

DRAFT THEMATIC GUIDANCE FICHE FOR DESK OFFICERS

SUSTAINABLE MULTIMODAL URBAN MOBILITY

VERSION 2 - 28/01/2014

RELEVANT PROVISIONS IN THE LEGISLATION

Regulation	Articles
Common Provisions Regulation (N° 1303/2013)	Annex I – Common Strategic Framework (Section 4.8.4, 5.2, 5.4.1, 6.5)
European Regional Development Fund Regulation (N° 1301/2013)	<p>Promotion of sustainable multi-modal urban mobility</p> <p>Article 5(4) (e) - Investment priority: promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multi-modal urban mobility and mitigation-relevant adaptation measures</p> <p>Related provisions:</p> <p>Article 5(7) - Investment priorities relating to TO7 (promoting sustainable transport and removing bottlenecks in key network infrastructures)</p> <p>Promotion of sustainable urban mobility linked to integrated actions for sustainable urban development</p> <p>Article 7 Sustainable urban development</p> <p>The ERDF shall support, within operational programmes, sustainable urban development through strategies setting out integrated actions to tackle the economic, environmental, climate, demographic and social challenges affecting urban areas, while taking into account the need to promote urban-rural linkages.</p>
Cohesion Fund Regulation (N° 1300/2013)	Article 4(a)(v) – Investment priority: promoting low carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures

This is a draft document based on the new ESIF Regulations published in OJ 347 of 20 December 2013 and on the most recent version of the relevant Commission's draft implementing and delegated acts. It may still require review to reflect the content of these draft legal acts once they are adopted.

1 Introduction

This thematic guidance fiche describes the importance of promoting sustainable urban mobility and explains the strategic framework and different funding possibilities for sustainable multimodal urban mobility regarding the ESI-Funds.

The guidance gives examples of eligible investments and draws conclusions of the lessons learnt from an evaluation of the 2000-2006 period. More background information about the regulatory framework, good practice as well as definitions and concepts can be found in the annexes.

In the current programming period, 9,63% of the total ERDF and CF funding for transport is allocated to urban transport and the promotion of clean urban transport (categories 25 + 52), which amounts to 7,82 billion euros (figures from the database INFOVIEW in July 2013).

Sustainable urban mobility was addressed in several policy documents of the European Commission such as the Green Paper on Urban Mobility (2007), the Action Plan on Urban Mobility (2009) and the White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (March 2011). Especially in the White Paper the linkage between Cohesion Policy on the one hand and sustainable urban mobility on the other hand is highlighted.

2 Strategic framework

The development of sustainable multi-modal mobility is one of the key challenges for European cities and functional urban areas in the coming programming period 2014-2020¹. Sustainable mobility includes several dimensions and components: sustainable, energy-efficient, accessible for all and affordable public transport systems; a friendly environment for soft transport modes such as cycling and walking; easy access to all neighbourhoods, on foot, by bike, by public transport; local transport networks that need to be well connected to regional networks; peri-urban networks that need to be planned within the context of overall land-use and spatial development; and transport nodes that need to be well integrated with social, cultural and economic activities.

2.1 Sustainable mobility as part of an integrated approach

Urban mobility should be one of the components of an urban integrated approach, which takes due account of conditions of access to services (health, education, culture) and of mobility from home to work or to education and training places. Urban transport is the core of any sustainable urban mobility plan, which can be embedded in the integrated strategy for sustainable urban development. Sustainable Urban Mobility Plans (SUMP) define a set of interrelated measures designed to satisfy the current and future mobility needs of people and businesses (further information in annex).

¹ Annex I of the CPR (Common Strategic Framework - Section 4.8.4) provides guidance on how to tackle urban mobility challenges with the use of ESI Funds and other EU policy instruments. It states that "Member States shall focus on sustainable forms of transport and sustainable urban mobility and on investing in areas that offer the greatest European added value, taking into account the need to improve the quality, accessibility and reliability of transport services to promote public transport. Once identified, investments shall be prioritised according to their contribution to mobility, sustainability, to reducing greenhouse gas emissions, and to the Single European Transport Area, in accordance with the vision set out in the Commission's White Paper entitled "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system", highlighting that a significant reduction in greenhouse gases is required in the transport sector."

