Mobility Budget Planning Scenarios

Fact Sheet

MyFairShare

Why Planning Scenarios

A series of initiatives have been adopted in the European Union to address greenhouse gas emissions and establish a society that is resilient to climate change.

In response to these initiatives, the implementation of mobility budgets offers a more precise strategy for addressing carbon footprints associated with travel.

Prioritising localised carbon footprint control, mobility budgets are calculated and customised according to distinct regions, goals, and target demographics.

When prioritising the mobility budget as the central objective in municipal transport route planning, the focus should encompass principles of fairness and equity in travel. This entails considering factors such as accessibility, variety of mobility choices, inclusivity of transportation modes, and social justice.
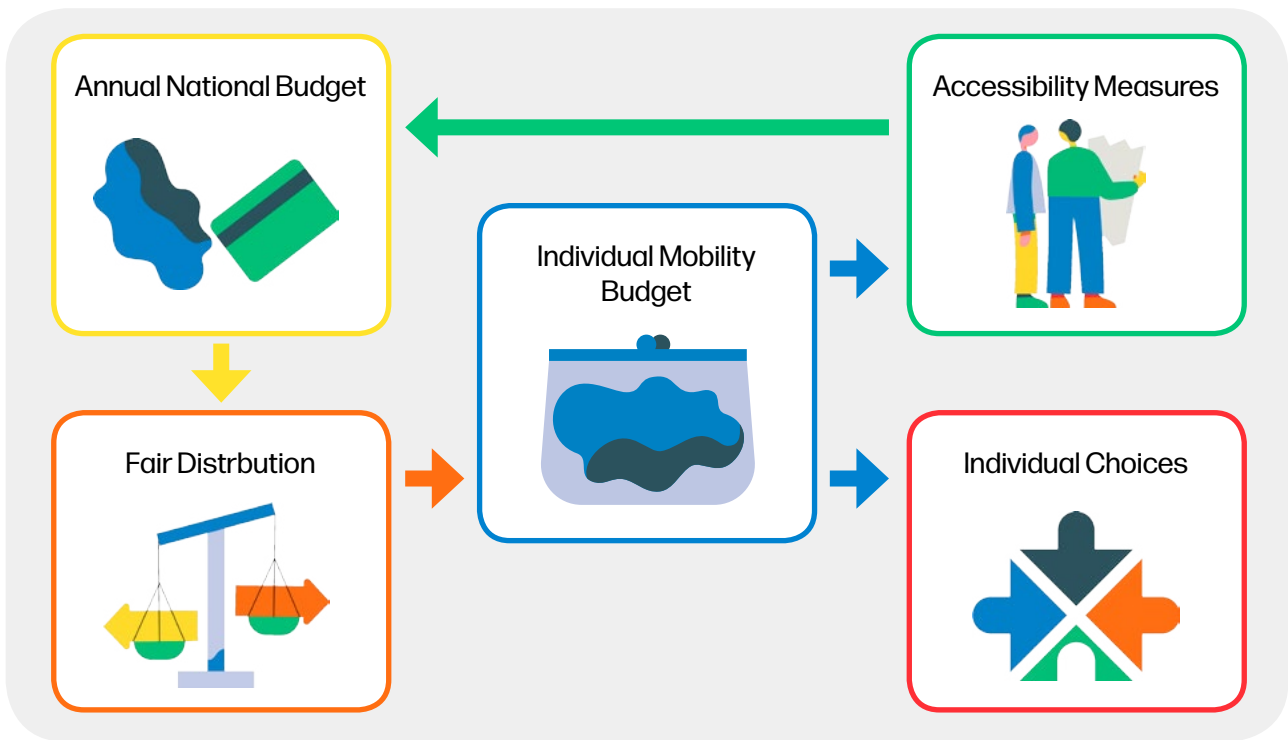
How does it work

1. Carbon footprint management typically involves the implementation of carbon budgets that are applied on regional, national, and industry levels.

2. By understanding fair public transport as equally meaning accessible, fast, secure, reliable, and CO_2 neutral.

3. By placing an emphasis on localised carbon footprint management, mobility budgets are calculated and customised based on specific regions, objectives, and target demographics.

4. Minimum mobility budget is defined by how much CO2 emissions have to be accepted for a person to reach the nearest everyday functionalities.

5. Data-driven decision-making in the planning of municipal transport routes that considers the principles of fairness and equity in travel, using a monthly mobility budget as the basis.

6. Users can personally customise the online self-assessment tool and are requested to furnish statistical data on their personal mobility behaviour, including daily distances travelled per mode of transport.

7. Users can contribute input for potential scenarios related to the evolution of transportation options.

In a nutshell

- For planning the municipal transport system, public transportation routes and travel times are used.

- The tool allows modelling and what-if analysis based on different input data and input parameters for travel frequency and travel mode.

- Different input data could be used to model exceptional situations like special events and extreme behaviour of people.

- Balance can be achieved between meeting the decarbonization objectives and establishing a sustainable public transport network that caters to the needs of citizens.

Annual National Budget

Accessibility Measures

Individual Mobility Budget

Fair Distrbution

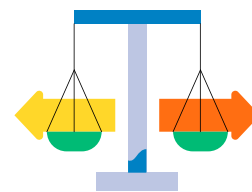## Individual Choices

How can Planning Scenarios be applied

For citizens

... **new accessibility to social infrastructure and working places** by optimisation and planning of the public transport network.

... the provision of **optimised public transport** routes and timetables.

... use of alternative, more **carbon neutral** transportation modes.

For municipalities

... to deploy **specific strategies** that will require restrictions on the use of some transport modes.

... to **make and explain decisions** for modelling and presenting.

... to provide **fair accessibility** of social infrastructure by making **trade-offs between travel time and CO$_2$ footprint.**

For targeting measures

... **re-planning actions** concerning the locations of public transport stations.

... **data-driven approach** to successfully model, implement, monitor, and communicate changes.

For creating new businesses

... improving public transportation **efficiency**.

... visualisation tool acts as a **guide for estimating** the mobility budget in different scenarios.

... city planning and **social infrastructure planning to provide greater accessibility** with minimal mobility budgets.

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MyFairShare is a pan-European research project that builds on the sufficiency principles to change mobility habits through individual mobility budgets.
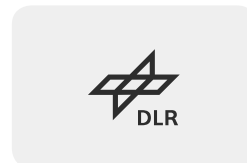
Project partners

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Latvia University of Life Sciences and Technologies

University of Latvia

London School of Economics and Political Science

Institute of Transport Economics

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JPI Urban Europe

European Commission

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