S.M.ALL

Sustainable
Mobility

for

All

URBACT, BASELINE STUDY

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E pur si muove!

And yet it moves!

Galileo Galilei

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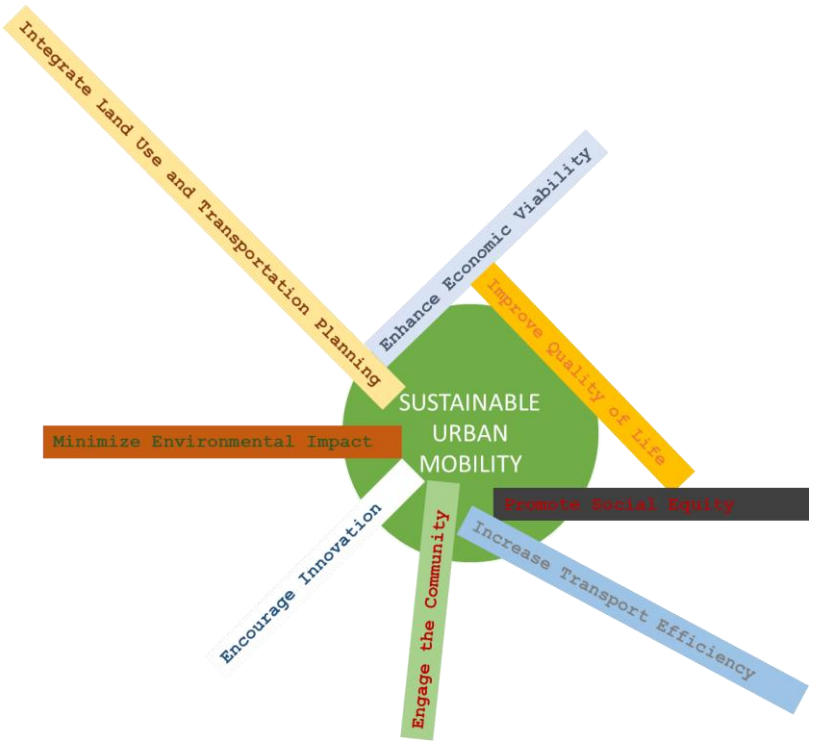
Integrate Land Use and Transportation Planning
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Improve Quality of Life
SUSTAINABLE
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Minimize Environmental Impact
Promote Social Equity
Encourage Innovation
Engage the Community
Increase Transport Efficiency

FOREWORD

The main challenges of current city planning inevitably involve seeking a new relationship with the ways we move in urban and extra-urban contexts. Urban mobility has always been a dominant theme in urban planning, but nowadays it takes on additional dimensions. It's not just about technical and infrastructural aspects or the division and use of spaces; it looks into into the heart of the environmental impact generated. Air pollution, noise, externalities related to accidents, and especially the quantity and type of energy resources consumed for transportation can no longer be underestimated.

The recently concluded COP 28 proposes a path that will gradually eliminate the use of fossil fuels, currently the main energy source for various modes of transportation. The charter on oil and gas decarbonization outlines principles and key actions that clearly open up new scenarios for the planning and implementation of urban mobility.

In the "Global Renewables And Energy Efficiency Pledge (2023)," there is a clear commitment to careful energy use:

"Commitment to put the principle of energy efficiency as the 'first fuel' at the core of policymaking, planning, and major investment decisions."

At the same time, *"The Industrial Transition Accelerator"* will catalyze decarbonization across heavy-emitting sectors, including energy, industry, and transportation. (Summary of Global Climate Action at COP 28, 2023)

In addition to these global references, there are the action contexts within the European Union and various national policies that promote a different approach to urban mobility, focusing on efficient resource use, their types, and their impact on ecosystem health and, of course, citizens' well-being.

Beyond the significant awareness of the environmental impact associated with our urban lifestyle, we should also consider the aspect related to seeking a more socially and culturally sustainable way of moving. This involves promoting encounters, sociability, and not just reaching point B from point A but focusing on the journey itself, the beauty of the experience, and the value of the landscape we traverse, both physically and socially. In this regard, another creative and interdisciplinary initiative comes to our attention, promoted by the European Union, called The New European Bauhaus. It's a key component linked to the European Green Deal, focusing on the built environment and urban redevelopment activities. In the sections related to "aesthetics" and "inclusion," it invites us to consider the quality of experience and style beyond mere functionality.

SUSTAINABLE AND INCLUSIVE MOBILITY: BENEFITS FOR WHO?

Sustainable and inclusive mobility aims to meet the diverse needs of individuals, while minimizing negative impacts on the environment and promoting social equity. Such a system is one that *"allows the basic access and development needs of individuals, companies and society to be met safely and in a manner consistent with human and ecosystem health and promotes equity within and between successive generations"* (EU Council of Ministers of Transport, 2001). It is also affordable, operating fairly, efficiently and with diversity, ensuring balanced and competitive territorial development. Sustainability focuses on reducing the environmental footprint of transportation, by a plethora of strategies that minimize energy consumption, emissions, and resource depletion: encouraging the use of public transit, cycling, walking, and shared modes of transportation as alternatives to private car usage,

adopting low-carbon technologies, and integrating renewable energy sources in transportation systems. **A sustainable project is one that is recognised as its own by the local community, i.e. one that is rooted in participatory paths**, is based on projects proposed at the local scale that respond to the needs of citizens.

Inclusivity in mobility addresses the diverse mobility needs and challenges faced by different groups within society, such as youth, elderly individuals, people with disabilities, low-income communities and marginalized groups, which may encounter barriers to accessing transportation. Inclusive mobility also ensures equal access to information, participation in decision-making processes, and opportunities for all to engage in the transportation system. It is built on the following principles:

Affordability: The ability to use existing systems for making necessary or desired journeys to work, school, services, family and other places, "without having to curtail other essential activities as a result of the cost of transport." (Carruthers, Dick and Saurkar, 2005.

Reliability: The ability of the transport system to "provide the expected level of service quality, upon which users have organised their activities" (International Transport Forum, 2010).

Accessibility: "The extent to which passengers can access the transport system in terms of connectivity and sability" (Carruthers, Dick and Saurkar, 2005), which encompasses not only barrier-free access to users with disabilities or reduced mobility, but other factors including the safety and security of transport and infrastructure and ease of access to information about travel possibilities. Sustainability is a major societal question that requires new approaches to understanding and factoring in different mobility needs (Hanson 2010).

Only a diverse society, sharing public life in a fair manner, can evolve in a healthy ecosystem which can renew itself and readjust to future challenges, including climate.

ON TO CHALLENGES

The issue of mobility policies frequently overlooks inclusivity concerns: public transport services often fall short of the quantity, quality, safety and comfort measures required by youth, minorities, refugees, disabled people, the elderly and other groups. This limits their daily reach for education, leisure, work, socialization and other basic needs and rights, such as consulting with doctors, social workers and so on.

In addition, challenges associated with comfort, safety, and the layout of public spaces impede the development of inclusive and accessible modes of transport such as walking and cycling: this has a much higher impact on young people and children, persons with disabilities, women, citizens with limited access to or poor IT literacy, people at risk of poverty and social inclusion and migrants. Intersectionalities between these groups often increase the mobility challenges experienced by individual citizens, and are particularly concerning in suburban and metropolitan areas, where the problems of equitable access to mobility, amenities and car dependence are higher.

There are several trends and drivers that influence the way cities need to rethink urban and peri-urban mobility. Among them, decarbonization, demographic aging, the Covid-19 pandemic, digitalization and automation are the most relevant at this point in time.

Where are we now?

- Over 70% of EU citizens live in cities which generate 23% of all transport greenhouse gas emissions.

- The urban and peri-urban population in Europe continues to steadily grow, regardless of net country population dynamics: cities need appropriate systems to

ensure safe, integrated and multi-modal transport.

- Fuel costs account for only 20% of all car costs, and costs are also incurred even if the car is not used, whereas for public transport only the actual transport fare has to be paid.

- Each year, road crashes lead to almost 20,000 deaths, and while in the last decade the numbers saw a decrease of 36%, they are still halfway through the 2030 target.

- Within urban areas, pedestrians account for 37% of the total fatalities, powered two-wheel users account for 18% and cyclists for 14%: about 70% of total fatalities in cities represent vulnerable road users (DG Mobility and Transport)

- On current trends, road traffic fatalities may become the fifth leading cause of death by 2030.

Young people and children generally rely on adults to fulfil their mobility needs, due to lack of autonomy or responsibility and limited financial resources. In particular, children are strongly dependent on adults for transport, and with children are also more likely to use a car every day. Barriers to accessing public transport can socially disadvantage young people: poor availability, high public transport fares and safety and security issues may significantly impede access to education, cultural and leisure activities, health and jobs.

- Children are some of the most mobile groups, covering large distances per day on average, with a speed of 3 to 4 km/h.

- If they can choose, children oftentimes take a more exploratory approach to their journey. A trip

to school is one of the few opportunities for them to explore new areas independently.

- Most children involved in car traffic accidents are under 10 years old. Road crashes are the primary cause of fatalities among children and youth under 29 (WHO, 2018)

- Women are less likely to own a car and more likely to use alternative means of transport. Safety problems also disproportionately affect women's mobility, whether it be the risk of experiencing harassment or to be the victim of an accident (Gonzáles-Sánchez et al., 2018). Women also more often assume "mobility of care", that is the travel associated with those caring and home related tasks needed for the reproduction of life (Sanchez de Madariaga, 2013).

- 10% less of European women own a car, as opposed to men, according to the last Eurobarometer (2020).

- Women are more likely to use public transport (31% of women, as opposed to 24% of men).

- Working women with children are the most mobile (8.4 trips per day on average compared to 3.6 trips per day done by other adults) and most environmentally conscious road users (Fig. 1 - Mobility for women). For people with disabilities, accessibility to the built and virtual environments, ICT, services, transport and infrastructure is an enabler of rights and a prerequisite for the full participation of persons with disabilities on an equal basis with others.

- About 87 million Europeans have some form of disability, which

roughly translates to one in four European adults

- 48.5% of people with disabilities in the EU are over 65 years old, and this number is projected to increase as the population is getting older, and is increasingly at risk of developing chronic conditions due to diseases and injuries.

The Covid-19 crisis highlighted inequalities in mobility practices, showing that youth, women, people with disabilities and groups occupying low-paid jobs were overrepresented among the most exposed to the virus and the most impacted by the lockdown.

Transport poverty remains one of the key challenges for sustainable urban mobility, and is defined by one or several of these conditions:

- There is no transport option available that is suited to the individual's physical condition and capabilities.
- The existing transport options do not reach destinations where the individual can fulfil his/her daily activity needs, in order to maintain a reasonable quality of life.
- The necessary weekly amount spent on transport leaves the household with a residual income below the official poverty line.
- The individual needs to spend an excessive amount of time travelling, leading to time poverty or social isolation.
- The prevailing travel conditions are dangerous, unsafe or unhealthy for the individual.

