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# New EU Urban Mobility Framework

**European Parliament resolution of 9 May 2023 on the new EU urban mobility framework (2022/2023(INI))**

(C/2023/1058)

*The European Parliament*,

— having regard to the Treaty on the Functioning of the European Union, in particular Title XVIII thereof, as well as to the Treaty on European Union, in particular to Article 5(3) thereof,

— having regard to the Commission communication of 14 December 2021 entitled 'The New EU Urban Mobility Framework' (COM(2021)0811),

— having regard to the Commission proposal of 14 December 2021 on Union guidelines for the development of the trans-European network (COM(2021)0812), and in particular Recital 52 and Article 40 thereof on urban nodes requirements,

— having regard to the 'Fit for 55' Commission package of 14 July 2021 on delivering the European Green Deal,

— having regard to the 2013 urban mobility package and the evaluation thereof (SWD(2021)0048),

— having regard to Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility ([1]),

— having regard to Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy ([2]) (the Common Provisions Regulation),

— having regard to Regulation (EU) 2021/1058 of the European Parliament and of the Council of 24 June 2021 on the European Regional Development Fund and on the Cohesion Fund ([3]),

— having regard to Regulation (EU) 2021/1059 of the European Parliament and of the Council of 24 June 2021 on specific provisions for the European territorial cooperation goal (Interreg) supported by the European Regional Development Fund and external financing instruments ([4]),

— having regard to Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility ([5]),

— having regard to Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles ([6]),

— having regard to Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007concerning the opening of the market for domestic passenger transport services by rail ([7]),

([1]) OJ L 249, 14.7.2021, p. 38.
([2]) OJ L 231, 30.6.2021, p. 159.
([3]) OJ L 231, 30.6.2021, p. 60.
([4]) OJ L 231, 30.6.2021, p. 94.
([5]) OJ L 57, 18.2.2021, p. 17.
([6]) OJ L 188, 12.7.2019, p. 116.
([7]) OJ L 354, 23.12.2016, p. 22.

— having regard to the Digital Europe Programme,

— having regard to the Commission communication of 30 June 2021 entitled 'A long-term Vision for the EU's Rural Areas — Towards stronger, connected, resilient and prosperous rural areas by 2040' (COM(2021)0345),

— having regard to the Commission communication of 3 March 2021 entitled 'Union of Equality: Strategy for the Rights of Persons with Disabilities 2021-2030' (COM(2021)0101),

— having regard to the Commission communication of 3 May 2022 entitled 'Putting people first, securing sustainable and inclusive growth, unlocking the potential of the EU's outermost regions' (COM(2022)0198),

— having regard to the New Leipzig Charter on the transformative power of cities for the common good, adopted at the Informal Ministerial Meetings on 30 November 2020,

— having regard to the Pact of Amsterdam establishing the Urban Agenda for the EU, agreed by the EU ministers responsible for urban matters on 30 May 2016,

— having regard to the UN Agenda 2030 for Sustainable Development, in particular Sustainable Development Goal 11 on sustainable cities and communities,

— having regard to its resolution of 15 February 2022 on the challenges for urban areas in the post-COVID-19 era ([8]),

— having regard to its resolution of 6 October 2021 on the EU Road Safety Policy Framework 2021-2030 — Recommendations on next steps towards 'Vision Zero' ([9]),

— having regard to its resolution of 3 July 2018 on the role of cities in the institutional framework of the Union ([10]),

— having regard to its resolution of 13 March 2018 on the role of EU regions and cities in implementing the COP 21 Paris Agreement on climate change ([11]),

— having regard to its resolution of 9 September 2015 on the urban dimension of EU policies ([12]),

— having regard to Rule 54 of its Rules of Procedure,

— having regard to the opinion of the Committee of the Regions on 'The new Urban Mobility Framework' ([13]),

— having regard to the opinion of the Committee on Regional Development,

— having regard to the report of the Committee on Transport and Tourism (A9-0108/2023),

A. whereas groups with special needs include persons with disabilities and reduced mobility, the elderly, women, children or people accompanying children fully exercising their right to mobility, study, play and work;

B. whereas public transport means traditional services such as rail, metro, tram or bus networks;

C. whereas collective transport means a public transport and new services based on sharing, on demand, flexible new business models and other mobility carrying collectively more passengers;

D. whereas micro-mobility encompasses electrically and non-electrically powered personal mobility devices such as bicycles, e-bikes, electric scooters, hoverboards, monowheels and others;

([8]) OJ C 342, 6.9.2022, p. 2.
([9]) OJ C 132, 24.3.2022, p. 45.
([10]) OJ C 118, 8.4.2020, p. 2.
([11]) OJ C 162, 10.5.2019, p. 31.
([12]) OJ C 316, 22.9.2017, p. 124.
([13]) OJ C 498, 30.12.2022, p. 17.

E. whereas active mobility includes both the transport of people or goods that can be powered based on human physical activity or by a combination of an electric motor and human power, such as e-bikes;

F. whereas the Commission proposal on amending the Trans-European Transport Network (TEN-T) aims at building an EU-wide sustainable, effective, accessible and multimodal transport network, including the development of sustainable urban mobility plans (SUMPs) for cities;

G. whereas the EU Urban Mobility Framework proposed by the Commission asserts that priority at national and local level should be placed on the development of collective transport, particularly public transport, and active mobility and putting them at the centre of efforts to achieve sustainable urban mobility;

H. whereas any urban mobility framework must focus on public interests, meeting people's needs and supporting the economic and social development of Member States so that urban mobility is planned and integrated with the various branches of the economy and aimed at changing collective behaviour in order to build more sustainable cities with better quality of life through a variety of affordable, accessible, efficient, smart and sustainable transport solutions;

I. whereas the European Environment Agency has cautioned that transport emissions increased between 2013 and 2019 and with the exception of a drop in 2020 due to lockdowns introduced in response to the COVID-19 pandemic, transport emissions are still projected to grow;

J. whereas staff shortages and job insecurity threaten the economic sustainability of the transport sector and consequently that of urban mobility frameworks;

K. whereas the organisation of transport in the city depends on the interaction with the surroundings;

L. whereas the Horizon Europe Framework Programme will provide EUR 359,3 million over the period 2021-2023 for its mission on climate-neutral and smart cities, aiming to reach a total of 100 climate-neutral cities in the EU by 2030 ([14]); whereas the research and innovation actions proposed by the EC to achieve this objective will address, inter alia, green urban planning;

