



FACT-FINDING STUDY ON STATUS AND FUTURE NEEDS REGARDING LOW- AND ZERO- EMISSION URBAN MOBILITY

Annex D: Indicator sheets - Domain D (Mobility-related data collection and indicators at local level)

30-04-2021

Written by:



INTRODUCTION

The present booklet presents the indicator sheets for domain D (Mobility-related data collection and indicators at local level).

The following indicator sheets are included in this document:

- Data availability at the local level and related challenges;
- Availability of shared mobility services;
- Typology of public transport buses in active use;
- Availability of digital public transport tickets;
- Presence of an active parking management policy in effect;
- Presence of a Mobility-as-a-Service (MaaS) offer;
- Retrieval of data from mobility operators and mobility platforms;
- Other urban mobility indicators;
- FFS: Affordability of public transport;
- SUMI: Affordability of public transport for the poorest;
- FFS: Air pollutant emissions;
- SUMI: Air pollutant emissions;
- FFS: Road deaths;
- FFS: Traffic Safety Active Modes;
- FFS: Access to public transport;
- SUMI: Accessibility to mobility services;
- FFS: Greenhouse gas emissions;
- SUMI: Greenhouse gas emissions;
- FFS: Congestion;
- SUMI: Congestion and delays;
- FFS: Modal Split;
- SUMI: Modal Split.

The document also includes a summary sheet of said indicators.

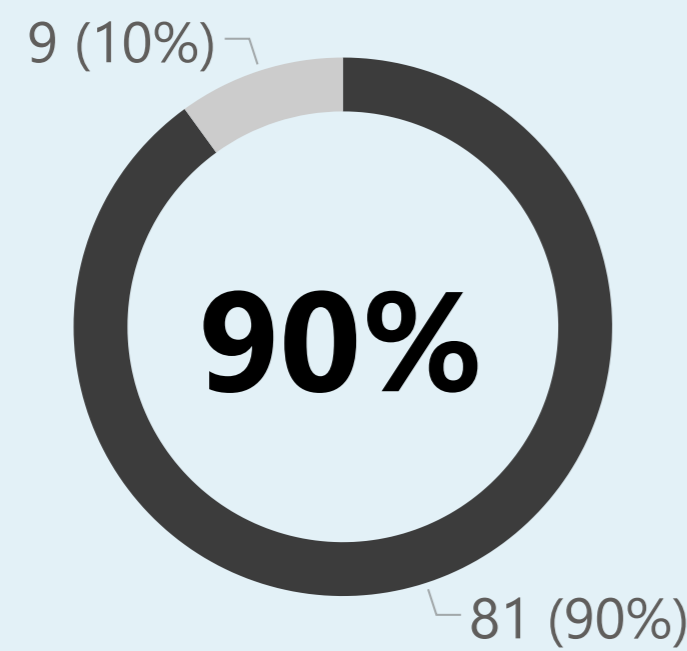
It should be noted that:

- The indicator sheets developed to date are based on the data collected so far by mainly domain experts and country managers through desk research and to a certain degree by cities administrations that, in providing data, validated the inputs by domain experts and country managers as well. Thus, considering that all the data is not validated, the indicator sheets should be interpreted with caution.

Definition: Data availability at the local level and related challenges

Overview

- Do collect
- Do not collect



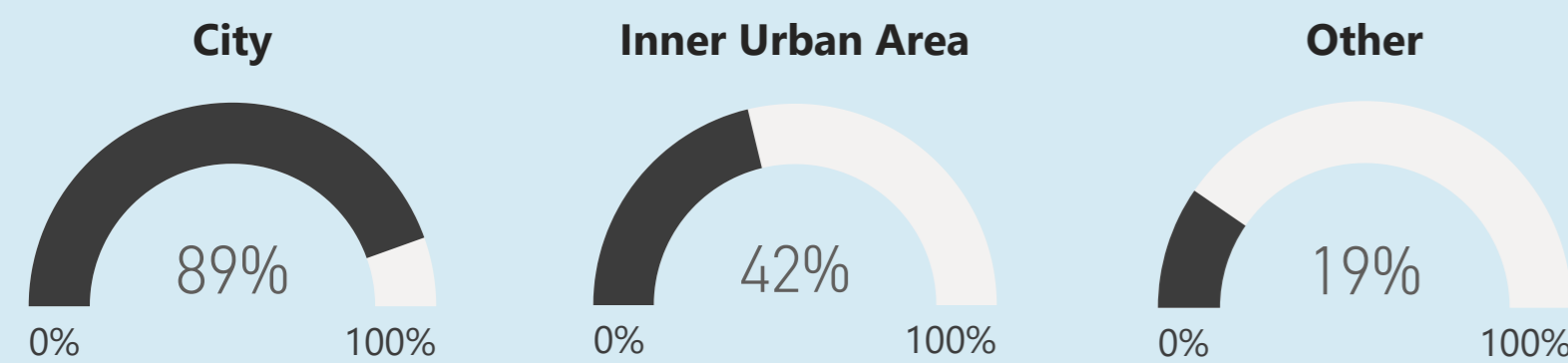
Cities that routinely collect urban mobility-related data at city-level or another geographic area

Comments:

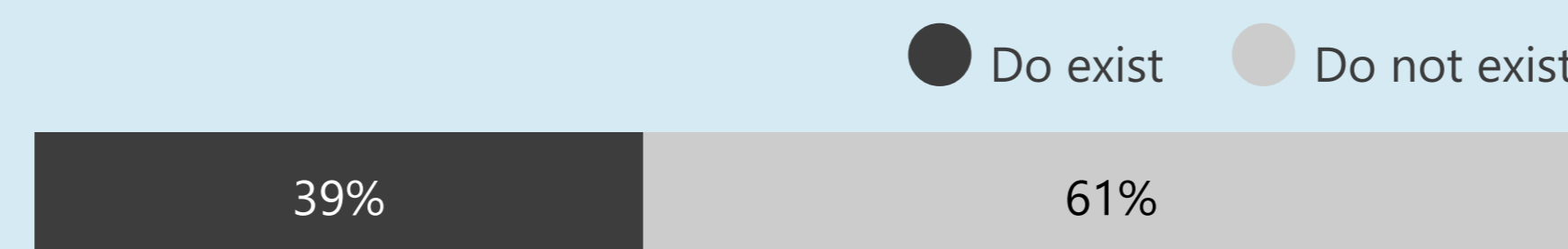
Cities collecting mobility-related data at other geographic levels do so for larger areas (e.g. metropolitan area, commuter region, neighbouring regions, etc.) and smaller areas (e.g. immediate city centre, traffic in certain streets or around schools). Many cities mentioned that data is collected by different bodies, e.g. various city departments, PT operator, Traffic Management Centre, etc. In some cases, the responsibility for data collection is outsourced to city-owned agencies/companies or private companies. Cities store data in many different ways, from excel tables on a SharePoint to comprehensive data storage software tools such as Azure Data Lake. Data is usually stored on city-owned servers according to data privacy regulations. Partly data is made available on open data platforms.

Some cities collect data on certain indicators more often than once a year, e.g. data on air pollutant emissions, greenhouse gas emissions, road deaths and congestion is in some cases collected / reported / summarised on a monthly basis. Answers to question whether cities have an explicit target with regards to data routines, responsibilities, data partnerships, data storage, etc. include specific objectives (e.g. increasing the Gigabyte of mobility data in the city database, achieving 90% up-to-date, etc.) and more general objectives (e.g. to develop a unified database for mobility data accessible to different public sector institutions or not to duplicate data sets / data collection endeavours).

Collection of mobility-related data by geographical area



Presence of a central city department, responsible for storing the data collected

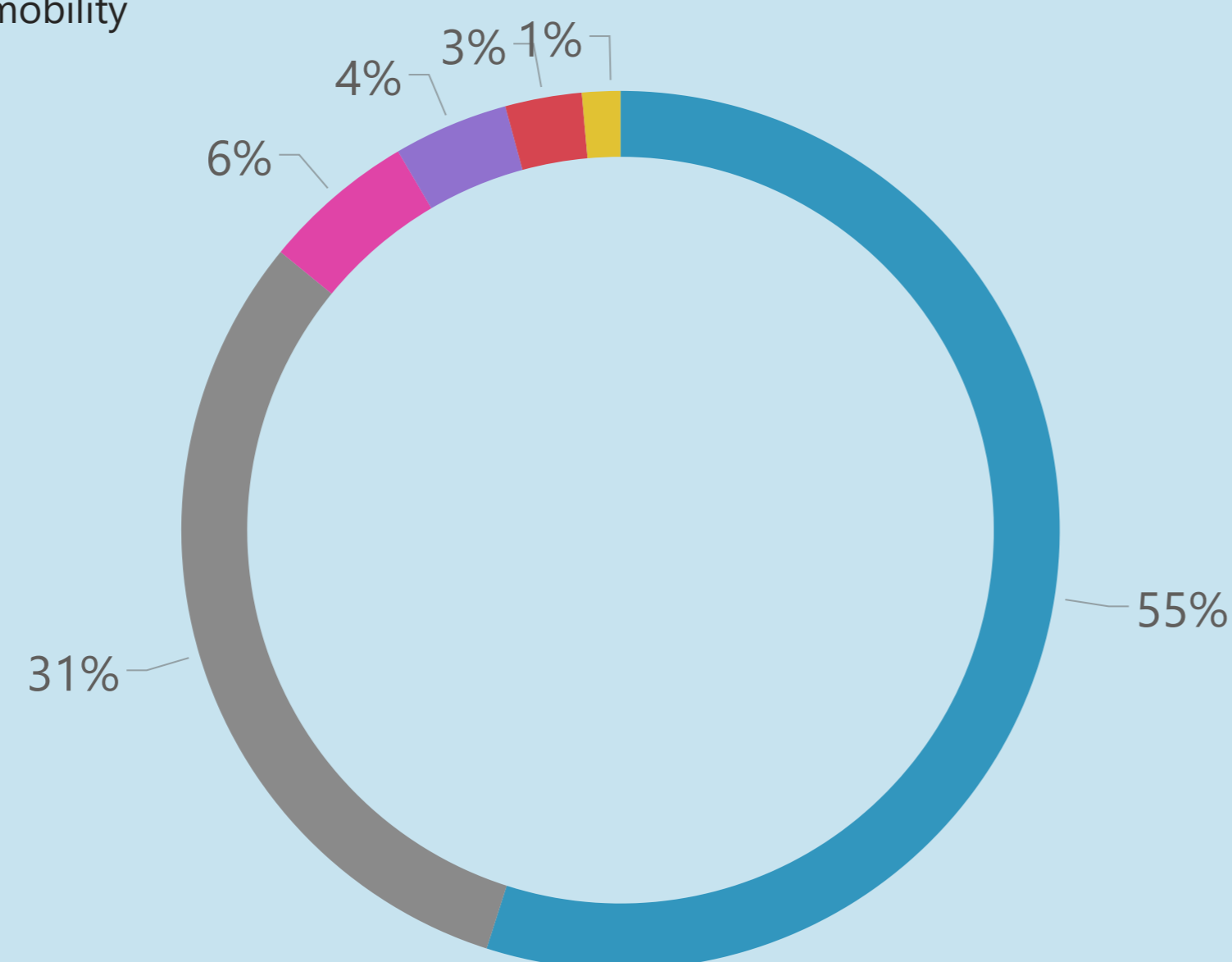


Cities with explicit target with regards to data routines, responsibilities, data partnerships, data storage, etc.



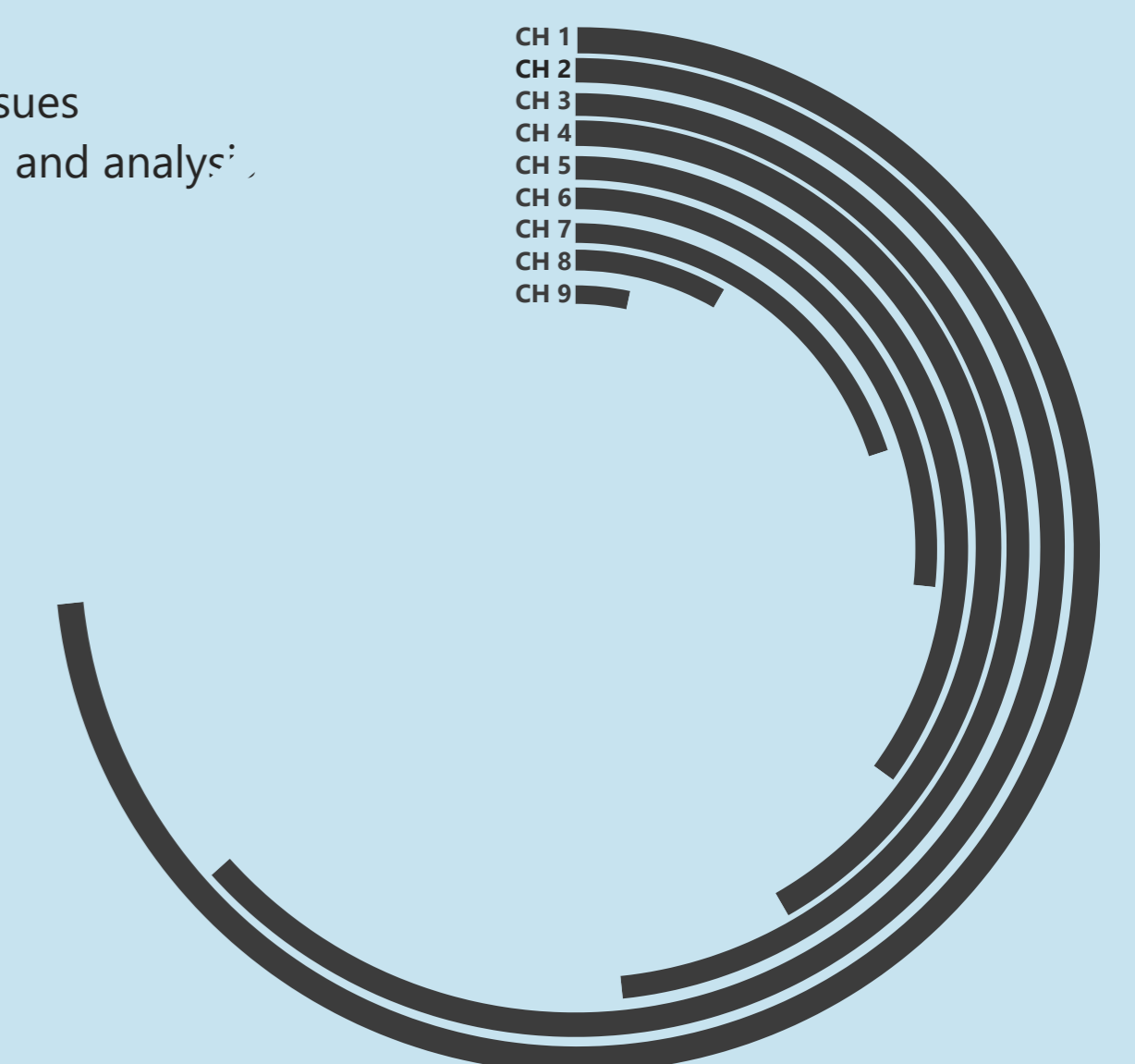
Collection of mobility-related data by actor responsible for the mobility-related data collection

- A dedicated city department in charge of transport / mobility
- A dedicated city department in charge of statistics
- Public transport operator(s)
- Regional authorities
- National authorities
- Other



Main challenges of cities regarding the collection and analysis of urban mobility-related data

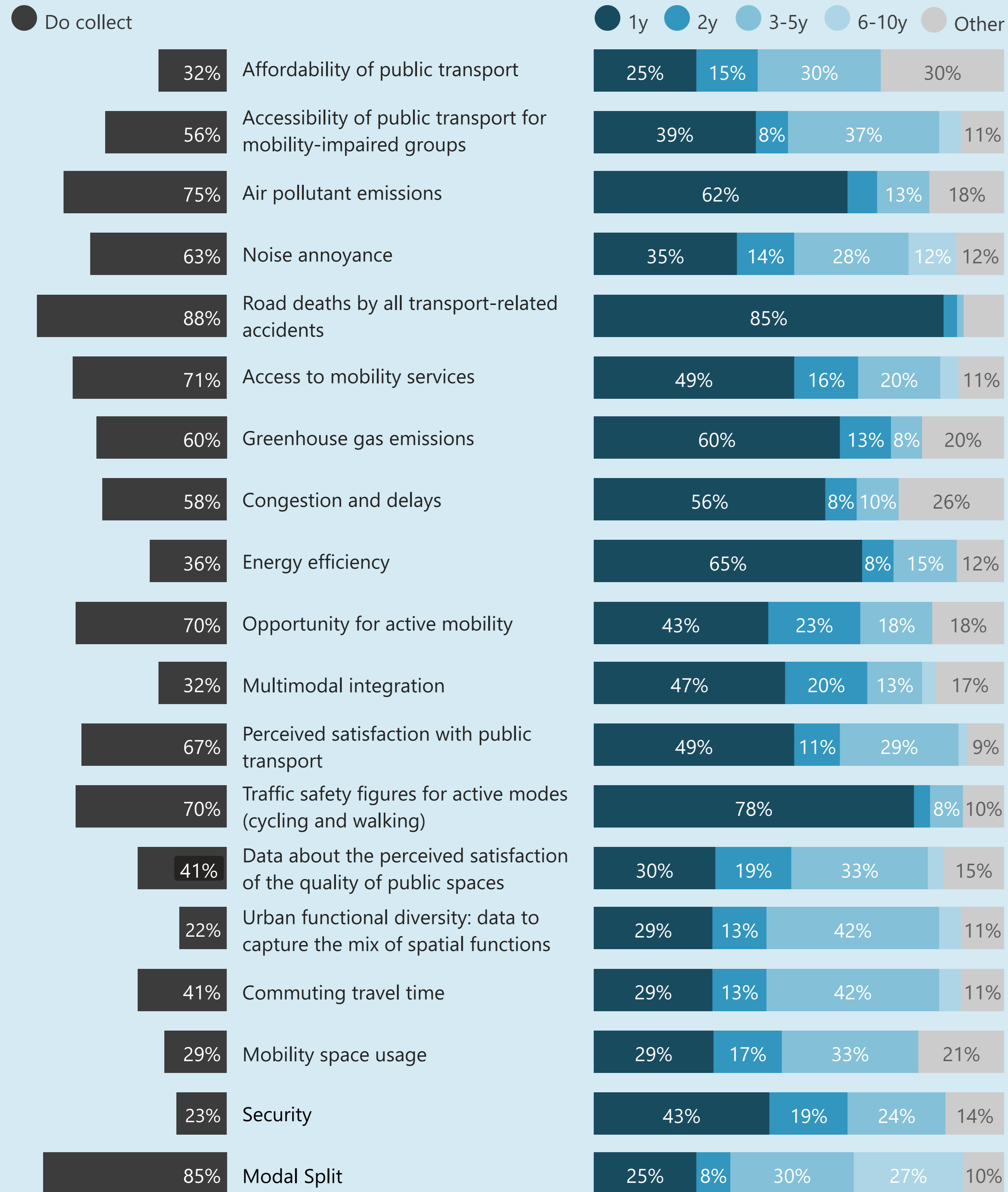
- 74% **CH 1** = Data held by many different depts, agencies, companies, etc.; difficult to compile in one place
- 65% **CH 2** = Lack of staff numbers to collect, compile and analyse data
- 49% **CH 3** = Costs related to the collection of purchase of data
- 41% **CH 4** = Methodological challenge to adequately capture complex issues
- 38% **CH 5** = Complexity of technologies, software, etc. for data collection and analysis
- 28% **CH 6** = Lack of staff skills to collect, compile and analyse data
- 21% **CH 7** = Lack of interest by local decision makers in detailed data
- 7% **CH 8** = Lack of interest by the media or public in detailed data
- 3% **CH 9** = Other



Definition: Data availability at the local level and related challenges

Collection of mobility-related data and frequency

Data collection frequency (in years):



Comments:

In addition to what reported on the previous page, explicit targets exist for indicators included in the cities' SUMP / Transport Plan / Mobility Strategy or with regarding the monitoring of the implementation of these plans.

Collection of mobility-related data in each sampled city

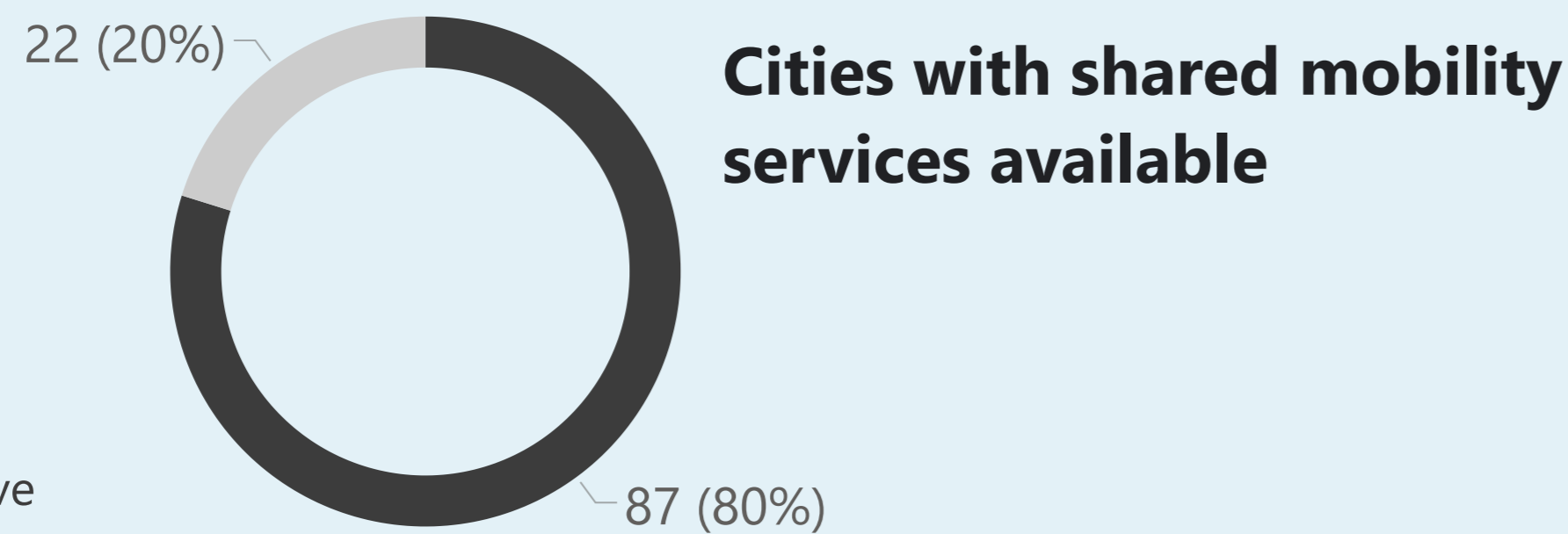
Do collect (black dot) Do not collect (grey dot)

Austria	Denmark	Greece	Luxembourg	Oradea*
Graz ●	Aarhus* ●	Athens* ●	Luxembourg city ●	Timisoara ●
Klagenfurt ●	Copenhagen* ●	Dionysos ●	Sanem ●	Slovakia
Salzburg ●	Odense* ●	Heraklion ●	Malta	Bratislava ●
Vienna ●	Skive ●	Larissa ●	Valletta* ●	Kosice* ●
Belgium	Estonia	Thessaloniki*	Netherlands	Presov*
Antwerp ●	Parnu* ●	Trikala ●	Amsterdam* ●	Žilina ●
Brussels ●	Tallinn* ●	Hungary	Groningen ●	Slovenia
Gent ●	Tartu ●	Budapest ●	Helmond ●	Celje* ●
Leuven ●	Finland	Miskolc ●	Nijmegen ●	Ljubljana ●
Mechelen ●	Helsinki ●	Pecs* ●	Utrecht* ●	Maribor ●
Sint-Niklaas ●	Lahti ●	Szeged ●	Veenendaal ●	Spain
Bulgaria	Tampere ●	Ireland	Poland	Barcelona ●
Burgas* ●	Turku ●	Dublin* ●	Gdynia ●	Granollers* ●
Gabrovo ●	France	Kilkenny* ●	Krakow ●	León ●
Ruse ●	Chavagne ●	Waterford* ●	Skawina ●	Madrid ●
Sofia* ●	Lyon ●	Italy	Toruń* ●	Las Palmas* ●
Croatia	Métropole AMP ●	Brescia ●	Warsaw* ●	Valencia* ●
Koprivnica* ●	Paris ●	Milan* ●	Wroclaw* ●	Vitoria-Gasteiz ●
Rijeka ●	Saint Germain ●	Padua ●	Portugal	Sweden
Sisak ●	Strasbourg* ●	Portoferraio ●	Braga* ●	Gothenburg ●
Zagreb* ●	Toulouse ●	Rome ●	Funchal ●	Malmö ●
Cyprus	Germany	Trieste ●	Lisbon* ●	Örebro ●
Nicosia* ●	Aachen ●	Latvia	Lousada* ●	Stockholm* ●
Czech Republic	Berlin ●	Cesis ●	Maia* ●	Trelleborg ●
Brno ●	Bielefeld ●	Daugavpils ●	Romania	Umeå ●
České Budějovice ●	Bremen ●	Riga ●	Arad ●	United Kingdom
Jihlava ●	Cologne ●	Lithuania	Brasov* ●	Aberdeen ●
Karlovy Vary ●	Duisburg ●	Klaipeda ●	Bucharest ●	London* ●
Olomouc ●	Regensburg ●	Panevėžys ●	Cluj Napoca* ●	
Prague ●	Rostock ●	Vilnius ●	Constanta ●	

(*) City covered by desk research

Definition: Availability of shared mobility services

Overview



Comments:

Further to those mentioned in the table below, other shared mobility services available in cities include: e-cargo bike sharing, sharing schemes for private cars, etc. Most-mentioned operators for bike sharing are NextBike, Donkey Republic, Mobike, Limebike. For e-bike/ pedelec sharing no operator mentioned more than twice. For e-scooter sharing (stand-up) are Bird, Bolt, Circ, Dott, Lime, Tier, Voi. In many cities there are several operators. For e-scooter sharing (seated) the most common is Blink. Apart from that large variety of operators, without others being mentioned more often. Lastly, for station-based car sharing it's Cambio and for free-floating car sharing ShareNow

Shared mobility services available by operational type, local population served, average geographical area served, average number of vehicles and operators types

Shared mobility service	Availability	Local population served				Average geographical area served		Average number of vehicles			Types of operators	
		up to 10%	up to 40 %	up to 80%	100%	km2	% of City area	Free-floating	Hybrid or other	Station-based	city-owned	privately-owned
Bike Sharing	63%	55%	30%	12%	3%	55	45	682	595	1276	53%	47%
E-bike / Pedelec sharing	30%	68%	26%		5%	76	59	2915	600	572	48%	52%
E-scooter sharing (seated)	17%	87%	13%			48	41	1002	293		5%	95%
E-scooter sharing (stand-up)	50%	50%	43%	7%		30	49	1673	1533	2716	4%	96%
Free-floating car sharing	39%	55%	23%	18%	5%	74	50					100%
Other	10%	90%			10%	135	100	206		231	45%	55%
Station-based car sharing	40%	70%	23%	7%		71	68				4%	96%

Availability of shared mobility services in each sampled city

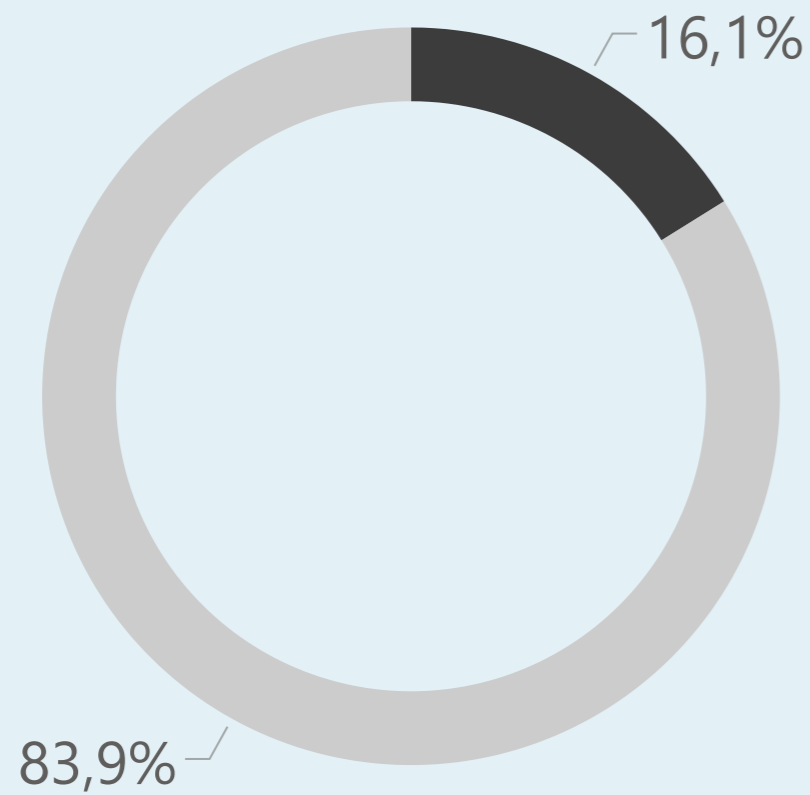
Do have Do not have

Austria	Croatia	Odense*	Strasbourg*	Trikala	Latvia	Nijmegen	Arad	Barcelona
Graz	Koprivnica*	Skive	Toulouse	Hungary	Cesis	Utrecht*	Brasov*	Granollers*
Klagenfurt	Rijeka	Estonia	Germany	Budapest	Daugavpils	Veenendaal	Bucharest	León
Salzburg	Sisak	Parnu*	Aachen	Miskolc	Riga	Poland	Cluj Napoca*	Madrid
Vienna	Zagreb*	Tallinn*	Berlin	Pecs*	Lithuania	Gdynia	Constanta	Las Palmas*
Belgium	Cyprus	Tartu	Bielefeld	Szeged	Klaipeda	Krakov	Oradea*	Valencia*
Antwerp	Nicosia*	Finland	Bremen	Ireland	Panevėžys	Skawina	Timisoara	Vitoria-Gasteiz
Brussels	Czech Republic	Helsinki	Cologne	Dublin*	Vilnius	Toruń*	Slovakia	Sweden
Gent	Brno	Lahti	Duisburg	Kilkenny*	Luxembourg	Warsaw*	Bratislava	Gothenburg
Leuven	České Budějovice	Tampere	Regensburg	Waterford*	Luxembourg city	Wroclaw*	Kosice*	Malmö
Mechelen	Jihlava	Turku	Rostock	Italy	Sanem	Portugal	Presov*	Örebro
Sint-Niklaas	Karlovy Vary	France	Greece	Brescia	Malta	Braga*	Žilina	Stockholm*
Bulgaria	Olomouc	Chavagne	Athens*	Milan*	Valletta*	Funchal	Slovenia	Trelleborg
Burgas*	Prague	Lyon	Dionysos	Padua	Netherlands	Lisbon*	Celje*	Umeå
Gabrovo	Denmark	Métropole AMP	Heraklion	Portoferraio	Amsterdam*	Lousada*	Ljubljana	United Kingdom
Ruse	Aarhus*	Paris	Larissa	Rome	Groningen	Maia*	Maribor	Aberdeen
Sofia*	Copenhagen*	Saint Germain	Thessaloniki*	Trieste	Helmond	Romania	Spain	London*

(*) City covered by desk research

Definition: Typology of public transport buses in active use

Overview



Average clean buses share [in %] of total public transport buses in active use across sampled cities

- Clean buses
- Not clean buses

Comments:

The total number of clean buses excludes zero-emissions buses, which are counted separately.

In particular, of the overall number of public transport buses in operation across the sampled cities, 3.2% are zero-emission buses, i.e. buses which emit no tailpipe emissions, that is, purely battery electric buses (excluding hybrid buses) or hydrogen-powered buses.

Average number and typology of clean public transport buses in active use in sampled cities

City Size	Battery electric buses	Hydrogen (fuel cell) buses	Natural gas buses	Liquid biofuel buses	Synthetic and paraffinic fuel buses	LPG buses	All typologies of clean buses	Zero-emissions buses
Large Metropolitan area	134,1	0,0	506,8	0,0	0,0	0,0	423,7	35,8
Metropolitan area	85,3	2,6	79,8	26,8	0,0	0,0	140,1	44,3
Medium-size urban area	38,4	21,7	70,5	12,3	63,8	0,0	104,9	1,7
Small urban area	13,9	19,3	45,2	5,9	0,0	1,7	41,9	14,4
All City Sizes	49,6	15,0	111,0	12,3	18,2	0,9	116,7	23,2

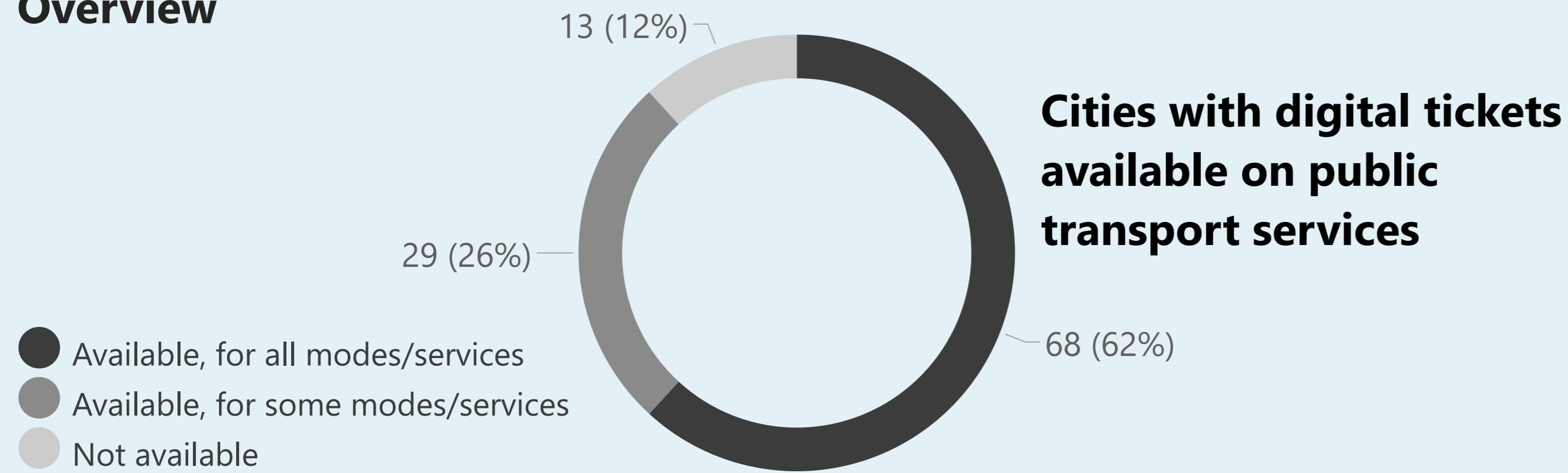
Number of active / clean / zero-emissions public transport buses in each sampled city

		● Active ● Clean ● Zero-emissions				① 0-50 ② 51-250 ③ 251-500 ④ 501-1,000			
Austria	Croatia	Odense*	Strasbourg*	Trikala	Latvia	Nijmegen	Arad	Barcelona	
Graz ①	Koprivnica* ① ① ①	Skive	Toulouse ①	Hungary	Cesis	Utrecht*	Brasov* ①	Granollers*	③ ③
Klagenfurt ① ① ①	Rijeka ② ②	Estonia	Germany	Budapest ② ②	Daugavpils ①	Veenendaal	Bucharest ② ②	León ①	
Salzburg ① ①	Sisak ①	Parnu*	Aachen ① ① ①	Miskolc ② ②	Riga ③ ③	Poland	Cluj Napoca*	Madrid	
Vienna ① ① ①	Zagreb* ①	Tallinn* ① ① ①	Berlin ①	Pecs* ① ①	Lithuania	Gdynia ③ ③	Constanta ①	Las Palmas* ①	
Belgium	Cyprus	Tartu ② ②	Bielefeld ① ①	Szeged ① ①	Klaipeda ①	Krakov ② ②	Oradea*	Valencia*	
Antwerp ①	Nicosia*	Finland	Bremen ①	Ireland	Panevėžys ① ①	Skawina ①	Timisoara ①	Vitoria-Gasteiz	
Brussels ② ②	Czech Republic	Helsinki	Cologne ①	Dublin* ① ①	Vilnius ② ②	Toruń*	Slovakia	Sweden	
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Leuven ② ②	České Budějo... ① ①	Tampere	Regensburg ① ① ①	Waterford* ①	Luxembourg ... ① ① ①	Wroclaw* ①	Kosice* ① ①	Malmö ② ②	
Mechelen	Jihlava ① ① ①	Turku ① ① ①	Rostock ①	Italy	Sanem ② ②	Portugal	Presov* ① ①	Örebro ② ②	
Sint-Niklaas	Karlovy Vary	France	Greece	Brescia ② ②	Malta	Braga* ① ① ①	Žilina ① ① ①	Stockholm*	
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Burgas* ② ② ②	Prague ① ①	Lyon	Dionysos ①	Padua ② ②	Netherlands	Lisbon* ①	Celje*	Umeå ① ① ①	
Gabrovo ① ① ①	Denmark	Métropole A... ① ① ①	Heraklion ① ① ①	Portoferraio	Amsterdam* ② ② ②	Lousada* ①	Ljubljana ② ②	United Kingd...	
Ruse ①	Aarhus* ①	Paris ③ ③	Larissa ①	Rome	Groningen ② ② ②	Maia* ①	Maribor ①	Aberdeen ① ① ①	
Sofia* ② ② ②	Copenhagen*	Saint Germain ① ① ①	Thessaloniki*	Trieste ①	Helmond	Romania	Spain	London* ①	

(*) City covered by desk research

Definition: Availability of digital public transport tickets

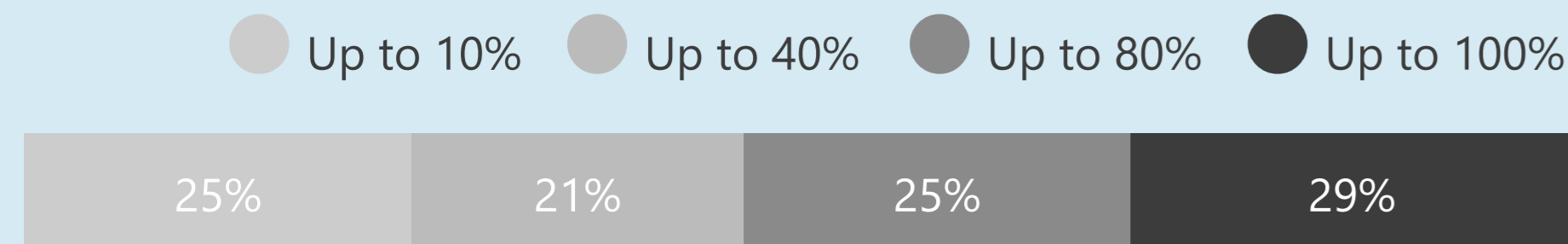
Overview



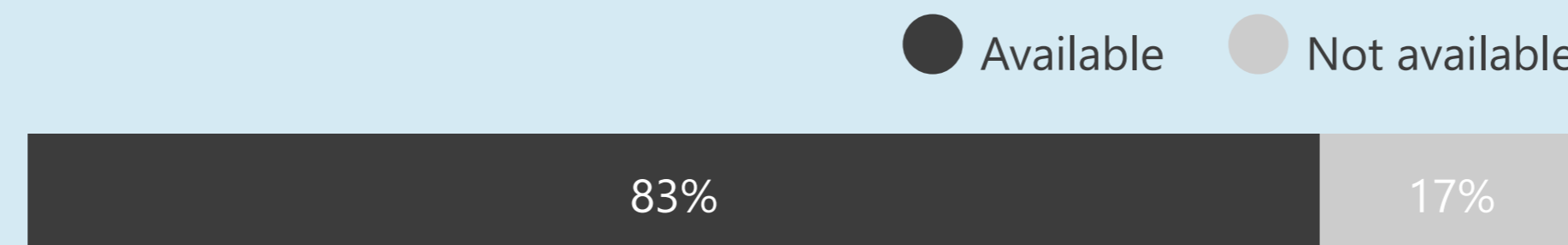
Comments:

Some cities mentioned that digital tickets are sometimes only available for publicly-owned PT operators. Luxembourg is a special case as PT is free and no ticket is needed. Other modes mentioned by cities for which digital tickets are available: trolleybus (as not provided as a separate category), urban trains and light rail.

