

Welcome to

1 & 2 April 2025 Brussels

Newt steps towards cities as green and connected nodes for urban mobility

Welcome from the Project Coordinators



Tiina Ruohonen

*Project Coordinator MOVE21
Senior Adviser, Office of the
Governing Mayor, City of Oslo*



Michiel Penne

*Project Coordinator SCALE-UP
Coordinator, Smart Ways to
Antwerp, City of Antwerp*

1

LIVING LABS

- Oslo
- Gothenburg
- Hamburg

2

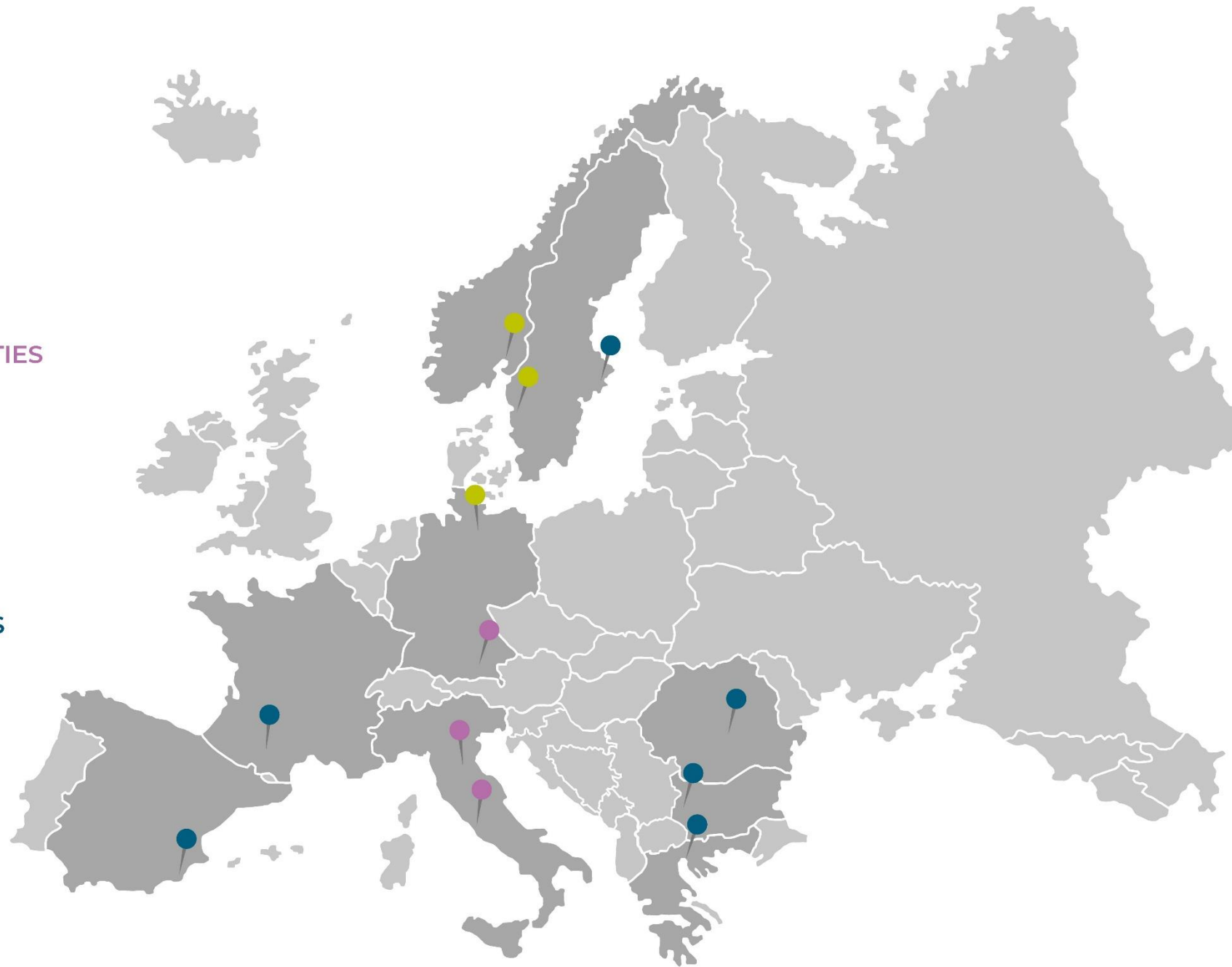
REPLICATOR CITIES

- Munich
- Rome
- Bologna

3

CASCADE CITIES

- Thessaloniki
- Toulouse
- Stockholm
- Brasov
- Murcia
- Sofia



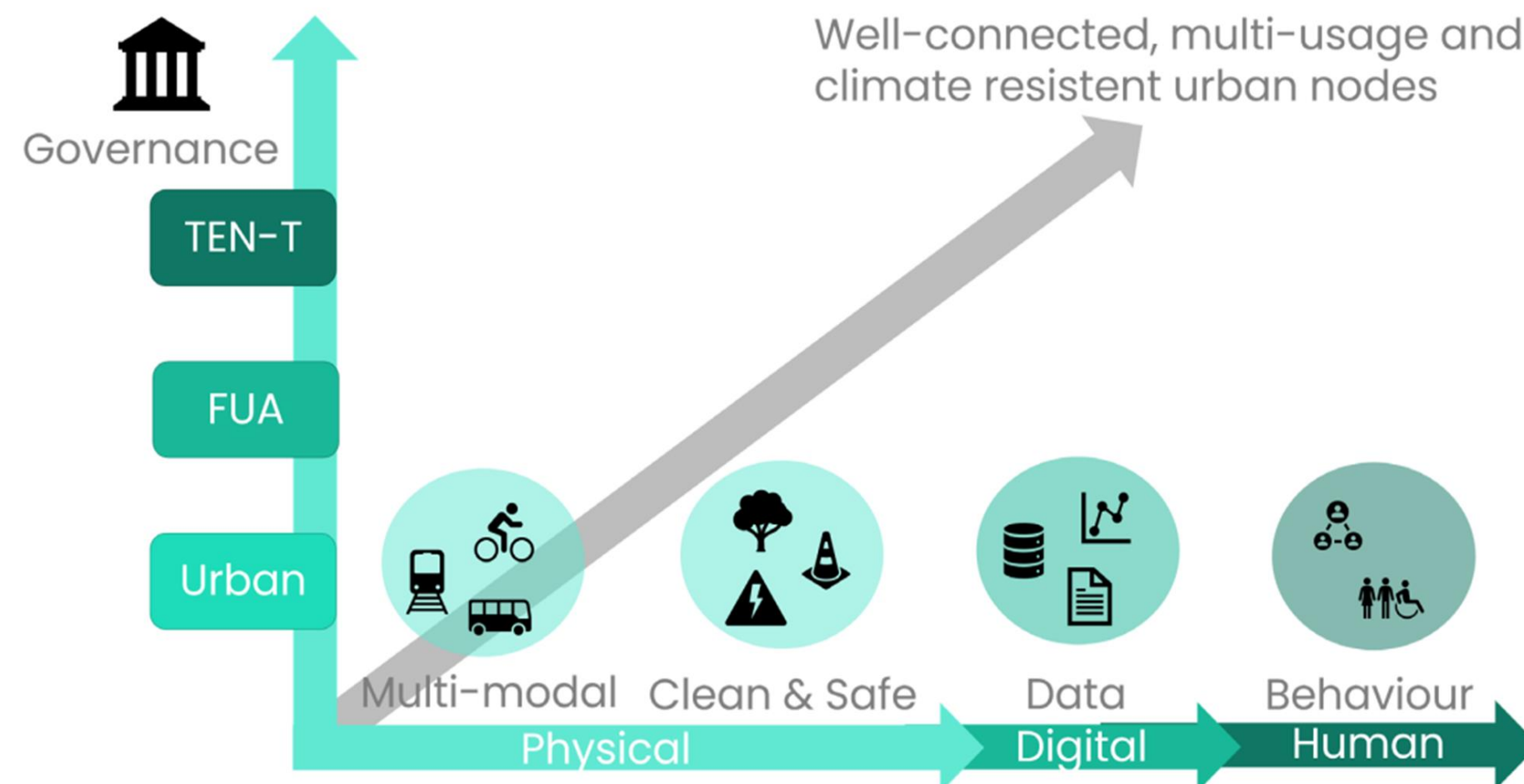
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 953939

SCALE-UP

23 Consortium Partners

3 Urban Nodes: Antwerp (BE), Madrid (ES), Turku (FI)

28 mobility measures in 5 intervention fields



These projects have received funding from the European Union's Horizon 2020 research and innovation programme under grant agreements No 953939 and No 955332



Navigating and governing complex urban mobility topics from the perspective of functional urban areas and urban nodes

Moderated by:



*Koen Kennis
Vice Mayor for
Mobility, City of
Antwerp*



*Herald Ruijters
Deputy Director-
General responsible
for Investment,
Innovative &
Sustainable Transport,
DG MOVE*



*Henrik Zetterquist
Analyst, Swedish
Transport
Administration*



*André Sobczak
Secretary General,
Eurocities*

Priorities for urban mobility and logistics in the coming years

Moderated by:



Marit Kristine Vea Vice Mayor for Environment and Transport, City of Oslo



Eugenio Patanè Deputy Mayor for Mobility, City of Rome



Sylvain Haon Senior Director of Strategy and Transformation, UITP



Hans Schurmans Director Logistics operations and circularity lead, Proximus Group



Lola Ortiz General Director of Mobility Planning and Infrastructure City of Madrid



Karen Vancluysen Secretary General, POLIS

From policy to implementation – crucial steps to create a strong context to make mobility measures impactful and efficiently



*Jochen Maes
Principal
Transport
Consultant &
Rotterdam Team
Leader, Transport
Infrastructure and
Mobility, ECORYS*



*Sulla Murmann
Senior Planner
Regional Council
of Southwest
Finland*



*Dirk Engels
Mobility Expert,
TML*



*Geiske Bouma
Senior Researcher
in the field of
Urban Planning
and Governance
Innovation, TNO*



*Melina Pusch
Urban Logistics
Consultant, City of
Hamburg*

Moderated by:



*Anna Sager
Senior Project
Manager
RISE*

From policy to implementation – crucial steps to create a strong context to make mobility measures impactful and efficiently implemented

Jochen Maes, Ecorys

Jochen Maes, Principal consultant Ecorys (NL), Professor Transport Economics University of Ghent (BE)



- Transport economist, UAntwerpen and UGhent
- Advising public clients on transport policies (on infrastructure, cost and benefit analysis, forecasting, policies and regulation)
- In SCALE-UP, leading Ecorys' contributions.
- Working on vertical integration, in the context of the 432 Urban Nodes ' obligation to work on FUA/regional mobility policies, aligned with the TEN-T revision objectives.
- Collected data on status of EU SUMPS/SULPS in a DG Move fact-finding study

Opening

- Revised TEN-T

- revision emphasises sustainability, performance, and local contributions.
- Focus on sustainable urban logistics, mobility, and modal shift.
- Calls for **innovative governance strategies** and collaboration models.
- Urban Nodes increased from 88 to 432, requiring funding, technical support, and governance frameworks to integrate local and trans-European systems.

- Key Challenges

- Developing strategies that extend beyond city boundaries.
- Alignment of governance among diverse entities (Urban Node, city, Functional Urban Area - FUA) with varying structures and competencies.

Opening

- By (end) **2027**: Sustainable Urban Mobility Plans (SUMP) for Functional Urban Areas, addressing sustainability, safety, and accessibility.
- By **2030**: Establishment of multimodal passenger hubs to improve last-mile connectivity.
- By **2040**: Multimodal freight terminal access, based on economic analyses.
- **Research Contributions and Insights**
 - Multilevel governance models can support strategy creation, collaboration, and SUMP delivery.
 - Insights drawn from EU studies such as SCALE-UP, NUVIT, and VITAL-NODES highlight key success factors.

Governance (in SCALE-UP)

A teaser on 'governance aspects in SCALE-UP'

- Identification of **four pillars** for improved vertical upscaling of policies
- Our mapping of a **4-step process**: effective governance strategies for vertical upscaling
- Provide **12 typologies** for governance
- Assist to discussions on (mobility policy) governance among urban node stakeholders

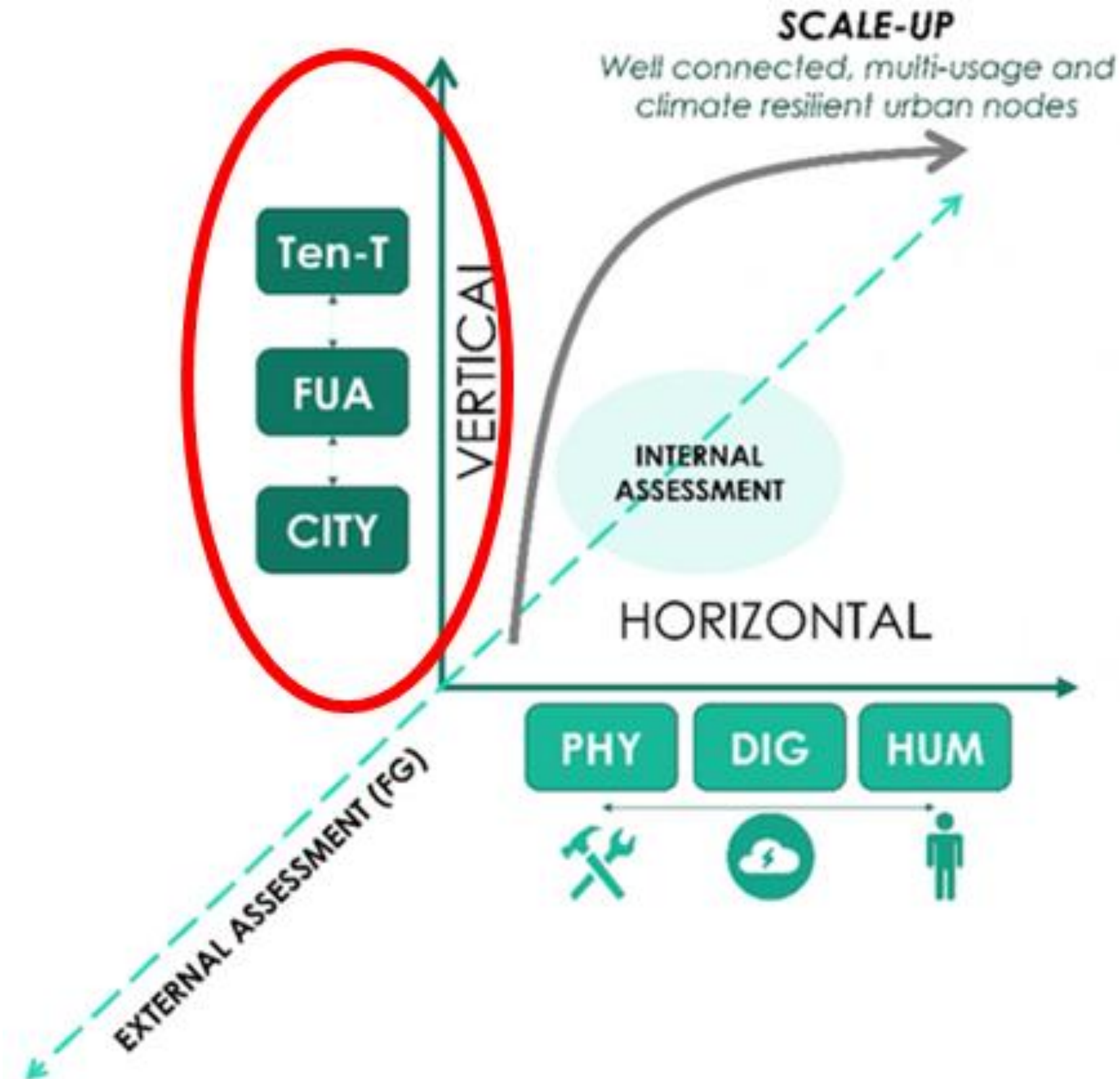
>> Interactive part

- A selection of questions to see how integrated (your) nodes are
- Teaser for full-length survey
- Feeding into the panel discussion

Governance (in SCALE-UP)

A specific focus of SCALE-UP lies in the **development of strategies to achieve upscaling beyond the urban level**. This is accomplished in two ways:

1. Through **vertical upscaling** by integrating the mobility and transport strategies on multiple governance levels and beyond geographical boundaries.
2. Through **horizontal upscaling** by addressing, in a balanced way, the different layers that shape the multi-layered mobility system that we see today.



*What we propose:
a process-based approach to improve governance*



Step-by-step guidance to improve vertical integration

Step 1

**Defining the
problem and
needs**

Step 2

**Initiating the
collaborative
process**

Step 3

**Developing
governance**

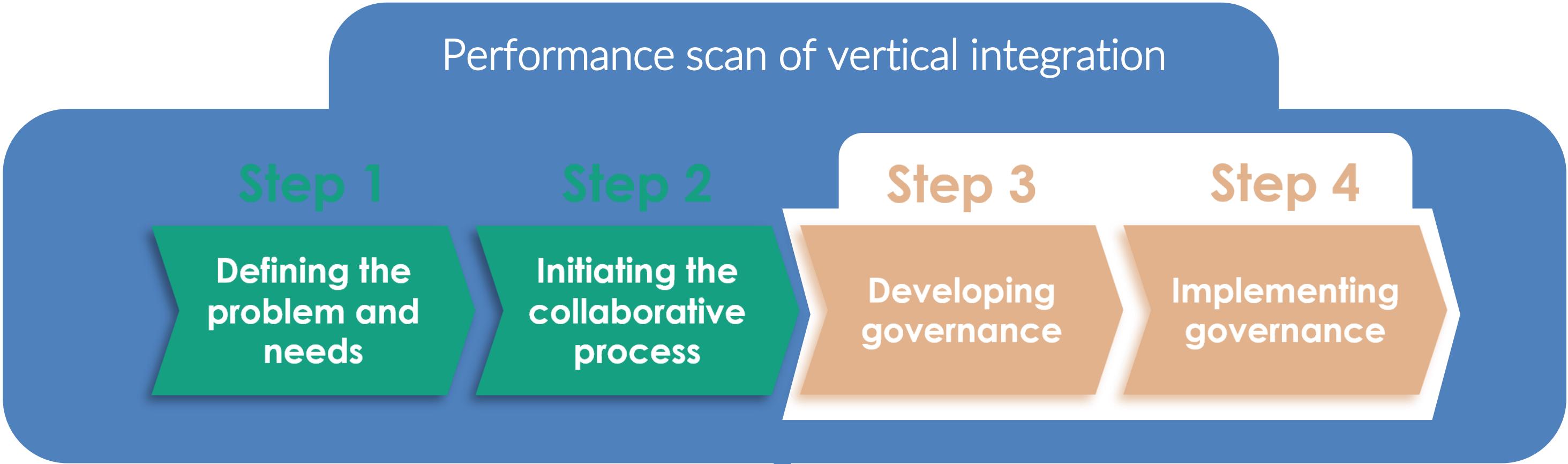
Step 4

**Implementing
governance**



These projects have received funding from
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and innovation programme under grant
agreements No 953809 and No 955332





Step 2



KPIs measuring vertical integration

Identify key

Step 1

Defining the problem and needs

KPIs measuring vertical integration

		Four pillars of vertical integration			
		POLITICAL SUPPORT	FINANCIAL RESILIENCE	LEGAL POWER	CAPACITY
Type of vertical integration	Internal synergised action	Clear policies	Adequate management	Adequate management	Adequate skills and staff
	Cross-organisational alignment	Consensus-building	Alignment	Coordination of roles	
	Top-down sentiment	Alignment	Distribution	Adequate roles	Adequate skills and staff

Self-assessment based on KPIs

KPIs measuring vertical integration

		Four pillars of vertical integration			
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	Top-down sentiment	Alignment	Distribution	Adequate roles	Adequate skills and staff

