



# PIARC Current work on Urban Mobility

## Evaluating impacts of new mobility in urban and peri-urban areas

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Road mobility projects in urban regions and their Impact on the environment

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# 1. Introduction

- In urban and peri-urban areas, accessing services, education, workplaces and/or goods requires **efficient mobility systems**.
- In recent years, **various transport technology developments** have started to enable more efficient mobility across the world. **Innovative transport solutions** and **sharing contracts**, including new technologies, new business models, new types of infrastructure and sharing systems are being developed to maximize the effectiveness of transport systems in urban regions.
- Through **the integration of multiple transport modes and intelligent systems**, there is a significant opportunity to deliver better access and mobility for all transport users

# 1. Introduction

- The **management of new urban mobility** will be one of the **main future tasks of public governance**, to help ensure these developments provide more efficient and effective access and mobility in a way that also meets the wider needs of citizens' and city-users.
- The **goal of the WG 2.1.3.** is to establish a shared knowledge base to help guide policy development and decision-making on urban mobility, and to raise awareness of best practice.

# 1. The concept of “new mobility”

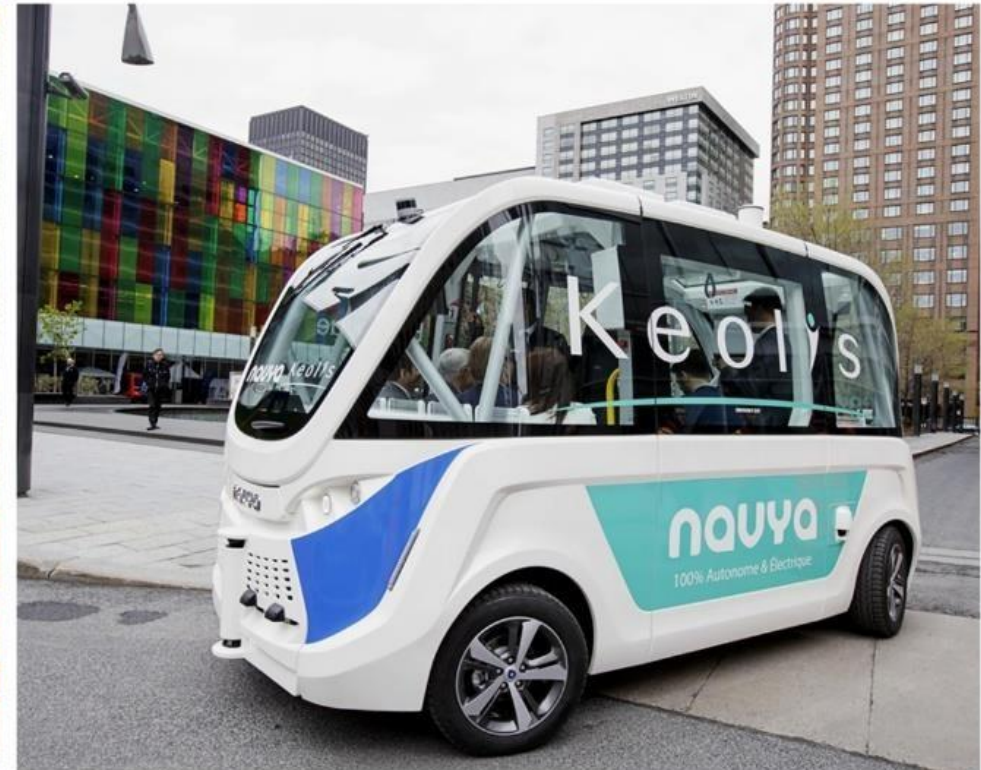
- Innovation has been a constant in the history of transport. Recent innovations do not have to mean we change our direction or give ourselves new priorities. Instead, ***new mobility can be seen as additional ‘tools’ to help achieve these priorities and better made progress towards our desired direction.***
- Therefore, “new mobility” does not mean only “new” (new technologies, new business models, new infrastructures or new sharing platforms) it also – and above all – means **a new ability to create more effective regulations, improve capability to manage the costs of infrastructure and services, and to find better ways to maximize the effectiveness of initiatives in progressing the interests of citizens and city-users**