Sustainable urban freight solutions should also be part of a mobility concept. The policies and measures defined in such a plan should therefore be based on careful analysis of demographic and socio-economic trends and comprehensively address all modes and forms of transport in the entire functional urban area: public and private, passenger and freight, motorised and non-motorised, moving and parked.

2.2 Accompanying measures to ensure the intended results

Investments in urban mobility should be accompanied by additional **measures to ensure a broad take up of supported new transport systems**. Only the construction/set up of systems is not sufficient to achieve the intended results of a project. Therefore, targeted incentives or specific dissuasive measures to ensure their competitiveness and attractiveness should be considered and undertaken. These are necessary to avoid the risk of investing in systems or infrastructure which are not used or severely underused leading to waste of public funding and excessive financial burden on the municipalities which are supposed to maintain them.

If measures like the change of bus lines/schedules (to encourage the take-up of a city rail), price related incentives or others are designed e.g., they should be part of the overall mobility strategy of a city and if relevant, be communicated well in advance to the public in the frames of an information campaign (e.g. to inform car and public transport users about the system and enforcement aspects).

2.3 Multimodality and accessibility²

Urban mobility needs to become less dependent on private car use. Therefore cities should effectively combine and integrate different mobility modes and facilitate the switch between walking, cycling, using trams, buses, trains, etc. **Multimodality – especially in a wider territorial context – should be favoured** and public transport be made more attractive. Harmonised tariff systems with single fares independent of transport modes need to be developed, and timetables need to be integrated and planned for multimodal use within a functional urban area. For this it is important to support multimodal travel information and planning services including integrated ticketing facilities.

Non-car mobility should be made more attractive and individual car traffic should be made socially and economically less attractive. This requires accessible public transport – accessible within the city, but also accessible to elderly people, people with disabilities and parents with children. It should also be easy to switch from car to public transport.

2.4 Sustainable mobility contributes to reducing CO2 emissions

Sustainable mobility contributes to the reduction of CO2 emissions as well as to the reduction of congestion which is important also from a health point of view. Congestion is resource-inefficient; it increases energy consumption and creates additional pollution, it is time and space consuming.

² According to Annex I of the CPR – Section 5.4.1 "Member States and the Commission shall, in accordance with Article 7, take appropriate steps to prevent any discrimination based on disability of this Regulation. Managing authorities shall ensure by means of action throughout the programme lifecycles that all products, goods, services and infrastructures that are open or provided to the public and are co-financed by the European Structural and Investment Funds are accessible to all citizens including those with disabilities in accordance with applicable law, thereby contributing to a barrier-free environment for persons with disabilities and the elderly. In particular, accessibility to the physical environment, transport, information and communication technologies in order to promote inclusion of disadvantaged groups, including persons with disabilities, shall be ensured. Actions to be undertaken may include directing investments towards accessibility in existing buildings and established services."

Congestion decreases the attractiveness and quality of the life in urban areas. Roads with heavy traffic could be barriers in cities and make neighbourhoods unattractive.

Greener vehicle technology is only part of the solution: as vehicles slowly become more fuel-efficient and alternative fuels and propulsion systems increase their market shares, there is a danger that car traffic will increase rather than decrease. While CO2 pollutant and noise emissions may thereby be reduced, congestion, lack of public space and road safety will remain unmitigated problems. It is therefore also important to find ways of changing the mobility behaviour of citizens.

2.5 Climate resilience of urban transport³

Climate change influences also in urban areas the stability and the functioning of transport infrastructure. Many climate impacts are accelerated or accentuated in urban areas. Challenges to operating infrastructure include i.e. coping with potentially higher operating temperatures during summer, protecting built environments against floods or ensuring water and energy supply during consumption peaks (e.g. cooling in "hotter" summers, heating in "colder" winters).

