The Urban Mobility Scorecard Tool:
Benchmarking the Transition to Sustainable Urban Mobility

BRIEFING PAPER

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Contents

Foreword

The cities of the future need to move more people with fewer, cleaner vehicles. Investment in electrification, public transport and shared mobility is the solution.

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By 2050, almost 70% of people will live in urban areas, with towns and cities expected to grow by 2.5 billion people over that period.[1] In an increasingly urbanized world, delivering healthy, inclusive, sustainable and vibrant cities is vital for both people and planet. When it comes to achieving this vision for cities of the future, there is perhaps no sector more important than mobility.

Transport is the lifeblood of cities, providing access to home and work, connecting us to our communities and loved ones, and giving us the goods and services that fuel our everyday lives. As cities grow and evolve, so must our transport systems.

The legacy of transport policy decisions in the 20th century presents major challenges for cities – from congestion and road safety to air pollution and emissions accelerating climate change. To rise to the challenge of delivering sustainable and inclusive places to live and work, cities are now embracing the opportunities of clean, efficient and inclusive transport systems.

Electrification is a crucial component of the modern sustainable transport ecosystem. However, electrifying private vehicles is not enough to achieve the emissions reduction targets agreed in the Paris Agreement on climate. In order to create more equitable, liveable and healthy cities, a diverse range of approaches is required.

Electrification needs to be accelerated in sync with a powerful push towards more efficient, accessible and connected public transport, improved infrastructure and priority for cycling and walking, and integration of emerging mobility solutions such as shared mobility to create a suite of options to meet the wide-ranging needs of people moving about cities. It is only with a combination of these solutions that we can cut emissions to address the urgent climate emergency, reduce the number of vehicles on the road to make our streets safer and more accessible, all while transporting a growing urban population.

No one city, or one company, can achieve this vision alone. Through strong public-private collaboration, we can find innovative, impactful and context-sensitive solutions for mobility to enable a sustainable future for cities.

The Global New Mobility Coalition's Urban Mobility Scorecard Tool is testament to the power of public-private collaboration. A product of deep engagement with cities, the private sector and civil society, the scorecard is a resource that can help cities benchmark and accelerate progress on sustainable and inclusive urban mobility.

The multisectoral, multidisciplinary and geographically diverse members of the Global New Mobility Coalition have already been leading the way individually to the sustainable future we envision. Working together, however, we can create the cities of the future on which the health of our global economy, people and planet depends.

① | Introduction

There is no pathway to meeting the Paris Agreement climate goals without electrifying urban transport, growing shared transport use and designing more compact cities.

Transforming urban mobility can bring huge benefits for climate, health and economies

As cities continue to grow, the shift towards more sustainable urban mobility will play a critical role in our journey to limit global warming below 1.5C. However, current trends in transport are daunting: By mid-century, demand for urban travel is set to double. Along our current trajectory, that would mean 2.1 billion passenger vehicles emitting 4.6 billion tons of carbon dioxide by 2050.[2]

But there is another way. Growing the use of shared, electric, connected and automated (SEAM) transport modes and a shift to more compact cities could reduce projected vehicle numbers in 2050 to just half a billion.[3] This in turn could slash emissions from passenger vehicles by 80% compared to a business-as-usual scenario – reducing the amount of CO_2 in the atmosphere by 3.9 billion tons a year.

BOX 1 | **Benefits of adopting a shared, electric, connected and automated (SEAM) approach to urban mobility by 2050**

- Reduce vehicles from a potential 2.1 billion to 0.5 billion
- Mitigate >80% of CO_2 from passenger transport
- Free up 75% of urban public space
- Decrease measured mobility costs by 40%
- Save ~$5 trillion per year

Source: Fulton, L., Mason, J., & Meroux, D. (2017)[4]

The benefits of a SEAM strategy would reach far beyond mitigating climate change. Today, passenger vehicles cause over half of urban air pollution, which led to an estimated 1.8 million excess deaths in 2019 and nearly 2 million cases of asthma in children.[5] Electrifying transport will deliver cleaner, healthier air for city dwellers. Additionally, fewer vehicles will reduce congestion and decrease the need for expensive motorways, parking and maintenance. Estimated cost savings of embracing a SEAM strategy to the world's economy could total $5 trillion a year by 2050.[6]

Electrification alone cannot deliver these results. The key lies in the synergy between electrification, increasing the use of shared transport (such as public transport, shared vehicles and micromobility) and creating more compact cities. The transport sector is responsible for around 60% of global oil demand, so accelerating the transition to electric vehicles (EVs) is an essential priority. Syncing electrification with a transition to shared transport can, however, deliver a reduction in emissions while tackling wider issues such as congestion, safety and inefficient space allocation.

Equally, designing more compact cities that enable and prioritize active mobility (walking, cycling) and shared transport can maximize opportunities for emissions reductions while creating more liveable cities. Crucially, compact cities also offer an opportunity to revitalize urban areas, creating more economically viable communities by enhancing local services and encouraging mixed-use districts.

Urban Mobility Scorecards initiative: Building consensus and benchmarking progress

The challenge facing cities is to shift towards a new model of urban mobility in which electrified, shared transport becomes the norm. To succeed, this transition needs to be equitable for all city dwellers and must embrace a wide range of partners, including the private sector, city administrations and civil society.