# 1. The concept of “new mobility”

- Innovation generally starts from collective transport services: autonomous driving

*Images from Madrid (Spain) and Montreal (Canada). Vehicles in service.*



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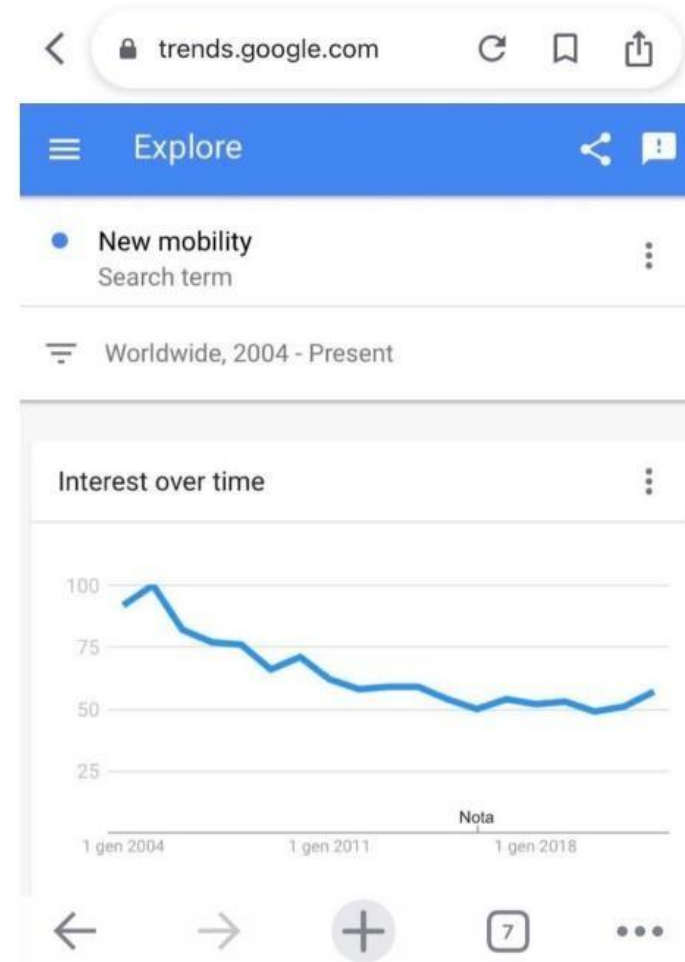