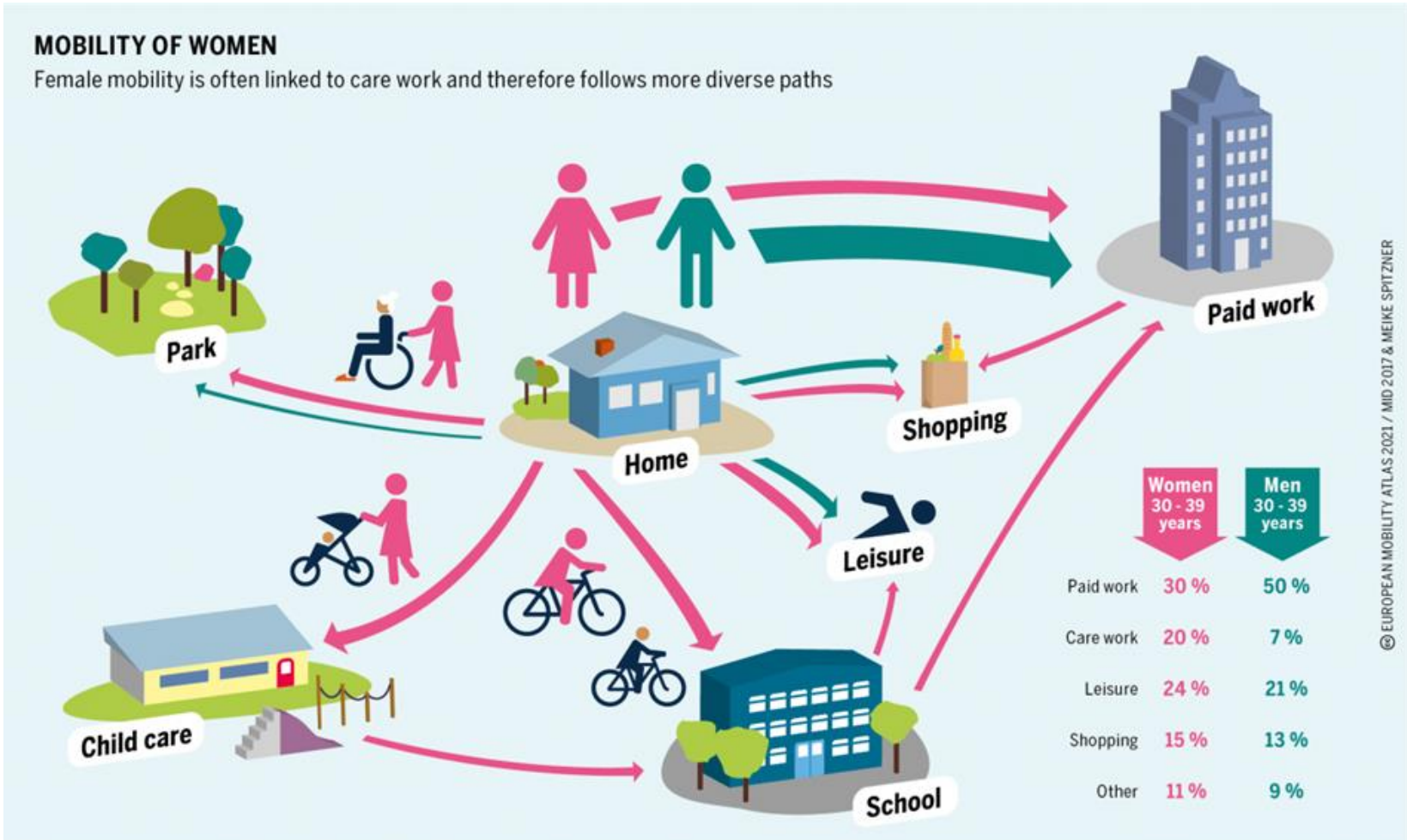


Figure 1, Mobility for women. Source: EUMA2021 Mobility of Women, Heinrich-Böll-Stiftung

EU INITIATIVES ON SUSTAINABLE URBAN MOBILITY

The European Union pays much attention to the topic of urban and sustainable mobility through the Eu Mobility Framework. In a nutshell, this key document promoted by the European Commission focuses on the following points:

- The shift to safe, accessible, inclusive, smart, resilient, and zero-emission urban mobility requires a concentrated effort on active, collective, and shared mobility, supported by low- and zero-emission solutions.
- This necessitates increased and accelerated action, along with new investments, with a specific emphasis on enhancing public transport, multimodality, and active mobility infrastructure.
- Achieving this involves strengthening existing tools and introducing new ones. A new EU framework for urban mobility is introduced to support Member States, regions, cities, and other stakeholders in this essential transformation.

This framework covers the years 2021-2027 and offers not just ideas but also financial resources through different programs:

- Funding sources include the Connecting Europe Facility, InvestEU, European Regional Development Fund, Cohesion Fund, Horizon Europe R&I Framework Programme, Digital Europe Programme, and the Recovery and Resilience Facility.
- These funds aim to support the transition towards sustainable urban mobility.
- For regions joining the EU, support comes from the Neighbourhood, Development and International Cooperation Instrument (NDICI) and Pre-accession Assistance (IPA III).

Moreover, Referring to sustainable urban mobility, one cannot overlook the significant effort made by many European cities over the past 10 years in drafting SUMPs (Sustainable Urban Mobility Plans). As part of the 2013 Urban Mobility Package, the Commission introduced a concept for sustainable urban mobility planning. This concept received positive feedback from cities and towns across Europe, leading to the creation and revision of numerous urban mobility plans. In 2023, the original concept was updated to align with new EU strategies and policy priorities while preserving its fundamental philosophy. As expressed in the Commission's RECOMMENDATION (EU) 2023/550 (March 2023) on national support programmes for sustainable urban mobility planning,

the development of SUMPs requires an integrated approach that addresses two dimensions:

- The integration of urban mobility into the network planning of a transport system ('network approach').
- The integration into a cross-sectoral strategy for sustainable urban development ('place-based approach').
- Transport is a vital part of an efficient and effective approach to integrated spatial planning at the urban/local level.

Additionally, SUMPs should be prepared and implemented in close coordination with:

- Local and regional mobility plans.
- Spatial plans.
- Relevant sectoral plans.

This collaboration not only better aligns SUMPs with sectoral policy objectives but also should reduce the

administrative burden for local authorities. The instruments, programmes, initiatives and policies set in motion by the EU actor, through its various institutional constituents, and listed above are the best known in the field of planning, are positioned under the large umbrella of EU Smart and Sustainable Mobility.

Finally, The European Green Deal sets the ambitious goal of a 90% reduction in transport-related greenhouse gas emissions, aligning with the EU's aim to achieve a climate-neutral economy by 2050 and pursue a zero-pollution objective. To bring about this transformative change, it is to focus on three key pillars: (1)

1. enhancing the sustainability of all transport modes,
2. ensuring widespread availability of sustainable alternatives within a multimodal transport system, and
3. implementing effective incentives to drive the transition.

This comprehensive strategy involves pulling all policy levers, including measures to

- reduce reliance on fossil fuels,
- promoting sustainable transport modes, and
- internalizing external costs through principles like 'polluter pays' and 'user pays.'

Returning to the strategy and concluding this brief overview of the visions, policies and instruments promoted at the supranational level by the EU, but with very clear instrumental spin-offs at the local level, the following is the road map linked to this strategy, which will necessarily form the backdrop for the actions to be taken on urban mobility in the various European cities:

By 2030:

- *at least 30 million zero-emission vehicles will be in operation on European roads.*

- *100 European cities will be climate neutral.*
- *high-speed rail traffic will double.*
- *scheduled collective travel of under 500 km should be carbon neutral within the EU.*
- *automated mobility will be deployed at large scale.*
- *zero-emission vessels will become ready for market*

By 2035:

- *zero-emission large aircraft will become ready for market.*

By 2050:

- *nearly all cars, vans, buses as well as new heavy-duty vehicles will be zero-emission.*
- *rail freight traffic will double.*
- *high-speed rail traffic will triple.*
- *the multimodal Trans-European Transport Network (TEN-T) equipped for sustainable and smart transport with high speed connectivity will be operational for the comprehensive network.*

Figure 2, Sustainable Urban Mobility Toolbox. SOURCE:https://transport.ec.europa.eu/transport-themes/urban-transport/sustainable-urban-mobility_en

S.M.ALL: STATE OF PLAY & STATE OF ART

The S.M.ALL project aligns with this context of urban and environmental policies, with a significant impact on civic and city fabric. It promotes, through its partnerships in various urban contexts, a dedicated exploration of sustainability and inclusion in the design of contemporary cities.

The goal of increasingly accessible and inclusive cities is a universally recognised need whether one reads it in terms of, ethical values, sustainability, fair access to citizenship rights, cost optimisation, or environmental, social and psychological benefits.

Inclusiveness in sustainable urban mobility refers to the principle and practice of ensuring that transportation systems and services within cities are designed, implemented, and maintained in a way that considers the needs and preferences of all segments of the population, with a particular focus on vulnerable or marginalized groups. This concept recognizes that access to safe, efficient, and environmentally friendly transportation is a fundamental right and a key determinant of people's overall quality of life in urban areas.

Figure 3, Various aspects of urban mobility, PICTURE SOURCE: https://www.sciencedirect.com/topics/social-sciences/urban-mobility

The project S.M.ALL (**S**ustainable **M**obility for **ALL**) wants to bring together the dimensions of sustainability and inclusion and generate solutions for urban mobility that ensure a high degree of accessibility.

Sustainable urban mobility, often referred to as sustainable transportation or sustainable mobility, can be defined as a holistic approach to planning, designing,and operating transportation systems and services within urban areas in a way that aims to:

Minimize Environmental Impact: It seeks to reduce the negative environmental effects of urban transportation, such as air pollution, greenhouse gas emissions, and habitat destruction. Sustainable urban mobility promotes the use of cleaner and more energy-efficient modes of transportation.

Promote Social Equity: It focuses on ensuring that transportation options are accessible, affordable, and safe for all members of the urban population, irrespective of their income, physical abilities, or demographic characteristics. It addresses issues of social justice and inclusion.

Enhance Economic Viability: Sustainable urban mobility strategies aim to be financially responsible, ensuring that transportation systems are cost-effective, generate economic benefits for the city, and support long-term economic growth.

Improve Quality of Life: It seeks to enhance the overall well-being of urban residents by reducing traffic congestion, noise, and the health impacts of pollution. It also aims to create more livable and attractive urban environments by encouraging active transportation modes like walking and cycling.

Increase Transport Efficiency: Sustainable urban mobility aims to

optimize the use of transportation resources, reduce waste, and improve the efficiency of transportation systems. This includes efforts to reduce traffic congestion, improve public transit services, and promote shared mobility options.

Encourage Innovation: Embracing technological advancements and innovative solutions is a key component of sustainable urban mobility. This can involve the adoption of electric vehicles, autonomous transportation, digital mobility platforms, and other cutting-edge technologies to improve transportation systems.

Integrate Land Use and Transportation Planning: Sustainable urban mobility is closely linked to urban planning, emphasizing the importance of integrating transportation planning with land use planning. This approach aims to create more compact, walkable, and transit-oriented urban environments, reducing the need for long car trips.

Engage the Community: Public engagement and community involvement are essential in sustainable urban mobility planning and decision-making processes. Engaging residents helps identify local needs, preferences, and concerns, leading to transportation solutions that are responsive to the community.

In summary, sustainable urban mobility represents a comprehensive and integrated approach to urban transportation that considers environmental, social, economic, and quality-of-life factors.

The state of play of the S.M.ALL project starts from the considerations above, in this chapter, and the available instrumentation reported in the previous ones. The topic of the project is relevant and central to the urban strategies of many European cities. Especially in the last 10 years, local public administrations have been called upon to place the issue of mobility at the centre of their urban development agendas, and

this must be dealt with according to the themes of sustainability (environmental, social, economic, logistical, cultural...) understood as a function of several and different variables. Additionally, urban mobility has been a focal point of the EU Urban Agenda, a tool addressing city issues through partnerships between the Commission, EU organizations, national governments, local authorities, and stakeholders, including non-governmental organizations. This collaborative approach has led to various programs launching specific calls over the past decade, enabling the creation of content, formulation of plans and policies, and implementation of experiences. During this programming period, leveraging previous work allows us to build upon existing efforts and avoid reinventing the wheel. It's essential to consider the outcomes related to previously EU financed projects in the S.M.ALL journey. Among these it is worth considering:

- The SASMob project in Szeged, Hungary, funded by the UIA (Urban Innovative Actions) program, addresses the challenge of **implementing car-lite strategies** in middle-sized cities in Europe. Despite infrastructural improvements, these cities struggle with the financial sustainability of public transport, experiencing a decline in usage due to growing car preferences. The project aims to find solutions to enhance sustainable mobility in this context.
- The TMaaS (Traffic Management as a Service) project in Ghent, Belgium, funded by the UIA (Urban Innovative Actions) program, focuses on **optimizing data usage and management platforms to create a metropolitan-scale sustainable mobility system.** Ghent's commitment to sustainable urban mobility, including expanding pedestrian areas and limiting

cross-city car traffic, aligns with its goal of enhancing multimodal journeys. The city's emphasis on a new multimodal traffic center, as outlined in its Strategic Mobility Vision 2030, reflects the need to adapt to disruptive technologies in the evolving landscape of urban mobility.

