

OPC New Urban Mobility Initiative

Fields marked with * are mandatory.

Introduction

This public consultation aims to gather the views of individuals and stakeholders to help the Commission to propose a new EU urban mobility framework. It will seek information and feedback in relation to the overall aims of the planned EU Urban Mobility Initiative (PLAN/2020/8676).

About you

* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- German
- Greek
- Hungarian
- Irish
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian

- Slovak
- Slovenian
- Spanish
- Swedish

* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

* First name

* Surname

* Email (this won't be published)

* Organisation name

255 character(s) maximum

* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)

- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

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*Country of origin

Please add your country of origin, or that of your organisation.

- | | | | |
|---|--|--|--|
| <input type="radio"/> Afghanistan | <input type="radio"/> Djibouti | <input type="radio"/> Libya | <input type="radio"/> Saint Martin |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |
| <input type="radio"/> Andorra | <input type="radio"/> El Salvador | <input type="radio"/> Madagascar | <input type="radio"/> São Tomé and Príncipe |
| <input type="radio"/> Angola | <input type="radio"/> Equatorial Guinea | <input type="radio"/> Malawi | <input type="radio"/> Saudi Arabia |
| <input type="radio"/> Anguilla | <input type="radio"/> Eritrea | <input type="radio"/> Malaysia | <input type="radio"/> Senegal |
| <input type="radio"/> Antarctica | <input type="radio"/> Estonia | <input type="radio"/> Maldives | <input type="radio"/> Serbia |
| <input type="radio"/> Antigua and Barbuda | <input type="radio"/> Eswatini | <input type="radio"/> Mali | <input type="radio"/> Seychelles |
| <input type="radio"/> Argentina | <input type="radio"/> Ethiopia | <input type="radio"/> Malta | <input type="radio"/> Sierra Leone |
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| <input type="radio"/> Australia | <input type="radio"/> Fiji | <input type="radio"/> Mauritania | <input type="radio"/> Slovakia |
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| <input type="radio"/> Bahrain | <input type="radio"/> French Polynesia | <input type="radio"/> Micronesia | <input type="radio"/> South Africa |

- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- Canada
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- India
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar/Burma
- Namibia
- Nauru
- Nepal
- Netherlands
- New Caledonia
- New Zealand
- Nicaragua
- Niger
- Nigeria
- Niue
- Norfolk Island
- Northern Mariana Islands
- North Korea
- North Macedonia
- Norway
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan
- Tanzania
- Thailand
- The Gambia
- Timor-Leste
- Togo
- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia
- Turkey

- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Czechia
- Democratic Republic of the Congo
- Denmark
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Saint Helena
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- Saint Kitts and Nevis
- Saint Lucia
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

Age

Size of a municipality

Indication of disability/reduced mobility

The Commission will publish all contributions to this public consultation. You can choose whether you would prefer to have your details published or to remain anonymous when your contribution is published. **For the purpose of transparency, the type of respondent (for example, 'business association, 'consumer association', 'EU citizen') country of origin, organisation name and size, and its transparency register number, are always published. Your e-mail address will never be published.** Opt in to select the privacy option that best suits you. Privacy options default based on the type of respondent selected

* Contribution publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

Anonymous

Only organisation details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published as received. Your name will not be published. Please do not include any personal data in the contribution itself if you want to remain anonymous.

Public

Organisation details and respondent details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published. Your name will also be published.

I agree with the [personal data protection provisions](#)

This public consultation aims to gather the views of individuals and stakeholders to help the Commission to propose a new EU urban mobility framework. It will seek information and feedback in relation to the overall aims of the planned EU Urban Mobility Initiative (PLAN/2020/8676). The consultation will cover many different aspects of urban mobility.

* What is the main way you move around (e.g. go to work, go to school, go shopping)?

