APRIL 2013
EUROPEAN COMMISSION DG MOVE

Results of the public consultation 'The urban dimension of the EU transport policy'

FINAL REPORT

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Acronyms

ACEA	European Automobile Manufacturers Association
ADAC	Allgemeiner Deutscher Automobilclub
Anav	Associazione nazionale autotrasporto viaggiatori
APUM	Action Plan on Urban Mobility
ARS	Access Restriction Schemes
BGL	Bundesverband Güterkraftverkehr Logistik und Entsorgung
CCZs	Congestion charging zones
CEEP	European Centre of Employers and Enterprises providing Public services
COLIPED	Association of the European Two-wheeler Parts' & Accessories' Industry
COSLA	Convention of Scottish Local Authorities
EDF	European Disability Forum
EEA	European Express Association
EPF	European Passenger Federation
EPHA	European Public Health Alliance
EPOMM	European Platform on Mobility Management
EQUAL	European Quadricycle league
ETSC	European Transport Safety Council
FBA	Finnish Biogas Association
FEBETRA	Fédération Royale Belge des transporteurs et des prestataires de services logistiques
FEMA	Federation of European Motorcyclists' Associations
FENEBUS	Spanish Federation of Transport by Bus
FIA	Fédération Internationale de l'Automobile
FIVA	The Fédération Internationale des Véhicules Anciens
FNAUT	Fédération Nationale des Associations d'Usagers des Transports
FPCUB	Federação Portuguesa de Cicloturísmo e Utilizadores da Bicicleta
GART	Groupement Des Autorités Responsables De Transport
HDE	German Retail Federation
INE	Inland Navigation Europe
IRU	International Road Transport Union
ICT	Information and Communication Technologies
ITD	Trade Association for the Danish road transport of Goods
LEZs	Low emission zones
NPRA	Norwegian Public Roads Administration
OEAMTC	Österreichischer Automobil-, Motorrad und Touring Club
ONCE	Spanish National Organisation of the blind
PT	Public Transport
PTEG	Passenger Transport Executive Group
SCCI	Smart Cities and Communities Initiative
SNCF	French National Railway Corporation
SONAE	Portuguese retail conglomerate
SUMPs	Sustainable Urban Mobility Plans
TEN-T	Trans-European Transport Network
TI	Transfrigoroute International
TR	Transparency Register
TU	Spanish Urban Collective Surface Transport Association
UFL	Urban Freight Logistics

UITP	International Association of Public Transport
UTP	Union des Transports Publics et Ferroviaires
VNG	Association of Netherlands municipalities
VDA	German Association of the Automotive Industry
ZDH	Zentralverband des Deutschen Handwerks

Executive Summary

In the period 17/09/2012-17/12/2012, the European Commission conducted a formal public consultation on the urban dimension of the EU transport policy and the way forward. The consultation focussed on three topics highlighted in the 2011 Transport White Paper 'Roadmap to a Single European Transport Area': Sustainable Urban Mobility Plans, access restrictions and urban pricing schemes, and urban logistics. Furthermore, the public consultation addressed EU financial support for urban transport projects.

206[1] stakeholders participated in the consultation, of which almost half are based in Germany, Italy, and Belgium where many European policy stakeholder organisations have their offices. Participation of local and regional public authorities in the consultation was relatively low and that of national public authorities next to nothing. Only two national public authorities - the Norwegian Public Roads Authority and the Czech Ministry of Transport -participated in the consultation. The majority of the contributions came from private citizens.

Most of the participants are of the opinion that there is a lack of coordination between authorities and other players in the use of various policy instruments at their disposal. A strong majority of the respondents (87%) share the view that integrated urban mobility planning could tackle the lack of coordination.

A similar percentage of participants called for EU support for the development of **Sustainable Urban Mobility Plans (SUMPs)** and the most desired type of support is the development of a platform for the exchange of best practices on SUMPs, followed by financial support, R&D projects and guidelines and recommendations. At the same time, stakeholders highlighted the limitations placed on EU action on local transport planning by the subsidiarity principle.

According to the stakeholders, the two top priority topics to be addressed by SUMPs are walking and cycling closely followed by public transport planning, including travel information, ticketing and payment systems.

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[1] Statistics compiled in the present report are only for the 195 respondents of the online questionnaire. A summary of the contributions from the remaining 11 participants has been incorporated in the text of the report.

The principal objectives of a SUMP, as ranked by the consultation participants, are improving air quality, improving liveability, leisure and recreation, and accessibility.

Most participants in the consultation (67%) are also in favour of linking the access to EU funding for urban transport projects to the existence of SUMPs to ensure that supported projects are in line with relevant local, national and EU policies.

Respondents consider **Access Restriction Schemes** (ARS) a powerful instrument to address sustainability challenges. According to stakeholders, the three principal objectives of ARS are to improve air quality, improve liveability, leisure and recreation, and improve accessibility.

Around 61% of respondents agree that "**low emission zones**" (LEZs) are an effective measure to improve air quality in urban areas while this is disputed by just over 30%. The so-called '**congestion charging zones**' (CCZs) are seen as an effective way of improving accessibility in urban areas by some. Advocates of CCZs as a means to improve accessibility are marginally above the 50% mark with a bit more than 30% opposing such zones. Opponents of CCZs indicate the following reasons:

- CCZs reduce accessibility of inner cities, thereby making city centres less attractive;
- It is not acceptable that people with low income cannot afford driving in the city due to congestion charging;
- The fiscal burden on car users is already high in Europe;
- Local authorities might use charges for revenue purposes rather than for reducing congestion.

About 71% of respondents believe that EU support would contribute to more harmonious development of ARS and urban pricing schemes at the local level. The most sought-after EU support in relation to ARS is the development and exchange of information and best practice, development of voluntary guidelines and recommendations, mandatory criteria and interoperability standards for equipment.

Stakeholders consider **urban freight logistics** a much neglected area of urban transport. 81% of the participants call for the use of Information and Communication Technologies (ICT) to make urban freight logistics more efficient. Concerning urban logistics, the three top priority policy actions at EU level are:

- The development and exchange of best practice;
- Support to R&D projects;
- The development of guidelines and recommendations.

Overall, the results of the public consultation show that there is a keen desire among stakeholders for an integrated urban mobility scheme and stronger EU commitment. The same can be said of ARSs, EU financial support for urban transport projects and urban freight logistics.

1 Introduction

On 17 September 2012, the European Commission launched a formal public consultation on the urban dimension of the EU transport policy and the way forward. The main topics of interest for this public consultation in accordance with the 2011 Transport White Paper 'Roadmap to a Single European Transport Area' were Sustainable Urban Mobility Plans, access restrictions and urban pricing schemes, EU financial support for urban transport projects and urban logistics.

The consultation was conducted by means of an online questionnaire. It contained closed and open questions and gave stakeholders the opportunity to upload additional material, e.g. position papers, where deemed relevant.

During the three-month period in which the public consultation 'The urban dimension of the EU transport policy' was open, 195 participants responded to the online questionnaire. In addition to online responses, 11 additional contributions were received. The present report synthesises these responses. It summaries viewpoints shared by most of the participants and minority or individual viewpoints.

This report presents the findings of the public consultation in the form of statistics, tables and charts. However, it should be highlighted that the responses do not constitute a statistically representative sample of EU stakeholders or citizens. This should be borne in mind in any interpretation of the results of the consultation.

This report has four sections:

Section 1 is a short introductory note;

Section 2 presents the outline of the initiative;

Section 3 provides an overview of the characteristics of the respondents;

Section 4 is the main section. It discusses the results of the public consultation. It is organised by the themes of the consultation with the addition of some other issues:

- Urban mobility plans;
- Access restrictions and urban pricing schemes;
- EU financial support for urban transport projects ;
- Urban freight logistics;

› Other issues.

This section also presents other topics raised by stakeholders in relation to integrated urban mobility in the EU and additional contributions by way of position papers.

2 Outline of the urban dimension of the EU transport policy initiative

Urban transport challenges in the European Union are serious. Today, many urban areas are plagued by almost chronic congestion and other transport-related problems.

In consultation with the public and all other relevant stakeholders, the European Commission wishes to explore how targeted EU-level action can contribute to high-quality and sustainable urban transport and mobility for all users in the 27 EU Member States.

The Europe 2020 strategy of 2010 highlighted the importance of an efficient and effective transport system for the future development of the European Union. Europeans should have access to mobility and transport services. These services should support the smooth functioning of the internal market and minimize any barriers to the free movement of goods and people in the EU. Furthermore, the European transport system has to become more sustainable. There is a need to break dependence on fossil fuels and to reduce the negative impacts of transport on citizens' health and well-being, climate and the environment.

The European transport system is highly complex and responsibility for its development, operation and maintenance is shared between administrations at EU, national, regional and local levels. Therefore, action at all levels is required.

The Urban Dimension of the EU transport policy

In 2006, the mid-term review of the **2001 White Paper 'European Transport Policy for 2010**: time to decide' concluded that efforts needed to be stepped up *inter alia* in the field of urban transport in order to reach key objectives of EU transport policy.

In 2007, the Commission presented the **Green Paper "Towards a New Culture for Urban Mobility."** The Green Paper marked the starting point of a broad consultation with all relevant stakeholders on possible EU action. The consultation confirmed the added value of EU-level intervention in a number of urban transport-related areas.

Consequently, the European Commission adopted in 2009 an **Action Plan on Urban Mobility** with 20 concrete EU-level actions to be implemented by 2012. With this Action Plan, the Commission presented for the first time a comprehensive support package in the field of urban mobility. In June, the Council of the European Union adopted a set of conclusions[2] on the Action Plan on Urban Mobility.

Subsequently, several initiatives on urban transport were announced in the **2011 Transport White Paper "Towards a Single European Transport Area."** The Commission adopted a roadmap of 40 concrete initiatives for the next decade to build a resource efficient and competitive transport system. The proposals are expected to decrease Europe's dependence on imported oil and cut carbon emissions in transport by 60% in 2050. In order to reach this target, two specific goals on urban transport are included:

1 Halve the use of 'conventionally-fuelled' cars in urban transport by 2030 and phase them out in cities by 2050;

2 Achieve essentially CO_2-free city logistics in major urban centres by 2030.

In 2012, the Vice-President and Commissioner for Transport Siim Kallas announced the development of an **Urban Mobility Package** and launched the present consultation, the results of which are expected to provide "the basis for a future communication on the urban dimension of EU transport policy in 2013"[3]. The public consultation pays considerable attention to the initiatives on integrated urban mobility as put forward in the Transport White Paper.

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2 http://ec.europa.eu/transport/themes/urban/urban_mobility/doc/2010_06_24_apum_council_conclusions.pdf

3 http://europa.eu/rapid/press-release_MEMO-12-671_en.htm?locale=en

3 Responses to the public consultation

3.1 Composition of respondents

A diverse group of participants took part in the public consultation, which was open for a period of three months between September and December 2012. As can be seen from Table 3-1 below, the highest represented group is respondents who participated in their personal capacity followed by associations/non-governmental organisations. About three-quarters of the total, registered respondents came from these two categories of participants. The third highest number of responses represent local or regional public authorities (12%), while the remaining categories of participants (companies, national public authorities and the academia) are inadequately represented with a combined, registered participation below 10%.

The number of stakeholders registered in the 'Transparency Register ' (TR) varied across respondent types. Associations accounted for the highest number of registered participants with 75% of the participants in the TR list.

Table 3-1 Composition of participants

Type	Number of respondents	%	% of those in the Transparency Register
Personal capacity	88	45%	-
Local or regional public authority	24	12%	50%
National public authority	2	1%	None are registered
Association/NGO[4]	58	30%	75%
Company	14	7%	45%
Academia	2	1%	None are registered
Other	7	4%	29%
Total	195	100%	

[4] 19 European associations, 35 national associations and 4 international associations

Given that there are only two answers from academia, this group is included in the category "Others" from Chapter 4 onwards.

54 (27%) respondents requested anonymity but agreed that their contributions could be published in this report. While the majority (71%) of these are private citizens, some local or regional authorities, companies and associations did not want their names to be revealed to the public.

