Partnership for Urban Mobility

Final Action Plan

Contents

1 INTRODUCTION

The Pact of Amsterdam of May 2016 has established the Urban Agenda for the EU; a new working method of thematic partnerships seeking to optimise utilisation of the growth potential of cities and to address social challenges. It aims to do so through better cooperation between Cities, Regions, Member States, the European Commission and other stakeholders. Following the 12 priority themes outlined in the Urban Agenda for the EU, 12 thematic partnerships have been established, one of which is the Partnership for Urban Mobility.

The aim of the Partnership is to develop a multilevel governance approach in an open and transparent way in order to achieve the wider objective of the Urban Agenda for the EU, which is to realise the full potential and contribution of urban areas towards achieving the objectives of the Union and related national priorities, in full respect of the subsidiarity and proportionality principle and competences.

The Urban Agenda, whose implementation is based on a voluntary engagement of interested partners via the work delivered by the partnerships, strives to involve urban authorities in the design of policies, to mobilise urban authorities for the implementation of EU policies, and to strengthen the urban dimension of these policies. By identifying and striving to overcome unnecessary obstacles to implementation of EU policy, the Urban Agenda for the EU aims to enable Urban Authorities to work in a more systematic and coherent way towards achieving overarching goals. Moreover, it will help make EU policy more urban-friendly, effective and efficient.

The Urban Agenda for the EU focuses specifically on three pillars of EU policy making and implementation: better regulation, better funding, and better knowledge.

1.1 Governance of the Partnership

The Partnership for Urban Mobility consists of five Member States, two regions, eight cities, three Directorates-General of the European Commission, the European Investment Bank, two European umbrella organisations and four stakeholders:

- Member states: Czech Republic (Co-coordinator), Cyprus, Finland, Romania, Slovenia
- Regions: Skåne, Wallonia
- Cities: Karlsruhe (Co-coordinator), Bari, Bielefeld, Burgas, Gdynia, Malmö, Nijmegen, Torres Vedras,
- Organisations: CEMR, EIB, EUROCITIES
- Stakeholders: European Cyclists´ Federation, POLIS, UITP, Walk21
- European Commission: DG Regio, DG Move, DG Envi

In addition to the official partners, URBACT, the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB), and the Dutch Ministry of the Interior and Kingdom Relations act as observers to the Partnership.

The Partnership meets frequently in Partnership meetings to work on next steps and discuss the progress that has been made. For the purpose of establishing and elaborating the actions, the Partnership was organised in working groups which all collaborated in drafting the actions.

1.2   Objectives and priorities

Urban mobility is currently facing changing circumstances: rising congestion, related air and noise pollution, climate change, the search for alternatives to fossil fuels and other limited resources, advancing urbanisation and the crisis of public budgets are examples of the forces set to determine the development of transport and mobility in Europe. Using a wide range of interconnected measures and strategies, the challenge is to deal with the increased demand for mobility whilst developing a resilient mobility system, which can meet future challenges. Urban mobility concepts have to take particular account of connecting suburban areas, metropolitan areas and cross-border traffic. The cityscape, environmental and social compatibility are vital aspects which also need to be reflected. This action plan is also in line with recent related international agreements the EU has signed, especially the New Urban Agenda (Habitat III) and the UN Sustainable Development Goals.

Mobility is a highly interlinked topic. Important issues of integrated urban development, such as sustainable urban development, urban climate change, innovative mobility, and a people-orientated design of social cities cut across sectors and departments to involve a wide range of stakeholders within network structures. In addition, there are important links between mobility and health aspects. Motorised traffic in particular can have a negative impact on the health of local residents, while individual mobility behaviour, especially the active modes, can offer a wide range of cross benefits.

Also the EU Urban Agenda topics are interconnected and address all sectors of urban development. Especially the Partnership on Sustainable Use of Land and the Partnership on Air Quality generally have a high proportion of common aspects and links:

- Urban planning and mobility development must be seen as two sides of the same coin as transport and mobility are variables dependent on settlement structures and land use.
- The strong connection between mobility and environmental quality must be seized as a way of contributing effectively to reaching the agreed limit values for, inter alia: climate, air quality and noise.

Sustainable Use of Land

Sustainable and efficient urban mobility

Air Quality

The links between the partnerships have been explored during bilateral meetings organised in the context of the Coordinators meetings or bilateral exchanges during the progress of the partnerships work.

As stated in the Pact of Amsterdam, the <u>objectives of the Partnership for Urban mobility</u>

> …*"are to have a sustainable and efficient urban mobility. The focus will be on: public transport, soft mobility (walking, cycling, public space) and accessibility (for disabled, elderly, young children, etc.) and an efficient transport with good internal (local) and external (regional) connectivity."*

In line with these objectives, the Partnership for Urban Mobility seeks to facilitate a joint effort for more sustainable and efficient urban mobility. The focus of the Partnership is on the mid- and long-term perspective on urban mobility. In order to deal with this ambition, the Partnership has identified four topics that need to be addressed, and established the following <u>working groups</u>:

GOVERNANCE AND PLANNING

PUBLIC TRANSPORT (INCLUDING CLEAN BUSES) AND ACCESSIBILITY

ACTIVE MODES OF TRANSPORT AND PUBLIC SPACE

NEW MOBILITY SERVICES AND INNOVATION

The focus on these thematic priorities was the result of discussions during the initial stocktaking phase of the partnership, described in the <u>Orientation Paper</u>[1] in May 2017. The functioning of the Partnership with working arrangements and an overview about the work plan with deliverables and timetable is also described in detail in this paper. It

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[1] https://ec.europa.eu/futurium/en/system/files/ged/urban-mobility-orientation-paper.pdf

was discussed and acknowledged by the Urban Development Group and the Director´s General meeting on Urban Matters in spring 2017 during the Estonian EU Presidency.

This action plan aims to put forward an elaboration of actions necessary to address the challenges experienced in line with the topics outlined above. Furthermore, it indicates what is necessary for the implementation of these actions and it provides an overview of the associated actors and timeline.

1.3   Communication strategy and outreach activities

Since the *Urban Mobility topic* is already well covered by other initiatives, the Partnership on Urban Mobility (PUM) should not copy the work of other relevant actors but go beyond them in identifying issues that have not yet been addressed. Actions should address real and important needs and relate to a significant number of cities or Member States. The actions should be clear, feasible and detailed enough to facilitate implementation. From this point of view, the Partnership's multi-level governance is crucial, as well as the involvement of initiatives, networks and mobility experts from all levels.

For the success of the Partnership it is also crucial to involve political decision makers at local, regional and national level in the Partnership's activities. The political and leading representatives of the Partnership therefore held a meeting back to back with the regular partnership meeting in Karlsruhe in March 2018 highlighting that the Urban Agenda for the EU is one of the most important and promising tools that we have for fostering the urban dimension in policies at all levels of governance. The Joint Statement of this meeting is included in the Annex.

The Partnership has carried out a public consultation from 15 February to 9 April 2018 on the drafted actions. This Public Feedback was part of a process to evaluate the actions and recommendations developed by the Partnership. The Action Plan greatly benefited from the insights of relevant stakeholders and experts, who had the opportunity to contribute to the improvement of actions and recommendations to be implemented. The Partnership received about 100 responses from 47 different respondents via the use of the Public Feedback approach.