M. whereas the total cost to society from transport amounts to an estimated EUR 987 billion a year; whereas this figure can be broken down into environmental costs (44 %), accidents (29 %) and congestion costs (27 %); whereas private cars account for EUR 565 billion of these costs but charges from taxes in terms of fuel and ownership, and tolls, cover just under half of these costs (EUR 267 billion) signalling that the external costs from transport have yet to be fully internalised; whereas these negative externalities disproportionately affect those on lower incomes ([15]);

N. whereas 75 % of total $CO_2$ emissions take place in cities (16), around 23 % of EU's transport emissions come from urban areas, 70 % of EU citizens live in cities today, and the share is projected to reach almost 84 % in 2050, such that cities have an important role to play in contributing to the Green Deal objectives;

O. whereas congestion costs the EU around EUR 270 billion a year and is therefore one of the biggest challenges to urban mobility, with air pollution, noise pollution and urban heat affecting most Europeans;

P. whereas the revision of the Energy Performance of Buildings Directive ([16]) should facilitate the progress by Member States towards the green transition through provisions on electromobility infrastructure rollout, including faster deployment of recharging points, and provisions for parking spaces for bicycles;

Q. whereas electromobility is currently at different stages of development in Member States and regions across the EU, specific exemptions and flexibility should be put in place to allow Member States and regions with a less developed electromobility market to make progress towards the green transition; whereas particular attention should be paid to ensuring that energy grid capacity meets the demands of current and future electric vehicles and that planning reserve margins for grid connection power are taken into account;

([14]) European Commission, Horizon Europe.
([15]) European Court of Auditors' special report No 6/2020 on Sustainable Urban Mobility in the EU: No substantial improvement is possible without Member States' commitment.
([16]) Directive 2010/31/EU of the European Parliament and the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).

R. whereas there has been an unprecedented rise in oil prices in recent months and the future trend is unclear; whereas it is of the utmost importance to reduce the consumption of fossil fuels; whereas, according to the International Energy Agency, speed reduction is an effective measure to achieve this;

S. whereas public transport employs two million people in local, secure jobs in communities across the EU and it offers a range of career paths and employment opportunities with staff coming from many different backgrounds; whereas during the pandemic, a significant proportion of these staff had to be furloughed and many decided to leave the sector, particularly in Member States with low social security benefits and weak collective bargaining coverage;

T. whereas a labour shortage in public transport has recently resulted in a reduction in transport services including the cancellation of night and weekend services, and the cutting of routes; whereas this has had a negative impact on inclusive mobility, threatening social cohesion and access to jobs, education and healthcare for the most vulnerable users who depend entirely on public transport for their mobility; whereas mobility poverty is growing across the EU;

U. whereas the efficient movement of people, services and goods, including city freight transport and logistics is essential to the functioning of urban economies and innovative solutions and best practices are being observed across EU cities, whereas sustainable urban logistic plans can play an important role, in view of the increase in freight transport and logistics volumes;

V. whereas consumer e-commerce deliveries grew by 25 % in 2020 as a consequence of the pandemic, and the increase in 'last-mile' deliveries, and its impact in urban areas is likely to persist;

W. whereas coach travel represents 40 % of the EU collective road transport activity;

X. whereas mobility is key and indispensable for socio-economic inclusion and a decisive structural factor in the development of societies and the ability to connect individuals, communities, productive and service sectors, and different regions and cultures, and in the promotion of territorial and social cohesion, economic dynamism, and environmental quality and balance;

Y. whereas urban transport policies should shift from simply providing mobility to ensuring accessibility to the service, giving greater priority to affordable access for all, regardless income, age, health or location (e.g. urban, or peri-urban or rural);

Z. whereas collective transport and particularly public transport, including in the suburbs, needs to be enforced in terms of capacity increase, geographical coverage, frequencies and affordability;

AA. whereas public transport systems have to be accessible for all citizens, especially for users from groups with special needs;

AB. whereas various EU cities and Member States have taken measures in response to the current energy crisis such as lowering the price of tickets for public transport;

AC. whereas new services based on sharing, on-demand, flexible, new business models mobility services complement the traditional public transport services; whereas these services contribute to cutting carbon emissions, improving air quality and reducing noise and congestion, alleviating shortages of parking places in urban areas and enhancing connectivity with suburban, peri-urban and rural areas;

AD. whereas effective multimodal solutions combining a variety of transport solutions such as collective transport, individual mobility and active mobility, accompanied by the necessary infrastructure, including mobility hubs, can help improve the quality and effectiveness of urban environment investments, while ensuring overall benefits for people's quality of life; whereas the Commission should propose a multimodal package in this regard;

AE. whereas COVID-19 has exacerbated the challenges being faced by urban mobility systems, but has also served as a catalyst to make them more resilient, smarter, safer, more sustainable and accessible, with numerous cities across Europe accelerating the implementation of their mobility plans during the pandemic and introducing measures to facilitate social distancing that favoured active mobility, leading to a strong increase in walking and cycling and in the implementation of cycling infrastructure;

AF. whereas the rules and requirements for active mobility, micro-mobility, and new forms of zero- and low-emissions mobility are still at the early stages or vary between Member States, which is having a significant impact on citizens' safety and is also resulting in missed opportunities for users in various Member States and uncertainty for operators;

AG. whereas active mobility has considerable potential to contribute to overcoming the problems that are associated with urban areas, improving air quality, reducing congestion and improving individual health;

AH. whereas improved multimodal mobility and smart infrastructure facilities, including rail, car-sharing solutions, and smart mobility infrastructure could have significant benefits for tourism and hospitality and accommodation infrastructure in the urban environment;

AI. whereas the European Environmental Agency (EEA) estimates that in 2018 long-term exposure to particulate matter with a diameter of 2,5 microns or less (PM 2,5) in Europe was responsible for approximately 417 000 premature deaths, of which around 379 000 were in the EU-28; whereas EU thresholds are well above WHO guidelines for most pollutants, with special concern about the lack of a daily limit for PM2,5; whereas like COVID-19, this represents a public health emergency that requires immediate action;

AJ. whereas the Commission published a Topic Guide on SUMPs specifically focusing on road safety and micro-mobility in the SUMP planning and implementation process;