The World Economic Forum's Global New Mobility Coalition (GNMC) is uniquely suited to tackle this challenge by facilitating dialogue between the private sector, public organizations and NGOs to identify the root challenges and practical solutions, many of which cross borders and sectors.

BOX 2 | **The Global New Mobility Coalition**

The World Economic Forum's Global New Mobility Coalition (GNMC) seeks to accelerate a synchronized transition to shared, electric, connected and autonomous mobility (SEAM) solutions to provide for healthier cities, reduce carbon emissions and improve mobility efficiency, while creating new business opportunities. GNMC is a multistakeholder coalition that advances industry and policy collaboration for informing efficient, impactful and feasible actions that can advance the vision for people-centred, compact and electrified cities.

Members and knowledge partners of the GNMC include players from across new and traditional mobility such as original equipment manufacturers (OEMs), ride-hailing, micromobility, utilities, delivery and infrastructure companies, as well as city administrations, academia and civil society experts. To date, the coalition comprises more than 40 organizations in 17 countries.

The GNMC's most recent flagship effort to address this challenge is the Urban Mobility Scorecards initiative. Launched at the Annual Meeting 2022 in May, the initiative aims to support cities and operators to meet targets for shared and decarbonized mobility through the development of a scorecard assessment tool, and facilitated dialogues to bridge the gaps between cities, NGOs and the private sector. Through these two areas, the Scorecards initiative aims to help cities identify strengths and gaps in urban mobility, understand barriers to progress and raise ambition on advancing sustainable urban mobility.

The initiative was created to provide a unique offering to stimulate dialogue and action on urban mobility:

Connect public and private stakeholders

– Create neutral platforms through events and workshops that open up space for cities, NGOs and private mobility operators to discuss shared challenges and explore solutions

– Bring together diverse stakeholders to expand perspectives and increase awareness of innovative approaches and learnings from the public and private sectors

Support decision-making

– Support urban mobility decision-making by building a broad-based consensus on roles and responsibilities, and developing collaborative ways of working

Benchmark progress

– Develop a user-friendly scorecard tool, trialled with cities and backed by the private sector, to help cities track progress towards shared, electric and connected mobility

Through a dedicated Working Group, as well as in-person and virtual events, stakeholders from across the private sector, cities and NGOs, have been engaged throughout the initiative. These dialogues served two key purposes. First, they guided and informed the development of a digital scorecard tool (see below), seeking to learn from a diverse range of experts in the mobility sector and embed lived experiences and challenges in a digital tool for cities. Second, they stimulated discussion and an exchange of perspectives on key issues holding back action on urban mobility, such as roles and responsibilities for the public and private sector in delivering services and infrastructure, and tackling siloed approaches holding back the transition towards more equitable and sustainable urban mobility.

Developed through deep stakeholder engagement, the Urban Mobility Scorecard (UMS) Tool is a questionnaire-based assessment for cities to benchmark progress on sustainable urban mobility. The tool has not only been guided and shaped by private sector perspectives and experiences but also has been informed by and trialled with three leading cities.

> 66 **The initiative aims to help cities identify strengths and gaps in urban mobility, understand barriers to progress and raise ambition on advancing sustainable urban mobility.**

| **Principles underpinning the Urban Mobility Scorecards initiative**

– **Equitable:** Transport should be accessible, inclusive and affordable for all people, regardless of their socio-economic status or where they live

– **Context-specific:** There is no one-size-fits-all solution to sustainable urban mobility; each city has its own specific challenges to solve and solutions to implement

– **Multimodal:** Designing a system where it is easy to use many different types of transport, without having to resort to private vehicles

– **Zero-emissions:** Shifting to the electrification of all transport is a vital priority, along with encouraging the use of more shared, public and active modes of transport

FIGURE 1 | **Summary from GNMC dialogue at the Urban Transformation Summit, October 2022**

Source: World Economic Forum, Urban Transformation Summit, Detroit, USA, October 2022

2 The Urban Mobility Scorecard Tool: Benchmarking the transition to sustainable mobility

A tool to help cities assess progress on sustainable, inclusive urban mobility.

Aims and scope of the Urban Mobility Scorecard Tool

The Urban Mobility Scorecard Tool is a digital tool allowing cities to take assessments and benchmark their progress on sustainable and inclusive urban mobility. The tool allows cities to understand strengths and weaknesses, acknowledge key achievements and identify areas where action can be taken, for example, through policy, regulation or public-private collaboration. It takes a qualitative, questionnaire-based approach to enable city administrations to assess the underlying policies, strategies and systems in place that support sustainable urban mobility.

Rather than seeking to be a ranking or rating of cities, the tool acts as an aid for cities to benchmark their progress, explore solutions and assist in decision-making. By showcasing best practices from across the world, the tool also drives awareness of innovative approaches and encourages action from both public and private sectors.

Features of the UMS Tool include:

– Mobility assessments: Seven questionnaire-based assessments to evaluate cities' progress on sustainable, inclusive mobility

– Benchmarking of results: Anonymized comparison of cities' results to benchmark progress on mobility

– Action setting: Based on results, take steps to advance action in different areas of urban mobility

– Supporting resources: Compiled resources, case studies and best practices to support and inspire future action

Developed in deep consultation with the private sector and civil society, the tool is a means to bridge the gap between cities and the lived experiences of private and non-governmental mobility stakeholders to develop a joint understanding of barriers and opportunities.