Climate change adaptation in urban transport needs to be considered in two ways: first, when constructing new infrastructure, climate resilience can be ensured by locating, designing and operating an asset with the current and future climate in mind. Secondly, existing infrastructure can be made more climate-resilient by retro-fitting and/or ensuring that maintenance regimes incorporate resilience to the impacts of climate change over an asset's lifetime. Due attention should also be paid to interdependencies with other infrastructure sectors as failure in one area can quickly lead to cascade failure. In urban areas, energy, water, ICT and transport infrastructure are also often co-located and extreme weather events could conceivably affect (or disrupt) all of these infrastructure assets simultaneously.⁴

Apart from CO2 emissions noise emissions should also be taken into account in the context of a sustainable urban mobility. Noise scores very high amongst citizens on their nuisance list, in particular from public transport (for example very noisy buses or trams early in the morning or late at night). Investment in low-noise rolling stock should therefore be considered for a sustainable urban mobility.

3. Regulatory scope of support

In line with the results orientation of the new legislative framework for cohesion policy, the ERDF and the Cohesion Fund (CF) regulations distinguish clearly between the **scope of support** for the ERDF / CF (the activities it may support) and the **investment priorities** for each thematic objective (objectives to which the ERDF / CF shall contribute). For an operation to be eligible for ERDF / CF support it must contribute to a specific objective defined for an investment priority and fall within the scope of the fund's activities.

³ For further information, please consult: Adapting infrastructure to climate change, Commission Staff Working Document, accompanying the Commission communication "An EU Strategy on adaptation to climate change", SWD(2013) 137 final of 16 April 2013, Brussels.

⁴ Royal Academy of Engineering (2011), "Infrastructure, Engineering and Climate Change Adaptation – ensuring services in an uncertain future", London.

3.1 Scope of support

The ERDF supports the development of endogenous potential through fixed investment small-scale infrastructure (Article 3 (1) (e) of the ERDF Regulation), as well as investments in infrastructure providing basic services to citizens in the area of transport (Article 3 (1) (b) of the ERDF Regulation – except in airport infrastructure, unless related to environmental protection or accompanied by investments necessary to mitigate or reduce its negative environmental impact – Article 3(2) (e) ERDF Regulation).

The Cohesion Fund shall, while ensuring an appropriate balance and according to the investment and infrastructure needs specific to each Member State, support investments in the environment, including areas related to sustainable development and energy which present environmental benefits (Article 2.1 (a) CF Regulation).

3.2 Investment priorities

With the Commission's initial proposal of the legislative package it was intended that ERDF and CF would support sustainable urban mobility covered by thematic objective 7 (promoting sustainable transport and removing bottlenecks in key network infrastructure). During the negotiations with the Council and the European Parliament, **urban mobility has been moved to thematic objective 4 (which supports the shift towards a low-carbon economy in all sectors)**. This has strengthened the importance of sustainability for both ERDF and CF support to urban mobility. Member States need therefore to demonstrate how their investments will contribute to climate change objectives.

ERDF and CF support to urban mobility should also focus on multi-modality as drafted. The investment priority:

Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multi-modal urban mobility and mitigation-relevant adaptation measures (Article 5(4)(e) ERDF & Article 3(a)(v) CF)

Since it is included under thematic objective 4, **sustainable multimodal urban mobility will** – if chosen by the MS – **count for thematic concentration requirements**, which focus on research & innovation, ICT, SME competitiveness and the low carbon economy. The shares of ERDF resources that have to be dedicated to thematic objective 4 (support to the low-carbon economy) are the following ones: at least 20% of ERDF resources allocated at national level in more developed regions, 15% in transition regions and 12% in less developed regions. The increase for less developed (from 6% to 12%) has been justified by the inclusion of sustainable urban transport among the possible investments. The share will go up to 15%, if the MS decides to use also the Cohesion Fund for the same purpose. However, the investment will have to demonstrate how it contributes to reduction of greenhouse gas emission.

3.3 Urban mobility and ex ante conditionality

Annex V of the CPR does **not require any specific ex ante conditionality relating to ERDF / CF support to urban mobility**. Indeed, despite the great interest of "sustainable urban mobility plans" (SUMPs) in the analysis and selection of investment priorities, **there is no legal basis in the CPR for requesting to develop such plans** when asking for ESI Funds support.