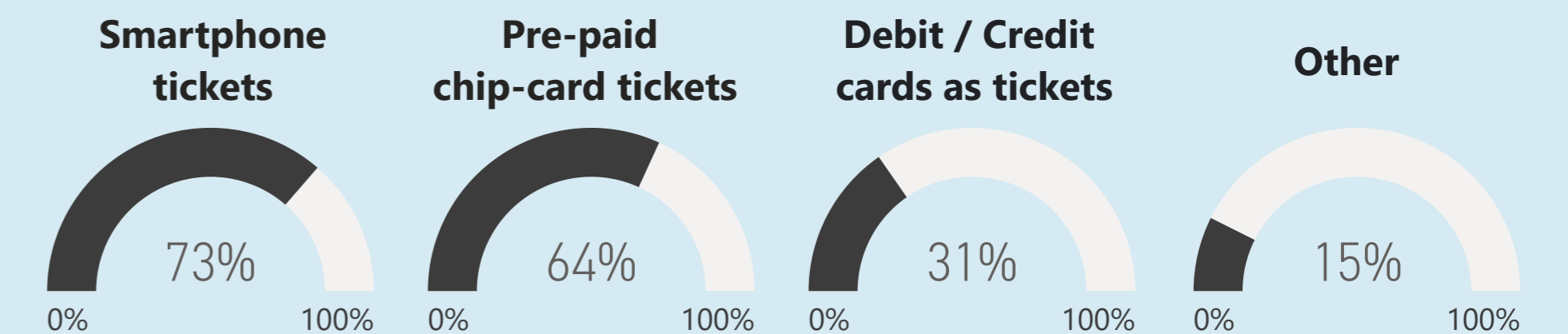
Trips undertaken with digital tickets in relation to the total number of trips



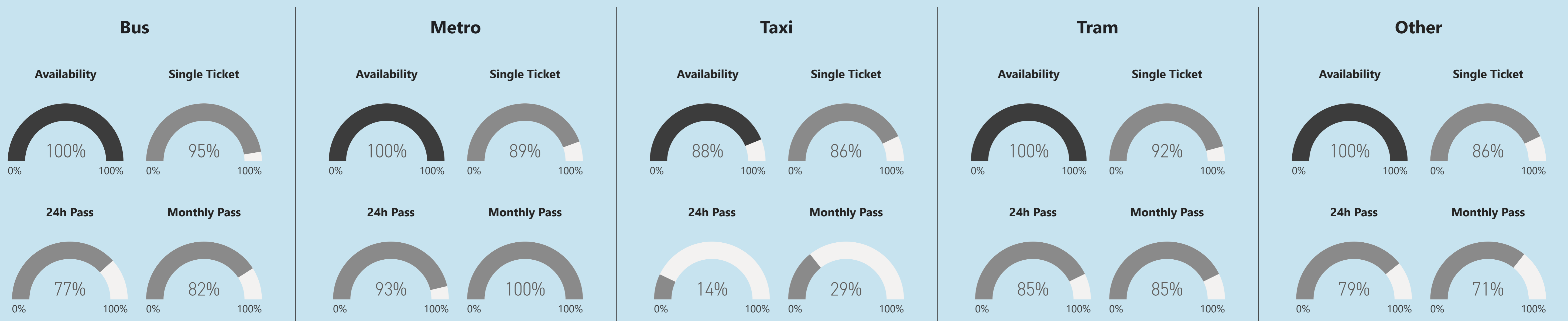
Availability of digital tickets for services of all operators



Formats in which digital tickets are available*



Availability of digital public transport tickets for public transport services by type of services*



(*) **Availability:** Availability of digital tickets by mode / service, **Types of digital tickets available for each mode:** Monthly Pass, 24h Pass, Single Ticket

Definition: Availability of digital public transport tickets

Comments:

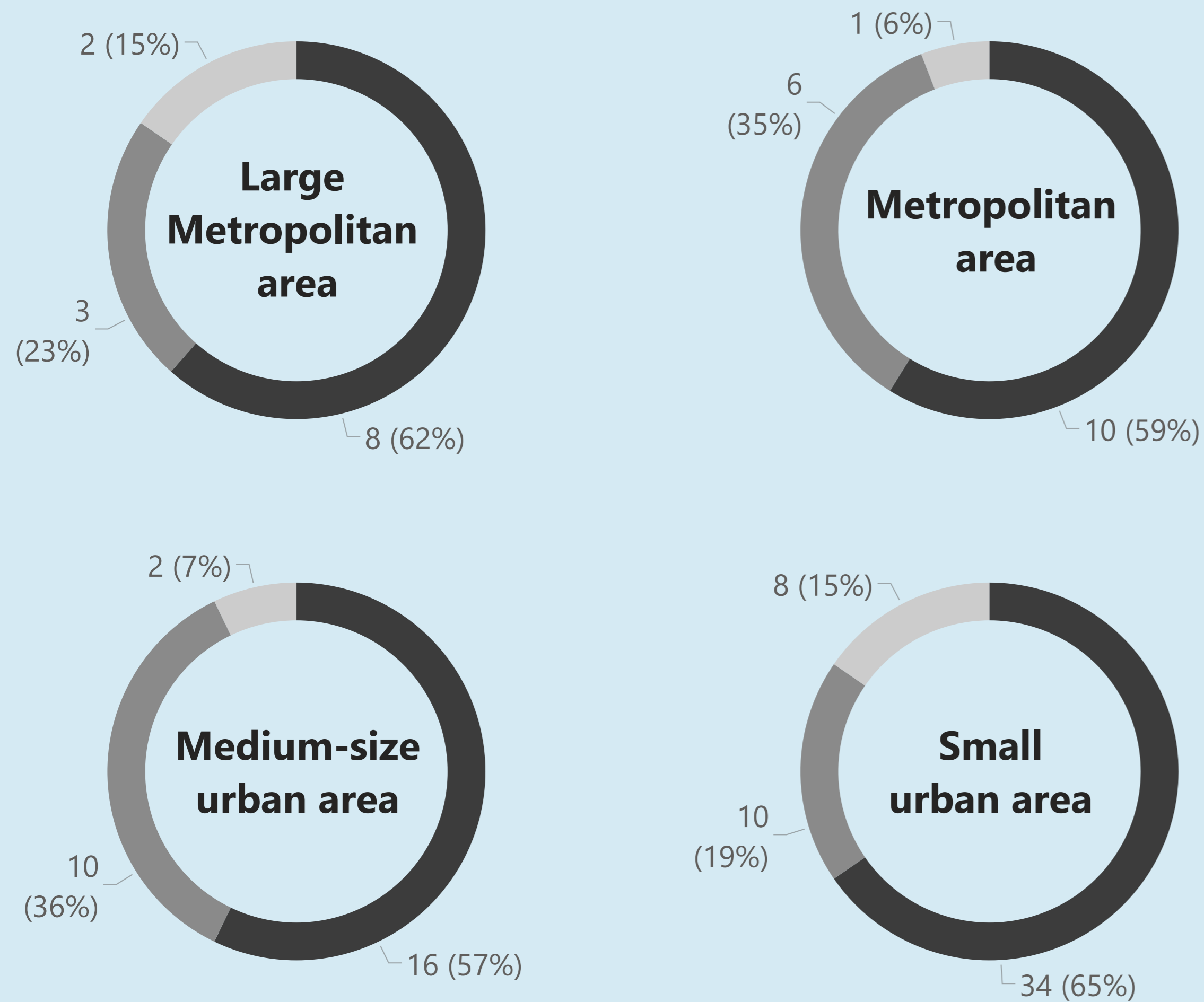
Regarding the format of digital tickets, some cities also have available tickets via SMS. One city mentioned that while debit/credit cards do not act as tickets they can be used to buy single tickets on many buses, trams, and trains.

Ca. 20% of cities were able to provide data on percentage of trips undertaken with digital tickets, concluding that ca. 80% if the cities do not have such data.

No (digital) tickets in Luxemburg City, Koprivnica and Sanem as public transport is free of charge

Availability of digital public transport tickets for public transport services

● Available, for all modes/services ● Available, for some modes/services ● Not available



Availability of digital public transport tickets for some or all transport services in each sampled city

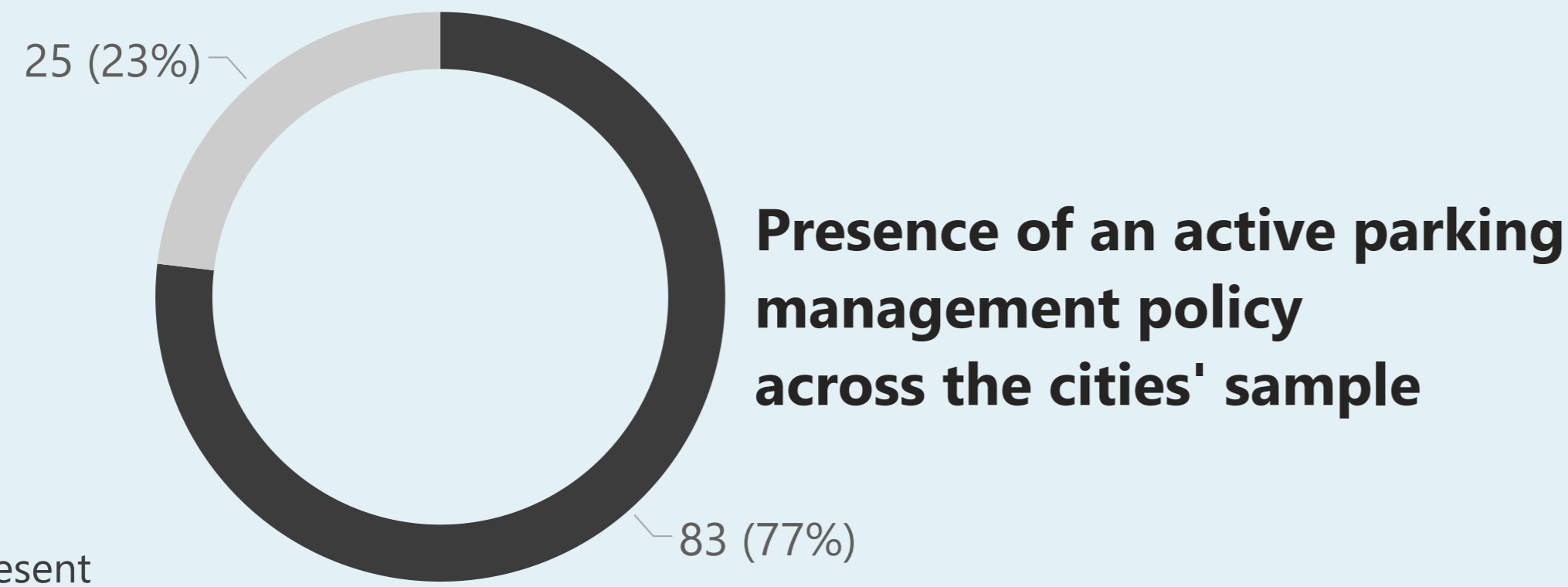
● Available, for all modes/services ● Available, for some modes/services ● Not available

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Vienna ●	Skive ●	Larissa ●	Valletta* ●	Kosice* ●
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České Budějovice ●	Bremen ●	Riga ●	Arad ●	United Kingdom
Jihlava ●	Cologne ●	Lithuania	Brasov* ●	Aberdeen ●
Karlovy Vary ●	Duisburg ●	Klaipeda ●	Bucharest ●	London* ●
Olomouc ●	Regensburg ●	Panevėžys ●	Cluj Napoca* ●	
Prague ●	Rostock ●	Vilnius ●	Constanta ●	

(*) City covered by desk research

Definition: Presence of an active parking management policy in effect

Overview



Comments:

Areas with active parking management policy in effect if only certain parts of city are covered: inner city/ historic city centre, inner ring road zone, certain districts and residential areas. Exemptions were mentioned for loading & unloading as well as for Park&Ride parking lots. Often parking fees only need to be paid at certain times of the day.

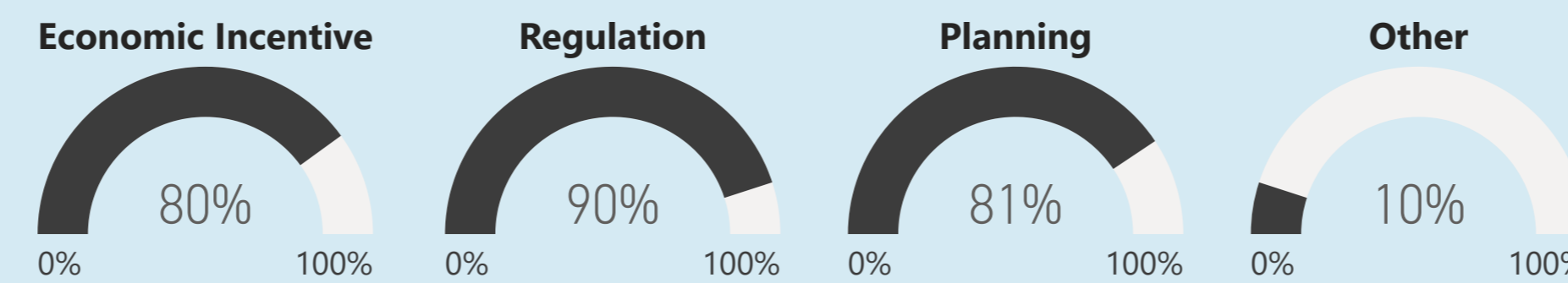
Impact on number of cars and/or congestion in city since introduction of active parking management policies:

- Examples based on feedback from 21 cities:
- . annual increase of private cars reduced
 - . decrease in motorised traffic
 - . slight shift to sustainable modes in modal split
 - . greater opportunity for residents to park their cars in the streets
 - . extension of pedestrian area
 - . fewer cars parked for longer duration (higher rotation)
 - . shift of parking pressure to areas bordering the regulated area
 - . time spent looking for a parking space has decreased
- A few cities that that they do not (yet) evaluate the impact.

Share of cities with an active parking management policy by city size

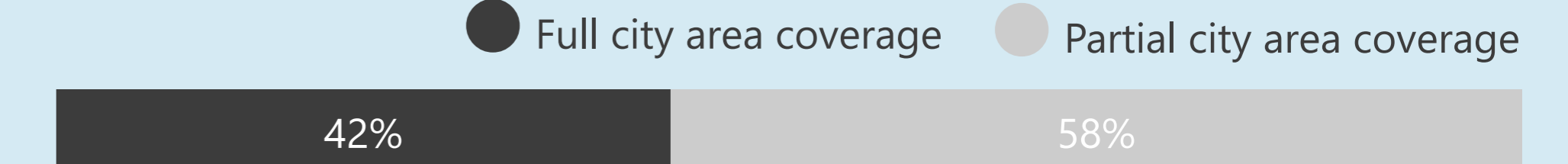


Types of active parking management in place*



(*) **Economic incentives** (on-street parking pricing, off-street parking pricing, smart pricing, other); **Regulation** (e.g. on-street parking regulation, off-street parking regulation, limits for maximum length of stay, improved enforcement, other); **Planning** (dedicated residential parking areas, maximum parking standards for new buildings, Park & Ride facilities, parking guidance system, other); **Others** (evaluation of supply and demand for parking facilities, other)

Area in which the active parking management policy is in operation



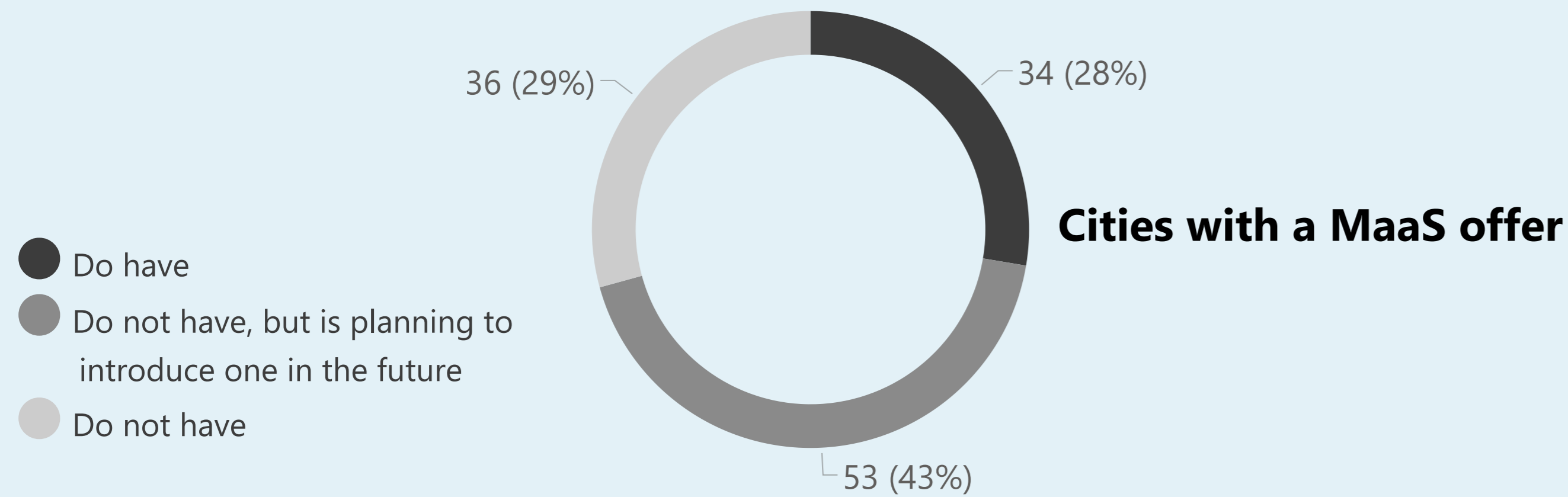
Presence of an active parking management policy in each sample city**

Present		Not present	
Austria	●	Croatia	●
Graz	●	Koprivnica*	●
Klagenfurt	●	Rijeka	●
Salzburg	●	Sisak	●
Vienna	●	Zagreb*	●
Belgium	●	Cyprus	●
Antwerp	●	Nicosia*	●
Brussels	●	Czech Republic	●
Gent	●	Brno	●
Leuven	●	České Budějovice	●
Mechelen	●	Jihlava	●
Sint-Niklaas	●	Karlovy Vary	●
Bulgaria	●	Olomouc	●
Burgas*	●	Prague	●
Gabrovo	●	Denmark	●
Ruse	●	Aarhus*	●
Sofia*	●	Copenhagen*	●
Odense*	●	Strasbourg*	●
Skive	●	Toulouse	●
Estonia	●	Germany	●
Parnu*	●	Aachen	●
Tallinn*	●	Berlin	●
Tartu	●	Bielefeld	●
Finland	●	Bremen	●
Helsinki	●	Cologne	●
Lahti	●	Duisburg	●
Tampere	●	Regensburg	●
Turku	●	Rostock	●
France	●	Greece	●
Chavagne	●	Athens*	●
Lyon	●	Dionysos	●
Métropole AMP	●	Heraklion	●
Paris	●	Larissa	●
Saint Germain	●	Thessaloniki*	●
Latvia	●	Trikala	●
Cesis	●	Hungary	●
Daugavpils	●	Budapest	●
Riga	●	Miskolc	●
Lithuania	●	Pecs*	●
Klaipeda	●	Szeged	●
Panevėžys	●	Ireland	●
Vilnius	●	Dublin*	●
Luxembourg	●	Kilkenny*	●
Luxembourg city	●	Waterford*	●
Sanem	●	Italy	●
Malta	●	Brescia	●
Valletta*	●	Milan*	●
Netherlands	●	Padua	●
Amsterdam*	●	Portoferraio	●
Groningen	●	Rome	●
Helmond	●	Trieste	●
Nijmegen	●	Poland	●
Utrecht*	●	Gdynia	●
Veenendaal	●	Krakow	●
Poland	●	Skawina	●
Gdysnia	●	Toruń*	●
Krakow	●	Warsaw*	●
Skawina	●	Wroclaw*	●
Toruń*	●	Portugal	●
Warsaw*	●	Braga*	●
Wroclaw*	●	Funchal	●
Portugal	●	Lisbon*	●
Braga*	●	Lousada*	●
Funchal	●	Maia*	●
Lisbon*	●	Romania	●
Lousada*	●	Arad	●
Maia*	●	Brasov*	●
Romania	●	Bucharest	●
Arad	●	Cluj Napoca*	●
Brasov*	●	Constanta	●
Bucharest	●	Oradea*	●
Cluj Napoca*	●	Timisoara	●
Constanta	●	Slovakia	●
Oradea*	●	Bratislava	●
Timisoara	●	Kosice*	●
Slovakia	●	Presov*	●
Bratislava	●	Žilina	●
Kosice*	●	Slovenia	●
Presov*	●	Celje*	●
Žilina	●	Ljubljana	●
Slovenia	●	Maribor	●
Celje*	●	Spain	●
Ljubljana	●	Barcelona	●
Maribor	●	Granollers*	●
Spain	●	León	●
Barcelona	●	Madrid	●
Granollers*	●	Las Palmas*	●
León	●	Valencia*	●
Madrid	●	Vitoria-Gasteiz	●
Las Palmas*	●	Sweden	●
Valencia*	●	Gothenburg	●
Vitoria-Gasteiz	●	Malmö	●
Sweden	●	Örebro	●
Gothenburg	●	Stockholm*	●
Malmö	●	Trelleborg	●
Örebro	●	Umeå	●
Stockholm*	●	United Kingdom	●
Trelleborg	●	Aberdeen	●
Umeå	●	London*	●
United Kingdom	●		
Aberdeen	●		
London*	●		

(**) City covered by desk research

Definition: Presence of a Mobility-as-a-Service (MaaS) offer

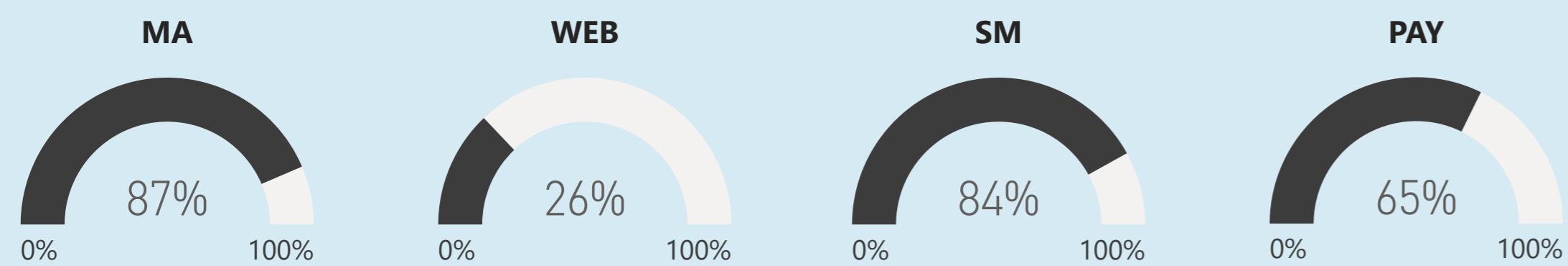
Overview



Comments:

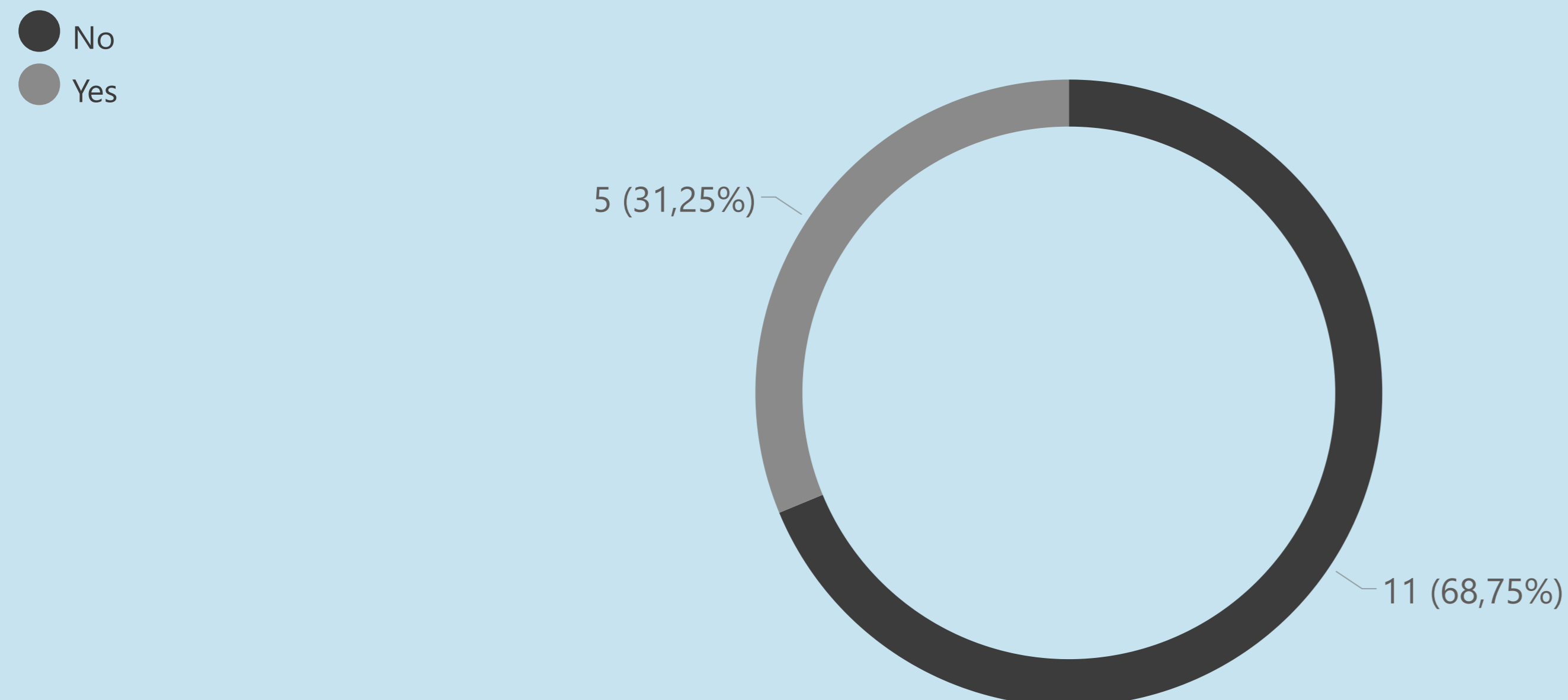
Many cities are planning to introduce a MaaS offer in the next or coming year. In most cases, the MaaS offer will be implemented by the city, in cooperation with the PT provider, sometimes with through projects with EU or using national funding. Cooperation with private companies providing MaaS-related services has been mentioned several times. Often, the starting point is a mobile ticketing app for the PT operator, which then is extended to other modes. Crucial steps mentioned are the need to develop a regulatory framework and the need to clarify the role of city regarding data standards and data brokering. None of the sampled cities with a MaaS offer has data on impacts of MaaS on modal split.

Types of MaaS offer in place

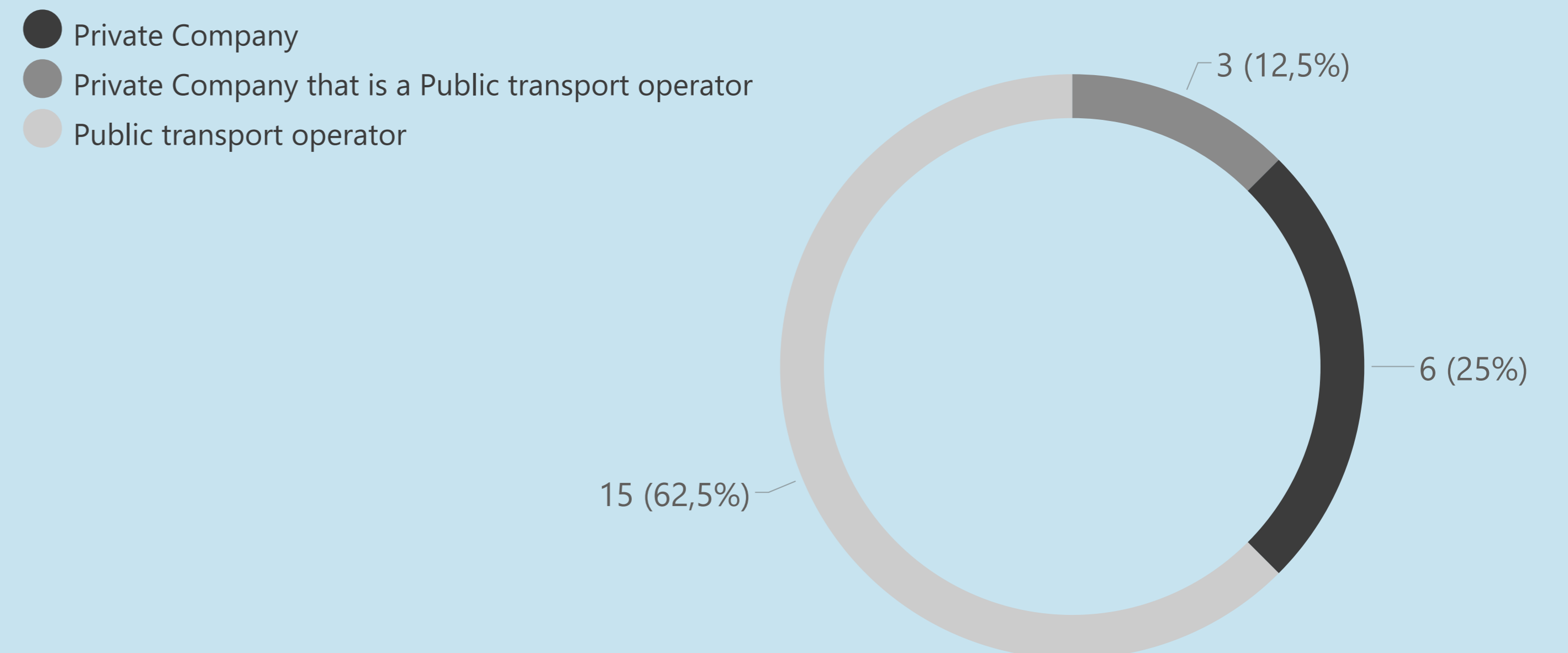


MA = MaaS operator(s) (and integrator(s))
WEB = Website(s) where dynamic multi-modal transport options (where relevant across different operators) are provided
SM = Smartphone app(s) where dynamic multi-modal transport options (where relevant across different operators) are provided
PAY = Online option [website or smartphone app] to pay tickets for multi-modal trips (and where applicable: across operators)

Percentage of cities with as MaaS offer with an open back-end platform provided by the city authority



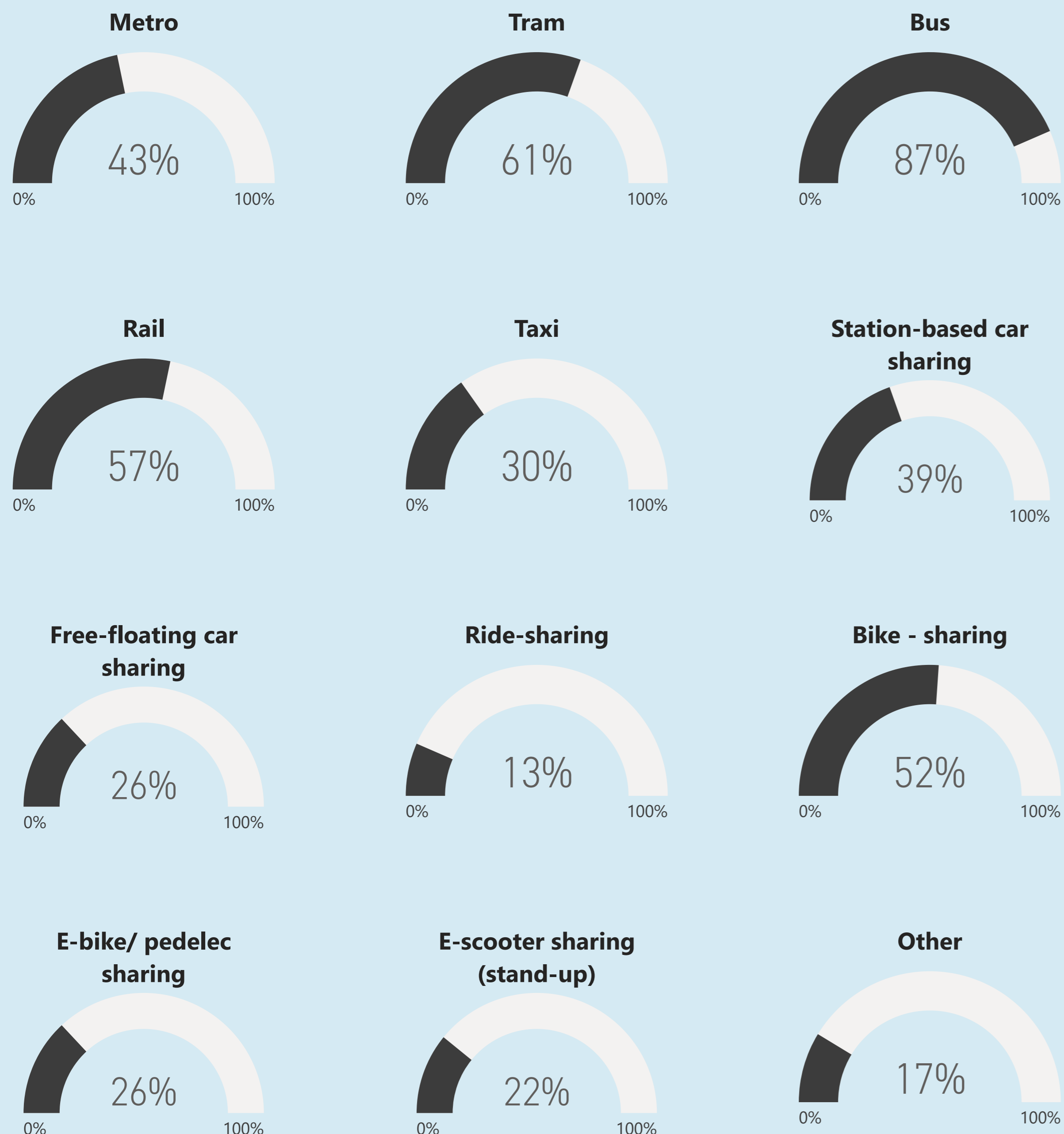
Percentage of cities with a private transport operator acting as MaaS integrator (i.e. gathers and integrates data from mobility service providers)



Definition: Presence of a Mobility-as-a-Service (MaaS) offer

Link of MaaS offer to city's mobility planning objective

Usually, the link is very general: increase of sustainable modes in modal split, esp. more PT users. Often MaaS is mentioned in the SUMP as one measure to contribute to a more sustainable mobility system. In a few cases, concrete goals were mentioned, e.g. inclusion of taxis to serve as Demand Responsive Transport (DRT) in sparsely populated areas.



Presence of a MaaS offer in each sampled city

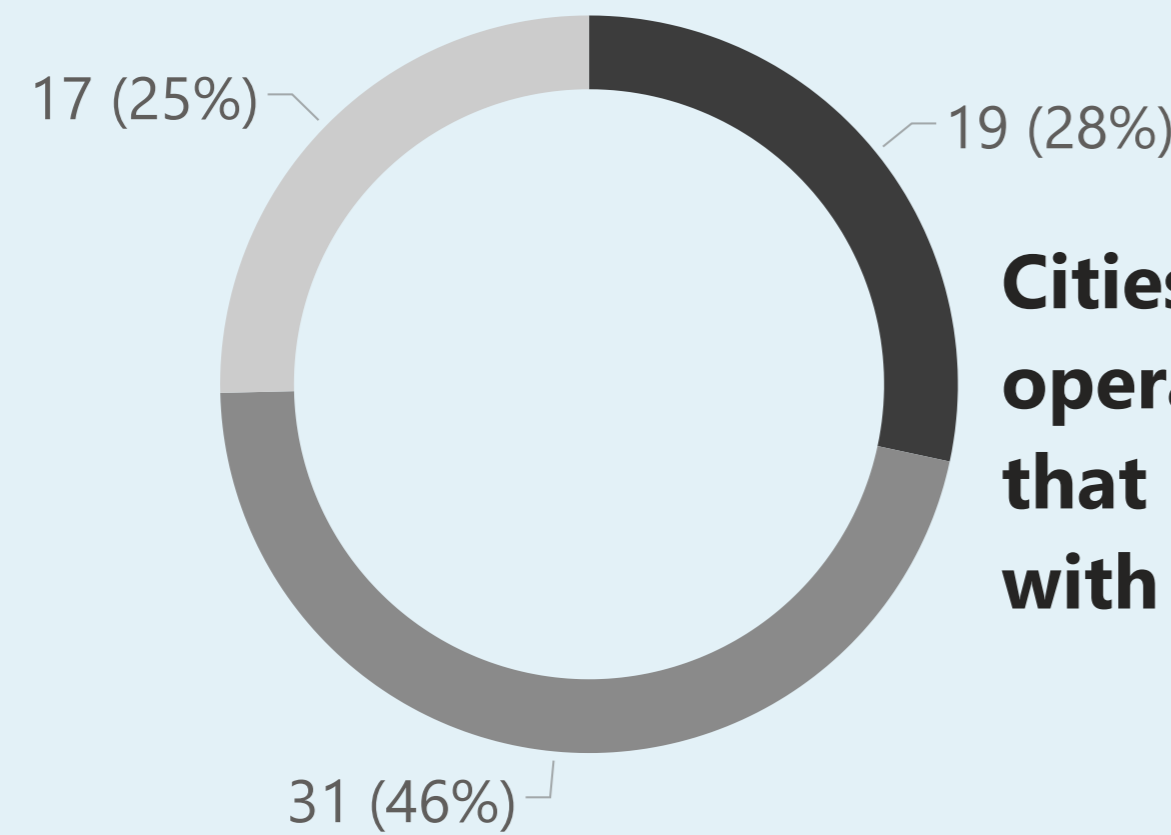
● Do have ● Do not have, but is planning to introduce one in the future ● Do not have



(*) City covered by desk research

Definition: Retrieval of data from mobility operators and mobility platforms

Overview



Cities for which mobility operators and mobility platforms that provide services share data with the city administration

Comments:

Feedback from cities if mobility operators and mobility platforms that provide services in the city share data only partially.
 Private companies often do not share information on number of passengers or data related to the financial capacity.
 Commercially sensitive data is difficult to receive, although operators are willing to share when they see a benefit in it.
 The provision of data depends on whether regulations are in place (which is the case in some sampled cities).