The UMS Tool is structured around the three pillars of Governance, Resilience and Connectivity, explored in further detail below, along with the seven themes encompassed within those pillars (see Figure 2).

> **The Urban Mobility Scorecards initiative has created invaluable opportunities for actionable collaboration with other leaders in the mobility space. The initiative's sharp focus on helping cities identify clear paths to more sustainable urban mobility can lead to meaningful change, advancing sustainable and inclusive mobility for all.**
>
> Nick Mackie, Vice-President, Global Head of Urban Mobility, Visa

Pillar 1: Governance

The Governance pillar addresses the systems supporting urban mobility. The aim of this pillar is to explore how changes in governance could be leveraged to create more nimble, adaptable and future-ready, urban-mobility ecosystems. The vision of supportive governance in the scorecard tool is a structure underpinned by coordinated institutions and operators working within a responsive and up-to-date regulatory environment that is innovative in response to changes in mobility.

The Governance pillar is divided into three principal themes:

– Institutional coordination (e.g., master planning, investment and budget, internal capacity)

– Regulation (e.g., urban vehicle access, data access and sharing)

– Innovation (e.g., enabling shared mobility, pilot projects and tenders, electrification and charging)

Pillar 2: Resilience

The Resilience pillar tackles operational priorities. The UMS Tool's vision of resilience is mobility infrastructure that offers safe, efficient movement of people and goods through a system designed to prioritize and encourage sustainable modes of transport, with a strong modal diversity and flexibility.

The Resilience pillar is divided into two principal themes:

– Space allocation (e.g., space for cycling and micro-mobility, walkability, public and shared transport)

– Kerbside management (e.g., parking, loading and freight)

> It is heartening to see a tool being developed to encourage adoption of sustainable mobility in urban areas. As an OEM, we see immense value in interacting with global cities. They have the potential to become freight-smart by transitioning to greener alternatives such as electric trucks.
>
> Pulkit Srivastava, Co-Founder, EVAge

Pillar 3: Connectivity

The Connectivity pillar has a particular focus on the priorities of accessible, inclusive and equitable urban transport. The UMS Tool's vision of connectivity is a city that is well-connected by multiple modes of transport, offering convenient, attractive options for public, shared and electric mobility, which is easily accessible and affordable for all.

The Connectivity pillar is divided into two principal themes:

– Integration (e.g., multimodal integration, mobility payments and ticketing, informal transport)

– Equitable access (e.g., accessibility, access to mobility, road-user safety)

FIGURE 2 | UMS Tool Framework
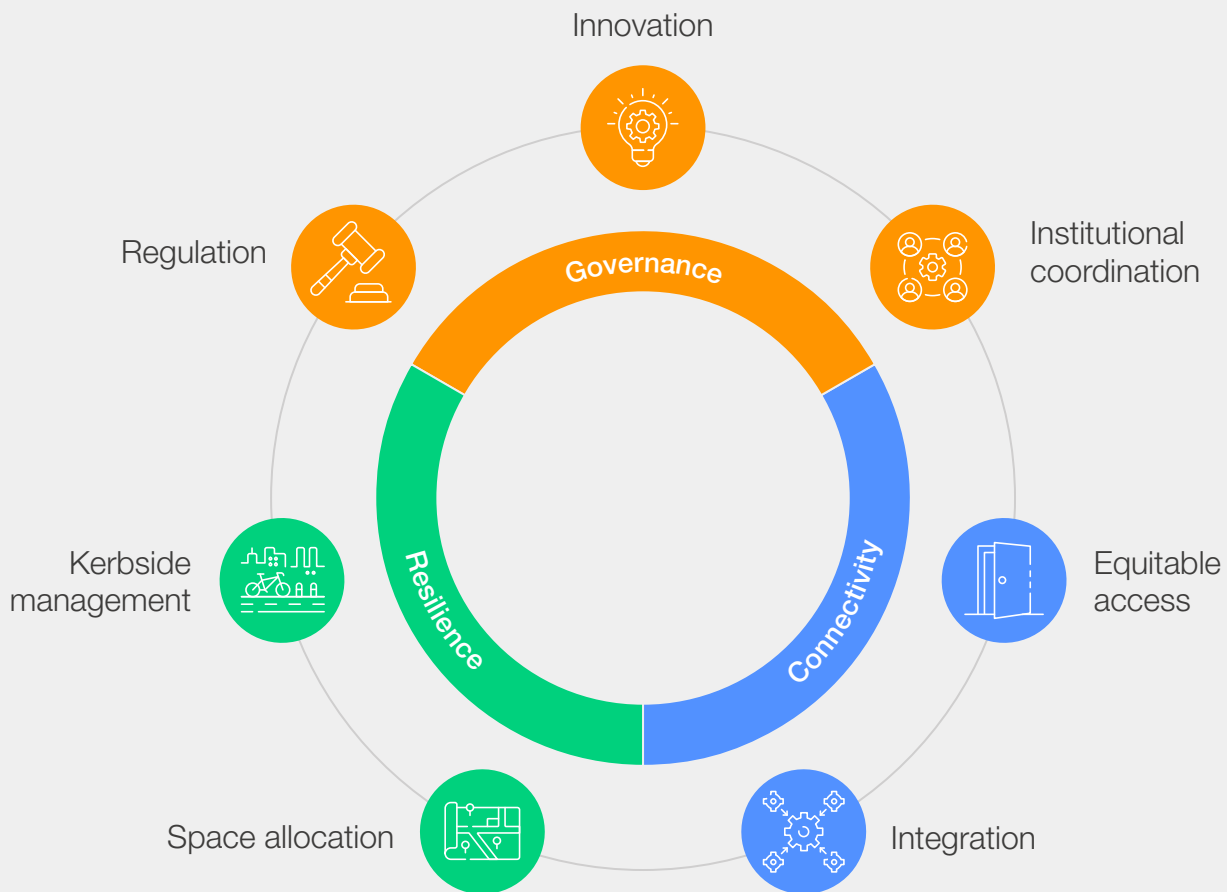
Developing the Urban Mobility Scorecard Tool

