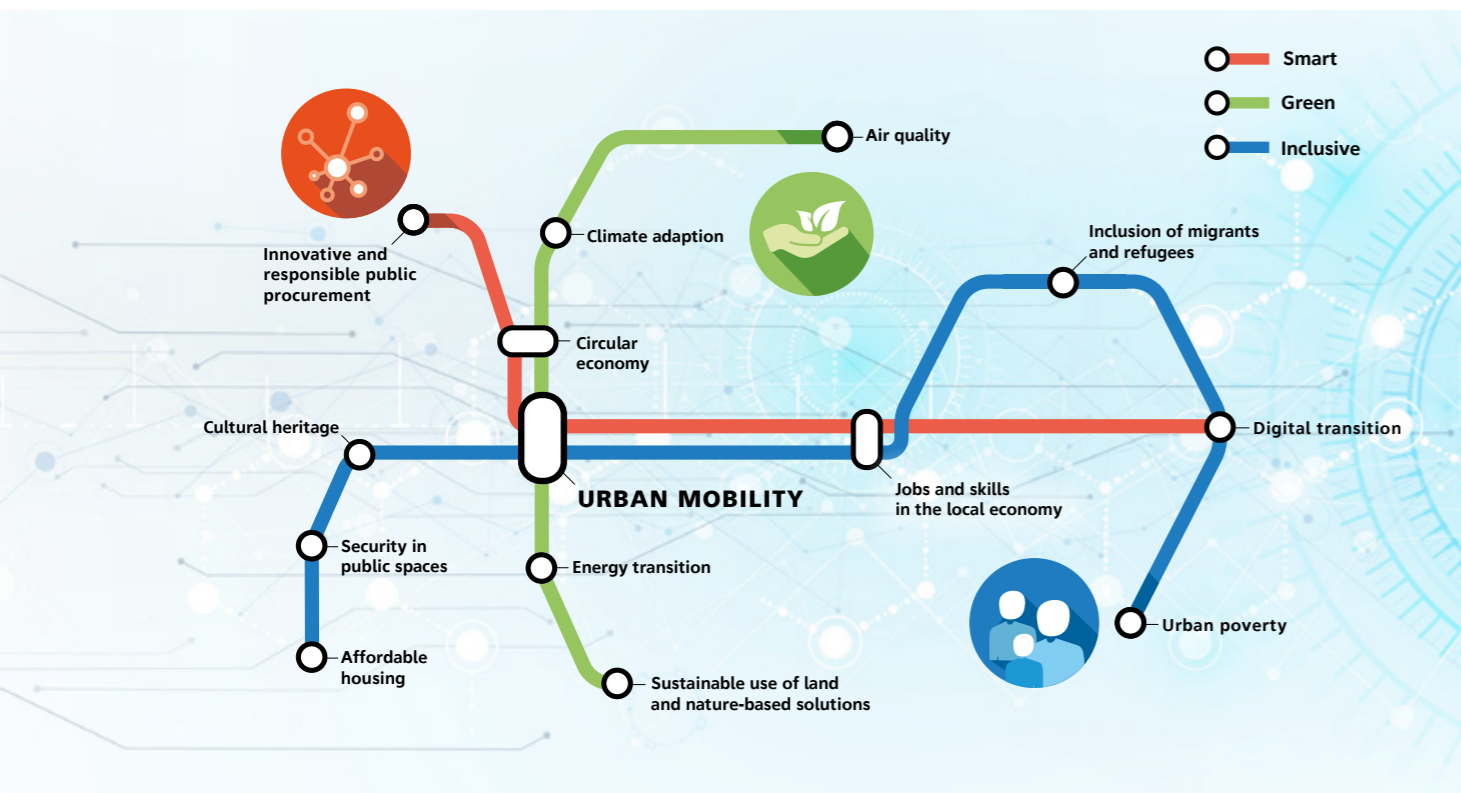
SUPPORT

Urban Agenda Secretariat: Ecorys, European Urban Knowledge Network (EUKN), EUROCITIES
External Experts

THE OBJECTIVES

Mobility is a highly interlinked topic. Important issues of integrated urban development, such as sustainable urban development, urban climate change, innovative mobility, and a people-oriented design of social cities cut

across sectors and departments to involve a wide range of stakeholders within network structures. In addition, there are important links between mobility and health aspects. Motorised traffic in particular can have a



negative impact on the health of local residents, while individual mobility behaviour, especially the active modes, can offer a wide range of cross benefits.

