



# PARTNERSHIP URBAN MOBILITY

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**ACTION PLAN  
IN BRIEF**

# PARTNERSHIP URBAN MOBILITY

The information and views contained in the present document are those of the Partnership and do not reflect the official opinion of the European Commission. The selection of the actions reflects the main priorities of the partners in line with the objectives of the Urban Agenda, but cannot be considered as complete and comprehensive view on the urban mobility topic. The Pact of Amsterdam states that the Action Plan „can be regarded as non-binding“. Therefore, the actions presented in this Action Plan are not compulsory.

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# THE URBAN AGENDA FOR THE EU

More and more people are living and working in cities. With the current European trend towards urbanisation, the importance of cities and urban areas is set to continue to grow. At the same time, cities are facing ever greater social challenges in respect of the environment, transport and social cohesion. The Urban Agenda aims to address those challenges. Cities are the place where European sectoral legislation comes together (in sometimes conflicting ways) and is being implemented. To fully exploit the potential of urban areas the urban dimension should be stronger embedded within EU policies. This explicitly does not mean new or more competences for the EU, but a better working method, focused on cooperation between the EU, Member States and cities.

The Urban Agenda for the EU was officially established by the Pact of Amsterdam, agreed by the EU Ministers responsible for urban matters in May 2016.

The Urban Agenda aims to promote cooperation between Member States, cities, the European Commission, European organisations and other stakeholders in order to achieve a sustainable, socially inclusive, innovative and economically powerful Europe. The Urban Agenda sets out a new way of working together to stimulate growth, liveability and innovation in the cities, gain maximum benefits from their growth potential and successfully tackle current and future challenges.

This new approach includes the creation of a range of European partnerships aimed at:

- promoting the involvement of cities in EU policy making, and the development, implementation and evaluation of more 'urban friendly' European legislation ('Better Regulation');
- ensuring better access to and use of European funds ('Better Funding');
- improving the European urban knowledge base and stimulating the sharing of best practice and cooperation between cities ('Better Knowledge Exchange').

The partnerships will focus on twelve agreed priority themes of the Urban Agenda for the EU. One of these is the Partnership Urban Mobility.



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

## THE URBAN AGENDA FOR THE EU FOCUSES SPECIFICALLY ON THREE PILLARS OF EU POLICY MAKING AND IMPLEMENTATION:

### BETTER REGULATION

“Drawing on the general principles of better regulation, EU legislation should be designed so that it achieves the objectives at minimum cost without imposing unnecessary legislative burdens. In this sense the Urban Agenda for the EU will contribute to the Better Regulation Agenda.”

Urban Agenda for the EU –  
Pact of Amsterdam, Article 5.1

### BETTER FUNDING

“The Urban Agenda for the EU will not create new or increased EU funding aimed at higher allocations for Urban Authorities. However, it will draw from and convey lessons learned on how to improve funding opportunities for Urban Authorities across all EU policies and instruments, including Cohesion Policy.”

Urban Agenda for the EU –  
Pact of Amsterdam, Article 5.2

### BETTER KNOWLEDGE

“Reliable data is important for portraying the diversity of structures and tasks of Urban Authorities, for evidence-based urban policy making, as well as for providing tailor-made solutions to major challenges.”

Urban Agenda for the EU –  
Pact of Amsterdam, Article 5.3



# THE PARTNERSHIP

The Partnership for Urban Mobility brings together five Member States, eight cities, two regions, the European Commission (DG REGIO, DG MOVE, DG ENV), the European Investment Bank, two leading European umbrella organisations (EUROCITIES, CEMR) as well as four further stakeholders (POLIS, UITP, ECF, Walk21).

## THE COORDINATORS

The Partnership is coordinated by the **City of Karlsruhe** (Executive and External Relations Department, Planning Department) and the Ministry of Regional Development of the **Czech Republic** (Department of Regional Policy, Urban Policy Unit). Both coordinators have established **Advisory Boards** which include mobility experts from other relevant national ministries, municipal departments, research institutions and universities as well as from public transport companies and the economy.

## THE WORKING STRUCTURE

The **Urban Agenda Secretariat** consisting of Ecorys, EUROCITIES and the European Urban Knowledge Network (EUKN) provides technical and administrative support to the coordinators.