The development of the Urban Mobility Scorecard Tool has been a collaborative effort with partners of the World Economic Forum and key stakeholders from the GNMC community. The Scorecards initiative Working Group – representing sectors such as OEMs, ride-hailing, micromobility, utilities, deliveries, digital payments and infrastructure, as well as civil society groups – was central to the development of the content of the scorecard tool.

Through design-thinking workshops and interviews with Working Group members, as well as in-person events, these sessions focused on the lived experiences and challenges of public and private stakeholders in delivering sustainable mobility, drawing out key learnings on the factors needed to advance action on sustainable urban mobility. This was coupled with an in-depth review of more than 20 relevant sustainable urban mobility frameworks and indices were reviewed to understand the important themes and metrics, the diversity of issues to consider and the merits of different methodological approaches.[7]

This in-depth research underpinning the UMS Tool, with a central focus on real-world public and private experiences, informed the development of a detailed framework and the seven questionnaire-based assessments that form the basis of the scorecard tool.

> It was important for us that the tool should work for smaller cities, that it should contemplate popular transport modes, which are so common in the Global South, and that it included inclusion components such as a gender perspective. We hope this tool is useful for a diversity of cities around the world and that it can continue to be improved as cities try it out.
>
> Andrea San Gil Leon, Co-Founder, Agile City Partners

③ Collaborating with cities

Cities lead the way in taking action on sustainable mobility – they are well-placed to trial new solutions and collaborate with the private sector.

Collaboration with diverse cities will deepen the UMS Tool's applicability and extend its reach

At COP27 in November 2022, the GNMC announced new collaborations with cities to inform and trial the use of the Urban Mobility Scorecard Tool – Buenos Aires, Argentina; Curridabat, Costa Rica; and Singapore.

When looking for partner cities to trial and co-develop the UMS Tool, the priority was to collaborate with a diverse range of cities to build an understanding of the different challenges that various types of cities face and the different perspectives they adopt. They can be large or small, high-, middle- or low-income, leaders in sustainable mobility or looking to take their transition further.

The contrasting perspectives and contexts of these three cities was essential in shaping the UMS Tool into an approach with global applicability. These three trial cities can serve as signposts for other cities taking steps to create a more sustainable future.

Each of the three trial cities to collaborate in the development of the Urban Mobility Scorecard Tool brings its own unique context and approach to urban mobility:

Buenos Aires: The capital of Argentina is seeking to enhance sustainable mobility to keep people moving while offering more connected, integrated transport. The city is embracing new solutions to reduce private car dependency and provide a well-integrated, multimodal transport system.

Curridabat: Located in the metropolitan region of San José, Costa Rica, Curridabat is aiming to be a local leader in sustainable mobility. The city is embracing innovative approaches, such as nature-based solutions in urban planning, as well as advancing action on active mobility and public transport.

Singapore: The city state of Singapore is a leader in the transition to sustainable mobility, with an innovative approach to public transport, active mobility and traffic management taking centre-stage. Singapore is aiming to continue its leadership on sustainable mobility through, for example, electrification and its shift towards more public transport.

City Roundtables

As part of the Urban Mobility Scorecards initiative, the GNMC co-hosted multistakeholder roundtables with its trial cities in March 2023. Led and developed by cities themselves, the aim of the roundtables was to shine a spotlight on local challenges linked to sustainable urban mobility as identified by the city and in cooperation with key stakeholders. The roundtables were attended by representatives from organizations spanning mobility operators, infrastructure providers, industry groups, academia, civil society and city administrations.

The roundtables facilitated public-private collaboration in support of local approaches to advancing different issues within sustainable mobility. Discussions centred on issues such as advancing shared mobility as a means to tackle car dependency (e.g., shared vehicles, public transport); improving connections between active mobility and public transport (e.g., footpaths and cycle lanes that connect to buses, metros, etc.); and accelerating the electrification of urban transport and charging infrastructure.

The roundtables also focused on ways of addressing these challenges, including roles and responsibilities in delivering sustainable mobility, investment and the financing needed, relations and alignment between levels of government, and the need for a joint understanding and shared vision between cities and the private sector. Providing these platforms offered valuable opportunities for cities to share their ambitions and challenges and engage with key players in the urban mobility transition, encouraging future collaboration and engagement.

❝ The priority was to collaborate with a diverse range of cities to build an understanding of the different challenges that various types of cities face and the different perspectives they adopt.