The Partnership has also organised or attended several conferences, meetings or workshops presenting, discussing or promoting the Partnership or the drafted actions:

- Annual POLIS conference, Rotterdam, December 2016
- EUROCITIES mobility forum, spring and autumn events 2017 and 2018
- CIVITAS Forum 2017 and 2018, Torres Vedras, Umea
- Cities Forum, Rotterdam, November 2017
- Member States Expert Group on Urban Mobility, Brussels, April 2018
- German outreach workshop during Consultation phase, Karlsruhe, May 2018
- Dutch outreach workshop during Consultation phase, Nijmegen, May 2018

- CEMR expert group on mobility 2018
- EP Urban Intergroup breakfast meeting, Brussels, October 2018
- Several regional and national conferences dealing with Urban Mobility
- Newsletters from involved Networks and Stakeholders
- Advisory Board meetings (held monthly to quarterly)[2]

The results of the Consultation phase have been taken into consideration by the members of the Partnership for the preparation of this Action Plan.

1.4   The PUM Action Plan

This action plan presents a list of nine main actions distributed under the four main topics listed above, presented in full detail in section 2. This is followed, in section 3, by a set of recommendations about the role of cities and regions in the current EU financing framework and the improvement of cross-border mobility. Section 4 presents an analysis of the Action Plan in light of the main priorities of the UAEU and the UN SDGs.

The members of the Partnership have identified nine actions that the Partnership will start implementing. The actions are summarised below:

GOVERNANCE AND PLANNING:

ACTION No 1: Reinforcing multi-level cooperation and governance
The present action seeks to collect and share examples of practical experiences with multi-level governance and partnership approaches that have been implemented on the ground in urban and functional urban areas across Europe, including planning and financing schemes.

ACTION No 2: Reinforcing the uptake of sustainable urban mobility planning
The action will provide:
- A clearer picture regarding the state-of-play of the SUMP implementation across the EU;
- a city database will be populated with information on the urban transport and mobility plans in towns and cities in Europe incl. at least all cities > 100.000, smaller towns and cities will be included on a case-by-case basis where relevant information is made available e.g. by the MS;
- an overview and analysis of the national frameworks for SUMP development in all 28 Member States;

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[2] Advisory Boards have been established by both Co-coordinators (Czechia and Karlsruhe) in order to serve as internal backing of any proposals of steps made by both coordinators. .

- updated SUMP guidelines, addressing recent developments in policy and technology.

PUBLIC TRANSPORT AND ACCESSIBILITY:

ACTION No 3: Evaluating best practices in convenient access to public transport

The action targets to understand, on a consistent basis, how accessible public transport systems are in cities and regions (technically, financially, communicatively, organisationally). This helps to identify the impact of different best practice strategies, which in turn can optimise decision-making at all levels.

ACTION No 4: Scaling up innovative clean buses

Clean (alternatively fuelled) buses in urban areas can offer considerable advantages. Reductions in emissions of greenhouse gases, air pollutants and noise bring about considerable public health benefits. The present action seeks to support the market introduction of clean buses.

ACTIVE MODES OF TRANSPORT AND PUBLIC SPACE:

ACTION No 5: Developing guidelines on infrastructure for active mobility supported by relevant funding

There are no European level standards or recommendations on how to design safe, comfortable, direct and attractive infrastructure for walking and cycling and the knowledge is missing in several Member States and cities. This action should therefore contribute to the development of European guidelines and encourage Member States to develop their own guidelines on this basis. It also aims at unlocking more European investments in walking and cycling infrastructure.

ACTION No 6: Promoting sustainable and active mobility behaviour

The action focuses on factors and tasks that are necessary and meaningful to promote sustainable and active mobility in the EU. The measure is based on a planned study of approaches to mobility plans in schools and companies.

ACTION No 7: Reducing diversity of Urban Vehicle Access Regulations (UVAR)

A growing number of schemes for UVAR within the EU may create confusion for citizens and businesses. The action is intended to increase transparency and, where possible, to support the effectiveness of existing approaches.

NEW MOBILITY SERVICES AND INNOVATION:

ACTION No 8: Exploring the deployment of New Mobility Services

The future transport system will be a combination of transport services aggregating travel data and communicating with the infrastructure around it. The new mobility services theme reflects a dynamic change in the sector. This action aims to investigate

how deployment of New Mobility Services (NMS) can deliver solutions to citizens and support transport authorities in dealing with these challenges.

ACTION No 9: Setting up a European framework for fostering urban mobility innovation
The action aims to develop recommendations for optimising the framework conditions in order to make it easier for cities and regions to apply for and finance innovative projects. Extended implementation of successful pilot projects will also be supported.

2   ACTIONS

In this section each action is presented in detail. The implementation of the actions will be supplemented by separate Implementation Plans to structure and organize the work between the members of each action (roadmap).

The selection of actions reflects the main priorities of the partners in line with the objectives of the Urban Agenda, but cannot be considered complete as the Partnership had to limit the scope of its activities in order to achieve feasable and realistic results.

For each action, there is a problem description indicating the related bottleneck, the action needed to tackle the problem and the specific deliverable of the action itself which can be realised in the period of the Partnership. An action can have different sub-actions with separate deliverables.

The *Usefulness* of the deliverable describes the expected long-term contribution to the objectives of urban mobility. *An Action Leader* is a member of the Partnership which will coordinate the implementation of the action according to the given timeline supported by the respective *Action members*.

Some actions recommend follow-up activities. These recommendations can be understood as activities following the deliverables of the specific action that are significant to note but cannot be implemented within the partnership in the given timeframe. It remains to be seen how they can be pursued over the lifetime of the partnership.

2.1 ACTION N° 1 – Reinforcing multi-level cooperation and governance

- **What is the Specific Problem?**

Developing and implementing comprehensive and integrated urban mobility policies for towns and cities, which cover the functional urban area and hinterland connections, requires close cooperation between different levels of government and across administrative boundaries. Furthermore, the key players for different policy areas, sectors, and modes of transport need to be brought together. This includes public authorities with explicit responsibilities in the field of mobility and transport, but also other relevant actors such as urban planners, schools and universities, major employers, representatives of civil society, etc.

Last but not least, an effective cooperation with national and EU-level institutions is needed to ensure that local and regional mobility policies, on the one hand, and the development of national and EU transport networks, on the other hand fit together. A smooth cooperation with national and EU institutions – and therefore an alignment of the policy priorities - is also needed to ensure that the regulatory and financial framework created at these levels responds to local and functional urban needs and circumstances. This is also particularly relevant in the case of cross-border cooperation for mobility projects.

There is broad agreement today that tackling urban mobility requires multi-level governance and partnership approaches which ensure a high degree of horizontal and vertical integration. The question remains as to how to implement such integrated, multi-partner approaches in practice, in a way that respects the respective competences and responsibilities of all involved actors and delivers good results in a timely and efficient manner.

So, what working structures, formal or informal, have been or could be put in place to facilitate the legal, planning and funding processes for local and regional authorities?

- **The proposed action:**

The action will collect and share examples of practical experiences with multi-level governance and partnership approaches that have been implemented on the ground, in urban and functional urban areas (including poly centric, urban / rural areas) across Europe.

- **Deliverable**

The concrete outputs from the collection of information will be a publication including recommendations and good practices to be disseminated to national, local and regional authorities.