Figure 1.1: New mobility, Interest over time

# 1. New Challenges

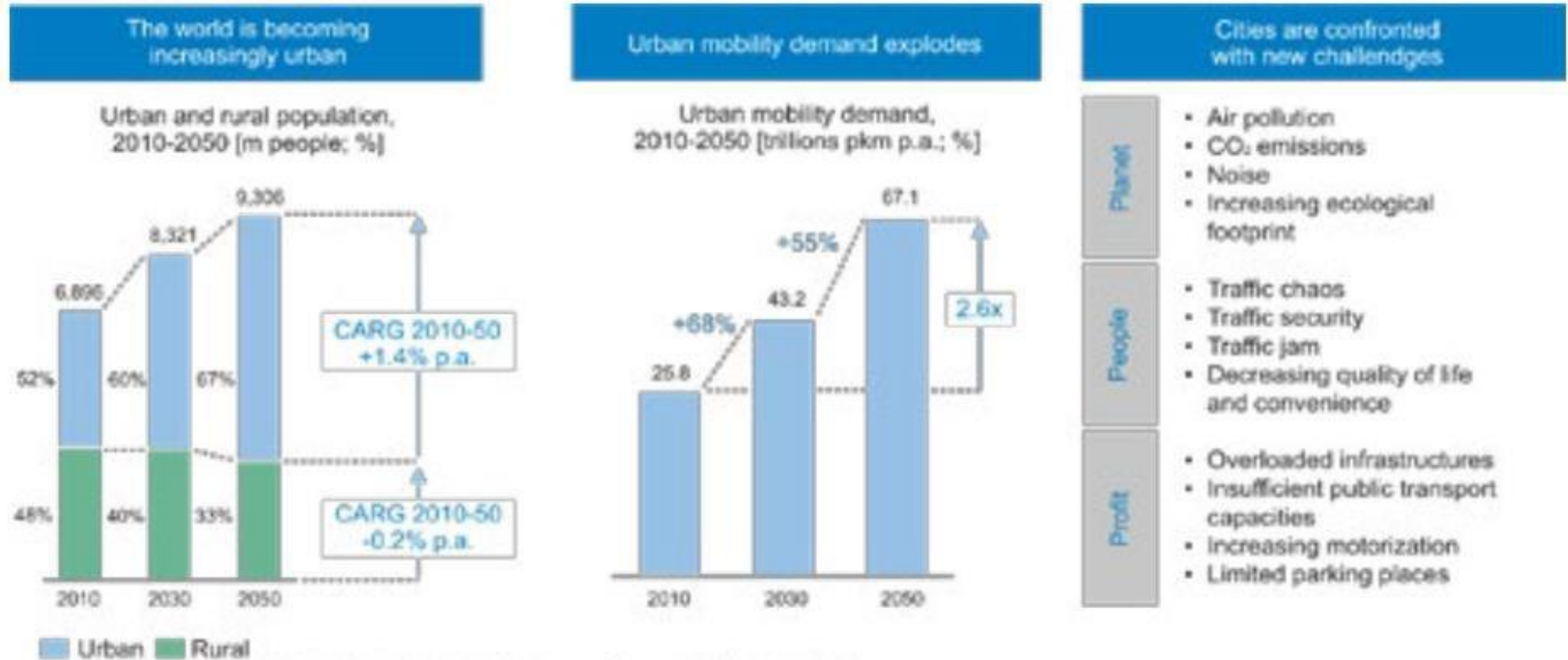


Figure 1.2: Our common urban future



# 1. The concept of “new normal”

- Nobody knows if we will have a “new normal” or if the situation will return to being similar to the pre-existing one. In all likelihood urban mobility will return to what it was previously, therefore a phenomenon that is always evolving towards more sustainable standards and greater satisfaction for the citizen.
- Which kind of policies has been changed after the COVID-19 emergencies? **Probably we have understood the advantages of smart working**