Also the EU Urban Agenda topics are interconnected and address all sectors of urban development. Especially the Partnership on Sustainable Use of Land and the Partnership on Air Quality generally have a high proportion of **common aspects and links**:

- Urban planning and mobility development must be seen as two sides of the same coin, as transport and mobility are variables dependent on settlement structures and land use.
- The strong connection between mobility and environmental quality must be seized as a way of contributing effectively to reaching the agreed limit values for, inter alia: climate, air quality and noise.

The links between partnerships have been explored during bilateral meetings organised



The focus on these thematic priorities was the result of discussions during the initial stocktaking phase of the Partnership, described in the Orientation Paper (<https://bit.ly/2YkSm7F>) in May 2017. The functioning of the Partnership with working arrangements and an overview about the work plan with deliverables and timetable is also described in detail in this paper. It was discussed and acknowledged by the Urban Development

in the context of the Coordinators meetings or bilateral exchanges during the progress of the partnerships work.

As stated in the Pact of Amsterdam, the **objectives of the Partnership for Urban mobility**:

“...are to have a sustainable and efficient urban mobility. The focus will be on: public transport, soft mobility (walking, cycling, public space) and accessibility (for disabled, elderly, young children, etc.) and an efficient transport with good internal (local) and external (regional) connectivity.”

In line with these objectives, the Partnership for Urban Mobility seeks to facilitate a joint effort for more sustainable and efficient urban mobility. The focus of the Partnership is on the mid- and long-term perspective on urban mobility. In order to deal with this ambition, the Partnership has identified four topics that need to be addressed, and established the following **working groups**:

Group and the Directors-General Meeting on Urban Matters in spring 2017 during the Maltese EU Presidency.

The Action Plan (<https://bit.ly/2UqGP5z>), developed in November 2018, aims to put forward an elaboration of actions necessary to address the challenges experienced in line with the topics outlined above.

THE OUTCOMES

The members of the Partnership have identified nine main actions followed by a set of recommendations about the role of cities and regions in the current EU financing framework and the improvement of cross-border mobility. The implementation of the actions was supplemented by separate Implementation Plans to structure and organize the work between the members of each action (roadmap).

The selection of actions reflects the main priorities of the partners in line with the objectives of the Urban Agenda, but cannot be considered complete, as the Partnership had to limit the scope of its activities in order to achieve feasible and realistic results. The outcomes of the actions are summarised below:



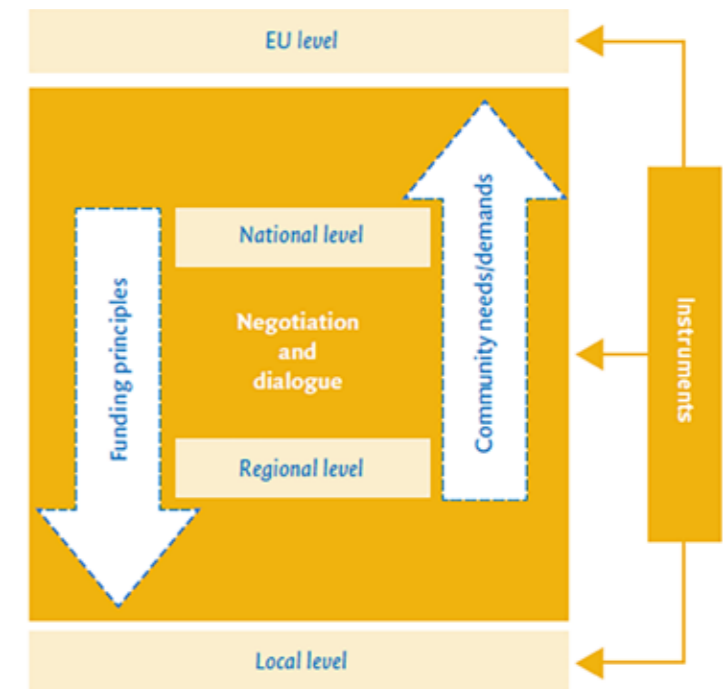
ACTION NO. 1:

REINFORCING MULTI-LEVEL COOPERATION AND GOVERNANCE

The development and implementation of urban mobility policies that cover both the functional urban areas and hinterland connections in urban areas requires close cooperation between different levels of government and across administrative boundaries. Key stakeholders in the different policy areas, sectors and modes of transport need to be brought together. This includes public authorities with explicit responsibilities in the field of mobility and transport, but also other relevant stakeholders such as schools and universities, major employers and representatives of civil society among others.

In addition, an effective cooperation with national and EU institutions is necessary to ensure that local and regional mobility policies mutually reinforce the development of national and EU transport networks. The alignment of policy priorities among governance levels is key to establish regulatory and financial frameworks that respond to the needs and circumstances of the local and urban actors.

There is a broad agreement today that tackling urban mobility requires multi-level governance and partnership approaches to ensure a high degree of horizontal and vertical integration. The question that remains is how to implement such integrated, multi-partner approaches in practice. The multiple competences and responsibilities of all involved actors need to be considered and



satisfying results must be delivered in a timely and efficient manner.

Usefulness

The report investigates the structures that have been established to facilitate the legal, planning and funding processes for local and regional authorities. The main goal is to build capacity among relevant stakeholders, encourage the exchange of experience at the local, national and European level and support improvements in governance structures across the EU.

Action Leaders

EUROCITIES, CEMR

The full report is available here:

<https://bit.ly/3l2WnaL>



ACTION NO. 2:

REINFORCING THE UPTAKE OF SUSTAINABLE URBAN MOBILITY PLANNING

This action provides an overview of the state of play of SUMP implementation across the EU as well as a revised version of the SUMP guidelines, addressing recent developments in policy and technology.

The Commission has actively encouraged cities to implement the concept of SUMP for several years. This instrument considers the whole functional urban area and foresees cooperation across different policy areas, across different levels of government and with local residents and other relevant stakeholders. SUMPs can vastly improve the overall quality of life for residents by addressing major challenges such as congestion, air/noise pollution, climate change, road accidents, unsightly on-street parking and the integration of new mobility services.

It is of utmost importance that Member States promote SUMPs at the national level and provide their local authorities with adequate support and legislation in order to achieve the targets set by the Commission for 2050: decarbonisation of the transport sector and reduction of greenhouse and air pollutant emissions.

- In detail, the action provides:
- an overview and analysis of the national frameworks for developing SUMPs
 - a single city database of Sustainable Urban Mobility Plans



- a set of examples of good practice in SUMP development
- Updated SUMP guidelines

Usefulness
The expected impact is to present a clearer picture regarding the state-of-play of the SUMP implementation across the EU, as well as the framework conditions for the implementation in the 28 Member States. Updated SUMP guidelines will make it easier for cities to address recent developments and utilise wealth of experience gathered via EU projects.

Action Leaders
European Commission (DG REGIO and DG MOVE)

The full report is available here:
<https://bit.ly/2AUMJoq>



ACTION NO. 3:

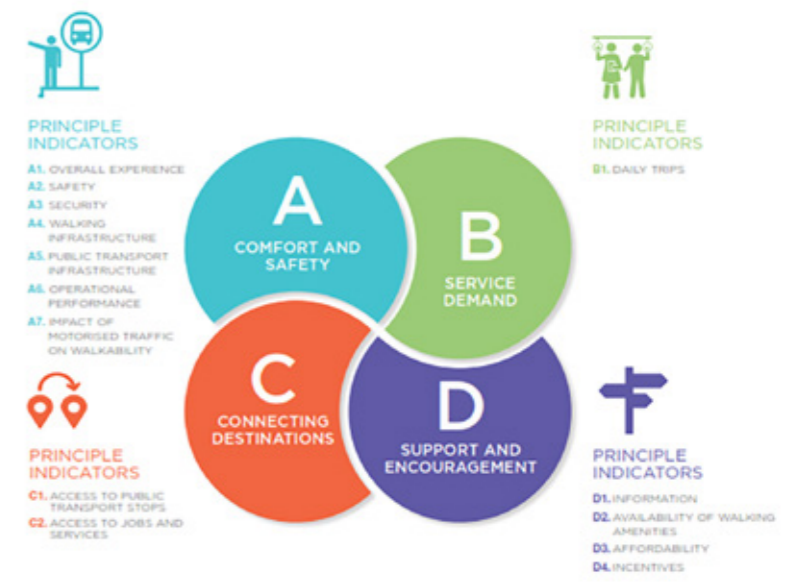
EVALUATING BEST PRACTICES IN CONVENIENT ACCESS TO PUBLIC TRANSPORT

The Urban Agenda sits within a framework of 17 Sustainable Development Goals (SDGs), including SDG 11.2 (Sustainable Transport for All), with the explicit goal of investing in more accessible, safe, efficient, affordable and sustainable infrastructure for walking and public transport.

The action targets to understand, on a consistent basis, how accessible public transport systems are in cities and regions. This helps to identify the impact of different best practice strategies, which in turn can optimise decision-making at all levels.

Usefulness
The Partnership for Urban Mobility recognises the need to set local goals and targets, based on the Urban Agenda and SDGs and has inspired a common set of indicators to monitor and evaluate investment in walking and public transport and ensure effectiveness and value for money.

Indicators and best practices will allow cities to benchmark themselves against other cities of a similar size and learn from each other. This is particularly relevant given that it can help to target better funding opportunities based on need and performance. Scaling up the European Commission methodology and identifying best practices on ways to improve access through better walking and better public transport can make a significant contribution to SDG 11.2 by identifying ways to “expand public transport”.



More detailed definitions and reporting guidelines are planned in the future to further support the SDG 11.2 target: “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, with special attention to the needs of those in vulnerable situations, women, and children, persons with disabilities and older persons”.

Action Leaders
Walk21, UITP, City of Karlsruhe, Verkehrsbetriebe Karlsruhe

The full report is available here:
<https://bit.ly/2MHkfBc>



ACTION NO. 4:

SCALING UP INNOVATIVE CLEAN BUSES

The present action seeks to promote and communicate on the recent European initiatives that support the market introduction of clean (alternatively fuelled) buses.

Urban mobility accounts for 40% of all CO₂ emissions of road transport and up to 70% of other pollutants from transport. The present dependence of the transport sector on oil undermines the efforts to mitigate the effects of the climate emergency and to protect human health and the environment.

By choosing cleaner bus solutions, cities can contribute to the decarbonisation, improve air quality and bring considerable public health benefits to their citizens. To achieve the Commission's goals and guarantee social inclusion, mass public transport must remain firmly as the backbone of urban transport systems and it is key that local authorities ensure its quality in order for it to become a real alternative to private cars.

The action provides:

- Better organisational, technical and financial support at the EU level for the implementation of clean buses at the local level
- Create awareness of relevant tools and disseminate knowledge for local authorities



Usefulness

The current share of alternatively fuelled buses in the European bus fleet is roughly 10-12 percent. The action aims on increasing this share by creating relevant enabling conditions and promoting the application of innovative clean buses at EU and local level.

Action Leaders

European Commission (DG MOVE), UITP

The full report is available here:

<https://bit.ly/2ARe6Qn>



ACTION NO. 5:

DEVELOPING GUIDELINES ON INFRASTRUCTURE FOR ACTIVE MOBILITY SUPPORTED BY RELEVANT FUNDING

In order to develop the full potential of the active modes of transport, cycling and walking infrastructure has to be designed properly.

However, there are no European level standards or recommendations on how to build safe, comfortable, direct and attractive infrastructure for these active modes and the knowledge is missing in several member states and cities. As a result, the quality of implemented projects varies, hampering a quicker increase of the share of walking and cycling, and decreasing the effectiveness of the public (including EU) funds used for financing such projects.

The purpose of this action was to address the absence of European guidance material as well as to raise awareness of the existence of relevant EU funds to invest in walking and cycling.