Safe, connected space for walking, cycling and micromobility

Space prioritized for shared, connected and public modes

Vehicle access regulations to limit traffic and pollution

A safe, accessible transport system for all

City-wide charging networks for passenger and freight

Embracing new solutions for deliveries and last-mile logistics

A flexible, innovative approach to piloting new solutions

Convenient, affordable, integrated ticketing for all modes

A multimodal approach to mobility and planning

Strong policies and plans, backed up by public and private investment

Insights from city evaluations in trialling the UMS Tool

The three trial cities provided valuable insights on the development of the UMS Tool. Each city played an important role in refining the questions set out in the assessments of the Scorecard Tool, as well as providing feedback on the applicability and relevance of questions to their local context. This was particularly important to ensure that questions in the scorecard tool were suited to a wide range of cities, recognizing the different legislative, regulatory and economic powers at the disposal of cities, as well as the geographical scope of cities (e.g., local vs metropolitan area).

Indeed, the three trial cities represent a diverse range of sizes, regulatory powers and economic capabilities and had unique and invaluable perspectives to share. As a city state, Singapore has significant responsibility and capability to impact a wide range of mobility issues. Buenos Aires, as an authority within a large metropolitan area, has responsibility for many mobility issues but is limited in issues affecting the wider city region. Curridabat, meanwhile, is a small authority, controlling local issues but operating in an environment influenced by decisions at the metropolitan and national level.

These perspectives, and the feedback provided, were crucial in building a scorecard tool that reflects real-world situations and challenges of cities.

The trials have also provided the first detailed insights from the UMS Tool into the current progress of each city and their sustainability ambitions, outlined below (see Appendix for more details).

Buenos Aires: Scorecard highlights

Buenos Aires' results from the Scorecard Tool showcased particular strengths in the themes of *Space Allocation* and *Safe and Equitable Access*. In particular, the Argentine capital is leading the way in the development of safe, dedicated cycle lanes. Using space reallocated from parking, the city has created over 300km of cycle lanes, with over 90% of this protected from traffic. Cycling is seen as a key enabler of healthier, sustainable travel in the city, with aims to make cycling easier and more accessible.

To go further in Scorecard themes such as *Integration*, Buenos Aires is taking action in a number of areas. The city aims to contain the growth of private car use through public transport, shared mobility, and cycling, such as through expanding the reach of public transport connectivity across the city. As part of this vision of growing public and shared mobility, Buenos Aires aims to embrace technology through a "mobility as a service" approach, making sustainable mobility choices more convenient. Buenos Aires also aims to enable more liveable, enjoyable space by creating more pedestrian zones in key commercial and residential areas, and updating road safety ambitions as part of their commitment to Vision Zero.

FIGURE 4 | Buenos Aires – UMS Tool dashboard

Buenos Aires

The capital of Argentina is seeking to grow and develop sustainable mobility to keep people moving whilst offering more connected, integrated transport. The city is embracing new solutions to reduce private car dependency and provide a well-integrated, multimodal transport system.
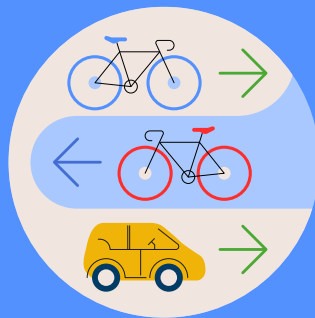
3,121,000
Population

203 km²
Area

Leading the way
Space allocation

300 km of cycling lanes with over 90% protected from traffic. Largely using space reallocated from parking, cyclists can travel two ways while vehicles maintain one way traffic flow.

Spotlight on
Safe and equitable access

Expanding public transport services in low-income neighbourhoods to boost connectivity and access to mobility services.

A dedicated gender and mobility plan, aiming to ensure women feel able to use streets and transport safely and sustainably.

Ambition areas

- Contain the growth of private car use by boosting public transport, cycling and shared mobility services

- Capitalize on technology and data to deliver a 'Mobility as a Service' vision for transport
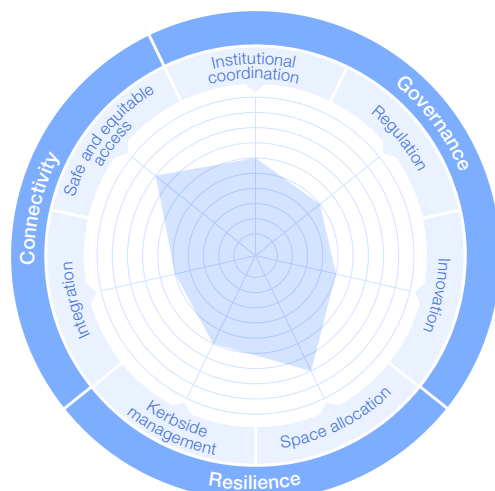
- Create more pedestrian areas and low-speed zones around key commercial and residential areas in the city

- Update road safety policies as part of commitment to Vision Zero

Urban Mobility Scorecard Tool assessment

Curridabat: Scorecard highlights

Located in the metropolitan region of San José, Curridabat is demonstrating its credentials as a local leader on urban mobility. The city scored strongly on scorecard themes such as *Safe and Equitable Access*, *Space Allocation* and *Institutional Coordination*. Examples of leadership in these themes include the "Sweet City Curridabat" vision, which puts nature-based solutions at the core of urban planning, boosting biodiversity in the city while creating more pleasant, enjoyable spaces for residents to spend time. The city aims to continue its leadership on nature-based solutions, with a plan to create a "natural road" – a shared use street prioritizing walking and cycling, embedded with nature-based solutions by 2025.