A **Management Team** consisting of the coordinators, the secretariat and the European Commission coordinates the Partnership's day-to-day business in weekly meetings. The thematic discussion takes place in **Working Groups** where partners focus on specific mobility issues. Their outputs are discussed at **Partnership Meetings** which take place up to five times a year, depending on progress. If possible, the Partnership Meetings are linked to relevant conferences and workshops to offer an additional knowledge exchange on the Partnership's focus topics. **External Experts** can be consulted for an additional expertise on certain topics.



## OBSERVERS

- URBACT
- Federal Ministry of the Interior, Building and Community (GER)
- Ministry of the Interior and Kingdom Relations (NL)

## PARTNERS

### 8 Cities, 2 Regions:

- Bari (IT)
- Bielefeld (GER)
- Burgas (BG)
- Gdynia (PL)
- **Karlsruhe (GER)**
- Malmö (SE)
- Nijmegen (NL)
- Skåne Region (SE)
- Torres Vedras (PT)
- Wallonia Region (BE)

### 5 National States:

- Cyprus
- **Czech Republic**
- Finland
- Romania
- Slovenia

### 2 EU Institutions:

- **European Commission**  
DG REGIO  
DG ENV  
DG MOVE
- **European Investment Bank (EIB)**

### 2 Umbrella Organisations:

- Council of European Municipalities and Regions (CEMR)
- EUROCITIES

### Stakeholders:

- European Cyclists' Federation (ECF)
- POLIS
- UITP
- Walk21

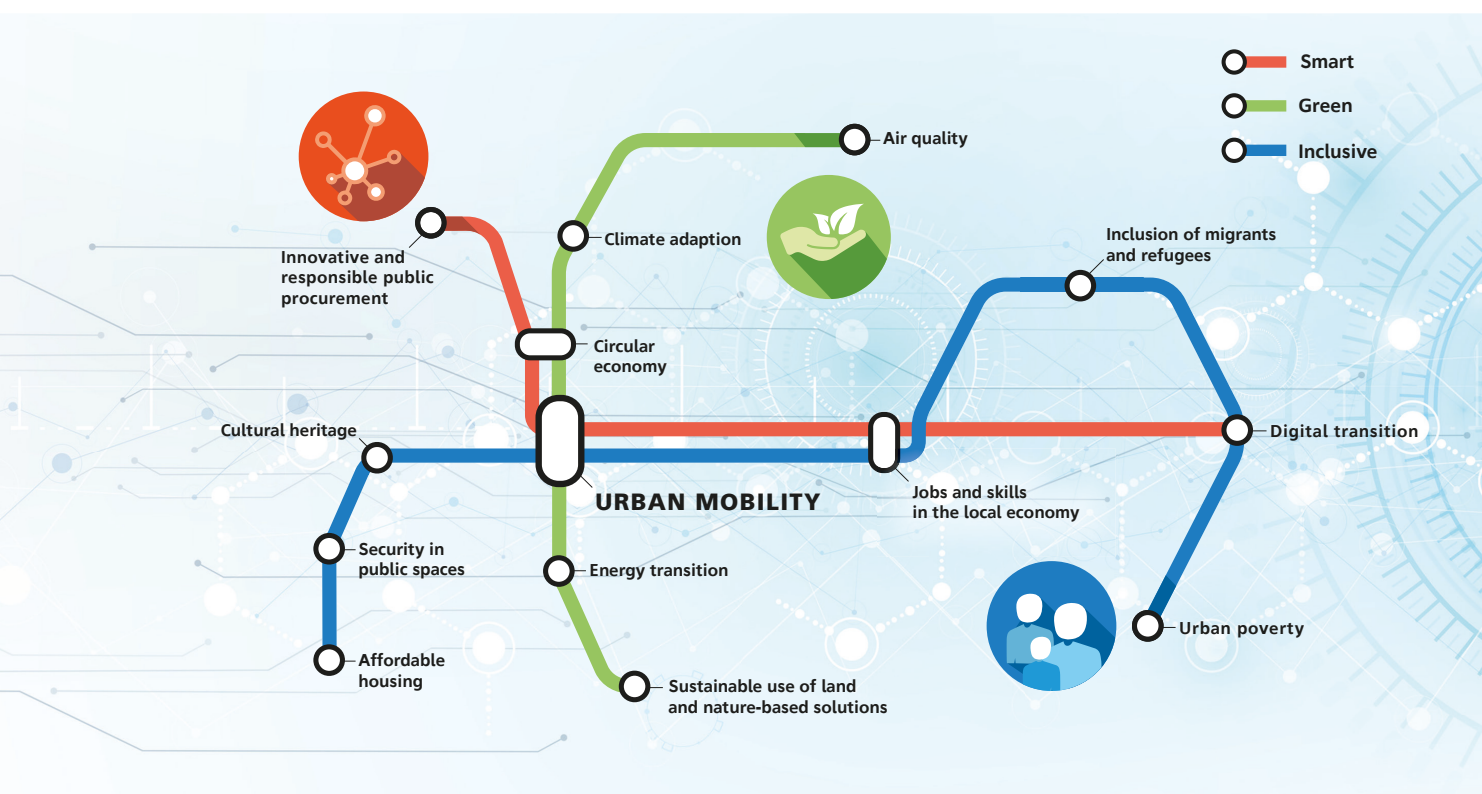
## SUPPORT

Urban Agenda Secretariat: Ecorys, European Urban Knowledge Network (EUKN), EUROCITIES  
External Experts

# THE OBJECTIVES

Mobility is a highly interlinked topic. Important issues of integrated urban development, such as sustainable urban development, urban climate change, innovative mobility, and a people-oriented design of social cities cut

across sectors and departments to involve a wide range of stakeholders within network structures. In addition, there are important links between mobility and health aspects. Motorised traffic in particular can have a



negative impact on the health of local residents, while individual mobility behaviour, especially the active modes, can offer a wide range of cross benefits.

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

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

The links between the partnerships have been explored during bilateral meetings organised

in the context of the Coordinators meetings or bilateral exchanges during the progress of the partnerships work.

As stated in the Pact of Amsterdam, the **objectives of the Partnership for Urban mobility**:

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