Table 3-2[5] *Respondents who chose to remain anonymous*

Academia	Company	Local or regional public authority	National public authority	NGO or Association	Personal capacity
1 UK (1)	5 France (1) Spain (2) Hungary (1) Italy (1)	4 France (1) Germany (3)	0	5 Belgium (1) Italy (1) Germany (2) Estonia (1)	38 Austria (3) Germany (11) Belgium (3) Italy (9) Portugal (2) Netherlands (1) Finland (1) Spain (5) Ireland (1) Poland (1) France (2)

Other than the above types of stakeholders, contributions have also come from Passenger Transport Executive Group (PTEG), a group of six passenger transport associations for wide urban areas in England, which serve 11 million people.

The 58 associations/NGOs who participated in the consultation were put into four broad sub-categories, i.e. associations of cities and other public authorities, civil society organisations, associations of economic actors in the public or private sector, and others. The different types of associations mean that this stakeholder type needs to be further sub-grouped and qualitatively analysed. Thus, the next section provides a narrative analysis of the contributions from associations based on the sub-categories presented in Table 3-3 below.

[5] The table shows the breakdown of anonymous respondents by sector and the Member State in which they are based. Half of the private citizens who requested anonymity are based in Germany and Italy. A citizen living in Germany and another living in Spain requested that neither personal data nor the contents of their submissions be made public. Hence, the responses from these two participants have been disregarded in the preparation of this report.

Table 3-3 Sub-category of associations

Cities and other public authorities	Civil society		Economic actors (Association of -public/private transport providers -companies/logistics/ freight operators)		Others
6	Motorist associations	5	Association of public/private transport service providers	6	11
	Passengers' associations	4	Freight transport and logistics associations	11	
	Environment and safety associations	8	Transport vehicle and accessories manufacturers	2	
	Bicycle associations	3	Workers' association	2	

The overall characteristics of the respondents of the public consultation show that there is a stronger representation of private citizens and associations/NGOs compared with other types of stakeholders while responses from public authorities are fewer. However, the participation of 88 citizens of a population of over 500 million is small as is the participation of 24 local/regional authorities of the thousands that exist. The participation of national public authorities and the academia in particular is very small as can be seen in Table 3-1 above.

3.2 Location

Table 3-4 below presents a list of the Member States in which the participants are based. Most (47%) of the stakeholders who responded are based in Germany, Italy and Belgium where many European policy stakeholder organisations have their offices. These three Member States represent almost half of the participants in the public consultation, Germany being the Member State from which almost a quarter of the participants is based.

Table 3-4 Respondents' main country of operation or residence

	Respondents' main country of operation or residence				
	Number of respondents			Number of respondents	
Germany	42	21.5%	Norway	1	0.5%
Belgium	28	14.4%	Estonia	1	0.5%
Italy	22	11.2%	Bulgaria	0	-
Spain	21	11%	Croatia	0	-
France	19	10%	Cyprus	0	-
Austria	11	5.6%	Greece	0	-
United Kingdom	11	5.6%	Iceland	0	-
Netherlands	8	4.1%	Latvia	0	-
Portugal	7	3.8%	Liechtenstein	0	-

	Respondents' main country of operation or residence				
	Number of respondents			Number of respondents	
Sweden	3	1.5%	Lithuania	0	-
Czech Republic	3	1.5%	Luxembourg	0	-
Denmark	2	1%	Turkey	0	-
Finland	2	1%	Iceland	0	-
Ireland	2	1%	Malta	0	-
Slovenia	2	1%	Slovakia	0	-
Poland	2	1%	Switzerland	0	-
Hungary	2	1%	Other	5	2.5%
Romania	1	0.5%			
Total 195					

Close to 51% of the responses came from stakeholders who live and work in an urban area where an Access Restriction Scheme (ARS) is considered or has been introduced. This type of scheme is not considered or has not been introduced in urban areas in which 38% of the respondents are based, whereas the remaining 11% are not sure whether this scheme is in place in their city.

Even though the second highest number of participants is based in Belgium, it does not necessarily show national bias. It could simply reflect the fact that many stakeholders have representative offices in Brussels.

4 Results of the public consultation

This chapter presents the results of the public consultation on urban mobility plans, access restrictions and urban pricing schemes, EU financial support for urban transport projects, urban logistics and other issues.

4.1 Sustainable urban mobility in the EU

The 2011 Transport White Paper observes that many cities have established Sustainable Urban Mobility Plans (SUMPs), but also that this is not yet the norm and that the practice needs to be further encouraged. Therefore, with the participation of the public and all other relevant stakeholders, the aim of the public consultation is to explore how action at EU level can promote high-quality and sustainable urban transport and mobility for all users in EU27.

4.1.1 Coordination between authorities and actors

87% of the public consultation participants believe that there is a lack of coordination between authorities and other actors in the use of various policy instruments and that integrated urban mobility planning could tackle this issue. 5% of the respondents disagree.

Further breakdown of the results based on respondent type is presented in Table 4-1. On average, the results indicate a strong belief among participants that there is a lack of coordination, and that integrated urban mobility could tackle the problem.

10 stakeholders respond that there is no lack of coordination. These are based in Germany (1), Hungary (1) Ireland (1) Italy (1), Netherlands (2) and Spain (4). 14 stakeholders respond that they do not know if there is a lack of coordination between authorities and other actors. These responses come from stakeholders in Austria (2), Belgium (3), France (1), Germany (5), Spain (1) and United Kingdom (2).

Table 4-1 *Do you think that there is a lack of coordination between authorities and other actors in the use of various instruments and that integrated urban mobility could be an answer to tackle this issue?*

	Yes	No	I don't know
Association/NGO	90%	6%	4%
Local or regional public authority	87%	9%	4%
National public authority	Both authorities said Yes	-	-
Company	82%	9%	9%
Personal capacity	86%	5%	9%
Others	68%	32%	-
Total number of stakeholders	169	10	16
Weighted average	87%	5%	8%

Due to the differences in the number of stakeholders in each group (for example, 14 companies and 58 associations/NGOs), a simple average of the percentages in Table 4-1 would not give the correct total average. Thus, we use a weighted average by factoring in the number of respondents represented by each group.[6]

The two national public authorities participating in the consultation are the Norwegian Public Roads Administration (NPRA) and the Czech Republic Ministry of Transport. Both national authorities respond that there is a lack of coordination between actors and that integrated urban mobility planning could be the right instrument to overcome this challenge. On the other hand, the Stockholm region states, "*there is already a well-developed cooperation between various entities in Stockholm*" but adds that there is always room for improvement.

The challenges underlined by participants differ across Member States. Below the most important contributions are listed:

- Many contributions highlight the very limited exchange of best practice and failure to learn from existing experience. Local authorities rely excessively on local knowhow, which inherently varies. This results in very diverse views on available policy instruments.

- "Urban mobility and transport policies are in general influenced by other policies outside of transport, and the solution to transport problems can often be found in other policies that shape the demand for transport for instance urban policy: a spatial and urban planning policy aiming at concentrating housing will reduce the need for individual transport and promote more environmentally-friendly public transport. Spatial planning: industries can be encouraged or discouraged to locate in certain areas in order to promote the use of public transport. Industrial policies: promoting stock management

[6] For example (58/195)*90% + (24/195)*87% + (2/195)*100% + (14/195)*82% + (88/195)*86% + (9/195)*68% ≈ 87%

rather than “just-in-time” would limit the recourse to small consignments." (SNCF);

- "A European vision and ambition on sustainable urban mobility planning is needed as part of a coherent and coordinated EU approach to achieve a sustainable and efficient EU transport system." (e.g. IRU, ITD, FEBETRA);
- "An integrated approach linking urban, regional and intercity public transport is essential. Urban areas should provide efficient interconnection points for the TEN-T network. They are vital for the competitiveness and sustainability of the future EU transport system." (SNCF);
- "Public transport infrastructure investments are not linked to local mobility plans and governments do not establish specific conditions on whether new mobility rules should be implemented when providing funds for local infrastructure investments." (EPF);
- From the perspective of commercial road transport operators, urban mobility planning is one of the areas where the demand for more coordination at all decision levels is the most urgent;
- "The current patchwork of access restriction schemes and charging schemes in European cities results from the lack of a coordinated and integrated approach to urban mobility at national and EU level." (IRU).

While most participants clearly support integrated urban mobility planning, they also stress that such plans should be proactive to address upcoming issues rather than reactive solving the existing problems.

As indicated in table 4-1 above, not all participants agree that there is a need for an EU integrated urban mobility planning. The main concern of participants who reject this plan seems to be the risk of infringing the subsidiarity principle.

According to this type of respondents, the decision on whether to implement SUMPs or not should be left to cities, as European cities face different and incomparable types of challenges. Other respondents argue that authorities already coordinate action. Nevertheless, these opinions only account for 5% of the total responses.

A. Association of cities and other public authorities

Five of six associations of cities/public authorities believe that there is a lack of coordination between authorities and actors and that integrated urban mobility could be the remedy. The association of Netherlands’ municipalities is the only exception to the list, arguing that coordination works quite well in an integrated manner in the Netherlands.

B. Association of civil society/advocacy groups

This group has five sub-groups (motorist associations, passenger associations, associations working on environmental and safety issues, bicycle associations and

workers associations). Of the five motorist associations in this group, two agree that integrated urban mobility could be a good way to tackle the lack of coordination between authorities and actors while the remaining three are undecided. Three of the four passenger associations also point out that an integrated and coordinated approach to urban mobility is essential.

Concerning associations working on environmental and safety issues, seven out of eight call for an integrated approach. The European Public Health Alliance, however, was undecided. All three bicycle associations agree that there is a need to promote coordination and that integrated urban mobility is the solution. "*While district governments may want to initiate sustainable transport modes and best practices to suit local needs, progress is more often hampered by the car centric policies at the national level*." (Spokes East Kent Cycle Campaign).

C. Association of economic actors

As listed in Table 3-3, this group includes the association of public transport service providers, association of companies/logistics/freight operators, association of vehicle manufacturers and workers' associations.

Of the five associations of public transport providers, three stress the lack of coordination among the relevant authorities. For instance, the Bulgarian society for rail transport states, "*there is no policy on the organisation of public transport in Bulgarian cities*." In contrast, the other two associations TU - Spanish Urban Collective Surface Transport Association - and FENEBUS - Spanish Federation of Transport by Bus - states that the problem is not the lack of coordination but rather the non-existence of "*constant, continuous and long-term promotion of sustainable urban mobility by local authorities and other political institutions*."

All 11 freight and logistics associations believe that there is a coordination problem between policy makers and actors in the transport sector:

- "An interactive policy must be developed for consultations between the road transport industry, other industry stakeholders, local authorities and their administrations before a decision is taken on any definitive policy which introduces urban transport plans." (ITD);
- "It is proven that success stories of integrated mobility plans also have a good integration between authorities and other actors, but this is still lacking in many regions/cities." (Verband Deutscher Verkehrsunternehmen);
- "In most cities, everyone works in his corner. There is lack of coordination among authorities and public bodies. And there is lack of cooperation between authorities and private actors. Integrated Sustainable Urban Mobility Planning brings actors together around common focus. It is a fertile ground to elaborate new ideas and different solutions." (Inland Navigation Europe).

The association of vehicle/accessories manufacturers, COLIPED, and ACEA also believe that integrated urban mobility planning can be a "*valuable tool to overcome the gaps resulting from the way urban mobility is traditionally addressed*."

The two workers' associations, CC OO Union of Spain and ÖGB-vida of Austria, replied that there is a lack of coordination between authorities. ÖGB-vida cited the lack of coordination between "the federal state of Vienna and lower Austria" as an example.

4.1.2 Sustainable Urban Mobility Plan as a useful tool

The majority (91%) of the public consultation participants seems to agree that integrated urban mobility planning is a useful tool for promoting coordination at local and regional levels. Only four (2%) of the 195 online respondents disagree that SUMPs are a useful tool, and these responses came from the Convention of Scottish Local Authorities (COSLA), a regional authority in Germany, another participant from Germany who replied in his personal capacity, and an academic from the United Kingdom who replied in anonymity. The remaining 7% of respondents are undecided. See Table 4-2.

The comments of stakeholders in favour of integrated urban mobility planning are summed up below:

- There are important factors of urban mobility, such as noise and air pollution, which cannot be appropriately handled at the local level or contained within borders. Hence, this calls for a coordinated EU-led integrated mobility plans to achieve EU-wide transport goals;
- As people are also not restricted to reside, work, consume or leisure within one local area, the urban mobility conditions must be equalised and of good quality everywhere they move;
- SUMPs can be effective if coordinated with other local urban mobility plans to ensure coherence and avoid divergent local rules.