- Public transport (specify)
- Private car (specify: diesel/gasoline/hybrid /electric)
- Shared rides (carpooling, i.e. driver determines destination and agrees to take along passengers)
- On-demand passenger transport service (e.g. taxi)
- Bicycle or e-bicycle (specify: private or shared)
- E-scooter (or another micro mobility device) (specify: private or shared)
- Motorcycle
- On foot
- Wheelchair or another assisting device
- Other (please specify)
- I don't know/no answer

Please specify here:

We represent 100 Million persons with disabilities in Europe, which is a diverse group of persons who use all of the above, or a combination of different elements, including persona mobility devices such as wheelchair. Therefore we cannot choose a single mode of transport.

Survey

1. If you live in an urban area what is the main way you move around (e.g. go to work, go to school, go shopping) in your city/municipality?

- Public transport (specify: bus, tram, train, metro, trolleybus, water bus /taxi, other)
- Private car (specify: diesel/gasoline /hybrid/electric)
- Shared rides (carpooling, i.e. driver determines destination and agrees to take along passengers)
- On-demand passenger transport service (e.g. taxi, private hire vehicles)
- Bicycle or e-bicycle (specify: private or shared)
- E-scooter (or another micro mobility device) (specify: private or shared)
- Motorcycle
- On foot
- Wheelchair or another assisting device
- Other (please specify):
- N/A (I don't live in an urban area/I represent organisation)

Please specify here:

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*** 2. Provided that the right conditions are in place, what would be your preferred main way to move around in your city/municipality?**

MaaS : Mobility as a Service, the integration of various forms of transport services into a single mobility service accessible on demand

- Public transport (specify: bus, tram, train, metro, trolleybus, water bus /taxi, other)
- Private car (specify: diesel/gasoline /hybrid/electric)
- Shared rides (carpooling, i.e. driver determines destination and agrees to take along passengers)
- On-demand passenger transport service (e.g. taxi, private hire vehicles)
- Bicycle or e-bicycle (specify: private or shared)
- E-scooter (or another micro mobility device) (specify: private or shared)
- Motorcycle
- On foot
- Wheelchair or another assistive device
- Other (please specify)
- I will combine different mobility options thanks to digital apps/offers (e.g. mobility as a service)
- I don't know/no opinion
- N/A

Please specify here:

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*** 3. What are the most important challenges negatively affecting your daily mobility?**

at most 4 choice(s)

- Congestion and resulting delays
- Feeling unsafe to ride a bike
- Poor air quality
- Feeling unsafe or insecure to walk

- It feels unsafe(risk of crash) when driving a car
- Fears for personal safety/security in public transport
- Poor public transport coverage
- Public transport is too expensive
- Poor accessibility of public transport for persons with disabilities and reduced mobility
- Public transport is not reliable or does not run frequently enough
- There is no phone app to enable me to pay for all my trips
- Transport-related noise
- Insufficient information on public transport or other mobility options
- Poorly maintained roads or streets
- Insufficient or lacking, or not properly maintained bicycle lanes
- Not properly maintained pavements
- Lack of space on pavements e.g. cluttered by cars, bikes, scooters
- Difficult to move around for persons with disabilities and reduced mobility
- Risk of theft /lack of safe storing facilities for bikes, scooters etc.
- Difficulty of multimodal connections (e.g. bike – train or bus – train)
- Lack of secure parking facilities (for cars/bicycles/ motorcycles - please specify)
- Insufficient recharging points for electric vehicles or e-bikes (please specify)
- Insufficient or unsafe park-and-ride facilities
- Not enough sustainable mobility choices
- Other (please specify)
- I don't know/no opinion

Please specify here:

4. Are you planning to change your mobility habits e.g. having gotten used to more working from home?

* I will use public transport (bus, train, tram etc.)

- more often
- less
- about the same

* I will use my car

- more often
- less
- about the same

* I will use my bicycle

- more often
- less
- about the same

* I will use shared car

- more often
- less
- about the same

* I will use shared bicycle/scooter (or similar personal mobility device)

- more often
- less
- about the same

* I will use on-demand/ride-hailing services (taxi etc.)

