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ANNEX 1

## **ANNEX**

### **A CONCEPT FOR SUSTAINABLE URBAN MOBILITY PLANS**

**to the**

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL  
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Together towards competitive and resource-efficient urban mobility**

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**Together towards competitive and resource-efficient urban mobility**

This document sets out a concept for the development of Sustainable Urban Mobility Plans that has emerged from a broad exchange between stakeholders and planning experts across the Union, which were supported by Commission initiatives like the ELTIS Plus project. The concept reflects a broad consensus on the main features of a modern and sustainable urban mobility and transport plan. It is not proposed that this concept represents a one-size-fits-all approach to urban transport planning. Instead the concept can and should be adapted to the particular circumstances of the Member State and urban areas.

The elements below should be seen as guiding principles.

***Goals and objectives***

A Sustainable Urban Mobility Plan has as its central goal improving accessibility of urban areas and providing high-quality and sustainable mobility and transport to, through and within the urban area. It regards the needs of the 'functioning city' and its hinterland rather than a municipal administrative region.

In pursuit of this goal, a Sustainable Urban Mobility Plan seeks to contribute to development of an urban transport system which:

- (a.) Is accessible and meets the basic mobility needs of all users;
- (b.) Balances and responds to the diverse demands for mobility and transport services by citizens, businesses and industry;
- (c.) Guides a balanced development and better integration of the different transport modes;
- (d.) Meets the requirements of sustainability, balancing the need for economic viability, social equity, health and environmental quality;
- (e.) Optimises efficiency and cost effectiveness;
- (f.) Makes better use of urban space and of existing transport infrastructure and services;
- (g.) Enhances the attractiveness of the urban environment, quality of life, and public health;
- (h.) Improves traffic safety and security;
- (i.) Reduces air and noise pollution, greenhouse gas emissions, and energy consumption;
- and
- (j.) Contributes to a better overall performance of the trans-European transport network and the Europe's transport system as a whole.

***Long-term vision and clear implementation plan***

A Sustainable Urban Mobility Plan presents, or is linked to an existing, long-term strategy for the future development of the urban area and, in this context, for the future development of transport and mobility infrastructure and services.

A Sustainable Urban Mobility Plan equally includes a delivery plan for short-term implementation of the strategy.

- (1) Timetable and budget plan: The delivery plan should include a timetable for implementation as well as a budget plan. Sources for the requisite funding should be identified. The delivery plan ideally should cover a period of 3-10 years.
- (2) Responsibilities and resources: A Sustainable Urban Mobility Plan should provide a clear allocation of the responsibilities for the implementation of the policies and measures set out in the plan and identify the required resources for each actor.

### ***Assessment of current and future performance***

The development of a sustainable urban mobility should build on a careful assessment of the present and future performance of the urban transport system.

- (3) Status analysis and baseline: A Sustainable Urban Mobility Plan should provide a comprehensive review of the current situation and the establishment of a baseline, through an 'urban mobility performance audit', against which future progress can be measured. This analysis should include a review of the institutional set-up, planning process and delivery mechanisms. It should also include an Impact Assessment on the proposed measures.
- (4) Performance indicators: Suitable indicators should be identified to describe the current status of the urban transport system from the relevant policy perspectives: quality and accessibility of transport services and infrastructure; land-use and spatial development; safety and security; energy; environment; social inclusion and gender equity; economic development; health; education; etc.). A Sustainable Urban Mobility Plan should identify 'hotspots' within the urban areas where performance of the present transport system is particular poor with regard to any of above policy perspectives.
- (5) Specific objectives: A Sustainable Urban Mobility Plan should identify specific performance objectives, which are realistic in view of the current situation in the urban area, as established by the status analysis, and ambitious with regard to the goal and general objectives of a Sustainable Urban Mobility Plan.
- (6) Targets: A Sustainable Urban Mobility Plan should set measurable targets, which are based on a realistic assessment of the baseline and available resources. These targets should reflect the specific objectives of a Sustainable Urban Mobility Plan.