Table 4-2 Views on the importance of integrated urban mobility plans to foster coordination

	Yes	No	I don't know
Association/NGO	92%	4%	4%
Local or regional public authority	86%	5%	9%
National public authority	2[7]	-	-
Company	100%	-	-
Personal capacity	91%	7%	2%
Others	56%	22%	22%
Total number of stakeholders	178	4	13
Weighted average	91%	2%	7%

In supporting the concept of SUMPs, stakeholders stress that sufficient attention must be paid to ensure that:

- "*The plan can be adjusted to changing circumstances"* CIVINET Consortium. The Norwegian Ministry of Transport and Communications also underscored that *"one size does not necessarily fit all. Future EU legislation and other transport policy instruments should in our opinion to a large extent reflect regional differences, in so far as they are consistent with the aims of the internal market.*" The CEEP also pointed out "*each SUMP needs to be tailored to local circumstances, traditions and administrative responsibilities. There should not be a top-down approach.*" EUROCITIES, the Stockholm Region, Tfl and TI also stressed the same point;
- Citizens are committed to create acceptance and change of behaviour;
- Attention is paid to the technical, procedural and commercial barriers;
- There is political commitment, involvement of all parties and stakeholders and consistency with other policies.

Table 4-3 Views on the importance of integrated urban mobility plans to foster coordination by association type

Do you agree that integrated urban mobility plans are a useful tool for fostering coordination at local and regional level?			
	EU Associations	National Associations	International Associations
Yes	90%	93%	100%
No	-	-	-
I don't know	10%	7%	-

[7] Both national public authorities responded 'yes'.

The four stakeholders opposing integrated urban mobility plans give the following reasons:

- It could result in too many different plans. SUMPs could be the mere summary of existing plans;
- A ‘one-size-fits-all’ solution may not fit the different local conditions both in terms of specific local powers and in terms of effectiveness of EU standards;
- "The diversity of types of schemes (access restrictions, low emission zones, congestion charging, traffic reduction, revenue raising, comprehensive/selective targeting of vehicles etc.) is seen as a problem at an EU aggregated level. However, this diversity is the reflection of very specific needs." (COSLA);
- "Against the claim of hundreds of different local schemes being a barrier for the internal market, rather than going the full haul to the European level, it should be possible to attempt first the national legislative route, thus reducing the number of different regimes in place significantly," (COSLA);
- The best way of planning urban traffic is to examine the users' experiences and to react to them.

4.1.3 EU-support as a way forward

86% of respondents believe that EU support for the development of Sustainable Urban Mobility Plans would contribute to the broader take-up of SUMPs in urban areas. Further breakdown of this number shows that 45% of these respondents strongly agree that EU-support is needed, while 41% of these respondents agree to some extent. See Table 4-4.

Around 7% of the questionnaire's respondents are undecided, while another 7**%** of respondents disagree that EU support is important. Those who are opposed to EU-support invoked the principle of subsidiarity.

Table 4-4 Do you think that EU-support for the development of SUMP would contribute to the broader take-up of such plans across Europe?

	Strongly agree	Somewhat agree	No view	Somewhat disagree	Strongly disagree
NGO/Association	56%	34%	7%	2%	2%
Local or regional public authority	35%	44%	-	4%	17%
National public authority	50%	50%	-	-	-
Company	72%	21%	7%	-	-
Personal capacity	42%	49%	7%	2%	-
Others	22%	67%	-	11%	-
Weighted average	45%	41%	7%	3%	4%

Respondents in favour of EU support for the take up of SUMPs stress that:

- EU-support could contribute to achieving EU goals in a much more effective way than mandatory EU rules;
- "Defining binding rules at EU level would help realise SUMPs faster, more efficiently and sustainably" (HDE and Kaufland);
- EU support, either expressed through funding, practical guidance, and/or sharing of best practice would be beneficial for those cities which are looking to develop such a plan;
- "The development of common methodology by the Commission with flexibility in the implementation of measures would be beneficial" (ACEA);
- "There should not be an obligation on local authorities regarding SUMPs. However, we would welcome the continuation of the non-legislative approach from the Commission." (Association of Netherlands Municipalities);
- "Benchmarking on EU level might be useful." It is important that the EU not only supports it but also leads the innovation and sets examples, (City of Antwerp);
- There should be a focus not just on planning but also on implementation;
- By supporting relevant activities and addressing the issue in relevant policy papers, the EU has helped develop the SUMP concept and raise awareness for it in towns and cities across Europe;
- The funding of projects has led to the multiplication of initiatives from urban areas to engage in this planning exercise;
- Where possible, work needs to continue to ensure that national governments support this process. Without national support the impetus for the initiative could be diluted;

› "Funds given at the European level are an efficient way to support SUMPs and should remain among the various tools used by the EU" (Polis).

› "We would not support mandatory rules or plans, which could stifle innovation in cities. Cities need flexibility and solutions that are tailored to their specific needs. The EU should nevertheless work to facilitate the development and implementation of SUMPs, and we welcome the funding made available for practical methods of doing this" (EUROCITIES).

Table 4-5 Opinion towards EU-support by national, European and international associations

Do you think that EU-support for the development of SUMP would contribute to the broader take up of such plans in urban areas across Europe?			
	EU Associations	National Associations	International Associations
Strongly agree	70%	41%	50%
Somewhat agree	25%	28%	50%
No view	5%	17%	-
Somewhat disagree	-	7%	-
Strongly disagree	-	7%	-
Total	100%	100%	100%

A. Association of cities and other public authorities

All six associations of cities/public authorities respond that EU-support for the development of SUMPs would contribute to the broader take-up of such plans in urban areas across Europe.

B. Association of civil society/advocacy groups

Except FEMA, which is undecided, the other motorist associations agree that EU-support would promote the adoption of SUMPs. Similarly, with the exception of FNAUT, the French member of the European Passenger Federation, which was undecided, all passenger associations are in favour of EU support. Likewise, all associations involved in environmental and safety issues, except SEPANSO, which was undecided, believe that EU support would help extend the use of SUMPs. The three bicycle associations also emphasise the importance of EU support if SUMPs are to take root in Member States.

C. Association of economic actors

Of the five associations of public transport providers, three respond that EU support would contribute to the broader take up of SUMPs while the other two were undecided. Of the 11 associations of logistics companies/freight operators, eight agree that EU-support would assist the acceptance of SUMPs. Nonetheless, the remaining three associations, ZDH, Anav and BGL, strongly disagree with this. The ZDH argues that local authorities are in possession of the expertise and legal legitimacy and that "*further legal guidelines at the European level for the regulation of urban transport are counterproductive*."

The two associations of vehicle and accessory manufacturers (COLIPED and ACEA) and the two workers associations are in favour of EU support.

4.1.4 Type of support sought

The Commission seeks to provide competent authorities at the local level in the Member States with a sound but flexible framework for urban transport planning and a strong support structure. The public consultation questionnaire presented 10 choices from which participants were asked to select areas in which EU support is most needed. From the list of intervention areas in Figure 4-1 below, the five EU support schemes in most demand by stakeholders are:

- Development and exchange of best practice on SUMPs;
- Provision of a platform for cities to exchange best practice;
- Financial support for the development of SUMPs;
- Support for R&D projects on urban mobility planning;
- Development of guidelines and recommendations.

29% of stakeholders call for mandatory development of SUMPs for all cities in the EU. Among these stakeholders are those who live and work in cities and use the cities' transport systems. A Spanish worker's Union (CCOO) suggests that SUMPs should be mandatory if cities want to receive funds from the EU to invest in all modes of transport. GART also recommends that SUMPs should be mandatory for all cities with over 100,000 inhabitants as is the case now in France. However, to the German Cities Association[8], mandatory SUMPs are not acceptable, as compulsory regulations or directives could undermine local self-autonomy.

For each category of associations, the top three priorities for support are presented in bullet points in the subsequent sections.

A. Associations of cities and other public authorities

- Financial support for the development of SUMPs;
- Development and exchange of best practice on SUMPs;
- Support for R&D projects on urban mobility planning.

B. Associations of civil society/advocacy groups

Motorist associations

- Development and exchange of best practice on SUMPs;
- Support for R&D projects on urban mobility planning;
- Provision of a platform for cities to exchange best practice.

Passenger associations

- Development and exchange of best practice on SUMPs;
- Provision of a platform for cities to exchange best practice;
- Mandatory development of SUMPs for all cities in the EU.

Environmental and safety associations

- Development and exchange of best practice on SUMPs;
- Support for professional training activities and staff exchange;

[8] Represents 3400 cities and municipalities with more than 51 million inhabitants

› Definition of the minimum scope and content of SUMPs.

Cyclist Associations
› Development and exchange of best practice on SUMPs;
› Financial support for the development of SUMPs;
› Provision of a platform for cities to exchange best practice.

C. Economic actors

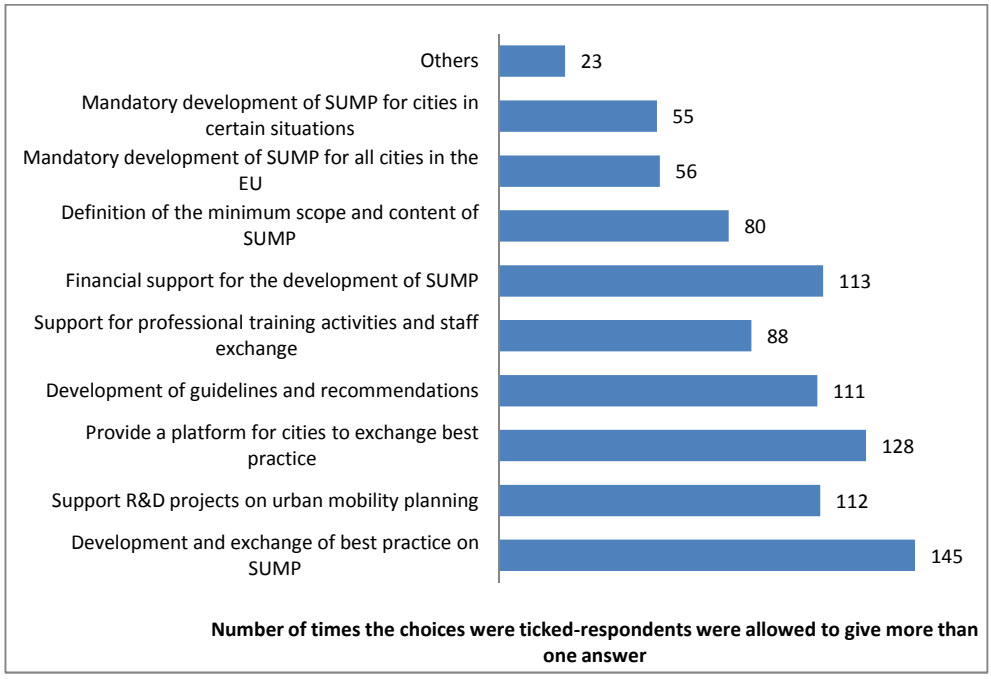
Associations of public transport service providers
› Development and exchange of best practice on SUMPs;
› Support for R&D projects on urban mobility planning;
› Provision a platform for cities to exchange best practice.

Associations of logistics companies/freight operators
› Development and exchange of best practice on SUMPs;
› Support for professional training activities and staff exchange;
› Support for R&D projects on urban mobility planning.

Associations of vehicle/accessory manufacturers
› Development and exchange of best practice on SUMPs
› Support for R&D projects on urban mobility planning;
› Financial support for the development of SUMPs.

Workers associations
› Mandatory development of SUMPs for cities in certain situations (e.g. air quality problems, congestion);
› Financial support for the development of SUMPs;
› Development and exchange of best practice on SUMPs.

Figure 4-1 What support should be provided at the EU level to facilitate the development of Sustainable Urban Mobility Plans?



On top of those mentioned above, other support areas suggested by participants include the following:

› Developing decision support tools for urban mobility planning (traffic models, air quality models, etc.), including simulation tools;

› Issuing certificates and labels for cities when they have adopted (certificate), or perform to a certain standard (label) in planning for and achieving sustainable mobility, using a quality management tool;

› "Publishing an assessment of the economic cost of externalities related to Internal Combustion Vehicles use in urban areas (infrastructure damage, building renovations, health-related costs, congestion costs) in order to make cities realise that low emission zones are not only a solution for reducing congestion, but will also give additional economic resources to implement SUMPs" (Going Electric);

› Defining quality parameters that can be used for SUMP assessment through an EU expert group. Quality parameters can be used as a benchmark to evaluate individual measures and ease a cost-benefit-analysis during the planning phase and as a tool to assess the measures themselves;

› "Voluntary certification scheme for SUMPs as quality mechanism" (TfL).