During the duration of the Partnership for Urban Mobility, cycling guidance documents were developed on behalf of DG MOVE. These guidelines feature a section on cycling infrastructure, including information about cycling infrastructure design principles and a series of factsheets about different types of cycling infrastructure. It also lists existing cycling infrastructure quality design guidelines (and standards) from the local, regional and national level in several EU Member States.



The European Cyclists' Federation has systematically screened over 200 programming documents and identified funding opportunities for cycling. This analysis is compiled in the 'EU Funds Observatory for Cycling'. The observatory also includes good practices examples and is regularly updated.

Usefulness

Guidelines for active mobility infrastructure and improved access to funding possibilities will increase the share of walking and cycling and improve the effectiveness of public funds.

Action Leaders

European Commission (DG MOVE), European Cyclists' Federation

The full report is available here:

<https://bit.ly/3l7gwgc>



ACTION NO. 6:

PROMOTING SUSTAINABLE AND ACTIVE MOBILITY BEHAVIOUR

There are many existing resources to help European cities develop behaviour change campaigns. For example, there are 49 case studies on Civitas; 149 case studies on Eltis; more than a dozen relevant resources on EPOMM; and academic papers, webinars, and tool boxes are quite easy to find also. While reassuring that it is a popular technique being used to manage mobility choices, it can be rather overwhelming and difficult to know what lessons can be learnt from past experiences and how to develop future initiatives that are likely to be successful.

As such, the Partnership for Urban Mobility set out to understand what common approaches, processes and techniques could be 'cut and pasted' to help future projects improve their impact. More than a dozen European funded consortium projects have been analysed to underpin this action. Collectively, they have had an enormous influence on mobility choices in towns and cities across the entire European Union and it is hoped that this publication will extend that reach even further.

Unlike other guidance, the aim of the action was to give less space to the interventions themselves - however inspirational - rather provide templates that support any city authority, business, institution or charity that wishes to effect a positive change in mobility behaviour.



Usefulness

Our assumption is that the overall priority is to encourage as much walking, cycling and public transport use as possible and minimise the use of private vehicles for journey choices. We hope that this guide is a helpful digest, improves confidence in those considering a campaign and most importantly helps improve impact at every level.

Action Leaders

Walk21

The full report is available here:

<https://bit.ly/2MJUh01>



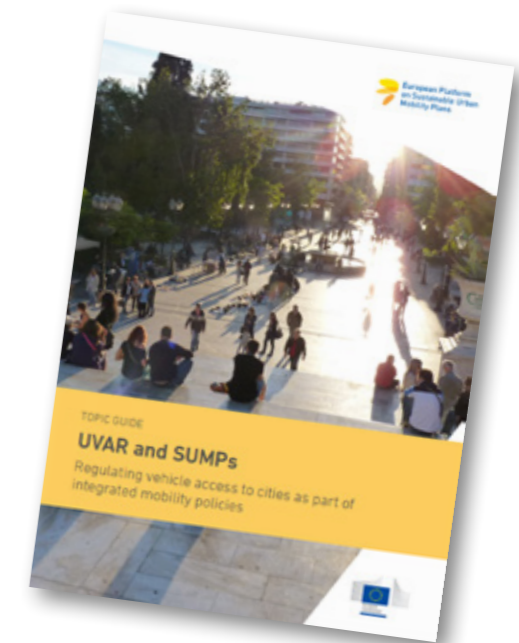
ACTION NO. 7:

REDUCING DIVERSITY OF URBAN VEHICLE ACCESS REGULATIONS (UVAR)

The growing number of schemes for Urban Vehicle Access Regulations (UVARs) within the EU may create confusion for citizens and businesses. This action was created to increase transparency and, where possible, support the effectiveness of existing approaches to UVARs.

Many cities struggle with the balance of congestion, "liveability", air pollution, noise levels, accessibility, damage to historic building and other pressures of urban life. The effects of these phenomena highlight the problematic reigning in urban areas across the EU: Air pollution is the cause of 310.000 premature deaths in Europe each year, traffic incidents caused 39.000 fatalities in EU in 2008, congestion is costing 1% of the EU's GDP and noise contributes to at least 10.000 cases of premature mortality each year. To tackle this, some cities have regulations or restrictions for vehicles going into all or part of their area.