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



**GOVERNANCE  
AND PLANNING**



**PUBLIC TRANSPORT  
(INCLUDING  
CLEAN BUSES)  
AND ACCESSIBILITY**



**ACTIVE MODES OF  
TRANSPORT AND  
PUBLIC SPACE**



**NEW MOBILITY  
SERVICES AND  
INNOVATION**

The focus on these thematic priorities was the result of discussions during the initial stocktaking phase of the Partnership, described in the Orientation Paper in May 2017. The functioning of the Partnership with working arrangements and an overview about the work plan with deliverables and timetable is also described in detail in this paper. It was discussed and acknowledged by the Urban

Development Group and the Directors-General Meeting on Urban Matters in spring 2017 during the Estonian EU Presidency.

This action plan aims to put forward an elaboration of actions necessary to address the challenges experienced in line with the topics outlined above.



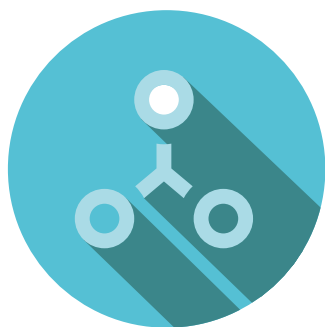
# THE ACTIONS

The members of the Partnership have identified nine main actions that the Partnership will start implementing, followed by a set of recommendations about the role of cities and regions in the current EU financing framework and the improvement of cross-border mobility. The implementation of the actions will be supplemented by separate Implementation Plans to structure and organize the work between the members of each action (roadmap).

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







## GOVERNANCE AND PLANNING

### ACTION No 1: Reinforcing multi-level cooperation and governance

Developing and implementing comprehensive and integrated urban mobility policies for towns and cities, which cover the functional urban area and hinterland connections, requires close cooperation between different levels of government and across administrative boundaries.

The present action seeks to examine what working structures, formal or informal, have been or could be put in place to facilitate the legal, planning and funding processes for local and regional authorities.

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

#### Usefulness

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

#### Action Leaders

EUROCITIES, CEMR

### ACTION No 2: Reinforcing the uptake of sustainable urban mobility planning

Sustainable Urban Mobility Planning (SUMP), with EU guidelines for cities, is a core element of the EU urban mobility policy and very useful tool for cities. This action seeks to strengthen the SUMP concept by revising its guidelines, reinforce national frameworks and provide good practices.

