

# JUST TRANSITION AGENDA

## FOR URBAN MOBILITY

### POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

## Urgency

The most recent IPCC report is clear about the threats posed by the Climate Crisis, and about the need to act fast, both to revert global warming and to prepare for some of its now inevitable impacts.

The recent launch of the EU Climate-neutral and Smart Cities Mission, sets a deadline for at least 100 European cities to reach climate neutrality by 2030.

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## Our challenge

Urban mobility is one of the most challenging sector for cities to reach climate neutrality – if not the most. The objective can only be reached when the measures leading to their achievement are broadly carried by society.

Local and regional decision makers are aware of the **sensitivity of measures** in urban mobility that ask for a **change of lifestyle** and change the cost structure of mobility. The fairness of action taken will be crucial to gain acceptance, and to have impact.

The challenge we face in view of a just transition in urban mobility is **multi-faceted**:

- Affordability, and the overall cost of mobility
- Physical accessibility of streets, interchanges, vehicles and buildings
- Availability of services, in view of time and location
- Gender-related mobility patterns, differences and needs
- Age, (dis)ability
- Labour aspects linked to the mobility system and new mobility services

- Car dependency

The recognition of these aspects, and specific needs of stakeholder communities and user groups, often obstruct or hamper change, and keep many reliant on less sustainable solutions. We need an entirely new logic: current fairness problems should be an argument to specifically address these needs with targeted, equitable and inclusive mobility solutions, which are also sustainable. In this sense, urban mobility can provide entire communities with **new opportunities**, supporting healthy, affordable and accessible life for all citizens.

Urban mobility in its essence is a sector where local and regional government is central in planning, regulation, investment, procurement, asset management/ownership and enforcement – more so than other climate transition related fields.

Stakeholders and citizens expect local and regional authorities to be **present and reliable** and in general terms, to take care.



## Our existing commitments

The mobility shift raises important questions, which we must address, discuss, and deal with. Ignoring these issues will generate resistance, delay, block the shift or, worse still, make us end up with a system that is decarbonised but highly unfair.

The need for a just transition is an important aspect of the POLIS 'Urban Green deal Makers Pledge'. POLIS members commit to:

### Become frontrunners for the European climate goals

We know that if everyone is waiting for someone else to take the first step forward, no one will move. We also know that those who step forward must often overcome political backlash, fear of change, and behavioural inertia.

This is where leadership comes in. We will lead by example, using POLIS for peer support and fast adoption of good practices.



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### Promote inclusion as a driver for quality and innovation

We know that in past decades the transport sector often focused on the needs of adult middle-class men commuting to and from their offices in peak hours, underserving several types of users.

We strongly believe urban mobility must understand and respond to the rights and needs of all users, including women and people of all ages and abilities. We will ensure our mobility systems drive social inclusion, through universal solutions based on usability, safety, comfort, and efficiency.



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# The Just Transition Agenda for urban mobility

In addition to our previous commitments, we now invite:

- POLIS members, working groups and platforms,
- Stakeholders, partners and service providers in the urban mobility innovation ecosystem,
- Co-creators of the EU Mission on Climate-Neutral and Smart Cities,
- European institutions

to address the following Just Transition key action points, in the years to come, in **close cooperation and with a concerted effort**:

- 1 Recognise and better understand the **current imbalances and unfairness** in the urban mobility system in terms of accessibility, safety, affordability and opportunity. We must make sure that the urban mobility transition doesn't aggravate existing disadvantages and inequities.
  - costs of unsustainable modes)
  - risk shift (in view of safety, security and environmental harm)
  - budget and investment shifts
  - and create opportunity for and access to jobs, education, food, cultural, social and economic activity
- 2 Establish **inclusive governance approaches** that involve hard to reach stakeholders and are built on new forms of dialogue throughout planning, implementation and evaluation.
- 3 **Map and understand specific needs** and sensitivities of stakeholders, in order to address these by taking concrete and tailored actions.
- 4 When developing climate actions in urban mobility, build on a **combination of collective solutions and individual behaviour**. These climate actions should not overwrite existing initiatives that currently address unfairness, but strengthen and capacitate them.
- 5 Address a just transition in local mobility across **different geographies**: rural, urban, regional, metropolitan regional level.
- 6 Establish a **toolkit of just transition actions** and best practices that relate to
  - modal shift (including shared use)
  - motor shift (clean and right-sized vehicles)
  - space shift (reallocation of public space in favour of sustainable modes)
  - cost shift (changes in the price for access and mobility, internalizing the external
- 7 Install mechanisms for **public oversight** of private mobility service provision, to ensure their inclusivity, fairness, sustainability, and contribution to a just transition.
- 8 Build skills and capacity that enables a just transition for those currently working in transport and mobility related jobs, and ensure high quality and safe transport jobs in the future.
- 9 Take a just transition into account when transport infrastructures and services are part of **climate adaptation strategies**, and when planning for extreme weather events that impact on mobility and access to services.
- 10 Use **new and appropriate indicators** to measure success and fairness of the changes in urban mobility we want to achieve.
- 11 Engage in **global policy and capacity building** activities to bring forward the just transition in the urban mobility agenda.

*Gothenburg, Sweden, 1 December 2021*





## **Our work on the topic of just transition in urban mobility**

In the past few years, we have been addressing many of the aspects of the just transition in urban mobility, both in our working groups and in the several EU-funded projects we contribute to.

Learn more about at [www.polisnetwork.eu/justtransition](http://www.polisnetwork.eu/justtransition)





## ABOUT POLIS

POLIS is the leading European network of cities and regions focusing on urban transport innovation.

We cooperate to develop sustainable urban mobility solutions for the city of today and tomorrow.

POLIS draws its expertise from a network of decision makers, researchers, and practitioners working in authorities at local and regional level across the European Union.

Building on results developed in European projects and in thematic working groups that touch upon key transport challenges, we link innovation and public policy orientations on urban and regional mobility with European policy development.

Learn more at [www.polisnetwork.eu](http://www.polisnetwork.eu)