



Shared mobility in the public, cooperative and social housing sector in Europe

22 April 2024

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THE RICHNESS OF OUR NETWORK

43,000 local housing organisations

31 countries

24,936,000 dwellings

roughly 200,000 new dwellings per year

over 200,000 dwellings refurbished per year

roughly €40bn in new investment per year

7,500+ staff employed by the federations

300,000+ staff employed by local providers





Our partners

Center for Support to Organizations,
Bosnia and Herzegovina, CENSOR

Habitat for Humanity

Organisme de Foncier Solidaire de la Métropole Lilloise

Ekubirojs

Housing Initiative for Eastern Europe, IWO


Social Housing & Property Rights in Kosovo

Fondazione Housing Sociale

Ministry of Physical Planning, Construction and State Assets, Croatia University of West Attica



**A VISION OF EUROPE WITH
DECENT AND AFFORDABLE HOUSING
FOR ALL-IN COMMUNITIES WHERE
EVERYONE CAN REACH THEIR FULL
POTENTIAL.**



Coupled with public transport, shared mobility strategies in social housing can help in tackling urban segregation and improve access to jobs and services for the most vulnerable.



Shared mobility is **not the primary action** that social housing providers are doing when promoting sustainable mobility. It's part of the bigger set of the solutions but not the number one.



REASONS: work with service providers, responsibilities in case of issues, they want to do the simpler things: installing charging points and bike parking spaces..

HOWEVER,



Increasingly housing providers are **negotiating with local authorities** the car-parking ratio, and instead investing in mobility management.



Social housing providers are in the **best position to increase their knowledge user needs:** tools like needs analysis, and area assessments are important: density, skills of people.