- **Usefulness**

The expected impact is to build capacity among relevant stakeholders, encourage the exchange of experience at the local, national and European level and support improvements in governance structures across the EU.

- **Action leader**

EUROCITIES, CEMR

- **Action members**

Karlsruhe, Nijmegen, Czech Republic, European Commission (DG REGIO)

- **Timeline**

Preparation: (mobilise political engagement, identifying an expert, elaboration of a concept form): Dec 2018-Mar 2019

Implementation: (finalisation of the form, dissemination to stakeholders, collection of the data and good practices, analysis of the contributions, preparation of recommendations): Mar 2019- September 2019

Finalisation: (communication of the study outcome with a brochure, assessment and follow-up of the action): October-November 2019

2.2 ACTION N˚ 2 – Reinforcing the uptake of sustainable urban mobility planning

- **What is the Specific Problem?**

As highlighted in the European Commission's Communication "Together towards competitive and resource-efficient urban mobility" [COM(2013) 913 final], new approaches to urban mobility planning are emerging as local authorities seek to break out of past silo approaches and develop strategies that can stimulate a shift towards cleaner and more sustainable transport modes, such as walking, cycling, public transport, and new patterns for car use and ownership. Sustainability should include the three aspects, environmental, economic and social, including accessibility.

The Commission has actively promoted the concept of sustainable urban mobility planning for several years, e.g. through the EU Platform on Sustainable Urban Mobility Plans. The concept has gained considerable momentum in recent years. An increasing number of towns and cities across the EU have been making good progress in developing and implementing such plans, often benefiting from significant support from e.g. the European Structural and Investment Funds. In other urban areas, however, the efforts for more sustainable urban mobility could be reinforced.

In many urban areas, urban transport planning is still primarily focused on infrastructure projects, rather than fostering new urban mobility paradigms and patterns. It is important to link successfully political vision, strategic planning, and the needs and expectations of citizens and businesses.

A clearer picture is needed regarding the state-of-play of the SUMP implementation across the EU; about where the main bottlenecks lie for the broader implementation of sustainable urban mobility policies; and about what is and should be done at EU and national level in support of municipalities. Currently there are many approaches to SUMPs at national level, and municipalities indicate that the lack of national/regional support (including financing) and adequate regulatory framework are among the main barriers to develop SUMPs.

EU targets and policies, and national frameworks have an impact on the way and capacity of local authorities to develop adequate mobility policies in their municipalities. Thus the EU and national governments need to create an enabling environment to support action by local authorities.

The proposed Action:

1. Overview and analysis of the national frameworks that exist in the 28 Member States in order to create a complete overview of the state-of-play for implementing urban mobility plans and complete country profiles available via the SUMP platform
2. Populate a single city database on information about urban mobility and transport plans incl. at least all cities > 100.000 inhabitants on ELTIS – the urban

> mobility observatory. Smaller towns and cities will be included on a case-by-case basis where relevant information is made available e.g. by the Member States
> 3. Produce a set of examples of good practice with regard to SUMPs, from across the EU, covering towns and cities of different sizes
> 4. Produce updated SUMP guidelines in line with recent developments in transport and mobility

- **Deliverables:**

  1. An overview and analysis of the national frameworks for developing SUMPs
  2. A single city database for urban mobility and transport plans
  3. A set of examples of good practice in SUMP development
  4. Updated SUMP guidelines

- **Usefulness**

The expected impact is to present a clearer picture regarding the state-of-play of the SUMP implementation across the EU; as well as the framework conditions for the implementation in the 28 Member States. Updated SUMP guidelines will make it easier for cities to address recent developments and utilise wealth of experience gathered via EU projects.

- **Action leader**

European Commission (DG REGIO and DG MOVE)

- **Action members**

Czech Republic, Slovenia, City networks

- **Timeline**

Preparation: 2018 - March 2019
Implementation: March 2019 - September 2019
Finalisation: October 2019 - November 2019

- **Recommendations for follow-up activities**

Provide appropriate framework conditions in the Member States at national level (so that planning authorities have suitable technical, legal, financial and other tools at their disposal) in order to accelerate the take-up of SUMPs for the urban areas (including small and medium-sized; poly-centric, etc.) in every EU Member State.

2.3   ACTION N° 3 - Evaluating best practices in convenient access to public transport

- **What is the specific problem?**

The absence of easily accessible public transport systems can cause problems and inconveniences for users and authorities, such as a lack of services, information and long travel times. According to Eurostat, 20.4% of people in the EU report 'high' or 'very high' levels of difficulty of access to good public transport. This means that one in five of EU citizens have a high lack of convenient access to basic urban services, like jobs, schools and so on. On the flip side, a high level of accessibility to public transport is an important pillar for solving the challenges individuals and cities face, including delivery of the EU Urban Agenda and wider international agreements, including the Sustainable Development Goals (SDGs)[3], signed up to by the EU and its Member States.

The SDGs include a target to enhance convenient access to urban and regional (multi-modal) public transport systems[4] (SDG 11.2). As most public transport users walk from their trip origins to public transport stops and from public transport stops to their trip destination, local spatial availability and accessibility is sometimes evaluated in terms of the pedestrian (walking). Hence, the access to public transport is considered convenient when an officially recognized stop is accessible within a distance of 0.5 km from a reference point such as a home, school, work place, market, etc. This is typically measured using GIS based tools but many cities do not have this mapping capability. Additional proxy criteria for defining public transport that is convenient include how physically accessible public transport systems are, affordability, information on the provision of public transport services and so on. Taken together, they can help to provide a basic understanding of convenient access to public transport linked to SDG 11.2. In many cases, cities collect this information but not in a systematic way meaning that many cities do not know how accessible their public transport systems are or performing, including for citizens with reduced mobility and/or disabilities. Without this information, the impact of investment decisions and policies cannot be tracked, including SDG 11.2 implementation.

- **The proposed action:**

> 1. Develop simple walking indicators and best practice case studies on the walkability of cities and access to public transport
> 2. Highlight best practice case studies and measures on enhancing access through multi-modal public transport

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[3] http://www.un.org/sustainabledevelopment/sustainable-development-goals/
[4] by 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. All definitions used will be taken from the SDG 11.2 metadata sheet (https://unstats.un.org/sdgs/metadata) developed by the UN Statistical Commission. Indicator 11.2.1: proportion of the population that has convenient access to public transport, by sex, age and persons with disabilities.

- **Deliverables**

    1. A study defining simple walking indicators
    2. Factsheet / brochure about localising target SDG 11.2, which will include best practices on implementation that will highlight how to enhance convenient access to public transport and its use

- **Usefulness**

Indicators and best practices will allow cities to benchmark themselves against other cities of a similar size and learn from each other. This is particularly relevant given that it can help to target better funding opportunities based on need and performance. Scaling up the European Commission methodology[5] and identifying best practices on ways to improve access through better walking and better public transport can make a significant contribution to SDG 11.2 by identifying ways to "expand public transport".

- **Action leader**

Walk21, UITP, City of Karlsruhe

- **Action members**

European Commission

- **Timeline**

Preparation: November 2018 - March 2019
Implementation: March 2019 - September 2019
Finalisation: October 2019 - November 2019

- **Recommendations for follow-up activities**

Raise awareness at all levels on SDG target on convenient access to public transport.

