

THE URBAN GREEN-DEAL MAKERS PLEDGE

All public decision makers in Europe have the moral duty, to their current and future citizens, of doing all they can to stop the Climate crisis, and to recover from the health and economic crises with sustainable solutions. We face an unprecedented situation, with profoundly menacing consequences, which requires swift and decisive actions. The next decade is critical, and we must rise to this challenge together – as Europeans.

To achieve at least a 55% emissions reduction by 2030, we must accelerate the shift to sustainable urban mobility. This requires substantive changes to policies, methods, services, fleets, and infrastructure. Cities and regions hold the keys for most of these changes, which are indispensable for the success of the European Green Deal. However, these changes raise big and complex challenges, and we cannot stand alone.

We – small, medium, and large cities, provinces, and regions – are the first responders to health and social crises, and the early adopters of transport innovations. We must manage complexity and develop multimodal and integrated solutions, every day. We are at the front line – and we need the active cooperation and support from all levels of government.

We must all do more, better, and faster. The Green Deal is an important commitment and must guide the COVID-recovery. We salute the Commission for this brave step forward and pledge our full efforts to help it become a success.

For that purpose, **We, the Cities and Regions of the POLIS Network, pledge to:**

1. BECOME FRONTRUNNERS FOR THE EUROPEAN CLIMATE GOALS

We *know* that if everyone is waiting for someone else to take the first step forward, no one will move. We also know that those who step forward must often overcome political backlash, fear of change, and behavioural inertia. This is where leadership comes in.

We *will* lead by example, using POLIS for peer support and fast adoption of good practices.

2. COMMIT THROUGH PLANNING FOR SUSTAINABLE AND SAFE MOBILITY

We *know* that fast, coherent, and sustained progress requires a strategic approach, developed with public input. We also know that clear targets and guidelines are

indispensable to empower citizens, stakeholders, and staff, and mobilise the private sector.

We *will* craft and update our planning tools (be they SUMP, SULP, Vision Zero Plans, local Green Deals) to deliver on ambitious commitments.

3. CREATE AN OPEN AND FAIR MULTIMODAL SYSTEM

We *believe* urban mobility must ensure a sustainable and healthy freedom of choice, so that people are neither locked in car dependence, nor captive clients of public transport.

We *will* adapt our infrastructure and the combined offer of the public and private operators using it, to become truly multimodal and intermodal, and systematically nudge users towards sustainable choices.

4. PRIORITISE AFFORDABLE, SAFE AND SUSTAINABLE MODES OF TRANSPORT

We *know* the economic recession and rising unemployment are reducing the disposable income of many families, who need affordable transport options. We also know that these options, including walking and cycling, are the most sustainable, inclusive, and resilient.

We *will* work for a fair transition, ensuring that those who wish or need to use sustainable modes of transport can do so with safety and convenience.

5. GROW SUSTAINABLE ALTERNATIVES, WITH PUBLIC TRANSPORT AND PRIVATE SERVICES

We *know* that for mass behaviour change to happen, the mobility sector must provide a convenient alternative for millions of daily car trips. We also know that investment in public transport is critical, but alone it is not enough. We *will* work with the private sector to make the sustainable offer grow in capacity and convenience in areas where mass public transport is not the most efficient solution.

6. JOIN FORCES AND UNLOCK OUR FULL POTENTIAL

We *know* that private sector innovation can help deliver on public policy goals, and drive economic recovery. We *will* develop adequate and agile regulatory frameworks that maximise the potential of new solutions and mitigate negative externalities. We also know that a car-centric urban environment blocks and delays the emergence of new mobility services. We *will* enable innovation, unlocking the potential of our streets by lower speeds, space reallocation for active mobility, and multimodal management.

7. PROMOTE INCLUSION AS A DRIVER FOR QUALITY AND INNOVATION

We *know* that in past decades the transport sector often focused on the needs of adult middle-class men commuting to and from their offices in peak hours, underserving

several types of users. We strongly believe urban mobility must understand and respond to the rights and needs of all users, including women and people of all ages and abilities.

We *will* ensure our mobility systems drive social inclusion, through universal solutions based on usability, safety, comfort, and efficiency.

8. CONTRIBUTE TO THE TRANS-EUROPEAN TRANSPORT NETWORK

We *strongly believe* that Europeans have the right to enjoy free, safe, and sustainable movement of People and Goods across the Union. We know we must think global, and act local, and that active and high-quality urban nodes are indispensable for the success of a European integrated mobility system. We *will* actively contribute to making the TEN-T network a driver for improvement of European mobility, and will work to make the safety and quality of that network reach every street and every road in our territories.

9. CLEAN OUR FLEETS AND GREEN OUR STREETS

We *know* traffic-generated air pollution has profoundly negative effects on the health of our citizens. We also know the electrification of vehicles holds an important promise, if industry and all governance levels work towards zero emissions, using power generated by clean sources, and if we avoid, shift, and improve mobility. We *will* adopt clean energy in our fleets, encourage vehicle owners and operators to go electric or become less fuel-dependent, and clean the air we breathe, including planting trees in our streets.

10. SHARE, LEARN, AND BUILD CAPACITY FOR CHANGE

We *know* that ambitious goals require ambitious improvements in our policies, methods, and capabilities. We also know the potential of networks to explore future strategies and to share smart solutions.

We *will* implement capacity building programmes, to empower and enable our staff to pursue these goals, and actively contribute to knowledge exchange, through POLIS and European projects.

We take this pledge because we know it is the right and the necessary thing to do. We strongly believe in the capacity of our communities, and in their Right to a decent, safe, and healthy future. We pledge to do the most we can with the resources we have. The more support we get from other levels of government, the more we will be able to achieve.

Subsidiarity has been a bridge for European governance, but it must not be an obstacle to direct cooperation among European, national, and local decision makers. Making Urban Mobility become safe and sustainable is everybody's business, and must be a

priority at all scales of European life – from the daily mobility choices of each citizen, to the policy and funding choices we have to make, as decision makers, to deliver change.

This is our side of the deal. At different levels and occasions, we have called on the European Commission, and on our Member States, to make their side of the deal explicit. We must work together. We offer our support to achieve real progress not only in our areas, but also in the rest of Europe. We pledge to be ready on our side.

Let us make the Green Deal, the Real Deal!

Approved and launched during the Urban Green-Deal Makers Summit, in Arnhem Nijmegen, Province of Gelderland, The Netherlands, on December 3rd, 2020. First signatories:

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JOIN US!

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