Self-assessment based on KPIs

Full vertical integration

**POLITICAL SUPPORT**
Consensus, policy alignment

**FINANCIAL RESILIENCE**
Stability, predictability, sufficiency

**LEGAL POWER**
Right to act, task division, clear roles

**CAPACITY**
Skills, expertise, availability

Partial vertical integration

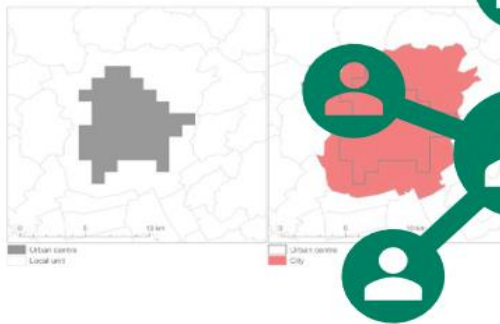
POLITICAL SUPPORT

FINANCIAL RESILIENCE

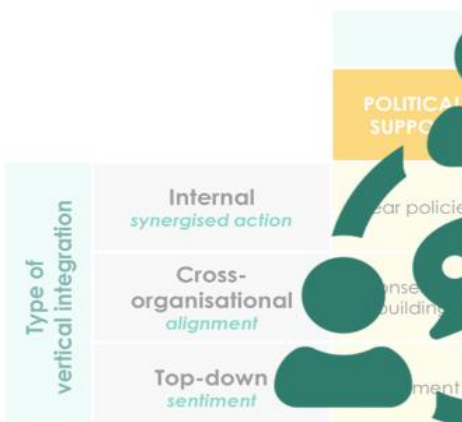
LEGAL POWER

CAPACITY

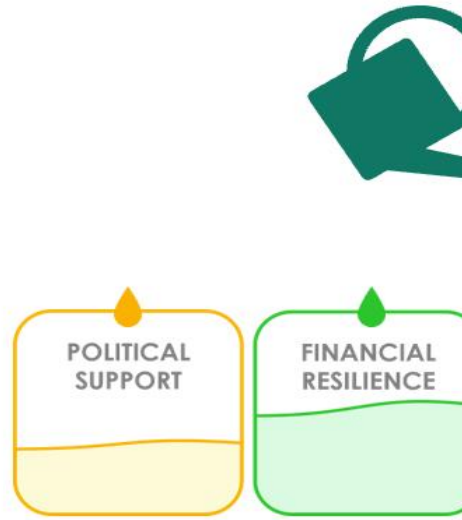
Identify key

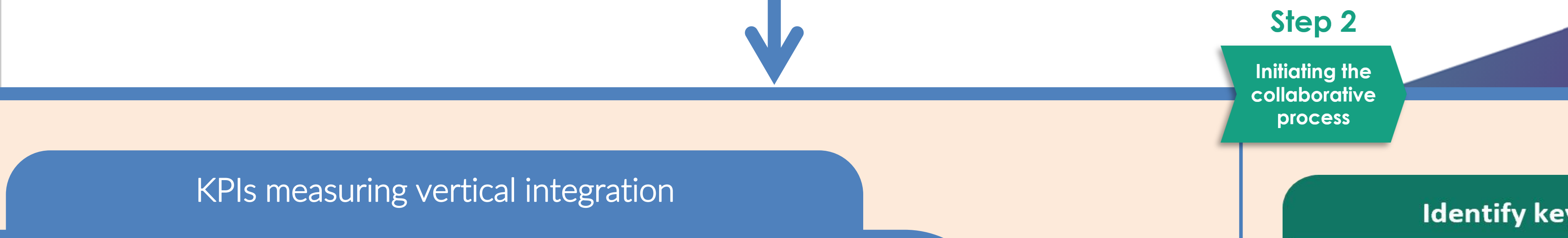
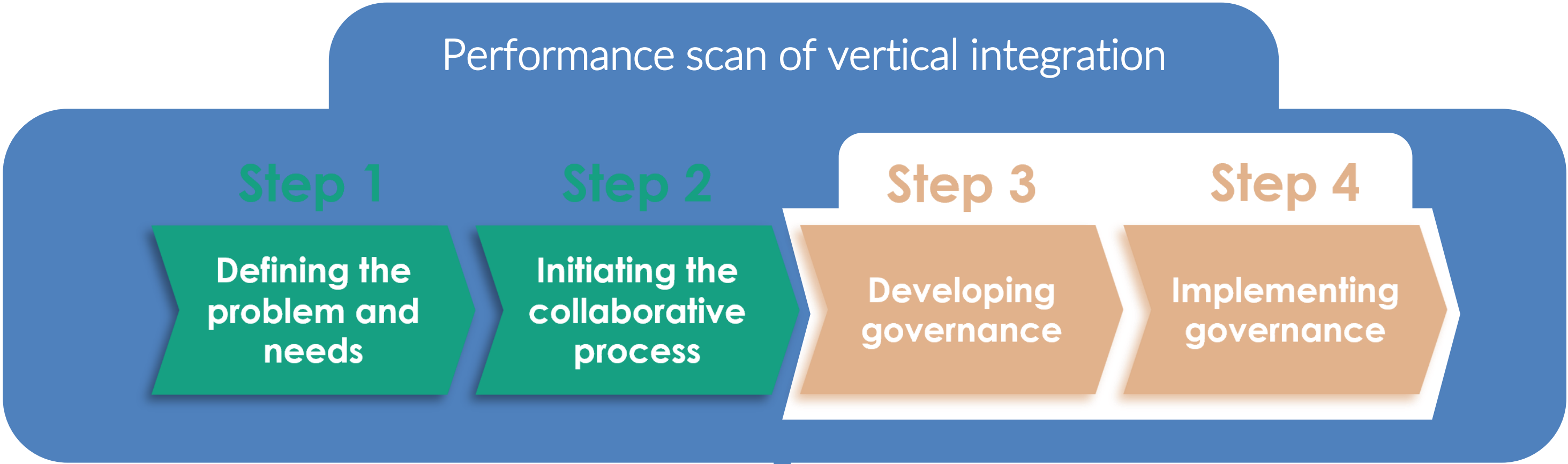


Engage with key



Develop common v





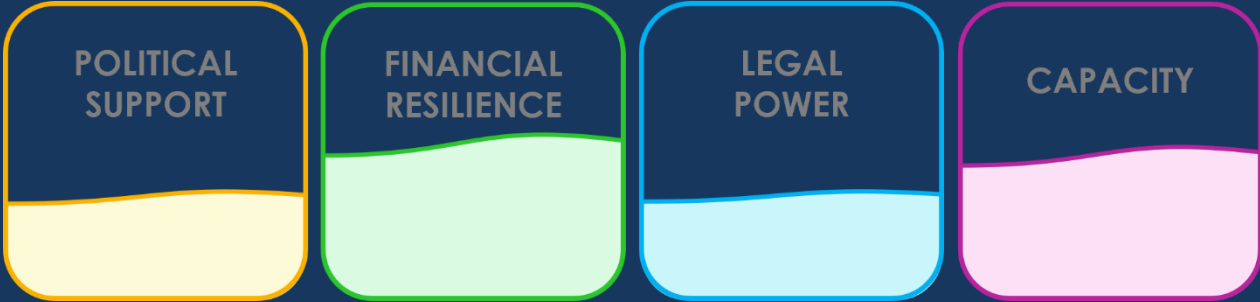
ing vertical integration

Four pillars of vertical integration

POLITICAL SUPPORT	FINANCIAL RESILIENCE	LEGAL POWER	CAPACITY
Consistent policies	Adequate management	Adequate management	Adequate skills and staff
Consistent financing	Alignment	Coordination of roles	
Consistent management	Distribution	Adequate roles	Adequate skills and staff

ment based on KPIs

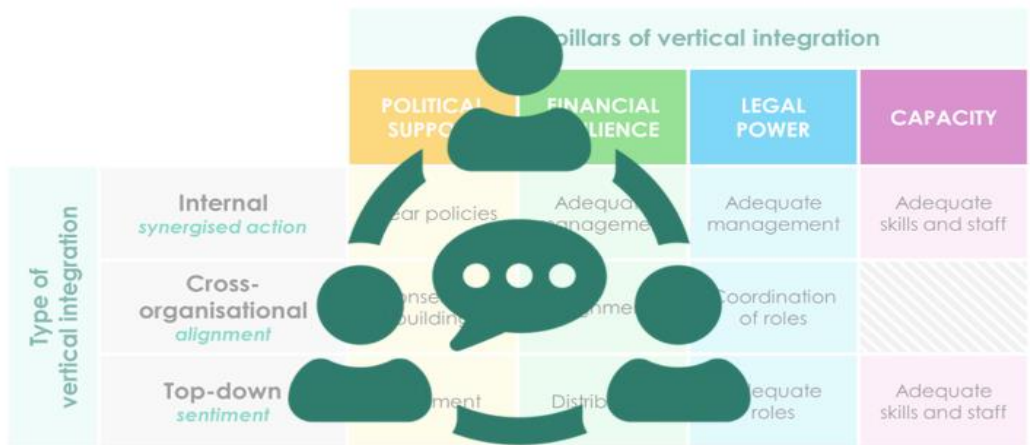
Partial vertical integration



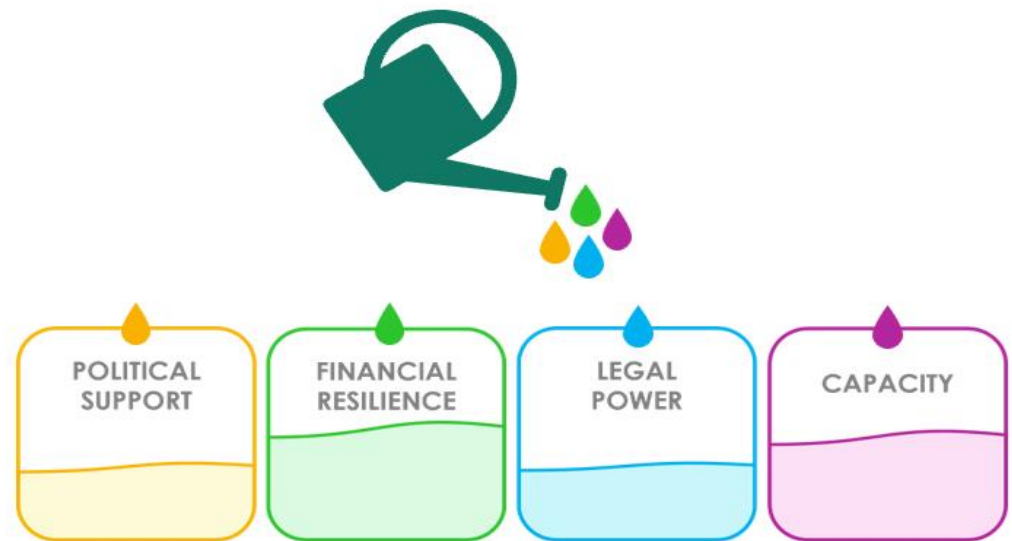
Identify key stakeholders

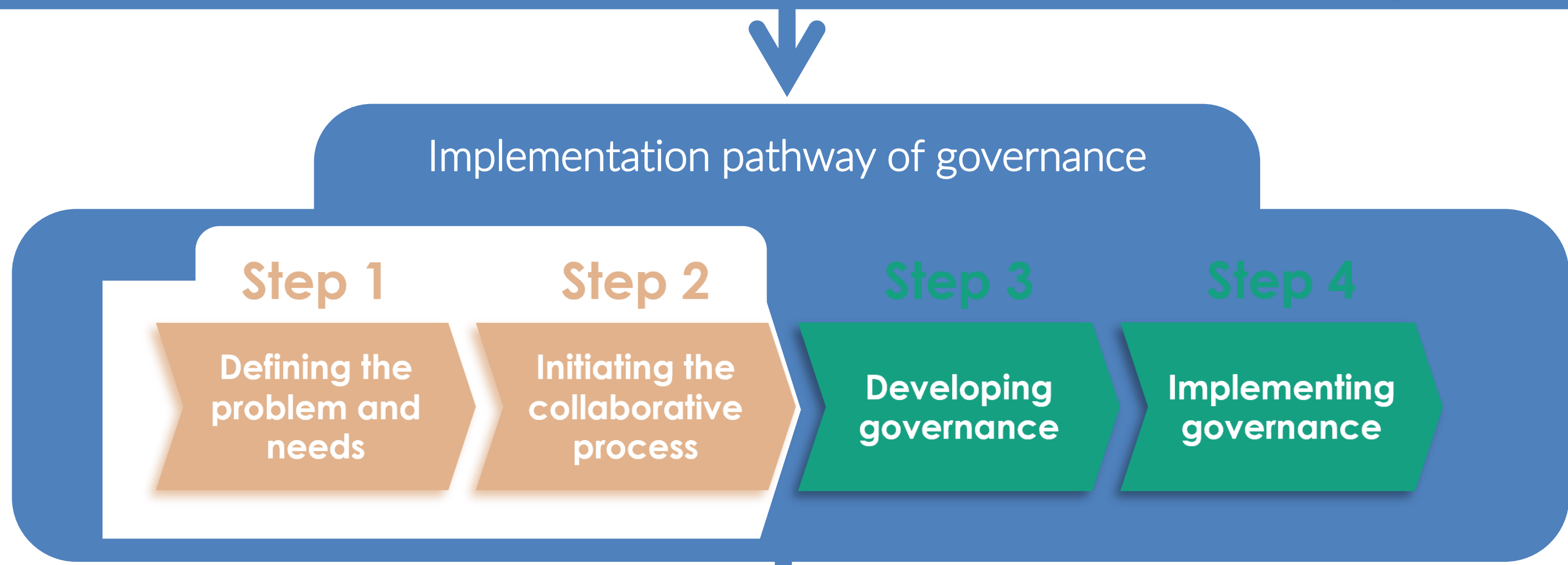
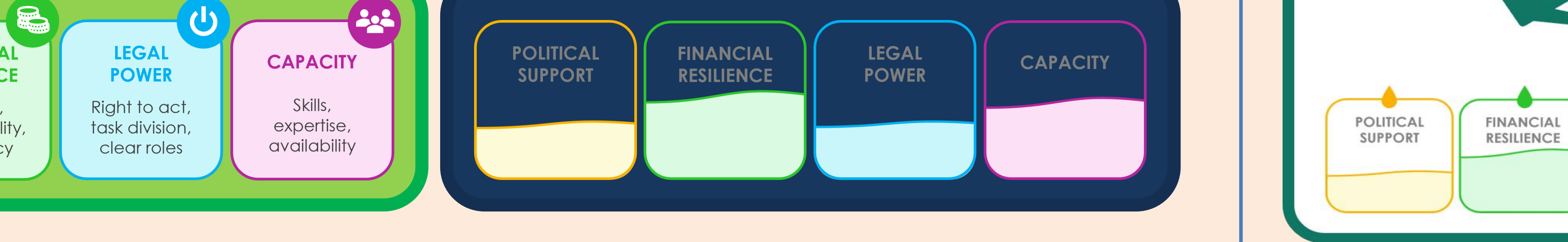


Engage with key stakeholders



Develop common vision and objectives



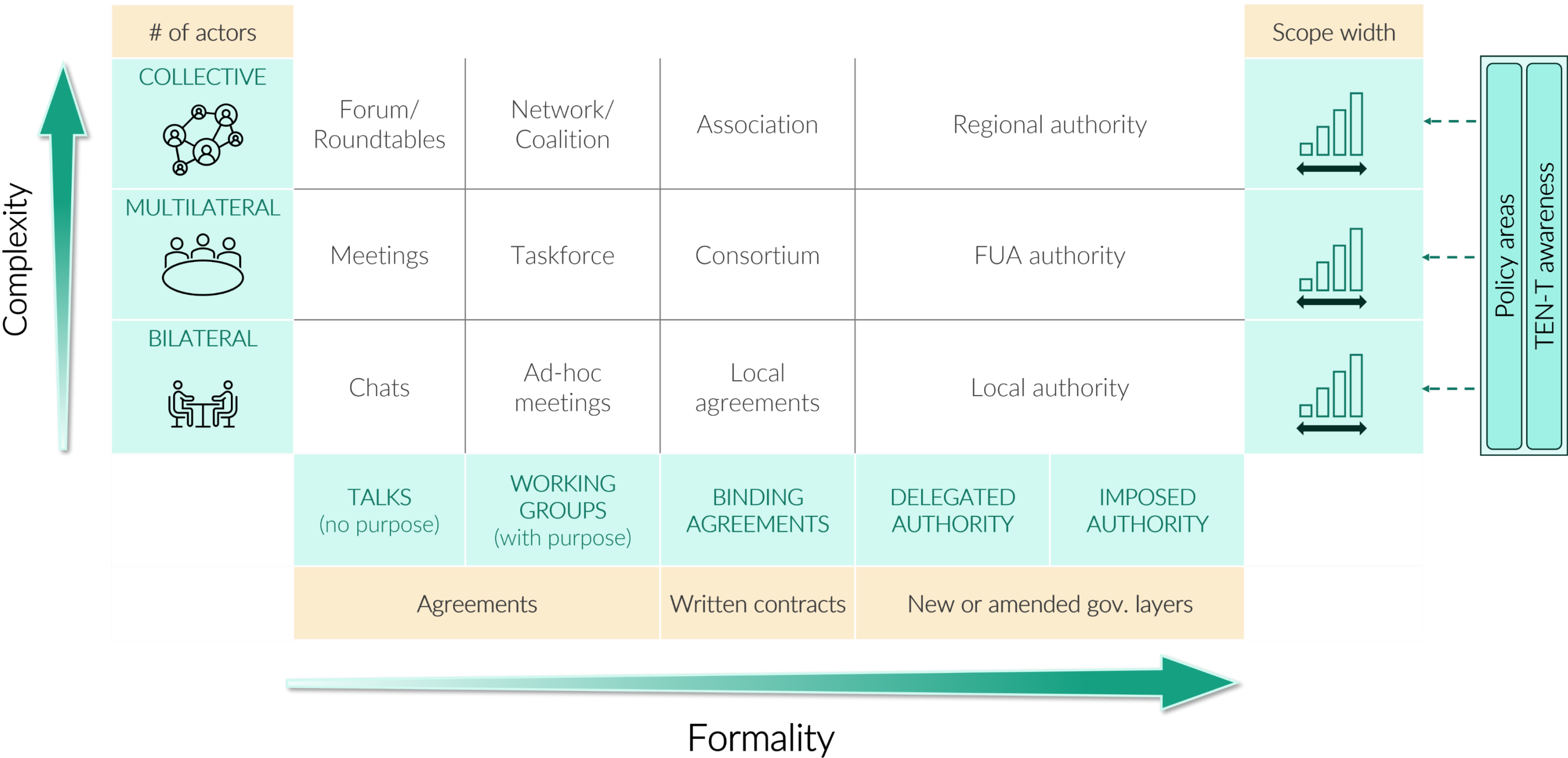


12 governance typologies for vertical integration

These projects have received funding from the European Union's Horizon 2020 research and innovation programme under grant agreements No 953809 and No 955332



12 governance typologies for vertical integration



Next steps towards cities as green and connected nodes for urban mobility

Panel Discussion



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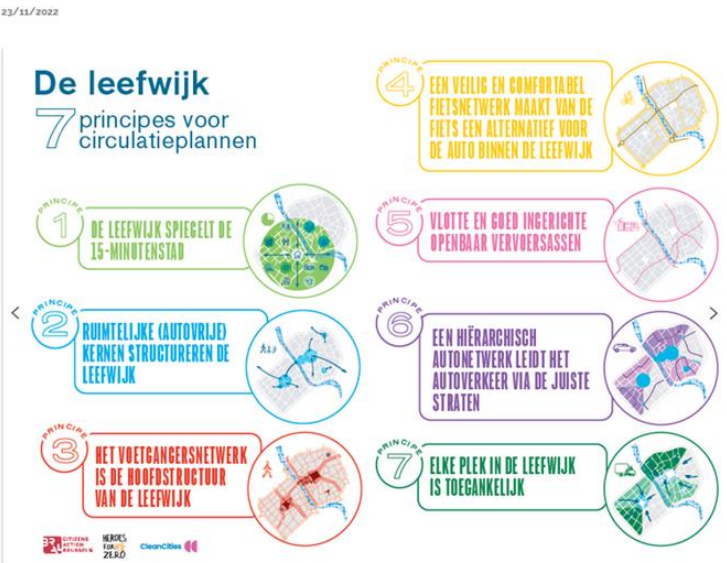


THE CIVITAS INITIATIVE
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THE EUROPEAN UNION

Dirk Engels, Transport and Mobility Leuven



Le quartier apaisé – Sept principes pour les plans de circulation



These projects have received funding from the European Union's Horizon 2020 research and innovation programme under grant agreements No 953939 and No 955332



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Salla Murmann, Senior Planner, The Regional Council of Southwest Finland



- Works on regional land use and transport system planning in Southwest Finland
- Background in transport research
- Responsible for leading the transport system work in Turku City Region (FUA of 13 municipalities)
- Partner in SCALE-UP project, focus on reviving regional train traffic in Southwest Finland

Geiske Bouma, TNO – Netherlands Organisation for Applied Scientific Research



- Expert in the field of Urban Innovation
- Applying Living Lab methodology in MOVE21
- Developing on the topics of Innovation Capacity and Policy Coherence
- WP-lead on Living Labs in MOVE21

Melina Pusch, Ministry of Economy and Innovation Hamburg



- Working on the topic of Last Mile Logistics/Micro Hubs on strategic level
- Piloting new last mile logistic solutions
- Living Lab Partner in MOVE21

Defining multimodal hubs: Connecting mobility scales and networks

Moderated by:



*Dr. Imre Keserü,
VUB*



*Prof. Andres Monzon,
UPM*



*Anne-Charlotte Trapp,
Eurocities*

Defining multimodal hubs: Connecting mobility scales and networks.

Prof. Andres Monzon

Transport Research Center - TRANSyT
Universidad Politécnica de Madrid, Spain

European Union 2011 - White Paper

To meet the challenges, transport has to:

- **Use less energy**
- **Use cleaner energy**
- **Exploit efficiently a multimodal, integrated and 'intelligent' network**



Intermodal Nodes / Stations

INTERCHANGES

Key nodes of the Transport system/network
to achieve *seamless mobility*

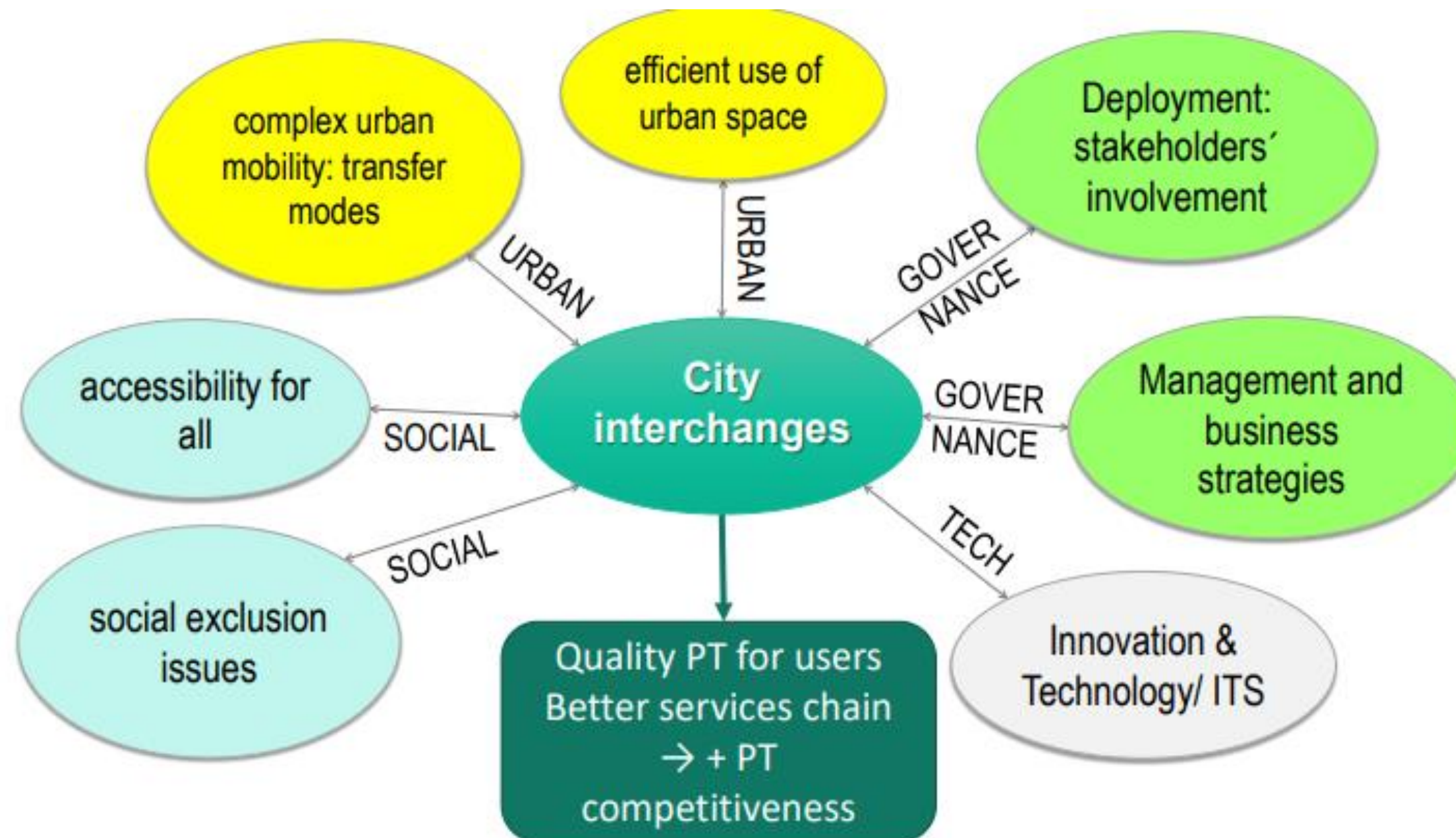
- ✓ Easy transfer
- ✓ No interruption of trip
- ✓ Benefits: complementary activities
- ✓ As much as possible, door-to-door trips