- The CitiCap Project in Lahti, Finland, funded by the UIA (Urban Innovative Actions) program, focuses on transforming citizens' attitudes towards sustainable mobility, urging a shift from private cars to eco-friendly options. **Acknowledging the need for increased citizen involvement and innovative incentives, CitiCAP aims to revise the Sustainable Urban Mobility Plan (SUMP) process.** The project seeks to develop new transport services, integrate the Intelligent Transport System (ITS) approach into sustainable urban mobility planning, and address the underutilization of mobility and traffic data by emphasizing its accessibility to the public.
- The SOLUTIONSplus project, funded by the EU,H2020 on Societal Challenges - Smart, Green And Integrated Transport **aims to pioneer an innovative and effective approach to urban e-mobility, aligning with sustainable development goals and the New Urban Agenda.** The project will implement city-level showcases to test various innovative e-mobility solutions, fostering collaboration among cities, industries, research institutions, and financial partners. Additionally, SOLUTIONSplus collaborates with the UN Environment Programme (UNEP) and the International Energy Agency (IEA) on a global urban e-mobility initiative, showcasing a commitment to global sustainability efforts.

Ultimately, in the S.M.ALL journey, it is crucial to acknowledge the work within the URBACT program, drawing insights and references from its projects and best practices:

- Bright Mobility Management, "Gscheid" Mobil, assists citizens, visitors, and businesses in planning their individual mobility to reduce car traffic in the city. The goal is broad outreach, with the belief that well-informed citizens are more likely to choose alternative and eco-friendly mobility options, such as car sharing instead of owning a car. Gscheid Mobil is based on a sustainable and integrated urban development approach, enjoying the support of the city council for a decade and consistently incorporated into Munich's transportation and urban planning concepts. It is firmly embedded in the City of Munich's strategic documents and has become an integral component, with awareness-raising measures collaboratively developed and implemented with various partners within and beyond the municipality.
- The Thriving Streets Project, led by the city of Parma in Italy, aims to transform streets into people-friendly spaces, fostering sustainable mobility for economic and social benefits. It challenges the conventional view of mobility as merely going from A to B and envisions it as a catalyst for the social-economic development of the city. The central question the Thriving Streets network seeks to address is: "How can mobility drive urban health, inclusivity, economy, and social cohesion?"
- The RiConnect project is an Action Planning Network involving eight metropolises with the goal of rethinking, transforming, and integrating mobility infrastructures to reconnect

people, neighborhoods, cities, and natural spaces. The project highlights planning strategies, processes, instruments, and partnerships to promote public transport and active mobility, reduce externalities and social segregation, and explore opportunities for urban regeneration. Its long-term vision aims for a more sustainable, equitable, and attractive metropolis for all.It strives to create efficient, equitable, and environmentally responsible transportation systems that contribute to the overall sustainability and livability of cities.

Finally, it is important to create synergy with two other transantional networks taking place simultaneously at S.M.ALL, these are the PUMA project and the SCHOOLHOODS Project. SCHOOLHOODS places **a strong prominence on prioritizing the health and safety of children during their journeys to school.** The URBACT network collaborates with students, parents, and teachers to co-create solutions that empower pupils to actively commute to school on their own, providing parents with the flexibility to choose sustainable transportation modes. By fostering school neighborhoods designed for safe independent travel, the initiative not only supports healthier and safer school commutes but also serves as a foundation for promoting short trips for daily needs for the entire community. Meanwhile, PUMA **is actively working towards achieving climate-neutral and sustainable mobility in small and medium-sized cities.** Through the development of integrated mobility action plans, PUMA seeks to engage citizens positively, encouraging a shift in attitudes towards sustainable mobility. The network is committed to motivating individuals from diverse backgrounds

irrespective of age, gender, nationality, health, income, or other features—to embrace sufficient, safe, modern, and convenient alternatives to private cars. Ultimately, both initiatives aim to contribute to a more sustainable and environmentally friendly urban living experience for everyone involved."

PARTNERS PROFILE

I move,

therefore I am.

(Haruki Murakami)

PARTNERS PROFILE

The S.M.ALL network has a unique feature – it encompasses various urban scales within its project partnership. It ranges from the metropolitan scale (Bucharest, Sofia, Quadrilatero, Strasbourg) to medium-sized cities (Ferrara, Larissa, Komotini) and even includes small towns (Druskininkai and Skofja Loka). This network allows us to assess the needs and expectations of the involved urban contexts at different scales. It means different available resources, planning and administrative capacities, goals to achieve, requests from citizens and stakeholders, and so on. This partnership has a distinctiveness that will enable a detailed exploration of inclusivity and sustainability regarding urban mobility at these different scale of planning and action. It will highlight various issues and different paths of participatory planning to address these concerns. Looking at the current status of the project, following two shared interaction moments in Malmö (Urbact Uiversity) and Ferrara during the initial transnational meeting, and after conducting in-person visits by the lead expert to each city, we can draw some initial conclusions. These conclusions serve as a starting point for the "planning actions" phase:

1. **Identified Challenges**: All cities, metropolitan areas, and territorial groupings have pinpointed the issues they need to address. They are aware of the challenges ahead.

2. **Target Groups**: Each city has identified the specific groups they aim to assist through the process leading to the definition of the Integrated Action Plan (IAP).

3. **Stakeholder Groups**: The project teams have identified the initial set of stakeholders to involve in the process, along with the coordinator of the Urban Living Lab (ULL).

4. **Focus Areas**: Cities have identified specific zones where

projects will be concentrated, contributing to the development of the IAP.

The recommendation given to partner cities, reflected in the proposed methodology for this project, is to maintain an open and dynamic approach in identifying issues and interacting with stakeholders and target groups. This means, especially in the early stages of the "planning actions," to:

1. **Consolidate, Strengthen, and Expand Stakeholder Engagement:** Build and reinforce the number of active stakeholders within the Urban Local Group (ULG).
2. **Actively Involve Target Groups in the Design Process:** Engage target groups actively in the design process of solutions.
3. **Regularly Inform and Engage Local Decision-Makers:**Keep local decision-makers regularly informed and engaged.
4. **Maintain Proximity with Vertical Governance Actors:**Keep actors from vertical governance close to the ULG, as they may potentially finance projects aligning with participatory process goals (projects scaling up).
5. **Balance Presence of Public and Private Stakeholders:**Strive to balance the presence of public and private stakeholders, considering the possibility of integrating private funds in the planning process evolution.
6. **Learn from Past Experiences:**Analyze past plans, memoranda of understanding, and strategic visions to avoid reinventing the wheel and neglecting previous local experiences.
7. **Screen Local Sectoral Policies and Funding Opportunities:**Conduct a thorough screening of possibilities in terms of local sectoral policies, initiatives, public and private funding, and

other groups addressing similar issues on the territory. Integrate this knowledge into the participatory process.

8. **Continuous Communication of ULG's Work:** Continuously communicate the results of ULG's work to involve other citizens or interest groups. This also aims to raise awareness among the public and institutions, both public and private, about the ongoing URBACT-funded journey.
9. **In-Progress Monitoring and Flexibility:** Monitor the work in progress and have the courage to readjust objectives if the planning process encounters too many challenges.

In essence, it's about fostering collaboration, involving the community, and being adaptable throughout the planning process.

LEVEL OF MATURITY AND NETWORK AWARENESS

Despite the differences in resources, tools, and operational capabilities emerging in the partnership due to the variation in territorial scale, there is a significant level of maturity and awareness regarding Sustainable Urban Mobility and its strategic implications in city governance. The theme proposed by the S.M.ALL project holds a central position in the strategies of the diverse cities within the partnership. Another strength lies in the awareness of the challenges and potentials associated with this approach to urban mobility. Many European cities' journey through Sustainable Urban Mobility Plans (SUMPs) has laid the groundwork for understanding the relevance of urban mobility in determining urban life quality and the impacts in terms of non-renewable resource use, air and noise pollution, and other associated risks linked to non-integrated mobility

planning that revolves around car-centric solutions.

More closely related to the theme of inclusivity and a different way of experiencing the city is a clear choice of target groups, essentially falling into two main categories:

1. **Children and adolescents**, particularly concerning their commute to school and their education on future city movement.
2. **People with disabilities**, broadly interpreted as a reference for sustainable and accessible design for all.

A slogan that emerged early in this project states: *"If an urban space works well in terms of design, accessibility, ease of use, and safety for a person with a disability, it will, all the more, facilitate the lives of everyone else."*

The following synoptic table provides a straightforward snapshot of the partnership's starting point:

Figure 4, Elogio della mobilità alternativa (In praise of alternative mobility), SOURCE: https://www.giornaletrentino.it/cronaca/trento/al-follone-i-murales-elogio-della-mobilit%C3%A0-alternativa-1.676344

	TARGET: Children/school	TARGET: Disables	STAKEHOLDERS: Initial ULG	FOCUS: Intervention areas	PREVIOUS EXPERIENCE	AVAILABLE PLANNING RESOURCES
BUCHAREST	X	X	😊😐	😐	😐	😊😐
DRUSKININKAI	X	X	😊	😐	😊😐	😊😐
FERRARA	X		😊	😊😐	😊	😊
KOMOTINI		X	😊	😊😐	😊	😊😐
LARISSA	X	X	😊	😐	😊	😊😐
QUADRILATERO	X		😊	😐	😊	😊
SKOFJA LOKA		X	😊😐	😐	😊😐	😐
SOFIA		X	😊😐	😐	😊😐	😐
STRASBOURG	X		😊	😐	😊	😊
😊=WOW, 😊😐=GOOD, BUT ROOM 4 IMPROVEMENT, 😐=LET'S MAKE AN EXTRA EFFORT						

Table 1, Target groups identified by the partner cities, the current status of forming the ULG and potential areas for intervention in the urban landscape. The author has prepared this synoptic table outlining even the available tools and current capacities.

CITIES KEY STANDARD INDICATORS

POPULATION: 2.113.362 inhabitants
GDP PER CAPITA: 43.500 Euros (87% of EU GDP pro capita, IMF), *Bucharest and the Ilfov region are among the most economically developed areas in Romania.*

AGE DISTRIBUTION

0-19	17,2%
20-64	65,8%
65-	17%

GENDER DISTRIBUTION

MALE: 985.765
FEMALE: 1.127.597

CHALLENGES

1. **Inequality in Mobility Access:**
   - Citizens experiencing unequal accessibility to mobility services.
   - Increased demand for affordable, fair mobility, especially in social transport services.
   - Need for more affordable and accessible mobility in both urban areas and neighbourhoods.
2. **Intermodality Shortcomings:**
   - Lack of intermodality affecting the efficiency of transportation.
   - Excessive car usage and the need to promote alternative modes of transportation.
   - Initiatives required for equal mobility and accessibility in public and private spaces.

TARGET GROUPS

Elderly people, children and teenagers.

BUCHAREST, Romania → Get in ANNEX I further details,

Table 2, BUCHAREST, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION: 20.049 inhabitants

GDP PER CAPITA Lithuania:

ca 24.800 Euros

AGE DISTRIBUTION

GENDER DISTRIBUTION

MALE: 46%

FEMALE: 54%

0-17	14,6%
18-64	62,6%
OVER 65	22,8&

CHALLENGES

1. **Transport Accessibility and Affordability:**
   - Limited accessibility for vulnerable groups.
   - Increased demand for affordable and fair mobility, particularly in social transport services.
   - Need for more affordable and accessible mobility in both urban areas and neighbourhoods.
2. **Traffic Management and Infrastructure Improvement:**
   - Excessive car usage and the need to promote alternative modes of transportation.
   - Inadequate and poor-quality pedestrian and cycling infrastructure.
   - Initiatives required for equal mobility and accessibility in public and private spaces.
3. **Community Engagement for Inclusive Mobility:**
   - Initiatives for equal mobility and accessibility, emphasizing those with disabilities and reduced mobility.
   - Crucial engagement of local communities and the private service sector in developing inclusive mobility solutions.
   - Encouraging the private sector to contribute to improving mobility for all.

TARGET GROUPS

Disabled people, children, mothers, elders, other disadvantaged groups.