The Commission has acknowledged the environmental objectives of these actions. However, it has also highlighted the risk of creating a fragmented patchwork of urban areas with new 'border lines' across Europe. In order to enable a wide use of UVARs without creating disproportionate barriers to mobility for citizens and goods, the Commission develops guidance for the development of harmonised UVARs.



The action provides:

- Updated UVAR information on a website
- UVAR guidance document prepared by the Commission with Cities, Member States and stakeholders

Usefulness

The action increases transparency of the schemes for citizens and businesses, address fragmentation and provides the right framework conditions for local action on the topic.

Action Leaders

European Commission (DG MOVE)

The full report is available here:

<https://bit.ly/3cQhSqq>



ACTION NO. 8:

EXPLORING THE DEPLOYMENT OF NEW MOBILITY SERVICES

The future transport system will be a combination of transport services aggregating travel data and communicating with the infrastructure around it. The new mobility services theme reflects a dynamic change in the sector. The aim of this action was to explore, through case studies, the policy tools used by PUM partner cities, regions and national authorities to integrate and govern new mobility services as well as how they intend to achieve their wider policy goals with the help of these. The aim is to investigate the regulatory frameworks needed for effective integration of new mobility services in the transport offer of cities and regions.

The report is a comprehensive consolidation, exploring the deployment of new mobility services, based on a review of several cases of cities/regions from a “needs and expectations” perspective to present and draw some common discussion points and recommendations on

- Governance
- Public transport
- Urbanism and infrastructure
- The data dimension
- Importance of business models and financial awareness.

Usefulness

As clean and efficient mobility services will become one of the pillars to provide liveable and attractive cities in the years to come,



cities are taking the leadership of sustainable, accessible and integrated urban mobility: enforcing stronger cooperation, shared responsibilities, and new roles among all stakeholders, placing soft modes of transport at the centre. This action will support cities and regional authorities to develop new approaches for well-functioning new mobility services and to find adequate legislation frameworks for integration of new transport operators.

Action Leaders

POLIS

The full report is available here:

<https://bit.ly/3ha6jxD>



ACTION NO. 9:

SETTING UP A EUROPEAN FRAMEWORK FOR FOSTERING URBAN MOBILITY INNOVATION

Successfully tackling the problems arising from current urban mobility and transport patterns cannot be achieved with a business-as-usual approach. New solutions are required in order to transform urban mobility systems in a way that makes them more attractive to the users and more sustainable. Innovative solutions need to be developed, tested and then successfully deployed on the ground. This includes new technologies, as well as new service concepts and business models. Innovation is also needed in urban mobility governance and planning including the functional urban area.

Disruptive technologies and digitisation offer innovative new ways of meeting those challenges. New transport solutions and mobility services are emerging throughout the EU. Linking and upgrading infrastructures, technologies and services in transport and mobility and other urban sectors, in a smart way, can improve quality of life, competitiveness and sustainability of our cities. Urban authorities, knowing more about their circumstances, are in the best position to take advantage of the opportunities offered by these innovations.

This paper sets out key problems faced by urban authorities in fostering innovative urban mobility solutions and identifies possible solutions on the following issues:

- Need to increase and diversify financial resources
- Build capacity to develop projects suitable for private financing
- Project size is relevant
- Pilot projects: upscaling and dissemination
- Flexibility
- Complexity of EC financing and resource-intensive funding applications
- Usual suspects and the risk of losing out
- Need for new cooperation and governance models.

Usefulness

The action will help cities and regions to develop, test and then successfully deploy innovative mobility solutions on the ground. Possible solutions are determined to add to the discussions about the post 2020 funding schemes.