To compete with alternative
Car-based trips



City Interchanges “Vision”



City-HUB Dimensions & Impacts

INTERCHANGE DIMENSIONS

PHISICAL & SIZE

- Demand
- Modes of transport
- Services and facilities
- Location in city

LOCAL IMPACTS

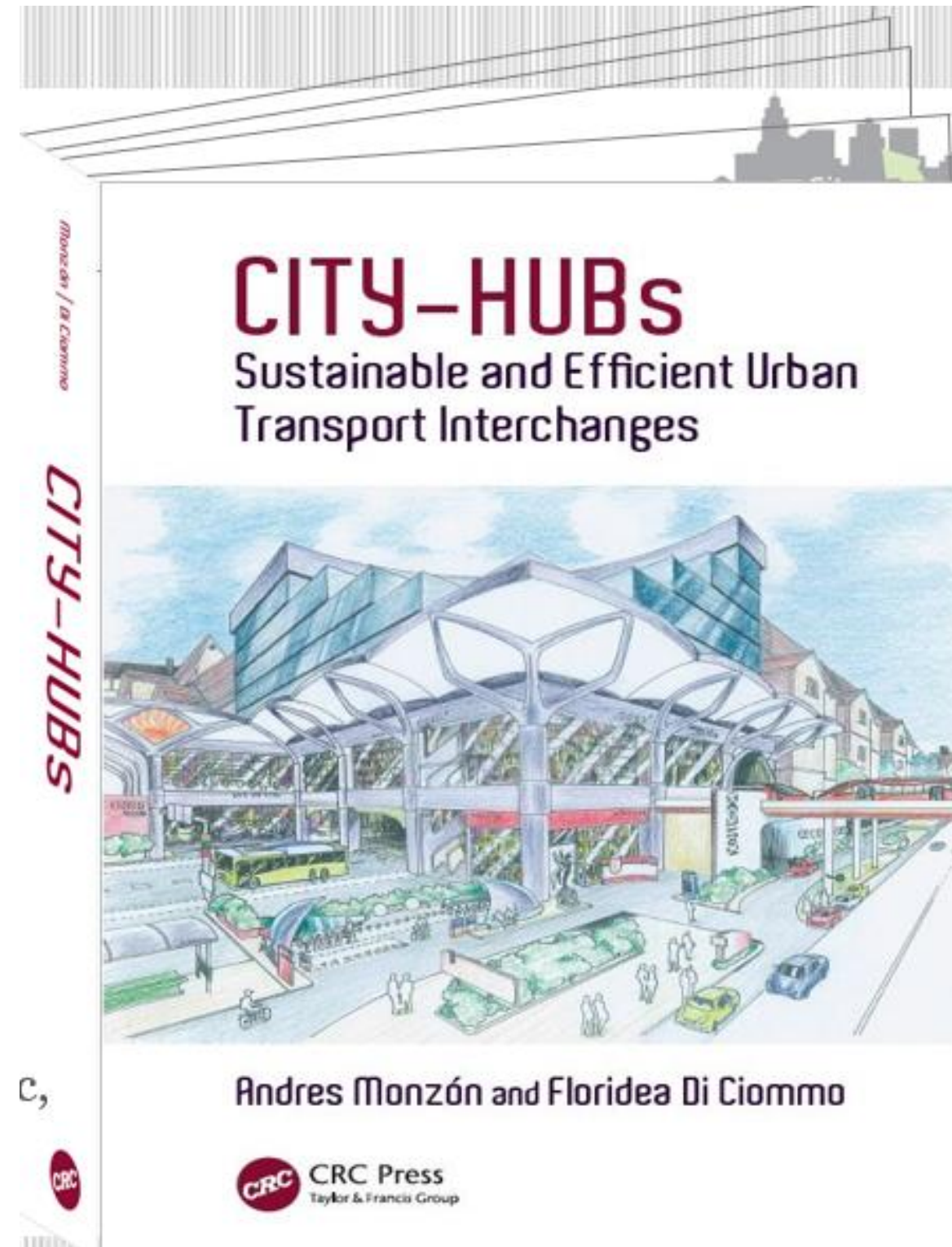
- Nearby shopping
- Development Plan
- New housing
- New offices
- Jobs creation

INTERCHANGE KEY FEATURES

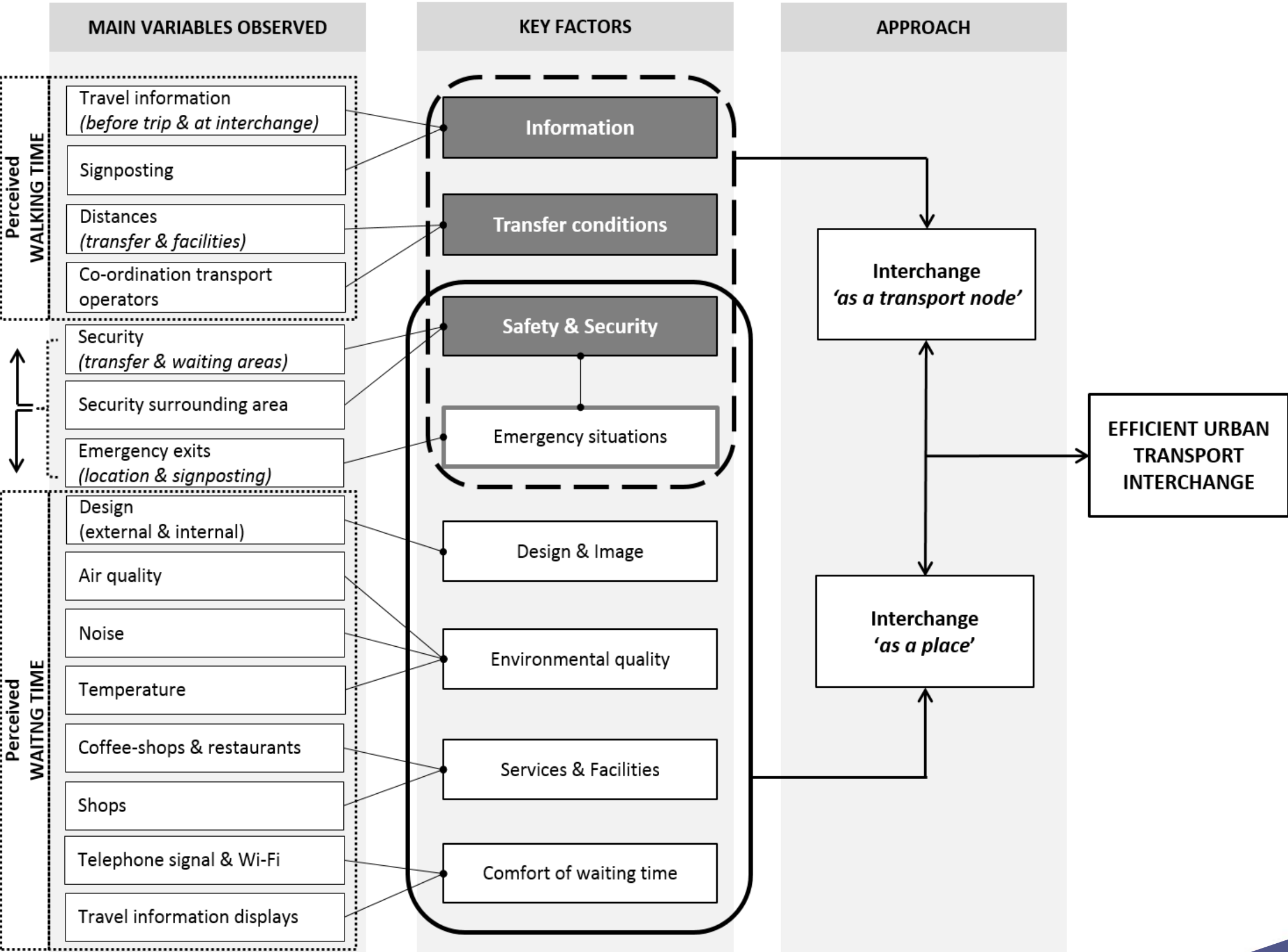
Building design
Stakeholders involvement
Business type of model



City-HUB 7FP EU-project, bringing together leading experts in design and urban integration, transport operations, and business, with local and regional authorities and end-user organizations, representing the economic, demographic, and territorial diversity of Europe.



Key factors for efficient interchanges



Travellers make decisions based on perceived *WALKING* and *WAITING* TIMES
An efficient urban transport interchange should fulfil four essential principles:

‘As a transport node’...

Reducing the waiting time:

- Transfer distances
- Coordination between operators

Making easier the use of the interchange, reducing the user’s stress feeling:

- Travel information provision
- Signposting

‘As a place’...

Making more comfortable the stay

- External and internal design
- Air quality, temperature and noise
- Information displays

Improving the use of time in the interchange

- Services and facilities
- Availability telephone signal & Wi-Fi

Safety and Security conditions à psychological features indispensable for users, are directly linked to the overall performance of the interchange

- Special attention in the transfer and waiting areas and the surroundings
- Emergency exits should be located, signposted, and perfectly identified

Interchanges are multi-actor multi-modal human Interfaces



SCALE-UP and MOVE21 Final event
Brussels, 31 March 2025

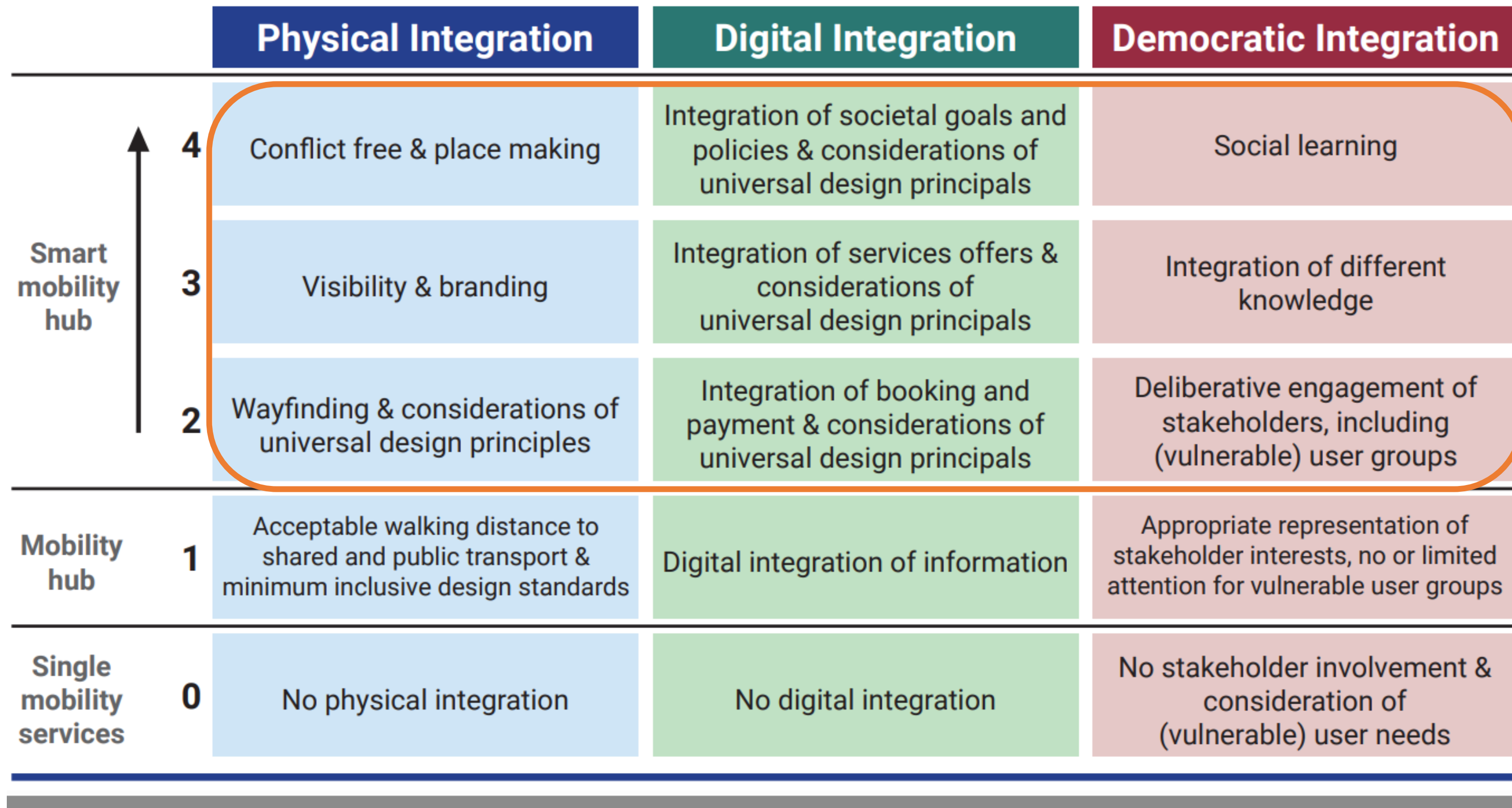
Designing inclusive & smart mobility hubs

Dr. Imre Keserü, associate professor
Mobilise Mobility and Logistics Research Group,
House of Sustainable Transitions
Vrije Universiteit Brussel

The SmartHubs Integration Ladder



The SmartHubs Integration Ladder



Mobility hubs: where digital and physical meet



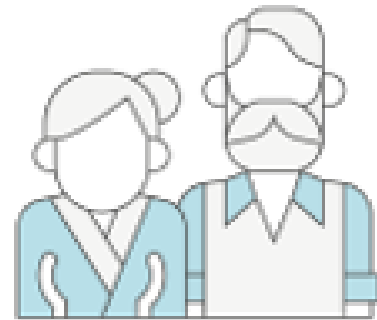
ERA-NET Cofund Urban Accessibility and Connectivity



Disadvantaged groups



Migrants and/or
ethnic minorities



Older people



Women



Digitally excluded
people



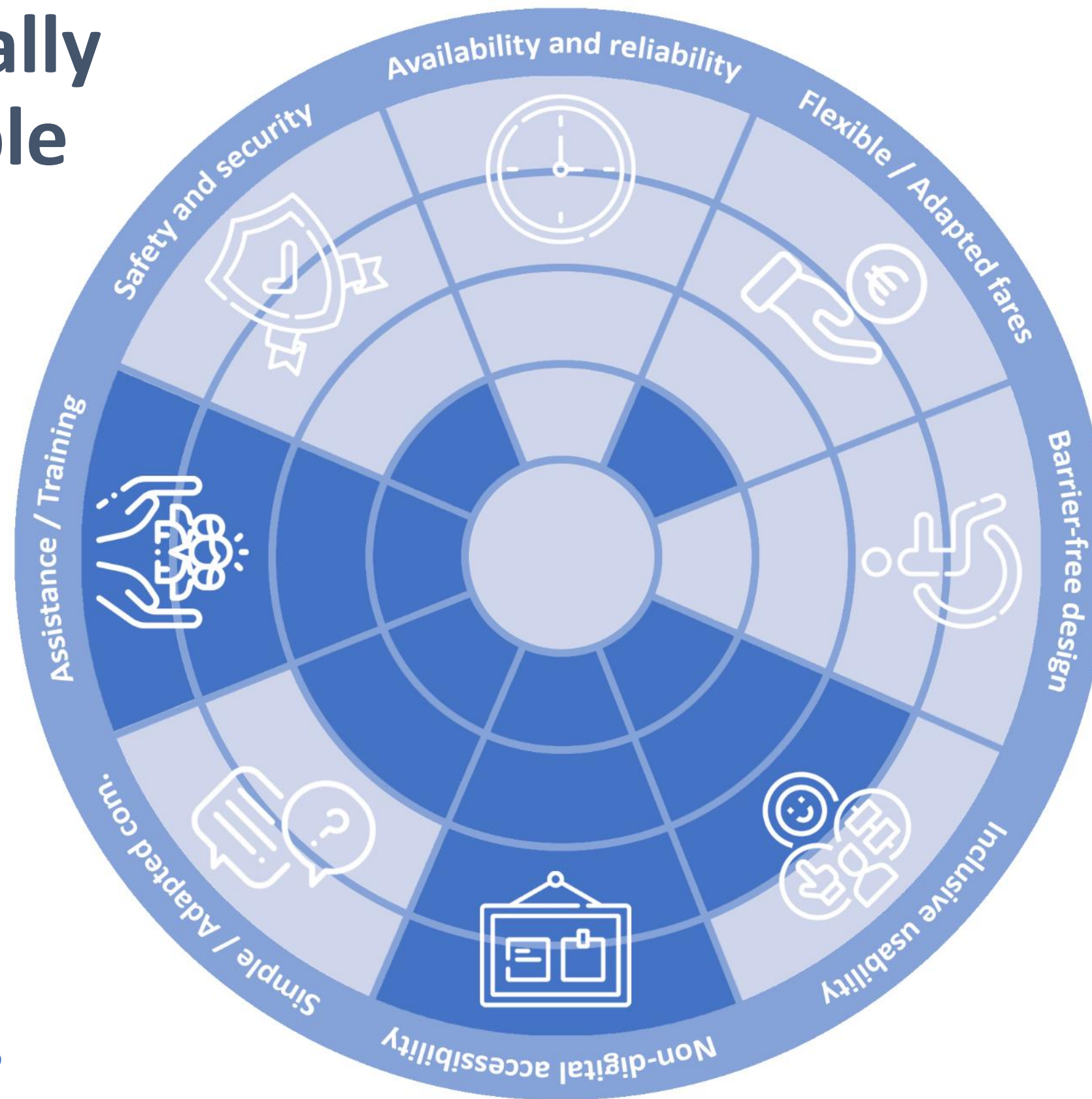
Lower income
citizens

Source: INDIMO project, 2022

Needs of digitally excluded people



**Digitally
excluded citizens**



“The first time I use a mobility hub, I would like to go with someone that can help me. Like that, after two or three times, I would get used to it and I could use it by myself. But I would not try it on my own”

Co-design with vulnerable people



Mobility hub prototypes

The basic hub



Source: Frame & Mobilise, 2023

The green hub



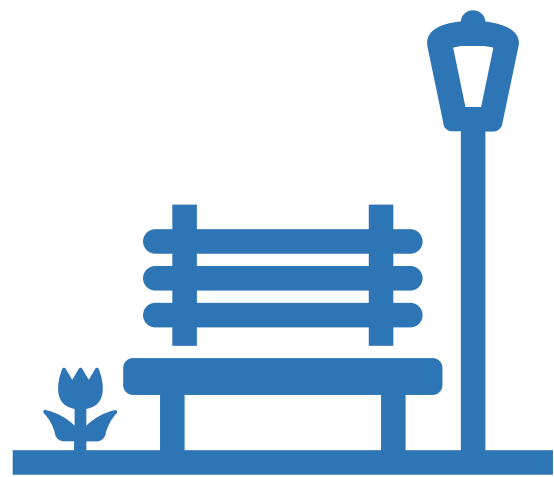
Mobility hub prototypes

The all-in hub



Source: Frame & Mobilise, 2023

Conclusions



Consider
placemaking as
part of hub design



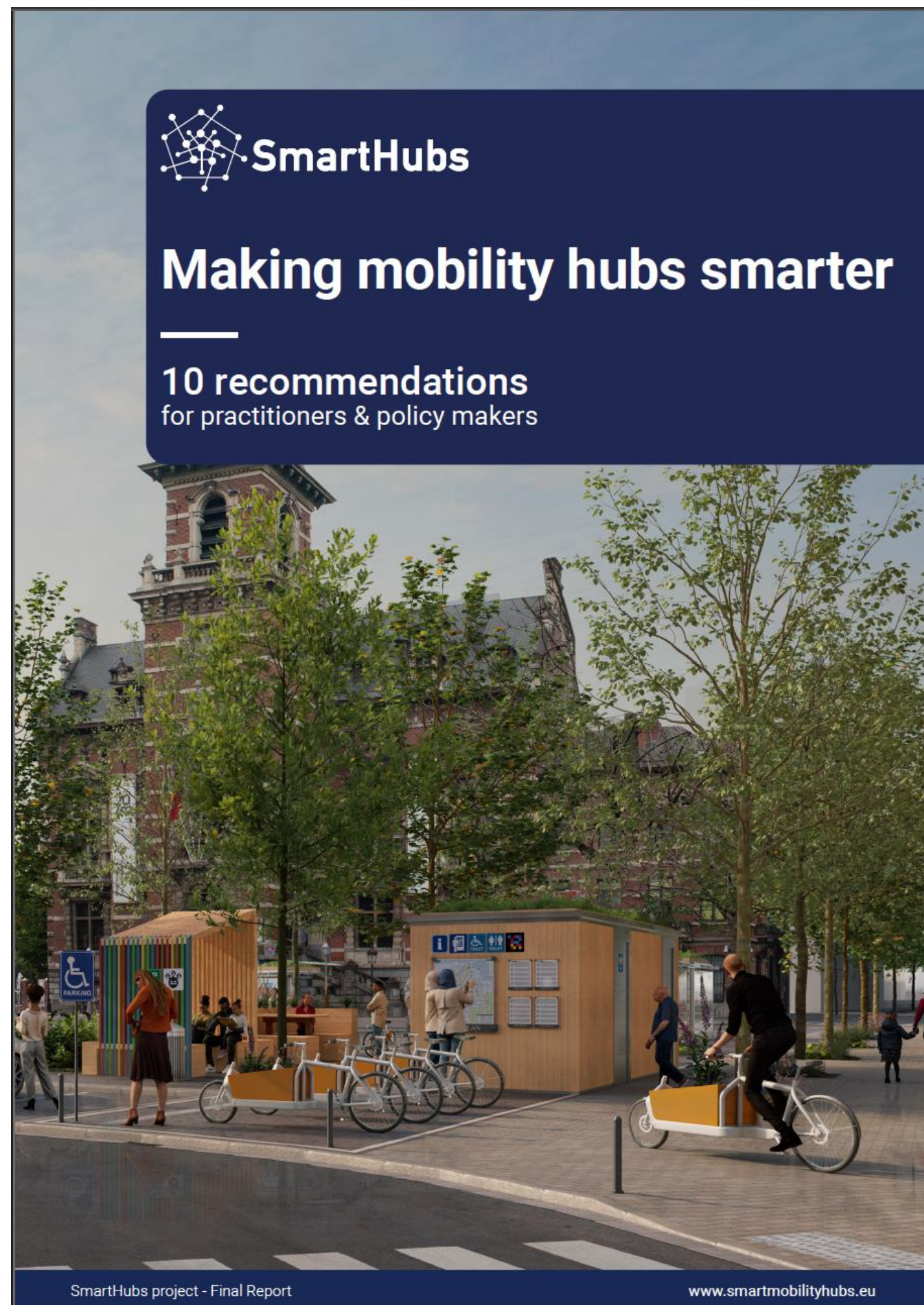
Design for all



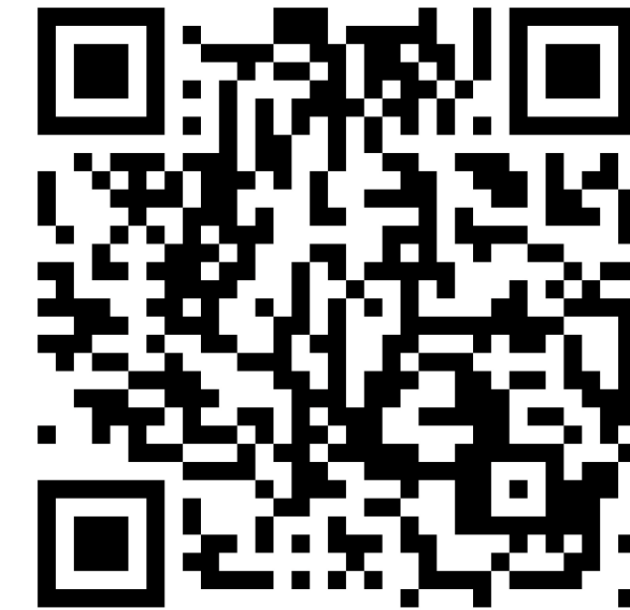
Co-design with all



User-centric digital
transformation



Find out more:



www.smartmobilityhubs.eu

mobilise.research.vub.be

imre.keseru@vub.be

Selected recommendations validated with MOVE21 and SCALE-UP partners

Anne-Charlotte Trapp, Eurocities

Hub types in MOVE21 and SCALE-UP

- **Multimodal (passenger)** hubs thus encompass – for public transport hubs: train stations, rapid transit stations, bus stops, tram stops, airports, and ferry slips. For private transport by car, bicycle, etc., parking areas function as hubs.
 - Train/bus stations
 - PT station
 - P&R
 - Shared mobility station
- When looking at the integration of transport and other services such as social services, the catering industry, etc. we talk about **Multifunctional hubs**.
- When enabling services for logistics to shift towards sustainable urban mobility and logistics practices are involved we speak about so-called **Mobility hotels**.



