

Framing actions

Levers	Actions
Urban space – Allocation and regulation	<p>Intensification of road repurposing from private mobility and/or parking spaces (or, in some cases, from dedicated bus lanes) to active mobility and PMD (see also Enabling – Infrastructure).</p> <p>Shift from car-centric street to human centric. Introduction of “slow street”/“safe street” networks that prioritize pedestrians and cyclists and limit individual car access.</p> <p>Reorganization of urban design to cater better for urban logistics.</p> <p>Temporary reallocation of streets and parking spaces for other functions, including moving to more dynamic management of the curb (reallocation of space across different times of the day to accommodate, for example, increased delivery needs or leisure activities requiring extended outside seating).</p>
Modes & market regulation – Transversal	<p>Concerted acceleration of the establishment of “intermodal mobility master plans” at national or city level to bridge the gap between urban space allocation and mobility modes, and to structurally improve connection nodes while adjusting operating modalities to the nature of the flows.</p>
Modes & market regulation – Individual motorized mobility	<p>Acceleration of regulation of standards related to polluting cars (SUV, old cars).</p> <p>Rethinking of road-user charges or introduction of congestion charging to ensure that the road network does not deliver growing congestion due to increased road freight vehicle activity driven by the boost of e-commerce and home delivery.</p> <p>Such initiatives are particularly relevant to avoid an unwanted shift from public transport to private vehicles. It would provide funding to balance the revenue loss from public transport and contribute to other initiatives in mobility investment.</p> <p>Accelerated regulation of new mobility solutions. This was best illustrated during the lockdown by New York City, which issued a new state law in April 2020 to legalize the use of e-bikes and e-scooters and will shortly have an accelerated launch of a large bike-sharing scheme.</p>
Modes & market regulation – New mobility	<p>Regulation of new mobility to encourage test & learn approaches, for example:</p> <ul style="list-style-type: none"> ■ Regulatory sandbox for shared, on-demand and micro-mobility solutions. ■ Regulatory sandbox for drone delivery. ■ Acceleration of regulation towards autonomous mobility. <p>Provision of targeted subsidies for trips performed by shared or on-demand mobility solutions when those trips are considered valuable to the system, thereby influencing both supply and demand. (The aim of this measure is to signal which trips are valuable to the system, for example, by incentivizing MSPs to increase the geographical coverage of their offers).</p>
Contract reengineering with private mass-transit operators	<p>Major subsidies granted by governments to offset the negative impacts of the crisis on private mass-transit operators’ revenues, especially those with “net cost contracts” whose margins rely very heavily on passenger fares, or those with “gross cost contracts”, including significant revenue incentive schemes (See also Box below).</p>
Infrastructure regulation Parking and “curb management”	<p>Flexible time and zone management of on-street parking with measures such as adjusting parking fees during the day, reducing parking spaces, fixing time limits, using real-time information to inform users about congestion, and managing access to restricted areas.</p>
Data regulations	<p>Development and deployment of data-sharing policies, reflecting the increased importance of data for tracking and passenger information purposes, as well as the integration of ticketing and payment, which constitute key requirements for a MaaS platform. In Europe this includes accelerated deployment of the requirements of the ITS Directive/NAP.</p> <p>Accelerated evolution in Europe from an “open data” policy for mass-transit data implying full opening of data without conditions, towards a “shared data” policy implying openness of data under conditions of reciprocity and usage.</p> <p>(See also “Accelerated investment in MaaS by public transport authorities” under Enabling actions).</p>
Enforcement	<p>Increased monitoring of the road utilization and operations of new mobility solution providers in order to better control compliance with regulations and allow for enforcement (including penalties) in case of non-compliance. This can include, for example, operational constraints such as vehicle fleet size, parking requirements, and safety requirements, as well as speed.</p>