4.1.5 Topics to be addressed by SUMP

Of 17 areas of focus, participants were asked to select a maximum of seven topics to which integrated urban transport planning should give priority. As shown in Table 4-6, the two areas receiving the highest scores by most of the participants of the consultation are walking and cycling and public transport:

Table 4-6 Topics to be addressed by SUMP

Which topics should a Sustainable Urban Mobility Plan address?	%[9]
Walking and cycling	11.4%
Public Transport Plan including travel information, ticketing and payment systems	11.2%
Integration of transport and mobility services	7.6%
Urban logistics	7.6%
Coherence with urban development and land-use planning	7.1%
Access Restriction Schemes (e.g. 'green zones/low emission zones' and 'congestion charging zones')	6.8%
Parking management	6.5%
Coherence with transport plans developed at regional, national and EU level	6.4%
Accessibility; social inclusion; demographic change	5.4%

[9] Percentages reflect the number of ticks for each choice of a total of 1148 ticks. On average, each stakeholder ticked six choices.

Which topics should a Sustainable Urban Mobility Plan address?	%[9]
Safety and security	5.1%
Procedures for impact or process evaluation; monitoring	4.7%
Procedures for citizen and stakeholder engagement	4.6%
School mobility plans	3.9%
Car sharing and carpooling facilities	3.7%
Investment, financing, public private partnerships	2.9%
Corporate mobility management plans	2.4%
Others	2%

Most comments on these topics indicate that all of the above topics could be part of a SUMP, but that the choice and combination depend on the local situation and political priorities. Thus, respondents seem to share the view that SUMPs should address all modes of transport (walking and cycling, public transport, road use including parking) and their integration. There is also support for integration between land-use and transport planning and integration between regional, national and EU planning.

Topics not listed in the table above but mentioned by participants as important include:

- Influencing driving behaviour through a strict speed management (with 30 km/h as regular speed limit in residential and urban areas[10]). Local communities should be able to decide on other speed limits (higher or lower) depending on their expert knowledge of local conditions. Therefore, stakeholders have stressed that cities should regulate vehicle speeds in areas where people walk and cycle and improve the quality of public transport;
- Intermodality, multimodality and commuting;
- SUMPs must have the quality of looking beyond city boundaries. Solutions must be found for functional areas;
- Safe mobility: providing safe mobility, particularly to vulnerable road users presents a major challenge;
- Creating attractive and safe routes for journeys on foot or by bicycle and discourage access by car where there are reasonable alternatives;
- Use of sustainable renewable energy in transport, i.e. integration of transport policy with energy policy;
- Specific reduction goals for noise, air pollution and accidents;

[10] Several stakeholders have emphasized the need to take the 30 km/h initiative seriously

- Road space management;
- "The implementation of SUMPs should be accompanied by a good communication campaign" (DHL);
- "SUMP guidelines are not yet effective enough in terms of sustainability. SUMP is still too conventional by making accessibility the top priority rather than reasoning from ecological threats such as climate change, loss of biodiversity, exhaustion of resources, and from a global point of view (rapid emission increase from motorization in emerging economies)." (Citizen from the Netherlands).

4.2 Access restrictions and urban pricing schemes

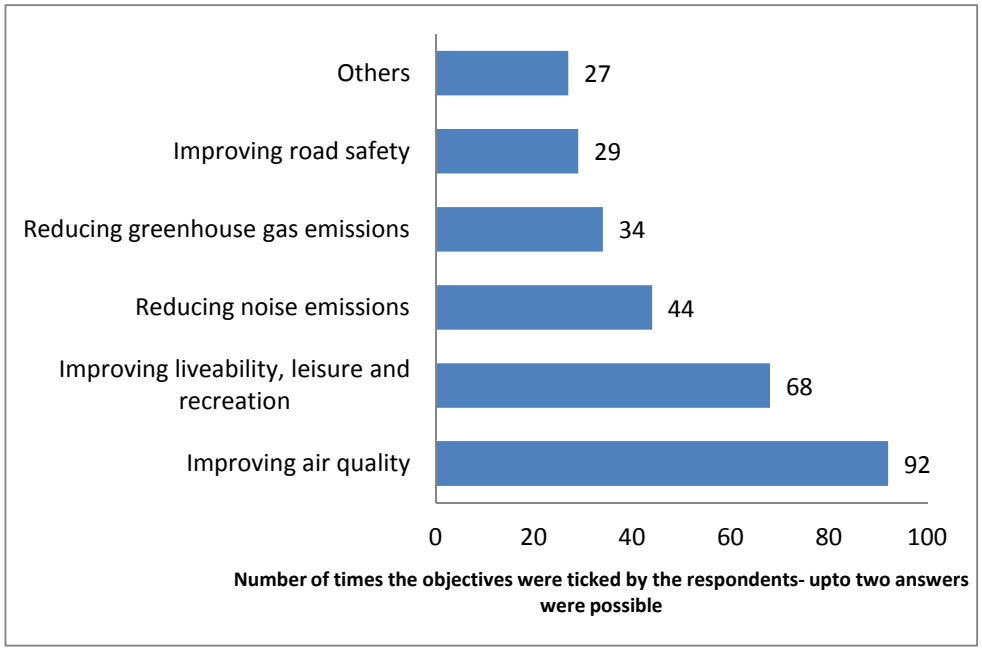
A study delivered within the Action Plan on Urban Mobility concluded that most stakeholder groups consider Access Restriction Schemes (ARS) a powerful policy instrument offering a significant potential for addressing the major challenges of urban sustainability (notably air quality, noise, congestion, but also a need to strengthen the role of non-motorised modes). This view is shared by the stakeholders of the public consultation.

4.2.1 Objectives of an ARS

According to stakeholders, the top three objectives of Access Restriction Schemes are to improve air quality, improve liveability, leisure and recreation, and improve accessibility, see Figure 4-2 below.

Further, participants mention that an ARS could contribute towards reducing congestion (improving accessibility), improving efficiency, preserving historical heritage, generating revenue, improving logistic access and improving economy by reducing dependency on oil.

Figure 4-2 What should be the principal objectives of an ARS?



4.2.2 'Low emission zones'

As shown in table 4-7, around 61% of the respondents agree that 'low emission zones' (LEZs) are an effective measure to improve air quality in urban areas while this is disputed by just over 30% The remaining respondents (almost 8%) were undecided concerning LEZs.

Table 4-7 Do you consider 'low emission zones' an effective measure to improve air quality in urban areas?

	Strongly agree	Somewhat agree	No view	Somewhat disagree	Strongly disagree
NGO/Association	12%	34%	14%	20.6%	19%
Local or regional public authority	16%	32%	8%	20%	24%
National public authority	1	1	-	-	-
Company	15%	39%	8%	15%	23%
Personal capacity	22%	43%	7%	22%	6%
Others	22%	33%	11%	22%	11%
Weighted average	20%	41%	8%	18%	13%

65% of EU associations consider LEZs an effective measure to improve air quality in urban areas whereas only 49% of national associations share this view. International associations seem a bit more sceptical about the effectiveness of LEZs at improving air quality. Of four international associations participating in the public consultation, two do not consider LEZs effective, and one is undecided. Only one of them considers LEZs effective.

A number of comments, pro and con, are given on LEZs. Those in favour of this scheme mention London as a success story, while those who dispute its effectiveness cite a finding from German cities in which LEZs were found to have a very moderate impact on improving air quality.

Those in favour of the scheme argue that LEZ is a proven approach that has successfully improved London's air quality. Some respondents observe that in most EU cities in which LEZs have been introduced, air quality has improved. These respondents have little doubt about the positive effect of LEZs on air quality and health. In October 2012, the Norwegian Public Roads Administration also recommended amending legislation to allow the use of LEZs in the three largest cities in Norway. According to the contribution from CIVITAS PAC, most members of the PAC strongly agree that LEZs are an effective measure to improve air quality in urban areas although some members disagree.

The Stockholm Region also presented evidence in favour of LEZs stating that the "low-emission zone' (green zone) in the Stockholm inner city, which applies to diesel-powered buses and trucks of over 3.5 tonnes, is estimated to have reduced nitrogen oxide emissions by 3-4%, hydrocarbons by 16-21% and airborne particles by 13-19%. The LEZ also contributes to the fact that vehicles registered in the City of Stockholm are newer than elsewhere in the county."

On the other hand, LEZs were met by a strong resistance from a segment of the consultation respondents. Reasons given for rejecting LEZs in general are the following:

- Results in Germany (all vehicles) and the Netherlands (only hauliers) show that the effects are limited;
- The success of low emission zones is limited especially for PM emission levels as they very much depend on meteorological conditions and on other non-transport sources like heating;
- Since Euro-norms make vehicles cleaner, the effect of the low emission zones will diminish when the years pass;
- The fleet renewal with modern Euro 6 vehicles will contribute to the continuous improvement of air quality so that the necessity of any low emission zone should be checked regularly;
- Studies on the effects of the low emission zones in Berlin and Stuttgart found that the PM emission level has been reduced by just 3%;
- NO_2 emission levels in Cologne have been reduced by just 2%.

Stakeholders also mention measures other than introducing LEZs, asserting that they have proven to be more cost-effective, efficient and proportional such as:

- Offering the low-emission vehicles the possibility of using bus lanes;

› Implementing dynamic route mapping;

› Offering incentives for citizens to purchase low-emitting cars. One of the concerns raised regarding lowering emissions is that clean technologies tend to be more expensive;

› Encouraging the automobile industry to invest more on R&D.

A. Associations of cities and other public authorities

Five of the six associations of cities/public authorities consider LEZs an effective measure to improve air quality in urban areas, the only dissenting voice being that of COSLA.

B. Associations of civil society/advocacy groups

All five motorist associations dismiss LEZs as a policy option to improve air quality:

› "Urban planning with the improvement of public transport is a better tool to reduce the volume of traffic." "Low emission zones target older vehicles, discriminating against households with lower incomes." (FEMA, OEMTC);

› "In Germany, the effect of LEZs on air quality seems to be at best very moderate. Atmospheric conditions have a high impact on pollution concentration." (ADAC).

Three of the four passenger associations support LEZs. The only opposition in this group comes from FNAUT, which states that LEZs can only be effective "*if they are not too localised and contribute to reducing the overall transit of private cars*." Associations working on environmental and safety issues have mixed views; three are in favour of LEZs, three are against it, and one is undecided.

An association in favour of LEZs, the European Transport Safety Council, states, "*low emission zones have the potential of improving air quality but also road safety. A higher share of travel by collective transport, combined with minimum service obligations, will allow increasing the density and frequency of service, thereby generating a virtuous cycle for public transport modes."* The three bicycle associations have different views; one is in favour of LEZs, one is against it, and one is undecided. The association did not give any reasons in support of their attitudes.

C. Association of economic actors

Of the five associations of public transport providers, three support LEZs as an effective measure to improve air quality but two of them disagree. "*In London for example, the Low Emission Zone has delivered significant reductions to emissions of PM10 and NO_X.*" (UITP);

"*From our point of view, the results of many cities are not what they were expecting. Besides, the different low emission zones in Europe make transport*

activities difficult and cause confusion amongst transport companies." (TU, FENEBUS);

Of the 11 associations of logistics companies/freight operators, six support LEZs, four do not and one is undecided. FEBETRA and ITD also support LEZs but underscore "*there should be a clear and objective assessment of the usefulness of LEZs. The different performance criteria imposed by LEZs also complicate investment decisions for transport operators active in urban freight logistics in various municipalities and can lead to additional unnecessary costs. LEZ policy should also guarantee that transport operators who invested in the latest and cleanest technologies can obtain an adequate return on their investments. Local authorities must consider the general life cycle of vehicles when deciding on the gradual introduction of environmental performance standards to determine access to cities and allow enough lead-time before introduction.*" Inland Navigation Europe stated "*it is efficient for those emissions linked to transport and which are local. It is a useful measure as part of a package.*"

Associations of logistics companies questioning the usefulness of LEZs point out that there is no clear and objective assessment of the usefulness and success of LEZs. They add "*most of air pollution cannot be avoided by LEZs since the particles originate from areas outside LEZs.*"

From the two associations of vehicle and accessory manufacturers, COLIPED supports LEZs and ACEA are undecided. The two workers' associations are in favour of LEZs.

