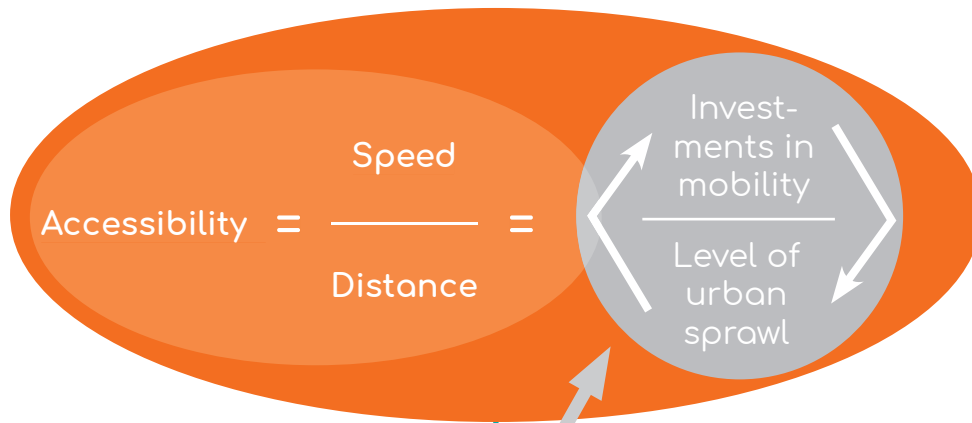


# From mobility to accessibility – Need for major transition in EU policy

## Recommendations

# The main problem

Investments in mobility >> increased traffic  
>> increased traffic related problems



## Accessibility:

Green transport policy should have the prime objective to increase accessibility, meaning the ease (time and comfort) of reaching goods, services, activities and destinations from a certain location.

## Speed:

Speed is the total time a person needs to go from place A to B, for example from home to work/school/supermarket

## Distance:

The number of kilometers between place A and B, for example home and work

## Investments in mobility:

Speed increases with investments in mobility, for example new highways, cycling infrastructure, train lines. Core focus of current EU Policy

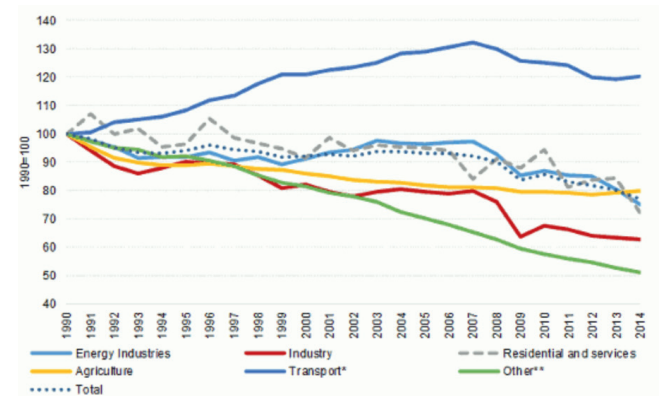
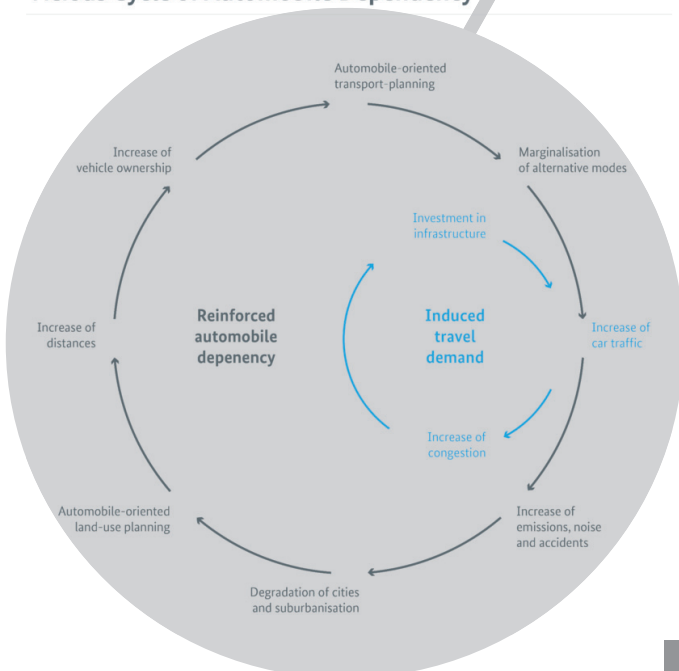


Mobility investments and urban sprawl are mutually dependent and reinforce each other. People have a mental „travel budget“ of a certain hours a day. This means that if investments are done in mobility, people can reach areas further away in the same time, which creates a demand for sprawling urbanisation. This works the same the other way round.

## Level of urban sprawl:

Distances increase with urban sprawl, which is the physical pattern of low-density expansion of large non-mixed urban areas, into the surrounding agricultural areas. EA: Urban sprawl is happening faster than ever before in the EU

## Vicious Cycle of Automobile Dependency



Measures to increase accessibility >> reduced traffic >> reduced traffic related problems >> increased livability

## Convenience:

- Spread of traffic demand during day (tickets/congestion charging)
- EU wide portal for integrated travel options/costs
- Smart distribution of goods, city logistics and packages

Investing in the future:  
**Digital Europe** Programme

## Social acceptability:

- Stimulate sustainable transport awareness in all society (divers groups)
- Accessibility solution development by bottom up societal groups / SMEs
- Increase support from / to local/ regional politicians on accessibility

 **Erasmus+**

## Mobility:

- Micro-mobility & digital innovation
- Measures to reduce private car use and possession
- Mobility labs and open/social innovation

 **European Union**  
European Regional Development Fund

 **Urban Mobility**

## Proximity:

- Stop greenfield development
- Mixed urban development with integrated traffic concepts
- Strategic placement of services based on range and target groups

**ESPON**  
EUROPEAN SPATIAL PLANNING  
OBSERVATION NETWORK

 **European Union**  
European Regional Development Fund

**European Environment Agency** 

## Connectivity:

- Micro-mobility & digital innovation
- Local: Increase network of network for sustainable modes
- Metropolitan: Stimulate intermodality
- (Inter)national: connect local/regional networks with intern. network

 **Connecting Europe Facility**  
EUROPEAN COMMISSION

## Affordability:

- Stop subsidies on car production/use/ownership
- Equitable pricing public transport (based on income groups)
- Inner-urban housing for different professions and income groups

 **European Union**  
European Social Fund

**URBAN AGENDA FOR THE EU**

## Understanding and measuring:

- Adapt current mobility EU mobility guidelines (e.g. SUMP)
- Increase science/policy interface by agreement on indicators
- Stimulate cooperation mobility and urban planners

 **Horizon Europe**  
THE NEXT EU RESEARCH & INNOVATION PROGRAMME (2021 - 2027)

## EU-legislation:

- Adapt Service Directive to benefit accessibility
- Analyse and adapt other EU legislation influencing accessibility
- Strength of EU institutions role in Spatial/Urban Planning

 **Horizon Europe**  
THE NEXT EU RESEARCH & INNOVATION PROGRAMME (2021 - 2027)

 **European Commission**  
Joint Research Centre

 **European Parliament**  
Think Tank