

CiViTAS
Cleaner and better transport in cities

MIMOSA

BOLOGNA • FUNCHAL • GDAŃSK • TALLINN • UTRECHT

D11.3 - Second Policy Statement

“Mobility Management”


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1. Background Information

The policy workpackage of CIVITAS MIMOSA, WP11 Policy and Society, has established a Policy Group to steer discussion on several relevant issues, such as political, legal, institutional, economic, societal, mobility aspects bearing impacts on sustainable urban mobility.

The Policy Group is also to interact with the 'Policy Advisory Committee' of the CIVITAS Initiative, the CIVITAS Forum, the other CIVITAS PLUS projects ARCHIMEDES, ELAN, MODERN, REINASSANCE, POINTER, VANGUARD, and the external policy world in general.

The Policy Group is coordinated by ISIS, leader of WP11, and is composed of five pro-active and high-level political representatives of the demonstration cities - Mayors or Councillors - plus their aids (the Local Policy Managers). Together, they closely follow and address the policy outcomes of CIVITAS MIMOSA and the CIVITAS Initiative at large, analysing successes and failures, priorities and opportunities.

A key feature of the Policy Group is the commitment of its members and their availability to regularly meet and discuss issues that recur back at home, trying to mutually learn and to consolidate a common vision that will be translated into publishable policy statements.

The Policy Group usually gathers at CIVITAS Fora and during thematic workshops organised by CIVITAS MIMOSA. The second one was held in Rome, Italy, on the 26th of November 2009. It addressed the issue of **Access Management**, with specific reference to Road Pricing, Limited Traffic Zones, Integrated Traffic Management Systems, Reduction of Freight Traffic, and Park&Ride.

The presence of and the hosting by the city of Rome is due by its participation in another CIVITAS family project, CATALIST, where it leads a group of cities on the access management theme.

The Policy Group had a round table discussion moderated by Pascal van den Noort of CIVITAS MIMOSA (Velo Mondial). Participants included:

- City of Rome – **Sergio Marchi** (Councillor for Mobility and Transport)
- City of Bologna – **Simonetta Saliera** (Councillor for Mobility and Transport)
- City of Funchal - **Bruno Pereira** (Vice Mayor)
- City of Tallinn – **Jaanus Mutli** (Member of Tallinn City Council)

A very lively debate hit the topics of:

- Car Orientation;
- Road Pricing Strategies;
- Car Parking;
- Access Restrictions;
- Integrated Strategies.

The gist of the discussion served as the basis for the elaboration of the second CIVITAS MIMOSA Political Statement, which is outlined hereby (also signed by the cities of Gdansk and Utrecht).

This statement is endorsed and undersigned by the current members of the Policy Group (see end of document). The latter is suitable to change overtime according to the electoral timescale of each political mandate.



2. Access Management Statement

1. Local authorities are the main actors on public policy and measures concerning urban mobility. However, **cooperation** with all the different tiers of administration is required, particularly with the national government, in order to guarantee a consistent legal and economic framework in which cities can operate and implement their policies of managing access and parking.



2. **Urban renewal** is the key side aspect to any access management policy, because restrictions applied to private cars have to be accompanied by street and pavement improvements, shops and buildings refurbishment, so as to increase the **attractiveness** of cultural and shopping areas and win stakeholders (in particular retailers but also consumers and citizens in general) over the multiple benefits deriving from a more qualitative use of public roads and spaces.



3. The **purposes** of access management have to be clear and simple: in order to increase the acceptability of citizens, local authorities have to identify and to communicate in a transparent way whether the main aim is to collect revenues, to reduce pollution/noise, and/or to improve the accessibility of areas.



4. The **use of revenues** collected through fines and tariffs is a crucial topic: legislation should allow local authorities to directly utilise them, mainly reinvesting in environmental care, public transport improvements, and urban renewal.



5. **Accessibility and social inclusion** should be carefully taken into account in order to avoid discrimination and to maintain an high level of mobility for all categories of users. Limitations should be accompanied by concurrent increases of alternative transport supply, namely through public transport, cycling and pedestrian options.



6. Road pricing, access restrictions and parking policies should be designed adopting **flexible and diversified schemes** reflecting, as much as possible, the different levels of pollution/noise and the different criteria of accessibility in tariffs and limitations.



7. **Integration strategies** are highly recommended, so as to regulate at once private access, bus lanes, accessibility for disabled and freight logistics. Technology plays a fundamental role.



Signatures

City of Rome – Sergio Marchi, Councillor for Mobility and Transport

Date and signature

03/06/2010 

City of Bologna - Simonetta Saliera, Councillor for Mobility and Transport

Date and signature

28/04/2010

SETTORE MOBILITÀ URBANA
IL DIRETTORE
(Ing. Cleto Carlini)



City of Funchal - Bruno Pereira, Vice Mayor and Councillor for Transport, Mobility, Traffic, Public Works and Civil Protection

Date and signature

20/10/11



City of Gdansk - Maciej Lisicki, Vice Mayor (in charge of Public Transport and Infrastructure)

Date and signature

ZASTĘPCA PREZYDENTA
MIASTA GDANSKA
09 MAR 2010
Maciej Lisicki

City of Tallinn - Jaanus Mutli, Member of Tallinn City Council

Date and signature

07/05/2010



City of Utrecht – Marieke Zijp, Head of the Department of Traffic and Transport

Date and signature

 22-4-2010