DRUSKININKAI, Lithuania → Get in ANNEX I further details

Table 3, DRUSKININKAI, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION: 130.959 inhabitants

GDP PER CAPITA (Emilia Romagna): ca. 36.000 Euros

AGE DISTRIBUTION

0-15	10,8%
16-64	60,7%
Over 64	28,5

GENDER DISTRIBUTION

MALE: 47,6 %

FEMALE: 52,4 %

CHALLENGES

1. **Inequitable Mobility Access:**
   - Disparities in urban layout, with some areas benefiting from pedestrian paths, cycle paths, and frequent public transport, while others lack such amenities.
   - Majority of families relying on cars for daily journeys, posing a challenge to propose alternative, safe, and inclusive transport modes.
2. **Peripheral Transport Disparities:**
   - Few schools and public services for children located in suburbs and peri-urban areas, facing challenges in providing sustainable transport solutions.
   - Need to address the disparities in mobility options between historical city center schools and those in suburban areas.
3. **Alternative Solutions Implementation:**
   - Significant challenge in proposing and implementing alternative sustainable solutions.
   - Emphasis on safe, inclusive, and innovative transport modes to reduce car dependency.

TARGET GROUPS

Children, parents, school teachers

FERRARA (LEAD PARTNER), Italy → Get in ANNEX I further details

Table 4, FERRARA, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION: 66,919 inhabitants

GDP PER CAPITA GREECE: ca 19.800 Euros

AGE DISTRIBUTION

0-15	14,6%
16-64	68,2%
Over 64	17,2%

GENDER DISTRIBUTION

MALE: 48%

FEMALE: 52%

CHALLENGES

1. The project shares the city's goal of reshaping community perspectives, encouraging active participation in mobility.
2. Despite numerous construction projects, attaining universal accessibility is unattainable without cultivating the appropriate mindset and promoting respect for others.
3. In Komotini, the primary hurdle in urban mobility revolves around promoting behavioral change.

TARGET GROUPS

The primary focus of the sustainable and inclusive mobility project is on **individuals with disabilities**, aiming to enhance accessibility and create a more accommodating environment for this specific target group.

KOMOTINI, Greece → Get in ANNEX I further details

Table 5, KOMOTINI, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION: 164.095 inhabitants

GDP PER CAPITA GREEECE:

ca 19.800 Euros

AGE DISTRIBUTION

0-16	16,9%
17-64	68,5 %
Over 64	14,6%

GENDER DISTRIBUTION

MALE: 48,7 %

FEMALE:51,3 %

CHALLENGES

1. **Ensuring Equitable Access and Safety for Vulnerable Groups:**
- Guarantee fair access to essential services for vulnerable groups.
- Address safety concerns for women and refugees through targeted safety initiatives.
2. **Coordinated Efforts for Successful Integrated Action Plans:**
- Ensure the success of integrated action plans through coordinated efforts among stakeholders.
- Plan for the long-term sustainability of initiatives and programs to maintain consistent support for vulnerable groups.
- Establish mechanisms for data collection to understand the needs and outcomes of vulnerable groups.

TARGET GROUPS

People with Disabilities: Individuals with physical or cognitive disabilities may require special accommodations and support to fully participate in society and access essential services.

Children: Children are often among the most vulnerable due to their dependence on caregivers and limited ability to advocate for themselves. Ensuring their well-being and protection is a top priority.

LARISSA, Greece

Table 6, LARISSA, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION:

Barcelos – 116.752 - Braga – 193 324
Famalicão – 133 534 - Guimarães – 156 830

GDP PER CAPITA: ca. 26.880 Euros

AGE DISTRIBUTION

Under 15	13%
15-64	67,7%
Over 64	19,3%

GENDER DISTRIBUTION

MALE: 48,4
FEMALE: 51,6

CHALLENGES

Traffic Congestion:

- High reliance on cars for transporting children to school contributes to traffic congestion during peak hours.
- Inefficient traffic flow increases travel time and worsens environmental impact.

Safety Concerns:

- Overreliance on car transportation raises safety concerns for children, with traffic accidents posing a significant risk.
- Encouraging alternative, softer means of transport can contribute to a safer environment for young pedestrians and cyclists.

Environmental Impact:

- Promoting soft mobility options such as walking, cycling, or public transportation can help mitigate the environmental impact and promote a sustainable approach to school transportation.

TARGET GROUPS

Children, parents, school teachers

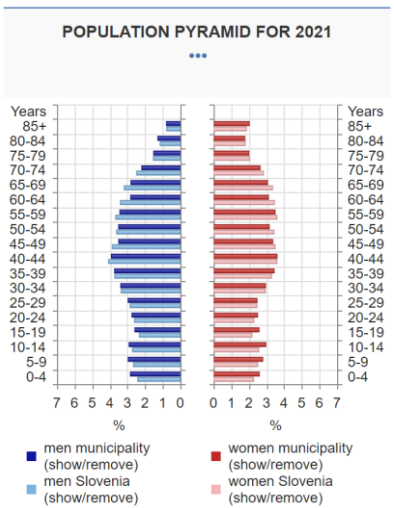
QUADRILATERO, Portugal

Table 7, QUADRILATERO, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION: 23540 inHABITANTS

GDP PER CAPITA: 16.082,80 Euros



CHALLENGES

1. **Enhancing Road Safety and Environmental Appeal in Skofja Loka:**

- Skofja Loka aims to guarantee the safety of public roads for all citizens.
- The envisioned secure roads aims at creating a vibrant environment with captivating natural features, including road surface games, attracting natural phenomena, and unique landscapes.

2. **Another challenge lies in delivering a sophisticated physical and psychological experience, ensuring equal mobility opportunities for everyone in the community.**

TARGET GROUPS

In S.M.ALL project the focus is on fragile and disadvantaged, disabled, blind and visually impaired, deaf and hard hearing people, elderly people and children.

SKOFJA LOKA, Slovenia

Table 8, SKOFJA LOKA, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION: 1.307.439 inhabitants

GDP PER CAPITA:ca 19.924 Euros

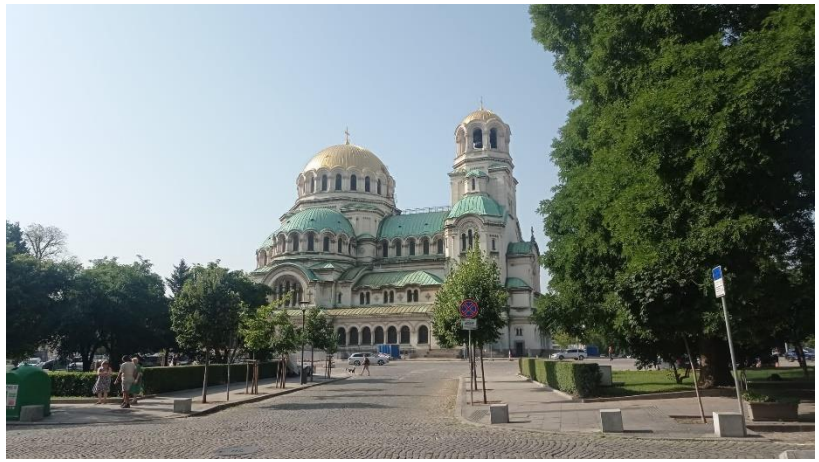
AGE DISTRIBUTION

0-14	14,4
15-64	63,8
Over 65	21,8

GENDER DISTRIBUTION

MALE: 48%

FEMALE: 52%



CHALLENGES

Challenges and Needs in Mobility Improvement:

- Limitations in public transport accessibility for diverse forms of disability, necessitating inclusive solutions.
- Increasing the variety of services and enhancing their quality
- Providing extra attention to vulnerable users like pedestrians and cyclists, emphasizing safer infrastructure and vehicle technologies.
- Urgent need for new sustainable practices and approaches to enhance mobility for all, with a focus on supporting an ecological mobility transition that includes rather than excludes vulnerable segments such as the elderly and people with disabilities.
- Development of IT services with a specific focus on ensuring mobility for everyone.

TARGET GROUPS

People with reduced mobility, people with disabilities

SOFIA, Bulgaria

Table 9, SOFIA, Standard data, open challenges and chosen targets

CITIES KEY STANDARD INDICATORS

POPULATION: 511.552 inhabit

GDP PER CAPITA: 21.500 EUROS

AGE DISTRIBUTION

0-14	17,2%
15-59	60,9%
Over 60	21,9%

GENDER DISTRIBUTION

MALE: 48%

FEMALE: 52%

CHALLENGES

1. **Promoting Sustainable Mobility for School Children and Parents:**

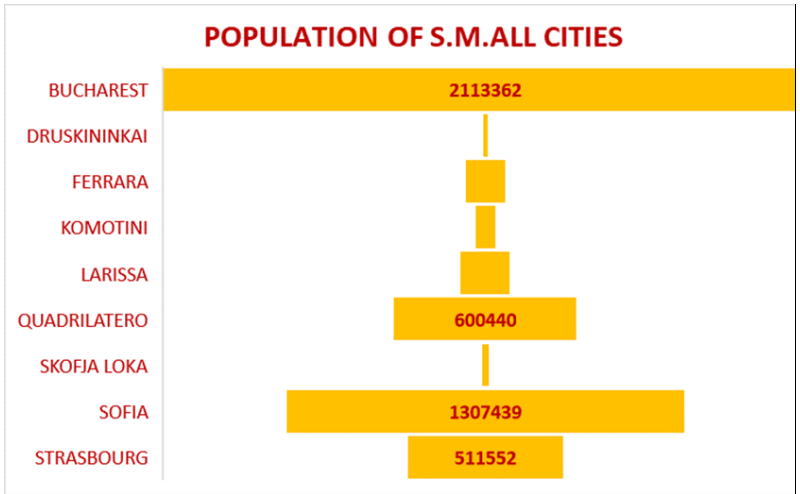
- Fostering sustainable mobility for children, as well as their parents, commuting to and from school.
- Encouraging eco-friendly transportation options to contribute to a greener and healthier environment.
- Emphasizing the importance of sustainable commuting practices for both the well-being of children and the overall community.

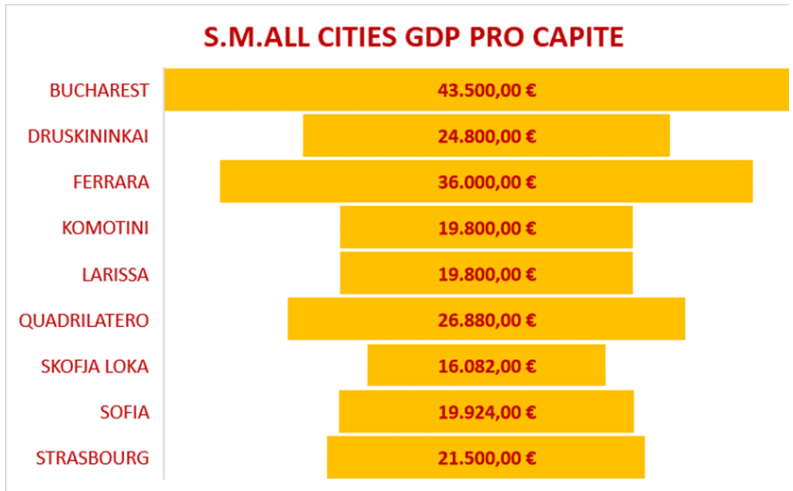
TARGET GROUPS

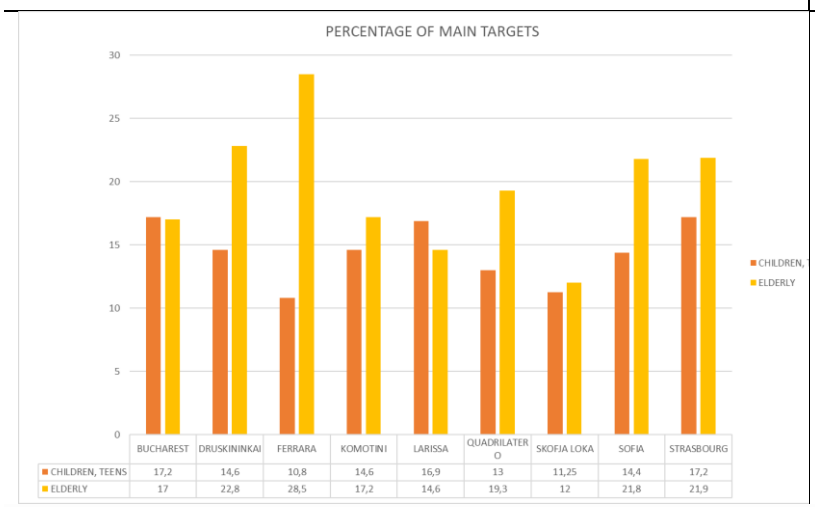
Children under 15 years of age.