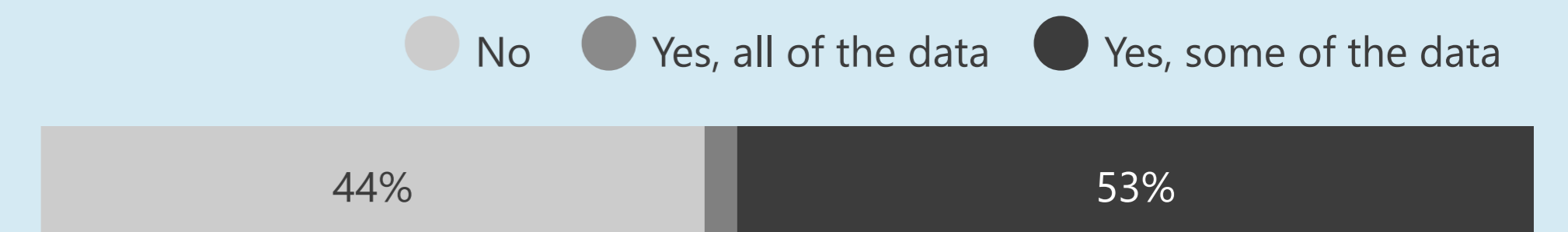
Overview of types of mobility operators and mobility platforms sharing data with the city administration

Usually, cities receive data from PT operators. Often, regulations are in place that shared mobility services providers need to provide data to the city. Data from companies like Uber and from taxi operators is difficult to obtain.

Examples on how the city administration uses data:

- planning / optimisation of mobility measures
- monitoring, evaluation, assessment, indicator definition (often related to SUMP)
- scenario development
- policy development, infrastructure planning, timetable planning
- transport model, studies, interactive maps

% of data that is publicly available, open source data



Retrieval of data from mobility operators and mobility platforms in each sample city

Country	City	Sharing Status
Austria	Graz	No data sharing
Austria	Klagenfurt	Full data sharing
Austria	Salzburg	No data sharing
Austria	Vienna	Partial data sharing
Belgium	Antwerp	Full data sharing
Belgium	Brussels	Partial data sharing
Belgium	Gent	Partial data sharing
Belgium	Leuven	Full data sharing
Belgium	Mechelen	Partial data sharing
Belgium	Sint-Niklaas	Partial data sharing
Bulgaria	Burgas*	No data sharing
Bulgaria	Gabrovo	No data sharing
Bulgaria	Ruse	No data sharing
Bulgaria	Sofia*	No data sharing
Croatia	Koprivnica*	No data sharing
Croatia	Rijeka	Partial data sharing
Croatia	Sisak	Partial data sharing
Croatia	Zagreb*	Partial data sharing
Cyprus	Nicosia*	No data sharing
Czech Republic	Brno	Partial data sharing
Czech Republic	České Budějovice	Partial data sharing
Czech Republic	Jihlava	Partial data sharing
Czech Republic	Karlovy Vary	Partial data sharing
Czech Republic	Olomouc	Full data sharing
Czech Republic	Prague	Partial data sharing
Denmark	Aarhus*	No data sharing
Denmark	Copenhagen*	Full data sharing
Estonia	Parnu*	Partial data sharing
Estonia	Tallinn*	Partial data sharing
Estonia	Tartu	Partial data sharing
Finland	Helsinki	Partial data sharing
Finland	Lahti	Full data sharing
Finland	Tampere	Partial data sharing
Finland	Turku	Partial data sharing
France	Chavagne	Full data sharing
France	Lyon	Full data sharing
France	Métropole AMP	Partial data sharing
France	Paris	Partial data sharing
France	Saint Germain	Partial data sharing
Germany	Aachen	Partial data sharing
Germany	Berlin	No data sharing
Germany	Bielefeld	No data sharing
Germany	Bremen	Partial data sharing
Germany	Cologne	Partial data sharing
Germany	Duisburg	Partial data sharing
Germany	Regensburg	Partial data sharing
Germany	Rostock	No data sharing
Greece	Athens*	Partial data sharing
Greece	Dionysos	No data sharing
Greece	Heraklion	Partial data sharing
Greece	Larissa	No data sharing
Greece	Thessaloniki*	Partial data sharing
Hungary	Budapest	Partial data sharing
Hungary	Miskolc	No data sharing
Hungary	Pecs*	Partial data sharing
Hungary	Szeged	Partial data sharing
Ireland	Dublin*	Partial data sharing
Ireland	Kilkenny*	Partial data sharing
Ireland	Waterford*	Partial data sharing
Italy	Brescia	Partial data sharing
Italy	Milan*	Partial data sharing
Italy	Padua	Full data sharing
Italy	Portoferraio	Partial data sharing
Italy	Rome	Partial data sharing
Italy	Trieste	Partial data sharing
Latvia	Cesis	Partial data sharing
Latvia	Daugavpils	Partial data sharing
Latvia	Riga	Partial data sharing
Lithuania	Klaipeda	Partial data sharing
Lithuania	Panevėžys	No data sharing
Lithuania	Vilnius	Full data sharing
Luxembourg	Luxembourg city	Full data sharing
Malta	Sanem	Full data sharing
Malta	Valletta*	Partial data sharing
Netherlands	Amsterdam*	Partial data sharing
Netherlands	Groningen	Full data sharing
Netherlands	Helmond	Partial data sharing
Nijmegen	Utrecht*	Partial data sharing
Nijmegen	Veenendaal	No data sharing
Poland	Gdynia	No data sharing
Poland	Krakow	Partial data sharing
Poland	Skawina	Partial data sharing
Poland	Toruń*	Partial data sharing
Poland	Warsaw*	Partial data sharing
Poland	Wroclaw*	Partial data sharing
Portugal	Braga*	Full data sharing
Portugal	Funchal	No data sharing
Portugal	Lisbon*	Partial data sharing
Portugal	Lousada*	Partial data sharing
Portugal	Maia*	Partial data sharing
Romania	Arad	No data sharing
Romania	Brasov*	Partial data sharing
Romania	Bucharest	Partial data sharing
Romania	Cluj Napoca*	Partial data sharing
Romania	Constanta	Partial data sharing
Romania	Oradea*	Partial data sharing
Romania	Timisoara	Partial data sharing
Slovakia	Bratislava	Partial data sharing
Slovakia	Kosice*	Partial data sharing
Slovakia	Presov*	Partial data sharing
Slovakia	Žilina	Full data sharing
Slovenia	Celje*	Partial data sharing
Slovenia	Ljubljana	Partial data sharing
Slovenia	Maribor	Partial data sharing
Spain	Barcelona	Partial data sharing
Spain	Granollers*	Partial data sharing
Spain	León	Full data sharing
Spain	Madrid	Full data sharing
Spain	Las Palmas*	Partial data sharing
Spain	Valencia*	Partial data sharing
Spain	Vitoria-Gasteiz	No data sharing
Sweden	Gothenburg	Full data sharing
Sweden	Malmö	Partial data sharing
Sweden	Örebro	Partial data sharing
Sweden	Stockholm*	Partial data sharing
Sweden	Trelleborg	Partial data sharing
Sweden	Umeå	No data sharing
United Kingdom	Aberdeen	Partial data sharing
United Kingdom	London*	Partial data sharing

(*) City covered by desk research

Definition: Other urban mobility indicators

Motorisation rate expressed as number of registered cars (excluding trucks, vans, buses) per 1,000 inhabitants (A)
Percentage change in number of inhabitants over the last 15 years (B)
Expected percentage change in number of inhabitants in next 15 years (C)

City	(A)	(B)	(C)	City	(A)	(B)	(C)	City	(A)	(B)	(C)	City	(A)	(B)	(C)	City	(A)	(B)	(C)
Austria				Denmark				Greece				Luxembourg				Oradea*			
Graz		20%	20%	Aarhus*	300	21%		Athens*				Luxembourg city	920	46%	36%	Timisoara	595	-3%	-2%
Klagenfurt	810	9%	10%	Copenhagen*	247	19%		Dionysos	420	50%	-5%	Sanem	648	22%	3%	Slovakia			
Salzburg	510	10%	10%	Odense*	224	14%		Heraklion				Malta				Bratislava	589	-1%	
Vienna	375			Skive				Larissa	351	10%	7%	Valletta*				Kosice*	442	2%	
Belgium				Estonia				Netherlands				Presov*							
Antwerp	710	10%	10%	Parnu*		-2%		Amsterdam*				Žilina	400	-3%	-2%				
Brussels	410	21%	5%	Tallinn*	425	7%		Groningen	321	28%	8%	Slovenia							
Gent	412	14%	7%	Tartu	330	-9%		Helmond	479	8%	7%	Celje*		1%					
Leuven	550	15%	8%	Finland				Nijmegen				Ljubljana	513	14%					
Mechelen				Helsinki	410		20%	Utrecht*				Maribor	480	5%					
Sint-Niklaas			20%	Lahti	462	11%	1%	Veenendaal	400	9%	6%	Spain							
Bulgaria				Tampere		10%		Poland				Barcelona	343	3%	5%				
Burgas*	360	4%		Turku	414	11%	13%	Gdynia	628	-3%	-4%	Granollers*		5%					
Gabrovo	250	-13%	10%	France				Krakow	560	3%	3%	León	480	-8%	0				
Ruse	700	-23%	0	Chavagne		2%	10%	Skawina	1001	1%	8%	Madrid	532	3%	1%				
Sofia*	515	6%	3%	Lyon	390	-20%	-30%	Toruń*		-4%		Las Palmas*	576	1%					
Croatia				Métropole AMP	760	3%	3%	Italy				Valencia*		1%					
Koprivnica*	380	39%		Paris	478	-1%		Brescia	590			Vitoria-Gasteiz	462	12%					
Rijeka	486	-10%		Saint Germain		10%		Milan*	606	1%		Sweden							
Sisak	349	36%		Strasbourg*				Padua	588	1%	6%	Gothenburg	280	20%	20%				
Zagreb*	343	29%	0	Toulouse				Portoferraio				Malmö	352						
Cyprus				Germany				Rome				Örebro	430	25%	25%				
Nicosia*				Aachen	324	10%	-3%	Trieste	520	-4%	0	Stockholm*							
Czech Republic				Berlin	324	11%	5%	Latvia				Trelleborg							
Brno				Bielefeld				Cesis				Umeå		2%	4%				
České Budějovice		-1%		Bremen				Daugavpils				United Kingdom							
Jihlava		1%		Cologne				Riga	280	-12%		Aberdeen							
Karlovy Vary		-4%		Duisburg	673	-1%	-4%	Lithuania				London*	488	1%	1%				
Olomouc	400	5%	10%	Regensburg	530	13%	3%	Klaipeda		-18%	n.a.								
Prague	861	11%	7%	Rostock	467	6%	3%	Panevėžys	539	-24%	-18%								
								Vilnius	408	4%	-3%								
												Arad	325						
												Brasov*							
												Bucharest	543	10%					
												Cluj Napoca*							
												Constanta	340	-3%	-4%				

(*) City covered by desk research

Definition: Price per single trip ticket, which allows one journey for an adult without special benefits to travel from the city boundary to the city centre, weighted by national Purchasing Power Parity

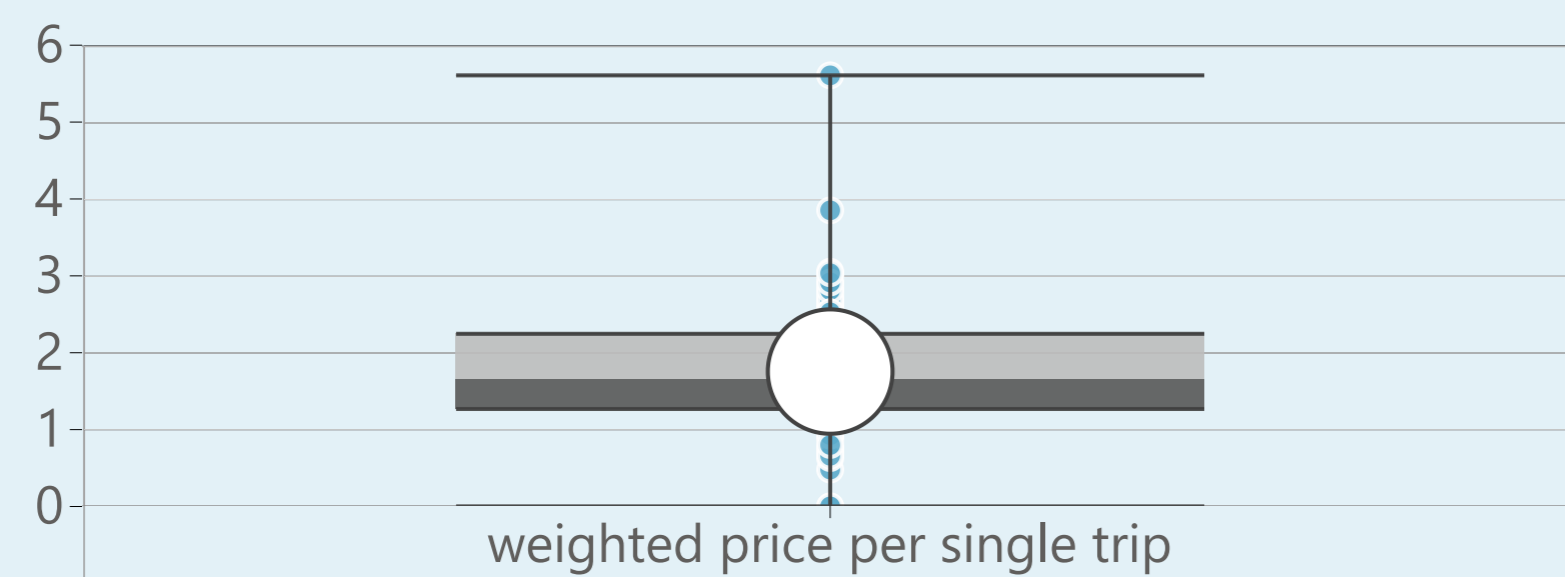
Comments: Data availability, validity and comparability for this indicator is very good - thanks to the straightforward and easy data requirements. One of the two parameters that feed this indicator (national purchasing power parity) is available at the same definition for all European countries. The other, and decisive parameter, that is the price per single public transport (PT) ticket was provided for a total of 114 cities. The definition of this parameter is quite straightforward. It can therefore be assumed that the data across cities has a high degree of comparability. It is questionable though to what degree this indicator captures the actual affordability of PT for the local population as it based on the price per single PT ticket while most cities offer quite different rebate programmes, e.g. for monthly tickets.

Definition: Share of the poorest quartile of the population's household budget required to hold public transport (PT) passes (unlimited monthly travel or equivalent) in the urban area of residence

Comments: The scores for this indicator range from 0 to 10. The average indicator score across all sampled cities that calculated this indicator is 6.8. The average indicator score across all sampled cities that calculated this indicator vary drastically by city size. Large metropolitan areas and small urban areas tend to have a high average indicator of above 8. Metropolitan areas have an average closely below 8. Medium-size urban areas, however, have a very low average indicator below 2. Hence, it could be concluded that public transport in medium-size urban areas tends to be less affordable for the poorest group.

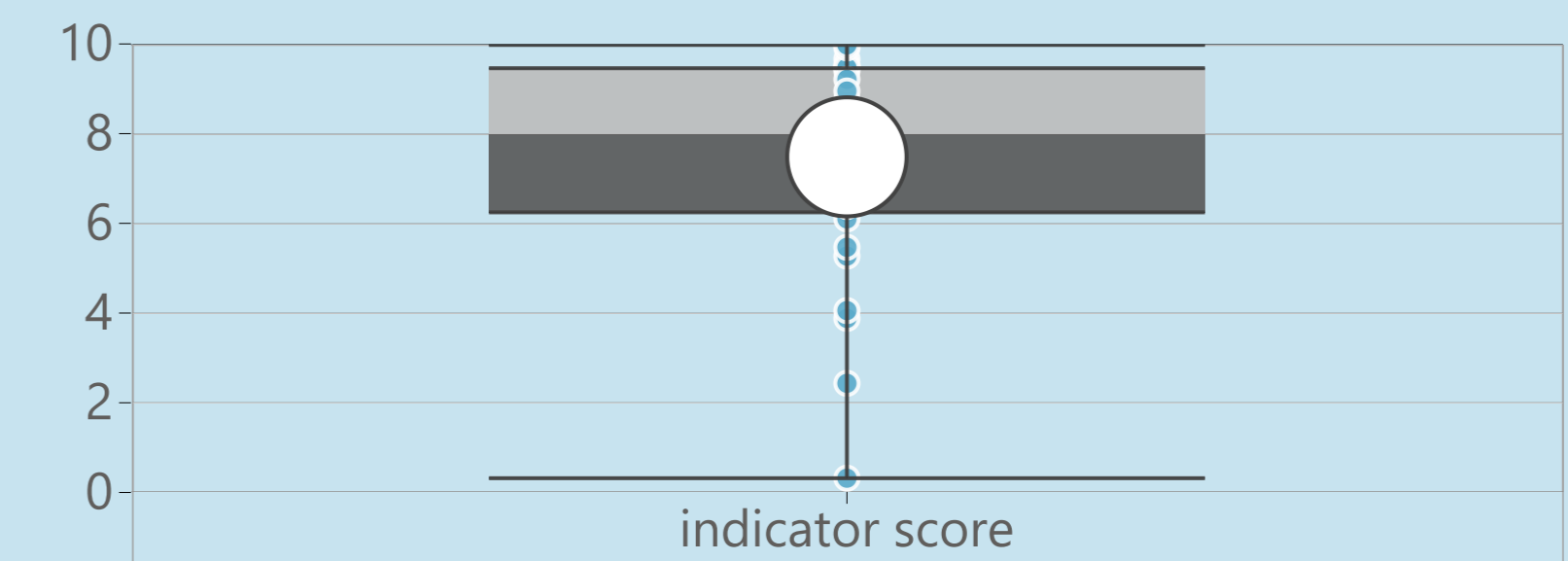
Average, minimum and maximum weighted price per single trip ticket across all sampled cities

[€/trip]



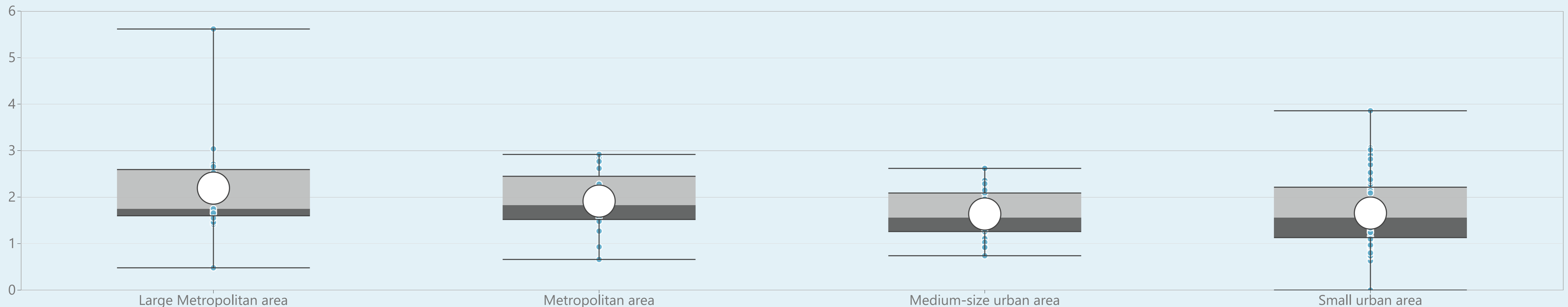
Average, minimum and maximum indicator score across all sampled cities that calculated this indicator

[(Price monthly PT pass * average household size) / income of the 25% poorest residents of the urban area - scoring from 10 (best) to 0 (worst)]



Average, minimum and maximum weighted price per single trip ticket across all sampled cities by city size

[€/trip]



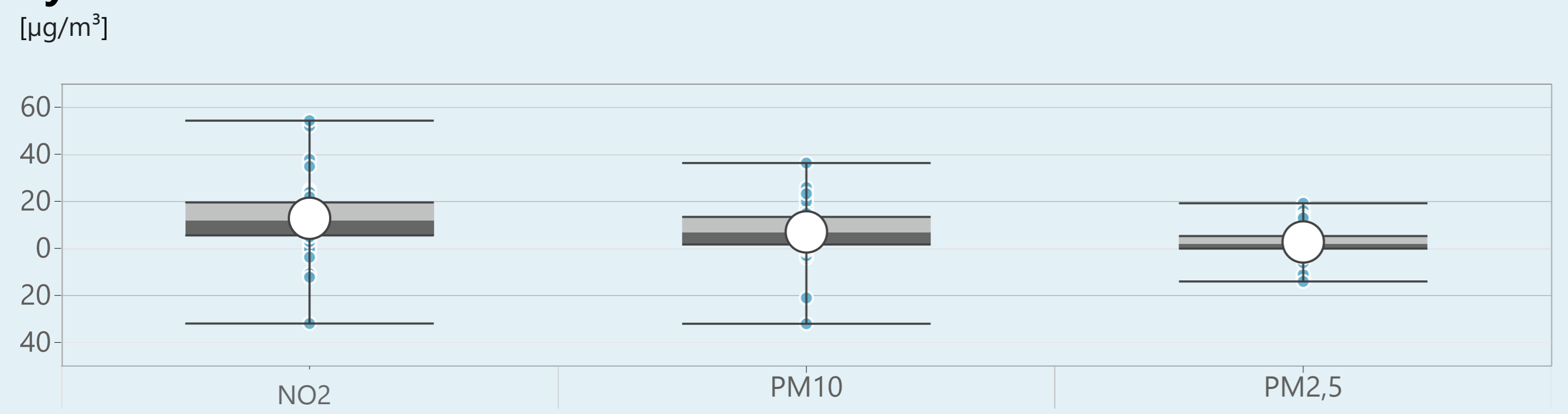
Definition: Average annual NO₂ and PM emissions from road transport within the city

Comments: This proxy indicator is based on "Lenschow P., H.-J. Abraham, K. Kutzner, M. Lutz, J.-D. Preuß, W. Reichenbecher: 2001, Some ideas about the sources of PM₁₀. Atmospheric Environment 35, Supplement No. 1, pp. 23-33", according to which transport-related emissions are calculated by deducting the measured values from measuring stations located in residential areas, parks, etc. without much traffic ("urban background") from those values measured by stations located at busy roads. This study has shown that this approach only works when there is a high number of measuring stations in both areas. Within the study, the calculation for quite some cities led to negative values as the average values measured in the urban background were higher than the average values measured along busy roads.

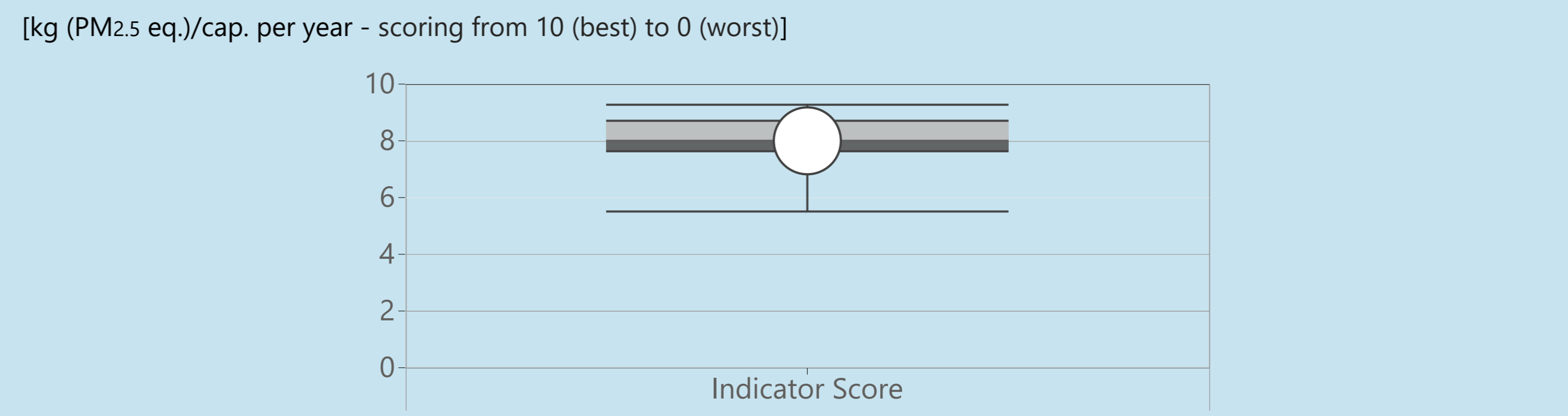
Definition: Air pollutant emissions of all passenger and freight transport modes (exhaust and non-exhaust for PM_{2.5}) in the urban area

Comments: The scores for this indicator range from 5.52 to 9.29. The average indicator score across all sampled cities is c. 8.

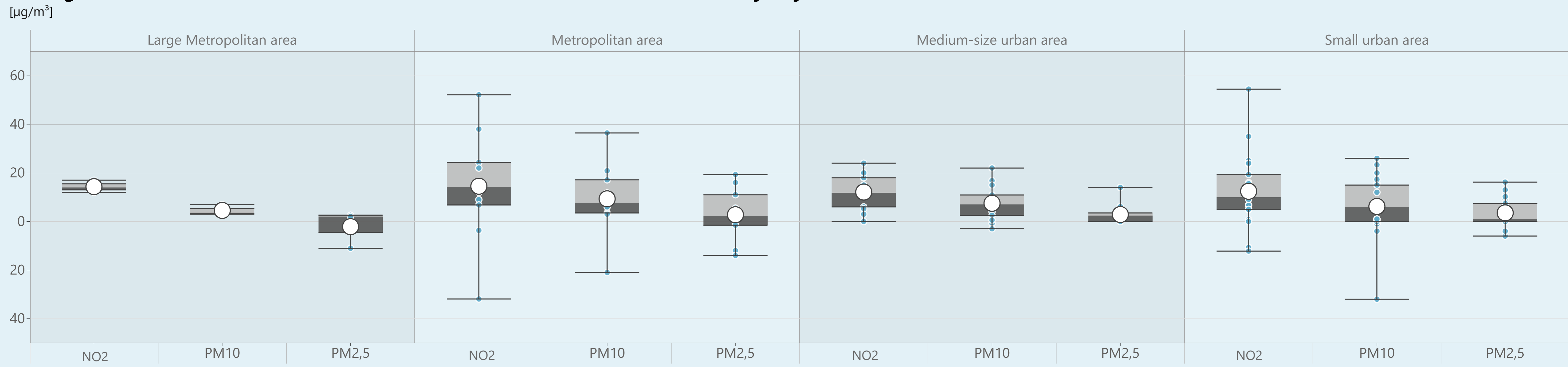
Average, minimum and maximum annual transport-related pollutant emissions by NO₂ and PM₁₀ and PM_{2.5}



Average, minimum and maximum indicator score across all sampled cities that calculated this indicator



Average, minimum and maximum annual NO₂ and PM₁₀ and PM_{2.5} emissions by city size



Definition: Average annual NO2 and PM emissions from road transport within the city

Comments: The availability of data for this indicator was problematic; even more questionable was the validity and reliability of the submitted data which makes it difficult to draw robust conclusions from the current data set. Data from a total of 47 cities was of a quality and plausibility that could be taken into account for the overall assessment of air pollutant emissions. Too large are the variations across cities in terms of the number, position and quality of measuring stations.

Annual NO₂, PM₁₀ and PM_{2.5} transport-related emissions in each sampled city [µg/m³]

	NO2	PM10	PM2,5		NO2	PM10	PM2,5		NO2	PM10	PM2,5		NO2	PM10	PM2,5		NO2	PM10	PM2,5				
Austria				České Budějovice				Toulouse	22,00	6,00	3,00	Italy				Veenendaal	11,00	1,00	1,00	Žilina			
Graz	20,00	5,60	6,10	Jihlava				Germany				Brescia	16,00	-4,00	-6,00	Poland				Slovenia			
Klagenfurt	6,80	4,30	3,00	Karlovy Vary				Aachen				Milan*				Gdynia				Celje*			
Salzburg	15,50	4,00	1,00	Olomouc				Berlin				Padua				Krakow	24,30	17,14	5,50	Ljubljana			
Vienna	14,00	3,00	2,00	Prague				Bielefeld	12,75	4,00	0,00	Portoferraio	54,49	17,30	7,40	Skawina				Maribor			
Belgium				Denmark				Bremen	12,00	7,00	-11,00	Rome				Toruń*				Spain			
Antwerp	-31,90	-21,00	-12,00	Aarhus*				Cologne	9,00	3,50	-1,00	Trieste				Warsaw*				Barcelona	17,00	3,67	2,60
Brussels	38,00	8,00	16,00	Copenhagen*				Duisburg	6,80	3,00	11,00	Latvia				Wroclaw*				Granollers*			
Gent	6,00	-3,00	0,00	Odense*				Regensburg	35,00	20,00	0,00	Cesis				Portugal				León			
Leuven				Skive				Rostock	18,00	7,00	2,50	Daugavpils	0,73	15,66	10,83	Braga*				Madrid			
Mechelen				Estonia				Greece				Riga	-3,67	11,76	-13,99	Funchal				Las Palmas*			
Sint-Niklaas				Parnu*				Athens*	52,16	36,44	19,31	Lithuania				Lisbon*				Valencia*			
Bulgaria				Tallinn*	5,25	0,55	0,00	Dionysos	19,35	7,32	9,13	Klaipeda				Lousada*				Vitoria-Gasteiz			
Burgas*				Tartu				Heraklion	10,00	7,00	4,00	Panevėžys				Maia*				Sweden			
Gabrovo				Finland				Larissa	0,00	-32,00	0,00	Vilnius				Romania				Gothenburg	16,50	20,90	-1,50
Ruse				Helsinki	12,00	7,50	1,40	Thessaloniki*	20,00	15,00	14,00	Luxembourg				Arad				Malmö	11,25	16,80	3,50
Sofia*				Lahti	12,00	0,00	5,20	Trikala	5,00	15,00	13,00	Luxembourg city	4,84	-0,96	0,47	Brasov*				Örebro	-10,70	12,00	0,00
Croatia				Tampere	3,00	10,90	0,90	Hungary				Sanem	9,16	0,00	0,00	Bucharest				Stockholm*			
Koprivnica*				Turku	5,00	1,00	0,00	Budapest				Malta				Cluj Napoca*				Trelleborg			
Rijeka				France				Miskolc	6,65	7,00	-4,00	Valletta*				Constanta				Umeå			
Sisak				Chavagne				Pecs*	24,00	6,00	3,00	Netherlands				Oradea*				United Kingdom			
Zagreb*				Lyon				Szeged	-12,18	23,38	16,21	Amsterdam*				Timisoara				Aberdeen	11,80	-0,80	0,25
Cyprus				Métropole AMP				Ireland				Groningen	15,00	22,00	0,00	Slovakia				London*			
Nicosia*				Paris				Dublin*				Helmond	25,00	26,00	0,00	Bratislava	24,00	2,50	2,50				
Czech Republic				Saint Germain				Kilkenny*				Nijmegen	23,67	0,00	10,22	Kosice*	0,00	9,00	5,00				
Brno	10,50	7,90	2,50	Strasbourg*				Waterford*				Utrecht*				Presov*							

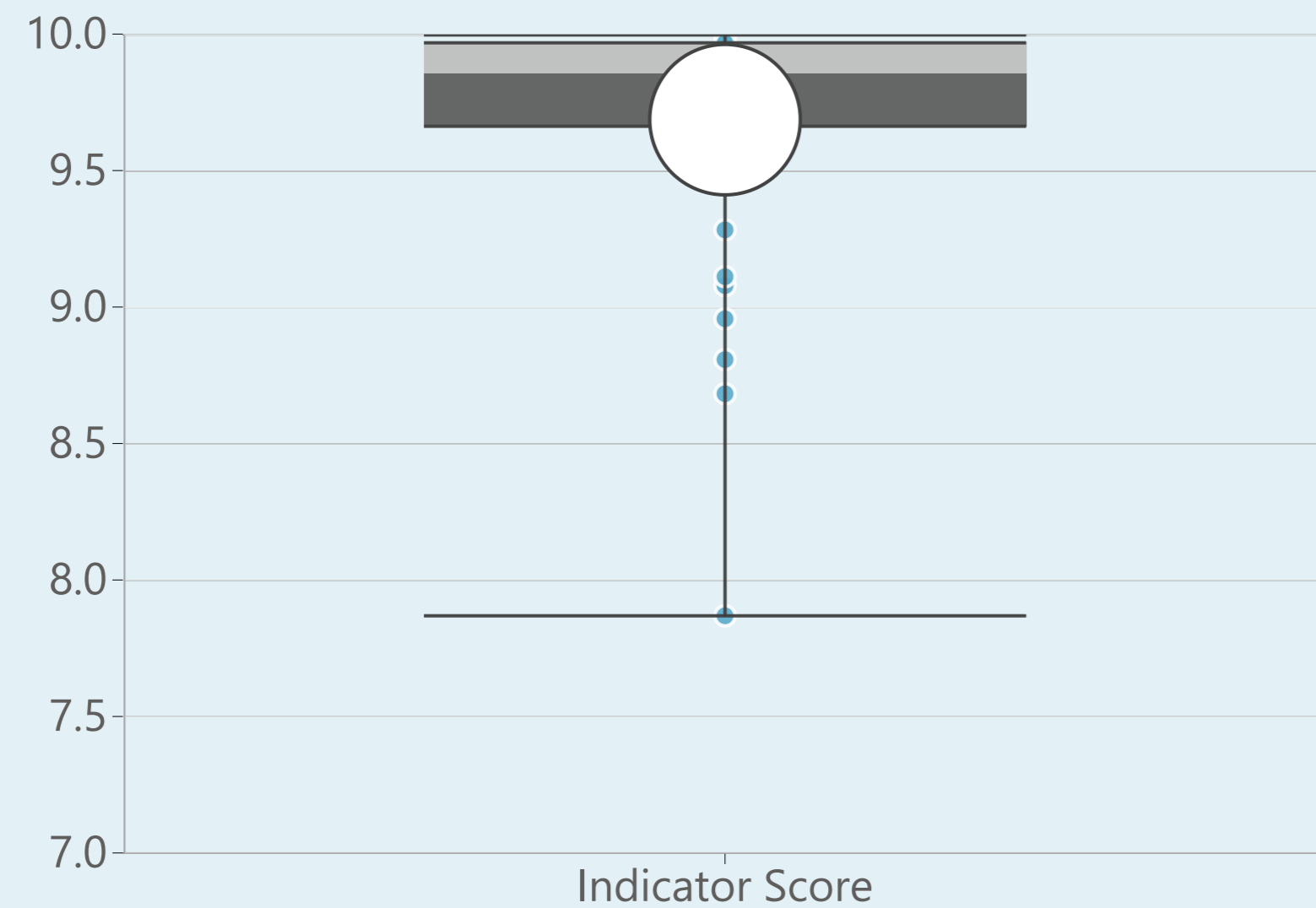
(*) City covered by desk research

Definition: Fatalities of active modes users in traffic accidents in the city in relation to their exposure to traffic

Comments: The availability of data was problematic, even more questionable was the validity and reliability of the submitted data which makes it difficult to draw robust conclusions from the current data sets. Only 43 cities provided plausible data (incl. 14 anonymised data sets from the SUMI project) but the source for the number of fatalities often differs in time and origin to the source for the active modes' exposure to traffic. A third of the data provided were given a source and a year ranging from 2018-2019 with some data dating from 2009. Some of the data came from local police, the city, the mobility plan or national statistics about traffic accidents.