Defining hubs

Hubs should connect at least **two** transport modes to qualify as multimodal. However, their specific definition should remain **flexible, tailored to the context and location**.

>> Not one definition fits all, also depends on primary policy objectives

>> Ex: Airport: might not need to have micromobility station

>> Ex: Each micromobility station might not need to be connected to a PT connection

When defining the scope of multimodal hubs in regulations, SUMPs etc. keep a certain flexibility for considering **multifunctional uses**.

>> Important when updating planning documents, zoning definitions

>> Ex: Hamburg, Gothenburg, Madrid, Oslo,



Hub network thinking and TEN-T relevant hubs

We recommend active dialogue between corridor, national, regional, and urban nodes level. Local authorities are invited to reflect the TEN-T relevance of hub infrastructure in their SUMP. National SUMP Support Programmes should support the collaborative efforts around TEN-T relevant multimodal hubs process.

*When planning a network of multimodal hubs, we recommend **mapping the mobility and logistics FUA** and identify all key stakeholders having an **authority and decision power**.
Plan a network at FUA level!*

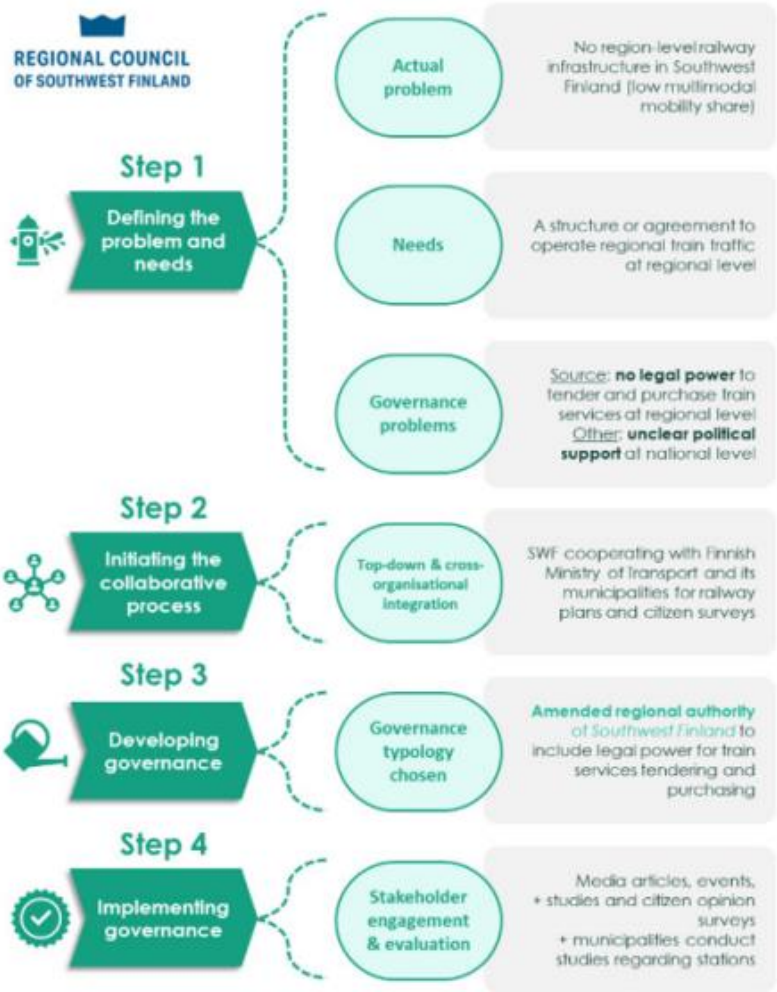


Figure 6: Methodology applied to the Regional Council of South-West Finland.
(Source: SCALE-UP, D.1.8, 2024)

From piloting to financially sustainable hubs

Consider modular hub concepts, which are promising solutions to test a collaboration scheme between operators or to test a specific hubs location.

- >> Allows for flexibility, testing parameters, work with citizens and stakeholders,
- >> Ex: Bologna, Hamburg,

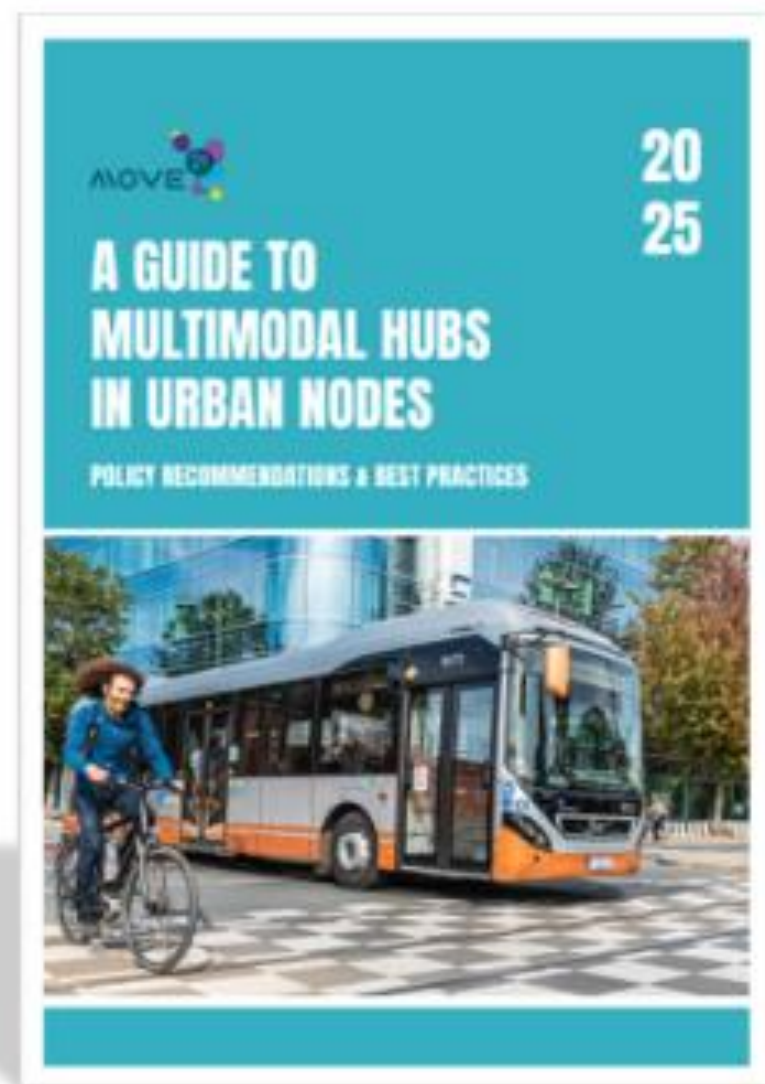
Use National and EU projects for piloting, innovating, testing new concepts to build a case for multimodal hubs networks

- >> Allows to build the case when the topics has no political visibility
- >> Ex: Munich, Gothenburg

For setting up multimodal hub networks in the Functional Urban Areas joint procurement practices can support small and medium size municipalities in and around a FUA to adopt coherent multimodal hub concepts.

- >> Practical support and support from region or wider transport association can also be key
- >> Ex: Flanders

Find all recommendations and best practices on the Urban Nodes Competences Centre



**SCAN ME TO
ACCESS THE
GUIDE**



Next 90 min: 3 parallel sessions to further dive into the topic...

**Breakout 1-
Next generation
mobility hubs**

Room 6.2

**Breakout 2 –
Develop multimodal
hub networks in cities
and functional urban
areas**

Stay in this room

**Breakout 3-
Upgrading existing
stations and transit
points**

Room 6.3

Developing multimodal hub networks in cities and functional urban areas

Moderated by:



*Franziska Kupfer,
Lantis*



*Alva Zakariasson,
City of Munich*



*Maria Eugenia Martinez,
City of Madrid*



*Giulia Maroni,
Metropolitan City of
Bologna*



*Anne-Charlotte Trapp,
Eurocities*

Multimodal Mobility Hubs in the Antwerp Transport Region

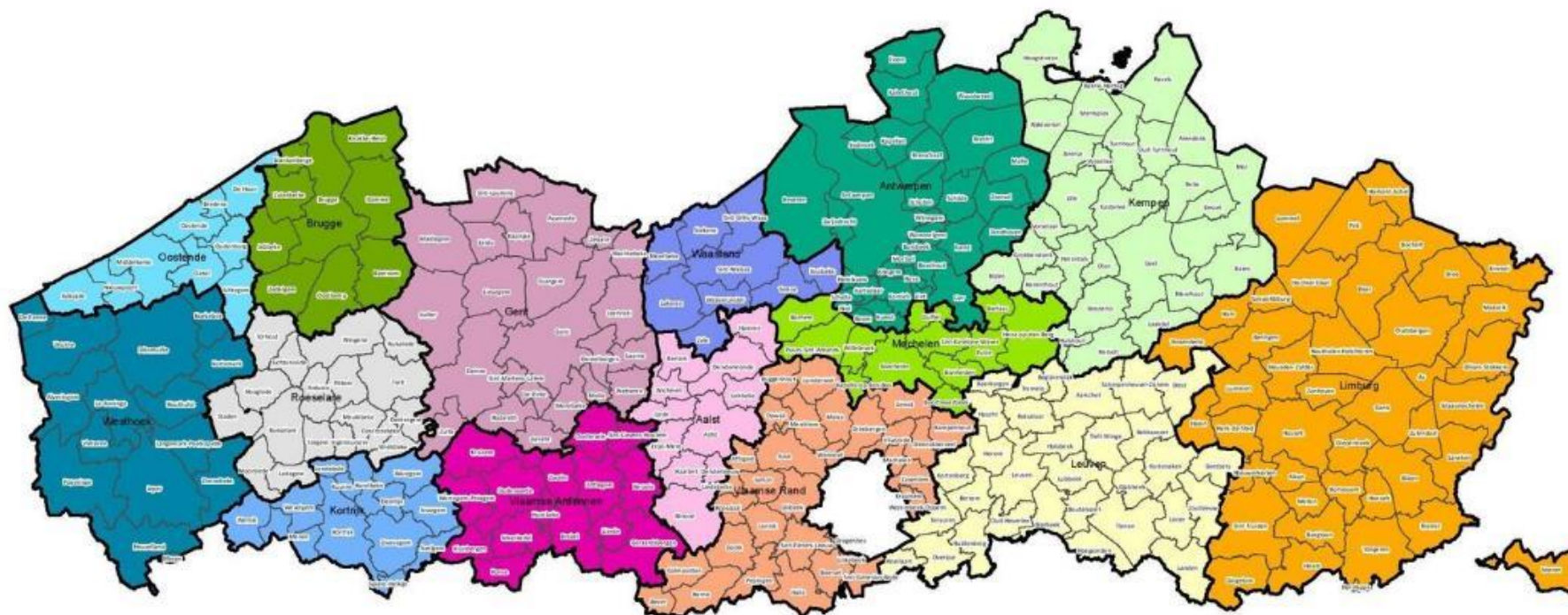
Franziska Kupfer, Antwerp Transport Region/Lantis



Antwerp Transport Region



Regions



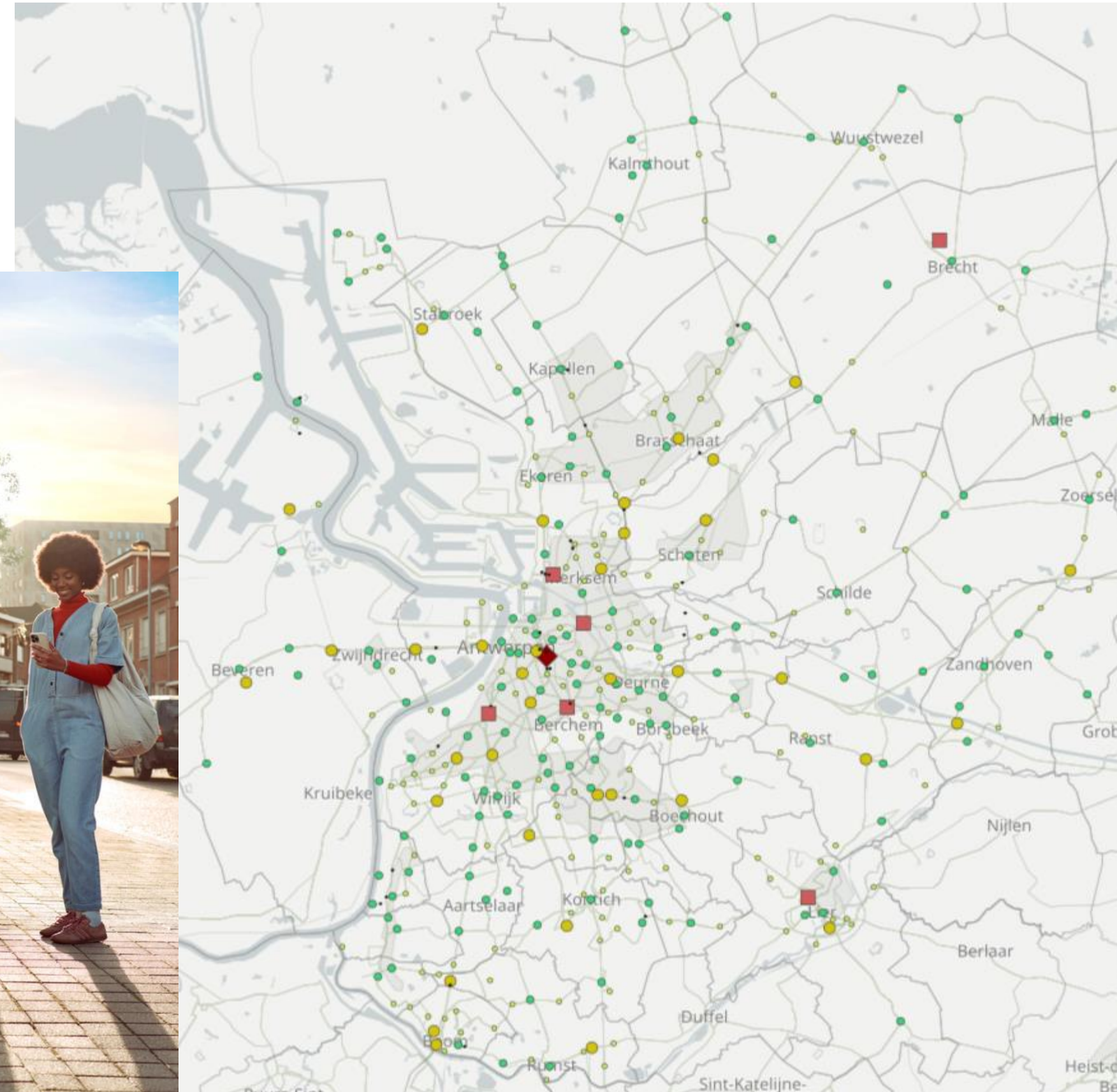
- Since 2019, Flanders has been divided into **15 transport regions**
- Objective: Empower local authorities to address mobility challenges more effectively
- **Collaboration platforms for the preparation of policy**
 - No governance level
 - Responsibilities for implementing and financing mobility measures remain unchanged for other actors
 - The ATR lacks financial resources and has limited decision-making authority
- Primary responsibilities:
 - Regional Mobility Plan (Roadmap 2030): Endorsed by municipalities in April 2024
 - Overseeing the implementation of the Regional Mobility Plans.

HOPPIN Multimodal Mobilityhubs

Overall multimodal hub strategy set out by the Flemish government (includes accessibility, general wayfinding, branding, transport modes,...)

Types of multimodal mobility hubs:

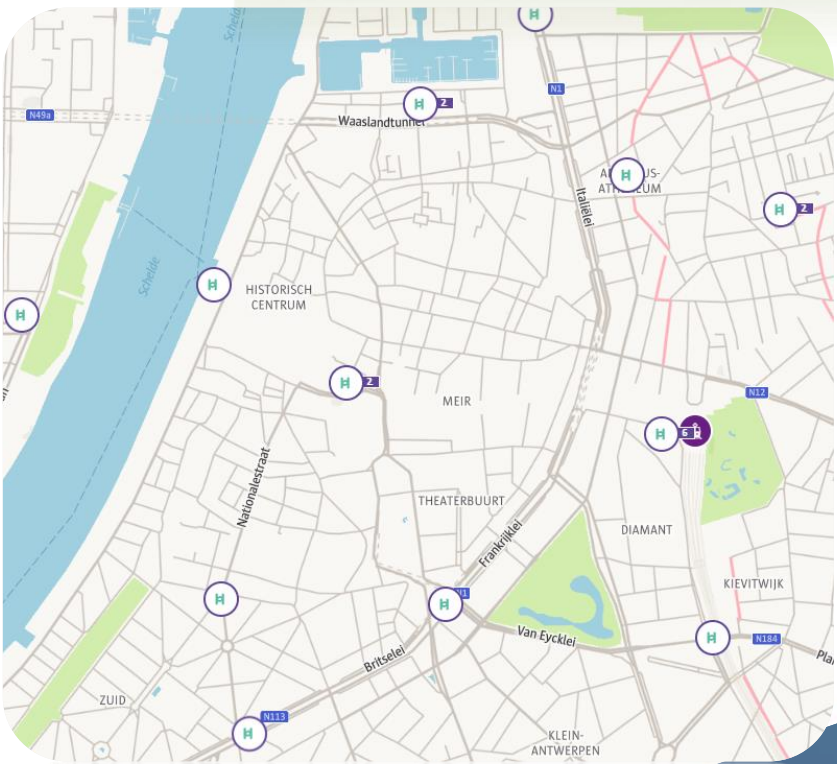
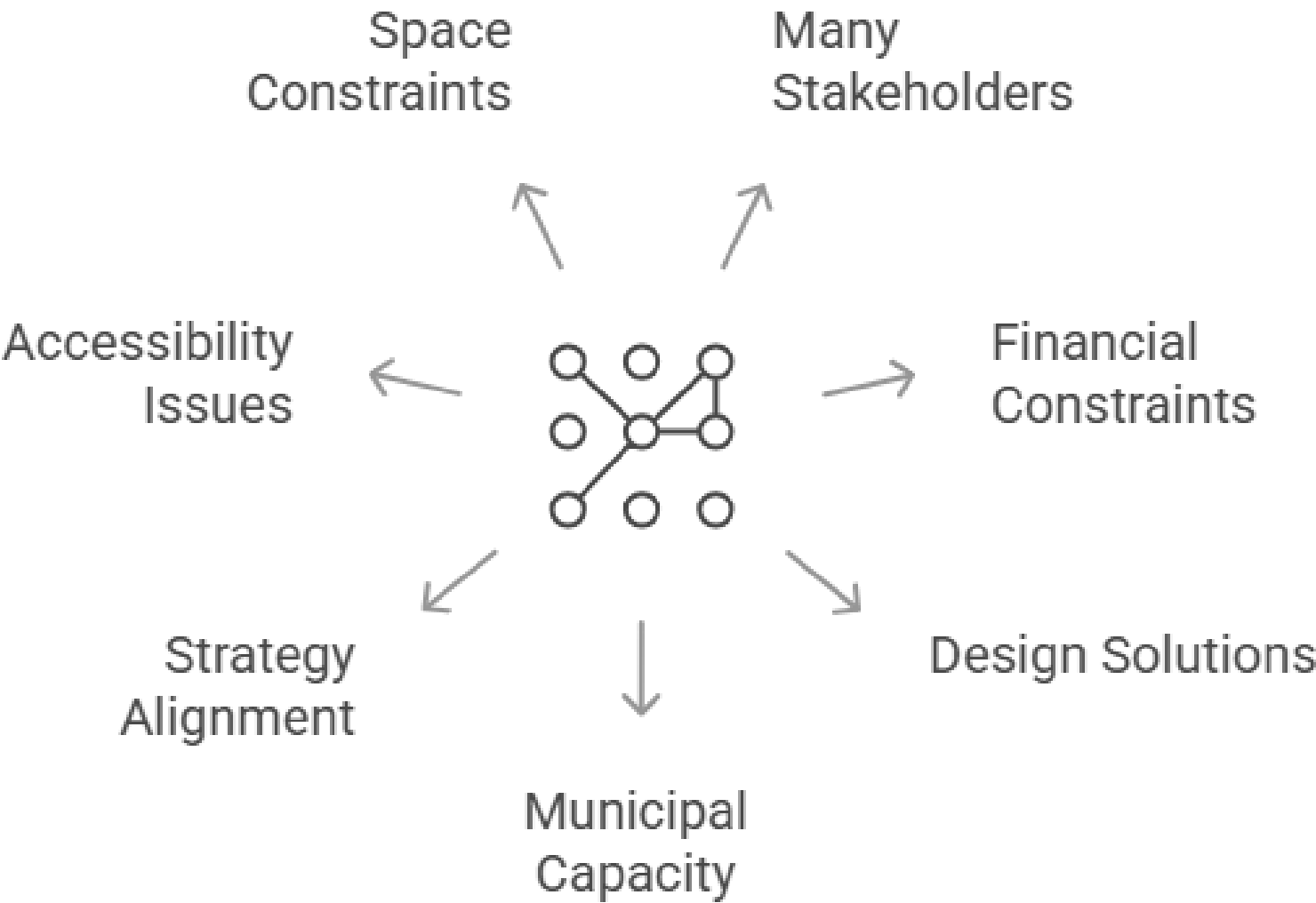
- Inter-regional Hoppinhubs
- Regional Hoppinhubs
- Local Hoppinhubs
- Neighbourhood Hoppinhubs