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[5] http://ec.europa.eu/regional_policy/sources/docgener/work/2015_01_publ_transp.pdf

2.4 ACTION N° 4 – Scaling up innovative clean buses

- **What is the Specific Problem?**

It is widely recognised that serious effort is needed in the EU to break the current dependence of the transport sector on oil. The present dependence undermines the efforts to mitigate the effects of climate change and global warming, it raises serious concerns about the energy supply security, and it undermines the efforts to protect human health and the environment.

In July 2016, the Commission presented a low-emission mobility strategy, in order to drive a transition towards low-carbon, circular economy in the transport sector[6]. The introduction of clean vehicle and the infrastructure to recharge/refuel them is a key element of this strategy.

Clean (alternatively fuelled) buses in urban areas can offer considerable advantages. Reductions in emissions of greenhouse gases, air pollutants and noise bring about considerable public health benefits. Moreover, moving around quietly and smoothly means greater passenger comfort and new opportunities for routes, making public transport more attractive.

However, the potential of these innovative technologies is far from being fully utilised in the EU, owing also to ongoing wide-spread concerns over technical maturity and high costs, particularly of battery-electric and fuel-cell electric buses.

Many important implementation issues remain to be resolved, including legal, organisational, technical and financial. Any decision to invest large-scale into alternatively fuelled bus technology needs to be based on a sound, well-understood business model that leaves all involved partners with sufficient confidence in its financing model and its funding strategy seen from a total cost of ownership perspective.

Moreover, there needs to be trust in the ability of the market to deliver products at larger scale and fitting specific local requirements. In addition, public and private stakeholders raised the issue of better coherence of different policy and financial levels[7].

- **The proposed action:**

  1. Support through EU regional policy, relevant EU funding sources (ELENA, EIB etc) and Clean Buses Deployment Initiative.
  2. Create awareness of relevant tools and disseminate knowledge for local authorities (use total cost of ownership models in contracting public transport)

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[6] https://ec.europa.eu/transport/sites/transport/files/themes/strategies/news/doc/2016-07-20-decarbonisation/com%282016%29501_en.pdf

[7] See https://ec.europa.eu/transport/themes/urban/cleanbus_en

- **Deliverables:**

  1. Better organisational, technical and financial support at the EU level for the implementation of clean buses at the local level
  2. Provision of a model using total cost of ownership models in contracting public transport for local authorities

- **Usefulness**

The current share of alternatively fuelled buses in the European bus fleet is roughly 10 - 12 percent. The action aims on increasing this share by creating relevant enabling conditions and promoting the application of innovative clean buses at EU and local level.

- **Action leader**

  1. European Commission (DG MOVE)
  2. UITP

- **Action members**

City Networks, European Investment Bank

- **Timeline**

Preparation: November 2018 - March 2019
Implementation: March 2019 - September 2019
Finalisation: October 2019 - November 2019

- **Recommendations for follow-up activities**

Member States to set-up and implement relevant financing and taxation schemes, such as national financial support programmes and tax incentives for alternatively-fuelled buses.

2.5 ACTION N˚ 5 – Developing guidelines on infrastructure for active mobility supported by relevant funding

- **What is the specific problem?**

In order to develop the full potential of the active modes of transport, cycling and walking have to be taken seriously in urban mobility policies, including in the allocation of space and budgets. A comprehensive network of active mobility infrastructure which is well-designed and safe is a basic requirement for making cycling or walking a viable and attractive option in daily travel. Modern active mobility infrastructure must be tailored also to the needs of vulnerable users and citizens with reduced mobility (children, elderly, citizens with disabilities, etc.). Currently in many cities, pedestrians and cyclists must deal with incomplete networks, unnecessary detours, inappropriate surfaces, bad or no signage of routes, insufficient or inconvenient crossings or long waiting times at traffic lights. In many cities, safety concerns – often linked to the absence or poor development of walking and cycling infrastructure, as well as inconsiderate driver behaviour and poor traffic law enforcement – remain a major barrier for more people to walk or cycle to work or school.

In some parts of Europe, there is a long and successful history of implementing ambitious cycling polices. In other parts of Europe, however, there is little experience with the development of walking and cycling policies and the design of good infrastructure for the active modes. There are no European level standards or recommendations on how to design safe, comfortable, direct and attractive infrastructure for the active modes and the knowledge is missing in several Member States and cities. Most of the member states do not have a good national standard for walking and cycling infrastructure. The quality of implemented projects varies. It prevents a quicker increase of the share of walking and cycling and decreases the effectiveness of the public (including EU) funds used for financing such projects. This applies both to dedicated active mobility projects and elements of pedestrian or cycling infrastructure in other investments (e.g. in public spaces, road or public transport).

This action also aims at unlocking a substantially higher share for walking and cycling projects from both Member States transport investments (local, regional and national) as well as from the EU Structural Funds.

- **The proposed action:**

> 1. Elaborate quality design guidelines regarding the different types and parameters of Active Mobility infrastructure components.
> 2. Update the EU Funding Observatory for Cycling[8] to include references to relevant EU funding instruments. Promote possibilities for EU funding to local and regional authorities.

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[8] https://ecf.com/what-we-do/european-funding/eu-funds-observatory-cycling

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- **Deliverables:**

  1. European quality design guidance for safe, attractive, direct and comfortable walking and cycling infrastructure
  2. Overview of over 200 different programming documents covering the whole of the EU financial period

- **Usefulness**

Guidelines for walking and cycling infrastructure and improved access to funding possibilities will increase the share of walking and cycling and improve the effectiveness of public funds.

- **Action leader**

  1. European Commission (DG MOVE) – cycling guidance; Walk21 – walking guidance
  2. European Cyclists' Federation

- **Timeline**

Preparation: January 2018 - March 2019 (the work on the EU guidelines for cycling was initiated by the Commission in January 2018, with the support of an external contractor)
Implementation: March 2019 - September 2019
Finalisation: October 2019 - November 2019

- **Recommendations for follow-up activities**

  - Encourage possible application of guidelines outside of design and build, e.g. in spatial planning
  - Disseminate the knowledge (university curricula, trainings etc.) and develop a tool to validate the correct application
  - Member States should adapt their national (regional, local, if relevant) standards and regulations regarding walking and cycling infrastructure, or elaborate them, on the basis of the EU guidelines
  - All relevant national (regional, local) regulations of EU Member States (for example regarding roads, new and existing buildings, public spaces) should include norms for walking and cycling
  - Aim to ensure increased level of funding for active modes of transport in the new programming period 2021-2027

2.6 ACTION N° 6 – Promoting sustainable and active mobility behaviour

- **What is the Specific Problem?**

Walking and cycling are the most natural and sustainable forms of transport and essential for the full functionality of a multi- and intermodal transport system (e.g. they are required to catch a bus, access car-sharing, bike-sharing or other sharing facilities or reach a final destination after exiting a transit terminal). Yet, especially walking is often undervalued, if it is measured at all, and without data commitments to improving walkability and supporting and encouraging walking and cycling often lack sufficient policy support, resource allocation and priority.