However, when preparing the comprehensive transport plan required for any investments in the field of transport (ex-ante conditionality 7.1 on Transport – Annex XI of the CPR), Member States shall give particular consideration to measures that are necessary for "mitigating exposure of urban areas to negative effects of transiting rail and road transport" (Art. 10.2 of TEN-T Guidelines). This plan should also provide information on priorities for investment in secondary connectivity, by showing how those investments will contribute to the Single European Transport Area.

3.4 Links to integrated actions for sustainable urban development

ERDF support to urban mobility could also count for the requirements set out in Article 7 of the ERDF Regulation (i.e. to the 5% of ERDF resources at national level dedicated to integrated actions for sustainable urban development).

For this, the Member State has to demonstrate that those investments form part of a sustainable urban development strategy tackling the economic, environmental, climate, demographic and social challenges affecting the urban area and taking into account the need to promote urban-rural linkages and will be implemented in an integrated manner.

For this purpose, Member States could be invited to develop a sustainable urban mobility plan (SUMP), embedded in an integrated strategy for sustainable development for all urban areas in which ESI funds will support urban mobility and transport projects. The European Commission has adopted at the end of 2013 an "Urban Mobility Package" to reinforce its supporting measures in the area of urban transport. The central element of the Urban Mobility Package is the Communication "Together towards competitive and resource efficient urban mobility". It is complemented by an annex that sets out the concept of Sustainable Urban Mobility Plans, as well as four Staff Working Documents on urban logistics, urban access regulations, deployment of Intelligent Transport System solutions in urban areas and urban road safety (link in Annex). The European Commission expects that the Member States will discuss the package in the Council.

Sustainable multimodal urban mobility could be financed under the future ETC programmes.

4. Key measures linked to investment priorities

The Common Strategic Framework (Annex I of the CPR) provides concrete orientations on what should be supported by the ESI Funds. The application of these orientations towards urban mobility investments gives the following guidelines:

- **Clean fuels and vehicles:** Section 5.2.1 (b) of the CSF on sustainable development invites Member States to "avoid investments that may have a significant negative environmental or climate impact, and to support actions to mitigate any remaining impacts". It is thus recommended to explore better options in terms of state of the art clean rolling stock (electric, gas, hydrogen, etc.). For example, diesel rolling stock should not be eligible. Moreover investments in rolling stock should not take place in an isolated way, but as part of an overall integrated urban mobility strategy. The European Commission therefore promotes investment in actions to reduce transport related air pollution, in particular retrofit or replacement programmes for bus fleets, incentive schemes for cleaner transport, improved public transport infrastructure and alternative forms of transport. At the beginning of 2013 the European Commission launched a clean fuel strategy, a package of measures to ensure the build-up of alternative fuel stations across Europe with common standards. The Clean Power for Transport package aims to facilitate the development of a single market for alternative fuels for transport in Europe. The package is still in negotiations with the Member States and the European Parliament (link in annex).

- **Intelligent urban transport:** Section 6.5 (c) on the CSF on "arrangements for addressing key territorial challenges" also invites MS and regions to address urban-rural linkages, in terms of access to affordable, high quality infrastructures and services, and problems in regions with a high concentration of socially marginalised communities". Therefore, intelligent urban transport systems covering the functional urban area should be promoted in order to improve urban-rural linkages and provide access to jobs and services from rural areas.

Intelligent Transport Systems (ITS) support urban policy goals in areas such as travel information and planning, traffic and demand management, smart ticketing, multimodal integrated datasets or cooperative systems. An integrated approach is even more important in urban areas, including various transport modes and mobility services combining both technical and policy issues. Citizens should be the central focus. ESI funds could support the development of an Intelligent Transport System for urban areas.

Furthermore, key actions are also mentioned in the Commission Staff Working Document of March 2012 on Elements for the CSF:

- Innovative transport pricing and user charging systems, traffic management and infrastructure for new carbon-free vehicles for urban transport.
- Integrated, sustainable and accessible urban mobility concepts in cities, city-regions and metropolitan areas, including public transport, cycling and walking. Multimodality of urban transport should be sought in all cases.