Although limited in decision-making powers, Curridabat aims to take action on a range of local mobility issues in the Scorecard Tool's *Space Allocation* theme, including doubling pedestrian paths and tripling the number of traffic-calming schemes by 2027. Working with relevant stakeholders, the city administration also aims to improve the local road networks by addressing issues such as accessibility and decarbonization.

Singapore: Scorecard highlights

A global leader on urban mobility, Singapore is widely recognized as setting standards for delivering high-quality sustainable mobility infrastructure and services. The city-state's results from the Scorecard Tool demonstrate strong performance in many themes, including *Space Allocation* and *Institutional Coordination.* In the *Kerbside Management* theme, Singapore has implemented leading policies on parking, with maximums in place for commercial and residential developments to encourage travel by sustainable modes. The city also aims to increase its already impressive 27,000 bicycle parking spaces at public transport stations with an additional 3,000 spaces by 2025.

In the Scorecard theme of *Innovation*, Singapore plans to advance action on electrification to reduce emissions and embrace new technologies. By 2030, half of the public bus fleet will be electric, with a goal of 100% of buses to be powered by cleaner energy by 2040. To support wider vehicle electrification, the city-state will install 60,000 EV charging points by 2030.

FIGURE 5 | Curridabat – UMS Tool dashboard

Curridabat

A city in the metropolitan region of San José, Costa Rica, Curridabat is aiming to be a local leader on sustainable mobility. The city is embracing innovative approaches such as nature-based solutions in urban planning, advancing action on active mobility and public transport, and inclusive, accessible urban design.

75,000
Population

16 km²
Area
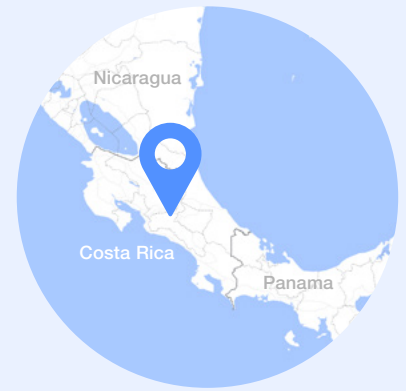
Leading the way
Institutional coordination

The Sweet City Curridabat vision puts nature-based solutions at the core of the city's urban planning to better address the contradictions between urban development and nature.

Spotlight on
Safe and equitable access

Launched the 'Access to Desired Destinations' policy, embedding access to services as a fundamental principle of mobility and planning projects

Implemented its first Transit-Oriented Development in Tirrases, a low-income community, to boost public transport use and reduce private car dependency

Ambition areas

Improve the governance of national road network to address issues such as accessibility and decarbonisation
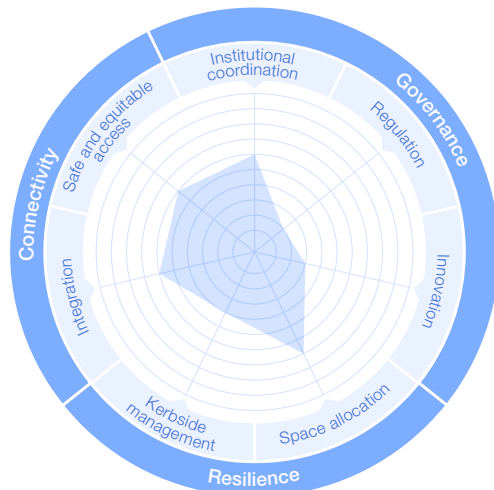
By 2025 the city aims to complete the first 'natural road' to create shared spaces using nature-based solutions

By 2027, the city will double pedestrian paths and triple the number of traffic calming schemes

Urban Mobility Scorecard Tool assessment

FIGURE 6 | Singapore – UMS Tool dashboard

Singapore

The city-state of Singapore is a leader in the transition to sustainable mobility, with an innovative approach to public transport, active mobility and traffic management taking centre stage. Singapore is seeking to advance action on a range of areas, including vehicle electrification, and a continued focus on modal shift to public transport and active mobility.

5,640,000
Population

734 km²
Area

Leading the way
Space allocation

A rail network spanning 260km with more than 140 stations across six lines, with daily ridership of more than 3 million. The aim is to expand the rail network to around 360km, connecting 80% of households to within 10 minutes of a train station.

Spotlight on
Kerbside management

Parking maximums for commercial and residential developments, based on density and access to public transport.

27,000 bicycle parking spaces at public transport nodes to support multimodal integration, with 3,000 more spaces to be provided at stations by 2025.