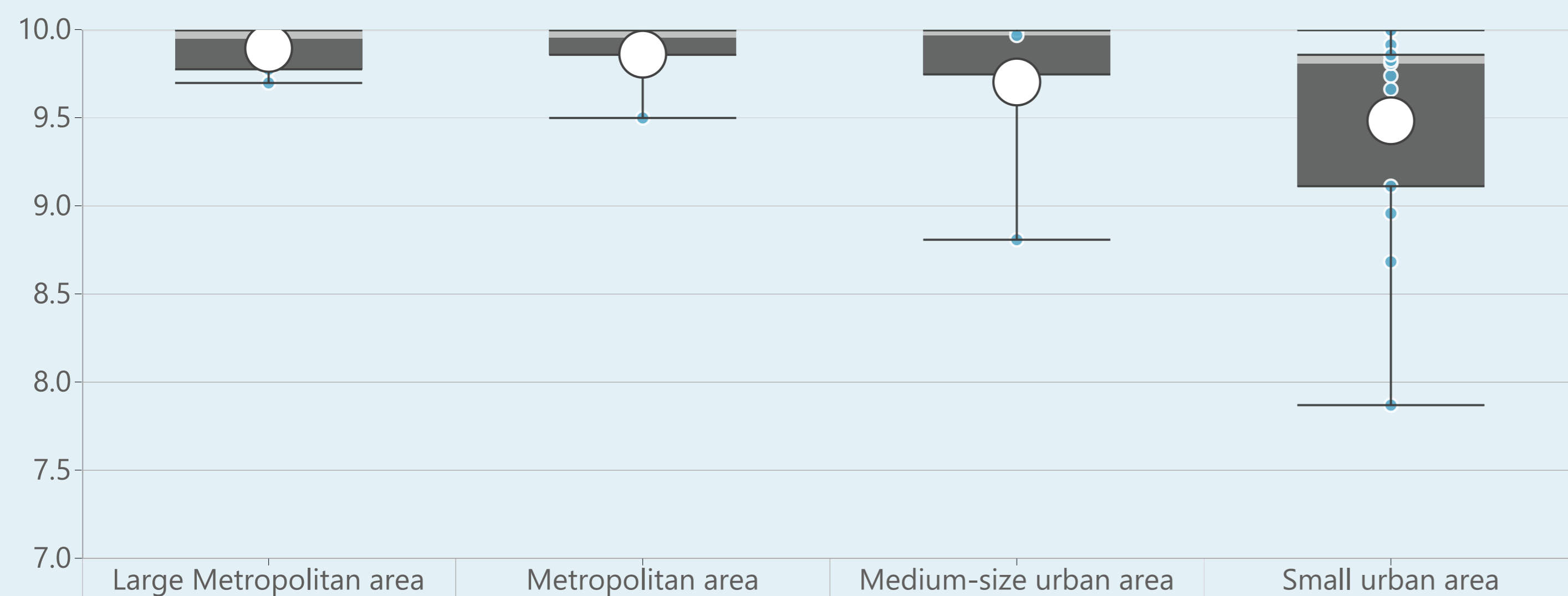
Average, minimum and maximum indicator score across all sampled cities that calculated this indicator

[# of persons killed within 30 days after the traffic accident in their relation to the exposure of traffic scoring from 10 (best) to 0 (worst)]



Average, minimum and maximum indicator score across all sampled cities that calculated this indicator by city size

[# of persons killed within 30 days after the traffic accident in their relation to the exposure of traffic scoring from 10 (best) to 0 (worst)]



Indicator scores in each sampled city

[# of persons killed within 30 days after the traffic accident in their relation to the exposure of traffic - scoring from 10 (best) to 0 (worst)]

Austria	Denmark	Greece	Luxembourg	Oradea*	
Graz	Aarhus*	Athens*	Luxembourg city	Timisoara	
Klagenfurt	9,8 Copenhagen*	Dionysos	Sanem	10,0 Slovakia	
Salzburg	9,8 Odense*	Heraklion	Malta	Bratislava	
Vienna	9,9 Skive	Larissa	Valletta*	Kosice*	
Belgium	Estonia	Thessaloniki*	Netherlands	Presov*	
Antwerp	Parnu*	Trikala	Amsterdam*	Žilina	8,7
Brussels	10,0 Tallinn*	Hungary	Groningen	Slovenia	
Gent	10,0 Tartu	Budapest	9,7 Helmond	Celje*	
Leuven	Finland	Miskolc	Nijmegen	Ljubljana	
Mechelen	Helsinki	10,0 Pecs*	Utrecht*	Maribor	
Sint-Niklaas	Lahti	9,9 Szeged	9,1 Veenendaal	Spain	
Bulgaria	Tampere	Ireland	Poland	Barcelona	10,0
Burgas*	Turku	9,9 Dublin*	Gdynia	8,8 Granollers*	
Gabrovo	France	Kilkenny*	Krakow	León	
Ruse	Chavagne	Waterford*	Skawina	9,0 Madrid	9,8
Sofia*	Lyon	Italy	Toruń*	Las Palmas*	
Croatia	Métropole AMP	Brescia	9,7 Warsaw*	Valencia*	10,0
Koprivnica*	Paris	Milan*	Wroclaw*	Vitoria-Gasteiz	10,0
Rijeka	Saint Germain	Padua	9,7 Portugal	Sweden	
Sisak	Strasbourg*	Portoferraio	Braga*	Gothenburg	
Zagreb*	Toulouse	Rome	Funchal	Malmö	
Cyprus	Germany	Trieste	Lisbon*	Örebro	9,9
Nicosia*	Aachen	10,0 Latvia	Lousada*	Stockholm*	
Czech Republic	Berlin	Cesis	7,9 Maia*	Trelleborg	
Brno	Bielefeld	Daugavpils	10,0 Romania	Umeå	
České Budějovice	Bremen	10,0 Riga	Arad	9,7 United Kingdom	
Jihlava	Cologne	9,9 Lithuania	Brasov*	Aberdeen	
Karlovy Vary	Duisburg	Klaipeda	Bucharest	London*	
Olomouc	Regensburg	Panevėžys	Cluj Napoca*		
Prague	10,0 Rostock	Vilnius	9,5 Constanta		

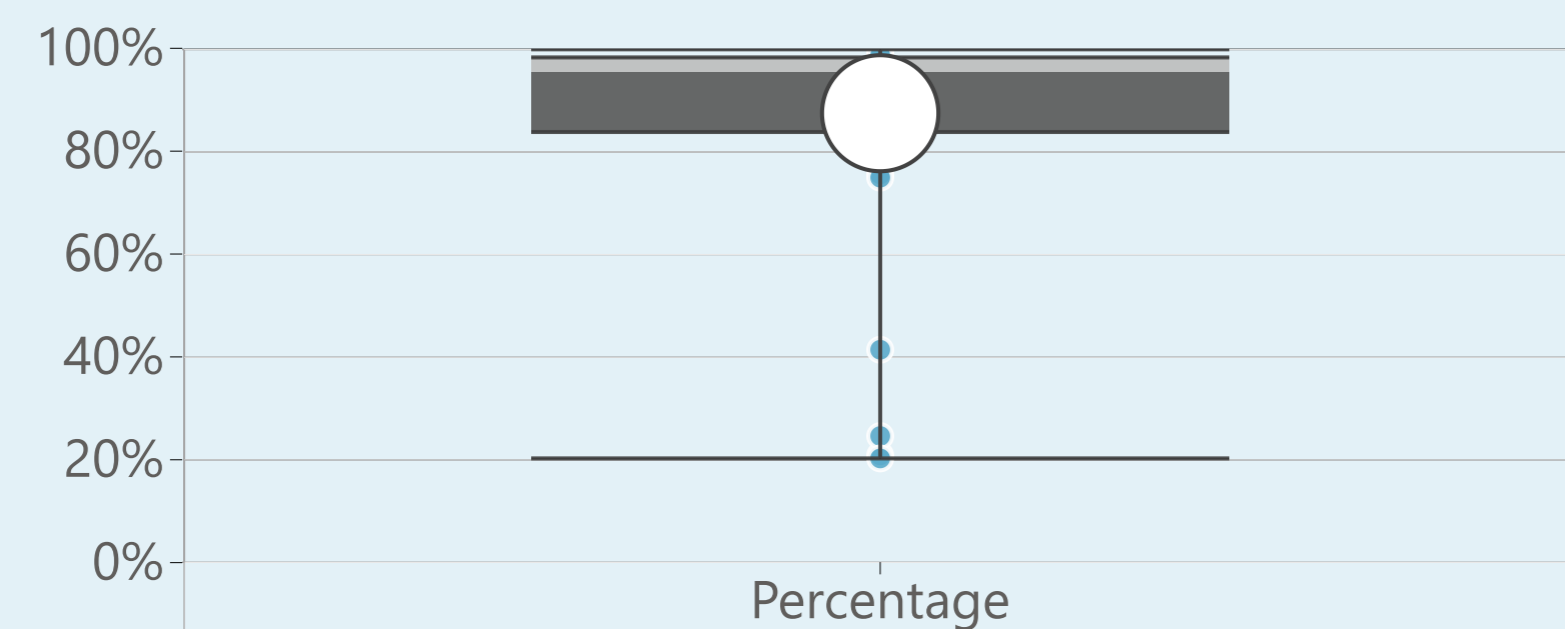
(*) City covered by desk research

Definition: Percentage of the population with appropriate access to public transport

Comments: While spreadsheets for 81 cities were available for this indicators, 29 were incomplete and 2 had suspiciously low results and were cleared from the analysis. Data validity and comparability for this indicator is rather problematic. This is due to differences in data availability and incompatible existing local indicator definitions. Cities also report a range of locally specific context conditions which makes comparisons difficult.

Average, minimum and maximum indicator score across all sampled cities that calculated this indicator

[percentage of population residing <500 metres from a public transport stop]



Short summary on methodologies used by sampled cities to calculate this number

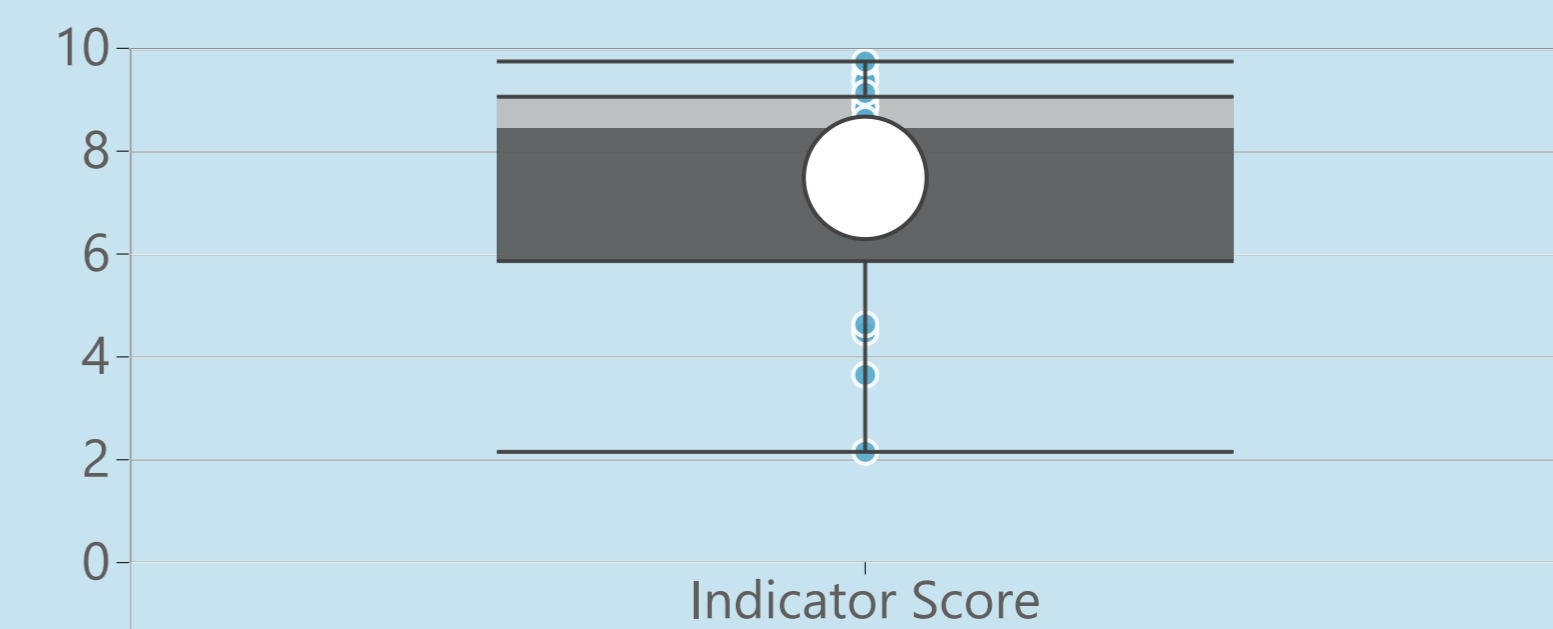
Many cities did not specify which method they were using; it seems risky to assume that this can be interpreted as implicit confirmation that the suggested FFS method was used. Many other cities explicitly deviated from the FFS method and provided an explanation that existing data had been calculated in a different way. The most frequent deviation had to do with different distance radii around PT stops. The requested radius was 500 metres, whereas several cities provided data for 300 metre radii, others for 400 metres, some for 600 metres. Some cities apply different radii for different PT modes such as BRT, light rail or bus. Other cities apply different radii for the city centre and the outskirts of town.

Definition: Share of population with appropriate access to mobility services (public transport)

Comments: The scores for this indicator range from 2.16 to 9.76. The average indicator score across all sampled cities is 8.3. The indicator score calculated by city size confirms that the population in smaller urban areas has a lower access to public transport than in larger urban areas. Overall, the cities that calculated this indicator tend to have a high share of their population with appropriate access to public transport.

Average, minimum and maximum indicator score across all sampled cities that calculated this indicator

[percentage of population with appropriate access to Public Transport (bus, tram, metro, train) - scoring from 10 (best) to 0 (worst)]



Short summary on how the sampled cities typically assess the quality of access to public transport (or to mobility services, i.e. going beyond public transport) for the population in their city (if the city was not able to provide data as requested)

There are inconsistencies due to the existence and (non-)inclusion of certain special services (e.g. scheduled on-demand lines, door-to-door shared taxis, exclusive stops for school buses, etc.). A majority of cities provided data that was based on GIS calculations. Some use proprietary softwares whereas others deliver credible results with free open source solutions. Certain differences and incomparabilities are due to some cities using the actual walking distance around PT stops whereas the majority applies Euclidean "air-line" distances. About 1/3 of all cities derived their data from either "estimation based on local knowledge" or from various types of surveys about the actual distance to PT stops or about the subjective satisfaction with the PT system (and assumed implied satisfaction about the proximity to the nearest PT stop).

Definition: Percentage of the population with appropriate access to public transport

Comments: The access to the public transport system – at least as defined in the sense of this study – can be considered as reasonably good. In the majority of the sampled cities, above 80% of the population has appropriate access to public transport, with seven cities even having a maximum score of 100%.

Percentage of population residing <500 metres from a public transport stop in each sampled city

City Name	% pop.	City Name	% pop.	City Name	% pop.	City Name	% pop.	City Name	% pop.
Austria		Denmark		Greece		Luxembourg		Oradea*	
Graz		Aarhus*		Athens*		Luxembourg city	100%	Timisoara	84%
Klagenfurt	25%	Copenhagen*		Dionysos	41%	Sanem	100%	Slovakia	
Salzburg	79%	Odense*		Heraklion		Malta		Bratislava	
Vienna	99%	Skive		Larissa	83%	Valletta*		Kosice*	
Belgium		Estonia		Thessaloniki*		Netherlands		Presov*	
Antwerp		Parnu*		Trikala		Amsterdam*		Žilina	
Brussels	100%	Tallinn*		Hungary		Groningen	96%	Slovenia	
Gent		Tartu		Budapest		Helmond		Celje*	
Leuven	86%	Finland		Miskolc	90%	Nijmegen		Ljubljana	97%
Mechelen		Helsinki	100%	Pecs*		Utrecht*		Maribor	
Sint-Niklaas		Lahti	93%	Szeged	95%	Veenendaal	75%	Spain	
Bulgaria		Tampere	98%	Ireland		Poland		Barcelona	100%
Burgas*		Turku	99%	Dublin*		Gdynia	99%	Granollers*	95%
Gabrovo		France		Kilkenny*		Krakow		León	100%
Ruse	92%	Chavagne		Waterford*		Skawina	81%	Madrid	100%
Sofia*		Lyon	100%	Italy		Toruń*		Las Palmas*	
Croatia		Métropole AMP	89%	Brescia	98%	Warsaw*		Valencia*	
Koprivnica*	78%	Paris		Milan*		Wroclaw*		Vitoria-Gasteiz	
Rijeka		Saint Germain		Padua		Portugal		Sweden	
Sisak		Strasbourg*		Portoferraio	97%	Braga*	96%	Gothenburg	95%
Zagreb*		Toulouse	76%	Rome		Funchal	100%	Malmö	92%
Cyprus		Germany		Trieste		Lisbon*		Örebro	90%
Nicosia*		Aachen	98%	Latvia		Lousada*		Stockholm*	
Czech Republic		Berlin	96%	Cesis	94%	Maia*		Trelleborg	
Brno	98%	Bielefeld		Daugavpils	85%	Romania		Umeå	96%
České Budějovice		Bremen		Riga	83%	Arad	21%	United Kingdom	
Jihlava		Cologne	96%	Lithuania		Brasov*		Aberdeen	
Karlovy Vary		Duisburg		Klaipeda		Bucharest		London*	
Olomouc		Regensburg	96%	Panevėžys		Cluj Napoca*			
Prague	79%	Rostock	97%	Vilnius	20%	Constanta			

(*) City covered by desk research

Definition: Transport-related greenhouse gas emissions in metric tons of CO2 (equivalents) per capita and per year

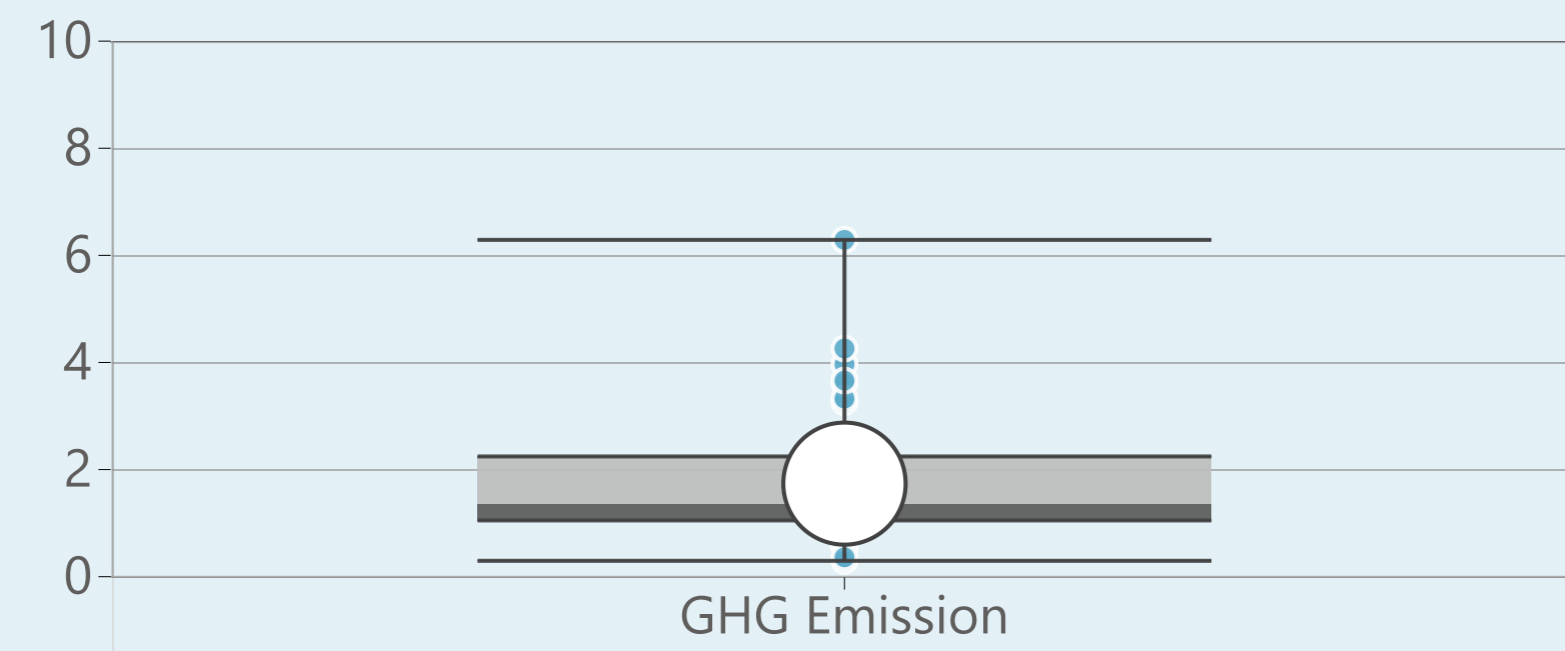
Comments: Overall, the majority of values – if outliers are excluded – is in the credible range of 1.0 to 2.5 metric tons of CO2 (equivalents) p.a. per capita. Nevertheless, the heterogeneity of data sources and calculation approaches makes it challenging to interpret this data reliably. It appears, however, that there are yet underutilised potentials for harmonisation; at least in the sense of country-internal comparability but possibly also more widely. For example, within one country the results for relatively similar cities vary between 1.03 and 6.30, while within another country the results vary only between 1.12 and 1.36, with a national climate monitor database being available in the latter country.

Definition: Well-to-wheels greenhouse gas emissions by all urban area passenger and freight transport modes

Comments: The scores for this indicator range from 0.69 to 8.36. The average indicator score across all sampled cities is 4.3.

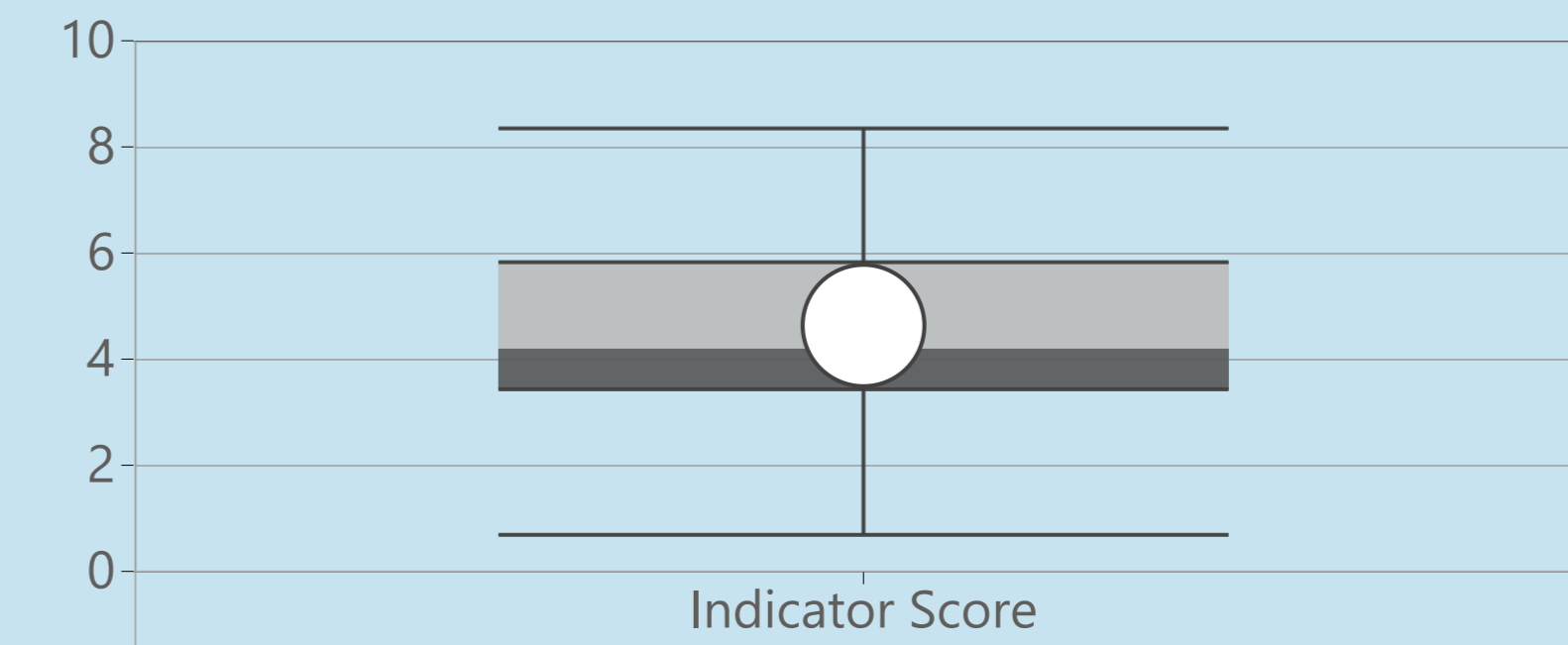
Average, minimum and maximum transport-related GHG emissions per capita and per year across all sampled cities

[metric tonnes CO2(eq.)/per cap. per year]



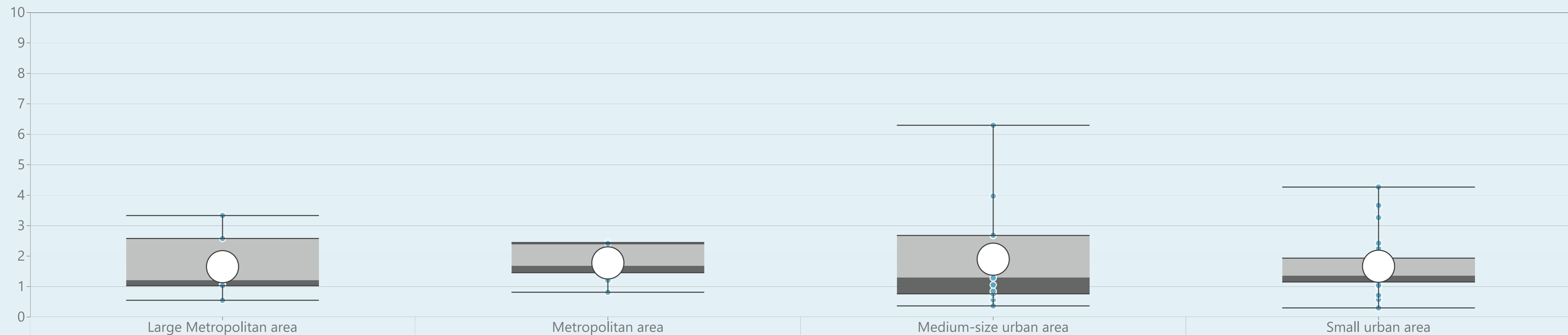
Average, minimum and maximum indicator score across all sampled cities that calculated this indicator

[metric tonnes CO2(eq.)/per cap. per year]



Average, minimum and maximum transport-related GHG emissions per capita and per year across all sampled cities by city size

[metric tonnes CO2(eq.)/per cap. per year]



Definition: Transport-related greenhouse gas emissions in metric tons of CO₂ (equivalents) per capita and per year

Comments: 59 cities reported some data on transport-related GHG emissions per-capita and per year per year; 2 data sets were excluded due to implausibly low values. A plausibility check of this data raises questions regarding their comparability – certainly across, but also within countries. Still, if outliers are excluded, the majority of values is in the credible range of 1.0 to 2.5 metric tons of CO₂ (equivalents) p.a. per capita.

Transport-related GHG emissions per capita and per year in each sampled city

City/Country	City/Country	City/Country	City/Country	City/Country
Austria	Denmark	Greece	Luxembourg	Oradea*
Graz 4,0	Aarhus* 1,8	Athens* 1,8	Luxembourg city 1,0	Timisoara 0,4
Klagenfurt 1,8	Copenhagen* 3,3	Dionysos 0,6	Sanem	Slovakia
Salzburg 3,3	Odense* 0,6	Heraklion 0,6	Malta	Bratislava
Vienna	Skive	Larissa 0,6	Valletta*	Kosice*
Belgium	Estonia	Thessaloniki*	Netherlands	Presov*
Antwerp	Parnu*	Trikala	Amsterdam*	Žilina
Brussels 0,8	Tallinn* 2,1	Hungary	Groningen 1,3	Slovenia
Gent 2,0	Tartu 0,7	Budapest 1,1	Helmond 1,1	Celje*
Leuven 1,5	Finland	Miskolc 1,4	Nijmegen 1,4	Ljubljana 2,7
Mechelen	Helsinki 2,1	Pecs* 1,4	Utrecht*	Maribor
Sint-Niklaas 4,3	Lahti 1,5	Szeged	Veenendaal	Spain
Bulgaria	Tampere	Ireland	Poland	Barcelona 0,6
Burgas*	Turku 1,3	Dublin*	Gdynia	Granollers* 1,2
Gabrovo	France	Kilkenny*	Krakow 1,7	León 2,4
Ruse	Chavagne	Waterford* 3,7	Skawina 0,3	Madrid
Sofia* 3,6	Lyon	Italy	Toruń*	Las Palmas* 0,8
Croatia	Métropole AMP 1,0	Brescia 1,6	Warsaw*	Valencia* 3,3
Koprivnica* 1,0	Paris	Milan*	Wroclaw*	Vitoria-Gasteiz 0,8
Rijeka 1,4	Saint Germain	Padua	Portugal	Sweden
Sisak	Strasbourg* 6,3	Portoferraio	Braga*	Gothenburg 1,2
Zagreb* 1,5	Toulouse 2,4	Rome	Funchal 1,2	Malmö 1,1
Cyprus	Germany	Trieste	Lisbon*	Örebro 1,3
Nicosia*	Aachen 2,7	Latvia	Lousada*	Stockholm*
Czech Republic	Berlin 1,4	Cesis	Maia*	Trelleborg
Brno 0,6	Bielefeld	Daugavpils 0,7	Romania	Umeå 1,3
České Budějovice	Bremen 2,6	Riga	Arad	United Kingdom
Jihlava	Cologne 2,4	Lithuania	Brasov*	Aberdeen
Karlovy Vary	Duisburg 2,4	Klaipeda 2,3	Bucharest	London*
Olomouc	Regensburg 1,2	Panevėžys 2,1	Cluj Napoca*	
Prague 1,5	Rostock 1,3	Vilnius 1,7	Constanta 0,7	

(*) City covered by desk research

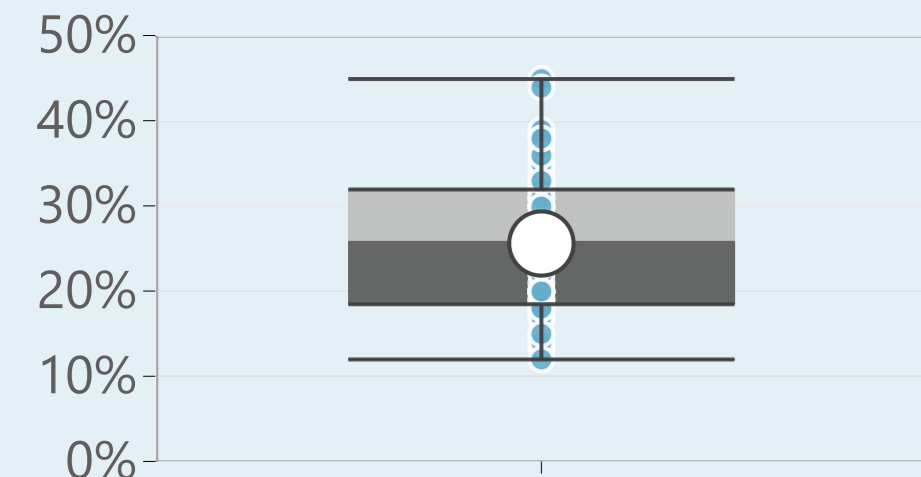
Definition: Traffic congestion level in a city

Comments: 87 cities reported some kind of data on congestion levels. Third party data was available for 29 cities (Traffic Index), 52 (INRIX) and 54 (TomTom) with an overlap of only 18. The self-calculation approaches taken by 11 cities were very heterogeneous, ranging from very straightforward to rather sophisticated. Some cities were not concerned about congestion at all; and one raised important big-picture questions. 26 cities provided further interesting qualitative explanations and comments. Several of them indicated that congestion is not a matter of serious concern and it is therefore not measured in any way. Other cities state without explanation that "regular data collection for congestion levels in the city is not common".

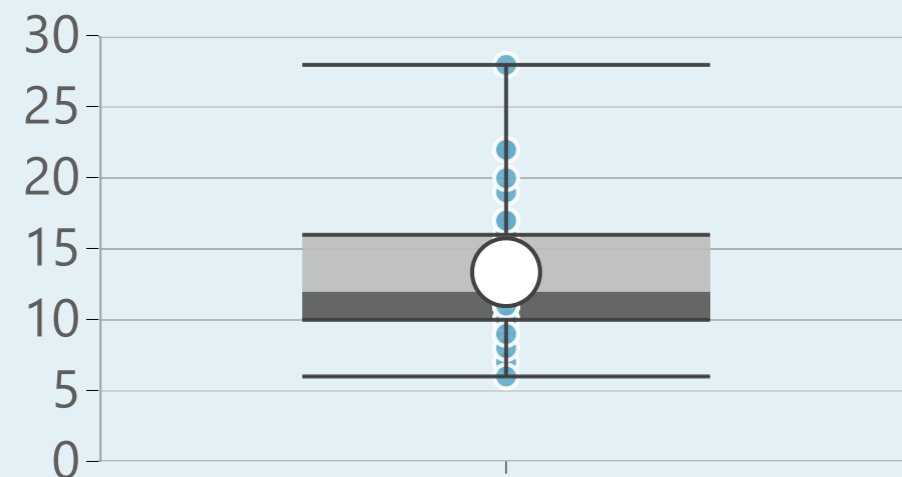
City data from TomTom congestion index. Average, minimum and maximum of:

(Source: https://www.tomtom.com/en_gb/traffic-index/ranking)

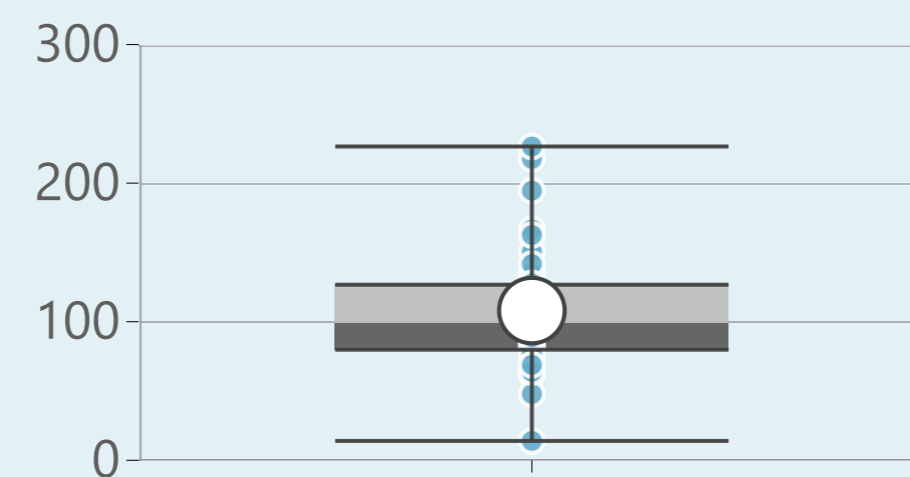
Congestion Level [% increase in overall travel times compared to a free flow situation]



Time lost in rush hour - per 30 minutes trip in the morning [minutes]



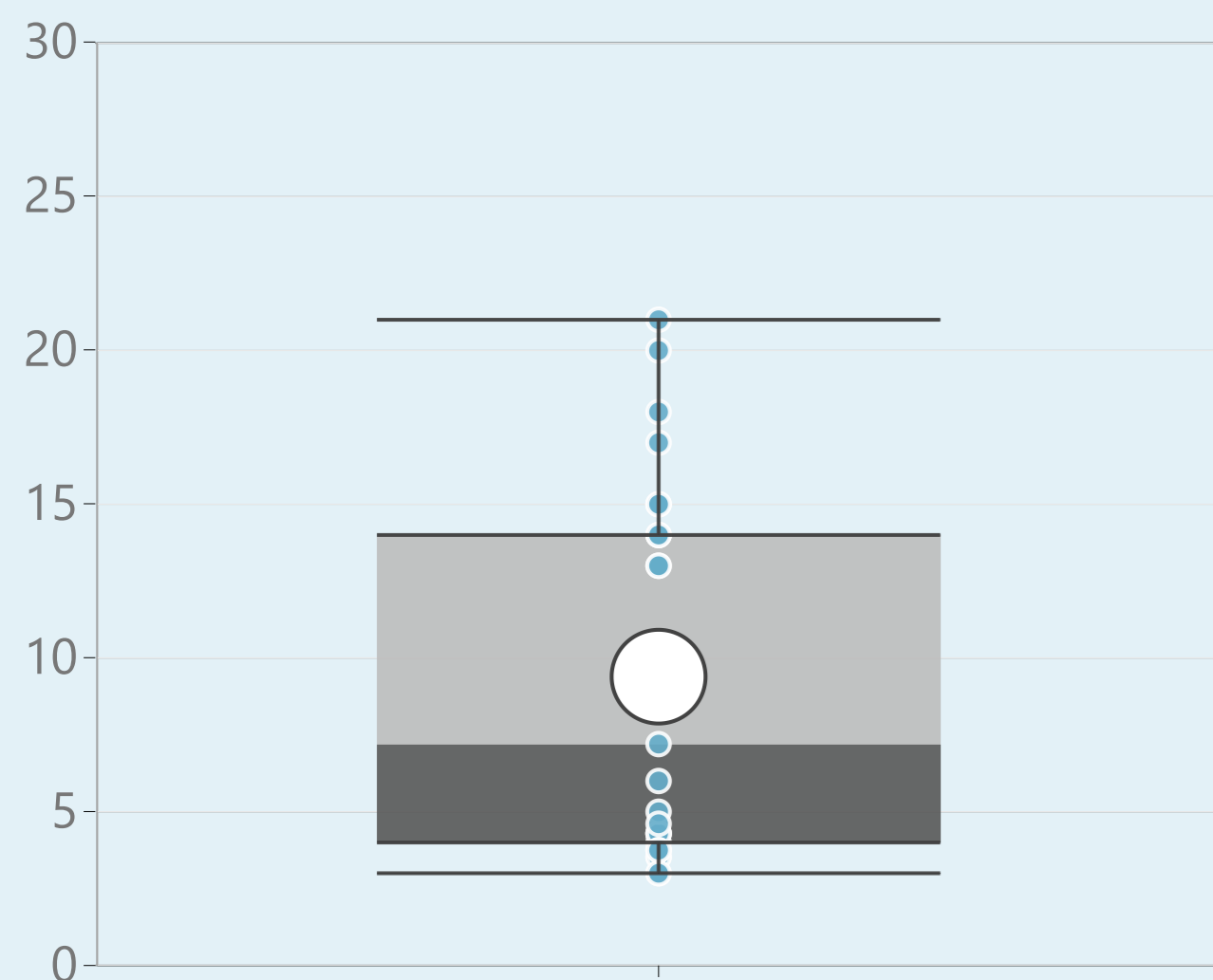
Time lost in rush hour - per year [hours]



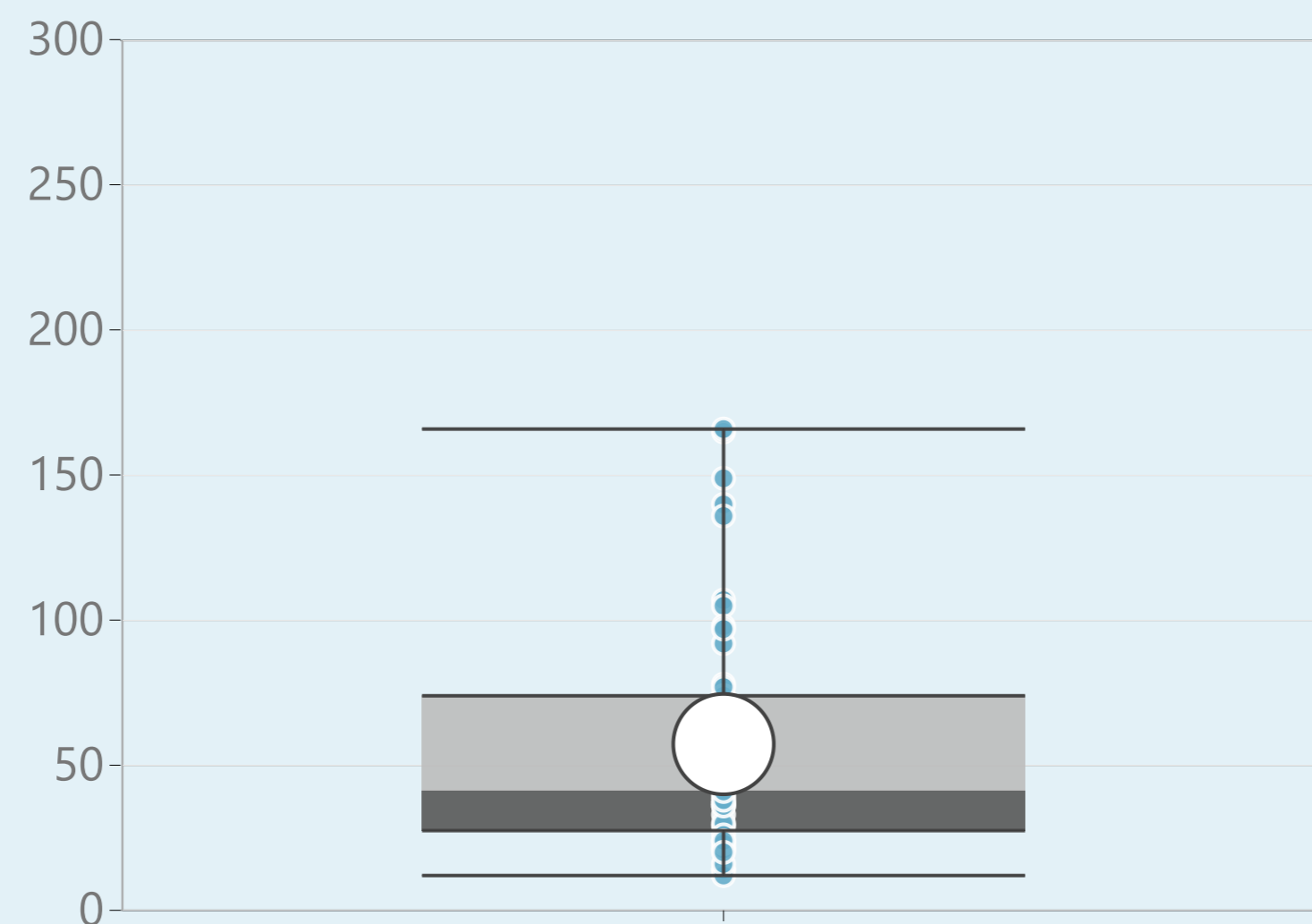
City data from INRIX congestion index. Average, minimum and maximum of:

(Source: <https://inrix.com/scorecard>)

Time it takes to travel one mile into the central business district during peak hours [minutes]



Number of hours lost in cong. during peak commute periods compared to free-flow condition [hours]

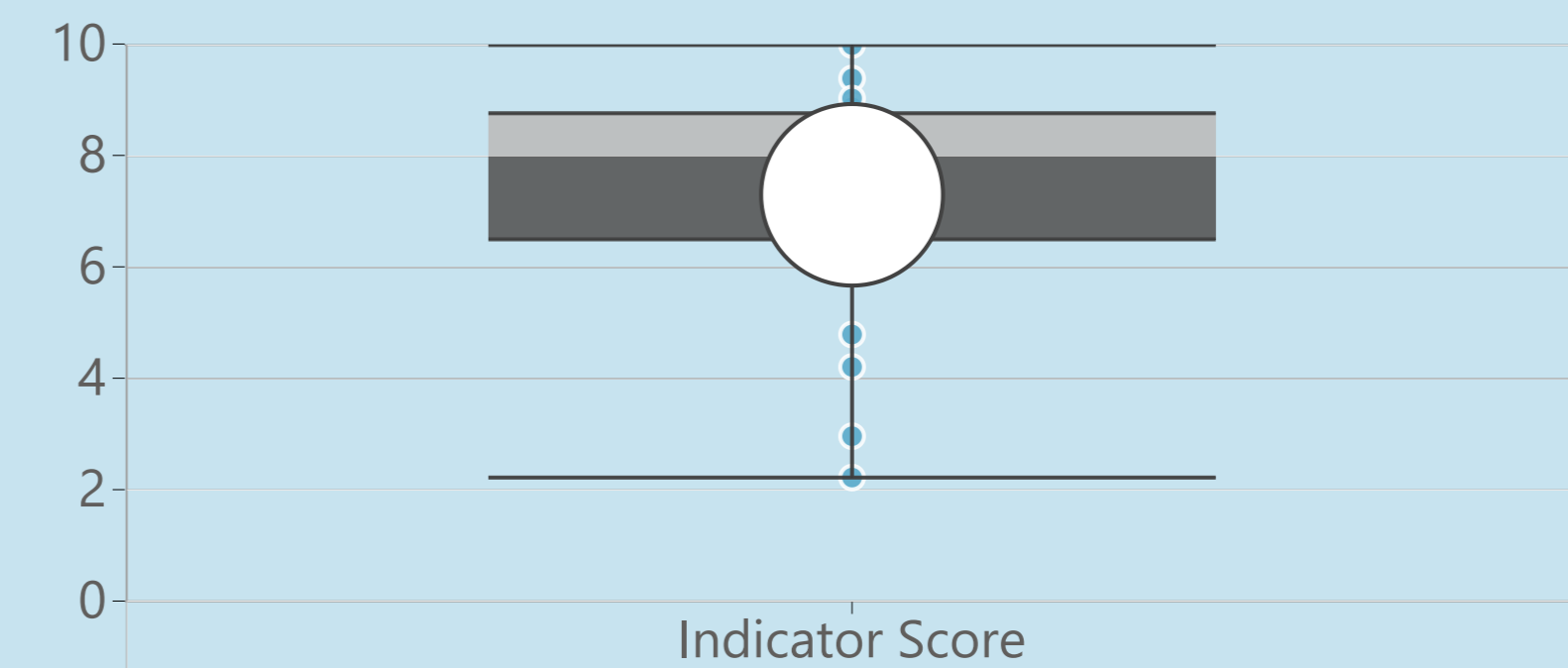


Definition: Delays in road traffic and in public transport during peak hours compared to off peak travel (private road traffic) and optimal public transport travel time (public transport)

Comments: The scores for this indicator range from 2.22 to 10. The average indicator score across all sampled cities is 7.3. The indicator score calculated by city size confirms that smaller urban areas tend to have less congestion and delays in road traffic and public transport than larger urban areas as their average indicator score is higher than the one for larger urban areas.