Action Leaders

City of Nijmegen

The full report is available here:

<https://bit.ly/3n7WT8n>



JOINT STATEMENT OF POLITICAL AND LEADING REPRESENTATIVES

Karlsruhe, 6th March 2018

We, the **political and leading representatives** of the Partnership for Urban Mobility, who met in Karlsruhe on 6th March 2018 to discuss the potential of the Partnership for Urban Mobility to shape future mobility policies, would like to make the following joint statement:

We recognise that the Urban Agenda for the EU, officially established by the Pact of Amsterdam and agreed at the Informal Meeting of the EU Ministers responsible for Urban Matters in May 2016, aims to promote cooperation between all levels of governance in order to achieve a sustainable, socially inclusive, innovative and economically powerful Europe. The Urban Agenda for the EU focuses specifically on three pillars of EU policy making and implementation: better regulation, better funding, and better knowledge exchange. It introduces a new working method by setting up twelve Thematic Partnerships focusing on a range of priority topics, with the Partnership for Urban Mobility being central among them. The Partnership for Urban Mobility aims to foster sustainable and efficient mobility in urban areas in order to support better services to citizens, and to create new opportunities based on innovative solutions.

The focus of the Partnership is on the medium and long-term perspective for urban mobility, and addresses the following four key areas:

- governance and planning,
- active modes of transport and use
- of public space,
- public transport and accessibility,
- new mobility services innovation.

WE, the political and leading representatives of the Partnership for Urban Mobility:

UNDERLINE that the Urban Agenda for the EU is one of the most important and promising tools we have in fostering the urban dimension in policies at all levels of governance (regional, national and European level), especially towards the post-2020 EU Cohesion Policy;

EMPHASISE that the partnership approach, based on an equal participation of all levels of governance, enriched by the expertise of relevant stakeholders, demonstrates a proven added value by reflecting and respecting the interests and needs of the different actors actively involved in developing urban mobility across Europe;

ACKNOWLEDGE that mobility at the local level is a key development tool in European urban areas, having reached a common understanding of this issue, by selecting the most relevant topics for improving urban mobility in our joint draft Action Plan;

ENDORSE the objectives of the Partnership for Urban Mobility and support its implementation in terms of better regulation, better funding, and better knowledge exchange;

WELCOME that the Partnership coordinated by the City of Karlsruhe and the Czech Republic has elaborated a draft Action Plan, which is now open for consultation and public feedback. This document is a joint effort of all partners, developed in close exchange with relevant stakeholders from across Europe;

RECOGNISE that the finalisation of the Action Plan, and its implementation, are important milestones for the success of the Partnership. This calls for an ongoing commitment and support from all partners, including stakeholders, as well as for the awareness and the spirit of shared responsibility for our Partnership;

STRONGLY RECOMMEND that the actions defined in the draft Action Plan should be further elaborated in order to facilitate its implementation;

WELCOME the Partnership's commitment to transparency in all project phases demonstrated by inviting other cities, regions, Member States and stakeholders to contribute to the Action Plan through various outreach activities;

INVITE decision makers at all levels of governance to take forward the conclusions and recommendations of the Partnership in shaping, funding and implementing future urban policies.

We, the political representatives and leading representatives, wish the successful accomplishment of the goals of the Partnership, with the support of all relevant stakeholders across the EU, and look forward to meeting again to scale up the future of the urban mobility with the Partnership's Action Plan already in place.

The Joint Statement was signed by the political and leading representatives of the Partnership for Urban Mobility who were in office at that time.



VISIBILITY AND PARTICIPATION

The Partnership for Urban Mobility has carried out a **public consultation** from 15th February to 9th April 2018 on the drafted actions. This Public Feedback was part of a process to evaluate the actions and recommendations developed by the Partnership.

The Partnership has also organised or attended several **conferences, meetings or workshops** presenting, discussing or promoting the Partnership or the drafted actions.

The **political and leading representatives** of the Partnership held a meeting back to back with the regular partnership meeting in Karlsruhe in March 2018 highlighting that the Urban Agenda for the EU is one of the most important and promising tools that we have for fostering the urban dimension in policies at all levels of governance.

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FEBRUARY 2017
KICK-OFF MEETING IN PRAGUE



DECEMBER 2017
5TH PARTNERSHIP MEETING IN MALMÖ



OCTOBER 2018
8TH PARTNERSHIP MEETING IN NIJMEGEN



JUNE 2018
7TH PARTNERSHIP MEETING IN BURGAS



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