4.2.3 'Congestion charging zones'

When it comes to congestion charging zones (CCZ), there is no a conclusive opinion on CCZ as an effective measure to improve accessibility in urban areas. Table 4-8 below shows that believers in CCZ are marginally above the 50% mark with a bit more than 30% opposing such zones.

Table 4-8 Do you consider 'congestion charging zones' an effective measure to improve accessibility in urban areas?

	Strongly agree	Somewhat agree	No view	Somewhat disagree	Strongly disagree
NGO/Association	23%	19%	19%	16%	23%
Local or regional public authority	17%	26%	4%	31%	22%
National public authority	1	1	-	-	-
Company	37%	27%	-	9%	27%
Personal capacity	25%	28%	22%	12%	13%
Others	22%	33%	11%	22%	11%
Weighted average	24%	28%	15%	14%	18%

In general, those in favour of CCZs state that it is a useful and effective tool in some urban areas stressing that it is important to make the right decisions based on the specific, local context. These stakeholders also maintain that this policy instrument should be part of a broader mobility policy and complemented with other measures such as the integration of land use and public transport, improved public transport services and other sustainable modes, as well as other demand management tools aimed at reducing individual car use. (UITP, EPOMM).

While supporting CCZs, the Communauté d'Agglomération de La Rochelle states that congestion charging works in large cities but not in medium-sized cities. FENEBUS states "*CCZs are effective as long as private vehicles are included because they are the ones which distort urban traffic as lots of them circulate but transport very few people*." The Stockholm region states "*if correctly devised and implemented, congestion charges can have a positive effect, as is the case in Stockholm. The system in Stockholm has led to automobile traffic being reduced by approximately 20% during the charging period*."

Consultation participants opposed to CCZs cite a study by the University of Paris, which found that the overall cost to society of the London congestion charge is higher than its benefits. Additional comments against CCZs are the following:

- For other cities with less congestion than in London, the cost-benefit ratio may be even worse;
- By reducing accessibility of inner cities, a congestion charge will make city-centres less attractive to example as shopping areas. This effect is in contradiction to the political aim of revitalising city centres;
- From a social point of view it is not acceptable that people with lower income become unable to afford driving in the city due to congestion charging;
- There are other measures to improve traffic flow in cities and which restrict mobility much less (e.g. dynamic traffic lights control, parking guidance systems, integration of private vehicles and public transport, bus lanes, etc.);
- The fiscal burden on car users, which is already quite high in all European countries, must be taken into account;
- Congestion charging objectives can become confused when local authorities use them for revenue purposes rather than for reducing congestion. Respondents opposing CCZs also argue that such decisions should be left to local authorities;
- The German Cities Association does not believe that congestion charging zones is an effective measure to improve accessibility in German urban areas. According to the association, in the mainly polycentric German structure, the introduction of a congestion charge as in London, Stockholm or Milan would not solve the problem.

Table 4-9 Opinion towards 'congestion charging zones' by national, European and international associations

Do you consider 'congestion charging zones' an effective measure to improve accessibility in urban areas?			
	EU Associations	National Associations	International Associations
Strongly agree	32%	13%	25%
Somewhat agree	21%	37%	-
No view	21%	10%	25%
Somewhat disagree	5%	17%	25%
Strongly disagree	21%	23%	25%

Table 4-9 shows that 53% of EU associations agree that CCZs can be an effective measure to improve accessibility in urban areas whereas 26% do not believe in the effectiveness of the scheme. 21% of these associations are undecided. 50% of national associations agree that CCZs is an effective measure to improve accessibility. This view is disputed by 40% of national associations while the remaining 10% are undecided concerning the impact of such zones on congestion.

4.2.4 Access criteria to implement Access Restriction Schemes

The criteria considered most suitable for developing and implementing Access Restriction Schemes in urban areas are presented in table 4-10.

Table 4-10 Most suitable access criteria

Which access criteria are most suitable to develop and implement Access Restriction Schemes in urban areas?	%[11]
Environmental criteria of a vehicle	21%
Depends on local circumstances/objectives	20%
Vehicle categories (passenger cars, light and heavy duty vehicles, etc.)	18%
Time based criteria	10%
Size and weight of a vehicle	10%
Area based criteria	10%
Distance based criteria	4%
Point based criteria (e.g. bridge, tunnel)	3%
Others	4%

4.2.5 EU support of Access Restriction Schemes

Table 4-11 shows that about 71% of respondents find that EU support could promote greater harmonisation of the Access Restriction Schemes and urban pricing schemes developed by local authorities. However, 13% of the respondents

[11] Percentages reflect the number of ticks for a certain choice of a total of 487 ticks for all choices. On average, each stakeholder made 2.5 choices (ticks).

believe that EU-support for the harmonisation of the full scheme is not desirable. One of the reasons mentioned is that the diversity of situations and of objectives would not allow for this harmonisation.

Those who believe that harmonisation at this stage is undesirable argue that the EU should rather facilitate the provision of information on access restriction schemes by providing guidance and best practice to cities. These respondents also express concerns about any EU measure contemplating to introduce mandatory, local transport rules (planning, green zones, organisation of transport, etc.). This is a view shared by around 26 stakeholders. Nonetheless, the majority of respondents are in favour of EU action.

44% of local/regional public authorities think that EU support could facilitate more harmonised development of ARS at the local level. 48% oppose this view while the remaining 8% are undecided. Both national public authorities and 82% of companies also believe that EU support could bring about more harmonisation. 9% of companies do not agree while another 9% are undecided. Of stakeholders participating in their personal capacity, 66% responded positively, 18% responded negatively to the first question in Table 4-11, whereas 16% were undecided. Of the two participants from academia, one replied "yes" whereas the other replied "no".

Table 4-11 EU-support and ARS

	Yes	No	I don't know
Do you think that EU support could facilitate a more harmonized development of ARS by local authorities?	71%	13%	15%
Would a more harmonized EU approach on ARS be beneficial?	71%	11%	17%
Could a more harmonized EU approach on ARS help develop the market for clean and energy-efficient vehicles and other 'green transport technologies, as well as new mobility	66%	13%	21%

In order of priority, the preferred EU support types by stakeholders are:

1 Development and exchange of information and best practice (36%);

2 Development of voluntary guidelines and recommendations, e.g. regarding access criteria, the assessment of impacts, certification, monitoring and evaluation (24%);

3 Mandatory criteria, e.g. regarding access, the assessment of impacts, certification, monitoring and evaluation (17.8%);

4 Interoperability standards for equipment (16.7%);

5 Others (4.9%).

Table 4-12 Could a more harmonized approach on ARS help develop the market for clean and energy efficient vehicles?

	Yes	No	I don't know
NGO/ Association	44%	36%	20%
Local or regional public authority	40%	40%	20%
National public authority	100%	-	-
Company	47%	33%	20%
Personal capacity	68%	19%	13%
Others	44%	22%	33%

As shown in table 4-11, 71% of the respondents think that a more harmonised EU approach to ARS would be beneficial. Around 11% disagree, and the remaining 17% are undecided. 66% of stakeholders believe that a more harmonised EU approach would help develop the market for clean energy and other green transport technologies. Full particulars can be found in table 4-12 above.

By way of example, the Stockholm Region would welcome EU harmonisation "*if it were to contribute to increasing mobility and safety at a more general level by ensuring, for example, that cars which come to Sweden in the winter are fitted with winter tyres. There might also be advantages to EU harmonisation with regard to road signs, vehicle identification, technical interoperability and common impact-assessment methods.*" However, in general, the Region is not sure whether a more harmonised development – fostered by the EU – is desirable or appropriate.

4.3 EU financial support for urban transport projects

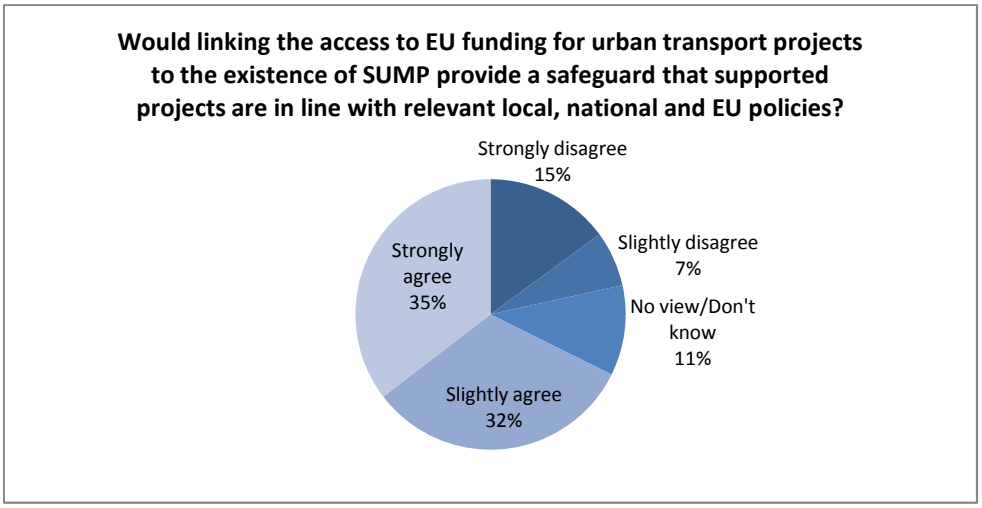
The EU supports the development and implementation of urban transport solutions through various instruments and programmes, such as the EU Research Framework Programme or the financial instruments for regional development and cohesion.

4.3.1 Sustainable Urban Mobility Plans as a condition for EU funding

As can be seen from Figure 4-3 below, most of the participants of the consultation (67%) are in favour of linking the access to EU funding for urban transport projects to the existence of SUMPs to safeguard that supported projects are in line with relevant local, national and EU policies. On the other hand, about 22% of the respondents are against the idea of making SUMPs a condition for funding.

The majority has a favourable view on linking EU funding with SUMPs but other respondents find that the linking should be limited to cities with over 100,000 inhabitants because the "*elaboration of these plans may become too costly and burdensome for small cities*" (UTP). In terms of volume of pollution and congestion, problems faced by small cities are smaller than those of larger cities.

Figure 4-3 SUMP as a condition for EU funding



The following are quotes from stakeholders in favour of linking EU funding with the existence of SUMPs:

- "It would be logical to condition EU funding grants on an efficient planning tool to avoid waste of financial resources." (Association of German Transport Companies). UITP also underlined this point of view;
- "EU funding which supports strategic EU policy objectives would promote consistency among sustainable urban planning in Europe." (BGL);
- "Ensure that SUMPs are compatible with EU policies." (IRU);
- "The PAC agrees to link EU funding for urban transport projects to SUMPs, noting that it would strengthen the status of the SUMP and reward long-term thinking in sustainable transport planning. At the same time, however, it should not be a pre-requisite to action." (CIVITAS PAC);
- "Funding should be conditional on the development of SUMPs. Urban transport policy should be linked to TEN-T policy." (Inland Navigation Europe);
- "Make European funding to cities over 100,000 inhabitants conditional on the development of SUMPs" (UTP, Union des Transports Publics et Ferroviaires);
- "When linking the access to EU funding to the existence of SUMPs there must be wide acceptance of what a SUMP covers." (City of Copenhagen);
- "EU funds allocated for the development of urban mobility projects must be consistent with the objectives of improving the quality of life in cities as designated by the EU. Hence, it is necessary to condition funds on the existence of SUMPs." (European Quadricycle League);
- "The granting of EU funding to cities should be made conditional on cities adhering to a number of EU decided principles: stakeholder consultation prior

to the implementation of urban mobility plans and the introduction of access restrictions, cost-benefit analysis of proposed urban mobility plans and access restrictions, proportionality of measures – while respecting subsidiarity and particularities and characteristics of each urban area."(DHL and European Express Association);

- "Linking the access to EU funding for urban transport projects to the existence of SUMPs would help to ensure that effective plans were developed in line with sustainable development goals. It would be an incentive to authorities to develop SUMPs." (CIVINET Consortium);

- "Conditional support is a strong, indirect method to steer the multiplication of SUMPs"(Inland Navigation Europe).