Average, minimum and maximum indicator score across all sampled cities that calculated this indicator

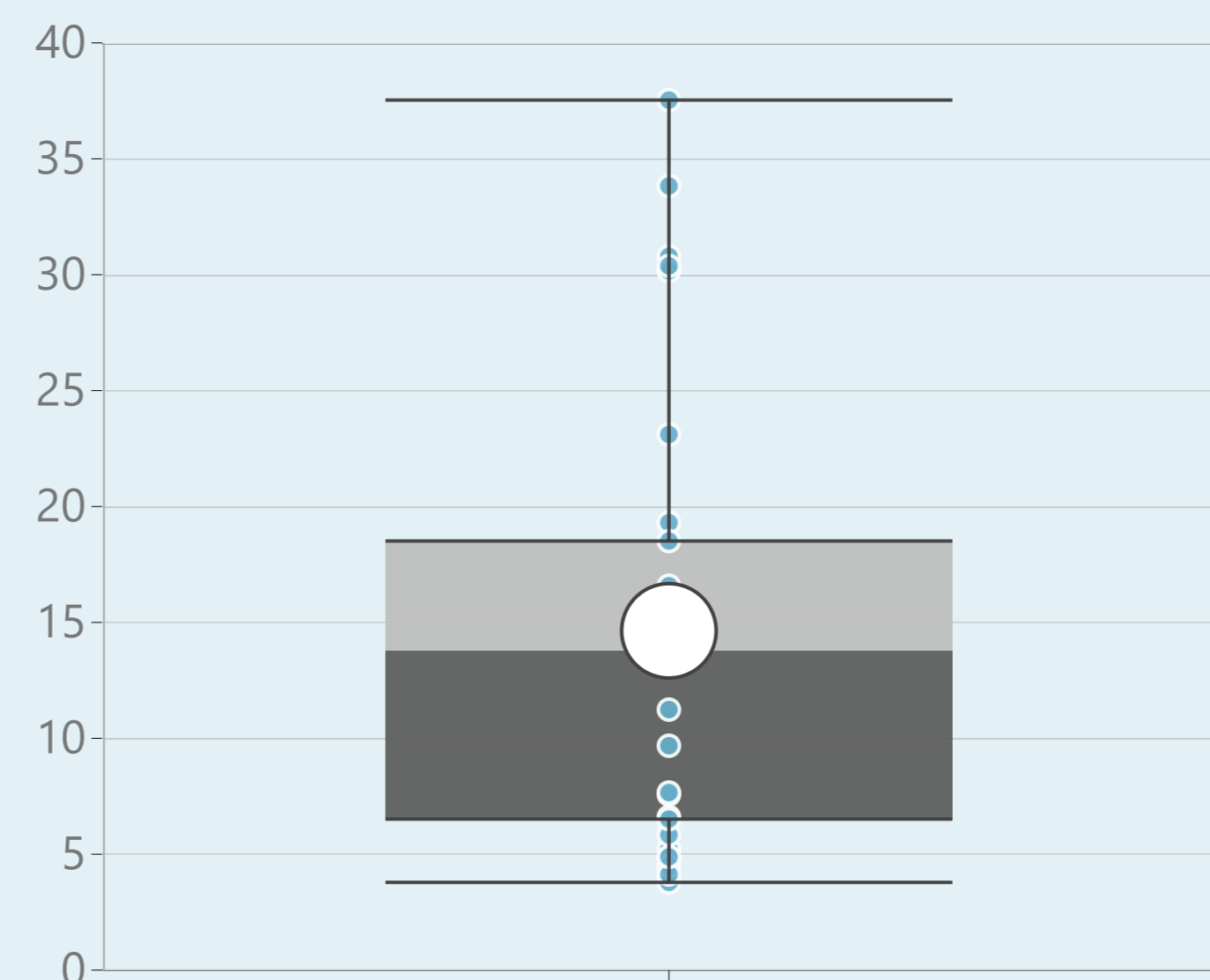
[weighed sum of delays over representative corridors for road private and public transport - scoring from 10 (best) to 0 (worst)]



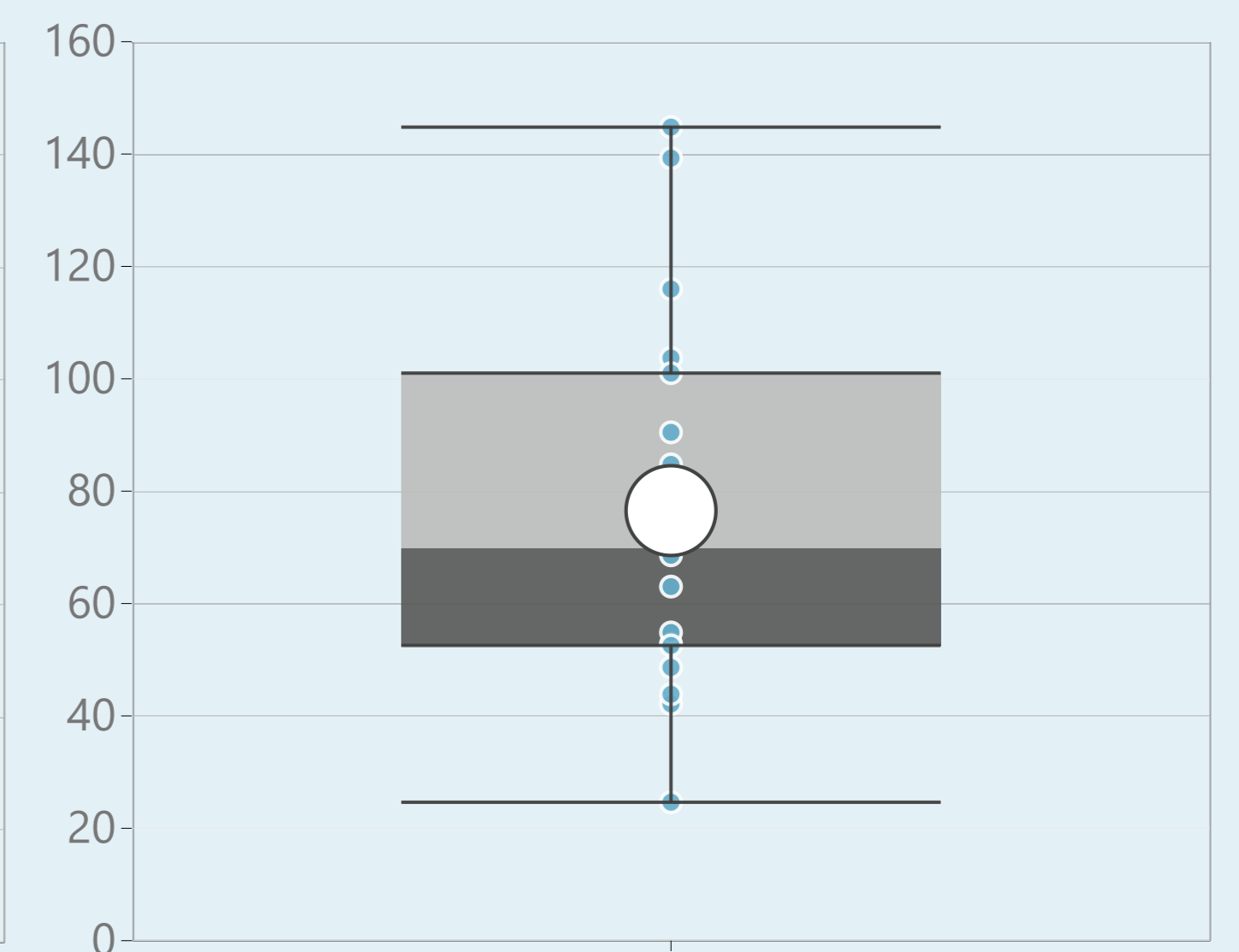
Traffic Index. Average, minimum and maximum of:

(Source: <http://trafficindex.org/cities/all>)

Average Traffic Congestion Index (TCI) [0-300]



Maximum Traffic Congestion Index (TCI) [0-300]



Definition: Traffic congestion level in a city

Comments: Eleven cities reported data that was based on their own calculation method; Nine of them specified the data source, although in some cases just referencing a certain report. Only seven cities provided some details about the actual calculation method. These include the actual SUMI approach (2 cities) or a similar method that compares travel times during peak hours to free flow hours (3 cities), time lost per year, the difference between traffic volume and a theoretical capacity of a road, surveys and in-house calculations from public transport operators. A summary of this data could not be reported on these slides.

Results from each city of TomTom congestion index [%], INRIX congestion level [hours lost during peak commute periods], and Average Traffic Congestion Index [0-300]

TomTom			INRIX			Traffic			TomTom			INRIX			Traffic			TomTom			INRIX			Traffic			TomTom			INRIX			Traffic																																																																																																																																																																													
Austria			České Budějovice			42,0			Toulouse			Italy			Veenendaal			Žilina			Graz			26%			37,0			Jihlava			Germany			Brescia			14%			Poland			Slovenia																																																																																																																																																																	
Klagenfurt			Karlovy Vary			14,0			Aachen			Milan*			31%			98,0			16,6			Gdynia			Celje*			Salzburg			27%			42,0			Olomouc			24,0			Berlin			32%			66,0			15,8			Padua			17%			Krakow			36%			74,0			33,9			Ljubljana			33%																																																																																																																																
Vienna			Prague			24,0			Bielefeld			Portoferraio			Rome			38%			166,0			13,8			Toruń*			Spain			Barcelona			29%			78,0			14,4			Antwerp			32%			63,0			Aarhus*			20%			40,0			Cologne			21%			41,0			3,8			Trieste			Warsaw*			31%			71,0			37,6			Granollers*			Brussels			38%			140,0			14,6			Copenhagen*			18%			68,0			4,9			Duisburg			Latvia			Cesis			Daugavpils			Riga			18,5			Lithuania			Klaipeda			Panevėžys			17%			Vilnius			28%			15,4			Luxembourg			Luxembourg city			Sanem			Malta			Valletta*			Netherlands			Amsterdam*			Groningen			18%			41,0			Helmond			24%			Nijmegen			52,0			Utrecht*			Presov*					
Belgium			Denmark			Bremen			27%			37,0			Rome			38%			166,0			13,8			Toruń*			Spain			Barcelona			29%			78,0			14,4			Antwerp			32%			63,0			Aarhus*			20%			40,0			Cologne			21%			41,0			3,8			Trieste			Warsaw*			31%			71,0			37,6			Granollers*			Brussels			38%			140,0			14,6			Copenhagen*			18%			68,0			4,9			Duisburg			Latvia			Cesis			Daugavpils			Riga			18,5			Lithuania			Klaipeda			Panevėžys			17%			Vilnius			28%			15,4			Luxembourg			Luxembourg city			Sanem			Malta			Valletta*			Netherlands			Amsterdam*			Groningen			18%			41,0			Helmond			24%			Nijmegen			52,0			Utrecht*			Presov*					
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(*) City covered by desk research

Definition: Percentage share of each mode of transport for passenger mobility

Comments: 101 cities reported some data on their transport modal split. The modal share of cars for the 101 cities ranges from 20% to 78%. The share of public transport ranges from 1% to 70%. The share of cycling ranges from 0% to 51%. The share of walking ranges from 2% to 64%, omitting the 0% share of cities that do not count walking. Interestingly, the shares of the different transport modes is slightly more balanced in medium-sized cities compared to bigger cities.

Overview of data gathering and calculation methods used by sampled cities

Cities gather data on their modal split in different ways: some use surveys, data collected by the traffic mngt centre or via informal assessments. Some calculate it based on the main mode of a trip, trips made in the most traffic heavy points of city, or counting the mode with which longest distance has been covered. Some cities also count the mode considering the origin and destination of each trip.

Summary how cities typically assess and trace modal split, if city did not provide modal split data as requested or at all

Methodologies used by cities to assess and trace modal split of their transports vary. Some cities that use estimation of trips based on a traffic model that does not differentiate between cycling and walking. Other cities have analysed their modal split by differentiating the type of trips (work or leisure trips). Some cities do not assess walking as they do not consider it a main mode of transport.

Overview how cities typically assess multimodal trips

A majority of the sampled cities do not assess multimodal trips and only count the main mode of the trip or the mode of transport with which the longest distance has been covered.

Modal split (cars, Public Transport, cycling, walking) per sample city [%]

	CA	PT	CY	WK		CA	PT	CY	WK		CA	PT	CY	WK		CA	PT	CY	WK
Austria					Denmark					Greece					Luxembourg				
Graz	42	20	19	19	Aarhus*	43	28	22	7	Athens*					Luxembourg city	74	16	4	6
Klagenfurt	55	9	12	24	Copenhagen*	26	27	41	6	Dionysos	40	28	13	19	Sanem	69	17	5	9
Salzburg	45	15	21	19	Odense*	28	26	27	19	Heraklion	60	4	2	17	Malta				
Vienna	27	38	7	28	Skive					Larissa	50	10	10	30	Valletta*	74	11	8	7
Belgium					Estonia					Thessaloniki*	44	27	6	12	Netherlands				
Antwerp					Parnu*					Trikala					Amsterdam*				
Brussels	42	37	3	18	Tallinn*	48	35	2	11	Hungary					Groningen	20	2	51	24
Gent	39	15	33	13	Tartu	28	27	5	40	Budapest	61	29	1	9	Helmond	39	1	37	23
Leuven	64	12	24	0	Finland					Miskolc	45	40	5	10	Nijmegen	27	3	48	21
Mechelen	46	29	21	4	Helsinki	25	31	10	34	Pecs*	35	41	1	23	Utrecht*				
Sint-Niklaas	54	19	23	4	Lahti	59	5	9	26	Szeged	29	35	16	18	Veenendaal	52	3	32	13
Bulgaria					Tampere	44	13	10	32	Ireland					Poland				
Burgas*					Turku	51	10	10	29	Dublin*					Gdynia	49	37	2	12
Gabrovo	21	5	0	56	France					Kilkenny*					Krakow	40	30	7	23
Ruse	34	20	2	44	Chavagne	70	10	5	15	Waterford*	78	3	2	12	Skawina	62	21	1	16
Sofia*	21	58	3	18	Lyon	30	30	3	37	Italy					Toruń*	42	2	19	37
Croatia					Métropole AMP					Brescia	54	21	7	18	Warsaw*	32	47	3	18
Koprivnica*	50	32	6	12	Paris	35	22	2	41	Milan*	51	21	7	21	Wroclaw*	41	29	6	24
Rijeka	59	17	2	22	Saint Germain					Padua	48	17	25	10	Portugal				
Sisak	47	8	8	36	Strasbourg*	37	16	11	36	Portoferraio					Braga*	66	15	0	18
Zagreb*	69	29	2	0	Toulouse	58	14	2	23	Rome	50	30	16	4	Funchal	51	27	0	22
Cyprus					Germany					Trieste	54	21	2	23	Lisbon*	30	45	2	23
Nicosia*					Aachen	46	13	11	30	Latvia					Lousada*				
Czech Republic					Berlin					Cesis	44	5	15	37	Maia*	64	12	1	23
Brno	38	43	1	18	Bielefeld	51	14	18	17	Daugavpils	40	35	5	20	Romania				
České Budějovice	34	26	6	34	Bremen	32	15	27	26	Riga	41	48	4	7	Arad	37	19	8	36
Jihlava					Cologne	35	21	18	26	Lithuania					Brasov*				
Karlovy Vary	38	26	4	32	Duisburg	58	16	11	16	Klaipeda	36	30	3	31	Bucharest	54	35	1	10
Olomouc	34	25	7	32	Regensburg	41	11	24	24	Panevėžys	59	18	3	20	Cluj Napoca*				
Prague	30	27	6	35	Rostock	34	17	18	30	Vilnius	49	25	2	24	Constanta	35	36	1	26

(*) City covered by desk research

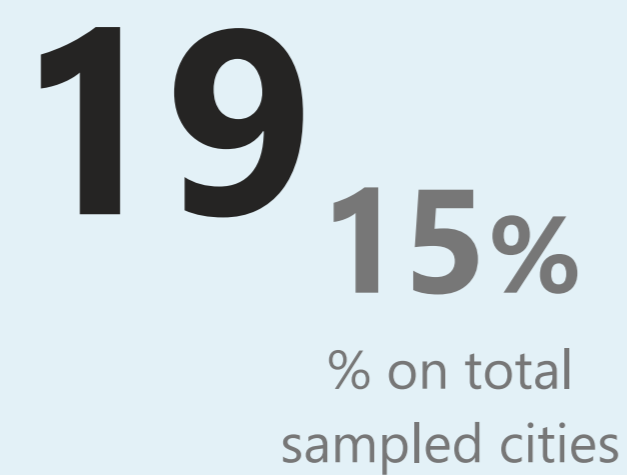
data referred to several years

Oradea*					Timisoara	44	26	1	29
Slovakia					Bratislava	26	70	0	4
					Kosice*	53	32	8	7
					Presov*				
					Žilina	41	24	5	30
Slovenia					Celje*				
					Ljubljana				
					Maribor				
Spain					Barcelona	26	37	2	34
					Granollers*	69	17	0	14
					León	29	6	0	64
					Madrid	35	36	1	28
					Las Palmas*	67	13	1	19
					Valencia*	24	23	12	41
					Vitoria-Gasteiz	29	11	9	51
Sweden					Gothenburg	36	34	10	18
					Malmö	34	25	26	14
					Örebro	50	9	25	15
					Stockholm*	44	24	3	29
					Trelleborg	53	20	16	10
					Umeå	50	7	27	15
United Kingdom					Aberdeen	58	25	15	2
					London*	36	37	2	25

Definition: Modal split data according to different methodologies (i.e. for passenger mobility, freight, shared mobility)

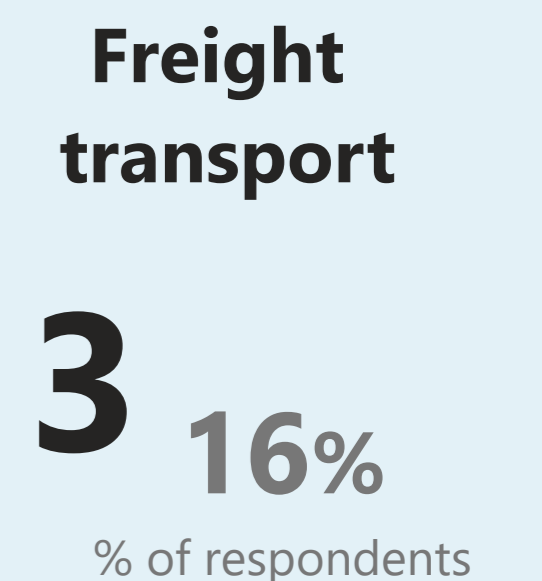
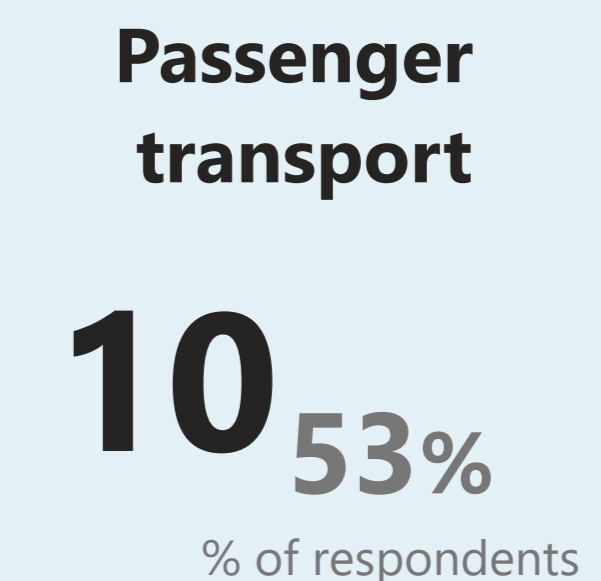
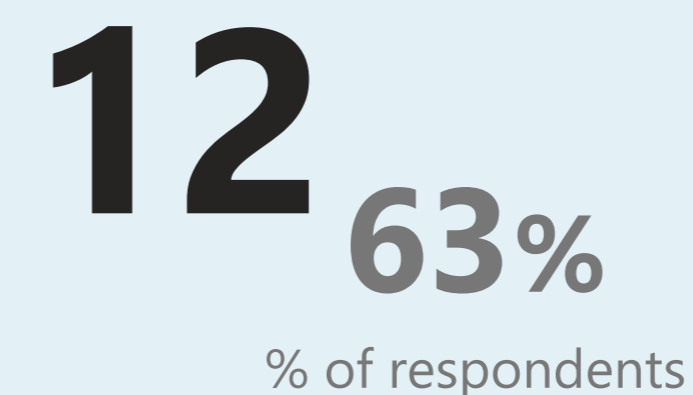
Comments: For passenger transport, 79% of the cities provided data according to the number of trips and 53% of the cities have provided data according to the total amount of vehicle kilometres driven. 37% of the cities could provide data on the total passenger kilometres driven. The number of vehicle kilometres per trip is however not a very common methodology used by cities as only 11% could provide such information. For freight transport, 47% of the cities have provided data accordingly to the total goods vehicle distance driven, which is much more cities than the 16% which provided data according to the total amount of freight tonnes distance driven. For shared mobility, more cities (37%) provided data according to the number of trips than according to the total of passenger kilometres driven (16%).

Number of cities that filled in SUMI Modal Split spreadsheet

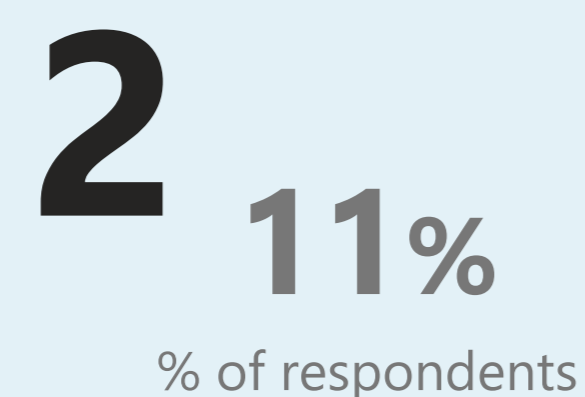


Number of cities that were able to provide data on total person mobility/ton distance (million person/ton km)

More than one type per city possible

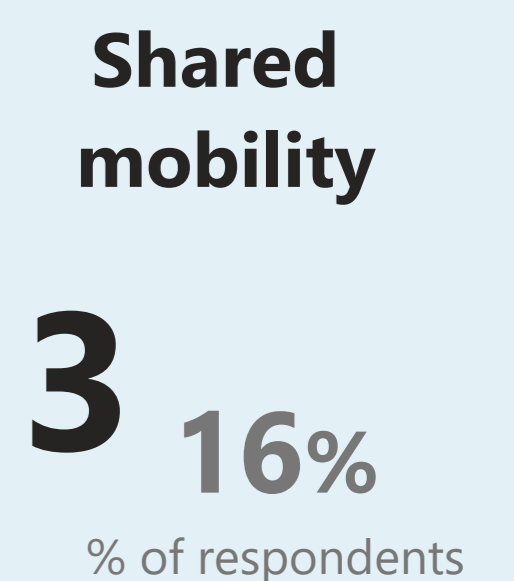
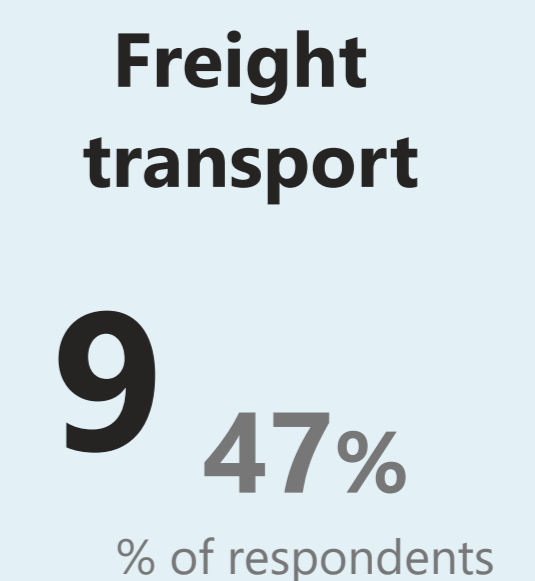
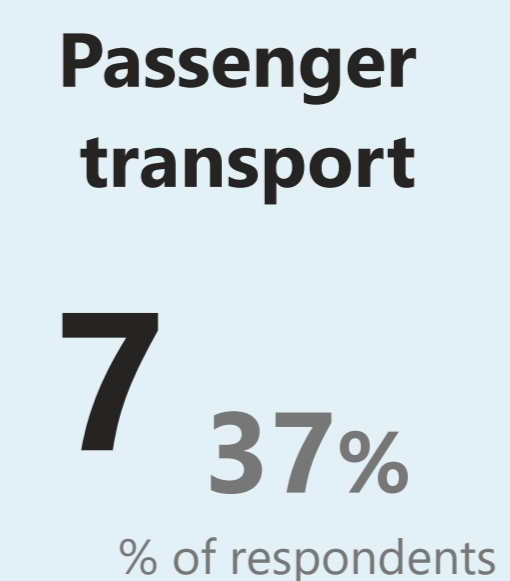
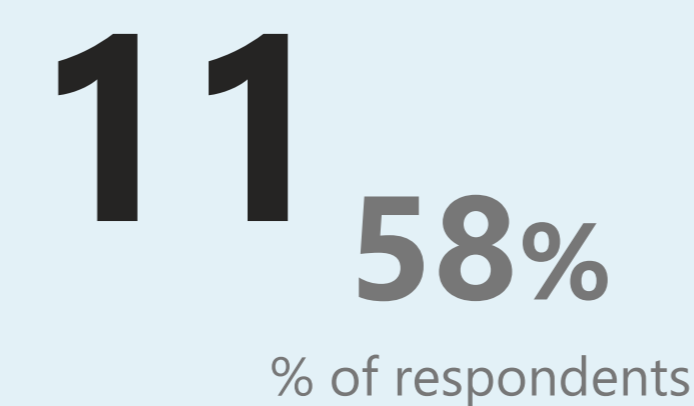


Number of cities that were able to provide data on vehicle km per trip (for passenger transport)



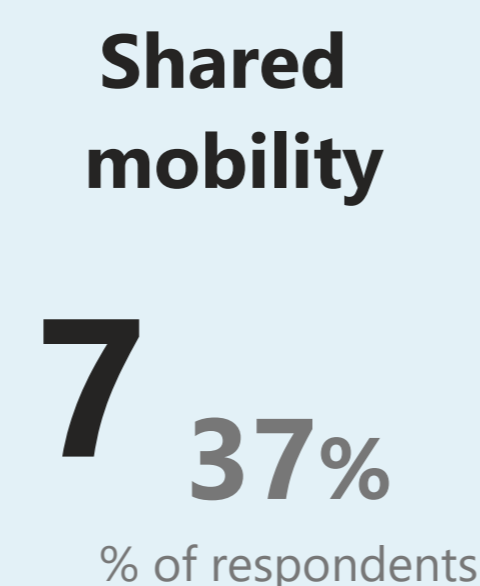
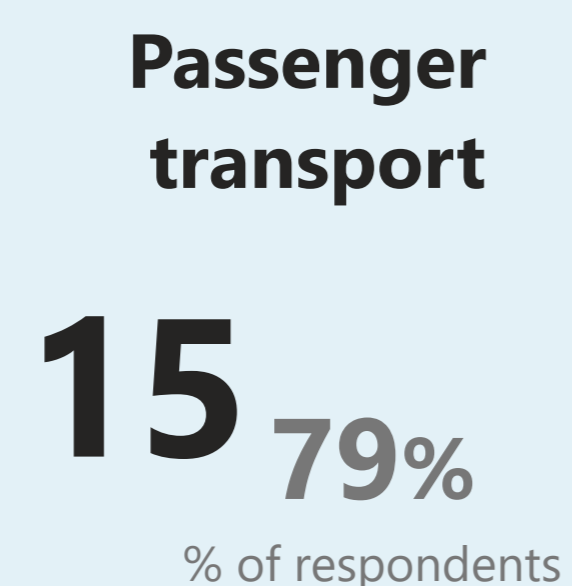
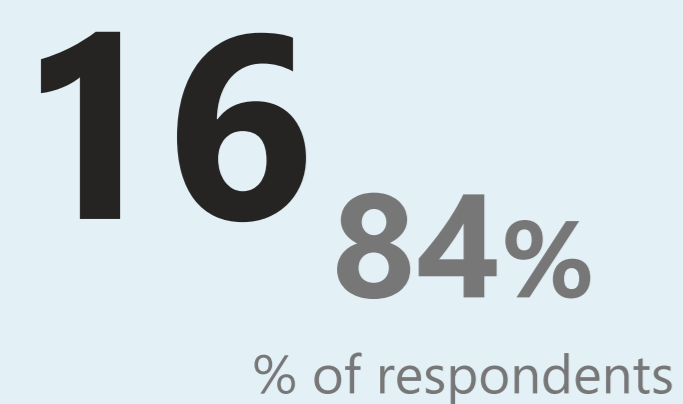
Number of cities that were able to provide data on total vehicle distance driven (million vehicle km)

More than one type per city possible



Number of cities that were able to provide data on number of trips

More than one type per city possible





FACT-FINDING STUDY ON STATUS AND FUTURE NEEDS REGARDING LOW- AND ZERO- EMISSION URBAN MOBILITY

Annex E: MS sheets

30-04-2021

Written by:



CONTRACT:

Framework contract MOVE/ENER/SRD/2016-498 Lot 6
Request for Services N° MOVE/B/4/2019-338

DOCUMENT STATUS:

Final
30/04/2021

EUROPEAN COMMISSION

Directorate-General for Mobility and Transport
Directorate B — Investment, Innovative & Sustainable Transport

*European Commission
B-1049 Brussels*

INTRODUCTION

The present booklet presents the Member State and United Kingdom sheets.

The document includes 28 sheets, one for each of the following countries:

- Austria;
- Belgium;
- Bulgaria;
- Croatia;
- Cyprus;
- Czech Republic;
- Denmark;
- Estonia;
- Finland;
- France;
- Germany;
- Greece;
- Hungary;
- Ireland;
- Italy;
- Latvia;
- Lithuania;
- Luxembourg;
- Malta;
- Netherlands;
- Poland;
- Portugal;
- Romania;
- Slovakia;
- Slovenia;
- Spain;
- Sweden;
- United Kingdom.

It should be noted that:

- The Member State sheets developed to date are based on the data collected by domain experts and country managers through desk research. Moreover, some Member States sheets, have been sent to the respective Expert Group on Urban Mobility (EGUM) member to ensure the information presented is both up to date and correct. Overall, 9 Member State sheets have been verified as shown below:
 - Finland;
 - France;
 - Greece;
 - Italy;
 - Latvia;
 - Malta;
 - Poland;
 - Portugal;
 - Spain.
- Hence, the information has not been fully validated. The sheets should therefore be interpreted with caution.

Austria has been defined as “inactive” in terms of national frameworks’ presence for the three domains. SUMP is not a well-established concept in Austria yet; nevertheless, there is a transportation planning framework with guidance and financial support in place which leads to several cities with integrated mobility plans. There is a focus on logistics, while large-scale UVAR schemes aren’t an established concept yet.

PLATFORM

Score: 05

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts			
National newsletter			
National conferences and events			✓
Cooperation and exchange of information with key stakeholders	✓		✓

Comment:

- Austria is a member of the European project ALICE, a technology platform that is set-up to develop a comprehensive strategy for research, innovation and market deployment of logistics and supply chain management innovation in Europe.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 02

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level			
presence of synergies with other policy documents at national level	✓		✓

Comment:

- Austria has a well-established urban transport planning framework that incorporates documents equivalent to SUMP with some support from the national/regional level.
- In 2013, a strategic concept for Smart Urban Logistics was drafted on national level, that fed into the logistics action plan that has been pursued since 2014 on ministerial level with relevant stakeholders.

GUIDANCE AND ROADMAP

Score: 01

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- National guidance on transport planning is provided within the Transport Plan Austria, issued by the Federal Ministry for Transport, Innovation and Technology. This document includes a strong focus on Sustainable Urban Mobility Plan (SUMP) elements as defined in the 2013 Urban Mobility Package issued by the European Commission.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- On a national level, the climate protection programme ‘klimatektiv mobil’ offers cities and municipalities (as well as several other target groups) consultation and financial support for the implementation of mobility management measures.

MONITORING AND RESEARCH

Score: 02

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			✓
Research collaborations at national level with education and research institutions			✓

Comment:

- The national research programme, Future Mobility, is a mission-orientated initiative to help Austria create a transport system designed to meet future mobility challenges and thereby also addresses urban areas.
- In the research programme Future Mobility, subject area “Goods mobility” numerous projects with a focus on sustainable city logistics were funded, e.g. on urban micro-hubs.

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- Consultation and education tools are available.

LEGAL AND TECHNICAL FRAMEWORK

Score: 02

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations			
Designated supervisory body at national level	✓		

Comment:

- There is a national low emission zones framework with stickers since 1st January 2015.
- The development of a SUMP is not enforced by the regulatory framework, but sustainable mobility principles are reflected in legislation on climate protection, decarbonisation or land use.
- The implementation of a SUMP is voluntarily. Some cities have compiled transport plans including certain elements and/or variations of the SUMP approach while others (e.g. Vienna) have followed the SUMP approach.

Belgium is a frontrunner country, given its well-developed approach on a regional and local level, in the development of SUMP. Many cities have a SUMP, and an increased focus on logistics aspects is noted. SULPs are not developed yet but many cities indicate they will include logistics in their future plans. UVARs are present in Flanders and for the Brussels regions. Regional guidance documents and financial incentives are available. Especially SUMP policy development processes are well-established.