AK. whereas there have only been limited improvements in terms of meeting road safety objectives in the EU in recent years and every year around 22 600 people still lose their lives on the EU's roads and around 120 000 are seriously injured; whereas 39 % of road fatalities in the EU occur in urban areas and the EU's target of halving the number of road deaths between 2010 and 2020 was not met;

AL. whereas vulnerable road users such as pedestrians, cyclist and users of powered two-wheelers are at the greatest risk and represent around 70 % of total fatalities in urban areas;

AM. whereas good practices and incentives such as speed limits and special training for drivers could help cut the number of serious accidents and fatalities;

AN. whereas the number of accidents involving cycling and other forms of micro and active mobility represents a serious cause for concern; whereas additional efforts at EU and national levels are needed to achieve the EU's goal enshrined in the Vision Zero objectives in order to improve the protection of all users;

AO. whereas urban accessibility plays a vital role in enabling groups with special needs, such as persons with disabilities and reduced mobility, the elderly or people accompanying children to fully exercise their right to mobility, study and work;

AP. whereas the use of artificial intelligence (AI) in urban mobility has the potential to significantly improve safety, security and efficiency, enhance the inclusion of vulnerable groups, reduce traffic congestion, cut air and noise pollution, reduce costs and decarbonise the transport sector;

AQ. whereas subsidiarity and proportionality are key principles governing the exercise of the EU's competences and should thus be respected at all times and in all EU policy areas;

AR. whereas mobility and transport should draw people both in and out of areas, to enable the use and development, including for tourism, of a tourist or economic area that centres around one or more major cities;

***Strengthening the urban mobility framework: a new chapter in urban road safety, accessibility and security in the EU***

1. Highlights that urban mobility is crucial to people's quality of life and the functioning of the economy; points out that in order to meet the EU's ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, inclusive, healthy, affordable, competitive, sustainable, seamless and multimodal transport solutions, including rail, sustainable buses and coaches, car-sharing solutions and active and micro-mobility; highlights that these transport solutions should improve cities' liveability and environmental conditions and lead to higher levels of satisfaction;

2. Recalls that all new measures should be based on the results of comprehensive impact assessments taking into account economic, social and environmental consequences as well as the diverse mobility needs of users while the assessment of environmental performance of different urban transport solutions should be based on life-cycle emissions and relevant environmental indicators;

3. Highlights that citizens are willing to switch to smart and sustainable modes of transport, particularly for their daily mobility, with the main conditions for switching being cost, availability and speed; considers that the involvement and participation of citizens at local, regional, national and EU level (including in the design of SUMPs) is essential to secure the necessary public support by bringing all stakeholders together in planning a high-quality service that meets everyone's needs and expectations;

4. Calls on the Member States to develop urban transport systems that are safe, accessible, inclusive, affordable, smart, resilient and sustainable;

5. Supports all efforts to make cities more accessible and calls on the Member States to take swift and ambitious action to make cities more inclusive;

6. Stresses the need to address the problems of transport poverty and inequalities in access to transport networks, as they affect the daily lives of millions of people on lower incomes and users from groups with special needs; considers that addressing the related issues of connectivity between rural, peri-urban, and urban areas should be a priority for cities; calls on the Commission and the Member States to tackle inequalities in access to transport networks and to support smaller cities and peri-urban areas in order to ensure that these areas are connected; emphasises the need for a multimodal and integrated approach to combat mobility exclusion and transport poverty to ensure equal access to urban centres;

7. Invites Member States and cities to consider offering 'sustainable mobility vouchers' or reduced price mobility schemes for sustainable collective transport, particularly public transport, that beneficiary groups defined based on specific criteria (vulnerable transport users, the transport poor, etc.) can then allocate freely to their sustainable mobility choices;

8. Considers that revenues from mobility related carbon taxes should be used to fund sustainable transport solutions for the transport poor;

9. Stresses that each mode of transport has a different impact on people's daily lives and each mode has its role to play in achieving a widely supported modal shift to sustainable transport modes including collective transport, sustainable private mobility and active mobility; stresses that the shift to sustainable transport cannot simply be imposed on people and regions but must be supported by users and adapted to individual and geographical needs, respecting the principle of subsidiarity; considers that more effort is needed to raise public awareness through campaigns and other initiatives to gain people's support; highlights in this regard the car-free day as a way of presenting alternative possibilities; encourages the Commission to establish a harmonised yearly 'EU car-free day'; calls for benefits to be provided within sustainable plans for those who choose sustainable transport solutions for commuting;

10. Highlights that all users (from urban, peri-urban and rural areas) should be given equal importance and placed at the centre of the process of urban transport planning, while acknowledging that users' mobility needs and individual circumstances and preferences are not homogenous; calls, therefore, for a differentiated range of smart and sustainable mobility options rather than a one-size-fits-all solution, including sustainable active modes and collective transport, which has proven itself able to improve mobility and liveability in urban areas and to contribute to the achievement of the EU's social, economic, climate and environmental goals and its target of achieving climate neutrality by 2050;

11. Calls for financial, fiscal and regulatory support for the use of zero- and low-emissions mobility solutions such as efficient, reliable, punctual, inclusive and affordable collective transport services particularly for public transport, individual mobility, intermodal connection points and systems and other modes of transport such as new mobility services, active forms of mobility and transport, all of which bring various flexible options to the market, in order to boost competition and result in more liveable cities, while providing better, healthier and more valuable, inclusive, affordable, efficient and sustainable solutions for citizens, especially city dwellers;

12. Calls for collective transport and particularly public transport that is accessible, well organised, affordable and offers good quality to citizens with a comfortable door-to-door service; notes that the share of clean vehicles in the fleet as well as smart and sustainable modes such as trams are an important factor in reducing air pollution, carbon emissions and congestion;

13. Highlights the importance of public transport not only in facing the climate challenges but also for its socio-economic dimension, namely in providing social cohesion and secure, quality local employment; emphasises the need to invest in a high-quality, modernised, interoperable, accessible and expanded collective transport network by undertaking proper planning involving local actors, municipalities and the general public, establishing operators, and investing in scientific research and innovation;

14. Underlines the importance of a level playing field between public and private transport providers and between transport modes allowing for fair competition as well as the need for further complementarity between transport services;

15. Recognises the benefits of smart and sustainable alternative mobility solutions within collective transport services, such as shared cars, ride-hailing, e-bikes and scooters and other forms of micro-mobility; believes that such modes could have a complementary character and could provide a wider range of options to users depending on their mobility needs;

