

COMMITTEE OF THE REGIONS – DIRECTORATE FOR CONSULTATIVE WORK
COTER Commission and "Networks & Subsidiarity" Unit



QUESTIONNAIRE ON THE ACTION PLAN ON URBAN MOBILITY
COM (2009) 490 final

Submitted for consultation of the Subsidiarity Monitoring Network
by Sir Albert Bore (UK/PSE)

Please complete and submit by **Friday 8 January 2010**. You can upload the completed questionnaires directly on the Subsidiarity Monitoring Network webpage (<http://subsidiarity.cor.europa.eu> – remember to be logged in). Alternatively, you can send them by email to subsidiarity@cor.europa.eu.

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BACKGROUND

The Urban Mobility Action Plan consists of a comprehensive support package aiming to provide local, regional and national authorities with incentives, support and tools to develop a culture of sustainable urban mobility in the EU, which fosters competitiveness, is environmentally friendly and promotes an inclusive and cohesive society. Urban mobility should not be seen in isolation, but should be addressed with the objectives of other community policies (cohesion, environment, growth and jobs) in mind.

The action plan includes short and medium term practical solutions in the form of 20 actions across 6 thematic areas¹. Actions are to be launched until 2012 and will be based on partnership with and voluntary commitment by local, regional and national authorities in cooperation with the European Commission in selected areas. They will be implemented through existing EU programmes and instruments. The European Commission underlines that local, regional and national authorities will be free to make use of the support and tools offered under the action plan and that all actions will be implemented through existing programmes and instruments.

Please complete the questions overleaf:

¹ Promotion of integrated policies, citizens' rights, green urban transport, funding, experience and knowledge sharing, optimisation of urban mobility.

A. Subsidiarity & Proportionality:
1. <i>Given the responsibilities/competences of local and regional authorities in your country, which do you think should be the role of the EU as regards achieving sustainable urban mobility?</i>
<i>If possible, provide reasons for your answer.</i>
Facilitating and setting standards. Urban mobility is a local responsibility, but its influence is much bigger than local. So that's a good reason for Europe to be involved. EU should help local/regional authorities to fill in their responsibilities as good as possible. This should be done by: <ul style="list-style-type: none">- Facilitating, by means of developing and sharing knowledge, tackling cross border enforcement issues and subsidising innovative projects. Local/regional authorities individually do not have enough power to tackle these issues.- Setting standards for regulations; this does not mean prescribing what a city should do, but to provide a toolbox of standard (regulatory) options (e.g. sets of entrance criteria) from which a city could choose. This to prevent a patchwork of many slightly different regulations, which is difficult to understand for citizens and companies and which makes cross border enforcement difficult if not impossible.
2. <i>Do you consider the proposed actions appropriate for achieving the objective of sustainable urban mobility in the EU in a satisfactory manner?</i>
<i>If possible, provide reasons for your answer.</i>
Yes, except for one point: I would appreciate more attention to setting standards (in the sense as mentioned at question 1).

B. Links with other EU policies:
3. <i>Do you consider that the proposed actions would contribute to higher economic, social and territorial cohesion within urban and peri-urban centres?</i>
Yes, especially the sustainable urban transport plans should be a good basis for coherent policies in all its aspects.
4. <i>Do you consider that the proposed actions would contribute to achieving the EU's energy and climate change objectives?</i>
The actions it selves do not contribute; it depends on the way the actions are adopted by local authorities. And that means that the way the actions are carried out and presented are very important: they should be easily accessible and simple in use for all local and regional authorities, big and small. Information should be high quality, but not too academical; requirements to participate in EU projects should not frighten smaller authorities to participate, etc.
5. <i>Would you support the introduction of an urban mobility dimension in Sustainable Energy Plans</i>

<i>to be prepared by cities within the context of the Covenant of Mayors?</i>
Yes, for the simple fact that transport is one of the biggest energy consumers. A Sustainable Energy Plan not taking transport into account is not complete.

C. Additional action needed:
6. <i>Do you consider that there are other or additional lines of action relating to urban mobility that have not been proposed by the Action Plan?</i>
See 2.
7. <i>Would you support the establishment of a specific financial instrument encouraging urban and metropolitan areas to set up integrated urban mobility plans? Should the access to such financial instruments be subject to conditions?</i>
Apart from the fact that it is very difficult to formulate criteria to subsidise the setting up of integrated urban mobility plans, I wonder whether the financial stimulus should be a reason to set up such a plan. I think it is more logical to subsidise actions formulated within those plans. That in itself can be a stimulus to set up the plan. And then, of course there have to be conditions, but they should not be too difficult, especially the administrative side.
8. <i>Would you support the extension of the scope of the Action Plan by funding incentives and/or an award scheme? The CoR opinion on the Green Paper² suggested the equivalent of an EU-wide "Blue flag Scheme" to be awarded on the basis of specific indicators to urban areas with low levels of pollution and congestion.</i>
Funding incentives are welcome. But an award scheme is very difficult, since pollution and congestion are depending on so much more than the local urban transport policy. Is there a Europe-wide level playing field for cities, which makes a scheme possible? I think there isn't.
9. <i>What would your priorities for action/implementation be?</i>
The funding opportunities.

D. Best practices and experience:
10. <i>Has your municipality/city or region (or the constituent members of your association) already implemented measures or initiatives helping to achieve sustainable urban mobility in line with the Action Plan (e.g. implementation of urban mobility plans, passenger rights in urban transport, rules and best practice regarding access to green zones, information exchange platforms etc)?</i>

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CdR 236/2007 final.

Please provide a short description of these measures or initiatives.

Yes , many, some examples:

- Our transport plan is part of an integral urban policy on economy, housing, urban development, environment and transport.
- Utrecht participates in CIVITAS MIMOSA with 18 projects.
- The Utrecht integral urban freight policy is a national and European example and consists of both infrastructural, regulatory and logistic measures. Innovative examples are Cargohopper and our Beer Boat.
- The environmental zone for trucks has been introduced as part of a nationwide covenant on environmental zones. This means access criteria are standardized and several compensating measures have been implemented.

E. Better regulation:

11. *Do you feel that the impact assessment accompanying the Action Plan is comprehensive and takes into account aspects particular to local and regional authorities?*

--- (no clear opinion)

12. *Do you feel that the implementation of the Action Plan will result in increased financial or administrative costs for your city, local authority or region?*

No, local actions have already been executed or are running. I don't think we have to change things drastically.