PLATFORM

Score: 07

	SUMP	UVAR	SULP
Dedicated website	✓	✓	✓
Social media accounts			✓
National newsletter	✓		
National conferences and events			
Cooperation and exchange of information with key stakeholders	✓		✓

Comment:

- Belgium has several regional websites online to provide policy makers guidance on SUMP, UVAR and SULP.
- The guidance on platforms differs based on the region.
- Flanders is a frontrunner region and has, for example, a dedicated LinkedIn group on urban logistics, a dedicated website on mobility planning (including infrastructure design guidance) and the 'Mobiliteitsbrief' newsletter (which reached recently its 217th edition).
- Conferences are scarce and are organized on a project basis.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 05

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	
Involvement of ministers in programmes and policies at national level	✓	✓	
presence of synergies with other policy documents at national level		✓	

Comment:

- Belgium is a federal state composed of several autonomous but related entities; competences in the field of transport are fragmented.
- Cross-sector and cross-city cooperation is stimulated via sharing experiences, locally, regionally and nationally.
- SULPs is a rather new topic, around which specific activities (knowledge sharing) are starting to be organised (Green Deal Duurzame Stedelijke Logistiek in Flanders). Local pilots in the logistics field are not yet resulting in SULPs.

GUIDANCE AND ROADMAP

Score: 06

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		✓
Roadmap/guidance includes methodology	✓		
Roadmap/guidance includes measures to be taken	✓		
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve	✓		
Roadmap/guidance includes best practice examples from cities			✓

Comment:

- Belgium is a positive example of the development of guidance documentation on SUMP.
- Guidelines define the conditions for sustainable mobility. SUMP's guidance is currently more developed, than for UVARs or SULPs.
- Guidance differs regionally. E.g. guidelines for the L-SUMPs - developed regionally in Brussels (the equivalent of the EU concept of SUMP) - include the definition of the conditions for sustainable mobility.

FINANCE

Score: 04

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding	✓		✓
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- Having an approved SUMP and trained mobility department/staff is sometimes a precondition for obtaining operational subsidies or grants.
- For example, in the Walloon Region, to capture funding dedicated to the improvement of cycling networks. Or in the Flanders region, grants support SUMP developments.

MONITORING AND RESEARCH

Score: 05

	SUMP	UVAR	SULP
Monitoring system at national level	✓	✓	
Monitoring system mandatory at national level	✓	✓	
Use of assessment tools/activities at national level for monitoring	✓		
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- L-SUMPs in Brussels have two legal parts: the informative part containing research, analysis and vision and the steering part containing scenarios, priorities, operational targets and action plan.
- In the Flanders, monitoring is mandatory for UVARs.

CUSTOM ADVICE AND SUPPORT

Score: 02

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		✓

Comment:

- At the regional level, there are separate guidance documents on parking, bicycle infrastructure, bicycle networks and bicycle parking, road design, public domain design, traffic calming, school vicinities, Mobility Effect Reporting.
- Assistance on SULPs consists in support of action plans, case studies or knowledge sharing events.

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws	✓		
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- Given that the majority of mobility aspects is of regional competence, regional governments in Belgium set a legal and technical framework.
- Technical assistance is offered to support municipalities and regions with developing SUMP. For UVAR, a regulatory framework with the aim of harmonising the design and exceptions is provided.

Croatia has been defined as “inactive” in terms of national frameworks’ presence for the three domains. The country appears to be behind on all areas of analysis with regards to the domains UVAR and SULP. Concerning SUMP, while it platforms, financial support, research programmes, and laws are available and SUMP receives political support, there are still no guidance, monitoring and custom advice and support in place.

PLATFORM

Score: 02

	SUMP	UVAR	SULP
Dedicated website			
Social media accounts			
National newsletter			
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- A half-day seminar on Sustainable Urban Mobility Plans (SUMP) was arranged in 2015 targeting Croatian national, regional and local stakeholders (cities) interested and/or involved in urban transport and mobility planning.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 00

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓		
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level			

Comment:

- Political support for SUMP exist in Croatia. In 2014 the Faculty of Transport and Traffic Sciences (FTTS) carried out a public consultation on SUMP in Croatia which indicated a lack of co-ordination between local, county and national levels.
- A 2014 public consultation by the Faculty of Transport and Traffic Sciences (FTTS) on SUMP in Croatia indicated a lack of co-ordination between local, county and national levels.

GUIDANCE AND ROADMAP

Score: 00

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level			
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- Currently, there are no national guidelines on the preparation of SUMP in Croatia. Possible reasons for this include public participation and technical possibilities being limited with respect to the preparation of SUMP. It should be noted, however, that the key objectives of sustainability within urban mobility together with backing from political support does exist.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- Croatia currently has two existing financial resources for SUMP which includes both National and EU level funding. This funding is partially for the implementation conditioned to SUMP adoption.

MONITORING AND RESEARCH

Score: 03

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring		✓	
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓		
Research collaborations at national level with education and research institutions	✓		

Comment:

- The FTTS and the Department of Urban Transport(link is external) have completed three scientific research projects funded by the University of Zagreb: Development of Sustainable Urban Mobility Plans (2013-2014) and Analysis of the Role of Public Transport in Sustainable Urban Mobility (2014) and Evaluation of impacts of strategies and measures for sustainable transport in cities (2015).

CUSTOM ADVICE AND SUPPORT

Score: 00

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions			

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 01

	SUMP	UVAR	SULP
One or more national laws	✓		
National technical regulations			
Designated supervisory body at national level			

Comment:

- There is mention to a law on SUMP in the national Transport Development Strategy 2014-2030: http://kc.sump.eu/wordpress/wp-content/uploads/2015/01/Strategija_prometnog_razvoja_VRH-1-studeni.pdf

Cyprus has been defined as “inactive” in terms of national frameworks’ presence for the three domains. SUMP are non-compulsory in Cyprus, but they facilitate access to funding, primarily structural funds. Cyprus’ Local Plans and Area Plans make reference to sustainable mobility objectives. Technical assistance at a National level has been identified. Political support is shown by organising the SUMP Conference in Nicosia. However, structural involvement has of the National level as not been retrieved. UVARs and SULPS seem not to have priority at the National level.

PLATFORM

Score: 01

	SUMP	UVAR	SULP
Dedicated website			
Social media accounts			
National newsletter			
National conferences and events			
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- Nicosia organized the SUMP conference of 2018.
- Based on desk research, no dedicated communications nor websites have been retrieved.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 00

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level			
presence of synergies with other policy documents at national level			

Comment:

- The Ministry of Transport, Communications and Works is the body responsible for Mobility Planning in Cyprus, including urban mobility.

GUIDANCE AND ROADMAP

Score: 00

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level			
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- The Ministry of Transport, Communications and Works has sought to reverse the trend of declining public transport usage by instigating the Programme for the Enhancement of Public Transport. This was agreed with the European Commission and certain actions were earmarked for EU co-funding in the Programming Period 2007-2013. In this programme, it was assessed that the first actions in the urban areas should be the development of integrated mobility master plans, upon which all other actions should be based.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- A number of projects are currently either at implementation or design stage, most of them co-funded by EU structural funds

MONITORING AND RESEARCH

Score: 03

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level	✓		
Use of assessment tools/activities at national level for monitoring			✓
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- SUMP are non-compulsory, but they facilitate access to funding, primarily structural funds related, so monitoring and evaluation by the respective ministries is obligatory.

CUSTOM ADVICE AND SUPPORT

Score: 00

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions			

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 01

	SUMP	UVAR	SULP
One or more national laws			
National technical regulations			
Designated supervisory body at national level	✓		

Comment:

- The Town and Spatial Planning Law stipulates that that planning in urban areas shall be according to Local Plans that are developed for each urban metropolitan area. These are augmented by Area Plans which deal in more detail with specific parts of the city, usually city centres. Local Plans and Area Plans make reference to sustainable mobility.

Czech Republic has been defined as “frontrunner” in terms of national frameworks’ presence for the three domains. The country, in relation to SUMP, is advances in terms of platforms, finance and research programmes but it seems that there are now laws, guidance and monitoring in place, unlike in the case of UVAR. Cross-sector cooperation exists for both SUMP and UVAR. On the other hand, the country is behind on all areas of analysis for SULP.

PLATFORM

Score: 05

	SUMP	UVAR	SULP
Dedicated website	✓		
Social media accounts			
National newsletter	✓		
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓	✓	

Comment:

- The SUMP website is available at the following link: [https://www.mdcz.cz/Dokumenty/Strategie/Mobilita/Udrzitelna-mestska-mobilita-\(SUMP\)](https://www.mdcz.cz/Dokumenty/Strategie/Mobilita/Udrzitelna-mestska-mobilita-(SUMP)).
- One of the most recent event on the topic SUMP in Czech Republic was a CIVINET event organised in 2020.
- Existence of international networking for UVAR as Czech and German stickers are mutually accepted.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 06

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	
Involvement of ministers in programmes and policies at national level	✓	✓	
presence of synergies with other policy documents at national level	✓	✓	

Comment:

- The introduction of low-emission zones has been established in Law 201/2012 on the protection of air purity and by a Government Decree 56/2013.

GUIDANCE AND ROADMAP

Score: 08

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	
Roadmap/guidance includes methodology	✓	✓	
Roadmap/guidance includes measures to be taken	✓		
Roadmap/guidance includes national work plan with milestones to achieve	✓		
Roadmap/guidance includes objectives for cities to achieve	✓		
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- The Czech national SUMP methodology is the result of the research project No. TD020164 "Integration of planning to Sustainability at the Municipal Level" of the OMEGA program of the Technology Agency of the Czech Republic. And he Ministry of Transport therefore certified the national methodology The national methodology is also based on the methodology of the Jaspers agency, which is focused on cities in the cohesion states here.

FINANCE

Score: 03

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding	✓		
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- Operational programmes (Moravian-Silesian region) and budgets of regional governments can finance SUMP preparation.
- Details on the support /tools available in the document "Development of Transport Infrastructure until 2050": <https://www.mdcz.cz/getattachment/Dokumenty/Strategie/Rozvoj-dopravni-infrastruktury-do-roku-2050/Rozvoj-dopravni-infrastruktury-do-roku-2050/Rozvoj-dopravni-infrastruktury-do-roku-2050.pdf.aspx>

MONITORING AND RESEARCH

Score: 04

	SUMP	UVAR	SULP
Monitoring system at national level		✓	
Monitoring system mandatory at national level		✓	
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓		
Research collaborations at national level with education and research institutions	✓		

Comment:

- Research programme in collaboration with the Academy of Urban Mobility to update the methodology of the Sustainable Urban Mobility Plan, the so-called "SUMP 2.0" This is the first methodology, which has been developed on the basis of participation of a number of politicians, officials, experts and the general public.

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- The Czech Republic is one of the few Member States which have yet to adopt sustainable mobility planning resulting in there being no national legislation on Sustainable Urban Mobility Plans.
- At the national level, there is an emission zone framework which has also shown to encourage other cities across the Czech Republic to develop LEZs.

Denmark has been defined as “frontrunner” in terms of national frameworks’ presence for the three domains. The country is considered a lighthouse in sustainable urban mobility planning. The latest Denmark’s green transport policy has the ambitious goal of reducing pollution and emissions cost-effectively, considering its strong cycling culture. Notwithstanding the existence of national transport policy, the local focus on sustainable mobility is stronger than the national one and therefore no SUMP/SULP national guidelines are provided. On the other hand, UVAR information is available on a dedicated website.

PLATFORM

Score: 06

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts			
National newsletter			
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓	✓	✓

Comment:

- Many web sites and communication channels deal with SUMP, UVAR and, to a lesser extent, SULP, but there are websites dedicated exclusively to the first two topics. There is a high level of cooperation and exchange of information on these issues.
- Information on UVAR is available on the dedicated website: <https://miljoezoner.dk/hvad-er-miljoezoner/hvor-er-miljoezoner/>.
- Municipalities, regions, and transport companies gather in the Danish Mobility Network, which used to meet twice a year.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 09

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	✓
Involvement of ministers in programmes and policies at national level	✓	✓	✓
presence of synergies with other policy documents at national level	✓	✓	✓

Comment:

- Danish government set a long-term goal for ecological transition. The Minister of Transport has outlined specific goals for its sector, prioritising the green transition of buses and passenger cars, vans and heavy-duty vehicles.
- A climate cooperation agreement on greener public transport has been signed with the ten major cities, and it will be pursued with other municipalities and regions.

GUIDANCE AND ROADMAP

Score: 16

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	✓
Roadmap/guidance includes methodology	✓	✓	✓
Roadmap/guidance includes measures to be taken	✓	✓	✓
Roadmap/guidance includes national work plan with milestones to achieve	✓	✓	✓
Roadmap/guidance includes objectives for cities to achieve	✓	✓	✓
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- The Danish climate programme 2020 defines a long-term transition from fossil-fueled vehicles to zero and low-emission vehicles and the development of technologies that can compete with current fossil fuel sources. The national guidance includes the involvement of cities mainly in setting public transport goals. The new low emission zone regulations include specific objectives for lorries and buses.

FINANCE

Score: 06

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		✓
Availability of support/ tools at the national level when applying for funding	✓		✓
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		✓

Comment:

- The Danish government mainly finances public projects for sustainable transport such as green buses and bicycles. It focuses on electric mobility infrastructure to promote green heavy commercial transport. The transition to more sustainable cars is supported through tax reduction, indirectly impacting UVAR as well.

MONITORING AND RESEARCH

Score: 09

	SUMP	UVAR	SULP
Monitoring system at national level	✓	✓	✓
Monitoring system mandatory at national level	✓	✓	✓
Use of assessment tools/activities at national level for monitoring	✓	✓	✓
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- The implemented sustainable mobility measures are always evaluated and monitored with extended cost-benefit analysis. In addition to initiative-specific output indicators (e.g. stock of zero-emission cars), changes in price, revenue, CO2 emissions and socio-economic impacts are almost always considered. The Green Research Strategy prioritises research on green fuels, indirectly enhancing SUMP, UVAR and SULP measures.

CUSTOM ADVICE AND SUPPORT

Score: 03

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓	✓	✓

Comment:

- Technical assistance is provided concerning the implementation of greener public transport and low emission zones, including measures on lorries and heavy-duty vehicle.

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations		✓	
Designated supervisory body at national level	✓		

Comment:

- Denmark currently has a national framework in place for access regulations that covers the following municipalities: Copenhagen, Frederiksberg, Aarhus, Odense and Aalborg.

Estonia has been defined as “inactive” in terms of national frameworks’ presence for the three domains. The country appears to be behind almost all areas of analysis: except for the domain UVAR - for which financial support, monitoring, laws and cross-sector cooperation exists – and SUMP – with some platforms and financial support available – Estonia has improvement to make on the other areas for all three domains.

PLATFORM

Score: 01

	SUMP	UVAR	SULP
Dedicated website			
Social media accounts			
National newsletter			
National conferences and events			
Cooperation and exchange of information with key stakeholders		✓	

Comment:

- The Estonian SUMP network called LILI – “Linnad ja liikuvus” or “Cities and Mobility” – is currently a network of more than 50 people, representing cities, NGOs, consultancies, research organisations and national ministries meeting once or twice a year for inspiration, information exchange and training.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 03

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level		✓	
Involvement of ministers in programmes and policies at national level		✓	
presence of synergies with other policy documents at national level		✓	

Comment:

- Estonia’s 2030 National Energy and Climate Plan includes a section on policies and measures in order to achieve low-emission mobility.

GUIDANCE AND ROADMAP

Score: 00

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level			
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- Even though guidance is not currently available, the Estonian Ministry of Interior (responsible for planning and regional policy) is working on a national planning document that will include a non-binding guidance on mobility planning.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓	✓	
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- The new National Government’s workplan includes establishing a support scheme for SUMP. Implicit funding is however already possible via the Estonian Environmental Investment Fund and EU co-funding programs.

MONITORING AND RESEARCH

Score: 01

	SUMP	UVAR	SULP
Monitoring system at national level		✓	
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- The Estonian “National Programme for Reduction of Emissions of Certain Atmospheric Pollutants 2020-2030” includes monitoring for UVAR

CUSTOM ADVICE AND SUPPORT

Score: 00

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions			

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 01

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations			
Designated supervisory body at national level			

Comment:

- There is currently no law in Estonia requiring an urban mobility/transport development plan. The law on local government organization requires only a general urban development plan that is too broad for an integrated Sustainable Urban Mobility Plan (SUMP).

Finland has been defined as “active” in terms of national frameworks’ presence for the three domains. There are several SUMPs in Finland, but also many sustainable mobility plans, that do not fully comply SUMP-concept. The Finnish transport agencies and cities in collaboration published a pre-study in December 2020 to provide guidance on UVAR and geofencing services. The planning of pilots continues in national and European collaboration in 2021 as a part of the NordicWay 3 project.

PLATFORM

Score: 04

	SUMP	UVAR	SULP
Dedicated website			
Social media accounts			
National newsletter			
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓	✓	✓

Comment:

- SUMP information for example in the websites of LHT Network.
- UVAR and geofence cooperation and exchange of information in EU CEF go-financed NordicWay 3 project 2021-2023 funded by Finnish authorities and cities.
- Cooperation and exchanges of information about sustainable urban logistics, but not related to SULP concept.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 04

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level		✓	
Involvement of ministers in programmes and policies at national level			
presence of synergies with other policy documents at national level	✓	✓	✓

Comment:

- Some strategic sectorial documents related to urban planning exist (i.e. the Environmental Strategy for Transport 2013–2020).

GUIDANCE AND ROADMAP

Score: 03

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level		✓	
Roadmap/guidance includes methodology		✓	
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve		✓	
Roadmap/guidance includes best practice examples from cities			

Comment:

- UVAR and geofence:
 - 1) Transport and communications Agency (Traficom) study on spatially regulated road transport services and their prerequisites (Traficom 19/2020) includes experience of services, examples of roles in Finland and recommendations for piloting.
 - 2) City of Helsinki ITS development programme 2030 (Helsinki 2019:15).

FINANCE

Score: 05

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓	✓	
Availability of support/ tools at the national level when applying for funding	✓	✓	
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- SUMP and its support by NHT Network are co-financed by state subsidy.
- UVAR and geofence EU CEF co-financed NordicWay 3 project between 2021-2023 funded by Finnish authorities and cities.
- The draft of the Finnish National Transport System Plan (will be accepted during this spring) have a measure related to urban logistics and support for the pilots.

MONITORING AND RESEARCH

Score: 03

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓	✓	
Research collaborations at national level with education and research institutions			

Comment:

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- NHT Network (Finnish national Land use, Housing and Sustainable Transportation Network) advises municipalities.

LEGAL AND TECHNICAL FRAMEWORK

Score: 00

	SUMP	UVAR	SULP
One or more national laws			
National technical regulations			
Designated supervisory body at national level			

Comment:

France has been defined as “frontrunner” in terms of national frameworks’ presence for the three domains. . The French Ministry of Ecological Transition cooperates with several initiatives to like Cerema, France Mobilités, ADEME to support French cities in their Sustainable Urban Mobility Planning and partly as well on Logistics planning and UVAR (but mainly on the topic of air quality). The different initiatives are represented on websites and through social media and promote events, methodologies, tools, etc.

PLATFORM

Score: 15

	SUMP	UVAR	SULP
Dedicated website	✓	✓	✓
Social media accounts	✓	✓	✓
National newsletter	✓	✓	✓
National conferences and events	✓	✓	✓
Cooperation and exchange of information with key stakeholders	✓	✓	✓

Comment:

- Cerema is a public institution focused on supporting public policies, under the dual supervision of the Ministry of Ecological Transition and the Ministry of Territorial Cohesion and Relations with Territorial Communities. They are represented on LinkedIn, Twitter, DailyMotion, they host events, they have a newsletter a material on the french SUMP (PDU).
- The Ministry of Ecological Transition allows the simulation of the environmental class of your vehicle. (in respect to UVAR measures)

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 07

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	✓
Involvement of ministers in programmes and policies at national level	✓	✓	✓
presence of synergies with other policy documents at national level		✓	

Comment:

- To have a PDU (SUMP) is mandatory in France in agglomerations of 100.000+ inhabitants and is regulated by politics / policies on national level. There is a plan for logistics in 2025 from the Ministry of Ecological Transition.

GUIDANCE AND ROADMAP

Score: 12

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	✓
Roadmap/guidance includes methodology	✓	✓	✓
Roadmap/guidance includes measures to be taken	✓		
Roadmap/guidance includes national work plan with milestones to achieve		✓	✓
Roadmap/guidance includes objectives for cities to achieve		✓	
Roadmap/guidance includes best practice examples from cities	✓		✓

Comment:

- The Ministry of Ecological Transition and "France Mobilités" provide guidance on multiple topics around (sustainable) mobility. In the Civitas Tool Inventory one can find Methodology for the PDU as well. There is a plan for logistics for 2025 from the Ministry of Ecological Transition.

FINANCE

Score: 05

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓	✓	✓
Availability of support/ tools at the national level when applying for funding			✓
Provision of financial support/ tools at the national level conditional on implementation of policy		✓	

Comment:

- The Ministry of Ecological Transition and "France Mobilités" have a collection of financial support schemes to support innovations in the mobility Landscape. The InTerLUD programme provides financial support, support tools and technical assistance.

MONITORING AND RESEARCH

Score: 05

	SUMP	UVAR	SULP
Monitoring system at national level		✓	
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓		✓
Research collaborations at national level with education and research institutions	✓		✓

Comment:

- Monitoring for Air Quality (UVAR) is carried out at national level by the Ministry of Environment The Agence of Ecological Transition (ADEME) and "France Relance" have a programme.

CUSTOM ADVICE AND SUPPORT

Score: 03

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓	✓	✓

Comment:

- The Initiative MobiliseYourCity provides technical assistance for French cities in sustainable urban mobility planning.

LEGAL AND TECHNICAL FRAMEWORK

Score: 06

	SUMP	UVAR	SULP
One or more national laws	✓	✓	✓
National technical regulations	✓	✓	
Designated supervisory body at national level			✓

Comment:

- Plans for Urban mobility were made compulsory by the law in 1982 on urban air quality in urban areas of over 100 000 inhabitants. Evaluation of the plans is mandatory every 5 years.

Germany has been defined as “frontrunner” in terms of national frameworks’ presence for the three domains. German SUMP, called “VEP” (“Verkehrsentwicklungspläne”) are well-established all over Germany. New platforms targeting cities and their SUMP are also becoming more important. Through its legal environmental zones and its common shared spaces and pedestrian zones, UVAR is an important topic with a national framework. For urban logistics, financial and legal frameworks are lacking yet.

PLATFORM

Score: 07

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts			
National newsletter			
National conferences and events	✓		✓
Cooperation and exchange of information with key stakeholders	✓	✓	✓

Comment:

- The online platform “Mobilikon” for municipal mobility management is hosted by the federal ministry for inner affairs, building and homeland. It provides measures, good practices, tools and support about mobility development: <https://www.mobilikon.de>.
- Provided and developed by ivm in Frankfurt, the website “Mobility plans Hesse” acts as a knowledge base and exchange platform about the SUMP concept: <https://mobilitaetsplaene.de>.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 08

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	✓
Involvement of ministers in programmes and policies at national level	✓	✓	✓
presence of synergies with other policy documents at national level		✓	✓

Comment:

- The project “Mobility plans Hesse” is also a good practice for cross-sectoral cooperation and the creation of synergies between different policy planning levels.
- The political level is very much involved in the decision of UVAR schemes, as the German “Umweltzone” (“environmental zone”) is obligatory in many German cities.
- Within the Association of German Cities (Deutscher Städtetag) the transport representatives of most large German cities meet regularly in the Fachkommission Verkehrsplanung.

GUIDANCE AND ROADMAP

Score: 09

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	✓
Roadmap/guidance includes methodology	✓	✓	✓
Roadmap/guidance includes measures to be taken			✓
Roadmap/guidance includes national work plan with milestones to achieve			✓
Roadmap/guidance includes objectives for cities to achieve			✓
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- The most important document describing the state of the art in VEPs is published by the FGSV research community: <https://www.fgsv-verlag.de/evp>
- The Deutsches Institut für Urbanistik is also supporting its member cities in such transport-planning issues; the institute, located in Berlin, develops materials for planning and holds regular courses for practitioners in the field.

FINANCE

Score: 03

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓	✓	
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- German “VEP”s serve as a consistent basis for most infrastructure and mobility management decisions in cities; city councils, however, are not bound through these plans. Of course, it’s beneficial for cities to develop such a background document in case they want to apply for financial support to the national German government or to the federal authorities. This financial support usually depends upon the provision of a VEP.

MONITORING AND RESEARCH

Score: 08

	SUMP	UVAR	SULP
Monitoring system at national level	✓	✓	
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓	✓	✓
Research collaborations at national level with education and research institutions	✓	✓	✓

Comment:

- Germany participated in the Lean and Green initiative. It supports efforts to drastically reduce CO2 emissions from transport and logistics.
- Part of the initiative PIEK. “Certification scheme for vehicles and equipment operating under 60 dB(A).

CUSTOM ADVICE AND SUPPORT

Score: 02

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓	✓	

Comment:

- There is no official focal point for the different activities in the field of SUMP, on a city or regional level. For matters at a national level, the Bundesministerium für Verkehr und digitale Infrastruktur is in charge.
- The above-mentioned projects “Mobilikon” and “Mobility plans Hesse” provide first support at a regional and more general level.

LEGAL AND TECHNICAL FRAMEWORK

Score: 05

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations	✓	✓	
Designated supervisory body at national level	✓	✓	

Comment:

- There is a national framework of low emission zones (LEZs) in Germany, which affects all motor vehicles except motorcycles. Location, emissions standard and timing vary per city.
- In Germany urban transport plans have been common in most cities since the 1960s. Although they are not legally binding, most cities and urban regions are developing such plans as an important part of general land-use planning. These plans were previously called Generalverkehrsplaene (GVP); today they are known as Verkehrsentwicklungsplaene (VEP).

Greece has been defined as “active” in terms of national frameworks’ presence for the three domains. The new version of the legislation for SUMP foresees the launch of an E-Platform for SUMP. The previous Greek law also prescribed integration with other planning documents / processes and includes information on the methodology and the topics for SUMP. The E-Platform, will also serve the scope for monitoring SUMP although sanctions are not planned. the Ministry provides guidance when municipalities request information on the implementation of the SUMP law. Guidance on UVAR and urban logistics seems scarce.

PLATFORM

Score: 04

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts			
National newsletter			
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- Several municipalities have dedicated websites for SUMPs, as per requirement of SUMP law (4599/2019) and bodies have established websites providing useful material for SUMPs.
- The Ministry of Infrastructure and Transport (MIT) is planning the launch of an E-Platform collecting all Greek SUMPs.
- The MIT has recently organized two national events for SUMPs: in January 2017 in cooperation with Jaspers and in January 2020 in cooperation with SUMP-Up. Further, other bodies organize events for SUMPs or related to SUMP topics

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 03

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓		
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level	✓		

Comment:

- The National Law 4599/2019 prescribed integration with other planning documents and processes such as Master Plans, Climate Change and Development Studies, Strategic Documents and national policies related to transport, road safety, SDG's, etc, as well as local authorities' strategic and business plans etc.

GUIDANCE AND ROADMAP

Score: 05

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology	✓		
Roadmap/guidance includes measures to be taken	✓		
Roadmap/guidance includes national work plan with milestones to achieve	✓		
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- The new law (4784/2021) is in line with the EU SUMP guidelines and incorporates the eight SUMP principles. In addition, it features phases and milestones, measures and targets and a detailed guidance on the methodology to be applied by Municipalities or Regional Authorities when preparing a SUMP (e.g. the minimum requirements that must be met, based on Eltis guidelines adapted to the country's needs).
- Bodies and institutions usually disseminate best practice examples from cities through their websites.

FINANCE

Score: 01

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- The 2019 national law also foresees that the measures proposed in SUMPs that meet the requirements of the SUMP law may be financed from the co-financed or national part of the Public Investment Program and/or other financial instruments.

MONITORING AND RESEARCH

Score: 03

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓		
Research collaborations at national level with education and research institutions	✓		

Comment:

- The E-Platform for SUMPs, will also allow monitoring the progress of SUMPs at national level. However, the draft SUMP law does not include sanctions for failing to monitor SUMP progress.
- Educational programs on SUMPs and SUMP topics have been conducted either by the Ministry, the National Centre for Public Administration & Local Government, Institutions, Technical Chambers, etc.

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- The current law (4784/2021) which is more detailed, in terms of methodology and guidance, than the previous law, together with the Eltis guidelines provide support on Municipalities and Regions on urban mobility topics.

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws	✓		✓
National technical regulations			
Designated supervisory body at national level	✓		

Comment:

- The new SUMP law 4784/2021 makes SUMP elaboration mandatory for municipalities that meet certain criteria (>30,000 population and municipalities within the authority areas of Public Transport Operators in Athens and Thessaloniki). Further, SUMP elaboration is also made mandatory for all regional authorities.
- The national legal framework (Law 4302/2014) promotes city and green logistics.

Hungary has been defined as “inactive” in terms of national frameworks’ presence for the three domains. The country, when it comes to SUMP, is advances in terms of platforms, financial support, monitoring and guidance. It also has a designated national supervisory body. On the other hand, except for the involvement of politicians in programmes and policies on UVAR, the country is behind on all areas of analysis for both SULP and UVAR.

PLATFORM

Score: 03

	SUMP	UVAR	SULP
Dedicated website			
Social media accounts			
National newsletter	✓		
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- Magyar CIVINET is the main national platform for Hungarian cities to exchange experiences on sustainable urban mobility.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 01

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level		✓	
Involvement of ministers in programmes and policies at national level			
presence of synergies with other policy documents at national level			

Comment:

- National Energy and Climate Plan of Hungary includes a section on policies and measures in order to achieve low-emission mobility.

GUIDANCE AND ROADMAP

Score: 02

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology	✓		
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- Methodological guidelines for the elaboration of SUMPs (for SUMPs financed by EU funds through national operational programmes).
- The first national guidances were issued in December 2015 as part of the relevant IKOP and TOP calls. They were merged in March 2016, and in January 2017 a more detailed guide has been published.

FINANCE

Score: 01

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- In 2014 SUMP has become a precondition for cities to access Cohesion Fund financing for specific urban mobility projects (notably intermodal nodes). In parallel, SUMP preparation became eligible for ERDF funding.

MONITORING AND RESEARCH

Score: 02

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level	✓		
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- The CIVITAS Prosperity report describes the existence of a mandatory monitoring system in place for SUMP in Hungary.

CUSTOM ADVICE AND SUPPORT

Score: 00

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions			

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 02

	SUMP	UVAR	SULP
One or more national laws	✓		
National technical regulations			
Designated supervisory body at national level	✓		

Comment:

- The concept of SUMP and its role in the planning system is legally not defined in Hungary. About the possibilities of integrating it into the national planning system discussion is going on in the national SUMP Task Force created by the PROSPERITY project.
- Legislation related to SUMPs is present in Hungary.

Ireland has been defined as “inactive” in terms of national frameworks’ presence for the three domains. The analysis has revealed that platforms, guidance, financial support are not available for all three domains. On the other hand, ministers are involved in programmes and policies on SUMP and UVAR. Custom advice and support is available for SUMP and monitoring and laws exists for UVAR. Lastly, it is important to note that Ireland, having a relatively dispersed population, the congestion issues of larger urban centres in Europe therefore, are not evident in many Irish towns.

PLATFORM

Score: 00

	SUMP	UVAR	SULP
Dedicated website			
Social media accounts			
National newsletter			
National conferences and events			
Cooperation and exchange of information with key stakeholders			

Comment:

- The lack of platforms could be due to the fact that Ireland, having a relatively dispersed population, does not seem to experience the same congestion issues which lead to the implementation of SUMP, UVAR and SULP in other larger urban centres in Europe.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 02

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level	✓	✓	
presence of synergies with other policy documents at national level			

Comment:

- While overall responsibility for transport policy in Ireland rests with the Department of Transport Tourism and Sport.
- The National Transport Authority has developed programs such as the Smarter Travel Initiative to promote sustainable transport. Smarter Travel Area programmes have been developed to reduce dependency on car transport. They will be delivered by each local authority in association with local businesses, schools and communities to transform travel patterns, lifestyles and communities.

GUIDANCE AND ROADMAP

Score: 00

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level			
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- National guidelines are not available for SUMP and SULP as they rely on the EU guidelines.

FINANCE

Score: 00

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level			
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- The lack of financial support and tools could be due to the fact that Ireland, having a relatively dispersed population, does not seem to experience the same congestion issues which lead to the implementation of SUMP, UVAR and SULP in other larger urban centres in Europe.

MONITORING AND RESEARCH

Score: 01

	SUMP	UVAR	SULP
Monitoring system at national level		✓	
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- The lack of monitoring and research could be due to the fact that Ireland, having a relatively dispersed population, does not seem to experience the same congestion issues which lead to the implementation of SUMP, UVAR and SULP in other larger urban centres in Europe.

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- Urban mobility planning in Ireland is generally responsibility of the local authority. In the case of four of the five major cities (Cork, Limerick, Galway and Waterford) mobility plans are not mandatory. The Greater Dublin Area, however, is required to produce an Integrated Implementation Plan for transport. The production of this plan is the responsibility of the NTA.

LEGAL AND TECHNICAL FRAMEWORK

Score: 01

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations			
Designated supervisory body at national level			

Comment:

- Urban mobility planning in Ireland is generally responsibility of local authorities. In the case of Cork, Limerick, Galway and Waterford, mobility plans are not mandatory. The Greater Dublin Area, however, is required to produce an Integrated Implementation Plan for transport. The production of this plan is the responsibility of the NTA. It is important to note, however, that Ireland has a relatively dispersed population. The congestion issues which necessitate SUMPs in larger urban centres in Europe are not evident in many Irish towns.

Italy been defined as “frontrunner” in terms of national frameworks’ presence for the three domains. UVAR in Italy is considered to be a tool (not innovative at all) dealing with vehicle flows management at urban level (downtown mainly); there is a large experience and widespread knowledge in Italy about such schemes so that there is not need to have specific support on this domain. Either UVAR and SULP are included into SUMP.

PLATFORM

Score: 05

	SUMP	UVAR	SULP
Dedicated website	✓		
Social media accounts			
National newsletter			
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓	✓	✓

Comment:

- There are some informal networks of cooperation in the domain of UVAR and SULP mostly based on dedicated associations (i.e. FLC, TTS) or lobbies (WWF, MOTUS-e) where such practises, bottlenecks, developments are shared among users.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 05

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			✓
Involvement of ministers in programmes and policies at national level	✓		✓
presence of synergies with other policy documents at national level	✓		✓

Comment:

- In December 2020 a position paper has been published by the Ministry of Transport and Italian Association of Municipalities dealing with implementation and policies for SULP and centralised schemes for UVAR: <https://www.mit.gov.it/comunicazione/news/publicato-il-documento-la-logistica-urbana-una-visione-integrata>

GUIDANCE AND ROADMAP

Score: 11

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	✓
Roadmap/guidance includes methodology	✓		✓
Roadmap/guidance includes measures to be taken	✓		✓
Roadmap/guidance includes national work plan with milestones to achieve	✓		✓
Roadmap/guidance includes objectives for cities to achieve			✓
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- The Decree of the Minister of Infrastructure and Transport No. 397 of 4 August 2017 was released to encourage the homogeneous and coordinated application of guidelines for SUMP's throughout the national territory, thus revamping the approach already released by law 340/2000 (formal establishment of Sustainable Urban Mobility Plans).
- The Decree of the Minister of Infrastructure and Transport (No. 396 of 28 August 2019) further refined the SUMP guidelines, concerning indicators to be adopted.

FINANCE

Score: 04

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓	✓	✓
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

MONITORING AND RESEARCH

Score: 02

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level	✓		✓
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- Both decrees (Decreets of the Minister of Infrastructure and Transport No. 397 of 4 August 2017 and 396 of 28 August 2019) do not make the drafting of SUMP's mandatory, but it is a requirement to access to Public Transport funding. The Ministry verifies that the SUMP has been drawn up in accordance with the Italian Guidelines and has been evaluated with dedicated indicators.

CUSTOM ADVICE AND SUPPORT

Score: 02

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		✓

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 04

	SUMP	UVAR	SULP
One or more national laws	✓		✓
National technical regulations			
Designated supervisory body at national level	✓		✓

Comment:

- The introduction of SUMP's by Law 340/2000 for municipalities with 100,000+ inhabitants includes a coordinated set of measures to improve sustainable mobility in urban areas, that can be implemented in the short term as a "plan of instant feasibility.
- The two subsequent decrees (No. 397 of 4 August 2017 and 396 of 28 August 2019) update the list of measures and introduce set of indicators.

Latvia has been defined as “inactive” in terms of national frameworks’ presence for the three domains. In Latvia Ministries, municipalities and planning regions work according to an approved planning system, which does not specifically include SUMP, but where in the respective plans and programs many principles of SUMPs and urban mobility issues are part of planning process. Measures to improve urban mobility are identified in municipal, regional and national planning documents.

PLATFORM

Score: 02

	SUMP	UVAR	SULP
Dedicated website		✓	
Social media accounts			
National newsletter			
National conferences and events			
Cooperation and exchange of information with key stakeholders	✓		

Comment:

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 01

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level			
presence of synergies with other policy documents at national level	✓		

Comment:

- Urban mobility aspects are also included in national policy planning documents, for example Regional Policy Guidelines, Transport Development Guidelines, Micromobility Plan for 2021-2024 (under development).

GUIDANCE AND ROADMAP

Score: 00

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level			
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- There is not at national level unique document setting guidance/roadmap for the implementation of SUMPs, UVAR or SULP.

FINANCE

Score: 00

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level			
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

MONITORING AND RESEARCH

Score: 00

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

CUSTOM ADVICE AND SUPPORT

Score: 00

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions			

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 01

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations			
Designated supervisory body at national level			

Comment:

- UVARs schemes may be adopted by the municipalities through spatial planning process (for instance Urban Road Tolls). UVARs scheme and its boundaries are taken by the City Council and before adopting the scheme, shall carry out a public consultation. The Law on Taxes and Fees and its associated Regulation of the Cabinet of Ministers allows municipalities to charge a fee for transport access in special regime zones. Currently, there are no Low Emission Zones (LEZ) schemes or Pollution Emergency schemes in Latvia.

Lithuania has been defined as “average” in terms of national frameworks’ presence for the three domains. The country appears to be in a good position when it comes to SUMP, for the areas of analysis, except for custom advice and support, that is not currently available in the country. On the other hand, it seems behind on all areas of analysis with regards to the domains UVAR and SULP.

PLATFORM

Score: 03

	SUMP	UVAR	SULP
Dedicated website	✓		
Social media accounts		✓	
National newsletter			
National conferences and events			
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- The existence of a dedicated website for SUMP is confirmed in the CIVITAS Prosperity report.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 03

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓		
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level	✓		

Comment:

- In Lithuania there is a national SUMP Commission, made up of representatives from these main stakeholders: Transport Ministry, Environmental Ministry, LT Road Association, LT Cyclists Association, and LT Disability Association.