16. Calls for better accessibility, reliability and connectivity between urban, peri-urban and rural areas, particularly in regions with a GDP per capita of less than 75 % of the EU average, as well as multi-modal passenger hubs and further calls for unhindered access to smart, sustainable, inclusive, healthy and affordable transport, including shared transport to be guaranteed for all with a view to protecting the cohesion and consistency of EU transport policies; notes with concern, in this regard, that peri-urban and rural areas, especially sparsely populated territories, suffer from a shortage of efficient, affordable and connected transport solutions and infrastructure including alternative fuel infrastructure, which constrains the socio-economic perspectives of these areas and their citizens; highlights the opportunity to develop and deploy on-demand and shared transport services for peri-urban and rural areas as a way of reducing greenhouse gases or improving traffic conditions and calls for an exchange of best practices;

17. Stresses, in this regard, the important role that urban, suburban and regional trains and their reliable service in terms of frequency and punctuality have to play further in terms of daily commuting to and from urban areas;

18. Underlines that through strong and enforceable protection of passengers' rights in the event of delays and other service shortcomings (such as cancellations, response to complaints, special passenger needs) contribute to facilitating passenger mobility and to making modes of transport such as rail more attractive and user-friendly;

19. Highlights the experience of several EU cities where public transport systems are fare free, experiencing an increase in passengers as well as a substantial decrease in car traffic; calls for studies to be carried out to assess the impacts of these systems, particularly in terms of the variation in the number of passengers, duration of travel, number of traffic accidents and casualties, or impacts on climate change;

20. Points out that ensuring road safety for the most vulnerable road users significantly influences transport behaviours; stresses in this regard that the future EU urban mobility framework must encompass systemic road-safety measures with a particular focus on vulnerable road users; calls on the Commission, the Member States and other stakeholders to adopt measures based on EU safety standards that could improve road safety, such as ensuring quality training, respecting drivers'

working time limits and other working conditions and social standards related to fatigue management and safety, improving walking and cycling infrastructure, deploying means to detect and report safety-related events or conditions, always putting all road users at the centre of mobility design, and also by taking into account vulnerable users and users from groups with special needs; urges local authorities to adopt the safe system approach and to set road safety targets;

21. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; notes in this regard the potential of lower speed in residential areas, such as the use of 30 km/h speed limits to improve road safety and reduce energy consumption; notes, that men are more likely than women to be involved in a car crash, but when a woman is involved in a car crash, she is 47 % more likely to be seriously injured, 71 % more likely to be moderately injured and 17 % more likely to die; stresses in this regard the use of proper female dummies in car crash tests to improve road safety for women;

22. Highlights, in relation to road safety, the importance of active and passive safety features in private vehicles and collective transport vehicles and stresses the importance of the availability of the mobile network in the Member States as it is necessary for emergency buttons;

23. Supports all efforts to improve road safety in achieving the aims of Vision Zero and calls on the Commission to better integrate the EU road safety targets and actions into the guidelines on SUMPs by monitoring and promoting best practices;

24. Underlines the importance of launching information campaigns to increase road-safety awareness and education; stresses in this regard that education plays a key role in getting to know about and learning the road traffic rules and culture from young ages, which would contribute significantly to increased levels of traffic safety; calls, therefore, for the role of schools to be enhanced and strengthened; calls on the Commission and the Member States to further invest in awareness raising and training in schools and for the general public;

25. Calls on the Commission to adapt the requirements and methods for driving tests in the Driving Licence Directive ([17]) so as to better train future drivers for their interactions with vulnerable road users in an urban environment in line with Vision Zero, such as improving teaching methods, adapting to the latest technological developments and increasing the practice time;

26. Calls for urban transport be made more accessible, reliable, affordable, healthy, safe and inclusive and also supports in this regard the UN Convention on the Rights of Persons with Disabilities (UNCRPD) and the European Accessibility Act ([18]); encourages the Commission, in this context, to propose guidelines regarding accessibility, inclusiveness, affordability, sustainability, safety and security for all transport users and non-users and particularly for those from groups with special needs; calls for a more comprehensive approach to ensure accessibility throughout the journey;

27. Highlights the key role digitalisation and AI solutions can play in this regard in addition to other policy; recommends implementation of AI and digital technologies in public transport such as SOS buttons and other systems that improve safety and security, which will also have a positive impact by making collective transport more secure for currently vulnerable users, such as women;

28. Notes that, in the case of accessibility, AI and digitalisation can make a significant contribution through auditory signals in public transport and infrastructure, deployment of intelligent private vehicles, pre-trip virtualisation, safe or smart intersection crossings or assistive robots;

29. Recognises the Commission's efforts but notes that a more ambitious and consistent European policy and legislation is required to improve access to metros, rail transport, buses, trams, and shared mobility solutions; recalls that physical barriers are still one of the main reasons for accessibility problems for users from groups with special needs; stresses the

([17]) Directive 2006/126/EC of the European Parliament and the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).

([18]) Directive (EU) 2019/882 of the European Parliament and the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70).

importance of tackling other accessibility issues such as the availability of parking spaces designated for persons with disabilities, a strict policy and adequate enforcement on abuse of blocking parking spaces and creating temporary obstacles such as badly parked micro-mobility devices and other vehicles, accessibility of the city's walking and cycling infrastructure, including the quality and accessibility of pavements, and secure and accessible road crossings;

30. Calls for cycling to be made more accessible to people from groups with special needs; notes that raised pedestrian and cycling crossings at crossroads improve safety as well as accessibility for people with reduced mobility, by reducing the necessity to change levels using steps or ramps when crossing carriageways at junctions;

31. Notes the rapid emergence of new forms of mobility and micro-mobility, such as bicycles, e-bikes, electric scooters, hoverboards, monowheels and other electrically and non-electrically powered personal mobility devices; recognises their potential as 'first and last mile' solutions in providing a door-to-door service, making collective transport more attractive and enabling citizens to reach or travel from destinations that are currently underserved by public transport; stresses that these forms of mobility should, however, be properly incorporated, presented and addressed in urban mobility, including as regards safety and compliance policies at all levels of governance;