- more often
- less
- about the same

* I will walk

- more often
- less
- about the same

*** 5. In the future, with likely more work from home than in the past, what mobility-related measures do you want to see the most?**

at most 5 choice(s)

15-minute city : A concept to improve the quality of people's lives by providing access to the basic needs within a 15-minute walking/cycling distance from their home

Shared mobility : It refers in this document to shared use of transport modes, such as sharing of vehicles for rental (e.g. bikes, scooters, cars), ride-sharing/car-pooling (i.e. shared space within a vehicle) as well as transport-

on-demand services (e.g. ride hailing services like taxis).

Active mobility : refers to active ways of moving from place to place, such as walking, cycling, running, skateboarding, etc.

- Fewer restrictions and more space for cars (roads, on-street parking)
- Lower cost of driving a car in the city (e.g. parking is too expensive)
- Better and more reliable information about the actual emissions, fuel consumption and other costs of owning a car in cities
- Parking policy that discourages or restricts the use of private cars in the city
- Better availability of recharging for electric or hydrogen vehicles
- More frequent public transport services
- Greener, cleaner and more hygienic public transport (vehicles and stations)
- Cheaper or free public transport
- Better integration of mobility options through a digital service (e.g. Mobility as a Service – MaaS)
- Better information on the mobility offers (e.g. on public transport, availability of charging points etc.)
- Better park & ride facilities at the outskirts of the city
- Better infrastructure and facilities for pedestrians and cyclists, including cycle lanes separated from road traffic
- More green/recreational areas incentivising walking and cycling
- Low or zero emission zones or charges on the use of more polluting vehicles to improve air quality (please specify)
- Restrictions or charges on the use of private vehicles to reduce congestion
- More shared mobility possibilities (specify which: shared (e)bikes/cars/ (e)scooters (or similar micro mobility devices)
- More focus on road safety (e.g. 30 km /h zones, better enforcement)
- More innovative mobility solutions such as self-driving buses or shuttles, drones or flying taxis (please specify)
- Introduction of new concepts like Low Traffic Neighbourhoods or the 15-minutes city
- Employers to (financially) support sustainable commuting of their staff

- Better collective transport options (e.g. shuttles) for the areas surrounding the city
- If you have other ideas/wishes (please specify)
- Better accessibility of public transport for persons with disabilities or reduced mobility
- I don't know/no opinion
- Better local and regional railway connections

Please specify here:

Accessibility of public transport is still the biggest problem for persons with disabilities when moving around in cities. A much stronger (European) policy and legislation is required to improve access to metros, light rail, buses, trams, and shared mobility solutions. However, other accessibility issues should not be forgotten either: availability of parking spots designated for persons with disabilities, a strict policy on abuse of blocking parking spots of persons with disabilities, accessibility of the city's walking and cycling infrastructure including quality and accessibility of pavements, secure and accessible road crossings, a policy on restricting blocked pavements e.g. by restaurant terraces, parked e-scooters, or business signs, etc.

*** 6. Do you experience problems with the connectivity between a city and the surrounding (rural, peri-urban) areas, or related issues?**

at most 2 choice(s)

- Yes, insufficient public/collective transport options to/from the city
- No, I don't experience any problem when driving (car/motorbike)
- Yes, not enough or too expensive parking facilities for cars in the city
- No, I don't experience any problem when using public transport
- Yes, I cannot easily leave my car outside the city to come in with bike or public transport (lack of park and ride facilities)
- No, I don't experience any problem when walking/cycling
- Yes, insufficient active mobility options (such as cycling routes) to /from the city
- I don't know/no opinion
- Yes, I experience congestion and pollution because of people coming from those areas to the city
- Other (please specify)

- Yes , I experience insufficient accessibility of public/collective transport for persons with disabilities or reduced mobility