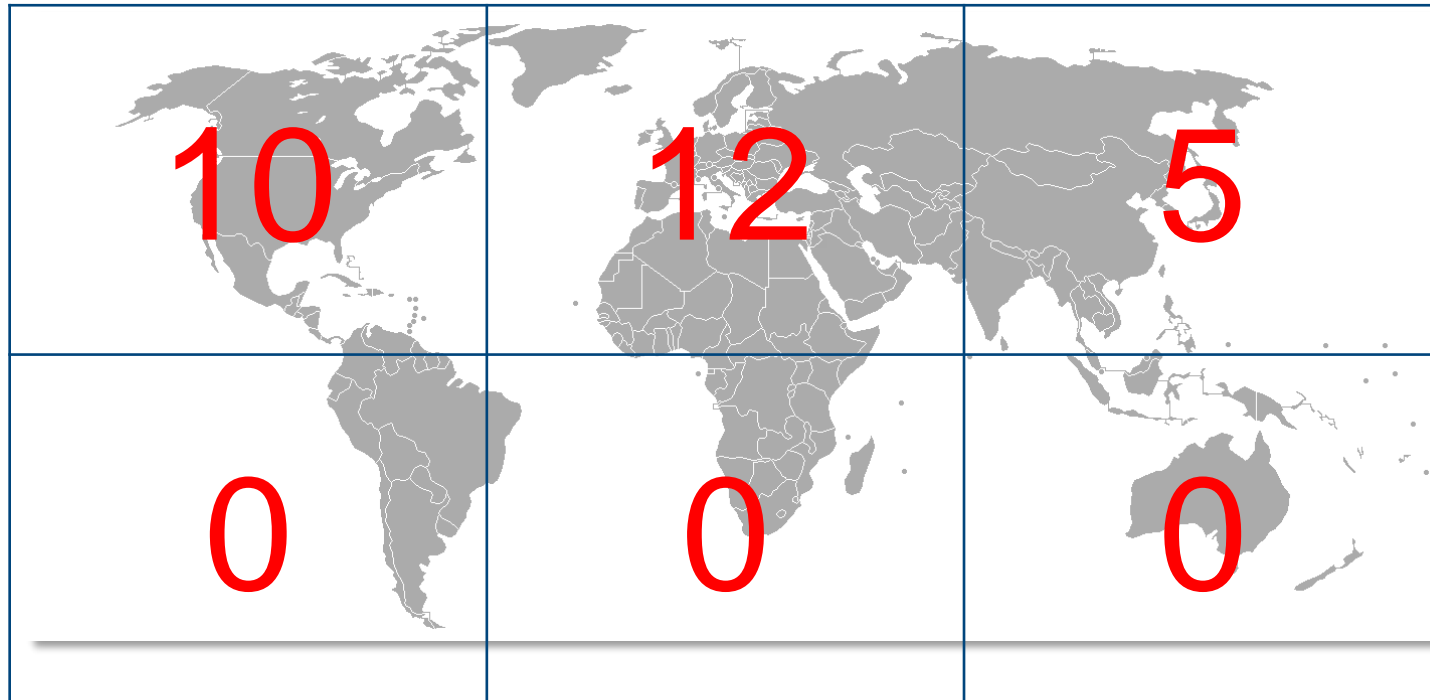


Figure 1.3: new opportunities from smart working

## 2. Methodologies

### Data Collection

- Stage 1: Call for “**good practice**” from WG members



27 fact-sheets, total 107 pages

- Stage 2: Conduct **in – depth analysis** on survey respondents