32. Stresses, however, its concern about the serious shortcomings in the regulation of micro-mobility in many Member States and the scattered landscape of measures taken in European cities, as it does not facilitate this type of transportation and poses risks for people's safety; invites the Commission, in this context, to closely collaborate with the Member States and European cities to draw up common minimum recommendations, best practices and requirements on urban road safety;

33. Notes that these common minimum recommendations, best practices and requirements would include recommendations on the safe use of electrically and non-electrically powered personal mobility devices, considering different possible provisions, such as dedicated education or training, parking approaches (free floating vs designated parking zones), speed limits and age requirements, helmet requirements and other protective equipment, as well as rules on carrying children, prohibition of driving under the influence of intoxicating substances, etc.; notes that these requirements should be seamlessly adapted to the different levels of governance independently from SUMP planning and implementation and without compromising the principle of subsidiarity; strongly encourages the Member States, in cooperation with cities, to proceed with the adaptation of their national legislation and to launch information campaigns to increase awareness and education for road safety; stresses that education at school plays a significant role in getting to know about and learning the road traffic rules;

34. Underlines the problem of 'random parking' of e-scooters and e-bikes, especially on pavements, which needs to be addressed as it particularly affects pedestrians and cyclists, as well as wheelchair users and parents with pushchairs;

35. Notes, in this regard, that the lack of proper enforcement also compromises road safety and security for all road users; calls for focusing on enforcement of existing rules to ensure respectful coexistence of transport modes;

36. Calls moreover on the Commission to harmonise technical standards and requirements for types of micro-mobility transport; calls for a review of the CE marking legislation and its application and an analysis of whether including these vehicles in the Type Approval Regulation ([19]) can offer a solution;

***Active mobility***

37. Considers that active mobility includes the transport of either people or goods and can be powered either by human physical activity or by a combination of an electric motor and human power, as in the case of e-bikes;

([19]) Regulation (EU) 2018/858 of the European Parliament and the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).

38. Highlights that active mobility represents a valuable, effective and accessible door-to-door travel and commuting solution supported by people, which can effectively contribute to achieving climate neutrality by 2050, as well as contribute to transport decarbonisation, lower emissions and air pollution, and reduced congestion, so should be encouraged in any urban mobility transport framework in order to ensure affordable, accessible and sustainable transport solutions;

39. Encourages local authorities, therefore, to invest and build safe cycling and walking infrastructure, to incorporate shared bicycles and e-bikes in urban areas transport systems; encourages Member States to provide incentives for the purchase of bikes, including e-bikes; encourages, with a view to fostering multimodality, the creation of synergies between cycling, walking and other modes of transport, such as making more spaces available for bikes on trains and providing more secured parking areas for bikes at stations and mobility hubs;

40. Encourages the Commission to do more to promote active mobility across the EU and to come forward with a dedicated cycling strategy and make 2024 the European Year of Cycling; urges the Commission to recognise the bicycle supply chain in the EU in the EU's industrial strategy.

***Urban infrastructure and TEN-T urban nodes***

41. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities and connections between urban and peri-urban and rural areas within their economic, educational, tourism and cultural catchment areas; calls for infrastructure planning to facilitate the creation of multi-modal hubs at the urban node level and highlights that the infrastructure should incorporate access routes and the last-mile connection to multimodal passenger hubs, including access routes such as bridges, tunnels or underpasses, in the case of active modes;

42. Highlights that urban infrastructure planning should be developed in accordance with EU road safety legislation and include safety standards for cycling and walking infrastructure and other active mobility modes; encourages Member States and local authorities to build safe infrastructure for active mobility and to take due consideration of continuity and safety of road and cycling infrastructure if new infrastructure is built or existing infrastructure is upgraded;

43. Encourages Member States, local authorities and city networks to join forces to promote and implement SUMPs to improve the quality of life in all European cities, while respecting the principle of subsidiarity; encourages Member States to support local authorities in the development and implementation of SUMPs;

44. Underlines the importance of SUMPs and encourages a more harmonised approach across the EU; stresses in this regard that the forthcoming updated SUMP guidelines should better incorporate all sustainable transport modes including active mobility and its infrastructure, drawing on best practices in this field and a comprehensive safety approach in urban areas; encourages the inclusion of bike parking or e-bike charging facilities in the SUMPs;

45. Encourages the involvement and participation of citizens and other stakeholders at local, regional, national and European levels in the design of SUMPs, as it is essential to secure the necessary support from the public, by bringing all stakeholders together in planning a high-quality service that meets the needs and expectations of all;

46. Highlights that SUMPS should not only present measures to integrate different modes of transport and promote sustainable modes of transport but also to evaluate their affordability and accessibility for transport users, while taking into account the different transport and mobility needs of different groups;

47. Calls for SUMPs to reflect the differing mobility patterns and needs of groups with special needs; highlights that the active involvement of groups with special needs in those plans is of great importance;

48. Encourages further Member states to integrate barrier-free accessibility to urban transport services in their SUMPs; recalls the need to better integrate the EU road safety targets an actions into the guidelines on SUMPs by monitoring and promoting best practices;

49. Highlights that the need for a new Urban Mobility Framework at European level must take into account all its levels; stresses that SUMPs must be incorporated and coordinated with municipal and territorial urban planning; encourages regions to promote this coordination between their territories and municipalities, through incentives that support this connection between SUMPs and urban and territorial planning; calls on the Commission for more ambition and the development of Urban Mobility Plans at regional level; while fully respecting the principle of subsidiarity;

50. Stresses that the Trans-European Transport Network (TEN-T) relies on intermodal urban transport in order to facilitate the 'first and last mile' for both passengers and freight, in which the modal share of sustainable transport modes, including active mobility, should increase;

51. Highlights the need to strengthen intermodal mobility to connect people to jobs, education, and leisure, and expanding equitable access to mobility and transport services between urban, peri-urban and rural areas;

52. Calls for significantly better interconnections from airports, vertiports and seaports to cities and urban nodes in order to allow for seamless and multimodal transport and mobility solutions; highlights the paramount importance of the rail infrastructure and interoperability in this regard;

53. Welcomes the work being undertaken by the European Aviation Safety Agency (EASA) in relation to vertiports, the development of which is key to the roll-out of urban air mobility services;

54. Welcomes the Commission's proposal for stronger support for TEN-T urban nodes, including nodes and links located in peripheral and outermost regions of the EU as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, mountainous, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail, and inland waterways and intermodal hubs; highlights the importance of connectivity with high-quality collective transport, in particular public transport and active mobility and individual mobility;