In this framework, **ERDF and CF can support financially the development of SUMP**s, stemming a thorough analysis of the urban environment, as well as support networking and exchange on urban planning practices related to relieving congestion and/or reduce carbon and other emissions from transport.

ESI Funds support to by-passes could also be envisaged, within the framework of a urban mobility strategy, provided that no other options would be possible to reduce city congestion. Indeed, these by-passes present the disadvantage to increase emissions at the same time due to additional car movements generated.

Financial Instruments can be used in support of some of these actions.

5. Recommendations for the OP programming 2014-2020

The ERDF evaluation 2000-2006 showed that while sustainable urban transport was prominent in objectives in national and regional strategic documents, the implemented projects did not fully follow these objectives. Urban transport projects usually entailed very high unit costs.

For the next programming period it is important to emphasize what should be changed, the programme needs to answer how this change will be achieved and by which actions.

5.1 Recommendations for the OP programming 2014-2020:

- Investments in urban transport should contribute to EU policy objectives.
- Investment in urban transport should aim at fostering a new, more sustainable urban mobility and transport culture and a shift "from a primarily car based personal mobility in cities to a mobility based on walking and cycling, high quality public transport and less-used and cleaner passenger vehicles" (Staff Working Document Transport White Paper 2011).

- Investment in urban transport should focus on relieving congestion and/or reduce carbon dioxide and other emissions (like noise) from transport; such interventions may have significant economic and environmental benefits. Investments in urban transport should also improve road safety.
- Investments should stem from a thorough analysis of the urban environment and support comprehensive urban (public) transport schemes designed to ensure a viable alternative to private car use.
- Integrated urban transport projects (including public transport and intelligent transport management) based on a sustainable urban mobility strategy should be supported. Early planning and consequent monitoring of implementation is needed.
- In many cases operation and maintenance heavily rely on local authorities or structures/companies depending on them, that encounter severe budgetary constraints in many MS. Therefore it is important to ensure financial sustainability of urban public transport/mobility investments. Also the institutional capacity and appropriate regulatory framework for local authorities should be considered.

The European Commission would like to see in the operational programmes:

- Investments in a sustainable urban mobility will follow **an integrated approach and will be based on a comprehensive mobility concept for a city or functional urban area**. A strategy includes an analysis of the needs and targets for mobility infrastructure and addresses all modes and forms of transport in a complementary manner: public and private, passenger and freight, motorised and non-motorised, moving and parked (multimodal approach).
- Investments in urban mobility will be accompanied by additional measures to ensure a broad take up of supported new transport systems. Alternative measures should be examined.
- Strategies focus on making non-car mobility more attractive than individual car traffic. This includes an accessible public transport for all citizens.
- Investments in sustainable mobility contribute to reducing CO₂ emission. Greener vehicle technology, fuel-efficient and alternative fuels are supported. Apart from CO₂ emissions noise emissions are also taken into account in the context of a sustainable urban mobility.
- If possible, the city/region defines measures for finding ways of changing the mobility behaviour of citizens.

5.2 Result orientation

Once a national/regional authority has made a decision on which needs should be addressed, it is necessary to formulate a specific objective for a region or a sector that should be addressed and set realistic targets. Appropriate indicators are then needed to monitor progress towards these targets.

Examples of result indicators:

- Urban public transport: Door-to-door **travelling time** in minutes on representative routes including connecting times
- **Congestion** (average speed as compared to the free-flow speed or average delay per km as compared to the free flow speed)
- **GHG emissions** from transport in kt of CO₂ equivalents
- Noise levels in db

- **Road accidents** (serious injuries, serious accidents and slight accidents per vehicle kilometres or per population, kilometres, together with supplementary information on accidents involving specific groups such as pedestrians, cyclists and children)

The programme should not multiply result indicators. Once the most appropriate indicators have been selected, the programme should provide a baseline, set a target and plan for appropriate monitoring during the lifetime of the programme.