STRASBOURG

Table 10, STRASBOURG, Standard data, open challenges and chosen targets

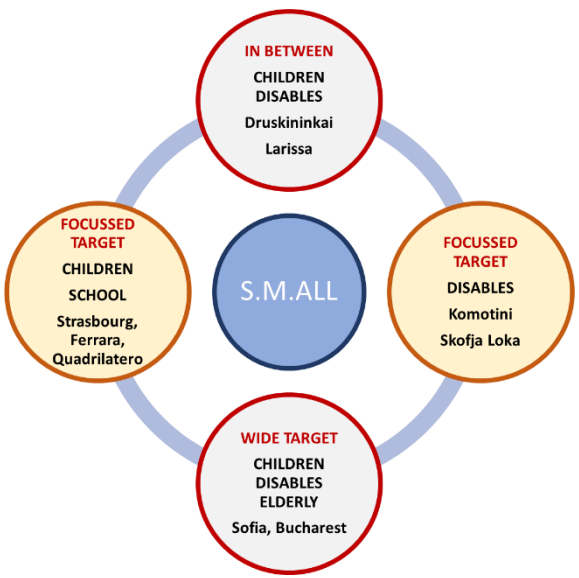






	POPULATION	GDP PC	CHILDREN AND TEENS	ELDERLY
BUCHAREST	2113362	43.500,00 €	17,2	17
DRUSKININKAI	20049	24.800,00 €	14,6	22,8
FERRARA	130959	36.000,00 €	10,8	28,5
KOMOTINI	66919	19.800,00 €	14,6	17,2
LARISSA	164095	19.800,00 €	16,9	14,6
QUADRILATERO	600440	26.880,00 €	13	19,3
SKOFJA LOKA	23540	16.082,00 €	11,25	12
SOFIA	1307439	19.924,00 €	14,4	21,8
STRASBOURG	511552	21.500,00 €	17,2	21,9

Table 11, Interpretation tables, standard data and target groups,from the profiles and elaborated by the author



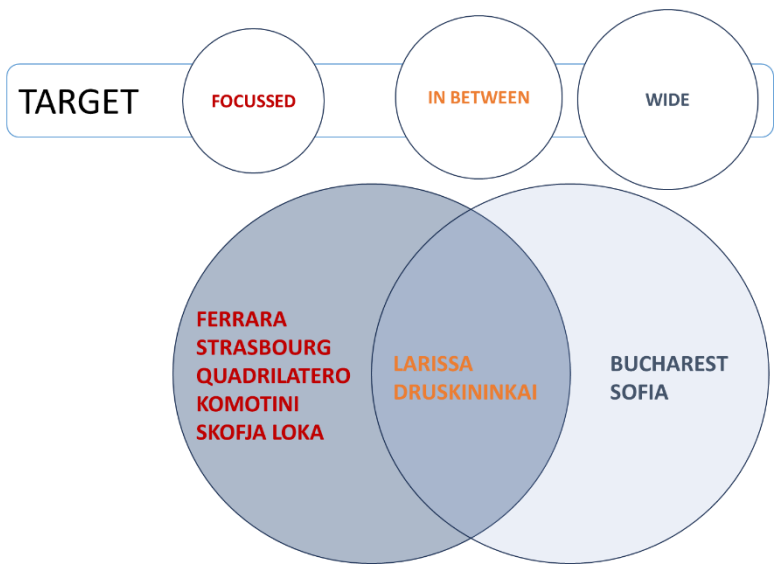


Table 12, Target groups identified by the S.M.ALL cities and their degree of focus on them, author's elaboration from standard profile data

Figure 5,*Kids on scooters,SOURCE:https://www.standard.co.uk*

SYNTHESIS, METHODOLOGY & NETWORK

Life is like riding
a bicycle.

To keep your
balance

you have to move.

(Albert Einstein)

THE INGREDIENTS OF URBAN AND INCLUSIVE SUSTAINABLE MOBILITY

Promoting sustainable and inclusive mobility poses a complex challenge involving diverse stakeholders and considerations. Various methodologies can contribute to this goal. Here are key methodologies and principles:

Human-Centered Design (HCD)	Transit-Oriented Development (TOD)
HCD involves understanding the needs and experiences of users to design solutions that are inclusive and accessible. When applied to mobility, this means considering the diverse needs of different user groups, including people with disabilities, elderly individuals, and those with limited financial resources.	TOD focuses on creating compact, mixed-use communities around public transportation hubs. This approach encourages walking, cycling, and the use of public transit, reducing dependence on individual car travel and promoting sustainable urban development.
Universal Design	**Smart Cities and Intelligent Transportation Systems**
Universal design principles aim to create environments and planning solutions that are usable by people of all abilities, without the need for adaptation. In the context of mobility, this could involve designing transportation systems, vehicles, and infrastructure that are accessible to everyone, regardless of physical ability.	Leveraging technology to create smart cities and intelligent transportation systems (ITS) can enhance the efficiency and sustainability of mobility. This includes the use of data analytics, sensors, and communication technologies to optimize transportation networks, reduce congestion, and improve overall accessibility.
Complete Streets	**Collaborative Governance**
Complete Streets: Complete Streets policies advocate for designing roads and streets that accommodate all users, including pedestrians, cyclists, public transit users, and motorists. This approach promotes safety, accessibility, and sustainability in transportation infrastructure.	Inclusive decision-making processes involving diverse stakeholders, including community members, government agencies, and private sector partners, can contribute to more sustainable and equitable mobility solutions. Collaborative governance models facilitate shared responsibility and foster a sense of ownership among community members.

Table 13, Different reference methodologies for inclusive and sustainable mobility

Achieving sustainable and inclusive urban mobility is complex due to:

- **Diverse Stakeholder Interests:** Balancing the needs of

residents, businesses, and authorities is challenging.

- **Urban Density and Design:** Infrastructure must adapt to varied urban landscapes.
- **Infrastructure Development:** Upgrading or creating new systems requires significant investment and logistical planning.
- **Technological Integration:** Incorporating new technologies while ensuring equitable access is challenging.
- **Social Equity and Inclusion:** Making mobility solutions inclusive and affordable is complex socially.
- **Behavioural Change:** Encouraging a shift in travel habits is challenging.
- **Policy and Regulation:** Striking a balance between desired behaviors and unintended consequences is complex.
- **Financial Constraints:** Funding sustainable initiatives is challenging for cash-strapped municipalities.
- **Intermodal Connectivity:** Integrating different transportation modes requires careful planning.
- **Climate and Environmental Considerations:** Balancing environmental sustainability with mobility needs is crucial.
- **Data Management and Privacy:** Balancing data-driven insights with privacy considerations is complex.
- **New Bussines Opportunities:** New products and services to be placed on mobility market.

Addressing these challenges necessitates a collaborative, adaptive, and interdisciplinary approach involving various stakeholders, planning topics and domains.

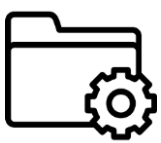
SOCIETY	ECONOMY	CULTURE	ENVIRONMENT
Stakeholder Interests 	Financial Constraints 	Behavioural Change 	Urban Density and Design 
Social Equity and Inclusion 	New Business Opportunities 	Technological Integration 	
Data Management and Privacy 		Data management and privacy 	Climate and Environment 
Policy and Regulation 			Intermodal Connectivity 

Table 14, Some major issues related to the multiple variables that define the sustainability function with regard to mobility

METHODOLOGY

The S.M.ALL project is grounded in a methodology that prioritizes flexibility, collaboration, and stakeholder feedback. The methodology for the S.M.ALL project aims not only to organize the elements of a linear path and thought, from problem identification to goal definition and project identification but also to introduce elements of circularity that operate across different cities. **In essence, it is a methodology based on adaptive management** and planning principles but integrates elements introducing a non-deterministic approach. This allows the establishment of **a hybrid path that harmonizes linearity and circularity** through the introduction of self-assessment moments of ongoing paths at the local level. In other words, it is a methodology that shifts:

1. From **interdisciplinarity to transdisciplinarity**,
2. From interaction oriented to design **into a co-design process**, and finally,
3. Stakeholder **participation is elevated to the highest levels of cooperation**, involving responsibility in both design and self-monitoring and management.

The methodology is founded on the principles of adaptive management:

- **Flexibility:** Be open to adjusting strategies and actions based on new information or changing circumstances.
- **Learning Orientation:** Embrace a culture of continuous learning and improvement, using feedback and experiences to inform decision-making.
- **Iterative Process:** Plan, implement, monitor, and adapt in cycles, allowing for ongoing refinement and adjustment.

- **Collaboration:** Foster collaboration and communication among stakeholders, recognizing that diverse perspectives can contribute valuable insights.
- **Feedback Loops:** Establish mechanisms for gathering and incorporating feedback at various stages, ensuring timely adjustments.
- **Resilience:** Build resilience into plans and strategies, considering potential uncertainties and unforeseen challenges.
- **Monitoring and Evaluation:** Implement robust monitoring and evaluation systems to track progress and assess the effectiveness of interventions.
- **Inclusivity:** Include a diverse range of stakeholders in decision-making processes to capture a broad spectrum of perspectives and values.
- **Transparency:** Maintain transparency in decision-making processes, sharing information openly to build trust and accountability.

Adherence to these principles enhances the effectiveness of projects and initiatives in dynamic and uncertain environments. Responsibility for project realization and management is not solely on administrations; instead, a field of **shared responsibility is defined.** Sustainability is achieved through continuous dialogue between field actors, acting as mediators of the general interest expressed by target groups, and cities, as institutions and guardians of public interest.

At the local level, a path will be constructed starting from active stakeholder involvement, leading to the identification of problems or challenges. This will proceed to the comparison of possible solutions and the formulation of integrated plan objectives. A testing phase will follow, activating pilot projects,

culminating in the final formulation of the IAP (Integrated Action Plan) and preparation for its implementation and dissemination.

This process, as mentioned, will be based on the principles of adaptive management, **promoting Adaptive and Pro-Active Leadership at the local level.** This leadership cultivates adaptability, encourages innovation, and supports a culture of continuous improvement, **where stakeholders actively anticipate, initiate, and address situations or challenges before they become urgent or crisis-oriented.** The planning journey will alternate between moments of divergence, evaluating and broadly reconstructing options, and convergence, where selection and choice occur. These opening and closing moments are regularly associated with moments in which involved actors are called to activate feedback loops, systematically collecting, analyzing, and using information about plan outcomes and progress to make adjustments.