55. Welcomes, in this context, the development of SUMPs linking urban nodes, as these can include measures to connect sustainable modes of transport to other modes; considers, in this regard, that the EuroVelo network should be integrated effectively into the TEN-T network to seek synergies between both networks and when building or upgrading the TEN-T infrastructure in urban nodes due consideration should be given to enabling cycling;

56. Underlines the importance of ensuring that urban nodes are provided with smart and sustainable connections between high-speed main lines, stations and bypasses for high-speed trains and inner-urban environments, with the aim to maintain uninterrupted continuity along main network lines, where possible, while preserving integrated mobility solutions in metropolitan areas and easy and smart connectivity solutions with city centres, urban and peri-urban areas;

57. Calls on the Commission to extend the current list of urban nodes to include additional cities located on the TEN-T corridors as agreed with Member States and to provide more support to help new urban nodes create and update their SUMPs; stresses that better involvement of local authorities in the governance and planning of TEN-T corridors and the definition of relevant criteria to assess SUMPs could be improved through the creation of collaboration mechanisms;

58. Recalls that urban areas in the outermost regions face structural constraints and specific transport challenges and that territorial continuity and connectivity need to be ensured in these regions; reiterates its call on the Commission to draw up a dedicated programme for this, following the model of the programme of options specifically relating to remoteness and insularity (POSEI scheme) in agriculture, to compensate for the structural disadvantages of these regions in transport;

59. Highlights that inland waterways are one of the most environmentally-friendly modes of transport and they still have largely untapped potential for transporting considerable amounts of goods across the EU, including in urban areas, as illustrated in the Sustainable and Smart Mobility Strategy; stresses, therefore, that transport on inland waterways can play an important role in meeting the EU's climate objectives;

60. Stresses that the further development of inland waterway infrastructure is crucial to building smart, sustainable and competitive urban transport;

61. Calls for a significant increase in the modal share of inland waterways in urban transport by improving its resilience, efficiency and sustainability by promoting and incentivising its use and allowing for sufficient investments in order to ease road congestion, enhance safety and cut emissions;

62. Asks Member States to encourage their local authorities to include in their SUMPs the goal of making better use of inland waterways in cities and to come up with concrete proposals to boost logistics over our inland waterways and take into account end delivery; calls on the Commission, in this regard, to enhance its collection of urban mobility data for waterborne passenger transport and freight and highlights the potential of inland waterway transport for the last mile in urban sustainable logistics;

63. Calls on the Member States to focus on completing the TEN-T core inland waterway network by 2030, eliminating the missing links and allowing for quality and modally interconnected physical and digital infrastructure within the urban framework including the improvement of rail links at ports;

64. Calls for EU measures to remove the legislative, administrative, and cross-border obstacles that hamper multimodal transport within the European economy, developed in cooperation with stakeholders; notes that this multimodal vision should be elaborated upon in the next Integrated European Action Programme for inland waterway transport (NAIADES); calls for further incentives for the development of intermodal port platforms;

65. Notes the importance of local transport, as, specifically, 93 % of rail passenger's travel on regional lines;

66. Calls for an increase in the modal share of rail mobility and freight and its interconnection with other transport modes in the urban transport framework; calls, in this regard, for the improvement of the existing regulatory framework and reduction of technological and operational barriers; stresses that the full integration of the European Rail Traffic Management System (ERTMS) is due to be completed by 2030, making it a matter of urgency;

67. Highlights the importance of the level playing field for rail transport providers and their equal access to urban infrastructure as well as a review of track access in order to improve rail's competitiveness in the urban transport framework, fully in line with the Fourth Railway Package, including public service provisions and to ensure sustainable, affordable and attractive transport solutions for passengers and freight;

68. Highlights the benefits of synergies between cycling and rail, allowing for vital last-mile solutions and leisure travel; encourages, in this regard, sufficient accessibility of train stations for this purpose, as well as ensuring sufficient safe parking spaces at stations and mobility hubs;

69. Considers that border cities should be able to provide efficient and seamless cross-border daily transport while addressing missing links and bottlenecks, and ensuring better and more sustainable connectivity between European capitals and major cities; highlights, in this regard, especially that both high-speed rail and night-train services should be better deployed, particularly in the areas where such services are currently lacking; stresses that one of the main competitive advantages of rail is that it can provide a link between city centres; urges in this regard all the authorities concerned remove any existing barriers and establish these centre-to-centre connections between European cities where they do not yet exist;

70. Stresses the cases of extremely long border waiting times for rail but especially for road freight transport that in some cases cause the disruption of urban mobility systems and all types of transport; stresses that such occurrences negatively affecting border towns and areas and has direct impact on air quality and noise pollution while deteriorating health of European citizens; increases the risk of road accidents and damages the infrastructure; therefore, calls for the introduction of an EU-wide standard of an average 1-minute time for processing and controls of heavy-duty vehicles at EU borders, including measures in case of its non-compliance;

71. Stresses that urban mobility ambitions and targets require adequate, long-term financing and that this is even more important in view of unprecedentedly high inflation and the accelerated move towards independence from fossil fuels, driven among other factors by the energy crisis provoked by the illegal, unjustified war of Russian aggression against Ukraine, as well as other non-financial support instruments; calls, in this regard, for a mix of sufficient public, private, national and European funding and the swift implementation of the relevant existing EU programmes and projects; further calls for ambitious financing for urban mobility to improve in regards to connectivity, efficiency, affordability, inter-modality and sustainability, beyond the 2021-2027 multiannual financial framework; calls for further financing of intermodal connectivity between urban, peri-urban and rural areas, including for rail, and for more digitalised rolling stock and infrastructure in order also to counter depopulation in those areas;

72. Underlines that urban investment planning should support multimodal solutions for all users including collective transport;

73. Calls for further involvement of the European Investment Bank (EIB Group) so as to enable an increase in the funding available, including direct allocation to local authorities, where possible, while paying particular attention to the needs of smaller cities and towns;

74. Highlights the benefits of the EU's administrative capacity support and training for regional and local authorities in funding mechanisms and opportunities;

***The green and digital urban transport transitions***

75. Notes that urban areas are suffering the impacts of air pollution; recalls that exposure to air pollution such as to fine particles increases the number of premature deaths in Europe; calls on the Member States to do more to improve air quality in cities;