Many people do not change their transport behaviour towards a more active one – even when infrastructure is in place - due to mental barriers: a lack of knowledge of the availability of options, lack of motivation, lack of positive attitude towards active modes, safety and comfort aspects, perceived travel time aspects, lack of understanding of the benefits, lack of incentives from work / school and general resistance to change. Sedentary life-style, on the other hand, is not only bad for health, but also brings concrete losses to the economy: an estimated over €80 bln[9] is lost every year in the EU due to lack of physical activity.

Promoting walking and cycling in lifestyle, complementary to investment in infrastructure improvements to support walking and cycling, has proven to be the best way of maximising benefits. Data on mobility behaviour and preferences as well as barriers and drivers of mobility patterns needs to be systematically gathered. Traffic generators such as schools and companies should be primarily addressed because of their high potential for influencing commuting patterns. Therefore focus is needed on introducing mobility plans for schools and companies.

- **The proposed action:**

  1. Collect best-practices on mobility plans for schools and companies
  2. Collect practices of drivers for behavioural change

- **Deliverable:**

  1. A study report highlighting best practice examples on mobility plans for schools and companies
  2. A report on practices of drivers for behavioural change

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[9] Centre for Economics and Business Research, http://inactivity-time-bomb.nowwemove.com/download-report/The%20Economic%20Costs%20of%20Physical%20Inactivity%20in%20Europe%20(June%202015).pdf

- **Usefulness**

Knowledge sharing on promoting sustainable and active mobility behaviour can be delivered to cities which are searching ideas and inspiration for their activities and measures in this field.

- **Action leader**

City of Gdynia

- **Action members**

Walk21, Malmö, ECF, POLIS, European Commission, The Czech Republic, Slovenia, Nijmegen, EUROCITIES

- **Timeline**

Preparation: November 2018 - March 2019
Implementation: March 2019 - September 2019
Finalisation: October 2019 - November 2019

- **Recommendations for follow-up activities**

  - Develop courses and training on active mobility modes to be included in schools' educational programme
  - Mainstreaming active mobility in national strategies for health, environment, education, transport/mobility and climate change
  - Revise the guidelines on Sustainable Urban Mobility Planning (SUMP) to better include mobility behaviour (to be taken into account in action 2: Reinforce the uptake of sustainable urban mobility planning)

2.7 ACTION N˚7 – Reducing diversity of Urban Vehicle Access Regulations (UVAR)

- **What is the Specific Problem?**

Following on from the Action Plan on urban mobility of 2009, the Commission published a Study on Urban Vehicle Access Restrictions[10] (UVARs) which found that the situation in Member States varied considerably when it comes to the legal basis and practices. The Commission's Urban Mobility Package[11] (UMP) of 2013 recognised the important role that Member States play in providing the right framework conditions for local action.

For very good reasons, cities across the EU are implementing, or considering implementation of UVARs, such as congestion or Low-Emission Zones (LEZs). This is due to growing evidence and awareness of effects of air pollution on health, rising congestion (and related negative costs to society) and the fact that real world driving emissions in a number of cases exceed the limits set down in EU legislation. It is also because cities need to take such action to comply with legal obligations set down in the EU Ambient Air Quality Directive. A growing number of schemes may create confusion for citizens and businesses, and will be seen by some as a limitation to the freedom of movement. It is also difficult, and in some cases impossible, to enforce UVAR rules against vehicles from other Member States.

The European Commission currently receives many inquiries concerning the diversity of urban access regulation schemes in the EU and their lack of harmonisation; fragmentation of approaches leads to inefficiencies. This suggests there may be a need to examine the various schemes to see if any actions could be taken at the relevant level to address such concerns. Finally, the effectiveness of existing schemes is not systematically assessed and communicated.

- **The proposed action:**

> 1. Increase transparency of the schemes and make available relevant information to the public easier, more effective and increasingly digital, by using the existing tool (www.urbanaccessregulations.eu) as a starting point[12]
> 2. Address fragmentation and patchwork of the schemes while respecting the subsidiarity principle by providing recommendations and best practices that can support local administrators in designing and implementing urban vehicle access restrictions.

- **Deliverables:**

  1. Updated UVAR information on a website

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[10] https://ec.europa.eu/transport/sites/transport/files/themes/urban/studies/doc/2010_12_ars_final_report.pdf
[11] COM(2013) 913 final
[12] A Commission-funded online platform provides all information required in one place and in multiple languages: www.urbanaccessregulations.eu

2. UVAR guidance document prepared by Commission with cities, Member States and stakeholders

(It is also intended to explore whether common technical standard, based on interoperability of IT solutions, could be found EU-wide for implementing and charging for the schemes, so that there is no need for separate stickers, vignettes etc. anymore. The Directive on the interoperability of electronic road toll systems[13] could constitute a basis or source of inspiration for achieving such interoperability)

- **Usefulness**

The action will increase transparency of the schemes for citizens and businesses, address fragmentation and will provide the right framework conditions for local action on the topic.

- **Action leader**

European Commission (DG Move)

- **Action members**

EUROCITIES, POLIS, CEMR

- **Timeline**

Preparation: October 2017 – October 2018 (a support study has already been performed to help cities implement UVAR schemes effectively[14])
Implementation: November 2018 – May 2019
Finalisation: June 2019 – October 2019

- **Recommendations for follow-up activities**

  - Member States to make accurate real time traffic information available (in line with the Directive on Intelligent Transport Systems) and implement swiftly the Single Data Gateway Regulation in relation to UVARs
  - Collect the evidence on existing schemes and assess their effectiveness and impact when it comes to attaining the stated goals such as reduction of congestion and air pollution
  - Revise the guidelines on Sustainable Urban Mobility Planning (SUMP) to better include UVARs so that they can be properly designed, placed and promoted (to be taken into account in action 2: Reinforce the uptake of sustainable urban mobility planning).

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[13] OJ L 166, 30.4.2004, p.124. Also referred to as the "EETS Directive".
[14] The study was published in October 2017 and is available at the following link:
https://ec.europa.eu/transport/themes/urban/studies_en

2.8 ACTION N° 8 – Exploring the deployment of New Mobility Services

- **What is the Specific Problem?**

Increased urbanisation and an overdependence on the personal vehicle, brought cities challenges such as congestion, lack of space, toxic air quality and noise. This action aims to investigate how New Mobility Services (NMS) can deliver solutions to citizens and support transport authorities in dealing with these challenges. The direction in which the future of transport is going, as seen by policy makers and transport providers, is that mobility will be a combination of services aggregating travel data and communicating with the infrastructure around it. New mobility services refer to the new types of transport services largely based on car and bike sharing (car sharing clubs, ride-hailing, car-pooling and free floating bikes).

At the same time there are new ways of providing access to these services via apps which integrate more modes of transport, to various degrees, from car sharing schemes to bike share and public transport. In its finite form, the integrated NMS and public transport become Mobility as a Service (MaaS). Different MaaS apps are now active in several European cities (as well as the US) offering citizens new ways of getting around and paying for mobility.

New mobility services have potential in offering new solutions for reducing car ownership and incentivising a more rational use of the car. The easy access to a diverse range of services (bikes, shared cars, trotinettes) in a seamless way and with a friendly interface can be attractive for travellers but create disruption for the incumbent transport services such as taxis and public transport. From the social perspective, if managed properly, there is potential for a more inclusive mobility system, by providing more and better services e.g. for people with reduced mobility or with disabilities. It can also benefit remotely populated areas such as suburban towns where car dependency is large.