### ***Balanced and integrated development of all modes***

A Sustainable Urban Mobility Plan fosters a balanced development of all relevant transport modes, while encouraging a shift towards more sustainable modes. The plan puts forward an integrated set of technical, infrastructure, policy-based, and soft measures to improve performance and cost-effectiveness with regard to the declared goal and specific objectives.

The following topics would typically be addressed:

- (a.) Public transport: Sustainable Urban Mobility Plan should provide a strategy to enhance the quality, security, integration and accessibility of public transport services, covering infrastructure, rolling stock, and services.
- (b.) Non-motorised transport: Sustainable Urban Mobility Plan should incorporate a plan to raise attractiveness, safety and security of walking and cycling. Existing infrastructure should be assessed and improved where necessary. The development of new infrastructure

should be envisaged not only along the itineraries of motorised transport. Dedicated infrastructure should be considered for cyclists and pedestrians to separate them from heavy motorised traffic and to reduce travel distances, where appropriate. Infrastructure measures should be complemented by other technical, as well as policy-based, and soft measures.

(c.) Inter-modality: A Sustainable Urban Mobility Plan should contribute to a better integration of the different modes, and should identify measures aimed specifically at facilitating seamless and multi-modal mobility and transport.

(d.) Urban road safety: A Sustainable Urban Mobility Plan should present actions to improve road safety based on an analysis of the main road safety problems and risk areas in the concerned urban area.

(e.) Road transport (flowing and stationary): For the road network and motorised transport, a Sustainable Urban Mobility Plan should address moving and stationary traffic. Measures should aim at optimising the use of existing road infrastructure and improving the situation in the identified 'hot-spots' and overall. The potential for reallocating road space to other modes of transport or other public functions and use which are not related to transport should be explored.

(f.) Urban logistics: A Sustainable Urban Mobility Plan should present measures to improve the efficiency of urban logistics, including urban freight delivery, while reducing related externalities like emissions of GHG, pollutants and noise.

(g.) Mobility management: A Sustainable Urban Mobility Plan should include actions to foster a change towards more sustainable mobility patterns. Citizens, employers, schools, and other relevant actors should be engaged.

(h.) Intelligent Transport Systems: ITS being applicable to all transport modes and mobility services, both for passengers and freight, they can support strategy formulation, policy implementation and monitoring of each of the measures designed under the framework of a Sustainable Urban Mobility Plan.

### ***Horizontal and vertical integration***

The development and implementation of a Sustainable Urban Mobility plan follows an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. The Local Planning Authority should put in place appropriate structures and procedures.

Integrated planning and implementation encompasses

(a.) Interdepartmental consultation and cooperation at the local level to ensure consistency and complementarity of a Sustainable Urban Mobility Plan with local policies, strategies and measures in related policy areas (such as transport; land-use and spatial planning; social services; energy; health; education; enforcement and policing, etc.).

(b.) Close exchange with the relevant authorities (i) at the different levels of administration and government (e.g. district, municipality, agglomeration, region, and Member States) and (ii) in neighbouring urban areas. This exchange should involve in particular those bodies and authorities with responsibility for transport and mobility services and infrastructure inside or leading to the urban area.

(c.) Familiarity with and due consideration for policy objectives and relevant development and/or transport plans, which already exist or are being developed and which impact on the concerned urban area.

### ***Participatory approach***

A Sustainable Urban Mobility Plan follows a transparent and participatory approach.

The Local Planning Authority should involve the relevant actors - citizens, as well as representatives of civil society and economic actors – in developing and implementing the plan from the outset and throughout the process to ensure a high level of acceptance and support.

#### ***Monitoring, review, reporting***

The implementation of a Sustainable Urban Mobility Plan should be closely monitored.

The progress towards the goal and specific objectives of the plan and meeting the targets should be assessed regularly on the basis of the selected indicators. Appropriate action should be taken to ensure timely access to the relevant data and statistics. A monitoring report should provide the basis for a review of the Sustainable Urban Mobility Plan implementation.

#### ***Quality assurance***

Local Planning Authorities should have mechanisms to ensure the quality and validate compliance of the Sustainable Urban Mobility Plan with the requirements of the Sustainable Urban Mobility Plan concept.