76. Notes that local authorities in European urban areas are deploying different policy measures to reduce air and noise pollution and congestion in their cities ranging from low emission zones, to targeted delivery windows for freight, emissions stickers, traffic circulation plans, etc.; recognises, in this regard, the added value of sharing best practices across cities and at European level;

77. Highlights the additional benefits of reducing traffic congestion, particularly as regards enabling access for emergency vehicles, such as police cars, ambulances and fire engines;

78. Notes that decarbonisation is often more efficient in urban areas given, among other things, the greater population density, and that therefore decarbonisation should take place faster in these areas;

79. Welcomes local initiatives to tackle noise emissions from transport given the negative impact on human health and biodiversity, including for example the use of noise radars in Paris; believes the Commission should identify and promote such initiatives including through its guidelines on SUMPs, and the Member States should deploy such tools more widely;

80. Welcomes local initiatives to tackle noise emissions from transport given their negative impact on human health and biodiversity, including for example the use of noise radars in Paris; believes the Commission should identify and promote such initiatives through its guidelines on SUMPs, and the Member States should deploy such tools more widely;

81. Notes that urban vehicle access regulations (UVARs) are increasingly being used in European urban areas to reduce congestion and pollution, including by restricting access for heavy goods vehicles; notes that UVARS are also often based on Euro vehicle standards; notes in this regard the proposal for new more stringent Euro 7 standards;

82. Stresses that urban areas must remain accessible to all, as restricting access to an urban area for specific vehicles or users can lead to discrimination among citizens, implementation of those zones weigh significantly especially on the daily mobility of low-medium income citizens and citizens from peri-urban and rural areas and their socio-economic status; believes that no groups of citizens should be penalized that transport for them would become inefficient or mobility itself impossible which could lead also for further urbanisation;

83. Highlights the importance of smart solutions better informing drivers about their compliance with certain rules in a consistent manner, notably with regard to cross-border enforcement; notes that Common European standards and technological solutions can allow for seamless access to all such zones and that these standards should be based on data and allow for UVARs in zones where it is proven that the emission count is extremely high; highlights that UVARs should be accompanied by impact assessments, as well as consultation with the public and other stakeholders, information and notification of the involved economic factors; stresses that local authorities should notify the Commission before introducing UVARs;

84. Emphasises that such measures would help to balance the benefits of these zones in terms of improved air quality and congestion with their shortcomings in terms of discrimination, further fragmentation of single European transport area, additional costs for urban logistics or the potential impact on local tourism;

85. Supports the integration of the sustainable freight dimension in SUMPs in order to accelerate sustainable urban logistics plans and zero- and low-emissions solutions to city freight transport, including rail, inland waterways, zero- and low-emissions fleets and cargo bikes via cycle logistics with the use of new distribution models and dynamic routing, and multimodal connections;

86. Highlights that urban logistics should be treated as an integral part of urban planning in order to ensure the efficiency of urban freight services and to avoid disruption to other participants;

87. Stresses the importance of the incorporation of multimodal freight terminals in the urban transport system and infrastructure; highlights the potential of parcel collection hubs common to all transport operators, accessible to all types of users and available in sufficient numbers to facilitate the safe collection of parcels so as to reduce traffic associated with the delivery of goods via last-mile connections within cities;

88. Stresses the importance of decarbonising urban logistics, speeding-up the transition towards zero- and low-emissions city logistics in the context of growing e-commerce demand by means of zero- and low-emissions vehicles, rail, and inland waterways; encourages local authorities to also explore the potential and the possibilities for transporting goods using alternative solutions such as bicycles, cargo bikes and e-bikes in their city logistics;

89. Calls on the Member States, in cooperation with local and regional authorities, to ensure the public availability of recharging points and alternative fuels refuelling infrastructure (in urban, peri-urban and rural areas) in a way that takes into account the specificities of all vehicle categories, pursuant to the alternative fuels infrastructure regulation in order to contribute to more rapid uptake of sustainable transport solutions; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up zero- and low-emissions modes of transport such as recommendations on a simplified legislative procedure in urban planning and the granting of authorisation;

90. Highlights the importance of zero and low-emissions mobility alternative fuels, as well as the circular economy in order to achieve the EU's ambitious environmental goals; notes in this regard that conversion to zero- and low-emissions vehicles, particularly electric ones, has great potential to reduce greenhouse gas emissions in an inclusive and more affordable way; underlines therefore that optimisation of the regulatory environment at EU level is of crucial importance in supporting the retrofit industry; invites Member States and the Commission to work in collaboration in order to develop various financial, fiscal and regulatory incentives to enable private and business users to convert to zero- and low-emissions alternatives;

91. Encourages local authorities to provide charging infrastructure for e-bikes and cargo bikes; underlines that alternative fuels recharging and refuelling infrastructure should be part of multimodal hubs and terminals;

92. Underlines that disused and obsolescent space-intensive rail and public transport facilities, such as stations, surfaces, warehouses and disused mechanical workshops even while still owned by the company, could offer functional solutions for activities with direct benefits for local communities, such as non-profit initiatives, farmers markets and other large-scale solidarity initiatives, while ensuring sustainable use of public spaces in the urban environment;

93. Highlights that AI and digitalisation are tools that can be used to improve the general efficiency of the transport system through its deployment in vehicles, traffic management systems and optimised intelligent transportation systems (ITS)-based services to improve the convenience and reliability of collective transport planning, reducing greenhouse gas emissions, shortening travel times and costs, and relieving traffic congestion, while substantially improving service predictability and customer satisfaction; notes at the same time that transport can be made safer, more efficient and sustainable, and affordable; stresses the need, in this context, to protect the security and confidentiality of all data produced and collected;

94. Encourages the uptake of latest vehicle technologies such as state-of-the-art passenger cars, vans, trucks and buses, which can play an important role in urban transport by providing smart, sustainable, safe, affordable and efficient individual and collective transport solutions and logistics to develop and deploy cooperative, connected and automated mobility, and to enable more efficient up-to-date traffic management; stresses that available technology allows for seamless multimodal integration, including single-ticketing, provided that scheduling and real-time data are properly shared by the different operators; urges the Commission and the Member States to step up research and investments in smart mobility and related upskilling and reskilling, in order to contribute to the development of innovative transport solutions;