## 2. Methodologies

### A key overall finding

- How transport ownership appears to be evolving over time

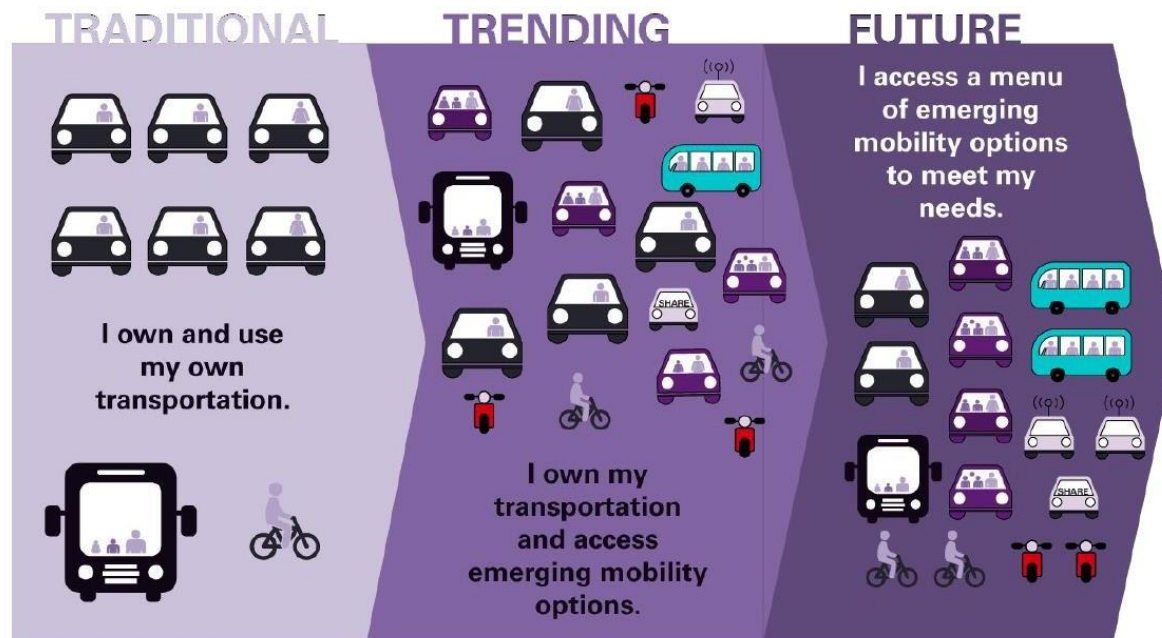
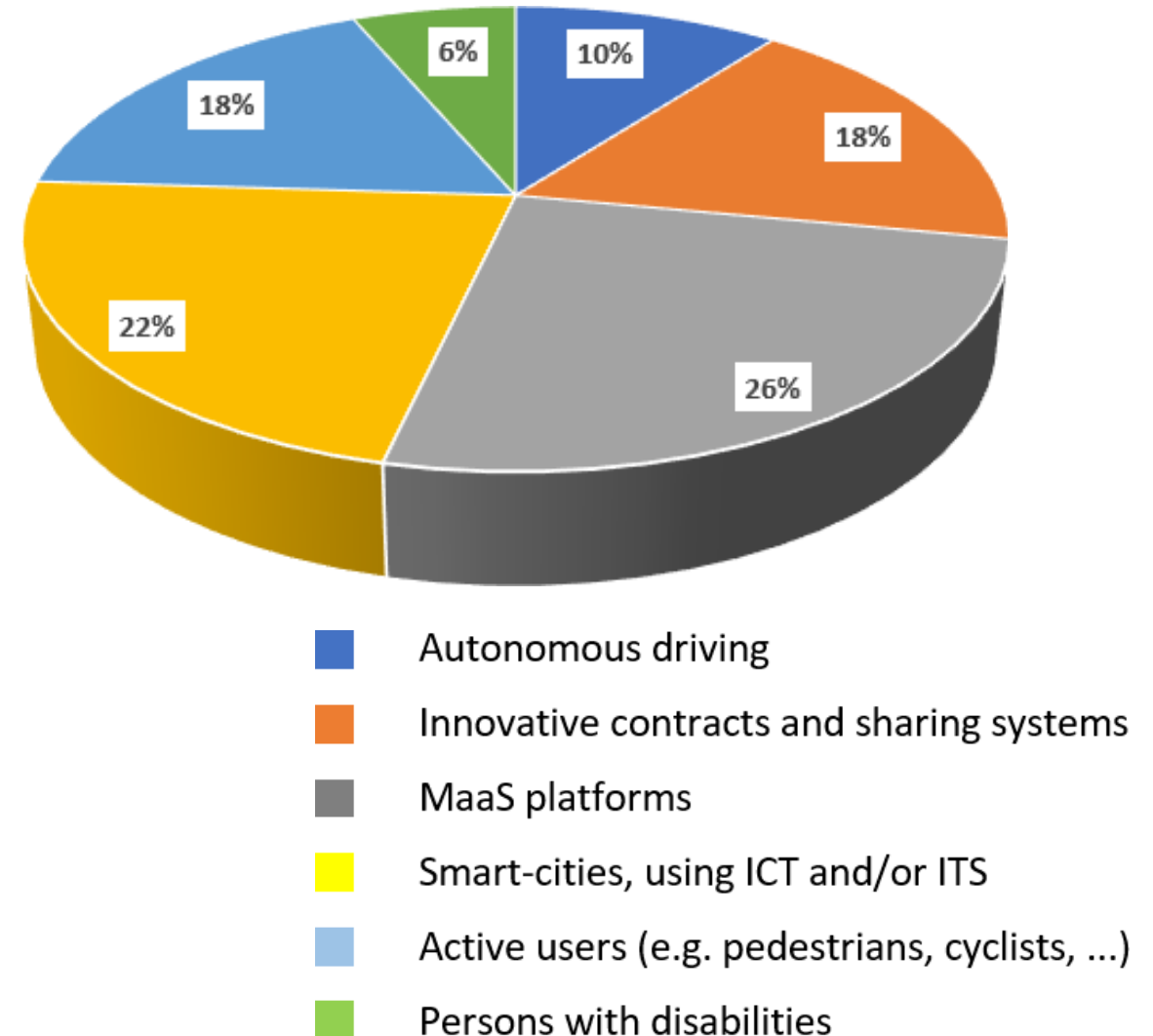


Figure 2.1: Shift in transportation norms  
([https://nacto.org/wp-content/uploads/2017/12/SFMTA\\_Danielle\\_Harris.pdf](https://nacto.org/wp-content/uploads/2017/12/SFMTA_Danielle_Harris.pdf))