Please specify here:

*** 7. Public transport can play an essential role in reducing congestion and meeting climate and environmental targets. Which solutions below can help increase your use of public transport in urban areas?**

at most 3 choice(s)

- | | |
|---|---|
| <input type="checkbox"/> More frequent service; enlarged network; more convenient hubs /stations | <input checked="" type="checkbox"/> More accessible stations and vehicles for persons with disabilities and reduced mobility |
| <input type="checkbox"/> More reliable service (e.g. departure and arrival times); better information (real time, connections etc.) | <input type="checkbox"/> More/better park&ride schemes (to combine public transport with private cars) |
| <input type="checkbox"/> Cheaper tickets | <input type="checkbox"/> Better link between public transport and 'last mile solutions (e.g. bicycles, scooters etc.) |
| <input type="checkbox"/> Easier to buy a ticket (including online) | <input type="checkbox"/> Better link between public transport and starting point/destination thanks to on-demand transport options (e.g. taxi, private hire vehicles, etc.) |
| <input type="checkbox"/> Zero-emission (electric/hydrogen buses) | <input type="checkbox"/> Increased safety and/or security measures |
| <input checked="" type="checkbox"/> More accessible, comfortable and safer buses/trams | <input type="checkbox"/> Effective dispute resolution mechanism for complaint-handling |
| <input type="checkbox"/> Free travel in city centres; free travel at peak hours | <input checked="" type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Season-ticket paid by the employer; loyalty schemes for season-ticket holders | <input type="checkbox"/> I don't know/no opinion |
| <input type="checkbox"/> Priority lanes for public transport by bus; priority for trams/buses in traffic | |

Please specify here:

Besides better accessibility of transport vehicles and stations, which is crucial for persons with disabilities, the new mobility framework also has to consider aspects beyond infrastructure. Websites and mobile applications of transport providers have to be accessible, too, also to buy tickets. Also the information at stops and stations and in the vehicles has to be accessible - it sounds self-evident, but for example buses of "DeLijn" which serve the region of Flanders and parts of Brussels in Belgium do not have any real-time announcement of upcoming stops - neither visual nor audio. This should be a basic requirement for all new transport vehicles and when renovating stops and stations. Urban transport has been neglected by the EU's regulatory framework and while there is already a package of Passengers' Rights for long-distance transport modes, this is missing in urban transport.

* 8. What would encourage you to walk or cycle more often?

at most 3 choice(s)

- | | |
|---|--|
| <input type="checkbox"/> More dedicated infrastructure (e.g. more pavements, pedestrian zones, bicycle lanes, cycling streets) | <input type="checkbox"/> Reduced motorised traffic/less cars |
| <input type="checkbox"/> More green spaces (e.g. street vegetation) | <input type="checkbox"/> Better road safety |
| <input checked="" type="checkbox"/> Pedestrian and cycling infrastructures of better quality (e.g. wider, well-maintained pavements; coherent, safe, well-maintained bicycle lanes) | <input type="checkbox"/> Better air quality |
| <input checked="" type="checkbox"/> More benches, parking and other pedestrian and cycling facilities | <input type="checkbox"/> Less noise coming from traffic |
| <input checked="" type="checkbox"/> More accessible pedestrian infrastructure (e.g. dropped/lowered kerbs) | <input type="checkbox"/> IT solutions such as phone apps helping to choose the optimal route |
| <input type="checkbox"/> Traffic rules/management system prioritising pedestrians and cyclists (e.g. priority when crossing a street) | <input type="checkbox"/> Financial (or other) incentives (e.g. from employer, local authorities, school) |
| <input type="checkbox"/> More areas with calmed-down traffic | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Default 30 km/h speed limit | <input type="checkbox"/> I don't know/no opinion |
| <input type="checkbox"/> Cleaner streets, bike lanes and pavements | |

Please specify here:

For accessibility of walking and cycling, dropped kerbs and secure road crossings are only one element that needs to improve for persons with disabilities. Better quality of walking infrastructure in general benefits everyone but is essential for persons with disabilities - it is difficult to drive a wheelchair over cobblestones or a pavement full of potholes, and it is dangerous to do so if you have difficulties walking or keeping your balance. Obstacles placed on pavements are a tripping hazard for persons who are visually impaired. If there are not enough cycle parking facilities, bikes are often parked blocking the pavement. And benches are important to rest for somebody who can only walk short distances. In cities like Brussels it is at the moment impossible to use the pavement because of the reasons mentioned above which results in dangerous situation for pedestrians and cyclists with disabilities.

*** 9. Car sharing and transport on demand (e.g. taxis and private hire vehicles with driver) services can help tackling some urban mobility problems. What can make them more sustainable, i.e. reduce their air pollutant and CO2 emissions?**

at most 2 choice(s)

- | | |
|---|---|
| <input type="checkbox"/> More charging infrastructure for electric vehicles | <input type="checkbox"/> Reducing journeys without a passenger (e.g. abolish local rules on return-to-garage) |
| <input type="checkbox"/> Mandatory requirements for the use of zero-emission vehicles in taxi and private hire vehicle fleets | <input type="checkbox"/> Integration with public transport services |
| <input type="checkbox"/> Low- and zero-emission zones | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Financial incentives to use zero-emission vehicles | <input checked="" type="checkbox"/> I don't know/no opinion |

Please specify here:

10. How satisfied are you with the accessibility for persons with disabilities or reduced mobility of the transport infrastructure ?

1

*** 11. Which current or future transport modes are the most suitable for e-commerce or home deliveries of the future ?**

at most 3 choice(s)

Urban freight logistics : refers to the delivery of goods to customers, shops, factories, etc.. in a city

- | | |
|--|--|
| <input type="checkbox"/> Drones | <input type="checkbox"/> Zero-emission heavy duty vehicles (e.g. trucks) |
| <input type="checkbox"/> Delivery robots | <input type="checkbox"/> Urban public transport |
| <input type="checkbox"/> Cargo (e)bicycles | <input type="checkbox"/> Taxis / private hire vehicles with driver /ride-hailing companies |
| <input type="checkbox"/> Diesel/gasoline vans | <input type="checkbox"/> Inland water transport |
| <input type="checkbox"/> Diesel/gasoline heavy duty vehicles (e.g. trucks) | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Zero-emission (e.g. electric, hydrogen) vans | <input checked="" type="checkbox"/> I do not know/no opinion |

Please specify here:

*** 12. Would information on the impacts of your home delivery, such as carbon footprint (CO2 emitted), make you try to choose a more environmentally friendly delivery option?**

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- I don't know/no opinion

*** 13. What actions (existing or potential) to deal with congestion and emissions in cities do you particularly agree with?**

at most 3 choice(s)

- | | |
|--|---|
| <input checked="" type="checkbox"/> More accessibility and choice of low- and zero-emission mobility solutions | <input type="checkbox"/> Quicker uptake of automated vehicles |
| <input type="checkbox"/> Low or zero emission zones (please specify) | <input type="checkbox"/> More pedestrian and cycling zones |
| <input type="checkbox"/> Urban tolls (e.g. on congestion or emissions) | <input type="checkbox"/> Speed limits |
| <input type="checkbox"/> Parking restrictions | <input type="checkbox"/> Congestion charges |
| <input type="checkbox"/> Increase in park & ride facilities | <input type="checkbox"/> Diesel bans |
| <input type="checkbox"/> More/better car sharing services | <input type="checkbox"/> Limited traffic zones |

- More/better bike- and scooter-sharing services
- Public transport improvements
- Integrated offer for public transport and shared mobility services (Mobility as a Service)
- Quicker uptake of zero-emission vehicles
- More education of road users / communication / awareness raising
- No further actions needed
- Other (please specify)
- I don't know/no opinion

Please specify here:

Persons with disabilities rarely have the choice regarding the mode of transport they use - they have to take whatever is the most accessible. Often this only leaves one option: a private car which can be adapted to their needs. Therefore it is crucial to make public transport and other low/zero emission solutions accessible because otherwise 100 Million persons with disabilities in the EU simply cannot choose for more environmentally friendly modes of transport.