1. Overview and analysis of the national frameworks that exist in the 28 Member States in order to create a complete overview of the state-of-play for implementing urban mobility plans and complete country profiles available via the SUMP platform.
2. Populate a single city database on with information about urban mobility and transport plans in European towns and cities
3. Produce a set of examples of good practice with regard to SUMPs, from across the EU, covering towns and cities of different sizes.
4. Produce updated SUMP guidelines in line with recent developments in transport and mobility

#### Usefulness

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

#### Action Leader

European Commission  
(DG REGIO and DG MOVE)



## PUBLIC TRANSPORT AND ACCESSIBILITY

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

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

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

#### **Usefulness**

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

#### **Action Leaders**

UITP, Walk21, City of Karlsruhe



**ACTION No 4: Scaling up innovative clean buses**

Clean (alternatively fuelled such as electric, hydrogen) buses in urban areas can offer considerable advantages: reductions in emissions of greenhouse gases, air pollutants and noise. The action seeks to support the market introduction of clean buses, inter alia by Clean Buses Deployment Initiative and EU funds.

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

**Usefulness**

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

**Action Leaders**

European Commission (DG MOVE), UITP







## ACTIVE MODES OF TRANSPORT AND THE USE OF PUBLIC SPACE

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

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

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

#### **Usefulness**

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

#### **Action Leaders**

European Commission (DG MOVE),  
European Cyclists' Federation

### **ACTION No 6: Promoting sustainable and active mobility behaviour**

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

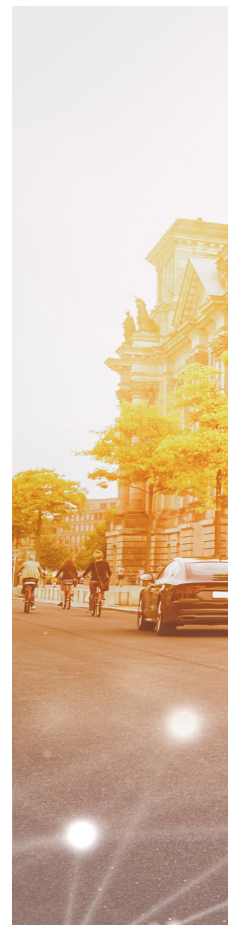
1. Collect best-practices on mobility plans for schools and companies.
2. Collect practices of drivers for behavioural change.

#### **Usefulness**

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

#### **Action Leader**

City of Gdynia



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

The growing number of low emission zones, congestion charging zones and other access regulation schemes (UVAR) within the EU may create confusion for citizens. The action is intended to increase transparency and address fragmentation of the schemes by providing non-binding guidelines.

1. Increase transparency of the schemes and make available relevant information to the public easier, more effectively and increasingly digital, by using the existing tool ([www.urbanaccessregulations.eu](http://www.urbanaccessregulations.eu)) as a starting point.

2. Address fragmentation and patchwork of the schemes while respecting the subsidiarity principle by providing recommendations and best practices that can support local administrators in designing and implementing urban vehicle access restrictions.

#### **Usefulness**

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

#### **Action Leader**

European Commission (DG Move)







## NEW MOBILITY SERVICES AND INNOVATION

### **ACTION No 8: Exploring the deployment of New Mobility Services**

New mobility services such as ride hailing apps, car sharing services and bike sharing systems are becoming part of the mobility offer of many European cities. The action aims to investigate the opportunities of integrating these services to support transport authorities in dealing with congestion, air quality challenges and more sustainable transport service development.

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

#### **Usefulness**

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

#### **Action Leader**

POLIS

### **ACTION No 9: Setting up a European framework for fostering urban mobility innovation**

For cities, it is often an administrative burden to get European funding for innovative projects. The conditions are too strict and the funding schemes are not always ready for new business models. The PUM wants to create a position paper with bottlenecks and possible solutions and discuss and present that paper with national contact points for the update of the post 2020 funding schemes and at relevant conferences to get for more attention for the needs of the cities.

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

#### **Usefulness**

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

#### **Action Leader**

City of Nijmegen



## RECOMMENDATIONS

### RECOMMENDATION No 1: Involve municipalities, cities and regions in the multi-annual financial planning

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

### RECOMMENDATION No 2: Improving cross-border mobility

- National spatial plans and regional development plans should focus on the entire border region taking into account the cross-border dimension.
- Border regions should be recognised and actively supported as experimental fields and living labs for innovative, sustainable and multimodal mobility solutions.
- Existing cross-border cooperation platforms which have proved successful, such as the European Grouping of Territorial Cooperation (EGTC), should be further politically strengthened and practically consolidated.
- The funding structure for cross-border mobility and development projects should become easier and more realistic.