On the other hand, those who oppose using SUMPs as a condition for funding argue that:

- “It may lead to unfair discriminations between cities and countries” (Polis);

- "It is counterproductive to introduce ex-ante conditionalities as it will result in more bureaucracy" (COSLA). PTEG is also of the opinion that ex-ante conditionalities are undesirable as "the pre-existence of a SUMP is no guarantee the project fits with local, regional and national plans.";

- “It would not be fair to exclude municipalities which do not have SUMPs from EU funds because those plans may not have been part of the national legislation. This may result in penalising the municipalities for something that is out of their control” (FIA);

- The risk of an additional administrative burden is mentioned by stakeholders, e.g. "linking to funding would be helpful as long it does not lead to additional burdens for authorities", and "Process of awarding funding for projects should reflect national and EU policy and locally-agreed priorities in a SUMP or equivalent" (TfL);

A breakdown of the responses by category of respondents is presented in the next table.

Table 4-13 Should SUMP be used as a condition for EU funding?

	Personal capacity	Association/ NGO	Local or regional public authority	National public authority	Company	Others
Strongly agree	40%	37%	20%	50%[12]	42%	33%
Slightly agree	34%	30%	50%	50%	33%	33%
No view	11%	11%	-	-	17%	11%
Slightly disagree	8%	11%	10%	-		11%
Strongly disagree	7%	11%	20%	-	8%	11%

4.3.2 Role of Commission initiatives for spurring innovation in cities

The CIVITAS Initiative[13] ("City-Vitality-Sustainability", or "Cleaner and Better Transport in Cities") was launched in 2002. Its fundamental aim is to support cities to introduce ambitious transport measures and policies towards sustainable urban mobility. The goal of CIVITAS is to achieve a significant shift in the modal split towards sustainable transport; an objective to be reached through encouraging both innovative technology and policy-based strategies.

According to the initiative's webpage, in the first phase of the project (2002 to 2006), 19 cities participated in four research and demonstration projects; and in CIVITAS II (2005 to 2009), 17 cities participated across a further four projects. The initiative is currently in its third and fourth phases, CIVITAS Plus (2008 to 2013) and CIVITAS Plus II (2013-2015), and 25 cities are now working together on five collaborative projects. In total, almost 60 European cities have been co-funded by the European Commission to implement innovative measures in clean urban transport, an investment volume of well over EUR 300 million.

The Smart Cities and Communities Initiative (SCCI) was launched in 2011. In the first year (2012), EUR 81 Million was earmarked for this initiative, covering two sectors: transport and energy. Starting from 2013, the budget has been increased from EUR 81 million to EUR 365 million, covering also Information and Communication Technologies (ICT). The European Commission aims to boost the development of smart technologies in partnership with cities on a small number of demonstration projects[14].

Participants of the public consultation have suggested how Commission initiatives such as SCCI and CIVITAS should evolve to engage cities more effectively in the

[12] Percentages are slightly tricky to use for national public authorities as there are only two respondents in the group. Both the Norwegian Public Roads Administration and the Czech Ministry of Transport are in favour of linking funding with SUMP. The former strongly agreed and the latter agreed slightly.

[13] http://www.civitas.eu/index.php?id=4

[14] http://europa.eu/rapid/press-release_IP-12-760_en.htm

innovation process. Several respondents have given recommendations on improving coordination between all different EU programmes to increase overall impacts. Also easier access for all cities to the programmes and their funding was a recommendation shared by several respondents. Stakeholders' suggestions and recommendations are summarised in bullet points below:

- Overlaps between CIVITAS and SCCI should be avoided. "Confusion should be avoided between different European Commission initiatives." (EUROCITIES);
- The SCCI should be policy-driven and not technology-driven to be able to deliver efficient and measurable results and contribution to a more efficient urban environment;
- The CIVITAS programme should retain its focus on the demonstration of an integrated package of innovative measures for a more efficient urban delivery system, and should allow the participation of cities of all sizes and regions;
- "We hope that medium-sized towns can also benefit from EU funding under the CIVITAS program." (GART);
- Greater emphasis on urban freight would also be desirable, as well as a stronger emphasis on monitoring and data collection. It should also open up to funding sustainable urban mobility processes in addition to innovative transport measures;
- "The Commission must as a matter of urgency devise a Common Strategic Framework that brings together all EU transport related initiatives in urban areas. At the moment, a great dichotomy between different Commission DGs and even within the same DG there are several competing and frequently overlapping schemes. This spreads resources too thinly and is greatly confusing for local authorities". (COSLA);
- It is unclear how far the Smart Cities and Communities initiative, Covenant of Mayors, Reference Framework for Sustainable Cities and the future Intelligent Energy Europe scheme would link up with the Urban Mobility Action Plan;
- Promote a culture of mobility by actively involving citizens, stakeholders and institutions;
- Future CIVITAS could include measures related to financing of public transport, notably pilot projects on fare and product differentiation;
- Smart Cities should put a clear focus on fostering smart multimodal urban mobility projects with the “backbone” of public transport.[15];

[15] See also UITP position paper “Towards low/zero carbon urban mobility in Europe”: http://www.uitp.org/mos/positionspapers/134-en.pdf

- "Easier access to cooperation and less bureaucracy for application/participation in these initiatives could be improved." (Association of German Transport Companies);
- "Less administrative burden in EU-funded projects" (Statutory City of Chomutov, Union of Towns and Municipalities of the Czech Republic);
- "Reduce the burden of reporting projects" (DHL);
- Levels of funding need to be increased to maximise the effectiveness of these initiatives;
- Innovation in transport will have to find the acceptance and active involvement of citizens;
- The Commission should continue the allocation of funds towards similar projects, encourage dissemination of results and best practices among Member States and ease accession to funds to avoid bottlenecks;
- More effective at-source technical measures and operating practices should be developed to reduce the environmental impact of road transport, such as innovative coach and taxi-friendly city traffic organisation and guiding schemes, vocational training to obtain higher quality services, and upgrading the environmental performance of vehicles by higher standards. Best practices of innovative freight delivery and coach and taxi friendly policies and solutions, implemented at city level, should be exchanged and promoted, including at EU level;
- There are too many city initiatives. There should be one leading platform in the style of Covenant of Mayors;
- Make these initiatives flexible, so that there is scope for applicants to propose genuinely bottom-up approaches to shared European urban mobility issues;
- Apply a broad definition of innovation so as to include social, administrative and cultural innovation, and not just technical innovation;
- "Make funds easily accessible to new entrants" Passenger Transport Executive Group (PTEG);
- "More involvement of national authorities is needed to ensure that results are more likely to be transferred from one city to another. There is not enough dissemination of initiative results at the national level. More effort needs to be made to spread innovations widely" (Norwegian Public Roads Authority);
- Take into account the 80 million people in the EU with disabilities and their needs" (Spanish National Organisation of the Blind);
- "Only through transnational demonstration projects can cities be really engaged in working together to achieve White Paper goals. CIVITAS has

given opportunities for a small number of cities to be involved in this process but it is clear from the number of cities submitting bids that the demand greatly exceeds the available funding. There is an inequality of treatment between industrial research and city demonstration projects, even though both activities are essential to growing the market for new technologies and implementing EU sustainability policies. The EU should give careful consideration to increasing its financial support for city demonstration projects." (CIVINET Consortium)

4.4 Urban freight logistics

In spite of the fact that urban logistics is central to the efficiency and economic vitality of cities, stakeholders and private citizens believe that it is a much neglected area of urban transport. As shown in table 4-14, around 67% of respondents state that the current urban transport planning does not give sufficient consideration to urban freight logistics.

Participants from the logistics sector stress that the following actions would improve urban logistics:

- Increasing number of safe and legal loading facilities;
- Developing network of pick-up and drop-off loading points;
- Setting up specific arrangements for out-of-peak hour deliveries;
- Allowing use of bus and taxi lanes for out of hour deliveries;
- Allowing freight transport to make use of bus lanes;
- Optimizing traffic light synchronization;
- Creating safe and legal parking spaces for pick-up and delivery activities and coordinating utility/road works.

Logistics companies also express concern that the legal obligation to have professional drivers for low-emission vans exceeding 3.5t due, for instance, to the battery hampers the deployment of low-emission vans. Therefore, this obligation should be removed at the national and/or EU level.

Table 4-14 Focus on urban freight logistics

	Yes	No	I don't know
Does current urban transport planning give sufficient consideration to urban freight logistics?	12%	67%	21%
Should Information and Communication Technologies (ICT) be used to make urban freight transport more efficient?	81%	2%	17%

As shown in table 4-14, stakeholders call for the use of ICT to make urban freight transport more efficient. This view is expressed by 81% of the public consultation participants.

Table 4-15 gives a more detailed breakdown of views by category of respondents on the considerations given to urban freight logistics. 70% of associations/NGOs think that the current urban transport planning does not consider sufficiently urban

freight logistics. This view is shared by 82% of local/regional authorities and 91% of companies. Currently, none of the responding companies seem to believe that sufficient consideration is given to urban freight logistics.

Table 4-15 Breakdown of views by category of respondents

Does current urban transport planning give sufficient consideration to urban freight logistics?			
	Yes	No	I don't know
NGOs/Associations	11%	70%	19%
Local or regional public authority	9%	82%	9%
National public authority	-	50%	50%
Company	-	91%	9%
Personal capacity	16%	61%	23%
Others	22%	44%	33%

All associations of cities/public authorities, except the association of Netherlands municipalities (VNG), agree that the current transport planning does not consider sufficiently urban freight logistics. Three motorist associations also share this view but the other two such associations (FEMA and FIVA) are undecided. Of the four passenger associations, two believe that consideration given to urban freight logistics is insufficient, however, the other two disagree. Similarly, among environmental and safety associations, there is a mixed view towards the considerations given to urban freight logistics; three respond that the considerations are insufficient, one respond that attention is sufficient and the remaining three are undecided. Two of the three bicycle associations believe the considerations are low and one such association is undecided.

Of the five public transport associations, three think that consideration is limited while the two other are undecided. All associations of logistics/freight operators believe that current consideration given to urban freight logistics is insufficient. Of the two associations of vehicle/accessory manufacturers, ACEA believes that urban freight logistics has received insufficient attention. COLIPED is undecided.

Policy actions at EU level suggested by respondents to make urban freight transport more efficient are presented in Table 4-16 below:

Table 4-16 Policy actions needed at EU level

Which policy action should be taken at EU level?	The number of times choices were ticked. Participants were allowed to tick all that apply
Development and exchange of best practice	125
Support R&D Projects	99
Development of guidelines and recommendations	97
Provide a platform for stakeholders to exchange best practice	89
Development of standards on ICT applications	88
Legislation (e.g. on interoperability of equipment)	82
No action needed at EU level	12
Other	5

Additional policy actions mentioned concern the need to have sufficient city staff with a good understanding of urban freight delivery and the need to be strongly in favour of alternatives to roads as regards goods transport (water, river and rail routes).

Comments on the development and exchange of best practice and the provision of a platform for stakeholders to exchange best practices are presented in bullet points below:

- Existing initiatives, starting with ELTIS, CIVITAS and its support activities such as CIVINET, provide the right framework for this. Other existing independent networks, such as Polis, can efficiently support and strengthen European initiatives, which are already in place, including at the national level. Regarding the development of guidelines and recommendations, they should address among other things evaluation methodologies, data collection and formats;

- There should be more R&D projects in the form of feasibility studies, and a simple and effective legislation;

- Improving the interoperability of equipment may have some benefits in reducing logistics costs and improving the potential for more intermodal freight transport;

- Urban freight logistics have a strong interaction with long-distance freight flows. Modal diversification of the latter, supported under such EU policies as Motorways of the Sea, TEN-T and macro-regional strategies (such as the recent Atlantic Strategy) could radically change the practice on urban freight;

- DATEX-2, which was developed for information exchange between traffic management centres, traffic information centres and service providers in Europe, would improve ICT applications.

The general position of respondents seems to be that the EU could work together with the freight sector and involve it in strategy development. Since the commercial sector will always want to increase delivery efficiency and reduce costs, this could be a good Public-Private Partnership model, which could deliver an EU wide strategy for freight operators.

Table 4-17 Access Restriction Schemes and urban freight logistics

Do current Access Restriction Schemes in the city where you live or work affect urban freight logistics positively or negatively?	%
The Access Restriction Schemes could help urban freight deliveries if it was adjusted	34%
The Access Restriction Schemes have no effect on urban freight logistics	28%
The Access Restriction Schemes help efficient urban freight deliveries	25%
The Access Restriction Schemes hinder efficient urban freight deliveries	13%

There are diverse views on the impact of current ARS on city urban freight logistics. Some believe that ARS will help reduce congestion thereby facilitating urban freight distribution. Some respondents mention incentives such as liveability, road safety and air quality that make access restriction acceptable and desirable. Other respondents, however, believe that there is a trade-off between improving congestion and efficiency, as every access restriction reduces efficiency.