*** 14. Do you encounter difficulties with urban vehicle access regulations like low or zero emission zones?**

- YES
- NO

If yes, what is your biggest difficulty ?

- Rules are unclear or not understandable
- Information about the rules is difficult to obtain
- Rules seem to differ in different cities even in the same country
- Registration process is difficult
- Payment process is complex
- Problematic for persons with disabilities and older persons
- Rules are restricting access to public and healthcare facilities for persons living in peripheries with no public transport services
- The fines are disproportionately high
- Other (please specify)
- I don't know/no opinion

Please specify here:

For persons with disabilities who are relying on their personal car because public transport is not accessible or more difficult to use this could be a problem. Exceptions need to be possible, also for persons who are only visiting or occasionally going to the urban zone. However, we do not have any statistical evidence to show that this is a problem at the moment and if yes, at what scale. More research needs to be done in this area.

15. On a scale of 1 to 5 (1 being the least and 5 being the most), which new mobility service can help reduce congestion and brings environmental benefits in urban areas?

Micromobility solutions (e.g. free-floating e-scooters and other personal electric wheelers) :

1

Bicycle and e-bicycle sharing :

1

Car sharing, car pooling :

1

Ride hailing :

1

Measures (e.g. apps) encouraging walking and/or cycling :

1

Digital services integrating all mobility options (e.g. Mobility as a Service) :

1

*** 16. What are the three most important innovations currently missing from your municipality that will improve urban mobility ?**

at most 3 choice(s)

- | | |
|---|--|
| <input type="checkbox"/> Smart traffic lights that manage congestion and traffic flow | <input type="checkbox"/> Innovative ways of financing urban mobility projects |
| <input checked="" type="checkbox"/> Dynamic information on public transport, including on the real-time position of buses, trams, trains etc. | <input checked="" type="checkbox"/> Public space re-design and street-space reallocation |

- Automated vehicles
- Intelligent parking management (seamless parking)
- Delivery by drones or robots
- Apps to buy easily tickets
- More use of technology to reduce speeds of road users in different areas
- Other (please specify)
- Innovation in governance (e.g. citizen and stakeholder engagement or creative public-private cooperation)
- I don't know/no opinion

Please specify here:

We represent a large and diverse group of persons with disabilities but the answers selected are the most common ones, lacking the accessibility element.

*** 17. How will increased digitalisation of mobility (e.g. bike/car sharing apps, real time traffic information etc.) affect your mobility choices?**

- Make me a lot less likely to use these services
- Will increase the likelihood I will use these services
- Make me a little less likely to use these services
- Will increase a lot the likelihood I will use these services
- Will make no impact on my mobility choices
- I don't know/no opinion

18. Road safety in urban areas is a particular concern regarding vulnerable road users (pedestrians, cyclists, motorcyclists). Which actions do you think would be of greatest benefit to increase the safety of vulnerable road users (with 1 being of the smallest benefit and 5 being of the greatest benefit)?:

Default 30km/h speed limits (i.e. higher speed allowed only where it can be shown that it is safe) :

Speed enforcement measures (e.g. traffic calming ramps, speed cameras or radars, visible police presence...)