Stakeholder Collaboration



Challenges



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Franziska Kupfer, Antwerp Transport Region/Lantis

Franziska.Kupfer@lantis.be

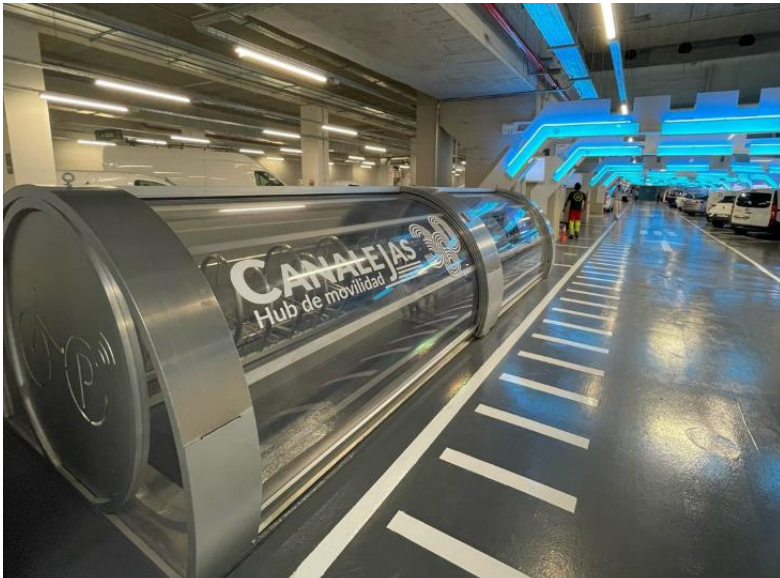


Multimodal hubs in Madrid

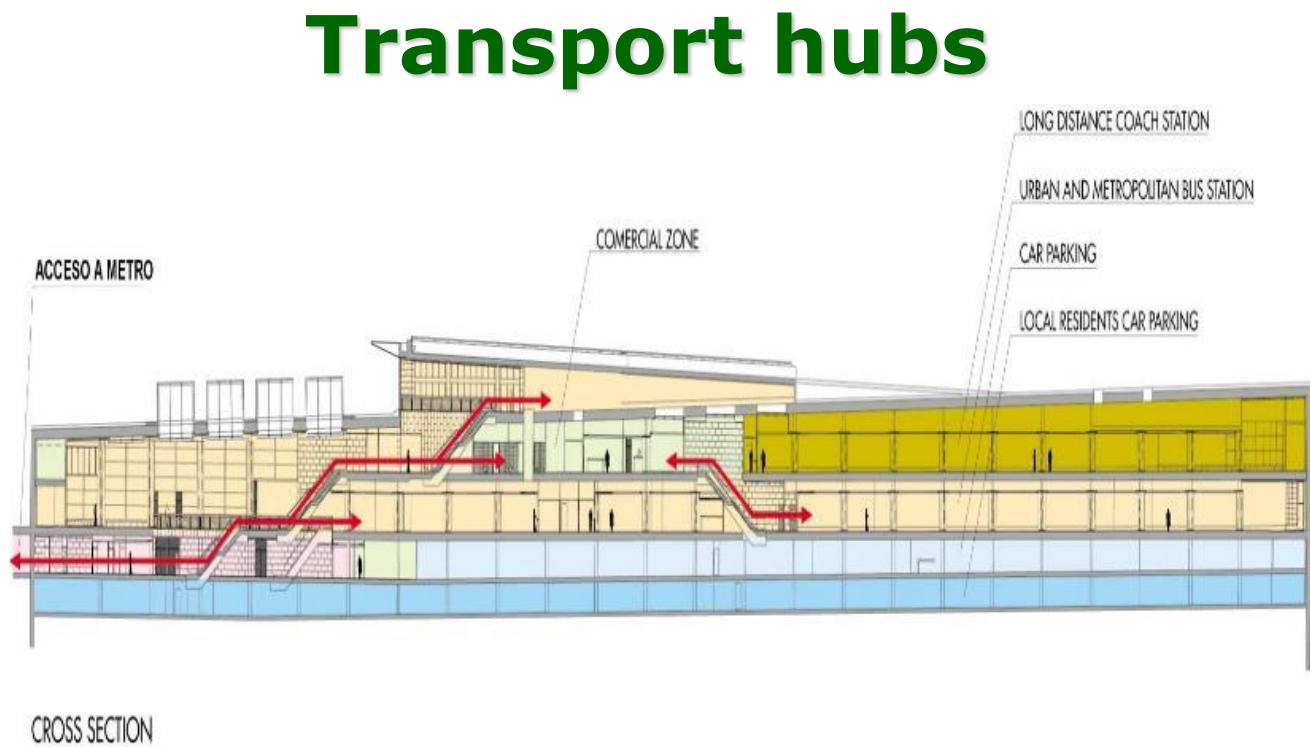
Maria Eugenia Martinez



Modal integration Madrid



Mobility hubs

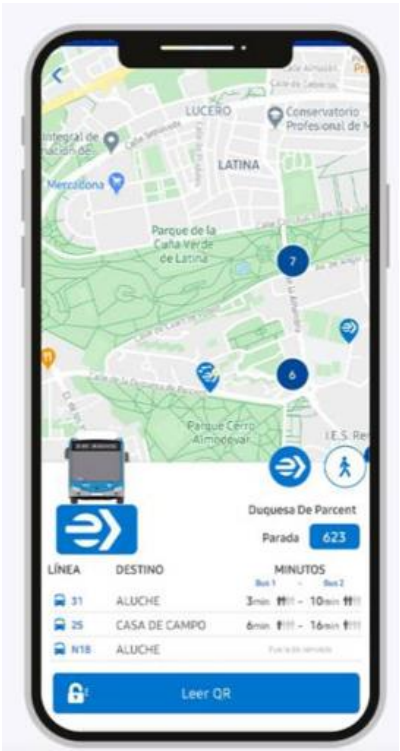


Transport hubs

Park & Ride plans



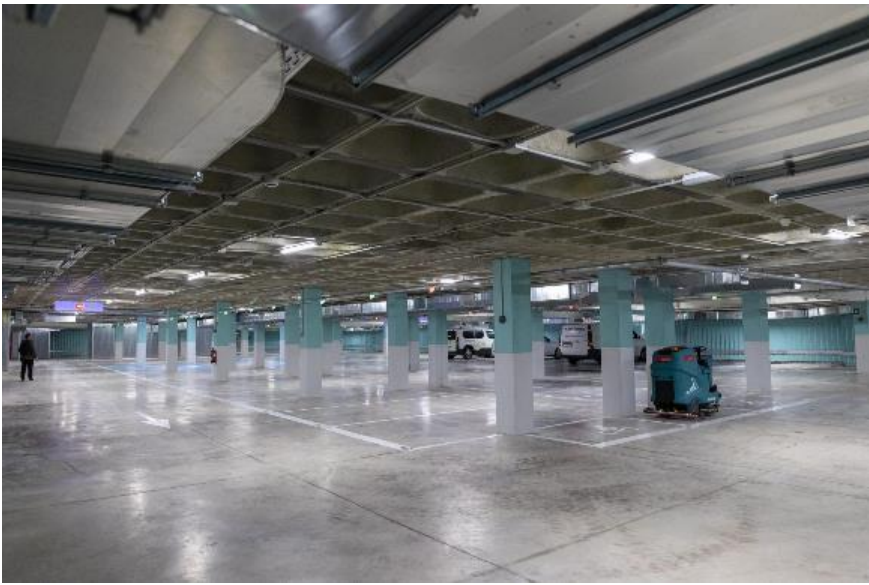
Complete streets



MaaS App



Micromobility nodes



Multimodal parkings

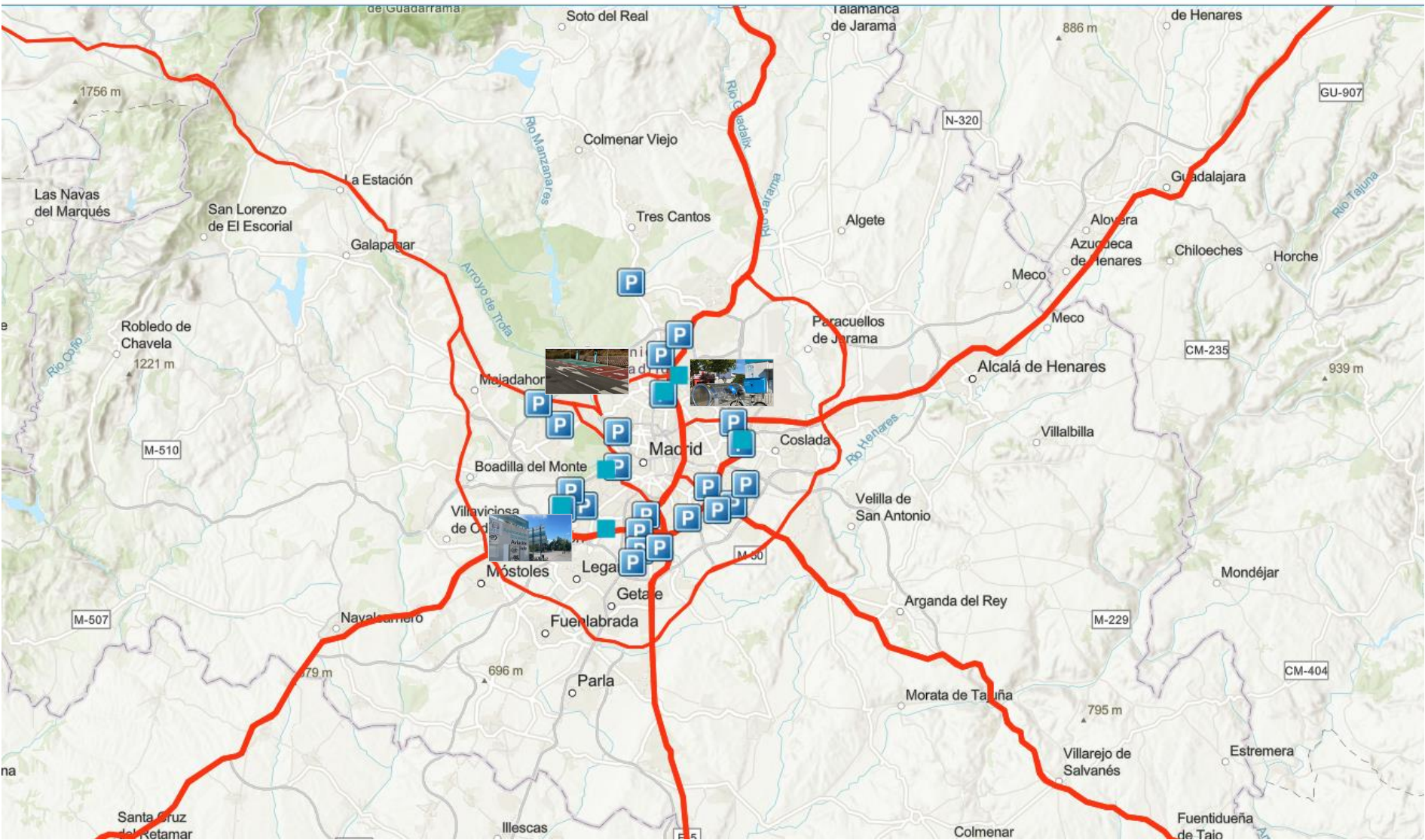


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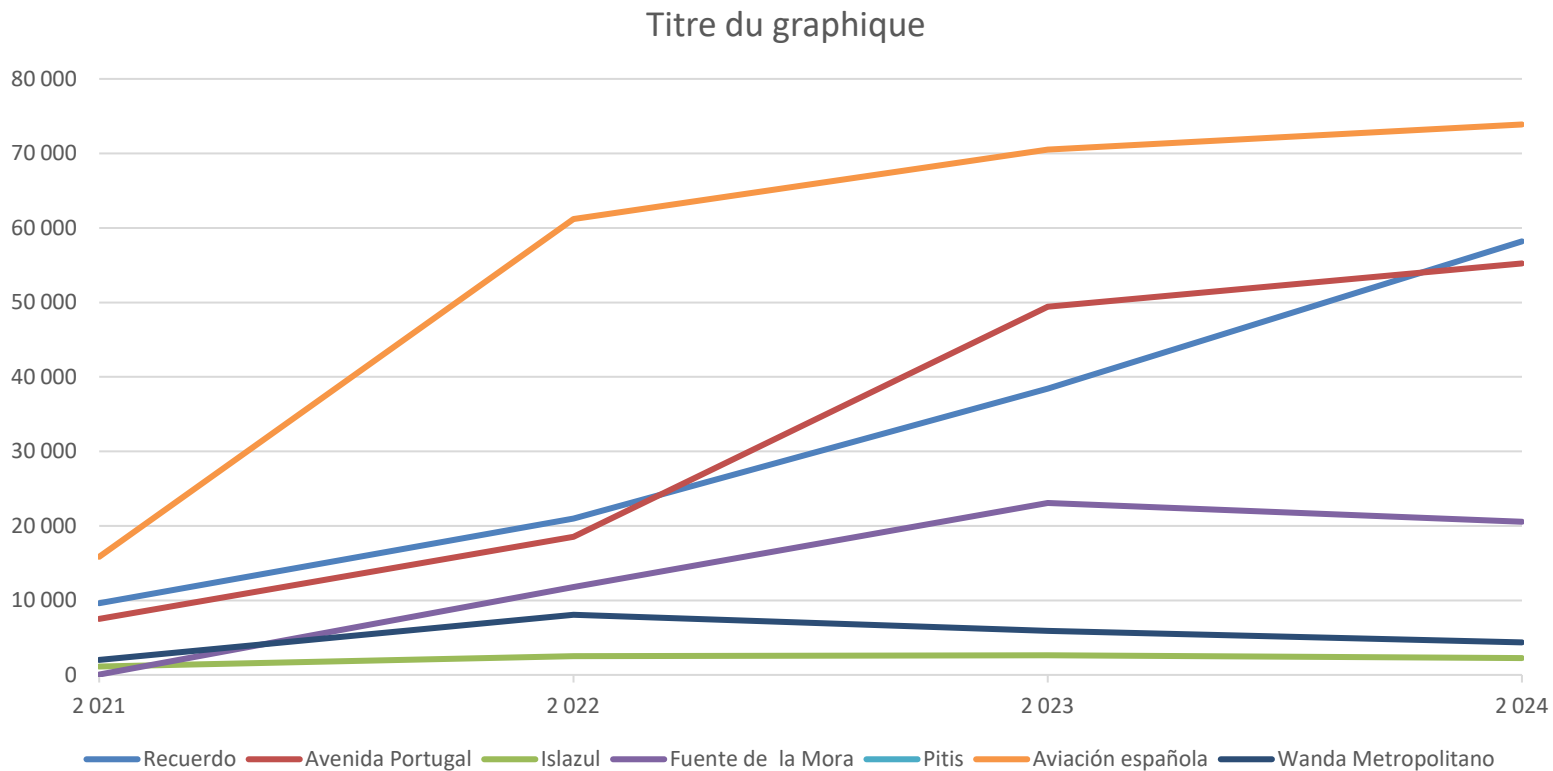
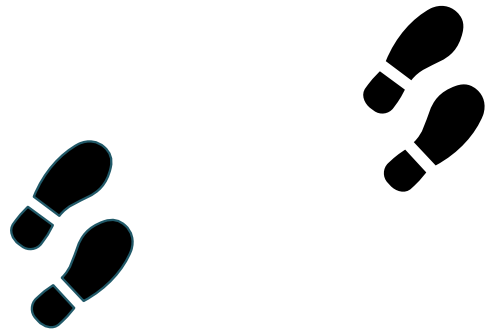
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Next steps towards cities as green and connected nodes for urban mobility



NEXT STEPS

- **11 New Locations**
- **Promotion**
 - **Information**
 - **Mobility 360 App**
- **Multimodal Hubs**





Centro Disuasorio
Aviación Española



GRATIS

TRANSPORTE PÚBLICO
BASTA CONDICIONES



MT MADRID

Aparcamiento
Disuasorio
Aviación
Española

WLOSE172
Coke.

HASTA
[graffiti]



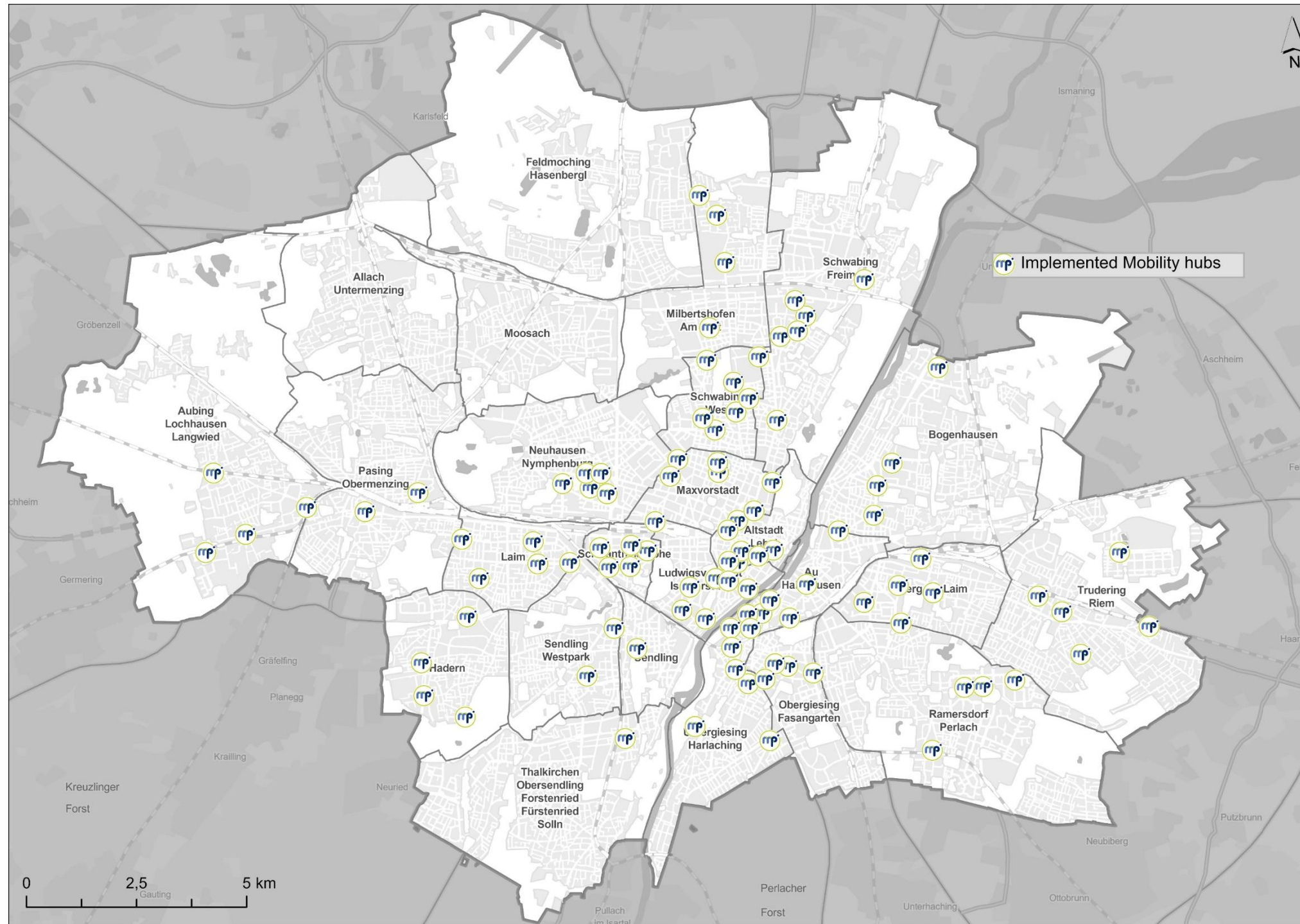


Mobility hubs – the Munich strategy

Alva Zakariasson



Operating area



- City of Munich is the operational area of our project
- Corporation beyond the city limits
- Currently over 100 Mobility hubs implemented

