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A METHOD TO MANAGE NEW MOBILITY SERVICES FOR A SUSTAINABLE FUTURE

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Short Description

New mobility services have flooded European cities over the last years, changing the patterns of the transport system. These mobility services give great potential to reach sustainable transportation, but also several challenges and risks linked to current developments. Here a method is presented including needs and barriers within Europe.

Main part

There is great potential for new mobility services to contribute to local transport policy goals and a more sustainable transport system. If the new mobility services are managed properly, they can contribute to reduced emissions, less passenger transport and more efficient transport systems.

These services also have the potential to reduce car ownership and instead give residents access to mobility without having to own a vehicle.

There are however several major challenges and risks linked to current developments. We know relatively little about how new mobility services affect the transport system as a whole and what effects they have on traditional services (e.g. public transport). We do know that new services are here to stay and most probably evolve and this has to be managed. The benefits of the new mobility services must be viewed in relation to the overall sustainability of the transport system.

It will be crucial for the municipalities to set shared mobility in relation to the local transport policy targets and to try to assess how they will be affected.

The presentation will focus on the following:

- Needs and barriers regarding the development of shared mobility services and what it can mean for local authorities.
- How four different scenarios of future transport could affect society and how to deal with them.
- Why and how to apply a platform approach in addressing new mobility services to support steering local and regional authority transport policy goals.

The scenarios and the platform approach come from a Swedish study requested by the Swedish Association of Local Authorities and Regions (SKR), looking at how municipalities can deal with the fast changes in the transport system – particularly regarding new digital services and shared transport systems. By creating a platform thinking where local authorities adopt a role as a facilitator and cooperate in close dialogue with the new mobility actors the system change can be better managed.

The analysis of needs and barriers related to shared mobility derives from the Climate KIC-project SuSMo (Sustainable Shared Mobility). In SuSMO shared mobility is studied from a system perspective on how to decarbonise the transport sector. Key aspects on policy, regulation, behavioural change, data collection and evaluation, and public-private sector cooperation are studied in four cities with different preconditions, Stockholm, Madrid, Bologna and Sofia, and complemented with a workshop with stakeholders from both private and public sector, new and traditional mobility services.

What is new?

New services and the digitization of the transport sector require new ways of thinking and acting from the public authority perspective. The platform is based on the latest research and input from public authorities working with this. It suggests to change from traditional sequential thinking to a platform thinking, which will support cities in handling the many simultaneous changes that take place in shared mobility, and propose a working method public-private collaboration in the new transport system. Besides that, new insights from the SuSMO-project provide key aspects on how to manage this change in a sustainable way.

What is transferable to other cities and regions?

The platform is highly generalisable in order to suit different types of cities. It has been developed in a Swedish context, but is not linked to Swedish legislation and regulations. The analysis of needs and barriers has been done in four cities from four different countries in Europe, complemented with a workshop with stakeholders from both private and public sector, new and traditional mobility services. This accounts for a thorough basis valid over all Europe.

What are outcomes and conclusions?

In view of the uncertainties that exist in the digitization of the transport system, municipalities need to develop new approaches and move from traditional forms of planning to a more flexible platform approach. This is to take advantage of the potential and deal with the risks that the new mobility services can entail. Flexible solutions and close collaboration with new and "old" mobility actors are needed to create a sustainable overall solution.

Strategies on how to get understanding and acceptance for these new mobility services will also be presented and what the effects are on the city, the climate and the overall society.

Who are the main target groups?

Mainly local authorities who will receive tools and guiding on how to manage the transport system towards decarbonisation. But since this presentation also deals with collaboration, any mobility provider and city or transport planner will find this useful.

And what now? - what will change? - what is the relevance for the future?

The project is more relevant than ever as we see that the use of new mobility services has decreased during the Corona crisis, but the prediction is that the use will come back very strongly in the end of the year due to lower acceptance for public transport and shared motor vehicles. Having thought through how to manage the allocation of transport on streets to reach a more sustainable transition will give those cities an advantage.