

# ***MOVING IN EUROPE: MEETING THE CHALLENGES OF EUROPEAN CITIZENS' MOBILITY FROM A CIVIC POINT OF VIEW***

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## The Civic Recommendations

The European citizens interviewed were **over 4000** and were handed a questionnaire regarding:

*the use of bicycles*  
*the use of local public transport*  
*car-sharing*  
*private vehicles*  
*general interventions on mobility*

Respondents had to indicate how important (very, fairly, little) they believed was a follow up with the what they were commenting.

Out of 42 draft recommendations, **18** showed an average value exceeding 50% of high priority. These Civic Recommendations are classified according to:

*social sustainability (A: accessibility; L: liveability)*  
*environmental sustainability*  
*economic sustainability*  
*rights and duties of passengers/travellers*



18 Civic Recommendations	%	Sector	Sustainability
1. Introduce/increase discounts and tax breaks for tickets for public transport (e.g. cost deductibility)	67%	Lpt	Economic sustainability
2. More facilities for vulnerable segments of the population (e.g. students, senior citizens, the unemployed, etc.)	67%	Lpt	Economic sustainability
3. Remove barriers preventing access for passengers with reduced mobility/disabled	65%	Lpt	Right & duties
4. Increase infrastructures in the city (e.g. more bike lanes, etc.)	65%	Use of bicycles	Social sustainability (A)
5. Introduce tax breaks for car purchases	62%	Private vehicles	Economic sustainability
6. Request more dedicated infrastructures (charging stations for electric cars, dedicated parking spaces for LPG cars, etc.)	60%	Private vehicles	Environmental sustainability
7. Make the use of bicycles in combination with other vehicles easier (e.g. Parking for bikes in the vicinity of railway stations, metro, etc.)	60%	Use of bicycles	Social sustainability (A)
8. Introducing/increasing Travelcards (e.g. the same ticket for the use of multiple means of transport) as well as extending its validity time	60%	Lpt	Economic sustainability
9. Improve the connection between stations and other transport options	59%	Lpt	Social sustainability (A)
10. Introduce tax relief for vehicle manufacturers in order to reduce the selling price	59%	Private vehicles	Economic sustainability
11. Possibility to buy a ticket on board at no extra cost	57%	Lpt	Social sustainability (A)
12. Increase Park&Ride areas	56%	Lpt	Social sustainability (A)
13. Invest in the state-of-the-art vehicles	54%	Lpt	Social sustainability (L)
14. Increase the frequency of service	53%	Lpt	Social sustainability (A)
15. Promote the use of technologies for intelligent traffic control and the improvement of road safety	53%	Lpt	Social sustainability (A)
16. Ensure greater safety in vehicles (e.g. Use of video surveillance systems)	52%	Lpt	Social sustainability (L)
17. Apply discounts on additional costs (e.g. car insurance, car tax, etc.)	52%	Private vehicles	Economic sustainability
18. Promote educational programs about safe and environmentally friendly driving in order to reduce road accidents as well as noise and environmental pollution	51%	Private vehicles	Right & duties



## Some general considerations

From the responses received, the needs of European citizens are clear as is clear what they demand from institutions and from the stakeholders

**11** out of 18 Civic Recommendations focus on **local public transport**,  
**5** on **private vehicles**  
and **2** on the **use of bicycles**

A part from the individual aspects of mobility, Civic Recommendations show a strong need for social sustainability related to improving accessibility: as many as 7 out of 18 Civic Recommendations focus on this issue.

The second most important issue is that of economic sustainability addressed by 6 Civic Recommendations - widely expected given the ongoing crisis which is currently gripping many European countries.



ATTENTION TO:

the **lack of indications on car sharing** (clearly showing how this is still seen by the majority of citizens as not being a first choice option, and in some cases citizens do not even know this option exists);

the **lack of indications on general interventions** which may affect the mobility system as a whole (e.g. increased competition among operators in the sector, plans to reduce traffic, etc.). In this case, perhaps, it reflects a certain difficulty in framing the issue of mobility in the context of a broader planning centred on improving the quality of life in cities.

**the majority of EU citizens (59%) do not know if their own towns have an Urban Mobility Plan or not, while 15% answered that this plan has never been adopted**

these data do not represent a good basis for the development of Sustainable Urban Mobility Plans promoted by the European Commission.



## The first 4 Civic Recommendations

**Improve public transport:** among the 4 Civic Recommendations with the highest consensus (greater than or equal to 65%) **three refer to local public transport and one to an increase in the use of bicycles.**

The first 4 Civic Recommendations	%	Sector	Sustainability
1. Introduce/increase discounts and tax breaks for tickets for public transport (e.g. cost deductibility)	67%	Lpt	Economic sustainability
2. More facilities for vulnerable segments of the population (e.g. students, senior citizens, the unemployed, etc.)	67%	Lpt	Economic sustainability
3. Remove barriers preventing access for passengers with reduced mobility/disabled	65%	Lpt	Right & duties
4. Increase infrastructures in the city (e.g. more bike lanes, etc.)	65%	Use of bicycles	Social sustainability (A)

In order to be able to use the bicycle in town there is the need to increase the infrastructures starting with bicycle lanes.

**On the positive side,** a strong sense of solidarity stands out, since the first three Civic Recommendations wish to further promote access to public transport for those citizens economically/socially most vulnerable or with reduced mobility - compared to what is already being done.



## Right & obligations

Two Civic Recommendations address the subject of rights & obligations:

on the one hand, they call for the real enjoyment of a right, the right to mobility for people with disabilities, specifically on the reduction of barriers;

on the other, they urge people to acknowledge their obligations as citizens, giving high priority to the education for safe and environmentally friendly driving.

### Civic Recommendation

**3.** Remove barriers preventing access for passengers with reduced mobility/disabled

### Sector

Local public transport

### Civic Recommendation

**18.** Promote educational programs about safe and environmentally friendly driving in order to reduce road accidents as well as noise and environmental pollution

### Sector

Private vehicles



## Further information about “Right & obligations”: awareness of the passengers rights as European citizens

The majority of the people involved do not know their passengers rights

*What does this mean?*

A more intensive action is needed regarding information to citizens involving as much as possible also those subjects in the civil society who operate for the safeguard of citizens' rights.

For this reason, we confirm to the European Commission our full availability to actively cooperate in the communication campaign “**Your passenger rights at hand**” with the view also of it being revised in some of its aspects regarding a more widespread and therefore more efficient dissemination.



## Liveability (social sustainability)

There are also 2 Recommendations which focus on liveability: both dealing with substantial improvements to the public transport regarding comfort and safety on board.

Civic Recommendations	Sector
<b>13.</b> Invest in the state-of-the-art vehicles	Local public transport
<b>16.</b> Ensure greater safety in vehicles (e.g. Use of video surveillance systems)	Local public transport



## Environmental sustainability

Civic Recommendations	Sector
6. Request more dedicated infrastructures (charging stations for electric cars, dedicated parking spaces for LPG cars, etc.)	Private vehicles

The Civic Recommendation which focuses on Environmental Sustainability has a clear interpretation: **it is no longer the time of employing remedies limiting the use of polluting means of transport** (e.g. limit traffic according to even and odd numbers of license plates or Sundays on foot) we should instead invest on infrastructures for the use of less polluting cars.