As can be seen from Table 4-17 above, some stakeholders would welcome certain adjustments to current practices, observing e.g. that a ban on deliveries between 23:00 and 07:00 would prevent efficient deliveries in urban areas.

4.5 Other topics

The online questionnaire solicited suggestions and/or comments on any other issue stakeholders felt might be relevant to the urban dimension of the EU transport policy. 19 stakeholders provided a list of suggestions, which is presented in this section. These suggestions relate to a variety of issues but mainly to social inclusion, provision of information to citizens, integration of urban and long-distance transport.

4.5.1 Social inclusion

Participants stressed the need for urban mobility plans to strongly feed into the EU 2020 target of reducing poverty and social exclusion by providing due consideration to localities with less developed transport infrastructure network. Comments relating to social inclusion include:

- Provision of safe and healthy mobility options in environments in which children and young people are likely to be found, such as schools, and sport and leisure centres needs to be focused on;
- With regard to public urban transport, R&D projects need to develop instruments for social inclusion;
- Currently, persons with disabilities face a multitude of barriers that prevent them from participating on an equal basis with other citizens. This exercise should lead to inclusive and specific actions that will tackle the barriers that disabled persons currently experience by means of high quality interconnection services;
- The positive contribution that mopeds, scooters and motorcycles make to urban transport through emissions and congestion reduction as well as social inclusion needs to be recognized and encouraged especially in localities with poor or non-existent public transport links.

4.5.2 Information provision to citizens

Stakeholders highlighted the need for more engagement with European citizens during strategy development. They also called on transport authorities to make

information easily available regarding transport options to facilitate the shift to public transport.

› "Exchange of information tools is good for both industry and citizens. For instance setting up a web-based Internal Market Information system for green zones/access restriction/congestion charging building on the existing EU-supported www.lowemmissionzones.eu would go a long way to address industry concerns without forcing common standards." (COSLA);

› "User behaviour and expectations are essential factors to build a more acceptable and efficient transport infrastructure and to manage the associated transport services. But users need to be involved in the process. Full information, positive incentives and the ability to choose should be provided to users to make sure they are on-board. Constraints and negative inputs are more likely to deter them from personal commitment." (FIA).

4.5.3 Integrating urban and long-distance transport

Respondents highlighted the importance of integration of urban and inter urban transport both for freight transport (promotion of economic growth) and for public transport (making this transport mode more attractive).

› "It is essential that urban mobility is not seen in isolation from long-distance transport. Successful development of an integrated sustainable transport network will boost EU's economic growth and job potential " (TfL, CEEP, European Federation of Inland ports);

› "As the most viable, safe and environmentally-friendly alternative to the private car, collective transport services by bus, coach and taxi should be brought as close to the citizen's doorstep as possible, by eliminating distortions of competitions between transport modes, by further integrating urban and inter-urban bus and coach services, by encouraging inter-modality and by facilitating interchange, multi-modal ticketing and passenger information prior to and during the journey." (Anav);

› "The development of high level services of railways between urban areas and the poles of regional interest needs to be undertaken in order to improve the development of interregional connections, including with the airports at the national level. It is important to remember that the maritime and peripheral areas are strategic places which must be connected with the hinterlands (freight issues) notably regarding economic development issues related to the attractiveness and competitiveness of those territories." (CIVINET consortium).

4.5.4 Various issues

Finally, respondents commented on a number of - often very specific - issues.

- "All strategies and activities should reflect the "Leipzig Charter on Sustainable European Cities" (approved in 2007) and "Territorial Agenda 2020" (approved in 2011)." (Ministry of Transport, Czech Republic);
- "The EU Urban ITS Expert Group has delivered a good work. The work of this group should continue, since it contains key stakeholders it is the ideal tool to discuss matters with a broad range of stakeholders in a way a project or a study would not be able to."(Kapsch AG);
- "Concrete instruments for the internalisation of external costs are not mentioned in the questionnaire although they are of highest priority. Mandatory internalisation instruments should be implemented." (European Association for Deceleration);
- "The EU campaign to reduce road deaths has been a great success. Nevertheless, the level of road deaths and serious injuries is still unacceptable. Further efforts and stretching EU targets should be adopted to reduce road casualties." (EUROCITIES);
- "Petrol and diesel engines must have a minimum target of 30 km/l. An incentive should be put in place to encourage hybrid and electric engines use." Citizen from Italy;
- "Regulation of vehicle design, in particular for heavy goods vehicles, should be reviewed, with standards introduced for tyre and brake wear, e.g. promoting the take up of fuel efficient and quieter tyres." (EUROCITIES);
- "The EU should support everyday urban cycling by applying mandatory standards to road design like in the Netherlands and Copenhagen." (Citizen from Germany);
- "For many cities in new member states, infrastructure and aging rolling stock is still an issue, even after some EU funded projects. This could be also an opportunity for linking the funding of new projects with more complex measures that include restrictions." (Citizen from Hungary);
- "Regulation of emissions via euro and CO_2 standards should be tightened to help improve air quality in cities and reduce carbon emissions." (EUROCITIES);
- "The European capitals and large urban centres have been defined as core nodes of the future TEN-T network. To play their role these big cities should work on solutions for both passengers and freight transport in view of connecting in a seamless and sustainable way the long distance traffic with the local and regional transport of goods and passengers. As it is the case with the other nodes of the network (ports, airports,…), being a core node of the TEN-T network implies rights and obligations." (European Federation of Inland Port Authorities).

Appendix A List of participants[16]

NGO/Association	
Name	**Main country of operation or residence**
ACEA	BE-Belgium
Allgemeiner Deutscher Automobilclub ADAC e.V.	DE-Germany
AmCham EU	AmCham EU is a non-for-profit organisation that speaks for American companies committed to Europe on trade, investment and competitiveness issues.
Anav - Associazione nazionale autotrasporto viaggiatori	IT-Italy
Association of Netherlands Municipalities (VNG)	NL-Netherlands
Austrian Federal Economic Chamber	AT-Austria
Bulgarian Society for Rail Transport	Other
Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.	BE-Belgium
CIVITAS-PAC	
Climate Alliance	DE-Germany
COLIPED	BE-Belgium
Confcommercio - Imprese per l'Italia	IT-Italy
COSLA	UK-United Kingdom
Départements & Régions cyclables	FR-France
EPOMM - European Platform on Mobility Management	BE-Belgium
EQUAL - European Quadricycle league	FR-France
EUGENT European Association for Deceleration	DE-Germany
Eurocities	
EuroCommerce	BE-Belgium
European Disability Forum	BE-Belgium
European Express Association (EEA)	Other
European Passengers' Federation, EPF	BE-Belgium
European Transport Safety Council	BE-Belgium
EVO the Dutch Shippers' Council	NL-Netherlands
Royale Belge des transporteurs et des prestataires de services logistiques	BE-Belgium
Fédération Internationale de l'Automobile (FIA)	BE-Belgium
Nationale des Associations d'Usagers des Transports (FNAUT).	FR-France
Federation of European Motorcyclists' Associations (FEMA)	BE-Belgium
Fédération SEPANSO	FR-France
FENEBUS - Spanish Federation of Transport by Bus	ES-Spain
Finnish Biogas Association	FI-Finland
deração Portuguesa de Cicloturísmo e Utilizadores da Bicicleta	PT-Portugal
GART	FR-France

[16] The list contains only those who did not object to the publication of their personal data. Those who replied in personal capacity are not included.

German Cities Association	DE-Germany
Going-Electric	BE-Belgium
HDE - German Retail Federation	DE-Germany
Inland Navigation Europe	BE-Belgium
International Road Transport Union (IRU)	Other
RAI Vereniging	NL-Netherlands
Spokes East Kent Cycle Campaign	UK-United Kingdom
the European Public Health Alliance (EPHA)	BE-Belgium
The Fédération Internationale des Véhicules Anciens (FIVA) –	BE-Belgium
Transfrigoroute International	BE-Belgium
Transport en Logistiek Nederland	NL-Netherlands
TU - Spanish Urban Collective Surface Transport Association	ES-Spain
UITP	BE-Belgium
Union des Transports Publics et Ferroviaires	FR-France

Local or regional public authority	
Name	Main country of operation or residence
Autonomous region of Madeira	P.T.-Portgual
City of Antwerp	BE - Belgium
City of Copenhagen	DK - Denmark
City of Gothenburg	SE – Sweden
City of Leipzig	DE - Germany
Communauté d'Agglomération de La Rochelle	FR – France
EMT Madrid	ES-Spain
Flemish Department of Mobility and Public Works	BE-Belgium
Flemish Region	BE-Belgium
Hamburg	DE-Germany
Handwerkskammer Frankfurt-Rhein-Main	DE - Germany
Handwerkskammer für München und Oberbayern	DE - Germany
Handwerkskammer Niederbayern-Oberpfalz	DE - Germany
Hengelo Municipality	NL - Netherlands
Municipality of Bologna	IT - Italy
Statutory City of Chomutov	CZ - Czech Republic
Stockholm Region	SE-Sweden
Tisséo-SMTC, the Public Transport Authority of the Greater Toulouse, the city of Toulouse and Toulouse Métropole,	FR -France
Transport for London.	UK-United Kingdom
Union of Towns and Municipalities of the Czech Republic	CZ- Czech Republic
Verband Region Stuttgart	DE - Germany
Vienna City Administration, Municipal Department 18 Urban Development and Planning	AT - Austria
Waterwegen en Zeekanaal NV	BE - Belgium

National public authority	
Name	**Main country of operation or residence**
The Czech Republic Ministry of Transport	CZ-Czech Republic
Norwegian Ministry of Transport and Communications Norwegian Public Roads Administration	NO-Norway NO-Norway

Company	
Name	**Main country of operation or residence**
SNCF	FR – France
Deutsche Post DHL	Other
Kaufland	DE - Germany
MOBIVIA Groupe	FR – France
Trivector Traffic	SE – Sweden
Kapsch AG	AT - Austria
SONAE	PT- Portugal

Academia	
Name	**Main country of operation or residence**
FraunhoferInstitut fur Materialfluss und Logistik, IML	DE-Germany

Others	
Name	**Main country of operation or residence**
Convention of Scottish Local Authorities (COSLA)	UK - United Kingdom
CIVINET consortium	ES - Spain
Passenger Transport Executive Group (pteg)	UK - United Kingdom
Pro Wald Freiberg	DE - Germany
Ajuntament de Barcelona	ES - Spain
CEEP - European Center of Employers and Enterprises providing Public services	BE - Belgium

Appendix B Questionnaire

1. Information about respondents

1.1 Personal data

1.1.1. In what capacity are you completing this questionnaire?
*

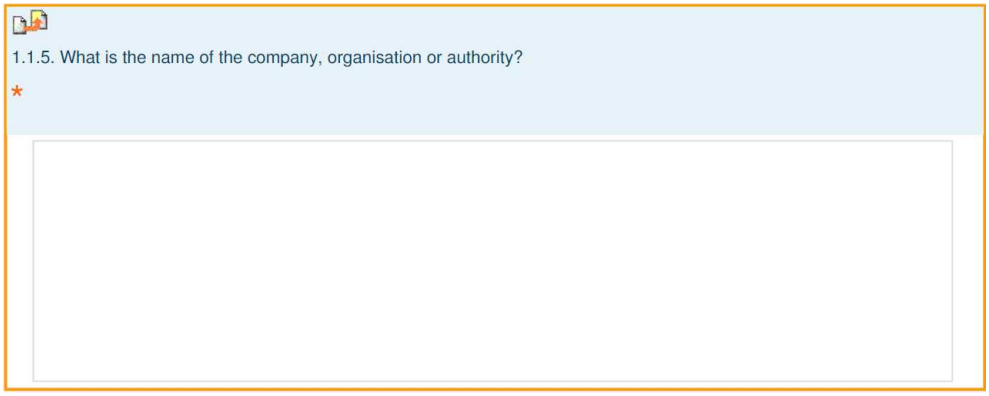
- My personal capacity
- Local or regional public authority
- National public authority
- Association or NGO
- Company
- Academia
- Other (please specify)

