URBAN EUROPE

ERA-NET COFUND URBAN ACCESSIBILITY AND CONNECTIVITY
INNOVATIONS FOR MANAGING SUSTAINABLE URBAN ACCESSIBILITY

The ERA-NET Cofund Urban Accessibility and Connectivity (EN-UAC) started a first co-funded call at the end of 2019 and will run until 2024. Within the context of this ERA-NET, sustainable urban accessibility and connectivity is defined as the ease with which activities and opportunities may be reached in an urban transport system, with lower negative environmental impacts. Network connectivity reflects the directness of routes, using different modes to travel between points. It applies both for passenger and freight transport.

The dramatic consequences of the climate crisis are already starting to become visible, making it apparent that swift and effective actions to reduce GHG emissions are unavoidable. Urban transport is a major contributor to GHG emissions and thus calls for a significant reduction, especially in a highly urbanised continent like Europe.

Innovative solutions are required for cities of all types and sizes, with new options for managing access as means for accelerating their transitions towards attractive and climate-neutral places for living. Doing so will be key for necessary traffic avoidance and create the freedom to redistribute the precious (while always limited) space of urban streets to sustainable transport modes and high-quality public space.

2022 April 7 Call opening	**2022** September 15 Full proposal deadline	**2022** November 2022 Eligibility check	**2022** December National funding decisions	**2023** January Earliest start of projects	**2023** April/May Kick-off meeting for funded projects

Call topics and participating countries on next page

JPI Urban Europe
The Joint Programming Initiative Urban Europe was created in 2010 with the ambition to develop a European research and innovation hub on urban matters and create European solutions by means of coordinated research. The aim is to create attractive, sustainable and economically viable urban areas, in which European citizens, communities and their surroundings can thrive.

Projects looked for

This call is open for proposals referring to a broader range of project types, from applied research to demonstration (see definitions below). Projects must address either "applied research" or "innovation / implementation" or both. In more detail, the call is aiming at the following research and project types:
• Applied research: proof of concept, research to proof feasibility, small-scale prototypes;
• Piloting/testing/labs: prototype testing in real environment;
• Demonstration: demonstration in real environment, system integration.

This combination of the two different research types within one proposal (with differentiation at work package level) is possible as long as involved funding agencies' eligibility rules are fulfilled. The research type (either "applied research" or "innovation / implementation") of each work package must always be indicated in in the work package description of the proposal form.

Who can apply?

• Private sector
• Research centres
• Schools and universities
• Municipalities
• Regional/national administative bodies
• NGOs
• Other non profit legal entities

Participating countries:

• Austria
• Belgium - Brussels Region
• Belgium - Flanders Region
• Latvia
• Sweden
• Turkey

Call topics

Utilising untapped potentials and mainstreaming of measures for managing urban accessibility

The access to urban areas is key for vital city quarters as it allows the exchange of goods and services as well as the free choice of working places. Due to limited public space, a free access for all types of mobility leads to congestion, bad air quality and the loss of liveability. Consequentially, cities started to manage the access for motorised traffic with a concept known as Urban Vehicle Access Regulations (UVAR). In doing so, they experienced that certain forms of regulations have to go hand in hand with complementary measures, such as strengthening public transport, active mobility or alternative forms of mobility. The type of measures and their possible effects widely depend on the granularity of the regulations, be it the macroscopic (citywide) or the microscopic (quarters or blocks) level. In this context, the impact of certain measures and their interrelation among each other is under-researched.

Key questions in this field may include but are not limited to:
Develop innovative solutions for realising sustainable urban mobility, logistics or the redistribution of street space (e.g. managing car traffic, zero emission last mile delivery, micro-mobility with e-scooters and bikes, vehicle occupancy rate and empty trips, combination with sharing/pooling, inter-/multimodality, requirements for connected/automated driving).

Making measures for managing urban accessibility accepted and participatory

When changing to sustainable urban mobility in general and introducing access management measures in particular, cities experienced the necessity of involving the public as key for the measure's success. While there is a good understanding on the communication requirements for citywide-level measures, the stakeholder involvement for small-scale schemes on the quarter and block level follows different rules that are not widely known. The effects of digitalising participation processes, social scientific monitoring and new governance principles are just some aspects that mark this terrain.

Approaches in this field may include but are not limited to:
Develop new tools for communication, motivation and engagement (e.g. empower and engage local stakeholder groups and bottom-up incentives, pop-up solutions, citizen-science based initiatives, awareness raising and tactical interventions in public space, support a changing perception from restriction to added-values).

Making measures for managing urban accessibility more agile

There is a fair understanding of monitoring the effects of sustainable urban mobility measures in the course of SUMP cycles, though these cycles allow re-adjustments afters years of operation. Innovative urban accessibility measures promise a more reactive behaviour, giving new tools and instruments in urban decision taker's hands. In order to transfer agile urban accessibility measures into urban routine, experience needs to be gained regarding feasibility, acceptance, impact, or practicability.

Focus areas of projects in this field may include but are not limited to:
Develop dynamic tools and measures capable to adapt to changing requirements in time and space (e.g.pandemic situations, traffic volumes and interruptions, construction zones, loading zones, school zones, emission/emission limits, managing hybrid solutions, recreational/leisure/ market zones etc.)

Making measures for managing urban accessibility effective, robust and impactful

Maximising the effects of sustainable urban mobility measures encompasses an iterative monitoring and control based on the effects achieved. While the SUMP cycle foresees no related methodology, more recent indicator-based approaches such as SUMI imply new instruments and tools for city administrations that need to be included into urban routine. Particularly in the context of urban accessibility and its different scales, this matter is under-researched.

Key questions in this field may include but are not limited to:
Develop innovative ways to enforce, evaluate, and integrate new and established forms of measures for urban accessibility (create evidence, validate data, create transparency for the public and decision makers, illustrate impacts on social inclusion/business, analyse and manage rebound and unintended effects etc.)