95. Supports the equipping of critical road sections and accident blackspots (e.g. tunnels, bridges, large congested areas) with adequate ITS and providing ITS services at locations and areas on critical road segments will lead to quick wins in terms of safety and road efficiency;

96. Underlines that autonomous vehicles equipped with AI systems that scan their surroundings and react instantly can significantly reduce human error and have the potential to contribute substantially to reducing accidents and fatalities if deployed with appropriate safeguards; considers therefore that, given the fact that progress in reducing EU road fatality rates has stagnated in the last two decades, these can be important tool to accelerate progress towards Vision Zero;

97. Considers the need to provide a local policy framework and private-public partnerships capable of supporting industry and mobility operators launching innovative and sustainable business models and new urban mobility technologies, such as operating autonomous vehicles; notes that this can be facilitated by aligning regulations on urban access policies to achieve economies of scale and lower costs;

98. Calls for the development of an appropriate legal, ethical and policy framework for the use of AI in sustainable and smart mobility and transport and user-data;

99. Underlines in this regard that fully autonomous or highly automated vehicles will be commercially available in the coming years and that appropriate regulatory frameworks, ensuring their safe operation and providing for a clear regime governing liability, need to be in place as soon as possible in order to address the resulting changes, including interactions between autonomous vehicles and infrastructure and other users;

100. Stresses that digital solutions must be introduced in an inclusive and participatory way to achieve accessible transport for all user groups they must ensure human control mechanisms and avoid discrimination based on digital skills and access to technology;

101. Calls for an urgent upgrade of the physical and digital infrastructure in cities in order to ensure the safe deployment of automated driving, with harmonisation of traffic rules across Member States and local authorities;

102. Highlights the increasing potential of air mobility in urban areas, particularly for the potential use of drones by the general public;

103. Underlines that unmanned aerial vehicles need to be considered part of the mobility framework and therefore their safety and security should be regulated, and that a comprehensive impact assessment should be undertaken on urban air mobility, before any measure or plan is adopted in this field, in order to properly evaluate their benefits and the potential concerns in terms of safety, noise, privacy or residential rights;

104. Points out that road transport aspects are becoming increasingly important due to their high impact on economic, environmental and social sustainability; stresses the importance of exchanges of best practices and data; welcomes in this regard the Commission's proposal to improve the 19 sustainable urban mobility indicators by 2022;

105. Stresses the need for continuous monitoring by the Commission of various factors determining the quality of urban transport services so as to evaluate the implementation of the current relevant legislation and address its shortcomings; encourages national authorities to regularly share with the Commission statistical information, including information on collective-transport provision, air quality, urban mobility accidents, passenger flows, commuting patterns, data on active mobility, including data from cycle logistics hubs of companies using cargo bikes in their supply chain, car-sharing and other emerging mobility modes;

106. Underlines the importance of adding socio-economic data within the scope of data collection and submission to the Commission per urban node and that this data should cover accessibility, affordability or user-friendliness of public and private mobility services and others;

107. Calls on the Member States and the Commission to support European cities in overcoming the challenges related to data collection and to promote the sharing of European transport and mobility data between Member States, managed through a public common data space;

108. Stresses the need to support the rapid deployment of green, user-centric, integrated mobility solutions for people and goods, private and public stakeholders in order to ensure that novel mobility solutions are designed around people's needs and offer all citizens access to a new generation of clean, safe, affordable, and equitable travel options; underlines the importance of the engagement of public and private stakeholders in collaboration and a constructive dialogue between society, local authorities, and businesses to achieve this sustainable mobility of people and transport of goods in urban areas;

109. Calls on the Member States to ensure interoperable EU-wide real-time traffic information, which should be available to service providers and developers, to facilitate the creation of travel information websites, online journey planners and other applications and services for citizens and logistics operators;

110. Calls for the further development and implementation of multimodal digital mobility services (MDMS) such as 'mobility as a service' (MaaS) across Europe, integrating collective transport as well as other 'first and last mile' solutions such as micro-mobility sharing services, ensuring a level playing field between transport providers and modes; stresses that Maas is a vital tool for multimodal hubs integrating all mobility services and parking and thus providing information on the best services available taking into account the cost and duration of travel, as well as further incorporating the zero- and low-emissions ambition and allowing single ticketing;

111. Shares the view that more needs to be done to support multimodal information systems and smart ticketing; stresses the importance of a seamless user experience for passengers in the search, selection and purchase of mobility services; underlines that in order to promote multimodal ticketing, sector-specific solutions should be considered and promoted;

112. Highlights the importance of user-friendly multimodal ticketing and payment methods; notes that a 2019 Eurobarometer study found that a single ticketing tool for all urban journeys in any European city would be the most useful for personal mobility; strongly urges the Commission not to delay any further legislative proposals it has promised that affect urban mobility, particularly multimodal ticketing; stresses that the implementation of multimodal ticketing is of utmost importance in order to make sustainable transport modes as accessible and efficient as possible for users; encourages the Member States to adapt their national legislation and to launch information campaigns and integrated mobility solutions including integrated ticketing;

113. Stresses the importance of passengers' having a seamless user experience when using their urban mobility solution and in connecting with long-distance travel options; considers that in order to achieve seamless ticketing in such cases, sector-based solutions should be supported and considered as the starting point when improving multimodal ticketing for urban and long-distance travel;

114. Stresses the importance of smart parking management, including park-and-ride and kiss-and-ride intermodal parking, as they offer significant potential to reduce emissions, avoid congestion and save time; calls for the use of smart parking mobile apps to be enhanced in order to facilitate access to parking spaces and park-and-ride facilities, and to increase their availability and the range of payment methods;

115. Encourages regional and local authorities to provide secure bicycle parking spaces and storage facilities near start and end destinations, including parking for bicycles with larger dimensions, such as three-wheeled bikes (including for people with limited mobility) and cargo bikes, areas dedicated to e-bikes and e-cargo bikes equipped with recharging points and, where possible, repair points, at train stations, airports and maritime ports as well as in new, renovated and existing buildings; encourages the development and support of projects offering secure bicycle storage for citizens who lack access to private storage; recognises that the emergence of e-bikes demands higher safety standards with regards to storage; notes the rising number of thefts of e-bikes; stresses that the Commission should provide support to the local and regional authorities in this regard;

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116. Instructs its President to forward this resolution to the Council and the Commission, and to the Member States and their parliaments.