GUIDANCE AND ROADMAP

Score: 01

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- The overarching national SUMP guidelines in Lithuania contain nine key thematic areas: Promotion of public transport, Non-motor vehicle integration, Modal shift, Traffic safety and transport security, Improvement of traffic organization and mobility management, City logistics, Integration of people with special needs, Promotion of alternative fuels and clean vehicles, Assessment of Intelligent transport systems demand.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- Although the Transport Ministry of Transport has prepared funding for large-scale development of sustainable urban transport and mobility projects, the decision-makers at national level can only provide guidelines and directives but cannot enforce it as this is responsibility of cities.
- The Ministry provides funding to cities to incentivize SUMP implementation. Cities prepare a budget and apply for funds destined for sustainable transport activities; allocation of such funding is carefully managed and evaluated by the Ministry.

MONITORING AND RESEARCH

Score: 02

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level	✓		
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- The CIVITAS Prosperity report describes the existence of a mandatory monitoring system in place for SUMP in Lithuania.

CUSTOM ADVICE AND SUPPORT

Score: 00

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions			

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws	✓		
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- The CIVITAS Prosperity report confirms the existence of a one or more laws and national technical regulations for SUMP in Lithuania.
- Environmental Centre for Administration and Technology/ECAT; Ministry of Transport and Communications of the Republic of Lithuania is the designated supervisory body for SUMP.

Luxembourg has been defined as “inactive” in terms of national frameworks’ presence for the three domains. It is a small country with only one large city. While there are no national SUMP guidelines in place, the City of Luxembourg is currently developing a transport development plan based on the SUMP principle, and one small municipality, Sanem, has developed the first SUMP in Luxembourg. There are no specific national support frameworks for cities regarding UVAR or SULP.

PLATFORM

Score: 02

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts			
National newsletter			
National conferences and events			
Cooperation and exchange of information with key stakeholders			

Comment:

- The country of Luxembourg has in place a sustainable mobility strategy, “Modu 2.0”: <https://transports.public.lu/fr/contexte/strategie/modu2.htm>
- The City of Luxembourg has a dedicated website on their UVAR scheme: <https://www.vdl.lu/en/getting-around/car/deliveries-and-access-permits>

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 02

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓		
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level			

Comment:

- Politicians and ministers have been involved in the development of the sustainable mobility strategy, “Modu 2.0”.

GUIDANCE AND ROADMAP

Score: 03

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve	✓		
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- The above-mentioned national sustainable mobility strategy “Modu 2.0” includes strategic goals for the entire country for 2025.

FINANCE

Score: 00

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level			
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

MONITORING AND RESEARCH

Score: 00

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

CUSTOM ADVICE AND SUPPORT

Score: 00

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions			

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 01

	SUMP	UVAR	SULP
One or more national laws			
National technical regulations			
Designated supervisory body at national level	✓		

Comment:

Malta has been defined as “frontrunner” in terms of national frameworks’ presence for the three domains. In Malta, the platforms for SUMP, UVAR and SULP are well developed. The cross-sector cooperation is ensured by the strategies carried out by the government Integrated Transport Strategy Directorate at Transport Malta (TM). Monitoring and evaluation is carried out in collaboration with the University of Malta.

PLATFORM

Score: 15

	SUMP	UVAR	SULP
Dedicated website	✓	✓	✓
Social media accounts	✓	✓	✓
National newsletter	✓	✓	✓
National conferences and events	✓	✓	✓
Cooperation and exchange of information with key stakeholders	✓	✓	✓

Comment:

- Both SUMP and SULP are promoted through the European Mobility Actions Malta account on Facebook.
- There is a dedicated web site for UVAR: <https://secure.cva.gov.mt/>

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 09

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	✓
Involvement of ministers in programmes and policies at national level	✓	✓	✓
presence of synergies with other policy documents at national level	✓	✓	✓

Comment:**GUIDANCE AND ROADMAP**

Score: 16

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	✓
Roadmap/guidance includes methodology	✓		✓
Roadmap/guidance includes measures to be taken	✓	✓	✓
Roadmap/guidance includes national work plan with milestones to achieve	✓	✓	✓
Roadmap/guidance includes objectives for cities to achieve	✓		✓
Roadmap/guidance includes best practice examples from cities	✓	✓	✓

Comment:

- Both SUMP and SULP are still being developed but these are planned to be included in the documents. It is to be noted that the first SUMP was tailor made for the Valletta - Floriana Peninsula and was implemented between 2005 and 2011. The fine tuning of the SUMP and SULP through the Civitas Destinations Project is being finalised.

FINANCE

Score: 06

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓	✓	✓
Availability of support/ tools at the national level when applying for funding	✓	✓	✓
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- There are not national financial schemes supporting SUMP UVAR/ SULP. EU funds, e.g. EU H2020 programmes, are currently used. The operation of the SUMP is partially financed through revenue (self financed) but others required subversion every year to continue to be updated.

MONITORING AND RESEARCH

Score: 12

	SUMP	UVAR	SULP
Monitoring system at national level	✓	✓	✓
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring	✓	✓	✓
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓	✓	✓
Research collaborations at national level with education and research institutions	✓	✓	✓

Comment:

- The SUMP and SULP will include a monitoring plan. For the development of the SUMP and SULP, TM collaborates with the University of Malta.

CUSTOM ADVICE AND SUPPORT

Score: 03

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓	✓	✓

Comment:

- The Integrated Transport Strategy Directorate at Transport Malta may offer technical assistance.

LEGAL AND TECHNICAL FRAMEWORK

Score: 04

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations			
Designated supervisory body at national level	✓	✓	✓

Comment:

The Netherlands is a front runner in approaching mobility and logistics from a policy development setting point; with a long tradition of data collection and indicators on assessment and monitoring. Many cities have set objectives for reaching more sustainable and liveable urban areas via planning documents, including mobility plans with attention on urban logistics. Also structure for developing UVARs is available at a National level, and in many major cities. SULPs are not developed yet. But National guidance on Zero Emission Zones is ambitious and unique.

PLATFORM

Score: 14

	SUMP	UVAR	SULP
Dedicated website	✓	✓	✓
Social media accounts	✓	✓	✓
National newsletter	✓	✓	✓
National conferences and events	✓	✓	✓
Cooperation and exchange of information with key stakeholders	✓		✓

Comment:

- The Netherlands have a long tradition on co-operation and bottom up and voluntary approaches. For example, learning practices are shared via a co-operative platform of regional and poly-centric policy makers via the GMNI (network platform of municipalities).
- The SUMP conference was organized in 2019 in Groningen. National events and conferences are held on specific topics by public as well as private stakeholders, including CROW (a knowledge institute).

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 09

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	✓
Involvement of ministers in programmes and policies at national level	✓	✓	✓
presence of synergies with other policy documents at national level	✓	✓	✓

Comment:

- The Netherlands have the NOVI approach. The NOVI is the national vision on surroundings / environment. This approach is aimed at a synergetic approach across domains.

GUIDANCE AND ROADMAP

Score: 17

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	✓
Roadmap/guidance includes methodology	✓	✓	✓
Roadmap/guidance includes measures to be taken	✓	✓	✓
Roadmap/guidance includes national work plan with milestones to achieve	✓	✓	✓
Roadmap/guidance includes objectives for cities to achieve	✓	✓	✓
Roadmap/guidance includes best practice examples from cities	✓		✓

Comment:

- Omgevingsvisie (NOVI) gives guidance and is the approach of plan do check act. FTE's on logistics from a municipality are placed within the Ministry to further develop focus, co-operation and methodologies.

FINANCE

Score: 06

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		✓
Availability of support/ tools at the national level when applying for funding		✓	✓
Provision of financial support/ tools at the national level conditional on implementation of policy		✓	✓

Comment:

- Co-operation in national platforms as DOVA (public authorities) / CROW (knowledge platform) / Goederencorridor approach (co-operation between stakeholders alongside the corridor) / SPES finance includes facilitating the access to finance and support but also specific knowledge sessions for the development of tools. The Netherlands, have a very focused approach towards urban mobility objectives.

MONITORING AND RESEARCH

Score: 12

	SUMP	UVAR	SULP
Monitoring system at national level	✓	✓	✓
Monitoring system mandatory at national level	✓	✓	✓
Use of assessment tools/activities at national level for monitoring	✓	✓	✓
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓		✓
Research collaborations at national level with education and research institutions			✓

Comment:

- Within the MIRT approach (longer term program on environment, infrastructure and surrounding), assessment approaches are an obligation. Within the Better Usage program – in which The Netherlands is a front runner – also dedicated monitoring and evaluation schemes are required. The same goes for MaaS, in which several pilots are running.

CUSTOM ADVICE AND SUPPORT

Score: 03

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓	✓	✓

Comment:

- Assistance is provide via several – financed – organisations, including CROW.

LEGAL AND TECHNICAL FRAMEWORK

Score: 06

	SUMP	UVAR	SULP
One or more national laws	✓	✓	✓
National technical regulations	✓		
Designated supervisory body at national level	✓		✓

Comment:

- Since the late 1990s, mobility planning in the Netherlands is regulated by law, requiring provinces to draw up a provincial mobility plan, in line with the national mobility policy. Municipalities are expected to pursue a coherent and implementation-oriented mobility policy. The municipalities in the NL have an intrinsic motivation to reach objectives.
- The Netherlands has a national framework for low emission zones, which are called "milieuzone".

Poland has been defined as “active” in terms of national frameworks’ presence for the three domains. It is advanced, when it comes to SUMP, for all the areas analysed, except for monitoring, which is not currently in place. On the other hand, in relation to the domains UVAR and SULP. while laws for UVAR and platforms for both domains are available, in general there are still improvements to make.

PLATFORM

Score: 07

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts			
National newsletter	✓		
National conferences and events	✓		✓
Cooperation and exchange of information with key stakeholders	✓		✓

Comment:

- The new Sustainable Transport Development Strategy 2030, adopted in 2019, foresees actions to reduce transport congestion, especially in urban areas, by organising and developing delivery systems (city logistics). In 2019, a SULP for the Poznań Functional Area has been developed, as a result of the EU project - SULPITER. The experiences and results of the project will be used for future actions and planned strategies in the field of city logistics. The Institute of Logistics and Warehousing – ILIM was involved in this research project.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 03

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓		
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level	✓		

Comment:

- Promoting the development and implementation of SUMP by cities and functional areas is one of the urban transport priorities of the new 2030 Strategy. From 2017 to 2019, the Ministry of Infrastructure participated as an observer in the EU project CIVITAS PROSPERITY. Additionally, the Expert Council for SUMP operates in the Ministry of Infrastructure, from 2019, with consultative and advisory tasks.
- Urban mobility planning in Poland on a national scope was commenced with the adoption of the 2010 Public Transport Act.

GUIDANCE AND ROADMAP

Score: 05

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology	✓		
Roadmap/guidance includes measures to be taken	✓		
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve	✓		
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- Guidance in issues regarding methodology and measures are included as an attachment to The Opening Report, part of piloting SUMP prepared by adviser. Objectives to achieve and best practice examples were described in Civitas Prosperity Guide - development of a Sustainable Urban Mobility Plan, which has received honorary patronage from the Ministry of Infrastructure. Furthermore, information published on websites after workshops about particular areas of SUMP elaboration, contains methodology, measures and best practice examples.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding	✓		
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- Support in financing SUMP for voivodeship centers is available from the funds of the Operational Programme Technical Assistance 2014-2020. This topic was discussed in The Opening Report on the example of Kielce and Olsztyn.

MONITORING AND RESEARCH

Score: 02

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓		
Research collaborations at national level with education and research institutions	✓		

Comment:

- Research programmes and collaborations at national level are included in the pilot for municipalities in the preparation of SUMP. For more information: <https://planymobilnosci.pl/>

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- Availability of technical assistance at national level is included in the pilot for municipalities in the preparation of SUMP. More information: <https://www.pois.gov.pl/strony/o-programie/plan-zrownowazonej-mobilnosci-miejskiej-sump/pilotaz/>

LEGAL AND TECHNICAL FRAMEWORK

Score: 04

	SUMP	UVAR	SULP
One or more national laws	✓	✓	
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- In accordance with the applicable provisions of the 11/01/2018 Act on electromobility and alternative fuels, the introduction of a clean transport zone is possible in a commune of 100,000+ residents, for the downtown area. Entry is possible for electric, natural gas and hydrogen vehicles and police vehicles, fire brigades etc.
- In Poland there is a legislation related to SUMP.

Portugal has been defined as “inactive” in terms of national frameworks’ presence for the three domains. The country has platforms, cross-sector cooperation, guidance, custom support and advice in place for SUMP but it is lacking financial support and laws. Though there was a formal proposal for obligatory elaboration of SUMPs in metropolitan areas, municipalities with 50,000+ population and district capitals, but it was not approved. In regard to the other two domain, except for a platform for UVAR and guidance on Sulp being available, Portugal appears to be behind on most areas of analysis.

PLATFORM

Score: 04

	SUMP	UVAR	SULP
Dedicated website	✓		
Social media accounts		✓	
National newsletter			
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- The last national conference on SUMP was held in 2019 and financed by the CIVITAS PROSPERITY project.
- We do not have a dedicated website dedicated to SUMP, but rather a web page on IMT (Institute for Mobility and Transport) website.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 01

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level			
presence of synergies with other policy documents at national level	✓		

Comment:

GUIDANCE AND ROADMAP

Score: 03

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		✓
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- IMT published the Portuguese Mobility Package (2011), a set of planning guidance documents which includes a guide for the development of Mobility and Transport Plans (PMT).
- IMT published in 2020 the “Guidelines for Urban Logistics”.

FINANCE

Score: 00

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level			
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- The funding from the energy efficiency fund is no longer available.

MONITORING AND RESEARCH

Score: 01

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- Monitoring & evaluation of SUMPs is not mandatory, but a framework and a set of indicators are available in the IMT package.

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- Voluntary submission to IMT by municipalities for evaluation of SUMP.

LEGAL AND TECHNICAL FRAMEWORK

Score: 00

	SUMP	UVAR	SULP
One or more national laws			
National technical regulations			
Designated supervisory body at national level			

Comment:

- There was a formal proposal for obligatory elaboration of SUMPs in metropolitan areas, municipalities with population >50K and district capitals, but it was not approved.

Romania has been defined as “frontrunner” in terms of national frameworks’ presence for the three domains. SUMP and UVAR legislation and regulations offer a good framework for cities to develop urban mobility strategies (necessary for funding through EU Funds). Cities have been active in innovation and knowledge exchange networks offered by the EC through e.g. Civitas or Interreg. There is a lack of approved norms and regulations supporting implementation of sustainable mobility measures and the urban planning framework is outdated; thus, the SUMP integration in the urban development in cities is still an ongoing process.

PLATFORM

Score: 06

	SUMP	UVAR	SULP
Dedicated website		✓	
Social media accounts	✓	✓	
National newsletter	✓		
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- There are several dedicated websites at the local and regional level but not at the national level (e.g. SUMP metropolitan region Bucharest-Ilfov, SUMP page on the Regional Development Agencies websites), associated with social media accounts.
- Several interdisciplinary working groups on SUMPs have been set up for the SUMP development (e.g. Bucharest-Ilfov, Iasi).
- A platform was developed to collect ideas and proposals for the Romania urban policy, allowing for urban development specialists and enthusiasts to connect, discuss and access resources.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 03

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level	✓	✓	✓
presence of synergies with other policy documents at national level			

Comment:

- Within the Ministry of Public Works, Development and Administration lies the Spatial Planning, Urbanism and Construction Quality Directorate, responsible for urban mobility planning. It collaborates with both the Ministry of Transport and the Ministry of European Funds.
- The first urban policy will be adopted in 2021 to strengthen administrative capacity and strategic planning of urban areas in Romania. The project is carried out by the abovementioned Ministry with the support of the World Bank.

GUIDANCE AND ROADMAP

Score: 09

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	✓
Roadmap/guidance includes methodology	✓	✓	
Roadmap/guidance includes measures to be taken	✓		
Roadmap/guidance includes national work plan with milestones to achieve	✓		
Roadmap/guidance includes objectives for cities to achieve	✓		
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- Starting with Law 350/2001, the Ministry, Regional Development Agencies, experts, academia and associations created a package of guides and roadmaps, partly in Romanian, aligned with the SUMP Guidelines package of guidelines approved by the EC. The Management Authority for EU funds (<http://info.ero.ro>) provides a comprehensive overview on guides and methodologies on mobility investments, especially SUMP.
- Technical assistance from JASPERS has been provided to the central administration and to larger cities to prepare SUMPs.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding	✓		
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- European funds have been allocated to the development of SUMPs and for investments in urban mobility conditionally the existence of an approved SUMP. JASPERS has been providing technical assistance to cities for SUMP preparation, and the Managing Authority (www.info.ero.ro) together with the 8 Regional Development Agencies prepared the documentation and provided technical assistance.

MONITORING AND RESEARCH

Score: 05

	SUMP	UVAR	SULP
Monitoring system at national level		✓	
Monitoring system mandatory at national level		✓	
Use of assessment tools/activities at national level for monitoring	✓	✓	
Existence of sanctions at national level for failing to monitor		✓	
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- The regulations on road tolls is managed by the Romanian Road Authority under the coordination of the Ministry of Transport, through the afferent Road Transport Supervision Office (<http://www.isctr-mt.ro>). A Monitoring & Evaluation plan has been included as a sub-section of city SUMP. The SUMP Self-Assessment Tool to help assess the mobility situation in a city or functional urban area has been translated into Romanian (www.sump-assessment.eu).

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- JASPERS has been providing technical assistance to the national government as well as to cities in developing and implementing SUMPs (<https://jaspers.eib.org/countries/romania>).
- The main tools provided by the future urban policy will include urban databases (containing around 1,000 proposed indicators for the evaluation of Romanian urban areas), estimated capital investment budgets, project prioritisation methodology and reports.

LEGAL AND TECHNICAL FRAMEWORK

Score: 06

	SUMP	UVAR	SULP
One or more national laws	✓	✓	
National technical regulations	✓	✓	
Designated supervisory body at national level	✓	✓	

Comment:

- SUMPs are mandatory for all cities, towns and metropolitan areas, and are a precondition for financing through the Regional Operational Programme (POR). The SUMP measure implementation is managed by the Managing Authority of POR and by the 8 Regional Development Agencies. They prepare the necessary package of guides and methodologies for applicants.

Slovakia has been defined as “average” in terms of national frameworks’ presence for the three domains. It appears to be in a good position when it comes to SUMP, for the areas analysed. but does not have any laws and monitoring in place. On the other hand, it seems behind on all areas of analysis with regards to the domains UVAR and SULP.

PLATFORM

Score: 03

	SUMP	UVAR	SULP
Dedicated website			
Social media accounts		✓	
National newsletter			
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- The existence of a dedicated website for SUMP is confirmed in the CIVITAS Prosperity report.
- A seminar on Sustainable Urban Mobility Plans was arranged in Slovakia in 2015.
- Košice, with the support of the EU's ATTAC project, decided to develop a SUMP – a key element of which is involving citizens and stakeholders.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 01

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level			

Comment:

- The Ministry of Transport, Construction and Regional Development of the Slovakia published in 2015 a document which describes the methodology to follow for the development of sustainable mobility plans.

GUIDANCE AND ROADMAP

Score: 03

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology	✓		
Roadmap/guidance includes measures to be taken	✓		
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- The guidance document, developed in 2015 by The Ministry of Transport, Construction and Regional Development of the Slovakia, is available at the following link:
<http://www.mpsr.sk/download.php?fID=9858>

FINANCE

Score: 01

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- Budgets of regional governments and municipalities can be used to finance SUMP's preparation. Since 2015 Cohesion funds represent a basic backbone for the future development of SUMP's in Slovakia.

MONITORING AND RESEARCH

Score: 02

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level	✓		
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- The CIVITAS Prosperity report describes the existence of a monitoring system in place for SUMP in Slovakia.

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws	✓		
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- Slovak national law states the obligations for urban planning documents through the Building Act.
- According to the available information on the national legal basis, UVARs scheme are implemented only on temporary basis (e.g. road maintenance, construction, etc.).

Slovenia has been defined as “average” in terms of national frameworks’ presence for the three domains. The country, when it comes to SUMP, is advanced in terms of platforms, cross-sector cooperation, guidance, finance, custom support and advice and technical framework but does not have any laws and monitoring in place. Slovenia appears to be behind on all areas of analysis in regard to the domains UVAR and SULP.

PLATFORM

Score: 04

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts			
National newsletter	✓		
National conferences and events			
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- The dedicated website for SUMP is available at the following link: <https://www.gov.si/podrocja/promet-in-energetika/trajnostna-mobilnost/>
- The dedicated website for UVAR is available at the following link: <https://the-slovenia.com/travel-lifestyle/driving-in-slovenia-laws-documents-motorways-restrictions-vignette-tips/>
- Several national events on the topic of SUMP have been arranged by the programme “Care4Climate”.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 02

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level	✓		

Comment:

- The Ministry of infrastructure responsible for urban transport recognised the importance of SUMP and started to support SUMP actions on different levels. The main activity was the national tender for SUMP’s.
- Slovenia established a system of integrated planning for the development of transport and transport infrastructure, based on a coordinated vision. This approach is also represented in the document “Transport Development Strategy until 2030”.

GUIDANCE AND ROADMAP

Score: 04

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		
Roadmap/guidance includes methodology	✓		
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve	✓		
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- National guidelines for management of city logistic don’t currently still exist but will be implemented by February 2021.
- National guidance for SUMP can be viewed at the following link: <https://www.gov.si/podrocja/promet-in-energetika/trajnostna-mobilnost/>

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding	✓		
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- In terms of funding, The Ministry of infrastructure assigned part of its cohesion funds for the development of SUMP in cities and for the implementation of sustainable mobility measures based on SUMP’s.

MONITORING AND RESEARCH

Score: 01

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions	✓		

Comment:

- Slovenia is involved in URBACT, a European Territorial Cooperation program whose mission is to promote and support sustainable and integrated urban development. The mission of the URBACT program is to enable cities to jointly develop integrated solutions to urban challenges by connecting, sharing experiences and learning from them, and learning about good practices for improving urban policies.

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

- Ministry also developed a national platform for sustainable mobility. The platform is a service for experts from cities, municipalities and regions and different consultants providing assistance for developing SUMP’s with inputs such as national guidelines for SUMP’s, regular lectures, training and workshops, news and coordination with the European Mobility Week.

LEGAL AND TECHNICAL FRAMEWORK

Score: 02

	SUMP	UVAR	SULP
One or more national laws			
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- Under Slovenian law, there is no legal obligation for local authorities to implement Sustainable Urban Mobility Plans (SUMP’s).

Spain has been defined as “active” in terms of national frameworks’ presence for the three domains. The country is advanced in terms of platforms, cross-sector cooperation, guidance, finance, custom support and advice and technical framework but lacks laws and monitoring on SUMP. It is also in a good position for UVAR when it comes to platforms, cross-sector cooperation and research programmes but is behind on other areas of analysis. Spain, although has guidance and custom support in place for SULP, there are still improvements to be made on this topic.

PLATFORM

Score: 06

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts		✓	
National newsletter	✓		
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- SUMP: Current trend for medium and small cities and for metropolitan areas.
- The new focus of Spain is now SULPs.

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 06

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓	✓	
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level	✓	✓	✓

Comment:

- Sustainable Mobility Law Project (proposal of SUMP: mandatory for medium and small cities) and Climate Change Law Project (proposal of LEZs mandatory for cities with 50,000+ inhabitants).
- The Ministry of Transport and Mobility in charge of the development and implementation of the Spanish Urban Agenda. Objective 5 of the agenda - promote flexibility and sustainable mobility - encourages SUMP, Local Action Plans, Local Public Transport Plans and Commuting Plans. Currently, 5 regional and 5 local urban agendas has been adopted or are in the process of.

GUIDANCE AND ROADMAP

Score: 04

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓		✓
Roadmap/guidance includes methodology	✓		✓
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- The Spanish Government issued in 2006 a practical guide for the elaboration of SUMP and a guide on commuting plans (the latter has been updated in 2019). IDAE (Energy Diversification and Saving Institute) was in charge of the implementation of both guidance documents.

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy	✓		

Comment:

- Financial support for SUMP studies from regional governments and National Energy Institute (IDAE).
- Financial support of Ministry of Finance for public transport system only in cities with SUMP.

MONITORING AND RESEARCH

Score: 02

	SUMP	UVAR	SULP
Monitoring system at national level	✓		✓
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level	✓		
Research collaborations at national level with education and research institutions		✓	

Comment:

- The Spanish Urban Agenda proposes a set of monitoring and evaluation indicators. Among these, are the existence of SUMP and Commuting Plans (PTT), the modal split or the sustainability of urban logistics (last mile).

CUSTOM ADVICE AND SUPPORT

Score: 02

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		✓

Comment:

- Workshops and training on SUMP are organized for local planning authorities.

LEGAL AND TECHNICAL FRAMEWORK

Score: 01

	SUMP	UVAR	SULP
One or more national laws			
National technical regulations	✓		
Designated supervisory body at national level			

Comment:

- The implementation of SUMP is not mandatory in Spain, except in the regions of Cataluña since 2003, Comunitat Valenciana since 2011 and Balears since 2014.
- Until now UVAR has been mainly regulated at local level. The new Climate Change Law although, which is about to be adopted, obliges cities to establish low-emissions zones before 2023.

Sweden has been defined as “inactive” in terms of national frameworks’ presence for the three domains. To support cities regarding transport planning, the Swedish Transport Administration (Trafikverket) developed the “Transport for an Attractive City” (TRAST) handbook, which is very similar to the EU SUMP Guidelines. Regarding UVAR, Sweden has a national framework – introduced as a tax law – with low emission zones in eight cities.

PLATFORM

Score: 04

	SUMP	UVAR	SULP
Dedicated website	✓	✓	
Social media accounts	✓	✓	
National newsletter			
National conferences and events			
Cooperation and exchange of information with key stakeholders			

Comment:

- Dedicated website on TRAST handbook: <https://www.trafikverket.se/for-dig-i-branschen/Planera-och-utreda/samhallsplanering/samspel-mellan-trafik-och-bebyggelse/Planera-for-hallbara-stader-och-atraktiva-regioner/Trafik-for-en-attraktiv-stad>

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 02

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level			
Involvement of ministers in programmes and policies at national level	✓	✓	
presence of synergies with other policy documents at national level			

Comment:

GUIDANCE AND ROADMAP

Score: 02

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	
Roadmap/guidance includes methodology			
Roadmap/guidance includes measures to be taken			
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities			

Comment:

- SUMPs are seen as being essentially the same as the strategies developed through the Transport for an Attractive City (TRAST) handbook. First instated in 2005, this handbook offers guidance and support for creating SUMPs.
- There is a national framework in place for municipalities to introduce low emission zones: <https://www.government.se/press-releases/2018/04/government-makes-announcement-on-low-emission-zones>.

FINANCE

Score: 00

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level			
Availability of support/ tools at the national level when applying for funding			
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- Sweden currently has two existing financial sources for SUMPs which operate at the local and regional levels.
- Since 2018, Sweden introduced a Bonus-Malus system for incentivising the purchase of electric cars, light trucks and buses.

MONITORING AND RESEARCH

Score: 00

	SUMP	UVAR	SULP
Monitoring system at national level			
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

CUSTOM ADVICE AND SUPPORT

Score: 01

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓		

Comment:

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws		✓	
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- Planning laws are underpinned by Sweden’s Planning and Building Act which stipulates that it is up to local authorities to plan the use of land and water in their territories, including transport strategies.
- A well-established urban transport planning framework that incorporates SUMPs with some support from the national/regional level is available for local planning authorities.
- Sweden has a national framework with low emission zones.

The UK has been defined as “average” in terms of national frameworks’ presence for the three domains. In the country, the information on congestion charge and vehicle access restriction schemes is provided at national level by the UK Department of Transport. National assistance on the congestion charge implementation, monitoring and evaluation are also provided. Assistance to the definition of Local Transport Plans is also provided.

PLATFORM

Score: 07

	SUMP	UVAR	SULP
Dedicated website	✓	✓	✓
Social media accounts	✓		
National newsletter		✓	
National conferences and events	✓		
Cooperation and exchange of information with key stakeholders	✓		

Comment:

- The full list of relevant platforms can be browsed at the following links:
- <https://tfl.gov.uk/modes/driving/congestion-charge>
- <https://www.gov.uk/search/all?keywords=congestion+charge&order=relevance>

CROSS-SECTOR COOPERATION AND LEADERSHIP

Score: 03

	SUMP	UVAR	SULP
Involvement of politicians in programmes and policies at national level	✓		✓
Involvement of ministers in programmes and policies at national level	✓		
presence of synergies with other policy documents at national level			

Comment:

- In the UK, transport policy is, on the whole, the responsibility of the Department of Transport. The Department also ensures coordination for what concerns the implementation of local transport plans (including logistics).

GUIDANCE AND ROADMAP

Score: 06

	SUMP	UVAR	SULP
Existence of a roadmap/guidance at national level	✓	✓	
Roadmap/guidance includes methodology	✓	✓	
Roadmap/guidance includes measures to be taken		✓	
Roadmap/guidance includes national work plan with milestones to achieve			
Roadmap/guidance includes objectives for cities to achieve			
Roadmap/guidance includes best practice examples from cities	✓		

Comment:

- National guidance and roadmap concerning congestion charges and local transport plans can be browsed at the following link:
- <https://www.gov.uk/search/all?keywords=congestion+charge&order=relevance>

FINANCE

Score: 02

	SUMP	UVAR	SULP
Existence of a specific financial and support scheme at the national level	✓		
Availability of support/ tools at the national level when applying for funding	✓		
Provision of financial support/ tools at the national level conditional on implementation of policy			

Comment:

- Funding for transport in the UK is made available through a range of sources, mostly at a national level.
- In 2019, the Department of Transport announced a £90 million transport innovation fund for green mobility.

MONITORING AND RESEARCH

Score: 01

	SUMP	UVAR	SULP
Monitoring system at national level	✓		
Monitoring system mandatory at national level			
Use of assessment tools/activities at national level for monitoring			
Existence of sanctions at national level for failing to monitor			
Research programmes at national level			
Research collaborations at national level with education and research institutions			

Comment:

- Since 2007 there is the Transport Assessment Guidance, which is important for the approval and financing of local projects. In 2014 this guidance document was replaced by the Transport evidence base for Local Plans. In Scotland, monitoring and evaluation of Local Transport Strategies (LTSs), which are comparable to SUMPs, is not compulsory but 2nd and later generation LTSs produce monitoring reports to set the scene for their future implementation.

CUSTOM ADVICE AND SUPPORT

Score: 02

	SUMP	UVAR	SULP
Availability of technical assistance at national level in support of municipalities/regions	✓	✓	

Comment:

- Technical assistance on congestion charge can be found at the following link:
- <https://www.gov.uk/search/all?keywords=congestion+charge&order=relevance>

LEGAL AND TECHNICAL FRAMEWORK

Score: 03

	SUMP	UVAR	SULP
One or more national laws			✓
National technical regulations	✓		
Designated supervisory body at national level	✓		

Comment:

- The development of local transport plans is mandatory in England, but not in Scotland.



FACT-FINDING STUDY ON STATUS AND FUTURE NEEDS REGARDING LOW- AND ZERO- EMISSION URBAN MOBILITY

Annex F: Indicator sheets - Correlations (Mobility-related data collection and indicators at local level)

30-04-2021

Written by:



CONTRACT:

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EUROPEAN COMMISSION

Directorate-General for Mobility and Transport
Directorate B — Investment, Innovative & Sustainable Transport

*European Commission
B-1049 Brussels*

INTRODUCTION

The present booklet presents the indicator sheets for domain C (Urban logistic).

The following indicator sheets are included in this document:

- How does a specific domain contribute to achieve safe, accessible and affordable, smart and low-zero emission urban mobility at city level?
 - Do cities with a SUMP/UVAR/Urban logistics plan have lower GHG emissions than cities without a SUMP/UVAR/Urban logistics plan?
 - Do cities with a SUMP/UVAR/Urban logistics plan have lower congestion levels compared to cities without a SUMP/UVAR/Urban logistics plan?
 - Do cities with a SUMP/UVAR/Urban logistics plan have fewer road deaths compared to cities without a SUMP/UVAR/Urban logistics plan?
 - Do cities with at least three types of Shared Mobility Services have lower congestion levels compared to cities with two or less types of Shared Mobility Services?
 - Do cities with at least three types of Shared Mobility Services have a higher share of sustainable modes compared to cities with two or less types of Shared Mobility Services?
 - Do cities with at least three types of Shared Mobility Services have fewer road deaths of cyclists and pedestrians compared to cities with two or less types of Shared Mobility Services?
 - Do cities with the availability of digital tickets have a higher share of sustainable modes compared to cities without?
 - Do cities with a MaaS offer have a higher share of public transport in their modal split?
- Do specific national policies contribute to the implementation of SUMP, UVAR and Urban Logistics measures?
 - Does the existence of a national law on SUMP/UVAR/Urban logistic plan positively contribute to the presence of SUMP/UVAR/Urban logistic plan?
 - Does the existence of a specific financial and support scheme at national level on SUMP/UVAR/Urban logistic plan positively contribute to the presence of SUMP/UVAR/Urban logistic plan?
 - Does the provision of financial support/tools at the national level conditional on implementation of policy on SUMP/UVAR/Urban logistic plan contribute positively to the presence of SUMP/UVAR/Urban logistic plan?
 - Does the availability of technical assistance in SUMP/UVAR/Urban logistic plans at the national level positively contribute to the presence of SUMP/UVAR/Urban logistic plan?

The document also includes a summary sheet of said indicators.

It should be noted that:

- The indicator sheets developed to date are based on the data collected by mainly domain experts and country managers through desk research and to a certain degree by cities administrations that, in providing data, validated the inputs by domain experts and country managers as well. Thus, considering that all the data is not fully validated, the indicator sheets should be interpreted with caution.

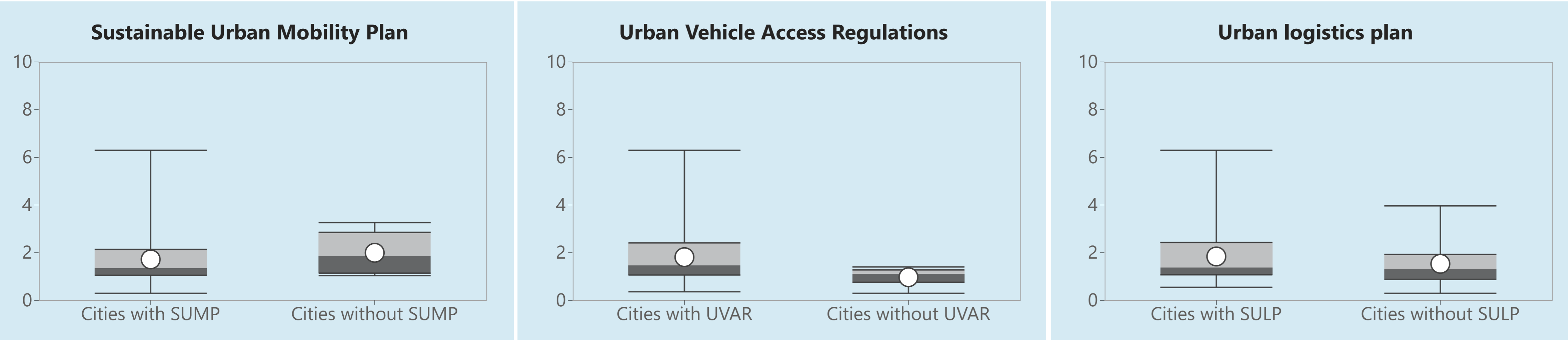
CORRELATION AMONG DOMAINS

How does a specific domain contribute to achieve safe, accessible and affordable, smart and low-zero emission urban mobility at city level? (1/2)

The results of the analysis on correlations may appear counterintuitive. In fact, the results show that, in most cases, cities with a SUMP, UVAR or urban logistics plan are in a worse position in terms of congestion, GHG emissions and road deaths than cities without. A possible reason for this is the higher presence of SUMP, UVARs and urban logistic plans in larger cities. In the study in fact, SUMPs are present in 91% of large metropolitan cities (as opposed to 70% of small urban areas). UVARs are present in 100% of both large metropolitan and metropolitan cities while in small urban areas only 76%. Lastly, urban logistic plans are present in 100% of large metropolitan cities (as opposed to 57% of small urban areas). Larger cities are characterised by greater number of vehicle movements, leading to higher pollution, congestion and road deaths. Thus, larger cities, which are the most polluted, have greater interest in developing a plan or regulation in relation to mobility, in order to solve these issues.

Do cities with a SUMP/UVAR/Urban logistics plan have lower GHG emissions than cities without a SUMP/UVAR/Urban logistics plan?

[metric tonnes CO₂(eq.)/per cap. per year]



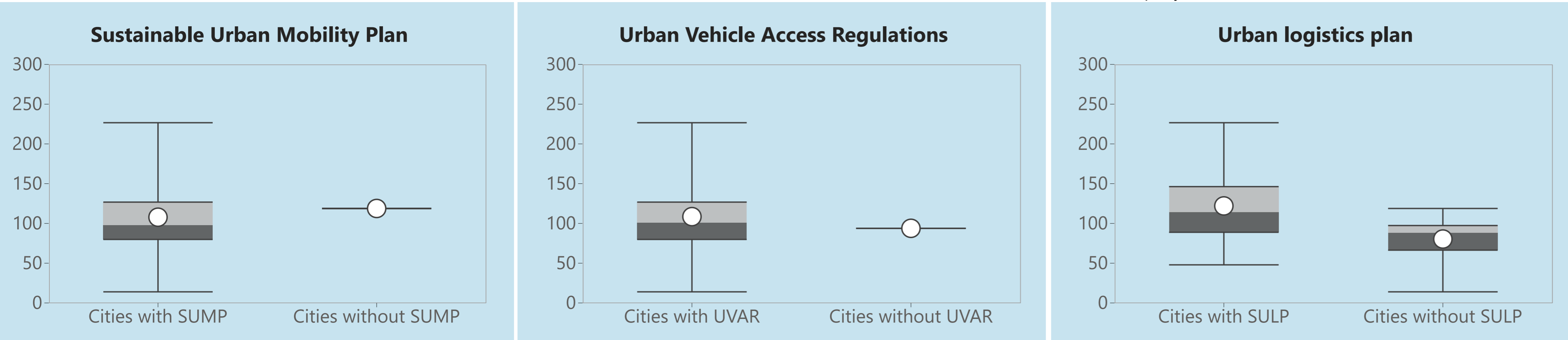
Comments:

The answer to the research question is negative for all three cases. The results of the analysis in fact, show that:

- Cities with a SUMP have higher GHG emissions than cities without a SUMP;
- Cities with an UVAR have higher GHG emissions than cities without an UVAR;
- Cities with an urban logistics plan have higher GHG emissions than cities without an urban logistics plan.