Definition of the Munich Mobility Hub

Information pillar is the heart of the mobility point

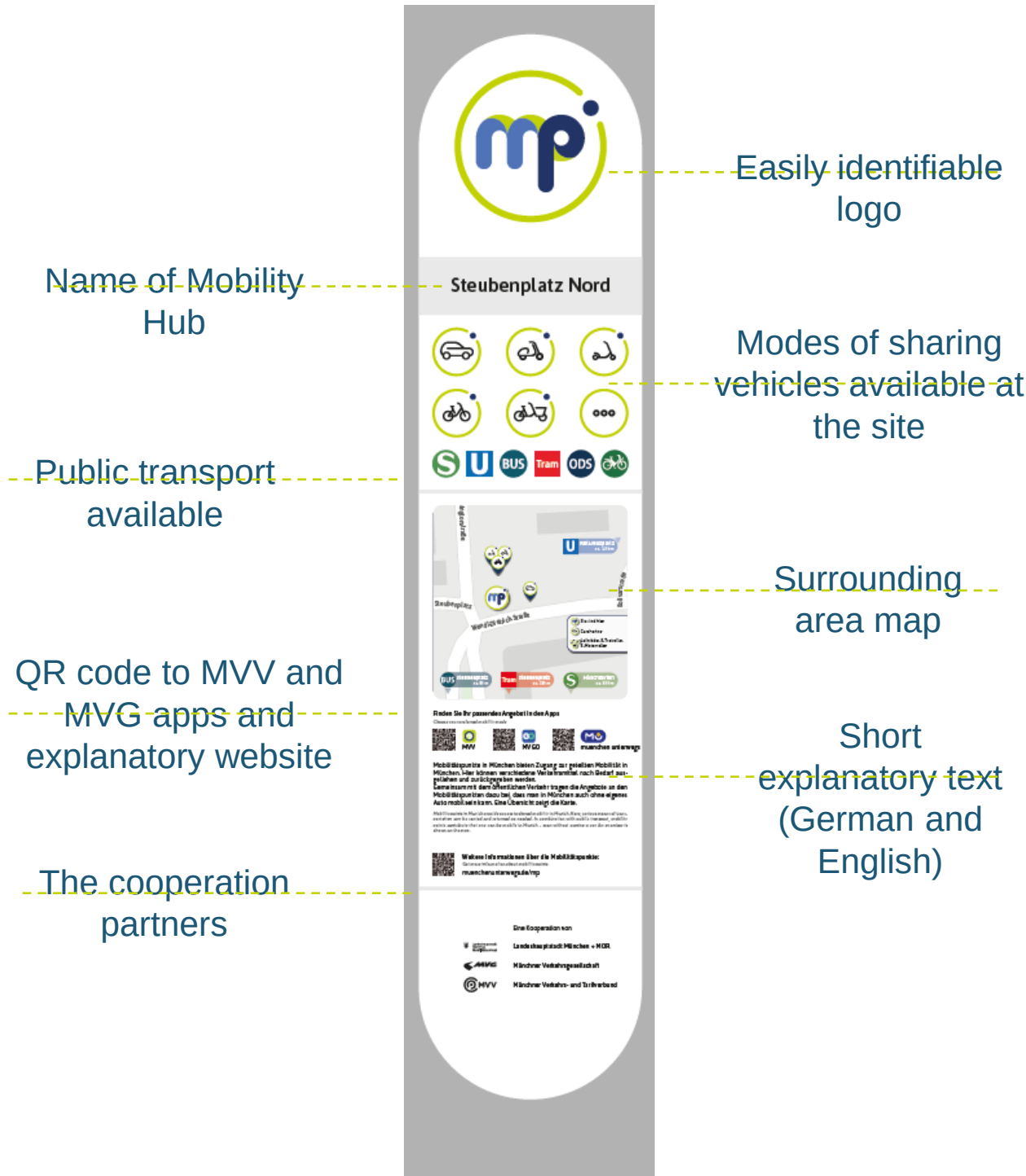
Parking space for **shared micromobility offers**; e-scooters, bike sharing (procurement ongoing for station based, regional bike sharing system), e-mopeds, shared cargo bikes

Parking spots for **Carsharing** cars (procurement will start shortly for station based carsharing-cars)





Design identity

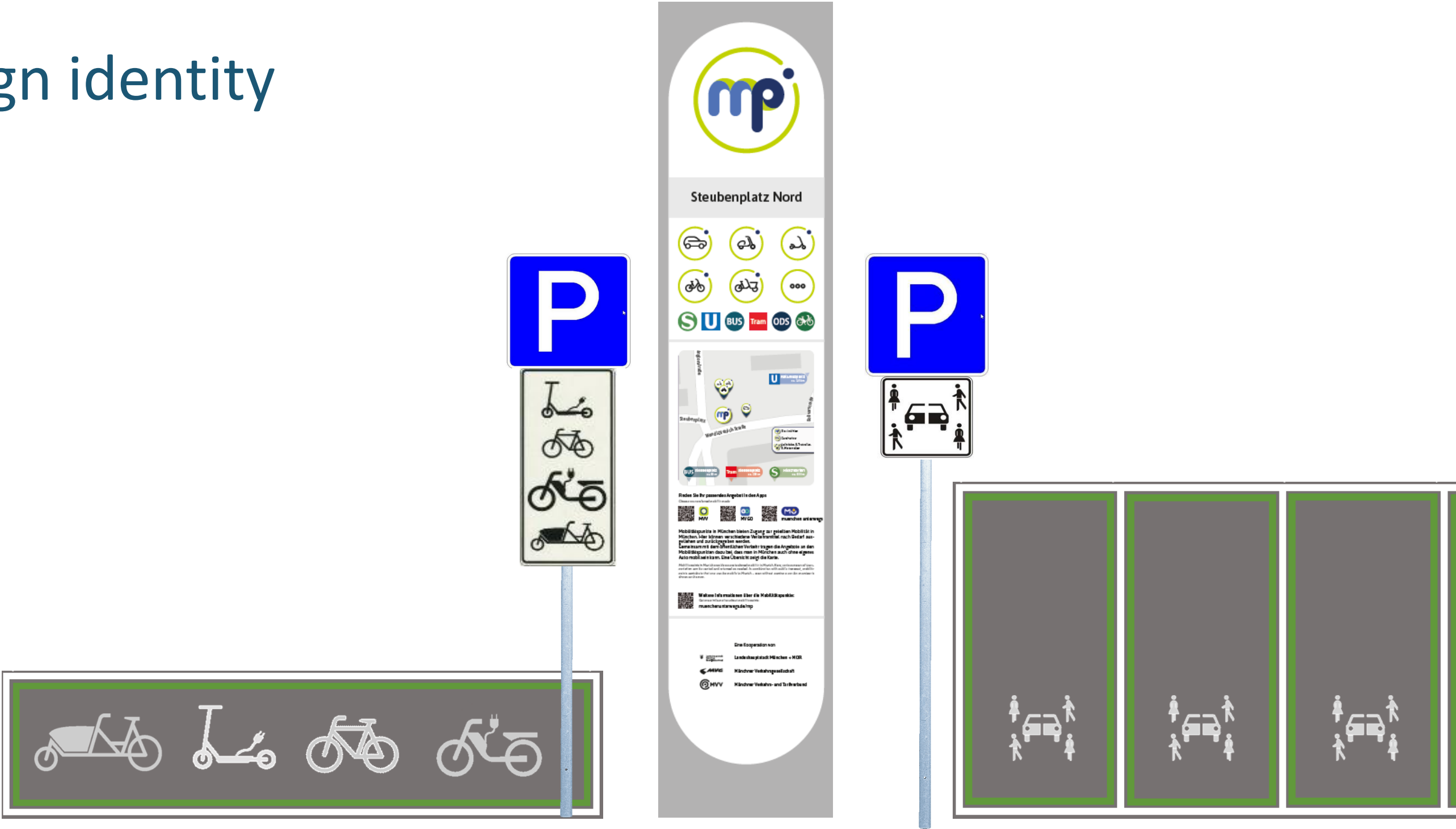


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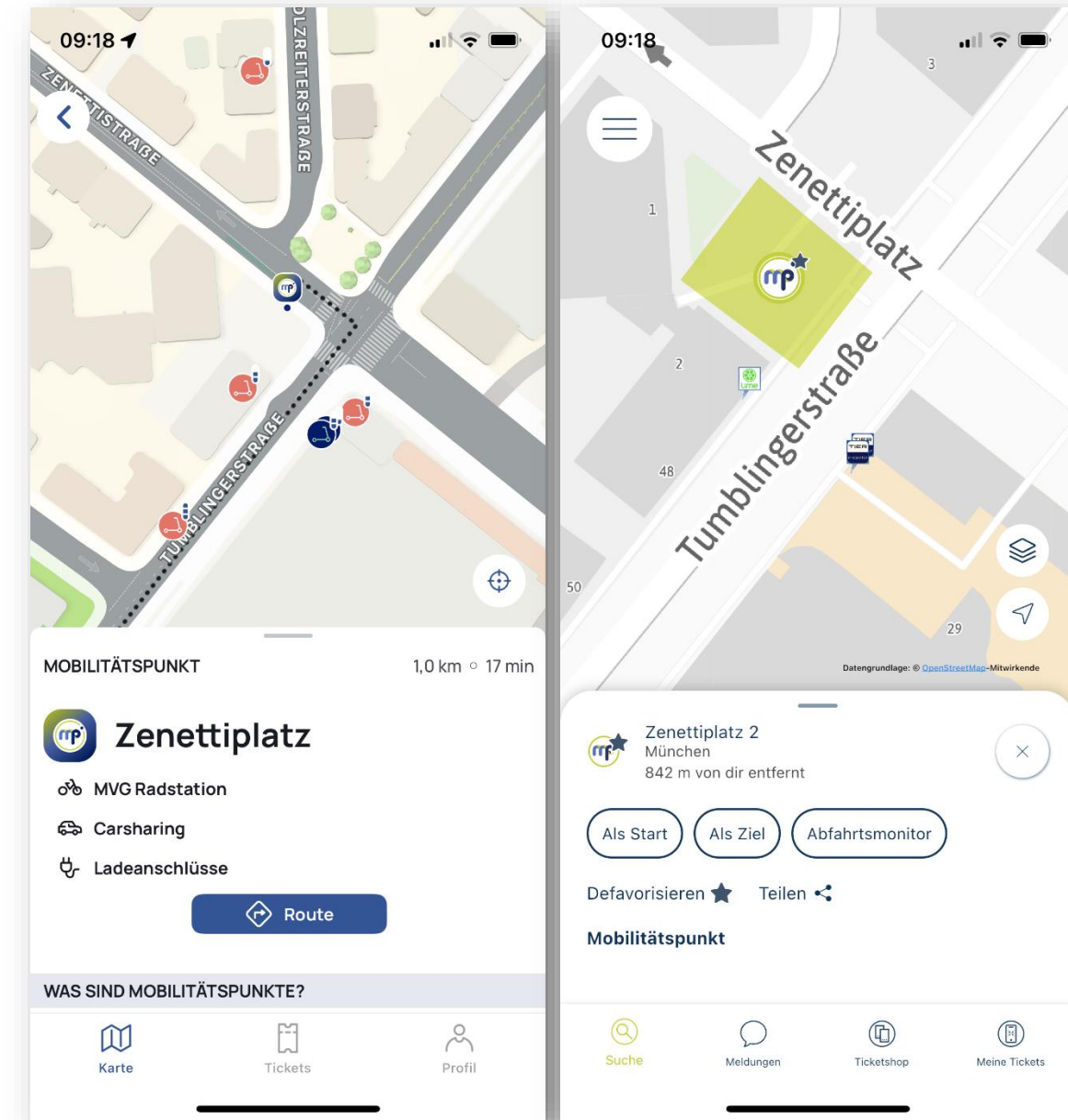
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Design identity



Cooperation beyond the urban functional area

- From joint conceptualisation to needs-based collaboration.
- A how-to guide developed in the MoveRegioM project, with the aim of facilitating scale-up for surrounding municipalities
- Digital integration in both mobility apps (regional and local)



Next steps towards cities as green and connected nodes for urban mobility



Thank you!

For further questions:
alva.zakariasson@muenchen.de



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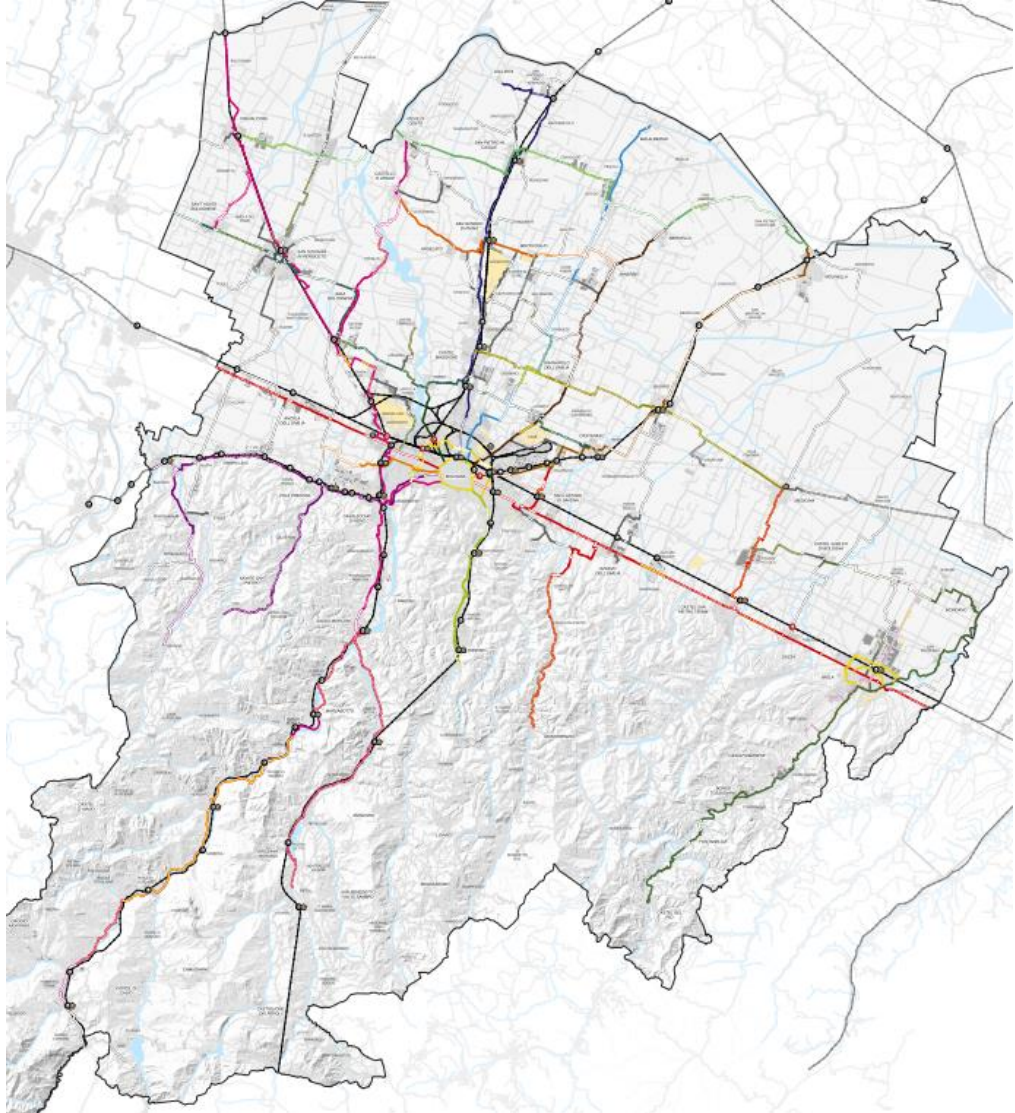


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Mobility hubs as key nodes for urban development: from planning to design

Giulia Maroni
Metropolitan City of Bologna

30 MOBILITY HUBS AT RAILWAY STATIONS IN THE METROPOLITAN NETWORK



**NEW GATEWAY FOR THE METROPOLITAN
REGION**

STRATEGIC NODES OF METROPOLITAN PUBLIC TRANSPORT
FOR INTERMODALITY

URBAN MULTIMODAL HUBS
AS MAIN SUPPORT FOR CYCLE TURISTIC NETWORK
AND STRATEGIC BIKELANES PLAN

30 MOBILITY HUBS AT RAILWAY STATIONS IN THE METROPOLITAN NETWORK



NEW BACKBONE OF URBAN ORGANIZATION

KEY AREAS FOR PRIORITY OF URBAN REGENERATION AND
PUBLIC SPACE QUALIFICATION OF METROPOLITAN RELEVANCE

URBAN POLARITIES WITH MULTISERVICES FOR CITIZIENS,
CITY USERS AND TOURISTS THANKS TO MIX OF FUNCTIONS



MOBILITY HUB DESIGN GUIDELINES an alliance led by rail landlords



Mobility Planning Office
Urban Planning Office
Transport Planning Office
Administration O.U.



Sustainable Mobility Office
Office Plan Department



Establishment of an interinstitutional Working Group for Drafting

April 2020: Memorandum of
Understanding Signed

February 2021: Formal Political
Approval and Public Presentation



MOBILITY HUB DESIGN GUIDELINES

key steps



You need a plan!



SUMP 30 Mobility Hubs network



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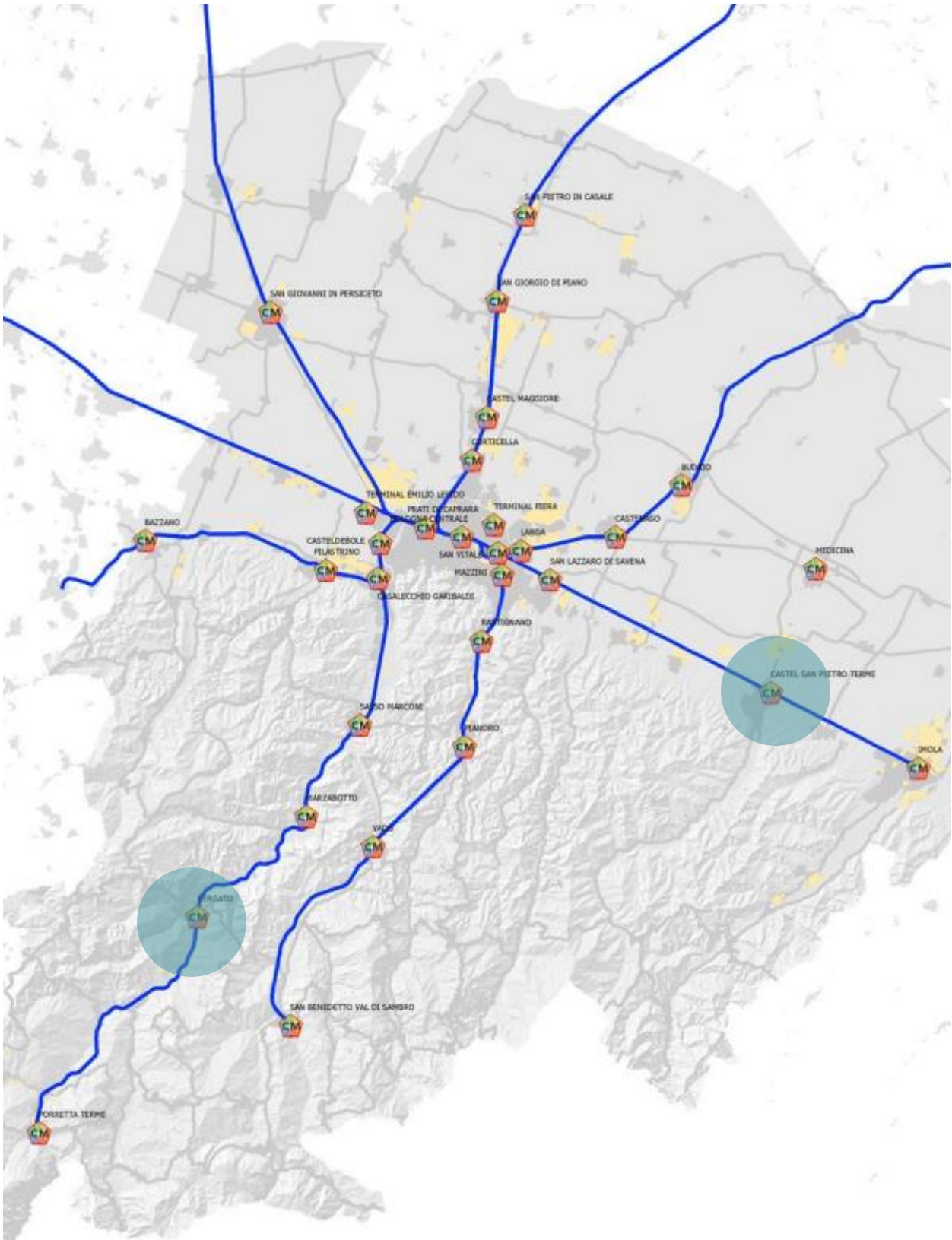


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30 MOBILITY HUBS AT RAILWAY STATIONS IN THE METROPOLITAN NETWORK



2 pilot cases Reshaping the area of influence



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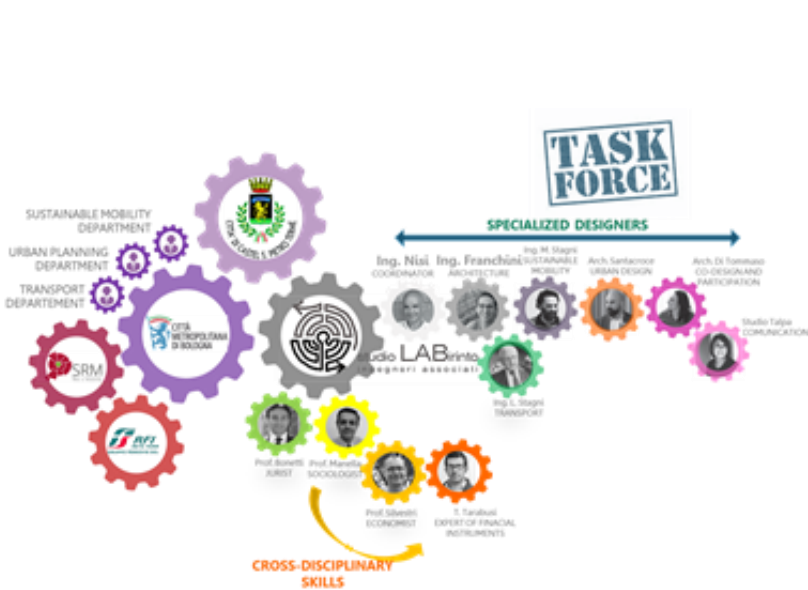
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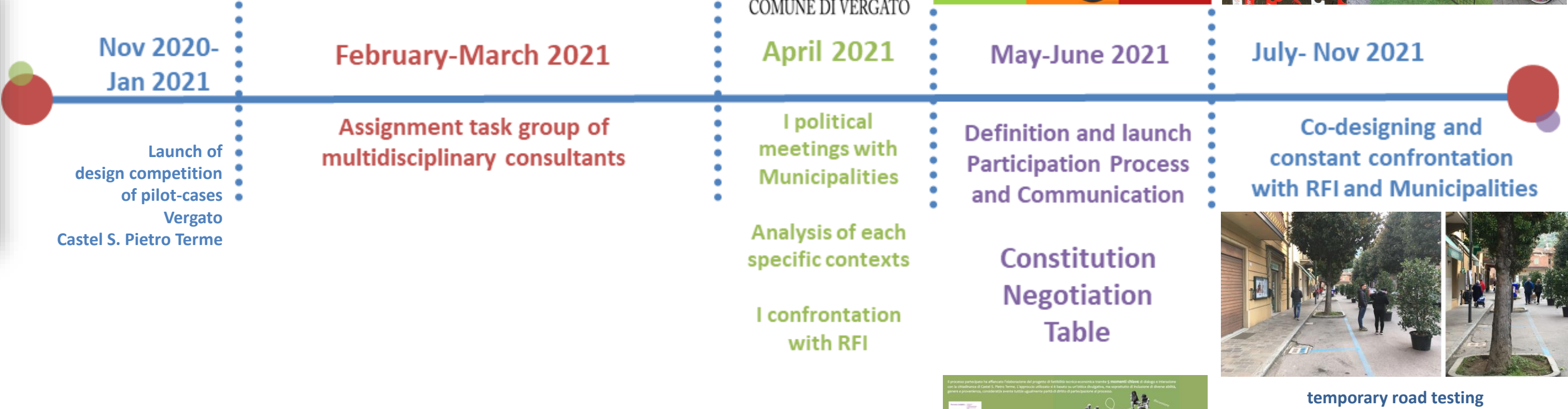
You need a plan!