Ambition areas

Achieve 75% mass public transport mode share by 2030, and 90% walk-cycle-ride peak mode share by 2040

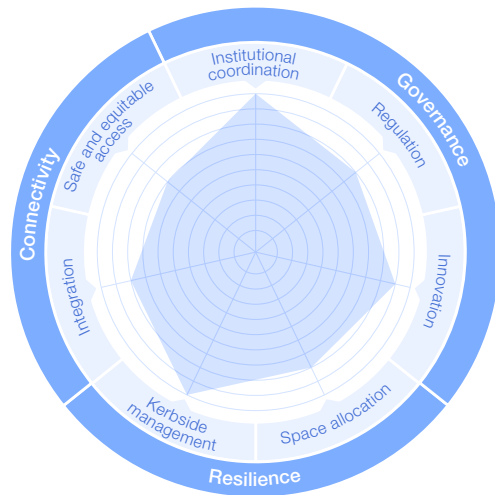Expand the cycling path network to around 1300km by 2030

Electrify half of the public bus fleet by 2030 and achieve a 100% cleaner energy public bus fleet by 2040

Install 60,000 electric vehicle (EV) charging points by 2030, comprising 40,000 in public car parks and 20,000 in private premises

Urban Mobility Scorecard Tool assessment

④ Learnings and next steps

Public-private collaboration holds the key to unlock the coordinated action needed to deliver sustainable mobility.

Deep engagement with partners and wider stakeholders has been at the core of the development of the Urban Mobility Scorecard Tool. Through the roundtable dialogues, Working Group sessions, in-person events and the city evaluations in trialling the tool, eight key priorities have been identified that cities need to address to accelerate their transition to more sustainable and inclusive mobility (see Figure 5). These issues will serve to inform future work within the GNMC in the months ahead. However, the key message underpinning all learnings is that public-private collaboration must be at the core of the transition to sustainable urban mobility.

While local context, of course, matters, there are shared themes, challenges and opportunities that persist in cities and private companies alike (see Figure 5). Three particularly prevalent learnings that merit further investigation and discussion are:

Investment and funding gaps

– Greater focus is needed on addressing the gaps in funding at the city level required to enable the transition to sustainable modes and infrastructure

– Different investment opportunities and models need to be explored to encourage private sector buy-in and simultaneous public and private investment

– Financing and investment pathways are uncertain, and other issues include where responsibility lies – e.g., who should invest in new infrastructure or new services
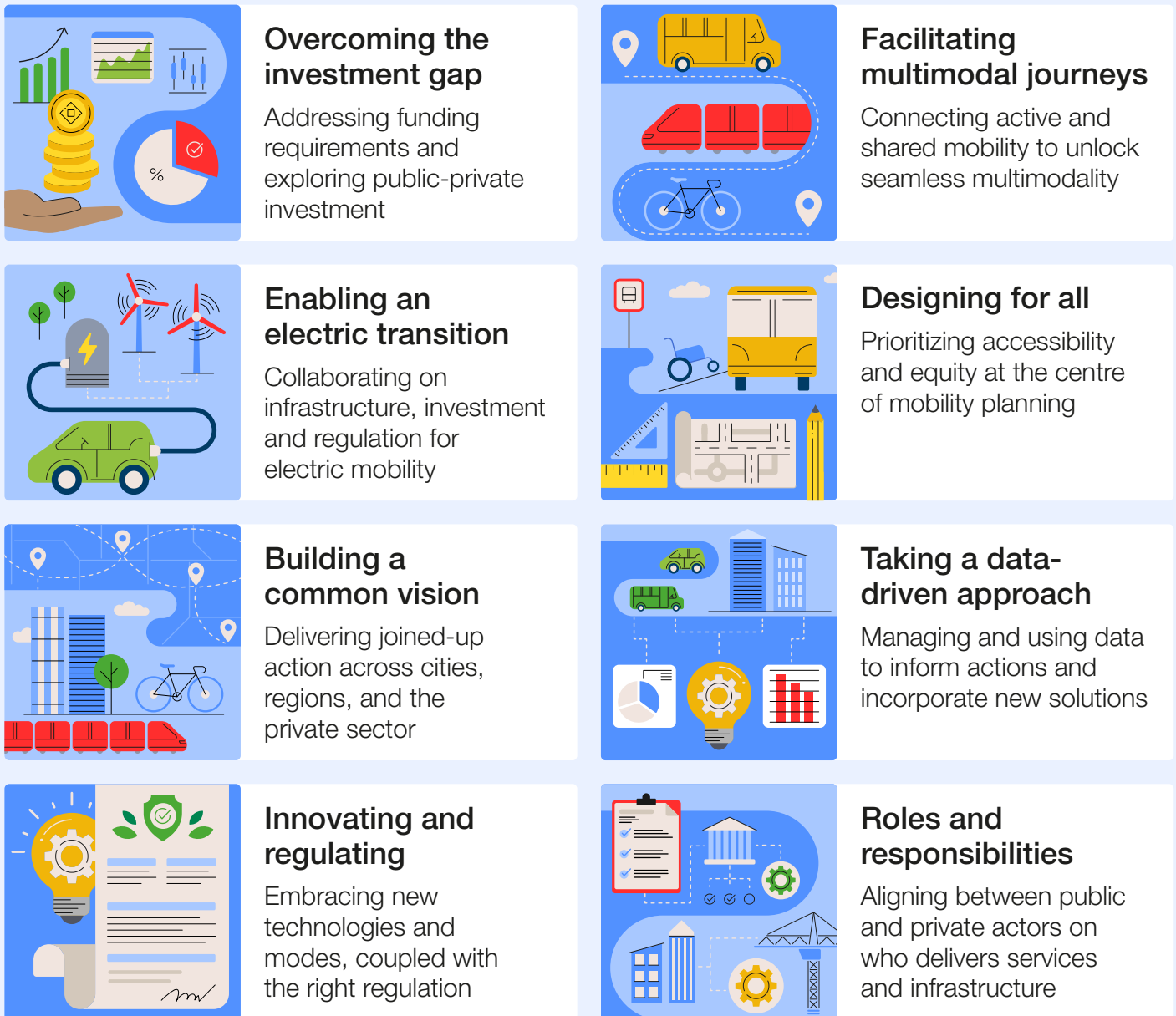
Growing pains in the transition to electrification

