

Urban nodes in the revised TEN-T regulation

ERRIN-Polis ad-hoc working group on the TEN-T regulation





What we recommend

- Expanding the definition of urban nodes
- Introducing specific criteria for urban nodes

- Strengthening innovation in urban nodes
- Intermodality and sustainability

- Better integration of urban nodes in the TEN-T network
- Giving urban nodes the same importance as other priorities in the TEN-T regulation

Urban Nodes Definition and Criteria



Expanding the definition of urban nodes

- To accelerate the transformation needed in the transport system to meet the 2030 and 2050 objectives of the TEN-T policy, the definition of urban nodes should be expanded **beyond a single city administration**.
- In our view, **urban nodes can be cities, industrial areas, agglomerations, or metropolitan areas**. Only by doing so, the interdependencies between and within long-distance and regional transport structures and their better multimodal connection can be addressed adequately.
- Using the **Eurostat definition of functional urban area** as a definition is a step in the right direction as the functional urban area is an important link between urban nodes and policies such as the SUMP guidelines. However, it does **not fully satisfy** what an expanded definition should achieve in terms of addressing issues that require an integrated policy answer that goes beyond the city level to also include the peri-urban and regional area's surrounding cities. The functional urban area also does not take into account polycentric regions with more than one densely populated area. We invite Eurostat/OECD/EU to expand the definition framework.

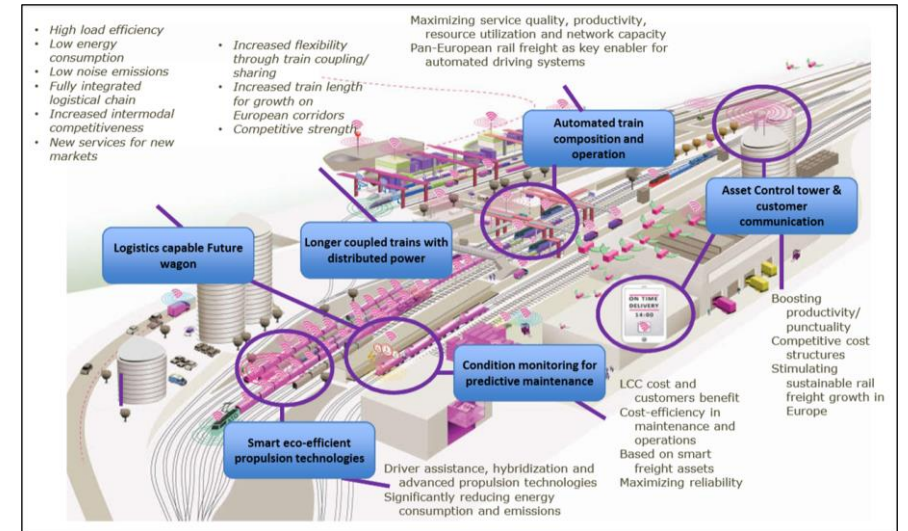
Our proposed definition

'Urban node' means a functional area that encompasses one or more core cities, as well as the peri-urban and regional areas surrounding cities or polycentric city-systems, where the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, logistic platforms and freight terminals, is interconnected between the different modal hubs and connected with the regional and local transport and traffic infrastructure.

Introducing specific criteria for urban nodes

- Similar to the definition of urban nodes, the criteria for the selection of urban nodes should be expanded **to not ignore any valuable nodes** and hence accelerate the progress towards the 2030 and 2050 objectives to complete the core and the comprehensive network.
- These new criteria should be based on the **geographical** location (making abstraction of national and regional borders) on the core and comprehensive network (**connector function**) as foundation and could be extended by having a regional economic or commuter **hub function** (see ERRIN position document)
 - **Transformation nodes**
 - **modern industrial nodes**
 - **R&I nodes**
 - **Visitor economy nodes**
 - **Digital nodes**
- Establishment or revision of **strategic and operational planning frameworks** in view of urban nodes functionalities, advancing energy, digital and mobility objectives in line with EU legislation, ambitions and plan horizons (2030/2050).
- Commitment to **monitor mobility status** using the SUMI indicators

Innovation, intermodality and sustainability





Strengthen innovation in urban nodes

- **Innovation** in urban nodes is key to meet the challenges of building a modern integrated transport system **that meets the challenges** of decarbonisation, efficiency, and inclusive growth.
- Innovation in **ITS** and **smart applications** as well as **cooperative, connected, automated mobility** solutions have an important role to play in addressing congestion and pollution in urban nodes.
- By strengthening innovation in urban nodes this transformation would be accelerated and the achievement of the **2030 and 2050 objectives** of the TEN-T would be sped up.

Intermodality and Sustainability

- Intermodality will boost **the modal shift** from private and more pollutant modes to those that are more likely to fit into the goals of the Green Deal.
- These modes must be the key to increase **transport and energy efficiency** as well as the use of alternative fuels. More sustainable modes of transport, like rail or inland shipping and innovative approaches to support the **modal shift for passengers and goods**, should play a larger role in a TEN-T policy aligned with the Green Deal and it must be strengthened in the urban nodes.
- Also, the crucial role of urban nodes for the fulfilment of climate neutrality by 2050 should be highlighted and underlined by a reference to an **Integrated Mobility Planning Framework**-concept.

Urban Nodes

Improved integration and status in the TEN-T



Better integration of urban nodes in the TEN-T network

- Creating **cohesion between long-distance, regional, and local traffic** requires efficiency – through connecting nodes and stimulating new innovative technologies – and sustainability – by lowering emissions (pollutant and GHG) and minimising external costs.
- To achieve this integration, three layers need to come together: **infrastructure, connectivity, and services**.
 - Upgrading the **infrastructure** to the same level across Europe will allow for **interoperability/connectivity** of the systems which in turn will allow public authorities to develop and implement new **services**, ultimately
 - offering a **seamless user experience for passengers** and **seamless logistic chains for goods** from the first to last mile.



Giving urban nodes the same importance as other priorities in the TEN-T regulation

- Seeing that **mobility issues** – congestion, pollution, intermodality – are increasingly **concentrated in urban and metropolitan areas**, the priority of urban nodes must be strengthened to increase the **performance** of the network, specifically as more links near completion.
- Strengthening urban nodes in the TEN-T regulation would ensure that they meet **current and future challenges** while providing smart, efficient, and sustainable transport.
- Several of the **EU's overarching policy objectives** – the Green Deal, digitalisation, and the recovery response to the COVID-19 pandemic – cannot be achieved without a stronger integration of urban nodes and ITS in European transport policy.

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