### 3. Key Findings

#### Comparative Analysis

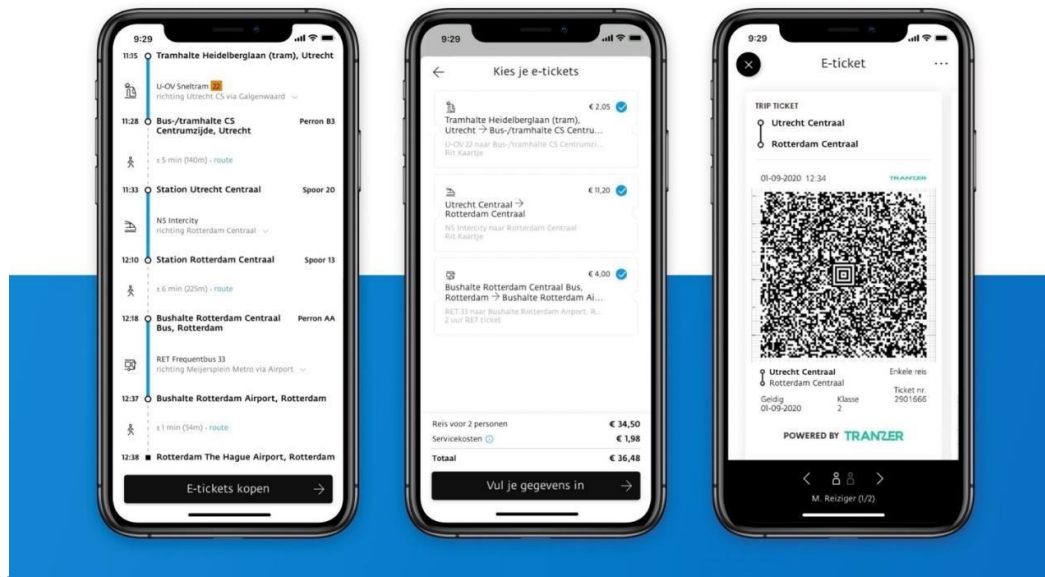
As shown in Figure, the most common macro-category was that of the MaaS, indicated by numerous projects, scattered throughout the world (Canada, USA, numerous in Europe, more than one in China), with a share of 26%.



### 3. Key Findings - MaaS

## Netherlands

- The "9292" mobile app is the leading travel planning platform in the Netherlands that has been providing travel information on public transport all over the country. It has more than 2 million individual monthly active users and provides more than 3.5 million daily travel tips.
- Travelers don't have to use another platform or a vending machine to buy a ticket because all tickets can be easily purchased via smartphone.





### 3. Key Findings Sustainability

- Sustainability is a complex goal, it must be seen from at least three points of view: environmental, social and economic.
- Any policy that is adopted by a public administration – but the same also applies to private companies, especially if they are entrusted with providing services for the community – must be verified for all three components mentioned, not just one being enough to validate the feasibility and the convenience, of an action to be taken.



### 3. Key Findings Sustainability

- For this reason, all the measures we have considered have also been evaluated in terms of sustainability. We requested and obtained that each fact-sheet mentions the specific main contribution to **sustainability**.
- The results of this evaluation show somewhat surprising results, with the **environmental** component of sustainability not being the most common identified, covering 39% of recurrences. Instead, the **social** component is the one that most often (41%) indicated as the prevalent reference. Lastly, the **economic** component also plays an important role, with 19% of recurrences.