– Achieving transition to electrified mobility is a goal shared by public and private stakeholders alike, but action must be scaled up to achieve progress within a short timeframe

– Greater coordination and collaboration are needed both within government (e.g., in government departments or agencies) and between the public and private sectors, including with stakeholders such as utilities companies. This is particularly relevant for rolling out charging infrastructure

Designing for all

– To create a transport system for all, accessibility and equity must be at the heart of mobility planning. Too often, issues of accessibility are an afterthought in the planning system, leaving many people behind in the transition to sustainable mobility

– Considering the needs of a wider range of people (e.g., low-income, women, older people, parents with young children, people with additional access needs) through universal design of the urban environment and creating convenient and accessible public transport systems can deliver more efficient and considerate mobility, allowing everyone to make sustainable mobility choices.

Overcoming the investment gap

Addressing funding requirements and exploring public-private investment

Facilitating multimodal journeys

Connecting active and shared mobility to unlock seamless multimodality

Enabling an electric transition

Collaborating on infrastructure, investment and regulation for electric mobility

Designing for all

Prioritizing accessibility and equity at the centre of mobility planning

Building a common vision

Delivering joined-up action across cities, regions, and the private sector

Taking a data-driven approach

Managing and using data to inform actions and incorporate new solutions

Innovating and regulating

Embracing new technologies and modes, coupled with the right regulation

Roles and responsibilities

Aligning between public and private actors on who delivers services and infrastructure

Next steps for the Global New Mobility Coalition and the UMS Tool

The Global New Mobility Coalition (GNMC) is now exploring collaborations with new cities, with a particular focus on emerging economies. Cities are invited to use the UMS Tool to benchmark their progress to date, set actions to raise ambition and collaborate with the private sector to advance action on sustainable mobility.

Collaborating cities will have special access to the UMS Tool digital platform. As part of this benchmarking and agenda-setting process, cities will be able to self-assess their performance and priorities against seven themes of urban mobility. Cities that engage with the GNMC will also be able to connect, through City Strategy Dialogues, with key private sector stakeholders, including mobility operators, infrastructure providers, service providers, and civil society groups. These dialogues offer an opportunity to discuss and explore solutions and find new approaches to overcome challenges.

Learning from wider lessons uncovered during Working Group sessions, dialogues and events in the development of the UMS Tool, the GNMC will undertake new work on fostering investment in the transition to sustainable urban mobility. Mobility operators, financial institutions, city administrations and NGOs are invited to join this work to examine how to overcome the investment gap for sustainable mobility in cities, working to build a common understanding on the steps necessary to channel public-private investment to advance sustainable urban mobility.

❝ Cities are invited to use the UMS Tool to benchmark their progress to date, set actions to raise ambition and collaborate with the private sector to advance action on sustainable mobility.

Conclusion

By 2050, almost 70% of the world's population will live in urban areas, swelling the size of towns and cities by 2.5 billion people. Over the same period, demand for urban travel is predicted to double. On the current trajectory, that would add 4.6 billion tons of carbon dioxide to the atmosphere every year by mid-century. Such a scenario is at odds with both the Paris Agreement on climate change and a vision of cities as healthy, sustainable and successful places to live.

There is another way. Electrifying vehicles is vital, but not enough. Only by syncing electrification with a shift to shared mobility can cities achieve necessary reductions in emissions, while tackling wider issues of congestion, health and more. That means expanding public and shared transport systems, embracing innovations in connected and autonomous technology, and delivering more compact cities fit for walking and cycling.

In March 2023, the World Economic Forum's Global New Mobility Coalition (GNMC) completed the first trials of a new Urban Mobility Scorecard Tool to enable cities to benchmark and accelerate their progress on sustainable, inclusive, urban mobility. The tool allows cities to assess their performance against three key pillars of urban mobility – Governance, Resilience and Connectivity.

With the UMS Tool, cities can better benchmark their own progress on sustainable mobility, understand strengths and weaknesses, identify areas of ambition and chart progress on key themes. Coupled with in-depth dialogues with key private stakeholders, cities can address key challenges in their journey towards equitable and sustainable urban mobility and aid stronger public-private collaboration.

The experience working with three cities – Buenos Aires, Curridabat and Singapore – as well as leading private companies and civil society groups to develop the UMS Tool, is testament to the value of strong public-private collaboration. Harnessing the power of public-private collaboration can unlock action on the most pressing challenges facing cities and companies alike in the journey to more sustainable mobility.

Looking ahead, key issues remain in the transition to sustainable mobility, not least channelling investment, mainstreaming electrification and ensuring that cities are accessible and designed for all. These challenges and more will be the focus of the GNMC's work in the months ahead, working closely with stakeholders through the UMS Tool, City Dialogues and more. The GNMC looks forward to working closely with the private sector, city administrations and civil society on action to deliver healthy, inclusive and sustainable cities.

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Endnotes

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