Defining a precise quantified target that is achievable within the programming period may prove difficult in some cases. Programmers could use therefore qualitative targets (i.e. an expected direction of change, a range of value).

The basis is a demand analysis:

- Do the proposed result indicators reflect the specific objective? Where possible, are the result indicators used consistently across programmes?
- Are the targets for output indicators realistic, given the form of intervention, financial input, past performance and targets set for comparable interventions in other programmes?
- After having answered the question *what* should be changed, the programme needs to answer *how* this change will be achieved, by which actions.

Example:

The congestion in city Y is high and the region wants to mitigate this. The average delay per km on roads with free flow speed below 50 km/h (result indicator) is 18 seconds in 2013 (baseline) and should be brought down to 14 in 2022 (target). City Y explains that the huge number of commuters entering every day from the localities situated in the metropolitan area is responsible for the congestion. The introduction of a congestion charge has been contemplated, but the national legislation does not support it. On the other hand, a survey among commuters demonstrated that they would be willing to switch to public transport, provided there would be one ticket covering both the city and the metropolitan area. Lack of easily available information on schedules and transport options was also another problem identified. It has been therefore decided to use ERDF resources to co-finance the development of an integrated ticketing system, as well as an on-line/mobile application platform with information on transport options available (the action). There is no common output indicator referring to this output, therefore a programme specific output indicator has to be set – full deployment of the ticketing system by 2020.

Annex I: Links to legislation, information webpages, studies and good practice examples

Legislation and European strategies

- **Summary of European legislation by transport mode:**

http://europa.eu/legislation_summaries/transport/index_en.htm

- **White Paper "Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system" (March 2011):**

http://ec.europa.eu/transport/themes/strategies/2011_white_paper_en.htm

- **EU2020 Country Fiches prepared by DG MOVE:**

http://intratren/MOVE-EUROPE-2020/country_profiles.htm

- **Clean Power for Transport package:**

<http://ec.europa.eu/transport/themes/urban/cpt/>

- **Urban Intelligent Transport Systems (ITS) Information and guidance material including best practices:**

http://ec.europa.eu/transport/themes/its/road/action_plan/its_for_urban_areas_en.htm

- **Urban Mobility Package:**

http://ec.europa.eu/transport/themes/urban/ump_en.htm

Information webpages, studies, European Programmes and good practice examples

- **Clean and better transport in cities (CIVITIAS Initiative):**

The CIVITAS Initiative was launched in 2002 with the aim of supporting cities financially to introduce ambitious transport measures and policies towards sustainable urban mobility. In total, programmes in 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.

<http://www.civitas.eu>

- **ELTIS: The urban mobility portal:**

ELTIS supports the creation of urban transport systems, which use less energy and produce fewer emissions, while improving the competitiveness of urban areas and the mobility and quality of life of its citizens. ELTIS facilitates the exchange of information, knowledge and experiences in the field of urban mobility in Europe. It is aimed at individuals working in the field of transport as well as in related disciplines, including urban and regional development, health, energy and environmental sciences.

<http://www.eltis.org/>

- **Sustainable Urban Mobility Plans:**

Guidelines, trainings, examples, library and other information about sustainable urban mobility plans

<http://www.mobilityplans.eu/>

- **Factsheet of the European Investment Bank on urban public transport:**

The EIB places a strong emphasis on supporting public transport in urban areas and prioritises projects according to their efficiency and effectiveness in ensuring the sustainability of urban transport networks in cities. The factsheet also gives examples.

