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# Governing Urban Mobility. Strong Urban Governance for Liveable Cities

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# GOVERNING MOBILITY



## STRONG URBAN GOVERNANCE FOR LIVEABLE CITIES

### LESSONS FROM THE CREATE PROJECT



Throughout Europe, urban authorities have gained more responsibilities and resources. They seek to maximise their effectiveness by fostering new forms of cooperation among a large variety of actors and interests, in order to address urban problems and set their own policy priorities.

**Why have some cities in Europe been able to achieve a shift from the car-oriented city towards more sustainable modes of transport? How can other parts of Europe and the EuroMed draw lessons from CREATE?**

In order to answer these fundamental questions, the CREATE (Congestion Reduction in Europe, Advancing Transport Efficiency) project's main objective is to reduce road congestion in European cities by encouraging a switch from cars to more sustainable modes of transport. Among other valuable lessons, the CREATE project shows how strong urban governance contributes to the shift towards the liveable city.

## 1 URBAN AUTHORITIES FACE COMMON TRANSPORT CHALLENGES

- » address contradictory demands
- » seek trade-offs between environmental, economic and social objectives
- » overcome resistance and protest

## 2 URBAN GOVERNANCE IS CHANGING AND BECOMING STRONGER

### CITIES AS LABORATORIES

small-scale experiments, policy innovations, trial and error

- » promotion of economic incentives
- » offer new mobility services
- » develop alternative street uses



### A COMBINATION OF HIGH- AND LOW-TECH SOLUTIONS

by mobilising transport organisations

- » developing new systems while modernizing old infrastructures



### GAIN MORE AUTONOMY

through capacity building

- » finances
- » information and data management
- » authority
- » human resources and expertise
- » communication



national level



local/metropolitan governments



urban form



private sector



urban governance

binding laws and funding, policy priorities, and large projects

pressure and financing of private projects



citizens and other stakeholders

## 3 BUT THERE IS NO 'ONE SIZE' FITS ALL!

Local governments use different methods to achieve their goals. Each city has a different history and local context. They develop differently and find the best solutions for their local circumstances. According to the local context, policy innovations in transport come from either /or:



Civil society participation



Private-led initiatives



An elected mayor



An integrated transport agency

## 4 WHAT IS NEXT AND HOW CAN THE EU HELP?

### RESULTS AND FUTURE CHALLENGES

- » shift from the car-oriented city towards planning the liveable city
- » transport and mobility policies to ensure social and spatial inclusion
- » foster transport policy change outside cities



### THE ROLE OF THE EU

- » regulations
- » long-term policy goals
- » the promotion of knowledge and policy solutions



Find out more about the project:  
[www.create-mobility.eu](http://www.create-mobility.eu)

This part of the study was coordinated from Sciences Po, Centre d'études européennes in Paris. For more information, contact Dr. Charlotte Halpern: [charlotte.halpern@sciencespo.fr](mailto:charlotte.halpern@sciencespo.fr)



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