### 3. Key Findings - Funding

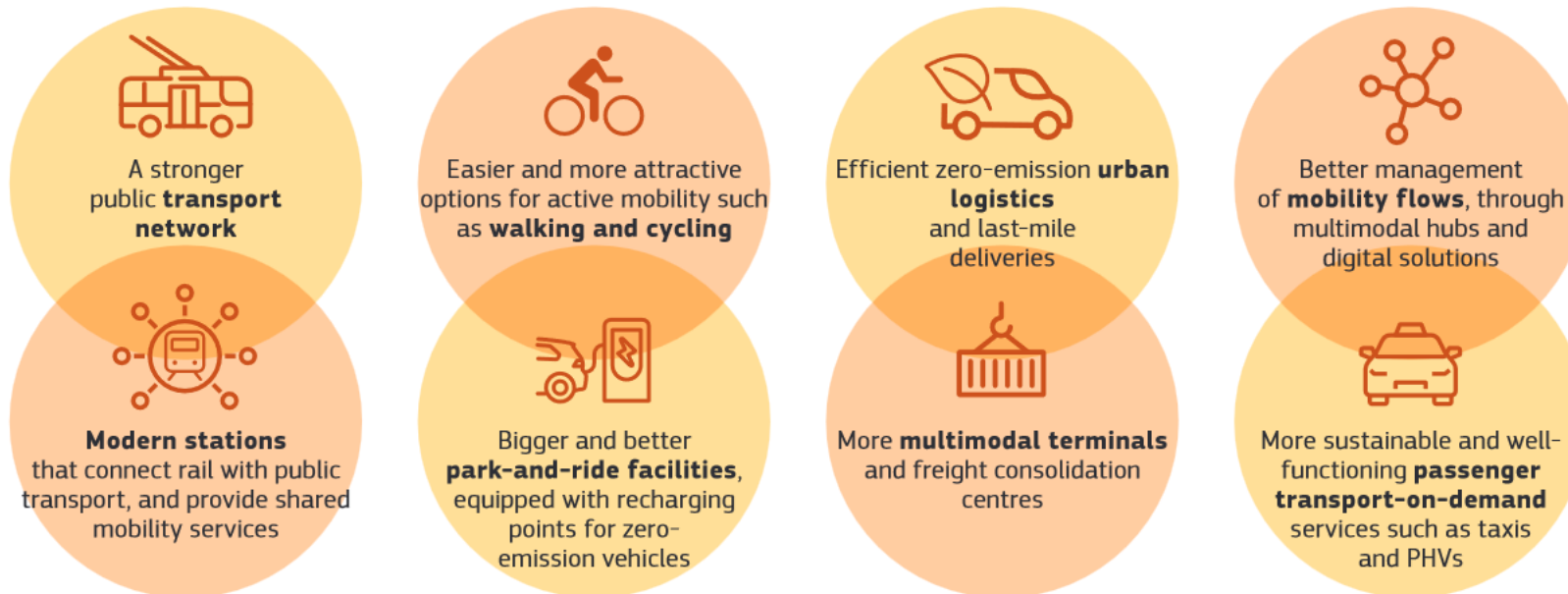
- Of the collected 27 case studies, 22 are either self-financed or financed with public administration's resources in excess of 50%. Initiatives relying on private funding made up only 2 out of the 27 case studies looked at.
- Self-financed initiatives and over 50% public financed projects are instead equally represented, each recording exactly 11 cases out of the 27 collected.
- The **self-financed projects focused on the implementation of MaaS platforms** (36%). Following the item "innovative contracts and sharing systems" with 27%. The two items of "autonomous driving" and "active users (eg. pedestrians, cyclists, ...)" record the same share of 18%.
- No project involving the item "persons with disabilities" and the item "smart-cities, using ICT and /or ITS" is self-financed.
- On the **sustainability side**, the resources that fuel investments appear to be distributed more evenly. Self-financed projects invest in the social side of sustainability to an extent of 46% and, equally, in the environment and the economy of 27%. The projects heavily funded by the public invest in the environment to an extent of 46%, in the social sector of 36% and in the economy to an extent of only 9%, ***demonstrating that the return on investment is not the first objective of the initiative.***

## 4. Conclusions and recommendations

- Managing the future of urban mobility – some of us call it the "new normal" – has long been necessary and will continue to be so. We should not think of innovation as completely separate category: each intervention can be characterized by an innovation component, but this should not be confused with the overall objective to work towards **sustainable urban mobility**.
- To have a common reference it would be important to have shared macro-indicators.
- Ours was a study activity, to go into the details of an effective analysis it is certainly necessary to build **uniquely defined** and **clear reference indicators**. On several occasions, projects carried out in different countries, at different times, based on different fundings, have been based on inconsistent performance indicators. This makes them substantially not comparable.

## 4. Conclusions and recommendations

- It is important, and could constitute a future activity of our association, to build a set of indicators to be shared among the subjects involved in the conduction of innovative projects so that it was possible to make effective comparisons and draw elements as objective as possible from the analysis of the projects themselves.



([https://ec.europa.eu/commission/presscorner/detail/en/fs\\_21\\_6781](https://ec.europa.eu/commission/presscorner/detail/en/fs_21_6781))



# Thank you for your attention!



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