The specific challenges that the PUM wishes to address under this action are:
- Support cities and regional authorities to develop new approaches for well-functioning new mobility services by investigating needs and expectations from NMS
- Find examples of legislation frameworks for integration of new transport operators
- Support research on New Mobility Service impacts and their potential for decarbonisation, cleaner air, urban and rural transport, social inclusion, use of road space behaviour and changing commuting/travel/freight & logistics patterns in relation to a digitalisation of production.
- Support pilots, research and innovation actions in small and medium sized cities for NMS as well as potential for rural and poly centric areas

- **The proposed action:**

> 1. Take stock of existing work done by Horizon2020 research and innovation funds
> 2. Compilation of case studies looking at needs and expectations of cities and the regulatory and financial frameworks needed for an effective integration of new mobility services in the transport offer of cities and regions

- **Deliverable**

The concrete outputs of the single sub-actions will be:

1. an event providing a platform for discussion and exchange of experience from existing European projects dealing with NMS by creating a link with the CIVITAS Forum programme committee of the 2019 Graz Conference and shape a thematic session based on the projects working now in this field: GECKO, I-MOVE, MyCorridor, MaaS4EU and STARS
2. a collection of case studies mapping out incentives and disincentives from local authorities that are already facilitating or regulating access of new mobility services on the mobility market with conclusions and recommendations

- **Usefulness**

The action will support cities and regional authorities to develop new approaches for well-functioning new mobility services and to find adequate legislation frameworks for integration of new transport operators.

- **Action leader**

POLIS

- **Action members**

Nijmegen, Bielefeld, Ulm, Finnish Ministry of Transport and Communications, Helsinki, Wallonia, European Commission

- **Timeline**

Preparation: January 2018 – December 2018
Implementation: January 2019 – December 2019
Finalisation: 2019 and beyond through the EIP-SCC collaboration

- **Recommendations for follow-up activities**

  - Research into the effects on urban travel behaviour of new mobility services is needed. Also the business case and cost-effectiveness for new mobility services should be explored including an understanding of the initial motivations of early adopters.
  - Develop testing and piloting concepts for deployment and real life test beds
  - City-regions and smaller municipalities need guidance in this field. The PUM results and conclusions from this action can serve as the starting point for a discussion on a funded programme of applied research, to provide a "Phase 1" set of actions and guidance. Within this arrangement, costs and issues associated with open data etc. can be assessed and any subsequent business model will be realistic

2.9 ACTION N˚ 9 - Setting up a European framework for fostering urban mobility innovation

- **What is the Specific Problem?**

Successfully tackling the problems arising from current urban mobility and transport patterns cannot be achieved with a business-as-usual approach. New solutions are needed to transform urban mobility systems in a way that makes them more attractive to the users and more sustainable.

Innovative solutions need to be developed, tested and then successfully deployed on the ground. This includes new technologies, as well as new service concepts and business models. Innovation is also needed in urban mobility governance and planning including the functional urban area.

For many years, the European Commission has been fostering innovation in urban mobility by supporting research, technical development and innovation through several initiatives like CIVITAS[15] and Smart Cities and Communities [16](funded by the EU's research framework programme) or the Urban Innovative Actions[17] and Smart Specialisation Strategies[18] (funded from the European Regional Development Fund).

Although the existing framework provides several possibilities for funding innovative mobility solutions and for knowledge-sharing, there seems to be room for improvement to match them even better to the needs of the cities and functional urban regions. In the preparation phase, in particular the following bottlenecks were identified:

- The desired scale of the projects and the lack of flexibility
  (Most innovative projects need less funding than multiple millions, but cannot be implemented without external funding)
- Heavy administrative burden and low success rates
  (Most EU funds require a consortium with several international partners. That is difficult and time-demanding to arrange. UIA doesn't ask for those partnerships, but out of the 93 applications, only five projects were granted funding. Therefore, a lot of cities won't apply at all)
- New business and governance models, many actors, different interests
  (Mobility-solutions are increasingly becoming the responsibility of several private and public partners, rather than just the local government. It is a shared task and a shared interest and risk for all interested parties involved, like the cities and regions, the businesses, the state/federal governments and the larger employers)
- Follow-up of pilots: upscaling and dissemination
  (The problem with upscaling is that the initial pilot is innovative, but the upscaling is no longer eligible for funding anymore)

In addition, especially for small- and medium-sized cities who are not involved in European projects regularly, there is a lack of knowledge about existing funds and their objectives.

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15 http://civitas.eu/
16 http://ec.europa.eu/eip/smartcities/
17 http://www.uia-initiative.eu/en:
18 http://s3platform.jrc.ec.europa.eu/

- **The proposed action:**

> Optimising existing funding schemes to make it easier for cities and regions to apply for and get funding for smaller innovative projects.

- **Deliverable**

The concrete output of the action will be a position paper on how to optimise funding schemes to be disseminated via the Horizon 2020 national contact points.

- **Usefulness**

The action will help cities and regions to develop, test and then successfully deploy innovative mobility solutions on the ground. The bottlenecks described above will be specified and some specific examples added to illustrate them from the cities' perspective. Possible solutions will be determined to add to the discussions about the post 2020 funding schemes.

- **Action leader**

City of Nijmegen

- **Action members**

Bielefeld, Torres Vedras, POLIS, EUROCITIES, European Commission

- **Timeline**

Preparation: November 2018 – February 2018
Implementation: March 2019 – September 2019
Finalisation: End of 2019, depending on the discussions about the post 2020 funding schemes

- **Recommendations for follow-up activities**

  - Create an overview of the existing funds and their objectives and a flow chart to help cities and regions to pick the right fund for their project

3 RECOMMENDATIONS

3.1 RECOMMENDATION N° 1 -: Involve municipalities, cities and regions in the multi-annual financial planning

The European Commission announced its proposals on the post-2020 Multiannual Financial Framework for the summer of 2018, and the preparation of the next programming period has already commenced.

Partners of the EU urban agenda partnership on urban mobility call for enhanced partnership with municipalities, cities and regions in the multi-annual financial planning. We are convinced of the necessity to involve local and regional authorities in the development of the multi-annual financial planning, in order to achieve integrated urban strategies and improved transport systems. The rural-urban connection should also be taken into account.

There should be continuity of support from the EU budget for the deployment of sustainable transport projects in the post 2020 period.

The urban agenda for the EU introduced a model for partnership and direct dialogue between cities, regions, national and European institutions to address common urban and regional challenges. This practice could be replicated at EU, national, local and regional level in the development of the multi-annual financial planning.

Also, the European code of conduct on the partnership principle under cohesion policy was an important step in this direction, however, it was not fully applied across the EU in the designing phase of the operational programmes. There is ample room for development in the partnership approach both in terms of the range of partners and the level of their involvement.

Detailed recommendations:

- National policy priorities should be identified based on a comprehensive partnership dialogue with cities and regions. It is also crucial to ensure an integrated planning approach with the rural level.
- Urban and regional authorities should be directly involved in selecting the thematic priorities and the instruments to implement the support to sustainable territorial development.
- The European code of conduct on the partnership principle should be applied.