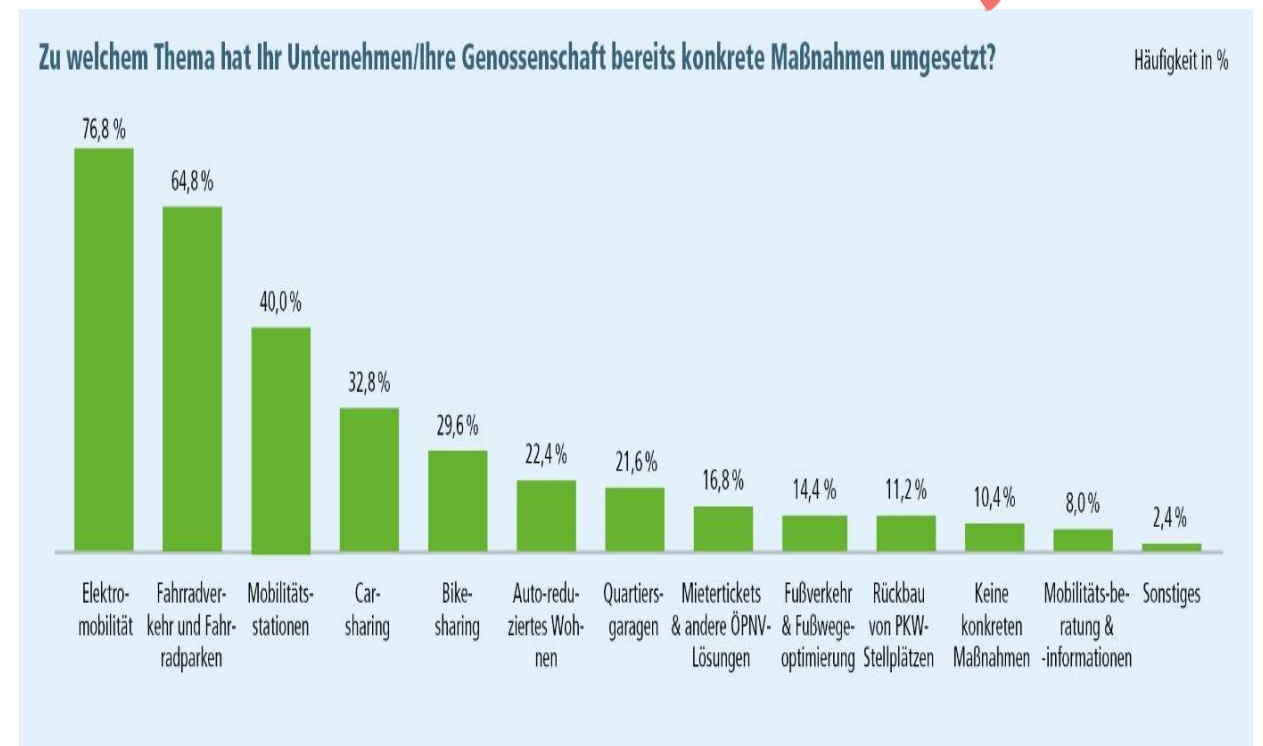




AFFORDABLE HOUSING IN GERMANY

VIEWS ON SHARED MOBILITY

- Mobility must **not end at neighborhood boundaries**.
- **Parking spaces** must meet the **need**.
- Suitable funding offers for housing companies.
- Multi-lane technologies instead of one-way street E-mobility.
- Using **public space to roll out charging infrastructure**.
- E-mobility must **not become a cost driver** for the housing delivery.





PUBLIC HOUSING IN SWEDEN

VIEW ON SHARED MOBILITY

OBSTACLES

- Authorities pushing **too many parking lots**
- Catch 22 for electric vehicles
- **Discrimination of public housing on state support** for charging infrastructure (state aid rules)

SOLUTIONS

- **Mobility norm** instead of Parking norm
- Push for **investments in power and charging points**
- Implement **exemptions from state aid rules**



Photo: Mitthem



PUBLIC HOUSING IN BRUSSELS

VIEW ON SHARED MOBILITY

OBSTACLES

- **Digital gap** hinders access to shared mobility.
- Lack of knowledge of **tenants' mobility needs**.
- **Unaffordable tariffs** for lower-income tenants.

SOLUTIONS

- **Expanding the use** are for shared mobility (metropolitan).
- **More assessment** and evaluation ex-ante on **mobility needs**.
- **Discounted tariffs** for special groups.



Photo: Le Soir

Assumptions about car sharing in social housing

- **Housing developers can plan new and sustainable mobility** even if it's not their core business.
- **Coordinating role of the municipality** in the process.
- Shared mobility is often perceived as **not affordable for social housing tenants**.
- The **digitalisation** surrounding the shared mobility industry makes the service **less accessible to certain tenant groups**.
- **Vandalism** of shared vehicles by tenants in social housing.

CONTROVERSIAL

- Implement shared mobility **only if the public transport** offer in the area **is sufficient**.
- All shared vehicles should be **accessible for the general public**.
- Shared vehicles might create **tensions amongst tenants** if damage or payment issues arise.

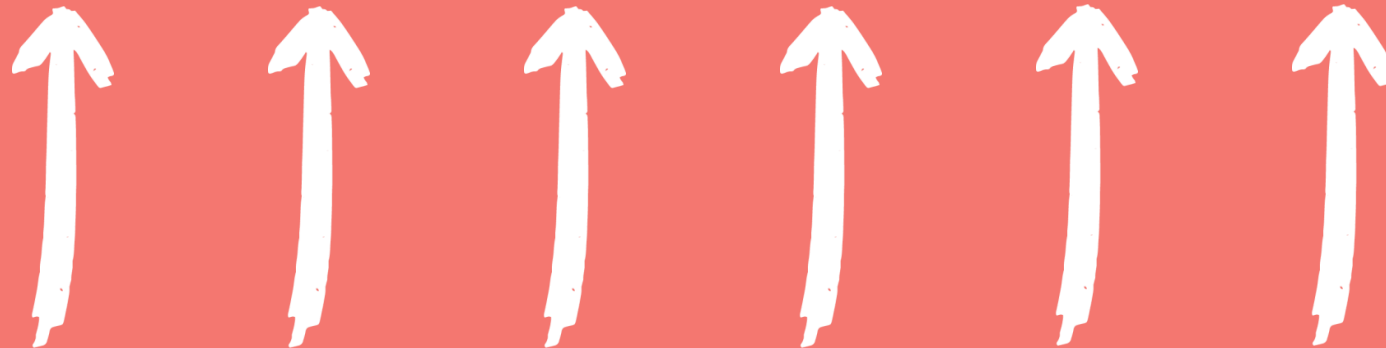


Mobility Point in WIR INHAUSER (Salzburg) by Heimat Österreich.



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THANK YOU

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