# JOINT STATEMENT OF POLITICAL AND LEADING REPRESENTATIVES

Karlsruhe, 6th March 2018

We, the **political and leading representatives** of the Partnership for Urban Mobility, who met in Karlsruhe on 6th March 2018 to discuss the potential of the Partnership for Urban Mobility to shape future mobility policies, would like to make the following joint statement:

We recognise that the Urban Agenda for the EU, officially established by the Pact of Amsterdam and agreed at the Informal Meeting of the EU Ministers responsible for Urban Matters in May 2016, aims to promote cooperation between all levels of governance in order to achieve a sustainable, socially inclusive, innovative and economically powerful Europe.

The Urban Agenda for the EU focuses specifically on three pillars of EU policy making and implementation: better regulation, better funding, and better knowledge exchange. It introduces a new working method by setting up twelve thematic partnerships focusing on a range of priority topics with; the Partnership for Urban Mobility being central among them.

The Partnership for Urban Mobility aims to foster sustainable and efficient mobility in urban areas in order to support better services to citizens, and to create new opportunities based on innovative solutions.

The focus of the Partnership is on the medium and long-term perspective for the urban mobility, and addresses the following four key areas:

- governance and planning,
- active modes of transport and the use of public space,
- public transport and accessibility,
- new mobility services innovation.

**WE, the political and leading representatives of the Partnership for Urban Mobility:**

**UNDERLINE** that the Urban Agenda for the EU is one of the most important and promising tools we have in fostering the urban dimension in policies at all levels of governance (regional, national and European level), especially towards the post-2020 EU Cohesion Policy;

**EMPHASISE** that the partnership approach, based on an equal participation of all levels of governance, enriched by the expertise of relevant stakeholders, demonstrates a proven added value by reflecting and respecting the interests and the needs of the different actors actively involved in developing urban mobility across Europe;

**ACKNOWLEDGE** that mobility at the local level is a key development tool in European urban areas, having reached a common understanding of this issue by selecting the most relevant topics for improving urban mobility in our joint draft Action Plan;

**ENDORSE** the objectives of the Partnership for Urban Mobility and support its implementation in terms of better regulation, better funding, and better knowledge exchange;

**WELCOME** that the Partnership coordinated by the City of Karlsruhe and the Czech Republic has elaborated a draft Action Plan, which is now open for consultation and public feedback. This document is a joint effort of all partners, developed in close exchange with relevant stakeholders from across Europe;

**RECOGNISE** that the finalisation of the Action Plan and its implementation are important milestones for the success of the Partnership. This calls for an ongoing commitment and support from all partners including stakeholders as well as for the awareness and the spirit of shared responsibility for our Partnership;

**STRONGLY RECOMMEND** that the actions defined in the draft Action Plan should be further elaborated in order to facilitate its implementation;

**WELCOME** the Partnership's commitment to transparency in all project phases demonstrated by inviting other cities, regions, Member States and stakeholders to contribute to the Action Plan through various outreach activities;

**INVITE** decision makers at all levels of governance to take forward the conclusions and recommendations of the Partnership in shaping, funding and implementing future urban policies.

We, the political representatives and leading representatives, wish the successful accomplishment of the goals of the Partnership with the support of all relevant stakeholders across the EU and look forward to meeting again to scale up the future of the urban mobility with the Partnership's Action Plan already in place.

The Joint Statement was signed by the political and leading representatives of the Partnership for Urban Mobility who were in office at that time.



MINISTRY  
OF REGIONAL  
DEVELOPMENT CZ



ΤΜΗΜΑ ΠΟΛΕΟΔΟΜΙΑΣ ΚΑΙ ΟΙΚΗΣΕΩΣ  
TOWN PLANNING AND HOUSING DEPARTMENT



COMUNE DI BARI



REPUBLIC OF SLOVENIA  
MINISTRY OF INFRASTRUCTURE





# VOICES FROM THE PARTNERSHIP



## Karlsruhe, Germany

### Dr. Frank Mentrup

Lord Mayor

"I fully support 'The Urban Agenda for the EU' as an initiative to give cities a powerful voice at EU level. Cities play a decisive role in developing pragmatic and future oriented solutions for the challenges ahead – and urban mobility is a key topic that strongly affects the daily life of European citizens. The Partnership gives us the chance to position cities as strategic partners for the future of Europe."