Municipalities, cities and regional authorities show leadership and have the right competences and hands-on experience. They should be closely involved in setting programme priorities and in selecting the most suitable implementation tools under the multi-annual financial planning. This will help match needs and resources and facilitate the use of a bottom-up integrated approach. To improve the effectiveness of the policy

in addressing challenges on the ground, local and regional authorities must be meaningfully involved in shaping the policies and programmes.

The present recommendation is endorsed by the following partners of the "Partnership for Urban Mobility":

Member States:
- Czech Republic (Co-coordinator)
- Cyprus
- Finland
- Romania
- Slovenia

Cities:
- Karlsruhe (Co-coordinator)
- Bari
- Bielefeld
- Burgas
- Gdynia
- Malmö
- Nijmegen
- Torres Vedras

Regions:
- Wallonia
- Skåne

European Organisations:
- CEMR
- EUROCITIES

Stakeholders:
- European Cyclist Federation
- POLIS
- UITP

3.2 RECOMMENDATION N° 2 -: Improving cross-border mobility

The Europe of the future is a Europe of cities and regions. Functional border regions in particular form a sensitive interface between the EU Member States. In border regions European integration first manifests itself among citizens in their everyday life through a larger, more efficient and integrated labour market and cultural exchange. As prototypes of European integration, border regions are of greater importance than their sheer number might suggest. Here, Europe is manifested at its smallest scale.

In an ever closer Europe, border regions call for a mobility of people and goods which is not limited by national borders. Cross-border mobility is an indispensable prerequisite for an integrated economic and living environment.

We appreciate that the importance of cross-border mobility has been widely recognised at the political level, and that measures have been taken in recent years to meet the growing demand for improved cross-border mobility. However, the implementation on the ground still faces practical challenges. It is therefore essential to remove existing barriers in order to further promote cross-border mobility. The decisive factor is that all relevant authorities at regional, national and European level place greater political value on border regions and intensify their efforts to cooperate.

We are convinced that, particularly by strengthening mobility as a connective link between the Member States, borders will no longer be perceived as such. Therefore, we strongly recommend:

- The need for joint spatial planning policy and regional cross-border development plans:
  National spatial plans and regional development plans should focus on the entire border region taking into account the cross-border dimension. This applies in particular to mobility and transport plans and requires enhanced cooperation and coordination between neighbouring countries at all relevant political levels including the definition of common mobility standards and objectives as well as the mutual access to and reconciliation of data.

- Recognition of cross-border mobility solutions as best practice examples for a wider Europe:
  Border regions should be recognised and actively supported as experimental fields and living labs for innovative, sustainable and multimodal mobility solutions. The mobility solutions tested in border regions have the potential to be transferred to other regions and levels of Europe's governance hierarchy. Thus, they generate high added value for the EU as a whole.

- Strengthening of the European Grouping of Territorial Cooperation (EGTC):
  Existing cross-border cooperation platforms which have proved successful, such as the European Grouping of Territorial Cooperation (EGTC), should be further politically strengthened and practically consolidated. They are a hallmark for cross-border cooperation as they have a high level of expertise and experience, in particular in the field of mobility and transport. EGTCs should be given priority access to appropriate funding; this applies to both big transport infrastructure projects and smaller mobility projects.

- Better funding opportunities for cross-border mobility projects:
  The funding structure for cross-border mobility and development projects should become easier and more realistic. Each project, regardless of its size or relevance, should have appropriate funding opportunities. Administrative burdens should be proportionate to the funding. Special attention should be given to operating costs (especially in the field of public transport) to avoid the addition of flat fees applied twice (on each side of the border).

The present recommendations on improving cross-border mobility were developed in close cooperation between the partners of the "Partnership for Urban Mobility" and actors of cross-border cooperation of the Upper Rhine Region.

4   LINKS WITH OTHER COMMITMENTS

4.1   Links with the cross-cutting issues

In the Pact of Amsterdam, it was stated that the complexity of urban challenges requires integrating different policy aspects to avoid contradictory consequences and make interventions in Urban Areas more effective. In line with the competences and responsibilities of the different participants and taking into account that the EU does not have competences on some of these issues, the Partnerships shall consider the relevance of cross-cutting issues for selected priority themes.

Below it is described how these themes were taken into account in the development of this Partnership's Action Plan.

1.   *Good urban governance, sound and strategic urban planning and an integrated approach*

Good urban governance, sound and strategic urban planning and an integrated approach are highly relevant and important issues for the PUM. Especially in action 1 on multi-level governance and action 2 on reinforcing the sustainable urban mobility planning (SUMP) framework, the following is mentioned:

- There is broad agreement today that tackling urban mobility requires multi-level governance and partnership approaches which ensure a high degree of horizontal and vertical integration. The question remains as to how to implement such integrated, multi-partner approaches in practice, in a way that respects the respective competences and responsibilities of all involved actors and delivers good results in a timely and efficient manner.
- In many urban areas, urban transport planning is still primarily focused on infrastructure projects, rather than fostering new urban mobility paradigms and patterns. It is important to link successfully political vision, strategic planning, and the needs and expectations of citizens and businesses.
- A clearer picture is needed regarding the state-of-play of the SUMP implementation across the EU; about where the main bottlenecks lie for the broader implementation of sustainable urban mobility policies; and about what is being done and should be done at EU and national level in support of municipalities. Currently there are many approaches to SUMPs at national level, and municipalities indicate that the lack of national/regional support (including financing) and adequate regulatory framework are among the main barriers to develop SUMPs.

The following activities regarding reinforcing the uptake of SUMPs have been proposed in the action plan to address these issues:

- Overview and analysis of the national frameworks that exist in the 28 Member States in order to create a complete overview of the state-of-play for implementing urban mobility plans and complete country profiles available via the SUMP platform

- Populate a single SUMP city database on ELTIS – the urban mobility observatory (starting with cities >100.000 inhabitants) with information about the cities' urban mobility and transport plans
- Produce a set of examples of good practice with regard to SUMPs, from across the EU, covering towns and cities of different sizes
- Produce updated SUMP guidelines in line with recent developments in transport and mobility

The following activity regarding reinforcing multi-level cooperation and governance has been proposed in the action plan to address these issues

- Collect and share examples of practical experiences with multi-level governance and partnership approaches that have been implemented on the ground, in urban and functional urban areas (including poly centric, urban / rural areas) across Europe

2. *Urban-rural, urban-urban and cross-border cooperation;*

The PUM recognises that developing and implementing comprehensive and integrated urban mobility policies for towns and cities is not limited to cities, but includes the functional urban area and the lower density hinterland. It requires close cooperation between different levels of government (in particular municipal) and across administrative boundaries. The urban-rural cooperation also closely related to the polycentric concept is described under point 5. Recommendation 2 deals specifically with improving cross-border mobility.

3. *Innovative approaches*

The action plan focuses on a better framework for innovation in urban mobility (action 9), as well as on how to use and promote implementation of existing innovative approaches and tools. For example action 8 on New Mobility Services (NMS) aims to investigate how deployment of NMS can deliver solutions to citizens and support transport authorities in dealing with challenges in terms of congestion, air quality, noise, liveability, social inclusion and health. Also, action 4 focuses on assisting the take-up of innovative clean buses.

For the creation of a better framework for innovation, the action plan proposes to:

- Optimise existing funding schemes to make it easier for cities and regions to apply for and get funding for smaller innovative projects.