SUMP
30 Mobility Hubs
network



COMUNE DI VERGATO



temporary road testing



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MOBILITY HUBS AS KEY URBAN NODES: REORIENTING URBAN FORECASTS

THE APPROACH

SPACE AND PLACE TO BE RENEWED



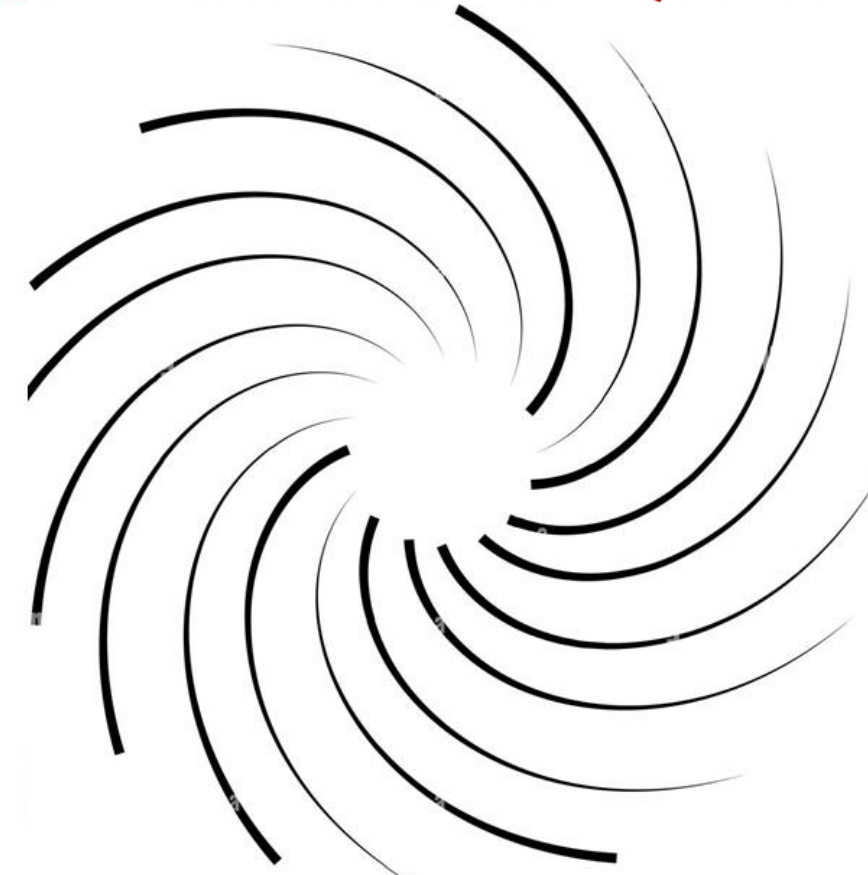
- STATION FRONT SQUARE
- GREEN AREAS AND PLUCI SPACE TO REST
- LIMITED SPEED ZONES AND STREETS
- MIX OF FUNCTIONS
- ...



LONGING TO LIVEABILITY

Livability refers to the concerns that are related to the long-term wellbeing of individuals and communities

NET TO BE CONNECTED AND QUALIFIED



- PUBLIC TRASPORT INTERCHANGE
- PATHS FOR ACTIVE MOBILITY TO REACH TOWN CENTRE, SCHOOLS, PUBLIC SERVICES,...
- PARKING AREAS WITH EQUIPEMENTS OF QUALITY FOR ALL MODES
- ...

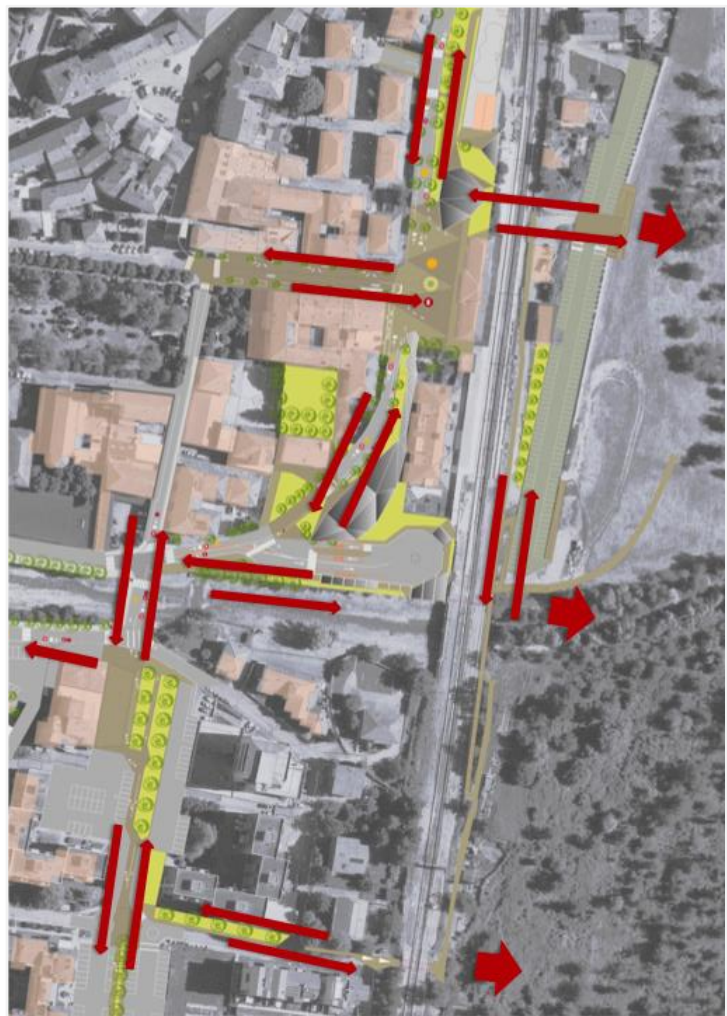
DESIGN MOBILITY HUB

main functions and services

Legenda dei servizi



- | | |
|---|--|
|  wifi |  percorso ciclabile |
|  servizi igienici |  taxi e kiss&ride |
|  biglietteria |  parco |
|  totem informativo |  ricarica auto |
|  bike hotel |  parcheggio auto |
|  cinema |  skate park |
|  bike sharing |  trasporto pubblico |
|  locker |  interscambio |
| |  parcheggio bici |
| |  punto ristoro |
| |  treni |



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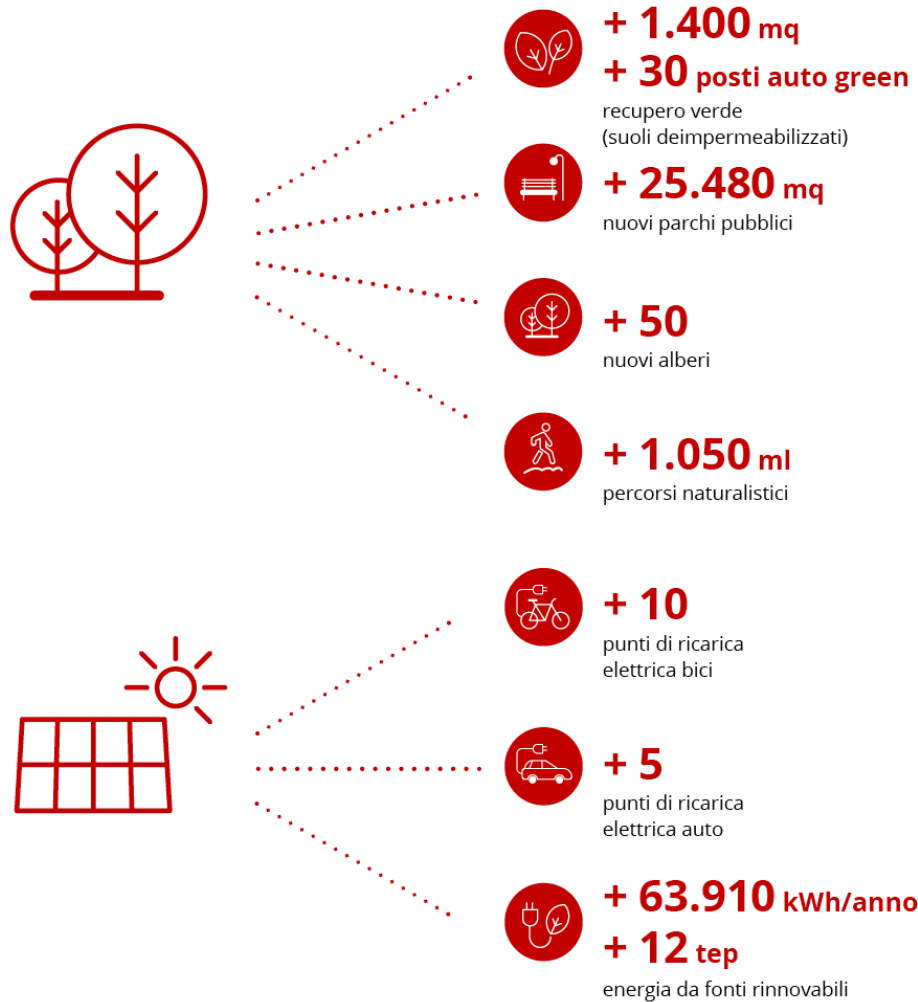
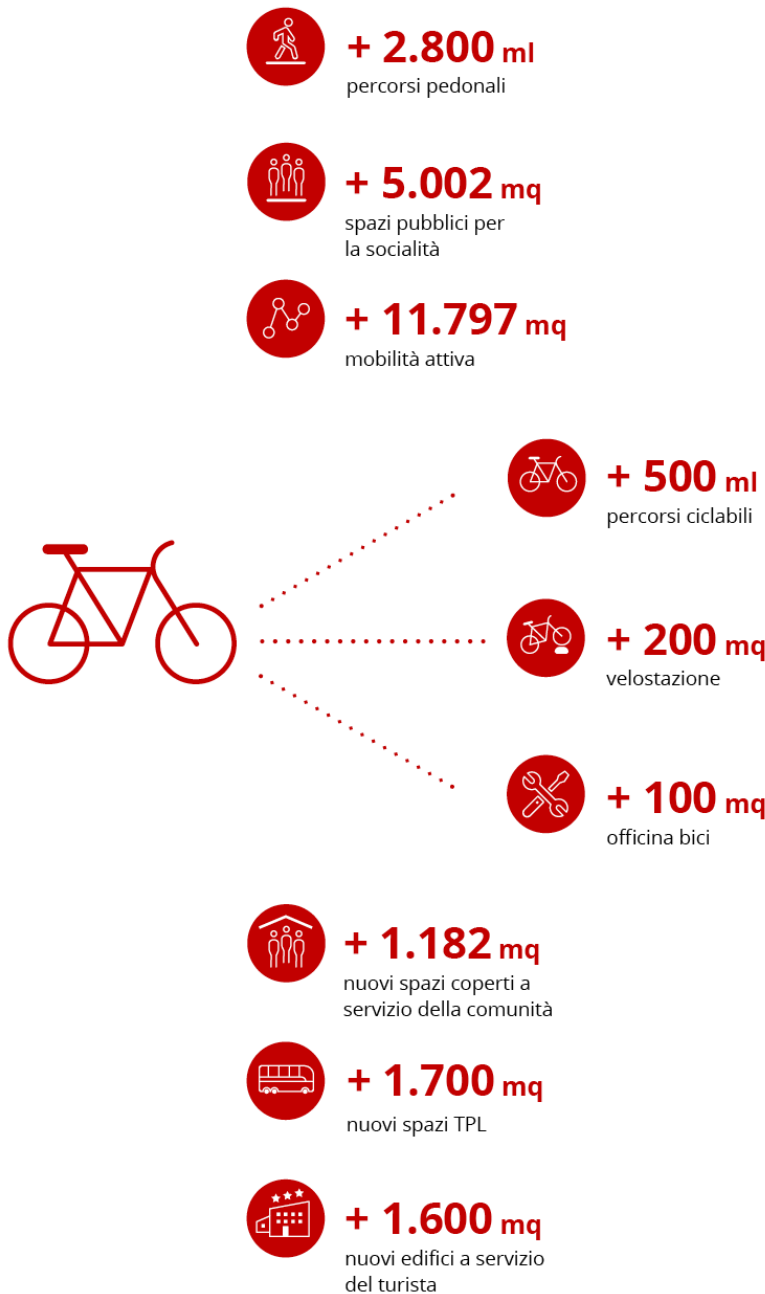
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DESIGNING MOBILITY HUB

project numbers and costs

CENTRO DI MOBILITÀ
DI VERGATO
PROGETTO DI FATTIBILITÀ
TECNICA ED ECONOMICA

Sintesi Divulgativa



AMBITO RIGENERATO:	
superficie	767.147 mq
perimetro	4.434 ml
costo lordo complessivo intervento	10,2 mln €

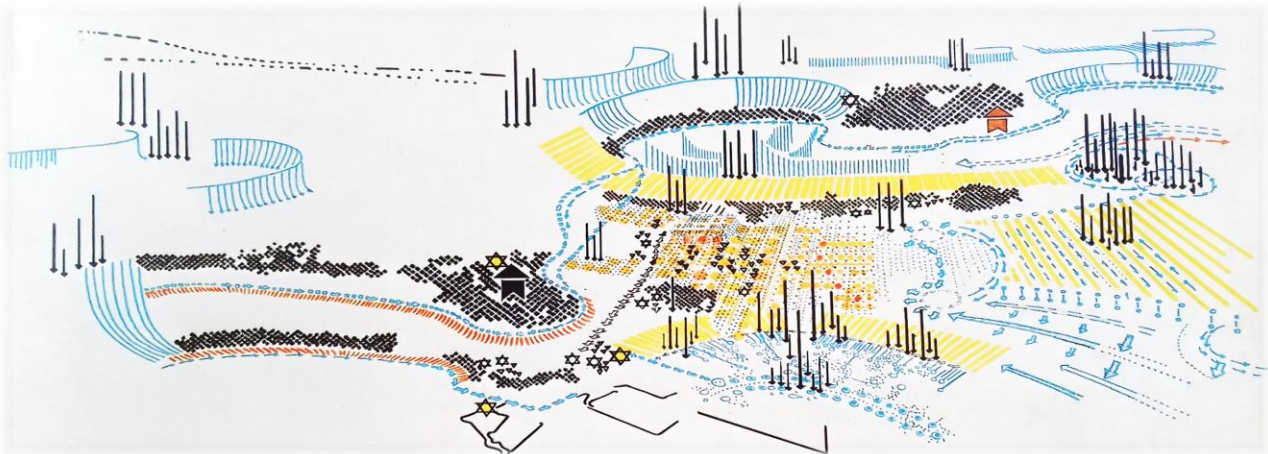
DESIGNING MOBILITY HUBS

what's new?



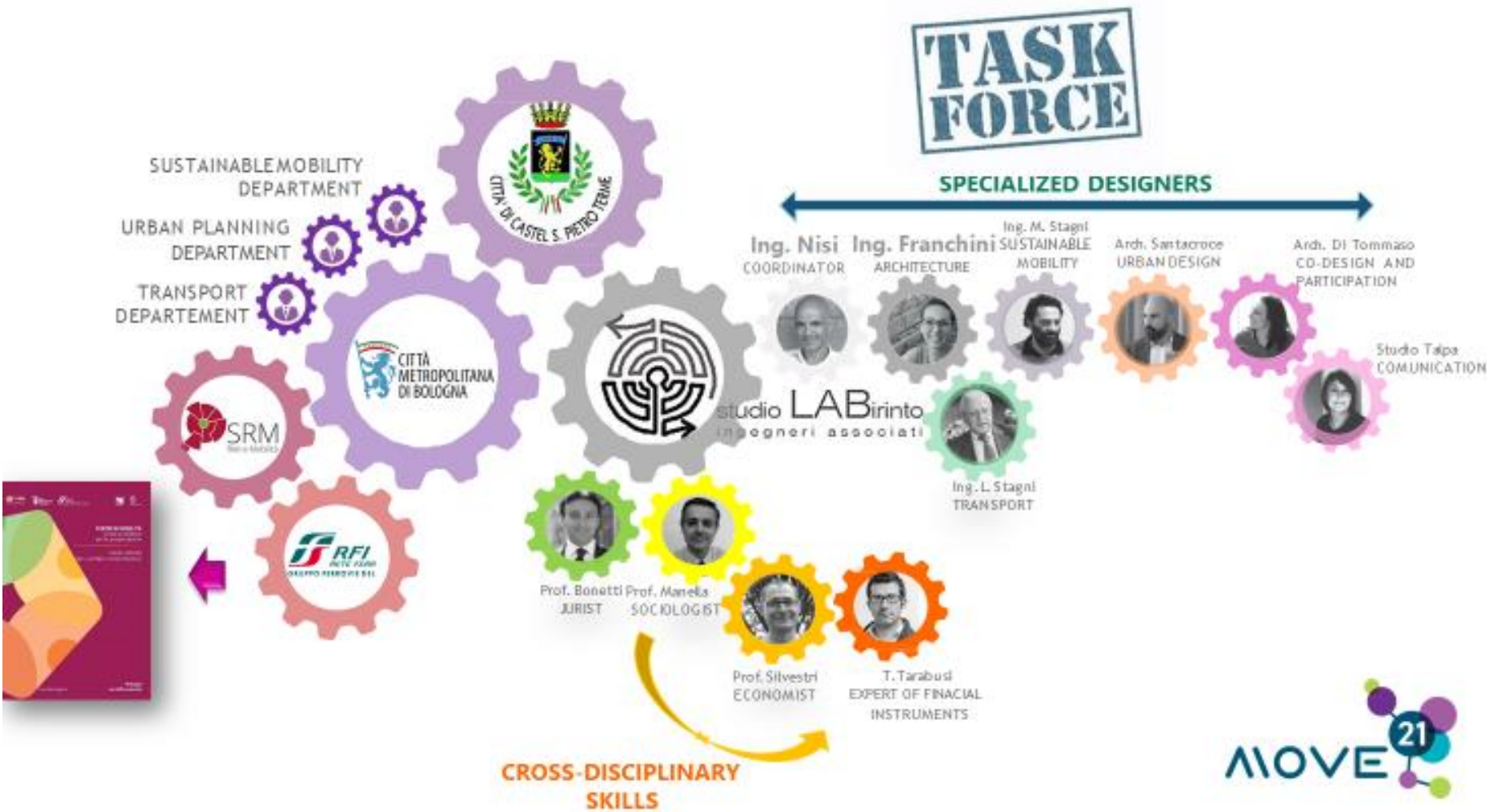
THE APPROACH

integrated planning and designing linking urban regeneration and sustainable mobility



THE WORKING GROUP

Interinstitutional and multidisciplinary task group



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DESIGNING MOBILITY HUB

what's the priority?



bike station layout



DESIGNING MOBILITY HUBS

what can be replicated?

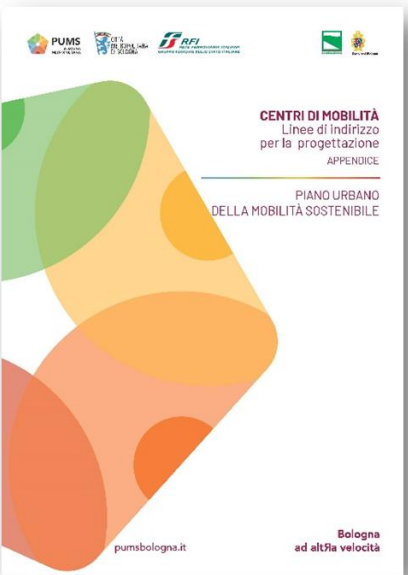
CO-DESIGN AND PUBLIC PARTICIPATION:

involve citizens, schools and associations
together with the Municipality
to identify and respond to their real needs



TEMPORARY ROAD TESTING:

to first test out measures and actions
giving public space around station back to people



DRAFTING GUIDELINES FOR DESIGNING



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DESIGNING MOBILITY HUBS

what's changing?