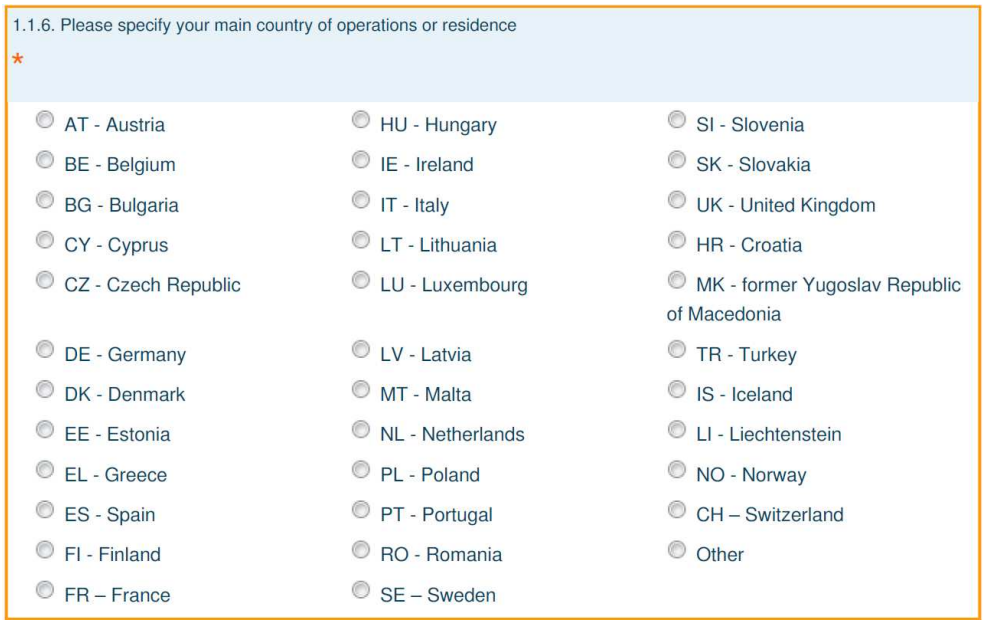
1.1.2. Please specify "Other"
*

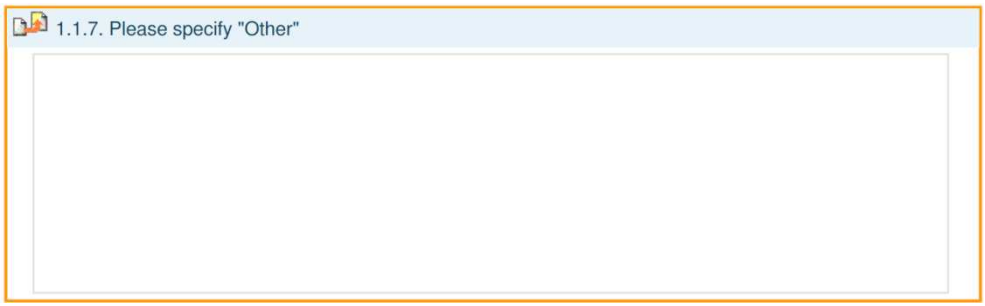
1.1.3. Is your association/organisation registered in the Transparency Register of the European Commission **http://europa.eu/transparency-register/index_en.htm** ?
Your contribution will be considered "as a citizen" if your organisation is not registered in this register
*

- Yes
- No

1.1.4. Please indicate the identification number
*







1.2 Publication

Contributions to the consultation, together with the identity of the contributor, may be published by the Commission, unless the contributor objects to the publication of the personal data on the grounds that such publication would harm his or her legitimate interests. In this case, the contribution may be published in anonymous form. If the contribution cannot be published at all, its content will not be taken into account.

1.2.1. Do you object the publication of your personal data and/or your contribution?
*

- No (the contribution may be published)
- I object to the publication of my personal data (publication in anonymous form)
- I object to the publication of my reply (the contribution will not be published nor will its content be taken into account)

2. Questionnaire on focal points

2.1 Local strategies for better and more sustainable urban mobility- and the plans that underpin them

2.1.1. Do you think that there is a lack of coordination between authorities and other actors in the use of various policy instruments and that integrated urban mobility planning could be an answer to tackle this issue?
*

- Yes
- No
- I don't know

2.1.2. Please specify

2.1.3. Do you agree that integrated Sustainable Urban Mobility Plans are a useful tool for fostering coordination at local and regional level?
*

- Yes
- No
- I don't know

2.1.4. Additional comments

2.1.5. Do you think that EU-support for the development of Sustainable Urban Mobility Plans would contribute to the broader take-up of such plans in urban areas across Europe?
*

- ○ Strongly agree
- ○ Somewhat agree
- ○ No view / Don't know
- ○ Somewhat disagree
- ○ Strongly disagree

2.1.6. Additional comments

2.1.7. What support should be provided at the EU level to facilitate the development of Sustainable Urban Mobility Plans?
More than 1 answer possible.
*

- ☐ Development and exchange of best practice on sustainable urban mobility planning
- ☐ Support R&D projects on urban mobility planning
- ☐ Provide a platform for cities to exchange best practice
- ☐ Development of guidelines and recommendations
- ☐ Support for professional training activities and staff exchange
- ☐ Financial support for the development of Sustainable Urban Mobility Plans
- ☐ Definition of the minimum scope and content of Sustainable Urban Mobility Plans
- ☐ Mandatory development of Sustainable Urban Mobility Plans for all cities in the EU
- ☐ Mandatory development of Sustainable Urban Mobility Plans for cities in certain situations (e.g. air quality problems, congestion)
- ☐ Others

2.1.8. Please specify "Others" *

2.1.9. Additional comments

2.1.10. Which topics should a Sustainable Urban Mobility Plan address?
Up to 7 answers possible.
*
(between 1 and 7 answers)

- ☐ Public Transport Plan including travel information, ticketing and payment systems
- ☐ Integration of transport and mobility services
- ☐ Walking and cycling
- ☐ Safety and security
- ☐ Procedures for citizen and stakeholder engagement
- ☐ Corporate mobility management plans
- ☐ School mobility plans
- ☐ Car sharing and carpooling facilities
- ☐ Urban logistics
- ☐ Parking management
- ☐ Access Restriction Schemes (e.g. 'green zones/low emission zones' and 'congestion charging schemes')
- ☐ Coherence with transport plans developed at regional, national and EU level.
- ☐ Coherence with urban development and land-use planning
- ☐ Procedures for impact or process evaluation; monitoring
- ☐ Accessibility; social inclusion; demographic change
- ☐ Investment, financing, Public Private Partnerships
- ☐ Others

2.1.11. Please specify "Others" *

2.1.12. Additional comments

2.2 Access restrictions and urban pricing schemes

2.2.1. Do you live or work in an urban area where an Access Restriction Scheme is considered or has been introduced?
*

- ○ Yes
- ○ No
- ○ I don't know

2.2.2. Addictional comments

2.2.3. What should be the principal objectives of an Access Restriction Scheme?
Up to 2 answers possible.
*
(between 1 and 2 answers)

- ☐ Improve accessibility
- ☐ Improve air quality
- ☐ Reduce greenhouse gas emissions
- ☐ Reduce noise emissions
- ☐ Improve road safety
- ☐ Improve liveability, leisure and recreation
- ☐ Others

2.2.4. Please specify "Others"
*

2.2.5. Additional comments

2.2.6. >Do you consider 'low emission zones' an effective measure to improve air quality in urban areas?
*

- ○ Strongly disagree
- ○ Somewhat disagree
- ○ No view / Don't know
- ○ Somewhat agree
- ○ Strongly agree

2.2.7. Comments

2.2.8. >Do you consider 'congestion charging zones' an effective measure to improve accessibility in urban areas?
*

- ○ Strongly disagree
- ○ Somewhat disagree
- ○ No view / don't know
- ○ Somewhat agree
- ○ Strongly agree

2.2.9. Additional comments

2.2.10. Which access criteria are most suitable to develop and implement Access Restriction Schemes in urban areas?
More than 1 answer possible.
*

- ☐ Vehicle categories (passenger cars, light and heavy duty vehicles, etc.)
- ☐ Size and weight of a vehicle
- ☐ Time based criteria
- ☐ Distance based criteria
- ☐ Others
- ☐ Environmental criteria of a vehicle
- ☐ Point based criteria (e.g. bridge, tunnel)
- ☐ Area based criteria
- ☐ Depends on local circumstances / objectives

2.2.11. Please specify "Others"

*

2.2.12. Additional comments

2.2.13. Do you think that EU support could facilitate a more harmonised development of Access Restriction Schemes by local authorities?

*

- Yes
- No
- I don't know

2.2.14. Please specify

2.2.15. Which support should be provided by the EU to facilitate a more harmonised development of Access Restriction Schemes?

*

- Development and exchange of information and best practice
- Development of voluntary guidelines and recommendations (e.g. regarding access criteria, the assessment of impacts, certification, monitoring and evaluation)
- Interoperability standards for equipment
- Mandatory criteria (e.g. regarding access, the assessment of impacts, certification, monitoring and evaluation)
- Others

2.2.16. Please specify "Others"

*

2.2.17. Additional comments

2.2.18. Which aspects regarding the development of Access Restriction Schemes should be covered by a more harmonised EU-approach?

More than 1 answer possible.

*

- ☐ Road signals
- ☐ Vehicle categories (passenger cars, light and heavy duty vehicles, etc.)
- ☐ Vehicle identification, incl. standards for corresponding technologies
- ☐ Access criteria
- ☐ Modalities of reclassification (e.g. following retrofits)
- ☐ Exemptions
- ☐ Methodology for impact assessment
- ☐ Methodology for monitoring and evaluation
- ☐ Technical interoperability (e.g. On Board Units)
- ☐ Others

2.2.19. Please specify "Others"

*

2.2.20. Additional comments

2.2.21. >Would a more harmonised EU approach on Access Restriction Schemes be beneficial?
*

- Yes
- No
- I don't know

2.2.22. Please specify

2.2.23. >Could a more harmonised EU approach on Access Restriction Schemes help develop the market for clean and energy-efficient vehicles and other 'green' transport technologies, as well as new mobility services?
*

- Yes
- No
- I don't know

2.2.24. Please specify

2.3 EU financial support for urban transport project

2.3.1. Would linking the access to EU funding for urban transport projects to the existence of Sustainable Urban Mobility Plans provide a safeguard that supported projects are in line with relevant local, national and EU policies?
*

- Strongly disagree
- Slightly disagree
- No view / don't know
- Slightly agree
- Strongly agree

2.3.2. Additional comments

2.3.3. Does particular added value arise where EU funding for urban transport projects seeks to foster innovation?
*

- Yes
- No
- I don't know

2.3.4. Please specify

2.3.5. How should Commission initiatives like CIVITAS or SMART CITIES AND COMMUNITIES evolve to engage cities more effectively in the innovation process?

2.4 Urban freight logistics

2.4.1. Does current urban transport planning give sufficient consideration to urban freight logistics?
*

- Yes
- No
- I don't know

2.4.2. Please specify

2.4.3. How could local authorities, logistics companies, and consignees improve urban freight deliveries?

2.4.4. Should Information and Communication Technologies (ICT) be used to make urban freight transport more efficient?
*

- Yes
- No
- I don't know

2.4.5. Please specify

2.4.6. Which policy actions should be taken at EU level to support this?
More than 1 answer possible.
*

- [ ] No action needed at EU level
- [ ] Development and exchange of best practice
- [ ] Provide a platform for stakeholders to exchange best practice
- [ ] Legislation (e.g. on interoperability of equipment)
- [ ] Development of standards on ICT-applications
- [ ] Support R&D projects
- [ ] Development of guidelines and recommendations
- [ ] Others

2.4.7. Please specify "Others"
*

2.4.8. Additional comments

2.4.9. Do current Access Restriction Schemes in the city where you live or work affect urban freight logistics positively or negatively?
*

- ( ) The Access Restriction Schemes help efficient urban freight deliveries
- ( ) The Access Restriction Schemes hinder efficient urban freight deliveries
- ( ) The Access Restriction Schemes could help urban freight deliveries if it was adjusted
- ( ) The Access Restriction Schemes have no effect on urban freight deliveries

2.4.10. Please specify

2.5 Other issues

2.5.1. Do you have any other issues, suggestions and/or comments that you would like to raise related to the urban dimension of EU transport policy?