## POLIS

### Karen Vancluysen

Secretary General

"Urban mobility is going through a paradigm shift that is both dynamic and exciting, but local authorities at the same time need to address severe societal challenges such as congestion, air pollution, and safety. Now is the time for city authorities to step up and create the kind of mobility ecosystem and regulatory framework that favours healthy, clean and sustainable travel habits. POLIS is honoured to be part of the Partnership for Urban Mobility as a stakeholder and action leader for new mobility services."



## Finland

### Anne Berner

Minister of Transport and Communications

"The world is changing rapidly. We are at the beginning of a new, service-based era of transport. Urban areas are leading the way in Mobility as a Service. We as governments need to enable and facilitate the process of digitalisation by introducing appropriate legislation. The key element is how we handle the use of data."



## Czech Republic

### David Koppitz

Deputy Minister for Regional Development

"Through our engagement as one of two coordinators of this 3-year 'project' we have gathered lots of new experience and learnt new ways of approaching the EU, national and local policies in terms of multi-level cooperation and governance on the varied field of urban mobility that ranks among highest priorities of our cities. In general the modern urban mobility should be focused on sustainable mobility, active modes of transport or new trends in mobility."



## ○ Gdynia, Poland

### **Katarzyna Gruszecka-Spychala**

Deputy Mayor

"It's an honour for Gdynia to participate in the Urban Agenda community that makes our cities liveable and sustainable. Being one of the leaders in active mobility actions, we do our best to create more walkable and cyclable cities, at the same time benefiting from our PUM partners' experience."



## ○ Bari, Italy

### **Antonio Decaro**

Mayor

"The Urban Agenda is a key tool for the future mobility in European cities. I consider the promotion of sustainable mobility and the reinforcing of the multi-level cooperation as instruments that can make our cities more liveable. Rethinking our cities in a new way will guarantee us a better future."



## ○ UITP

### **Mohamed Mezghani**

Secretary General

"UITP sees the Urban Agenda as a vital collective mechanism that will empower all levels of government to turn urban challenges into great opportunities. Public transport makes cities what they are, connecting communities and creating the conditions for economies to flourish."



## ○ Cyprus

### **Athena Aristotelous-Cleridou**

Director, Department of Town Planning and Housing, Ministry of Interior

"We will facilitate the dissemination and implementation, within the scope of its remit, of the Partnership's deliverables, aiming to foster the sustainability of our cities' mobility and their prosperity within the European urban network."



## ○ Skåne Region, Sweden

### **Mätta Ivarsson**

Chair of the Regional Development Committee

"Skåne has ambitious mobility goals set for the future, and our challenges are shared by several European cities. The Partnership has addressed important issues and pointed out key measures which need to be taken into consideration by the EU."



## ○ Wallonia Region, Belgium

### **Carlo Di Antonio**

Minister for Mobility, Land Use Planning and Environment

"55% of Walloons live in urban regions; in a Europe wide trend to metropolisation, cities have a key role to play. Urban mobility must be at once more fluent, green, secure and multimodal. The Partnership is a way to shape and promote solutions fitted for middle-sized cities, in close link with rural nearby areas."

# VISIBILITY AND PARTICIPATION



The Partnership for Urban Mobility has carried out a **public consultation** from 15 February to 9 April 2018 on the drafted actions. This Public Feedback was part of a process to evaluate the actions and recommendations developed by the Partnership.

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

The **political and leading representatives** of the Partnership held a meeting back to back with the regular partnership meeting in Karlsruhe in March 2018 highlighting that the Urban Agenda for the EU is one of the most important and promising tools that we have for fostering the urban dimension in policies at all levels of governance.

## CONTACT THE COORDINATORS

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**FEBRUARY 2017  
KICK-OFF MEETING IN PRAGUE**







For further information and the full version of the Action Plan please visit:  
[www.ec.europa.eu/futurium/en/urban-agenda](http://www.ec.europa.eu/futurium/en/urban-agenda)  
[www.ec.europa.eu/futurium/en/urban-mobility](http://www.ec.europa.eu/futurium/en/urban-mobility)



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