Do cities with a SUMP/UVAR/Urban logistics plan have lower congestion levels compared to cities without a SUMP/UVAR/Urban logistics plan?

[time lost in rush hour (in hours) - per year]



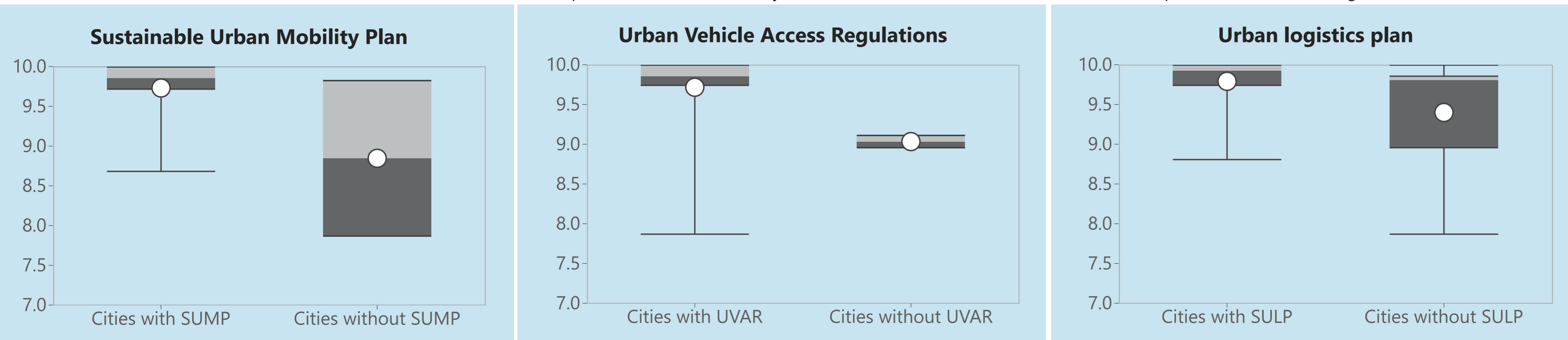
Comments:

The answer to the research question is negative for all three cases. The results in fact, show that:

- Cities with a SUMP have higher congestion levels than cities without a SUMP;
- Cities with an UVAR have higher congestion levels than cities without an UVAR;
- Cities with an urban logistics plan have higher congestion levels than cities without an urban logistics plan.

Do cities with a SUMP/UVAR/Urban logistics plan have fewer road deaths compared to cities without a SUMP/UVAR/Urban logistics plan?

[# of persons killed within 30 days after the traffic accident in their relation to the exposure of traffic - scoring from 10 (best) to 0 (worst)]



Comments:

The answer to the research question is negative for all three cases. The results of the analysis in fact, show that:

- Cities with a SUMP have more road deaths than cities without a SUMP;
- Cities with an UVAR have more road deaths than cities without an UVAR;
- Cities with an urban logistics plan have more road deaths than cities without an urban logistics plan.

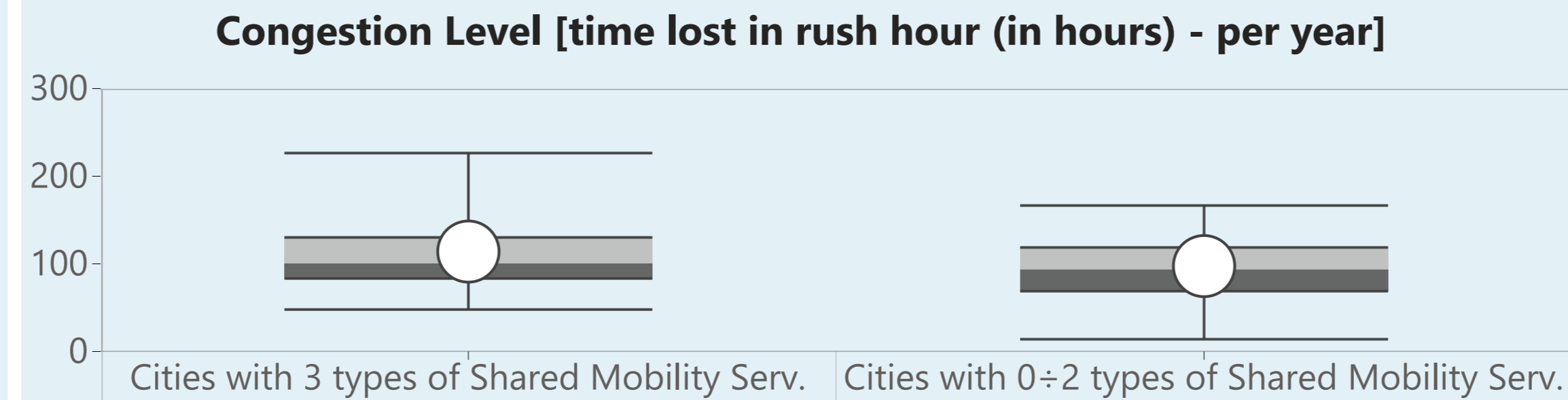
CORRELATION AMONG DOMAINS

How does a specific domain contribute to achieve safe, accessible and affordable, smart and low-zero emission urban mobility at city level? (2/2)

The results of the analysis on correlations may appear counterintuitive. In fact, the results show that, in most cases, cities with mobility measures in place, are in worse condition in terms of congestion, share of sustainable modes and road deaths of cyclists and pedestrians. A possible reason for this is due to these types of urban mobility measures being mainly present in larger cities. In this study in fact, 92% of large metropolitan cities have 3 or more shared mobility services while small urban areas, only 26%. MaaS offering can be found in 73% of large metropolitan areas (as opposed to 17% of small urban areas). Lastly, the presence of digital tickets is also slightly higher in large metropolitan cities than in small urban areas (85% vs. 82%). Larger cities are characterised by a large number of vehicle movements, which then leads to higher pollution and congestion. Larger cities therefore, have a greater need to introduce measures, in comparison to small urban areas, to specifically tackle these abovementioned issues.

Other mobility-related data indicators

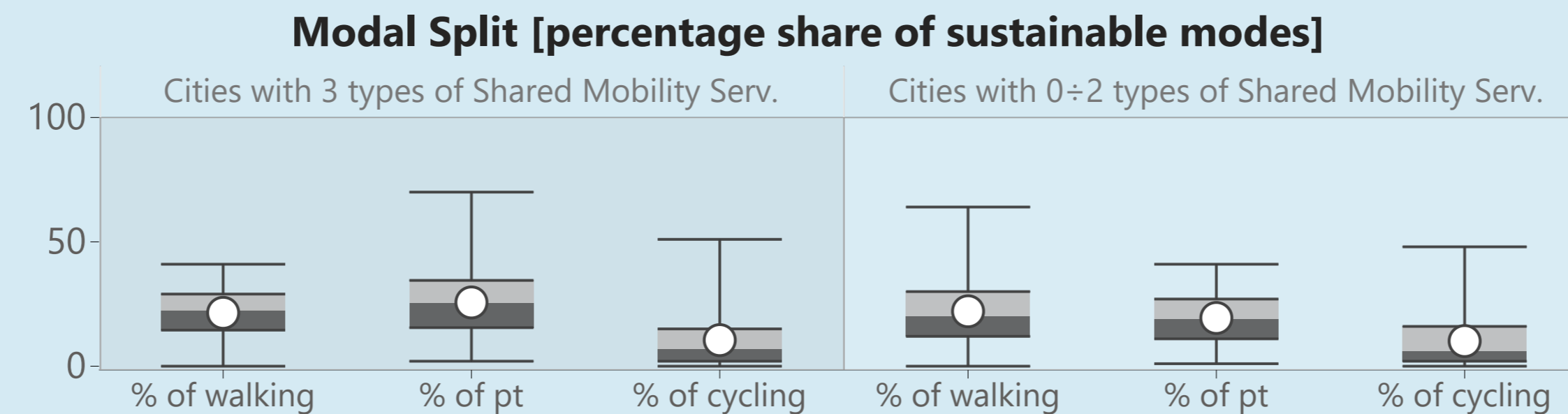
Do cities with at least three types of Shared Mobility Services have lower congestion levels compared to cities with two or less types of Shared Mobility Services?



Comments:

The answer to the research question is negative. The results of the analysis in fact, show that the congestion level of cities with at least 3 types of shared mobility services is higher than cities with 2 or less shared mobility services.

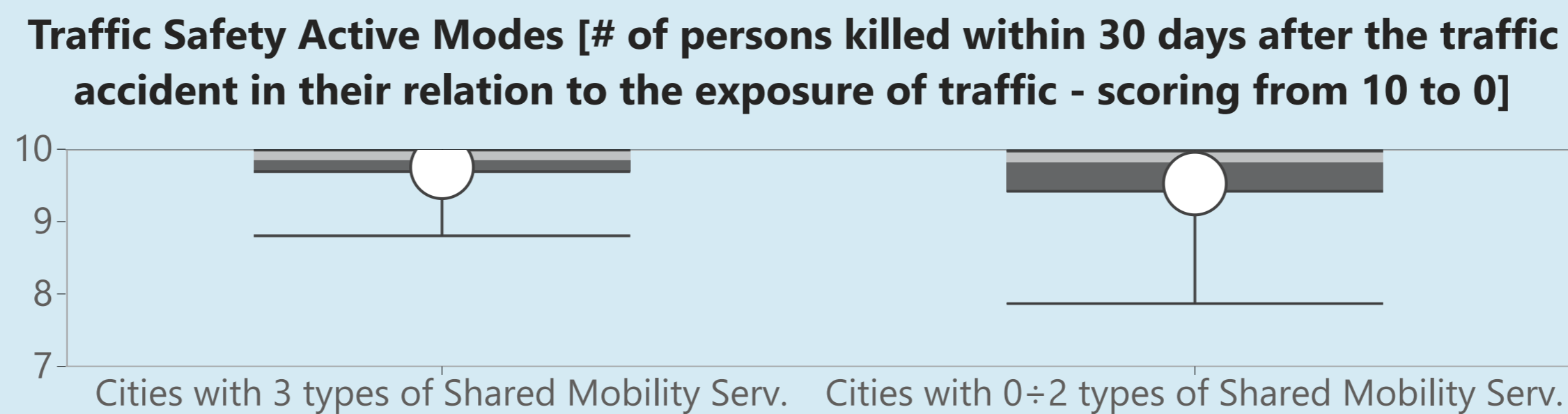
Do cities with at least three types of Shared Mobility Services have a higher share of sustainable modes compared to cities with two or less types of Shared Mobility Services?



Comments:

In this case, the results of the analysis appear mixed: in fact, while the share of public transport is higher in cities with 3 or more types of shared mobility services, the share of walking is higher in cities with 2 or less types of services. The share of cycling is the same in both city categories.

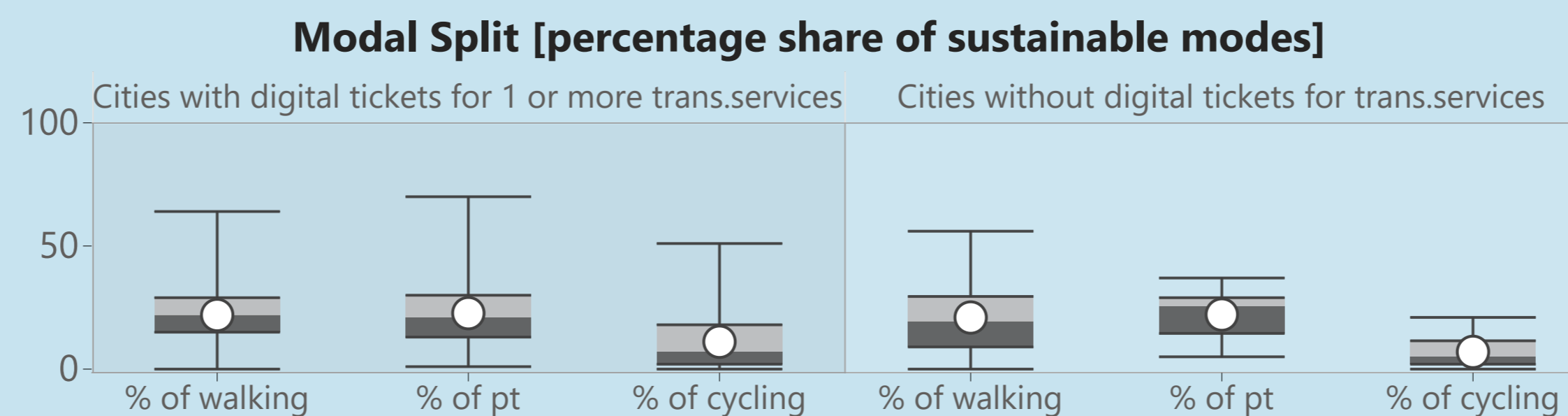
Do cities with at least three types of Shared Mobility Services have fewer road deaths of cyclists and pedestrians compared to cities with two or less types of Shared Mobility Services?



Comments:

The answer to the research question is negative. The results of the analysis in fact, show that the number of road deaths of pedestrians and cyclists is higher in cities with at least 3 types of shared mobility services than cities with 2 or less shared mobility services.

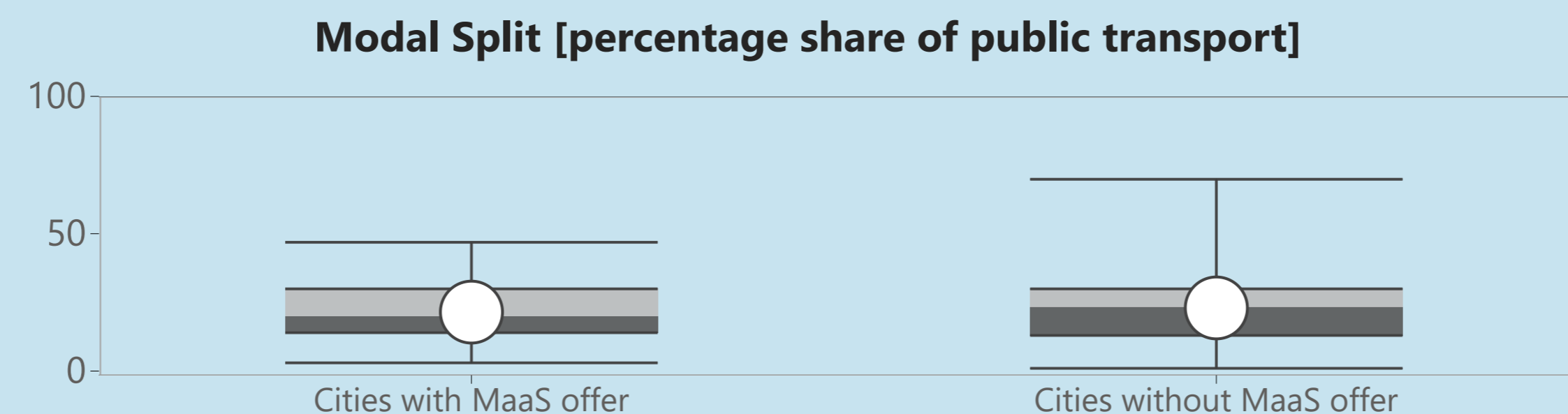
Do cities with the availability of digital tickets have a higher share of sustainable modes compared to cities without?



Comments:

The answer to the research question is positive. The results of the analysis in fact, show that the share of public transport, walking and cycling is indeed higher in cities with digital tickets for transport services.

Do cities with a MaaS offer have a higher share of public transport in their modal split?



Comments:

The answer to the research question is negative. The results of the analysis in fact, show that the share of public transport in cities with a MaaS offer is lower than cities without.

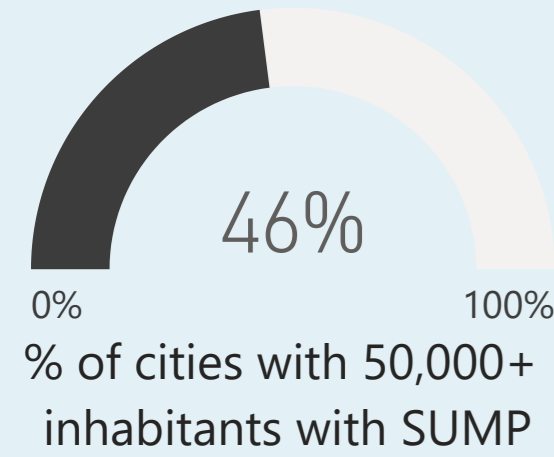
CORRELATION AMONG DOMAINS

Do specific national policies contribute to the implementation of SUMP, UVAR and Urban Logistics measures?

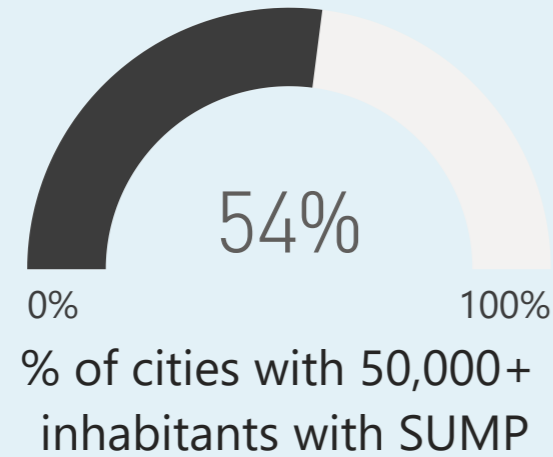
The results of the analysis on correlations may appear counterintuitive. In fact, the results show that, in most cases, the existence of national policies does not appear to positively contribute to the presence of SUMPs, UVARs or urban logistic plan in cities with 50,000+ inhabitants. A possible reason for this is the larger the city, the more common it is for a SUMP, UVAR and urban logistics plan to be present. In the study in fact, SUMP are present in 91% of large metropolitan cities (as opposed to 79% of medium-sized urban areas), UVARs are present in 100% of large metropolitan cities while in medium urban areas 97%. Also, SULPs are present in 100% of large metropolitan cities (as opposed to 72% of medium-sized urban areas). Larger cities are characterised by a greater number of vehicle movements, which leads to higher pollution. Thus, larger cities, which are the most polluted, have greater interest in developing a plan or regulation in relation to mobility, in order to solve these issues, regardless of the presence of policies.

Does the existence of a national law on SUMP/UVAR/Urban logistic plan positively contribute to the presence of SUMP/UVAR/Urban logistic plan?

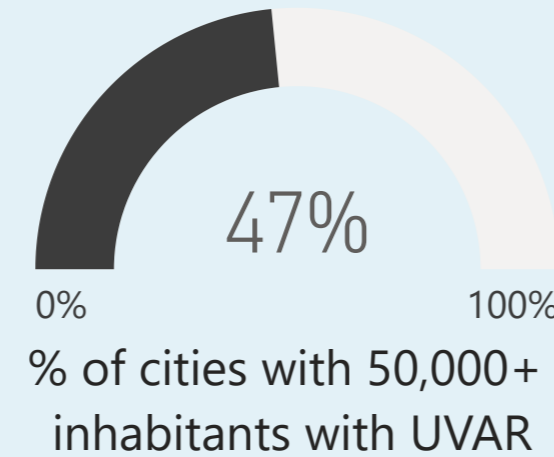
Countries with national law



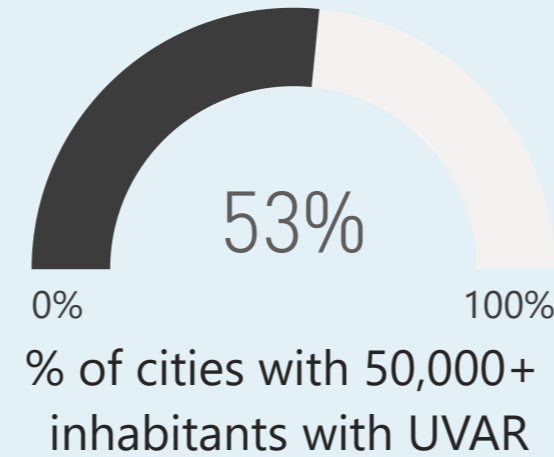
Countries without national law



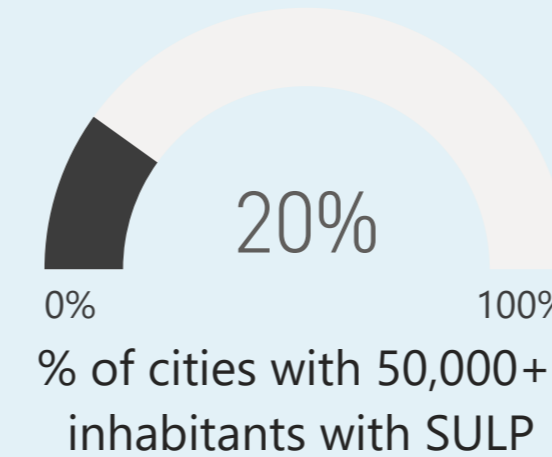
Countries with national law



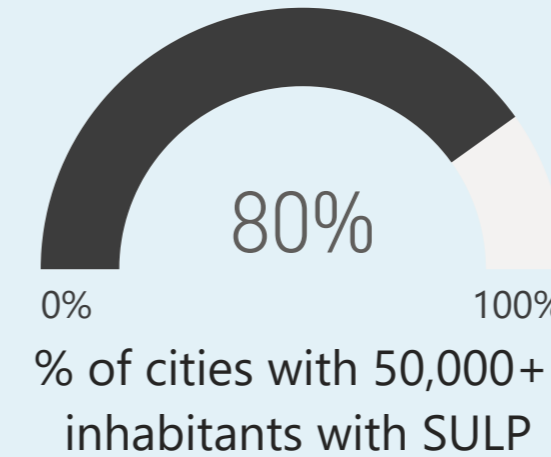
Countries without national law



Countries with national law



Countries without national law



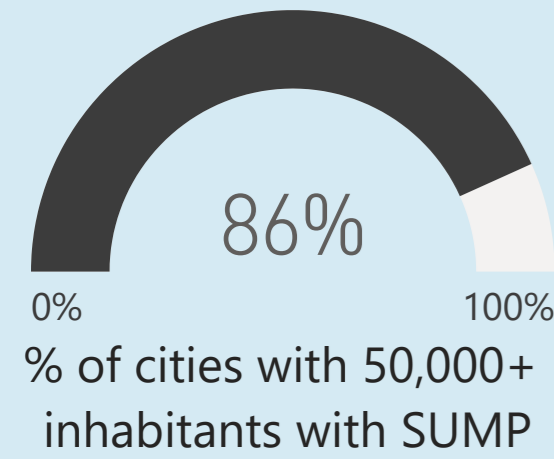
Comments:

The answer to the research question is negative. The results of the analysis in fact, show that:

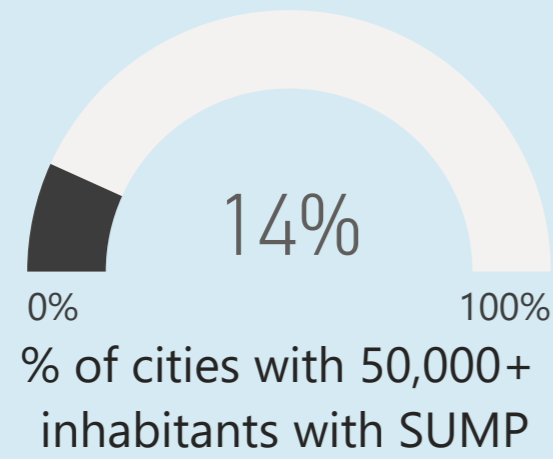
- The presence of SUMP in cities with 50,000+ inhabitants is lower in countries with a national law (46% vs. 54%);
- The presence of UVARs in cities with 50,000+ inhabitants is lower in countries with a national law (47% vs. 53%);
- The presence of urban logistics plan in cities with 50,000+ inhabitants is lower in countries with a national law (20% vs. 80%).

Does the existence of a specific financial and support scheme at national level on SUMP/UVAR/Urban logistic plan positively contribute to the presence of SUMP/UVAR/Urban logistic plan?

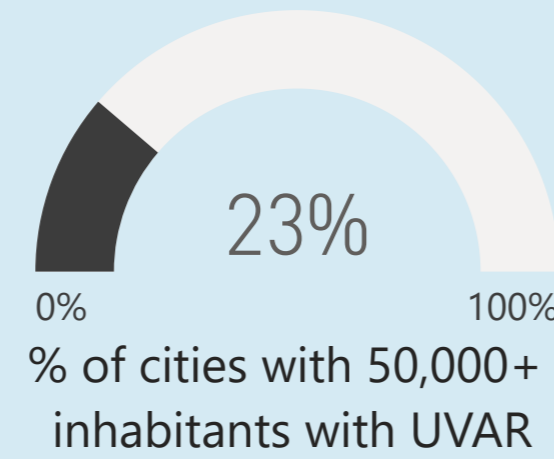
Countries with financial and support scheme



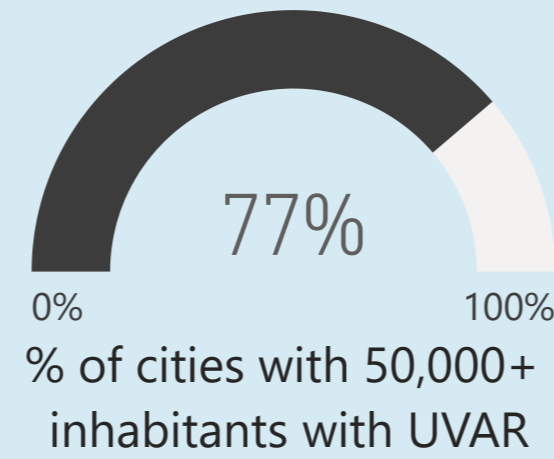
Countries without financial and support scheme



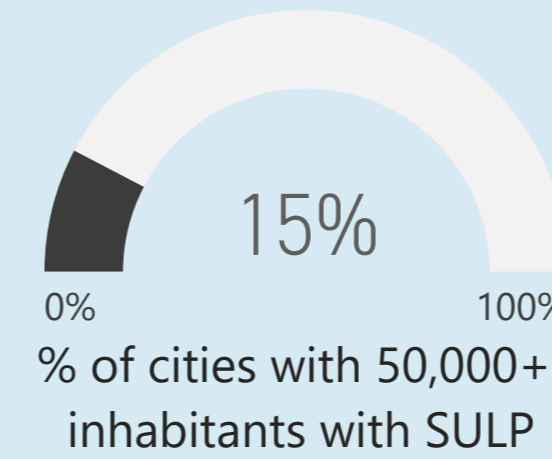
Countries with financial and support scheme



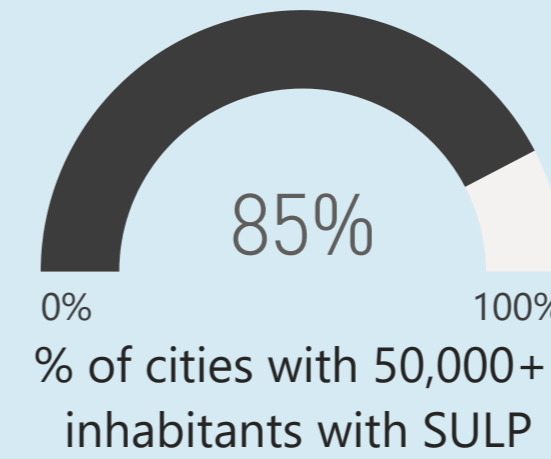
Countries without financial and support scheme



Countries with financial and support scheme



Countries without financial and support scheme

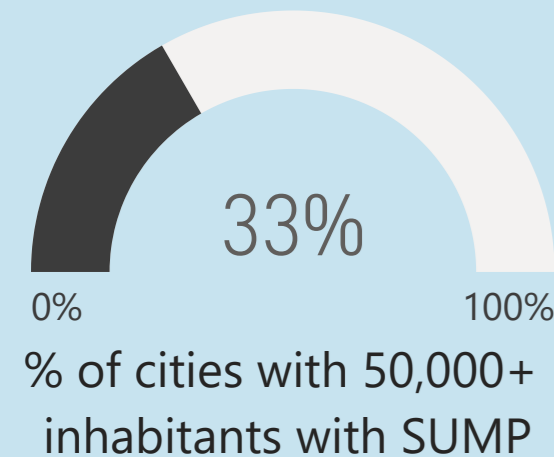


Comments:

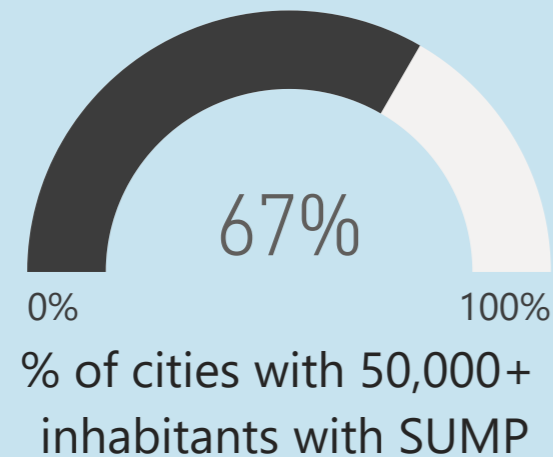
In this case, the results of the analysis appear mixed: while the presence of SUMP in cities with 50,000+ inhabitants is higher in countries with a financial / support scheme in place (86% vs. 14%), the presence of UVARs and urban logistics plans is higher in countries without a financial / support scheme (respectively 23% vs. 77% and 15% vs. 85%).

Does the provision of financial support/tools at the national level conditional on implementation of policy on SUMP/UVAR/Urban logistic plan contribute positively to the presence of SUMP/UVAR/Urban logistic plan?

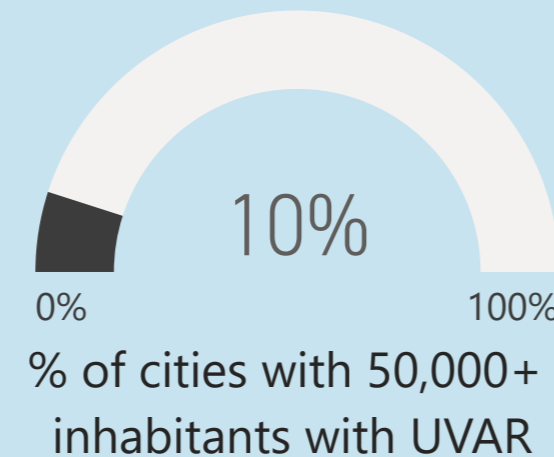
Countries with financial support/tools



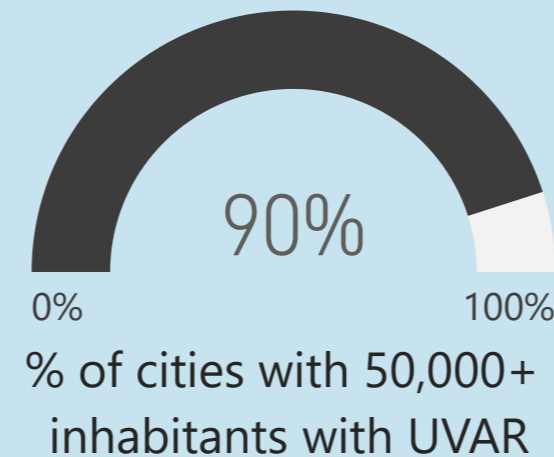
Countries without financial support/tools



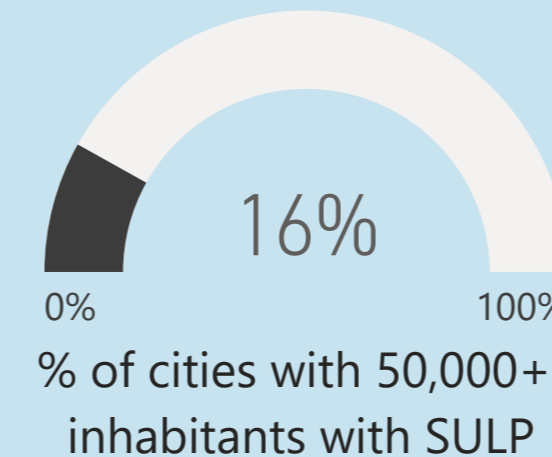
Countries with financial support/tools



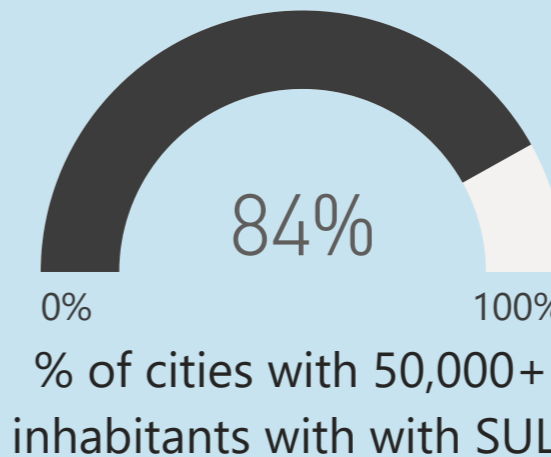
Countries without financial support/tools



Countries with financial support/tools



Countries without financial support/tools



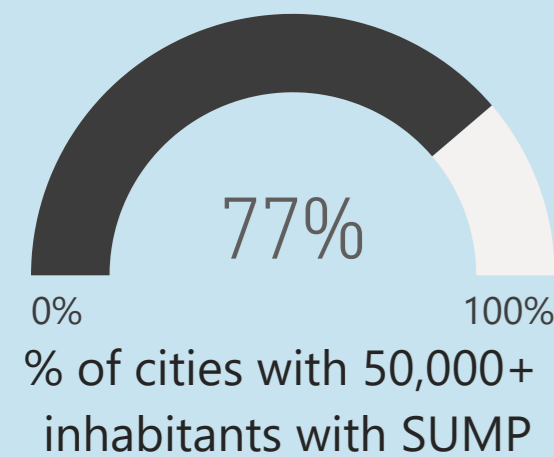
Comments:

The answer to the research question is negative. The results of the analysis in fact, show that:

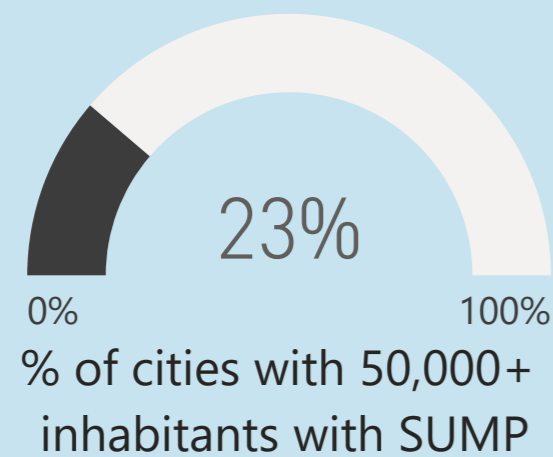
- The presence of SUMP in cities with 50,000+ inhabitants is lower in countries providing financial support / tools (33% vs. 67%);
- The presence of UVARs in cities with 50,000+ inhabitants is lower in countries providing financial support / tools (10% vs. 90%);
- The presence of urban logistics plans in cities with 50,000+ inhabitants is lower in countries providing financial support / tools (16% vs. 84%).

Does the availability of technical assistance in SUMP/UVAR/Urban logistic plans at the national level positively contribute to the presence of SUMP/UVAR/Urban logistic plan?

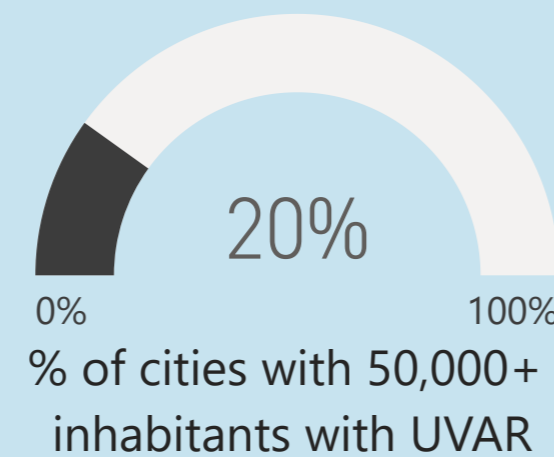
Countries with technical assistance



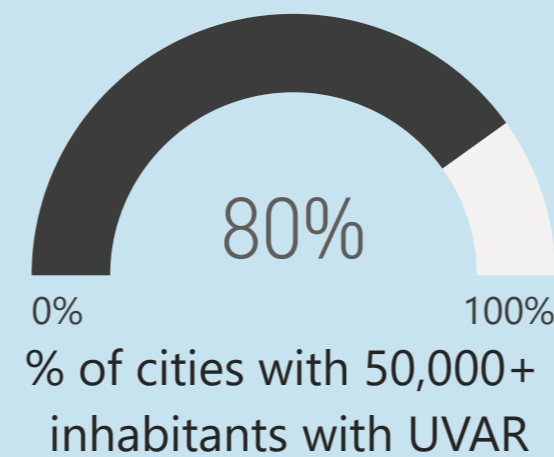
Countries without technical assistance



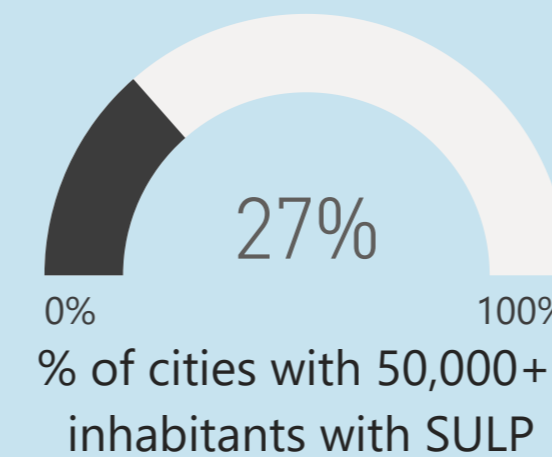
Countries with technical assistance



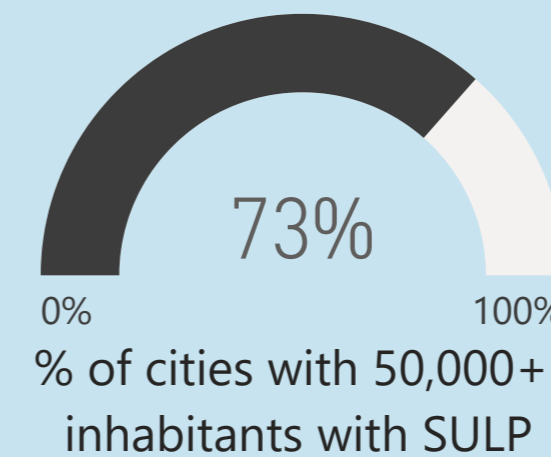
Countries without technical assistance



Countries with technical assistance



Countries without technical assistance



Comments:

In this case, the results of the analysis appear mixed: while the presence of SUMP in cities with 50,000+ inhabitants is higher in countries offering technical assistance (77% vs. 23%), the presence of UVARs and urban logistics plans is higher in countries without technical assistance (respectively 20% vs. 80% and 27% vs. 73%).