Finally, the local level is complemented by thematic exploration conducted transnationally. Various themes will be addressed, such as:

1. **Essentials of Urban Sustainable and Inclusive Mobility (SIM)**
2. **SIM: How to select, involve and interact with the vulnerable groups**
3. **Planning and design for disable people, if it works for disables, it is a benefit for all.**
4. **Planning with/for kids: Children walks or cycles to go to school.**
5. **SIM and the design of contemporary public space**
6. **Planning car-lite strategies for cities**
7. **How to finance SIM**
8. **SIM and place-based approach**
9. **SIM: Lessons learned.**

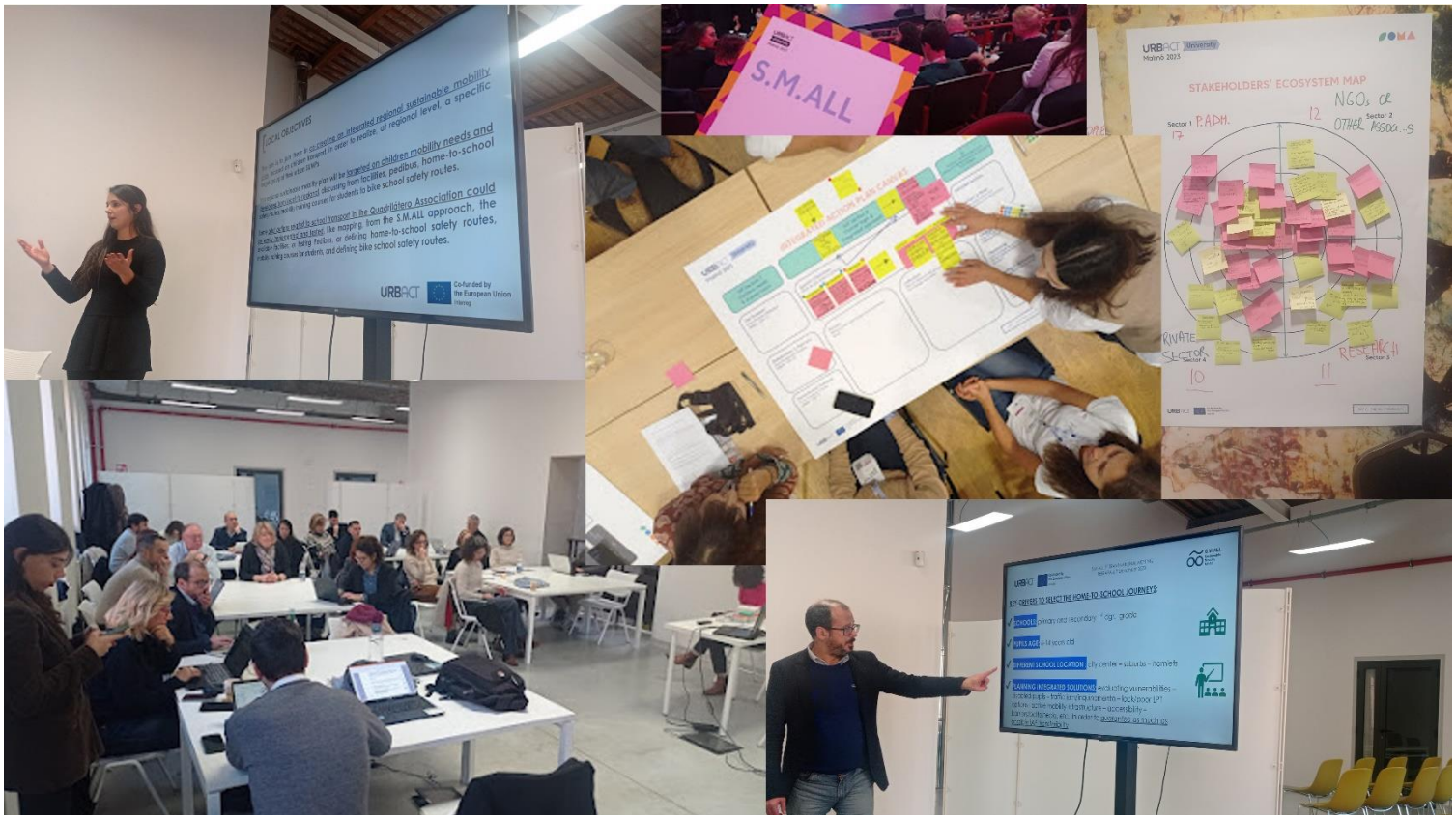


Figure 6, S.M.ALL Network, Group work excercises in Ferrara and in Malmö

These group work exercises, peer-to-peer discussions, and thematic explorations on Sustainable and Inclusive Mobility will complement and enrich the content of the local process. They will also draw inspiration from local discussions to make the transnational exchange more valuable for the involved cities.

The proposed methodology is largely based on:

- **Outcomes of the meetings** carried out in each city by the Lead Expert,
- the **questionnaires prepared by the Lead Expert** and answered by the different operational teams of the partner cities,
- the **discussions, workshops, ex cathedra lessons held at the Urbact University in Malmö and the first transnational meeting** held in Ferrara, "Ready for Action".

The methodological pathway identified is precursor to, but also develops in its uniqueness in the Roadmap presented in the next section. This pathway has several cornerstones that allow the partner cities to focus their actions on the following key steps for the realisation of good integrated planning based on a solid participative process:

- **Needs Assessment:**
    - Find out what challenges, opportunities, and priorities each city has.
    - Identify the main areas that need planning and community involvement.

- **Stakeholder Mapping, focus realizing an effective and efficient ULG:**
    - List and understand all the important groups involved, like local communities, businesses, NGOs, and government agencies.
    - Know what they care about, what worries them, and how they can help with planning.

- **Community Engagement Strategy:**
    - Make a strong plan to involve the community. Use different methods like public meetings, workshops, surveys, and online tools.

- Make sure everyone in the community can be part of the process.

- **Data Collection and Analysis:**

  - Collect important data about stakeholders,project's areas, the environment, and other important issues related to SIM.
  - Look at the data to make good plans and find areas that need improvement (evidence based design and actions.

- **Integrated Planning Framework:**

  - Co-design a sound vision for the IAP inclusive of transportation, housing, the environment, and social services.
  - Make sure it fits with the city's main development goals.

- **Participatory Workshops and Design Thinking:**

  - Hold workshops where everyone can share ideas and solutions.
  - Let everyone involved in making plans and designs.
- **Pilot Projects and Demonstrations:**

  - Test small projects to see if they work.
  - Get feedback from people and involve the community in making them happen.

- **Policy Alignment:**

  - Make sure planning fits with existing rules and documents (both normative and startegic).
  - Ask for changes to rules if needed to support new plans.

- **Capacity Building:**

- Tutor local leaders, government workers, and others how to be part of planning.
- Give them training and tools.

- **Monitoring and Evaluation:**
  - Set up a way to check if the triggered planning pathways are working.
  - Ask participants for feedback and see how things are progressing.

- **Communication and Outreach:**
  - Make a clear design to tell everyone in the community about the planning process.
  - Use different ways like social media, newsletters, and community meetings.

- **Long-Term Sustainability:**
  - Plan how to keep things going in the long term, like keeping things in good condition and finding financial resources.
  - Look for partnerships with businesses and other ways to get funding pursuing a public-private-people based approach.

- **Knowledge Sharing and Collaboration:**
  - Help cities work together and share what they've learned.
  - Learn from others' good ideas and mistakes.

And of course, this methodology is based on the spirit of the **Adaptive Management:**

- Be ready to change plans if things don't go as expected.
- Stay flexible and adjust things based on new information and process development.

Figure 7, On site visits timeline

THE ROADMAP

The S.M.ALL Roadmap is outlining the steps and key milestones in the implementation of the project, in accordance with overall and transnational objectives of the partnership and the specific objectives set for the design of the local integrated action plans. In the context of on-site visits, issues, aspirations, and the numerous uncertainties that continue to define the trajectory towards a sustainable and inclusive model of urban mobility management in the partner cities have surfaced.

This ROADMAP aims to set the stage for collaborative and idea-generating work, providing a context where the issues appeared during the six months of preparation can be addressed. As the partnership gears up for action, this document not only serves as a reference for actions and themes to develop over time but, more importantly, as a space for discussion and collaboration. It seeks to be a flexible meta-tool that can be adapted on the go, offering the necessary answers to partners engaging in participatory planning. Beyond a deterministic guide, this ROADMAP encourages a flexible rationality, an opportunity at each step for reflection, especially through transnational exchanges, on the local paths being built through various Integrated Action Plans (IAPs). It's not a constraint but a generator of possibilities, serving as a overarching framework facilitating the development of locally rooted and sustainable projects. Certainly, this ROADMAP is grounded in the reality of onsite visits, discussions held so far among and with partners, through various tools and moments extensively described in the preceding sections. It also reflects the foundational structure of the methodological approach, characterized by the following points:

- Moving **from interdisciplinarity to transdisciplinarity**,
- Shifting **from an interaction-oriented approach to design into a co-design process**, and finally,
- **Elevating stakeholder participation to the highest levels of cooperation**, involving responsibility in both design and self-monitoring and management.

A crucial level of action in this ROADMAP pertains to local activities:

- At the local level, a pathway will be constructed, beginning with active stakeholder involvement, leading to the identification of problems or challenges.
- This will progress to the comparison of possible solutions and the formulation of integrated plan objectives.
- A testing phase will ensue, activating pilot projects, culminating in the final formulation of the Integrated Action Plan (IAP), and preparation for its implementation and dissemination.

The journey toward drafting the IAPs that partner cities will undertake at the local level is illustrated in the following image.

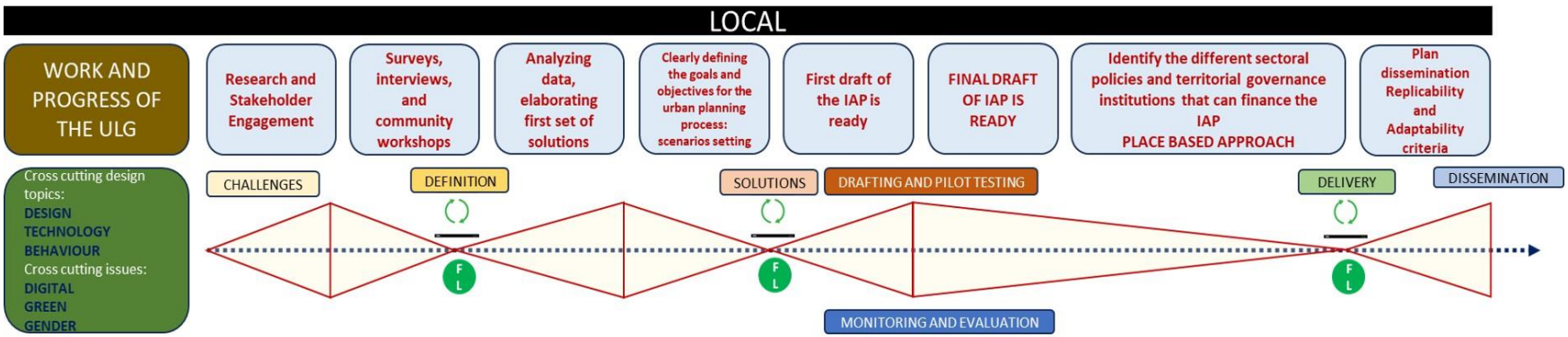


Table 15, Pathway that different partners will follow at local level to draft IAPs (FL=Feedback Loops)

At the local level, the planning journey will alternate between moments of divergence, evaluating and broadly reconstructing options, and convergence, where selection and choice occur.

These opening and closing moments are regularly associated with moments in which involved actors are called to activate feedback loops, systematically collecting, analyzing, and using information about plan outcomes and progress to make adjustments.

The pathway of each partner will have to take into account two categories of transversal themes, one related specifically to those themes underlying the production of a sustainable integrated urban plan in the field of inclusive and sustainable urban

mobility, namely: DESIGN, TECHNOLOGY AND BEHAVIOUR. The second category concerns the transversal themes that characterise each URBACT sealed IAP, i.e. the themes in line with key EU policies related to DIGITAL, GREEN and GENDER related issues. Regarding the three themes of the first category, they can be specified as follows:

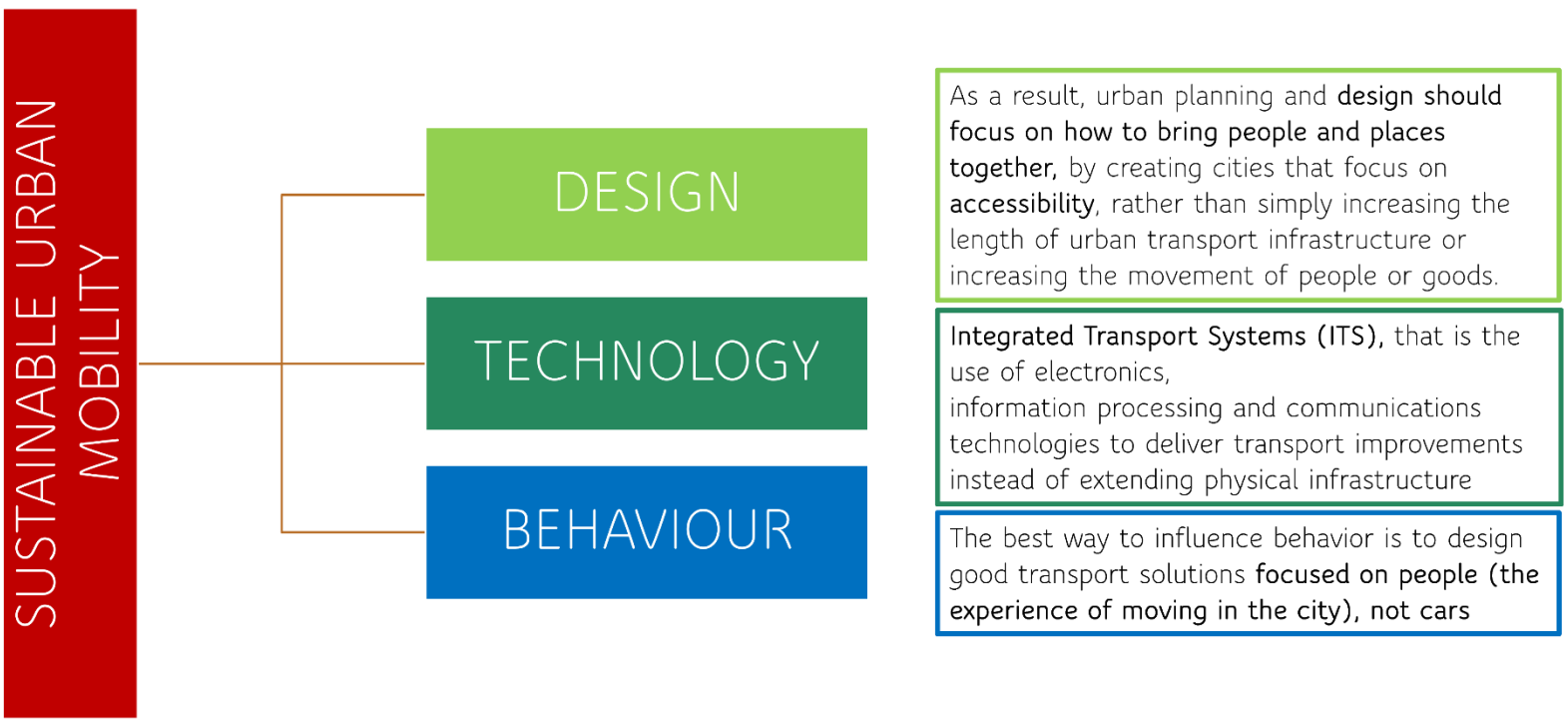


Table 16, Diagram drawn up by the author and inspired by: Planning and Design for Sustainable Urban Mobility: Global Report on Human Settlements 2013

Local IAPs (Integrated Action Plans) are closely connected to the comparison at the transnational level. This comparison involves interacting with and gradually assisting in defining integrated plans. As outlined in the methodology section, specific themes **(THEMATIC INSIGHTS)** related to urban and sustainable mobility plans will be thoroughly addressed by experts. This allows all partners to be informed about the latest developments in these themes, enabling them to convey this information to stakeholders at the local level and attempt to implement these ideas in their local planning processes. The accompanying image, here below, illustrates these themes and integrates them with two other types of actions at the transnational level:

PEER-TO-PEER EXCHANGE between cities, where the ongoing local planning phase is openly discussed in discussions.

SECTORAL WORKING GROUPS, where partner cities are grouped based on the goals identified for their plans. This grouping aims to expedite the definition of appropriate solutions to identified problems through focused comparisons, and also encourages broader discussions on these issues.

Table 17, Pathway that different partners will follow at transnational level to draft IAPs

The S.M.ALL project ROADMAP can be summarized in the diagram below. It illustrates the integration of local activities with the support, comparison, and collaboration that will occur during transnational meetings. These gatherings will involve periodic deepening of knowledge, both theoretical and practical, on key topics essential for developing inclusive and sustainable plans for urban mobility.

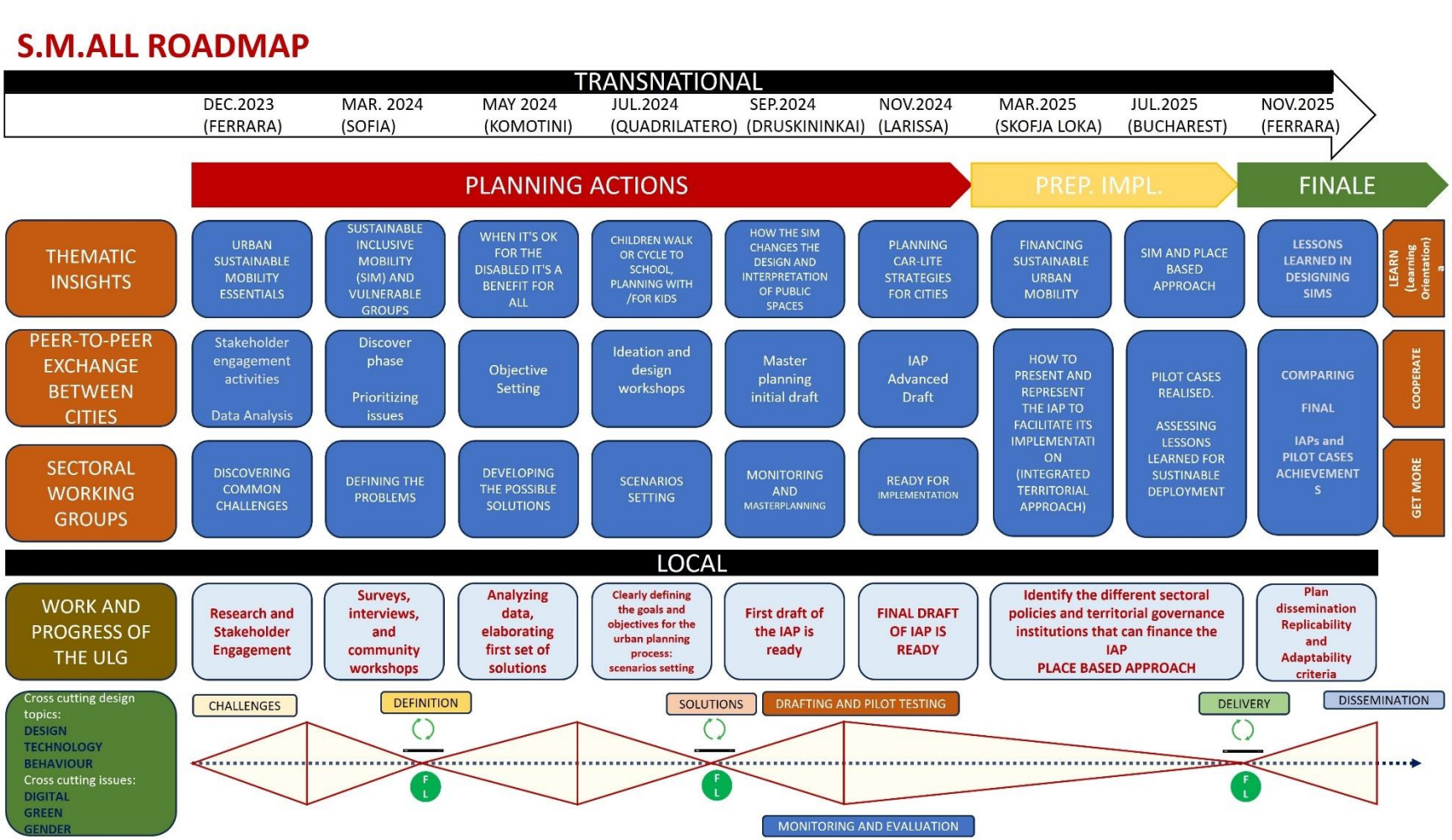


Table 18, Poster plan of the S.M.ALL ROADMAP

THE UNIQUENESS OF THE ROUTE S.M.ALL WILL TAKE

After the first six months of getting to know each other and discussing topics like sustainable and inclusive mobility, we are now moving towards a new focus on accessibility. This is the first category that emerged from our discussions, capable of containing and defining experimental fields that open up through local IAPs. Over time, more categorizations are expected to come forth, helping to define and implement concrete actions in partner cities. These projects can kickstart initiatives that make our everyday spaces and relationships more constructive, both physically and mentally, and sustainable from various perspectives.

One lesson learned during these initial collective meetings is that sustainability comes from an open approach to multiple aspects; it's not selective and isn't tied to a specific tool or choice. In the first step of the roadmap, summarized in the poster plan here above, we investigated and collected essential ingredients, referred to as thematic insights, that cannot be overlooked when get on a design journey related to the pursuit of sustainable and inclusive urban mobility.

A first lesson learnt is that: even seemingly sustainable solutions may not be sustainable. For example, It is not a means of transportation itself that is (or is not) sustainable, but the use made of it.

Sustainability is in how I use the means of mobility, not just how it is made. The starting point is that sustainable urban mobility is defined through a relationship between design, functionality, capacity of the mobility tool and its mode of use. This starting point makes us realise that the solution for sustainable mobility is context-dependent, and thus opens up a plethora of possibilities, which in the

case of the S.M.ALL network constitute the as yet unexplored potential of the local solutions that will be generated over the next two years of work.

Associating inclusiveness, the second lesson already learnt is that accessibility constitutes the gate that opens to inclusion (Handy, 2002). So at the beginning of the journey the S.M.ALL network has already defined an assumption, planning for mobility and planning for accessibility leads to a different organisation of the goals to be achieved.

If we focus strictly on mobility, then it becomes important to consider three key factors influencing the modal choice of travellers:

- **Time:** People will adjust their travel to use faster modes.
- **Quality:** People will avoid travel choices that do not offer a decent level of human dignity.
- **Cost:** The impact of cost on travel choices varies with income.

That is, the general objective becomes: *moving people in more efficient ways, optimising the network flows.*

If, on the other hand, we focus on accessibility, our general objective becomes: *Help people avoid making trips by increasing connections. Bringing goods and services closer together and, thus, reduce need for travelling.*

The key factors would then become:

- **Proximity:** access to the six core functions of living, working, commercial, health care, education, and entertainment with a 15-minute walk or bike ride.
- **Density:** adequate access to daily necessities without relying on private car.
- **Diversity:** creating communities that represent a diverse range of cultures, ethnicities, and economic and social classes.
- **Digitisation:** smart technologies to access real-time and timely data.

- **Human scale urban design:** based on human needs.
- **Smart working:** a non-transport measure that can increase the accessibility to functions and services.

These factors are in line with the strategy of the 15 minutes (Moreno, C., 2016) city, and are an inherent paradigm shift in the way we live, the and in the city. However, possible consequences must be taken into account:

- **Rebound effect:** if commuting from work is reduced, travel for other purposes may increase or other family members may use the car to get around.
- Doubts also exist about **CO2 reductions:** emissions from heating and domestic energy use may be higher than those from commuting.

Finally, it is now up to the cities, their local coordinators, and their ULGs to start making proposals; in this initial phase, we have not only made a path of analysis, but also of knowledge of the tools, debates, and examples inherent to inclusive and sustainable urban mobility, and, through the first thematic in-depth study, we have already defined a set of operational conclusions (Cavallaro, F., 2023), to be used now in the participatory planning process leading to the design of the IAPs (Cavallaro, F., 2023):

- **Planning for accessibility, not for mobility:** more equitable and generates less externalities. Accessibility implies also (but not only) a mobility component.
- **Different measures at disposal:** the choice of the most suitable ones depend on the specificities of the area
- **Attention to the combination of the measures:** if not well planned, they could generate incompatibilities and even counterproductive results.

Figure 8, Accessibility, Tom Falco, SOURCE: https://www.cartoonstock.com/directory/r/remote_accessibility.asp

As the planning process progresses, the S.M.ALL journey will dig into additional thematic explorations that relate to the specific phase the participatory planning process is currently undergoing.

Currently, the network is busy defining the ULGs, focusing on identifying and mapping stakeholders. Following this, the network will move on to defining the issues, a step that involves engaging the local community represented through the ULG. In line with the adopted methodology, **the ULG of/in S.M.ALL is dynamic and built on an open and transparent process**, aiming to ensure sustainability through local roots in the reference communities for project decisions. This open process is founded on **transparency, collaboration, and inclusivity**. Please refer to the diagram below for a clearer understanding of the synergistic value of these three characteristics.