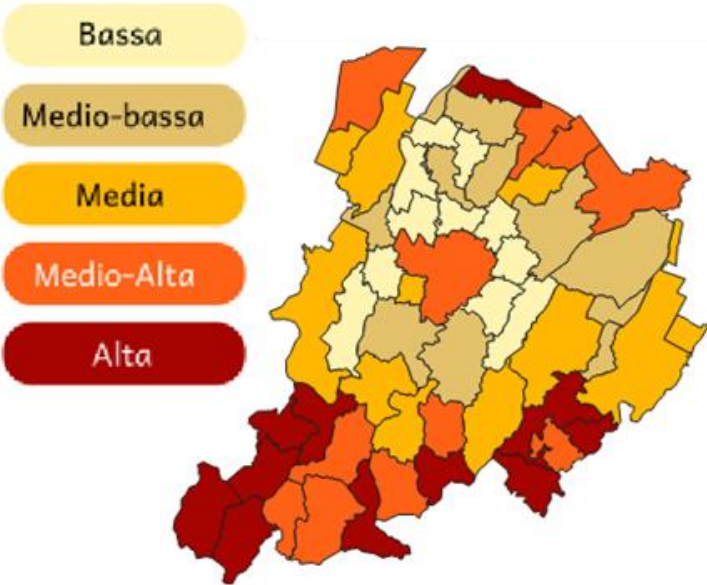
50% urbanization fees
from big territorial and
urban transformations



**METROPOLITAN
EQUALIZATION
FUND**



*Metropolitan
Programmes
for Urban
Regeneration*



**Laboratory for Metropolitan
Regeneration**

CALL 2025 for funding
urban regeneration and
road safety projects
in Unions of Municipalities



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and innovation programme under grant
agreements No 953939 and No 955332



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Mobility Hubs Projects

- 1 Vergato e 2 Castel S. Pietro Terme – case study
- 3 S. Benedetto Val di Sambro
- 4 Castel Maggiore 5 S. Giorgio Di Piano 6 S. Pietro in Casale – BRT Line Galliera

<https://pumsbologna.it/centrodimobilita>

THANKS TO YOU ALL!



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Identified gaps and needs for urban nodes – an outlook part 1

Moderated by:



*Tiina Ruohonen,
Project Coordinator
MOVE21
Senior Adviser, Office
of the Governing
Mayor, City of Oslo*



*Marijke de Roeck, Project
Coordinator SCALE-UP,
City of Antwerp*



*Prof. Peter Jones, Professor
of Transport and
Sustainable Development,
UCL*

Identified gaps and needs for urban nodes – an outlook part 2

Moderated by:



*Ivo Cré,
Policy and Projects
Director, POLIS*



*Peter Staelens,
Head of Mobility,
Eurocities*



*Lars Mentrup,
Councillor,
City of Munich*

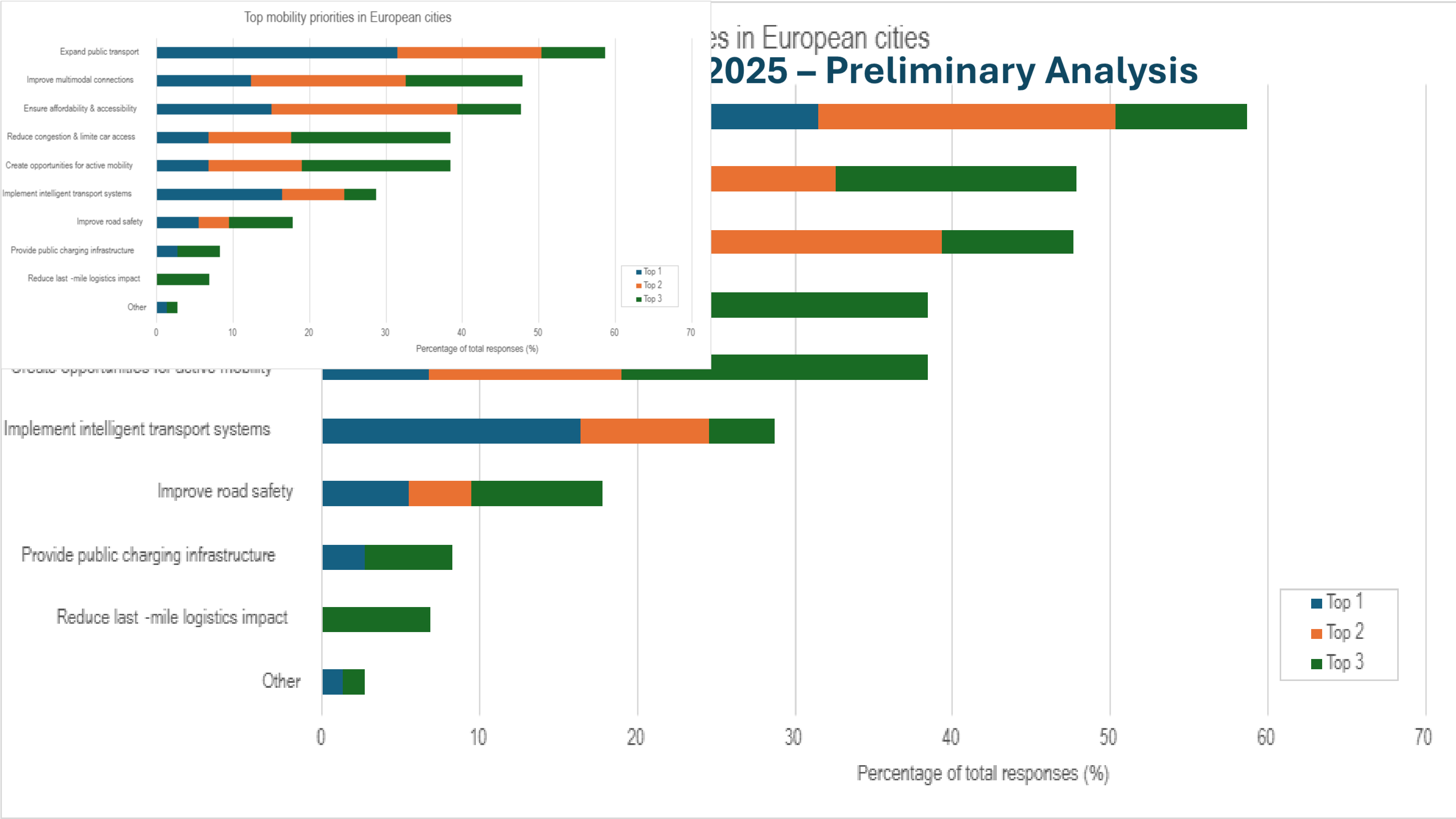


*Prof. Peter Jones, Professor
of Transport and
Sustainable Development,
UCL*

KEY POINTS ON THE FUTURE FINANCING NEEDS FOR URBAN NODES

Peter Staelens

Head of Mobility, Eurocities



Eurocities Mayor's survey 2025 – Preliminary Analysis

TOP MOBILITY PRIORITIES

- 1. Expanding Public Transport Networks** – Building and upgrading of infrastructure, extending services, adding new routes, and increasing operational hours.
- 2. Improving Multimodal Connections** – Developing multimodal hubs, park-and-ride facilities, and better coordination between transport modes.
- 3. Ensuring Transport Affordability and Accessibility** – Implementing fare policies, subsidies, and incentives to maintain accessibility.
- 4. Reduce Congestion and Limit Car Access** – Implementing traffic circulation plans, stricter parking policies, and redirecting traffic to ring roads.
- 5. Create Opportunities for Active Mobility** – Expanding cycling lanes and pedestrian areas
- 6. Enhancing Road Safety** – Addressing accident-prone areas and promoting safer transport infrastructure.

Next steps towards cities as green and connected nodes for urban mobility

TEN-T Relevant Transport Investment Priorities Collected Through SCALE-UP Urban Nodes Feedback Sessions and MOVE21 Urban Nodes Forum





July 2023

Report on the Urban Nodes Feedback Session

Eurocities Mobility Forum meeting, Porto, 1 June 2023

The proposed revision of the TEN-T regulation presented by the European Commission stipulates that by 2025 all TEN-T urban nodes should develop a SUMP, provide data sets for calculation of common sustainable urban mobility indicators, and meet minimum requirements to facilitate multimodal passenger transport and sustainable freight delivery.

The purpose of the Urban Nodes Feedback session - which was organised as an activity of the Urban Nodes Platform set up by Eurocities in the framework of the Horizon Europe [SCALE-UP project](#) - was to collect insights from member cities designated as urban node under the new legislative proposal. In addition, city representatives were also asked to express their investment needs as well as their expectations regarding national SUMP supporting frameworks.

The session was introduced by a representative of the European Commission – DG MOVE who provided an overview of the proposed regulation, and followed by a series of 8 moderated roundtable discussions, organised in 2 rounds of 30 minutes addressing dedicated topics focusing on 'Sustainable Urban Mobility Planning and Indicators', 'Governance', 'Multimodality', 'Investment and Funding Needs'. The participants in the session represented the following cities: Amsterdam, Antwerp, Athens, Barcelona, Berlin, Brabantstad/Noord-Brabant, Braga, Bremen, Budapest, Chemnitz, Cologne, Florence, Gothenburg, Helsinki, Karlsruhe, Kyiv, Lisbon, London, Lyon, Malmö, Mannheim, Matosinhos, Milan, Munich, Netwerkstad Twente, Oslo, Pisa, Porto, Prague, Riga, Rotterdam, Stockholm, Strasbourg, Toulouse, Turku, Utrecht, Vienna, Vila Nova de Gaia. All city representatives indicated they were aware of their status as TEN-T urban node. One city - situated on extensions of corridors to specific third countries - was unsure about its status.

In order to create an atmosphere of trust, it was agreed that the comments and observations made by the city representatives will not be linked to the specific city. The feedback from the session will be used to inform the European Commission DG MOVE, the Expert Group on Urban Mobility as well as other relevant stakeholders in the TEN-T community.

1. SUSTAINABLE URBAN MOBILITY PLANNING & INDICATORS

The discussion on SUMP and SUMI revolved around the new requirements to collect sustainable urban mobility indicators as part of the future TEN-T regulation and the challenges related to these requirements.



POLICY BRIEF

PLANNING URBAN AND TRANS-EUROPEAN MOBILITY TOGETHER

Oslo, 22-23 April 2024

May 2024

Authors: Gelske Bouma (TNO), Maria Nilla Kotoula (CERTH), Mario Stancec (POLIS), Tiina Ruohonen (City of Oslo), Raffaele Vergnani (POLIS), Anne-Charlotte Trapp (Eurocities)



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 953808





Urban Nodes Platform: Moving people and the economy across the EU & in cities

Policy brief

Disclaimer

This policy brief is part of a project that has received funding by the European Union's Horizon 2020 research and innovation programme under grant agreement number 955332.

The content of this report reflects only the authors' view. The European Climate, Infrastructure and Environment Executive Agency (CINEA) is not responsible for any use that may be made of the information it contains.





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TEN-T Relevant Transport Investment Priorities Collected Through SCALE-UP Urban Nodes Feedback Sessions and MOVE21 Urban Nodes Forum



Cities:

Amsterdam, Antwerp, Athens, Barcelona, Berlin, Belgrade, Braga, Bremen, Budapest, Chemnitz, Cologne, Florence, Gothenburg, Helsinki, Karlsruhe, Kyiv, Lisbon, London, Lyon, Malmö, Mannheim, Matosinhos, Milan, Munich, Netwerkstad Twente, Oslo, Pisa, Porto, Prague, Riga, Rotterdam, Stockholm, Strasbourg, Toulouse, Turku, Utrecht, Vienna, Vila Nova de Gaia, Lviv, Belgrade, Madrid City Council/EMT Madrid/CRTM Madrid, City of Turku, Ljubljana Urban Region, City of Riga, City of Eindhoven, City of Ghent, City of Tilburg ...

Regional/national organisations and administrations:

Brabantstad/Noord-Brabant, Antwerp Transport Region, Lantis Antwerp, Grenoble Alpes Métropole, Cities Northern Netherlands, Province of Antwerp, Brussels Mobility – Brussels Capital Region, Lyon Métropole, Province of Noord-Brabant, Province of Limburg, Joint Spatial Planning Department Berlin-Brandenburg, Hanse-Office (Hamburg), Regional Council of Southwest Finland, Helsinki-Uusimaa Regional Council, Port of Antwerp-Bruges, Flemish Ministry of Mobility and Public Works, Spanish Ministry of Transport, Mobility and the Urban Agenda, Austrian Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology, Greek Ministry of Infrastructure and Transport, Scandria Alliance, Interregional Alliance for the Rhine-Alpine Corridor EGTC...

TEN-T Relevant Transport Investment Priorities Collected Through SCALE-UP & MOVE21 Urban Nodes Forum and Platform Events



1. Public transport connections & multimodal integration
2. Decarbonization and Clean Transport
3. Smart and Digital Transport Solutions
4. Urban Freight and Logistics
5. Transport Efficiency and Land Use

1. Public Transport Connections & Multimodal Integration (Most Frequently Mentioned)

TEN-T Relevant Investments:

- ✓ High-capacity public transport connections
- ✓ Multimodal hubs
- ✓ Integrated ticketing systems

Examples:

- ✓ **Barcelona** – Upgraded Sants station as a multimodal hub on the Mediterranean Corridor.
- ✓ **Stockholm** – Rail and ferry integration within the Scandinavian-Mediterranean Corridor

2. Decarbonization and Clean Transport

TEN-T Relevant Investments:

- ✓ Electrification of rail and bus fleets
- ✓ Alternative fuel infrastructure
- ✓ Low-emission zones

Examples:

- ✓ **Rotterdam** – Hydrogen refueling stations for trucks along the North Sea-Baltic Corridor
- ✓ **London** – ULEZ impacts freight and passenger traffic using the TEN-T North Sea-Mediterranean Corridor

3. Smart and Digital Transport Solutions

TEN-T Relevant Investments:

- ✓ AI-powered traffic management
- ✓ Mobility-as-a-Service (MaaS) platforms
- ✓ Real-time transport data integration

Examples:

- ✓ **Vienna** – AI-based congestion management on key TEN-T road corridors.
- ✓ **Copenhagen** – Smart traffic lights optimizing freight flow on TEN-T road links.

4. Logistics

TEN-T Relevant Investments:

- ✓ City logistics hubs
- ✓ Enhancing port infrastructure and improving multimodal connectivity
- ✓ Zero-emission freight corridors
- ✓ Smart freight tracking and data-sharing platforms

Examples:

- ✓ **Berlin** – Logistics hub consolidating freight from the North Sea-Baltic Corridor.
- ✓ **Amsterdam** – Electric inland shipping reducing road freight dependency.

5. Transport and Land Use Planning

TEN-T Relevant Investments:

- ✓ Public space and mobility-oriented development around TEN-T railway hubs
- ✓ Redesign of urban spaces around key transport interchanges
- ✓ Converting highways to underground tunnels
- ✓ Parking policies for long-distance transport

Examples:

- ✓ **Vienna** – Strategy around TEN-T railway station Wien Hauptbahnhof.
- ✓ **Munich** – Revamping urban areas around key railway terminals for better connectivity.



Urban Nodes

Impactful EU funding instruments

Ivo Cré

Director Policy and Projects



- Simplification
 - Centralisation
 - Flexibility
 - Reform
-
- Competitiveness of EU industry







CEF IS BACK!

Why strengthen EU funding instruments for Urban nodes?

EU funding instruments bring financial resources

They also bring:

- Objectivity (evaluation)
- Quality control
- Timekeeping
- Problem resolution
- Accountability and transparency
- Capacity and knowledge

Task load has increased with EU legislation





What to fund?

Twin transition = increased local task load

- 2025 – First milestone AFIR
- 2025 – ITS directive: data creation mandates start
- 2027 – 440 Urban Nodes on the TEN-T = SUMP
- 2027 – Second milestone AFIR – 1st milestone for urban nodes
- 2028 – ITS directive: historic data availability
- 2029 – Final milestone EU Automated Driving Systems Regulation (e.g. AVP)
- 2030 – 432 Urban Nodes = intermodal passenger interchange
- 2030 – Zero Emission city buses (with caveats)
- 2030 – AFIR completion (core and comprehensive network)
- 2030 – 100 Climate neutral and Smart cities (Mission)
- 2030 – cleaner ambient air
- 2035 – Phase out of ICE (with caveats)
- 2040 – 432 Urban Nodes = intermodal freight interchange
- 2050 – zero air pollution by 2050
- 2050 – EU as first climate neutral continent



What to fund?

- Peter Staelens project priorities – grouped in SUMP project pipeline
- Governance and institutional capacity building, SUMP and UMI
- Synergies: grey-blue-green / energy-transport-digital
- Military mobility: practical mechanisms to ensure ‘no regret’ measures



How to fund Urban Nodes projects

- Urban Nodes in National Single Plans
 - SUMP logic
 - Corridor logic
 - Reforms in line with TEN-T regulation
- CEF+: Go beyond the current CEF experience
 - Direct access for local and regional authorities
 - Administrative procedures that can be met by smaller Urban Nodes
 - Clustering of smaller projects
- Public sector eligible for Competitiveness Fund and FP 10
- Diversification beyond grants with ELENA type support

Programme in next MFF		Programme/strand in the current MFF		
National Plan - "name to be defined"	Pre-allocated / shared management part	European Regional Development Fund Cohesion Fund European Social Fund + Just Transition Fund Social Climate Fund (ending in 2032) Modernisation Fund - could be left out as currently ending in 2030 LIFE programme - 'Nature and Biodiversity' strand European Maritime, Fisheries and Aquaculture Fund European Agricultural Fund for Rural Development European Agricultural Guarantee Fund - could be subject to specific treatment Asylum, Migration and Integration Fund* Border Management and Visa Instrument* Internal Security Fund* Interreg		
	Not pre-allocated / direct management part	European Maritime, Fisheries and Aquaculture Fund direct management Employment and Social Innovation (currently direct management ESF+) European Urban Initiative (currently direct management ERDF) Interregional Innovation Investments (currently direct management ERDF) Thematic Facilities of the home affairs funds Single Market Programme - Food strand		
European Competitiveness Fund	Fundamental Research	Financial toolbox	Horizon Europe - Pillar I (Excellent Science)*	
	Digital		Digital Europe Programme	Horizon Europe
	Clean Transition		Connecting Europe Facility - Digital	Pillar II - Global Challenges and
	Defence & Space		Innovation Fund	European Industrial Competitiveness
			LIFE programme (except 'Nature and Biodiversity')	
	Health & Biotech		Space Programme	
Global Europe Fund	Africa	Financial toolbox	Union Secure Connectivity	
	Mediterranean		European Defence Fund	
	Asia, Pacific, Latin-America		ASAP, EDIRPA	
	Europe+		European Defence Investment Programme	
	Global Affairs		EU4Health: Health promotion & disease prevention	
Connecting Europe Facility - Transport, Military Mobility and Energy			Connecting Europe Facility - Transport and Military Mobility	
Erasmus 2.0			Connecting Europe Facility - Energy	
Creative Europe			Erasmus+	
Citizens, Equality, Rights and Values			European Solidarity Corps	
Union Civil Protection Mechanism +			Creative Europe	
Single Market Programme			Citizens, Equality, Rights and Values	
			Union Civil Protection Mechanism (RescEU)	
			EU4Health: Health preparedness and response	
			Single Market Programme (except 'SME competitiveness' and 'Food')	

Urban nodes at the table

- Corridor work plans
- CEF design
- National Single Plans

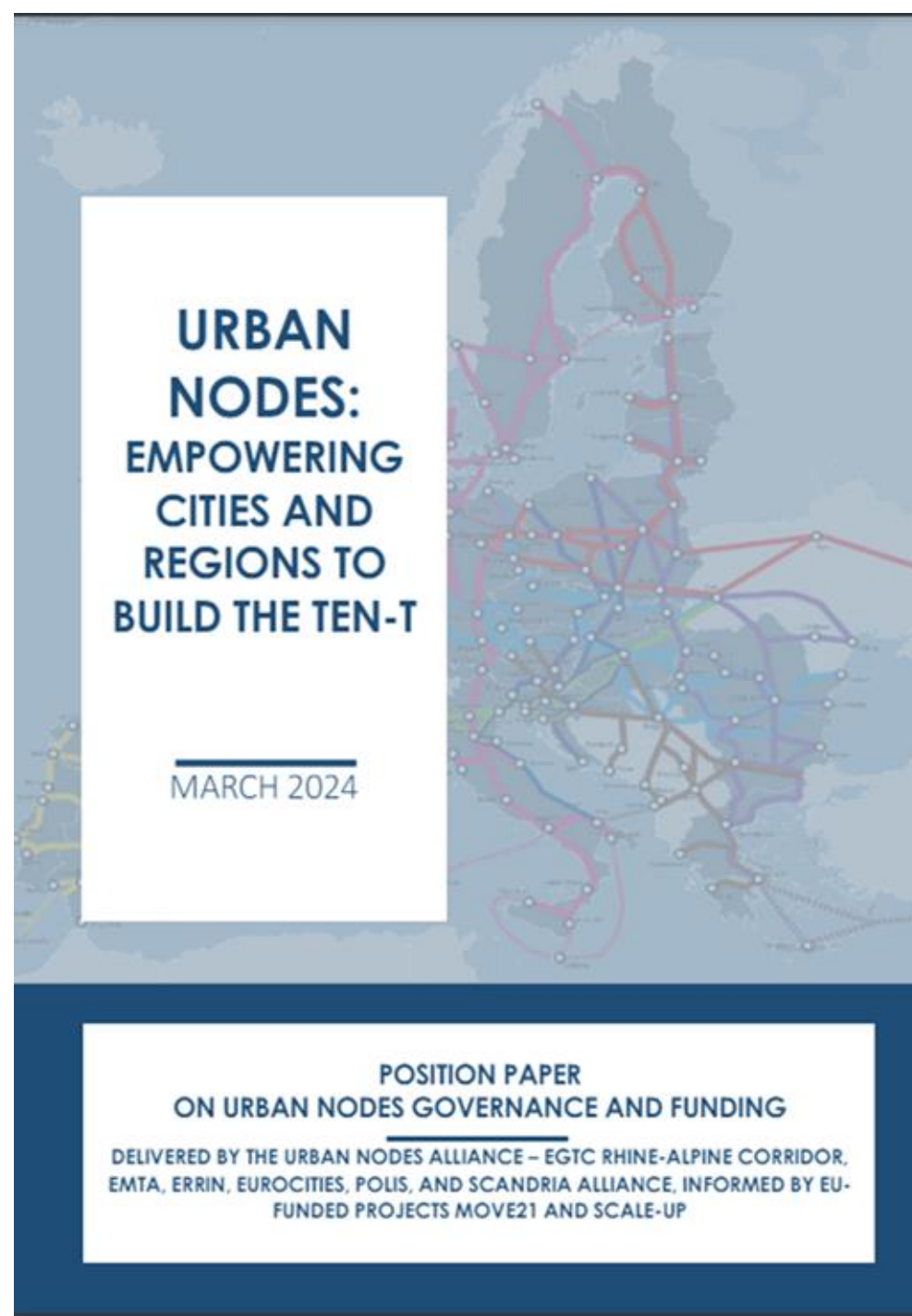
Conditionality

Partnership principle

Continued peer-to-peer
exchange and capacity
building



Concerted action



Common statement of Urban Nodes-related networks and initiatives under development

Answer to:

CEF consultation – 28 May

MFF consultation – 7 May

Message to EU decision makers and member states





Thank you

Ivo Cré

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