4. *Impact on societal change, including behavioural change*

Behaviour is a major factor influencing the negative effects of urban mobility. The Partnership is focusing on societal and behavioural change through promoting more active modes of mobility (through action 5 and action 6).

Modal choice, sustainable use of energy, waste treatment, etc. have a direct impact on air quality. The support of authorities for mobility measures which have a positive

impact is of major importance. These themes were therefore assessed as being of major importance for achieving a better quality of life, including air quality, health, less congestion and social inclusion. The following activities are proposed:

- Collect best-practices on mobility plans for schools and companies
- Collect practices of drivers for behavioural change

5. *Challenges and opportunities of small- and medium-sized cities; and polycentric development.*

The PUM did define special city size related issues, for example in the action of New Mobility Services (NMS): Small- and medium sized cities can benefit from using NMS largely because of their dependency on car mobility and often reduced access to public transport services.

The PUM recognizes also that the provision of appropriate framework conditions might vary between size of cities and poly centric developments. The partnership did specify this in action 2:

- Produce a set of examples of good practice with regard to SUMPs, from across the EU, covering towns and cities of different sizes.

6. *Urban regeneration*

Urban renewal and regeneration is the transformation of existing urban areas to accommodate much denser and generally mixed used environments. It enables the use and development of an area to better align with the current and future needs of a growing city. The partnership did not focus directly on the relation of urban mobility and urban regeneration, however improving walking and cycling infrastructure (action 5) is directly linked to improving urban areas. Also, an improved accessibility (action 3) is considered a means of enhancing the potential of neighbourhoods and lifting social exclusion.

7. *Adaptation to demographic change*

Demography seeks to understand population changes by investigating such demographic components as gender, age, ethnicity, home ownership, mobility, disabilities, language knowledge, employment status and location. Adaptation to demographic change in mobility was indirectly addressed by the partnership via the actions on behaviour (action 6), new mobility services (action 8) and access to public transport (action 3).

8. *Availability and quality of public services of general interest*

There is a direct link between urban mobility and the availability of public services of general interest. There is a direct link between the accessibility (action 3) and availability of public services.

9. *International dimension (Habitat III and the Sustainable Development Goals).*

A detailed analysis of compliance of the Action Plan with the UN Sustainable Development Goals is presented in the next section.

4.2   New Urban Agenda & Sustainable Development Goals

The action plan explicitly addresses issues related to 11 of the 17 Sustainable Development Goals (SDG) proclaimed by the United Nations in 2016. Direct and indirect impacts can be measured from the proposed actions and policies.
An analysis of the contributions of the action plan for each SGD is presented below.

Goal 1. End poverty in all its forms everywhere
Urban mobility policies and -measures and policies aiming at reducing poverty
deal with planning and implementing mobility to deliver greater accessibility levels to socio-economic activities. Accessible and affordable mobility has a positive impact on social inclusion in urban areas of all levels of development. All actions contribute substantially to increased accessibility, thus supporting Goal 1.
Particularly, actions 5 and 6 contribute to this goal by ensuring safer, cleaner and more affordable (active) mobility; actions 8 and 9 target at promoting technological, management and business innovation thus making mobility a cheaper service accessible by poorer cohorts of the population

Goal 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture
The focus on urban mobility and the focus on passenger transport reduce the impacts of the action plan in targets related to Goal 2.

Goal 3. Ensure healthy lives and promote well-being for all at all ages
This is a major objective of the proposed actions.
Particularly, action 5 contributes to fostering the health impacts of active modes by promoting infrastructure development; action 6 focuses on dissemination policies that promote mode change to active modes, namely walking and cycling.

Goal 4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
The focus on urban mobility and the focus on passenger transport reduces the impacts of the action plan in targets related to Goal 4.

Goal 5. Achieve gender equality and empower all women and girls
Accessibility is a key issue in gender equality. The issue is less visible in developed countries where women and girls have an almost fully equal use of transport; however, issues of safety and costs are still important as they relate to social equality and the gender pay gap, thus having an impact on gender inequality.
Despite not being an explicit topic in any of the actions of the action plan, gender equality is surely part of the discussions of actions 5 (regarding for example safety) and 6(regarding for example behaviour). Action 8 addresses technology-based mobility services and innovation which have a great potential to work as a tool to increase gender equality in urban mobility.

Goal 6. Ensure availability and sustainable management of water and sanitation for all

The focus on urban mobility and the focus on passenger transport reduces the impacts of the action plan in targets related to Goal 6.

Goal 7 Ensure access to affordable, reliable, sustainable and modern energy for all

Energy security, efficiency and affordability is highly related to the use of energy in transport.

Actions 5 and 6 are closely related to the issue due to their focus on the development of infrastructure for active modes and the promotion of transport mode behaviour change towards less energy demanding modes. Action 9 addresses energy efficiency through the development of energy efficient mobility solutions (New Mobility Services). Action 4 focuses on the use of energy efficient and sustainable energy in public transit systems (clean buses). Action 2 seeks an integrative approach to urban mobility planning.

Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Urban mobility policies and measures definitely contribute to a sustainable and inclusive economic growth by increasing the efficiency and sustainability of mobility thus increasing accessibility.

Action 8 and 9 focus on the promotion of new mobility services and fostering an innovation environment for this new approach to mobility that aims at promoting economic growth in transport and also in its spill-overs in the other economic sectors. Action 2 focuses on giving mobility planning a robust technical framework by promoting the integrative approach of SUMPs and the current EU directive for mobility.

Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Infrastructure is one of the key pillars of urban mobility and is addressed, at least implicitly, in all the proposed actions.

Action 5 has significant impacts in creating good and resilient infrastructure for active modes. Actions 8 and 9 address innovation in urban mobility which has observable impacts on the efficiency of the mobility system. Action 2 looks at an integrative approach of urban mobility planning via the consolidation of the SUMP framework.

Goal 10. Reduce inequality within and among countries

As discussed before, urban mobility plays a key role in delivering higher levels of accessibility and thus promoting developing, i.e. reducing overall inequality.

Actions 5 and 6 promote the development of active modes in urban mobility, targeting urban inequality. Actions 8 and 9 target the use of technology for more efficient and more inclusive, thus more equal, mobility systems. Action 2 targets integrative (thus inclusive) urban mobility planning.

Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable

More inclusive urban areas are the implicit goal of better urban mobility.

All actions contribute to this goal, particularly actions 2, 3, 4, 5, 6, 8 and 9 where inclusive mobility is addressed via the promotion of active modes, the use of public

transit, the use of technology and new services and the consideration of integrative mobility planning. Action 3 is specifically focusing on tackling target 11.2:

"Provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons"

Goal 12. Ensure sustainable consumption and production patterns
See the analysis for Goal 7.

Goal 13. Take urgent action to combat climate change and its impacts
See the analysis for Goal 7.

Goal 14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development
The focus on urban mobility reduces the direct impacts of the action plan in targets related to Goal 14.

Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
The focus on urban mobility reduces the direct impacts of the action plan in targets related to Goal 15.

Goal 16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels
All actions of the action plan target policies and measures that promote sustainable development in all its assertions. Action 1 focus on the development of governance systems in urban mobility.

Goal 17. Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development
The focus on urban mobility reduces the direct impacts of the action plan in targets related to Goal 17.

ANNEX

JOINT STATEMENT OF POLITICAL AND LEADING REPRESENTATIVES