Safe footpaths and cycle lanes that are separated from motorised traffic :

1

Footpaths and kerbs accessible for persons with disabilities or reduced mobility :

5

Low/no traffic zones :

1

Truck safety features (e.g. direct vision, turning assistance systems) :

1

Road users education :

1

Other (please specify) :

1

Please specify here:

*** 19. Micromobility devices such as e-scooters are becoming more common on Europe's urban streets. Which elements do you think are most important for their safe use?**

at most 3 choice(s)

- | | |
|---|---|
| <input type="checkbox"/> Road user separation (e.g. they should only be able to use cycle paths) | <input type="checkbox"/> Mandatory use of protective equipment (helmets, reflective clothing) |
| <input checked="" type="checkbox"/> They should not be allowed on the pavements or reduced in their speed in pedestrian areas | <input type="checkbox"/> Raising the age at which it is permitted to use e-scooters |
| <input type="checkbox"/> Speed should be more restricted generally | <input type="checkbox"/> Indicated areas where to park |
| <input type="checkbox"/> Functioning safety equipment (brakes, lights, horns) | <input checked="" type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Technical condition of the vehicles | <input type="checkbox"/> I don't know/no opinion |
| <input type="checkbox"/> Rider training | |

Please specify here:

Rules for parking the scooters in safe places where they do not become obstacles on the pavement and tripping hazards for pedestrians.

*** 20. Are you aware of a sustainable urban mobility plan (SUMP) or similar comprehensive transport plans in your town, city or region?**

SUMP : Sustainable Urban Mobility Plan, a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life

- Yes
- No
- I don't know/no opinion

*** 21: Do you think the EU should make SUMP's mandatory for cities?**

- Yes, for all cities irrespective of size
- Yes, for cities with at least 50 000 inhabitants
- Yes, for cities with at least 100 000 inhabitants
- Yes, but only for the biggest cities (above 1 million inhabitants)
- No, it should not be mandatory
- I don't know/no opinion

*** 22. What is your opinion about car-free days (a highlight of European Mobility Week)?**

- It's a great idea and such days should be organised every month
- It's a great idea and such days should be organised 2-3 times per year
- It's a great idea but should be done on a working day (to encourage modal shift)
- I like it and the current frequency (1 /year) is sufficient
- I don't like the idea but I don't mind the day
- I don't like the idea and it should not be organised
- I don't know/no opinion

23. A mobility management plan is a plan to promote sustainable transport and therefore reduce emissions by encouraging the change of mobility habits. On a scale of 1 to 5 (1 being not important

and 5 being very important) how important it is that the following organisations adopt their own mobility management plan:

Schools with over 1500 students :

5

All primary and secondary schools :

5

Universities :

5

Businesses with over 200 employees :

5

Businesses with over 50 employees :

5

Shopping centres / retail areas :

5

Hospitals / major health institutions :

5

Big events :

5

Other :

1

Please specify here:

*** 24. Is there anything relating to urban mobility that was not covered by this questionnaire, that you would like the EU to look into?**

- Yes (please specify max 100 words)
- No

Please specify here:

SUMPs should be obligatory and they should include accessibility requirements. Persons with disabilities and their representative organisations should be consulted systematically both on a local and national level about their needs;

Intersectional approach to urban planning: it is important to consider other barriers which person with disabilities can encounter when trying to access public transport. For example in cities like Brussels, the fact that self-ticketing machines are not accessible for all persons with disabilities can result in a financial loss for passengers with disabilities because it is more expensive to buy a ticket from the bus driver than a ticketing machine at the stop. So, affordability of accessible public transport is also important. Women, LGBTI or racialized persons with disabilities can face further barriers due to public harassment or personal safety concerns when using public transport.

Public procurement: This is partly covered by the Public Procurement Directive but there should be clearer rules for accessibility requirements of public transport vehicles, infrastructure, and ticketing machines. Currently, each city procures its own vehicles and the requirements are not harmonized or aligned, resulting in the purchase of inaccessible vehicles and waste of public money. The wheel does not have to be re-invented every time, the technical solutions exist but there is a mismatch between the specifications in the call for tenders, the manufacturers' proposals, and the reality of persons with disabilities that needs to be fixed.

Contact

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