<http://www.eib.org/infocentre/publications/all/urban-public-transport.htm>

- **Study on integrated urban transport plans and Cohesion Policy (European Parliament, 2012):**

The aim of this study is to provide a clear understanding of the concept and status of urban areas, urban mobility and SUMP (or SUTP) in Europe. In addition, the link between Cohesion Policy and SUMP is analysed. Eight case studies were analysed: Cluj Napoca (Romania); Halle (Germany); Krakow (Poland); Tallinn (Estonia); Barcelona (Spain); Liverpool (United Kingdom); Rennes (France); and one cross-border region under the ETC objective: Strasbourg / Kehl (France/ Germany).

http://www.europarl.europa.eu/meetdocs/2009_2014/documents/regi/dv/pe474512_xm_/pe474512_xm_en.pdf

- **European Metropolitan network Institute (2012): Knowledge and Research Agenda on Sustainable Urban Mobility. Urban Practice Guide: the do's and don'ts of sustainable urban mobility policy in a peer-to-peer practitioners approach:**

The guide informs about measures and interventions 20 cities have taken in the field of sustainable urban mobility; what went right, what went wrong, what advice do they have for other cities thinking about similar projects. The examples have been grouped into different categories: measures and interventions linked to 'regulation and pricing', 'influencing lifestyle and behaviour' and 'urban space'. The guide also contains a section that is devoted to how cities can make best use of technological opportunities.

http://emi-network.eu/Research/Sustainable_urban_mobility/Urban_Practice_Guide/Cities_tell_their_stories_in_the_EMI_Urban_Practice_Guide_on_sustainable_urban_mobility

- **Study "How cities can motivate mobility mind-sets" (URBACT II, 2013):**

This paper from the URBACT work stream 'Motivating mobility mind-sets' focuses on the ways in which cities can facilitate the transition to a new urban mobility and gives good practice examples.

http://urbact.eu/fileadmin/general_library/19765_Urbact_WS5_MOBILITY_low_FINAL.pdf

- **PIMMS Capital (INTERREG IVC)**

12 regions (16 partners) came together for good practice exchange and capitalisation of mobility management ideas. The partners identified 14 good practices that have been exported between the regions. This capitalisation project supported by INTERREG IVC, PIMMS CAPITAL helped to produce an Action Plan for each of the 12 regions, setting out how the key stakeholders will commit to adopting the selected good practices.

<http://www.pimms-capital.eu>

- **REGIO Stars 2014 had a focus on urban mobility:**

Cat. 4: CityStar: Investment projects in sustainable urban public transport

http://ec.europa.eu/regional_policy/cooperate/regions_for_economic_change/regiostars_14_en.cfm

- **The Times: Information about the UK campaign "Cities Fit for Cycling" and good practice examples from Denmark**

<http://www.thetimes.co.uk/tto/public/cyclesafety/>

Annex II: Definitions and concepts

Sustainable Urban Mobility: Sustainable urban mobility should focus on the question: to what extent / in what ways do actors in cities and urban areas stimulate a transition towards mobility based on walking and cycling, high quality public transport and (decreased use of) cleaner passenger vehicles whilst at the same time maintaining the social and economic achievements of their current mobility system? (European Metropolitan Network Institute)

Multimodal transport: means the carriage of freight and / or passengers using two or more modes of transports (EU revised guidelines for the development of the Trans-European Transport Network).

Better modal choices will result from greater integration of the modal networks: airports, ports, railway, metro and bus stations, should increasingly be linked and transformed into multimodal connection platforms for passengers. Online information and electronic booking and payment systems integrating all means of transport should facilitate multimodal travel. An appropriate set of passengers' rights should accompany the wider use of collective modes (White Paper "Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system", March 2011).

Sustainable Urban Mobility Plan (SUMP): A SUMP is a strategic document developed and implemented in compliance with the present common framework by the designated Local Planning Authority. A SUMP is developed in an integrated, intergovernmental, and cross-sectorial approach by the Local Planning Authority and implemented in a participatory approach, in close consultation with the public and relevant stakeholders. A SUMP shall foster a balanced development of all relevant transport modes, while encouraging a shift towards more sustainable modes. The plan shall put forward an integrated set of technical, infrastructure, policy-based and soft measures to improve performance and cost-effectiveness with regard to the declared goal and specific objectives (DG MOVE).

Intelligent Transport Systems (ITS) are advanced applications which without embodying intelligence as such aim to provide innovative services relating to different modes of transport and traffic management and enable various users to be better informed and make safer, more coordinated and "smarter" use of transport networks (recital 3 of the Directive 2010/40/EU)