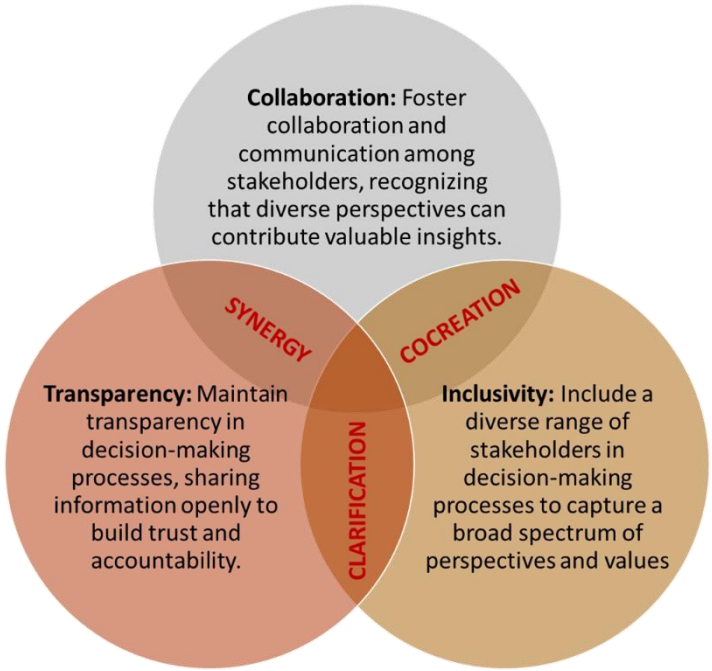


Figure 9, The S.M.ALL Roadmap as an open process, elaborated by the author

The next steps will involve precisely identifying the problems to be addressed and subsequently defining a series of solutions. At a transactional level, this phase will be accompanied by thematic explorations related to understanding the **connections between sustainability, inclusion, and vulnerable groups.** It aims to develop the concept that planning and designing with a focus on individuals with disabilities constitute a qualitative advantage for everyone.

In approximately six months, partners will be able to develop scenarios for their integrated plans. Scenario planning is a strategic method that envisions and explores multiple plausible future scenarios to help organizations prepare for uncertainties. It includes

- identifying uncertainties,
- developing alternative scenarios, and
- analyzing their potential impact on organizational goals.

Considering various futures enables partners to make informed decisions, anticipate challenges, and develop

flexible strategies resilient across different outcomes.

In the latter part of the year, the focus will shift towards restricting actions for master planning and visually sketching the Integrated Action Plans (IAP). here are some examples, but others may also be considered, on a case-by-case basis:

- **Developing Design Guidelines**: Establish design standards for a cohesive, coherent and high-quality development of identified SIM projects.
- **Phasing**: Create a phased implementation plan to guide the orderly development of the IAP over time.
- **Regulatory/Governance Agreements**: Obtain necessary approvals and permits, policies related financing from relevant authorities for proposed IAP measures.

By year-end, the IAPs will be ready for implementation. Throughout these phases, from scenario planning to document realization, the S.M.ALL network will explore into themes via experts-managed learning processes. This helps better understand

- **how to relate to target group needs**,
- how SIM solutions connect to **planning and uses of contemporary public space**, and
- how to organize **Car-Lite strategies**.

Before defining the IAPs, two feedback loop (FL) moments are planned, as indicated in the ROADMAP Poster Plan. This ongoing monitoring is essential for adaptability, considering the complexity of the planning topic and potential commitment variations due to political changes or realizing the process was heading in the wrong direction. Flexibility is crucial, acknowledging externalities that may

emerge during this integrated planning journey. While the first foundation of this proposed methodology stresses the concept of an open process, another defining aspect is **an iterative process that encourages continuous monitoring and evaluation of choices.**

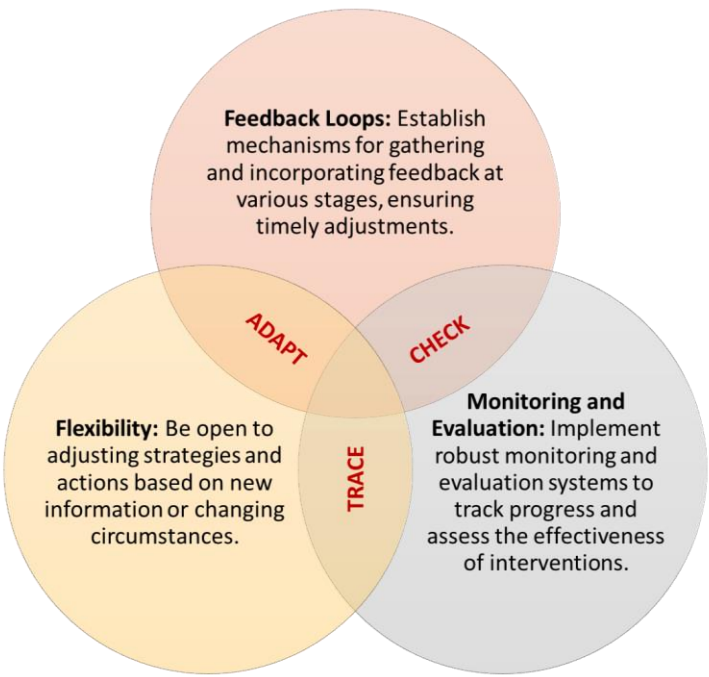


Figure 10, The S.M.ALL Roadmap as an iterative process, elaborated by the author

Implementation of feedback moments involving all process stakeholders is crucial, along with a commitment to a dialogical and flexible approach. The graph above concisely illustrates the relationship between these concepts.

The implementation phase, scheduled to begin at the start of the next year (2025), will involve experimenting with pilot projects that will be defined during the planning phase this year. Expert guidance and transnational discussions will focus on themes of horizontal and vertical governance (place-based approach). The aim is to understand **how to create an integrated funding context that looks not only at institutional public actors at the local, regional, national, and supranational levels but also establishes a dialogue with private entities.** This is to ensure that every local initiative is shaped by a **PPPP**

approach: **Public, Private, People, Partnerships.**

Figure 11, The S.M.ALL Roadmap as a "learning by planning" process, elaborated by the author

It involves institutional inclusion, community involvement, and consideration of interests, highlighting shared and participatory solutions. This methodological approach seeks its functioning rationale **by looking at sustainability, creating resilient management and operational contexts,** and tying the actors involved in the process to a **continuous learning process.** This is summarized in the following graphic.

In conclusion, the S.M.ALL project methodology activates a process with the following characteristics:

1. **ADAPTIVE,**
2. **CONSISTENT AND**
3. **FLEXIBLE**

Moreover, the S. M.ALL process promotes:

1. **SYNERGY,**
2. **CLARIFICATION,**
3. **COCREATION (CO-DESIGN.**

Finally, the small process:

1. **CHECKS THE PROGRESS**
2. **TRACES THE ACTIVITIES**
3. **ADAPTS TO CHANGE**

In line with the URBACT method and considering the specificities of sustainable and inclusive urban mobility, and taking into account these initial six months of meetings, discussions, and thematic exploration, a process is proposed with the following characteristics:

1. **Phased Implementation:** The methodology follows a phased implementation approach, starting with the planning phase and moving into experimental pilot projects in the subsequent year (2025).

2. **Pilot Project Experimentation:** The implementation phase involves experimentation through pilot projects, which are defined during the planning phase. This hands-on approach allows for practical testing and refinement of solutions.

3. **Expert Guidance and Transnational Collaboration:** Throughout the process, there is continuous expert guidance and transnational collaboration. Themes of horizontal and vertical governance, as well as integrated funding, are explored in this context.

4. **Place-Based Approach:** The methodology adopts a place-based approach, emphasizing the significance of local context and conditions in shaping solutions and initiatives.

5. **Integrated Funding Context:** There is a focus on generating an integrated funding context that not only involves institutional public actors at various levels but also encourages dialogue with private entities. This ensures a PPPP approach: Public, Private, People, Partnerships.

6. **Inclusive Key-topics exploration:** The approach involves inclusive research, encompassing institutional, community, and interest inclusion. It seeks solutions that are not only shared but also actively participated in by the relevant stakeholders.

7. **Practical Rationality:** The methodology seeks its operational

rationality by prioritizing sustainability, creating resilient management and operational contexts, and fostering a continuous learning process among the actors involved.

8. **Flexibility and Adaptability:** The process incorporates feedback loops and monitoring mechanisms to maintain adaptability. This flexibility is crucial due to the complexity of planning issues and potential changes in commitments, whether influenced by political shifts or a realization that the process needs adjustment.

Largely, the S.M.ALL project methodology is designed to be dynamic, inclusive, and responsive to the evolving needs and challenges encountered throughout the planning and implementation stages.

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ANNEX I, DETAILED DATA ON PARTNERS' PROFILES

BUCHAREST	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
The rapid growth of urban development in the neighbouring areas is not supported by the development of transport infrastructure. **Bucharest does not yet have a well-defined multimodality policy**, with a still low level of integration between the underground and surface transport, the network of transfer parking areas, and private mobility services. Also, **in the field of inclusive mobility, Bucharest faces various challenges, especially in terms of ensuring easy and safe access to transport for all city residents**, regardless of age, abilities, or social status. **The aim of this project is to develop meaningful policy guidelines to address mobility management for vulnerable groups**, thus shifting urban mobility in the outskirts from the dominance of car use to active trips and increasing safety and the perception of security in the outskirts of the city. **The main vulnerable groups identified in our region are elderly people, children, and teenagers.**	**In the last 10 years, Bucharest has shifted from a predominantly monocentric to a polycentric development model.** This transition was primarily achieved through the conversion of former industrial sites into office areas, large shopping centres, or shopping malls. The new developments were predominantly implemented in areas served by the underground, owing to the accessibility provided by this means of transport. Bucharest has formulated a series of urban development strategies and plans to address various aspects of the city's growth and improvement. **From the perspective of urban mobility, in the Bucharest - Ilfov region, there are the Sustainable Urban Mobility Plan 2016-2030 (SUMP) and the Integrated Development Strategy of Bucharest (SIDU).**
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
Within the ULG- local group Urbact, we have included the City Hall of Sector 6, which will support us in this approach of analyzing and defining the area proposed for the Plan. Solving mobility challenges in	Our Local Integrated Plan will concentrate on an area within District 6. In the context of the Radial Roads program developed at a metropolitan level and managed within ADIZMB, we believe that adopting a

the Bucharest – Ilfov region requires an integrated and coordinated plan, in which multiple stakeholders, including public authorities, civil organizations, private companies, and the local community, work together to achieve common goals. ➢ Bucharest City Hall ➢ Sector 6 City Hall ➢ Ministry of Transport / CNAIR ➢ Polytechnic University of Bucharest/Faculty of Transport ➢ Ilfov County Council ➢ NGO urban planning including - AMAIS ➢ Alternative Transport Organizations – Hai cu bicla, Optar ➢ Public transport operators – STB ➢ Micromobility Solutions Operators ➢ Civic initiative groups in the area to be analyzed	participatory planning approach for mobility aspects in peripheral areas of Bucharest is necessary. Key issues to address: ➢ Public Transport Accessibility: The development of an accessible public transport system is crucial. ➢ Parking Accessibility: The development of accessible parking spaces. ➢ Alternative Transport: Promoting alternative means of transport, such as bicycles and scooters, can contribute to more inclusive mobility. Providing cycle paths and infrastructure for their use can help create a friendlier environment for cyclists and people with reduced mobility. ➢ Community Consultation: Involving people with disabilities and other vulnerable groups in urban and transport planning processes is essential to ensure that proposed solutions are genuinely inclusive. ➢ Education and Awareness: Promoting education and awareness about the needs of people with disabilities and the advantages of inclusive mobility can help improve practices and attitudes in the community.

DRUSKININKAI	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
Disabled people, children, mothers, elders, other disadvantaged groups are the target groups addressed by the Municipality in order to pursue a local policy for a sustainable and inclusive mobility. Druskininkai aims to enhance its sustainable mobility	**The Integrated Action Plan aims to address sustainable urban mobility issues by promoting accessibility, equity, and fair opportunities for all citizens, especially vulnerable groups such as disabled people, children, and the elderly.** It

efforts with a focus on improving the mobility experiences of vulnerable groups. The strategy involves learning from successful practices in other cities. The key areas of interest include: ➢ **Inclusive Mobility:** Druskininkai prioritizes accessibility, affordability, convenience, efficiency, empowerment, empathy, and safety in its mobility initiatives. ➢ **Infrastructure Improvements:** This includes enhancements to biking and pedestrian infrastructure, encompassing both large-scale projects and smaller, softer measures. ➢ **Support for Vulnerable Groups:** Druskininkai plans to provide aids and equipment to facilitate mobility for vulnerable individuals. ➢ **Awareness Campaigns:** The city intends to implement campaigns to raise awareness among participants about sustainable mobility. By addressing these aspects, Druskininkai seeks to create a more inclusive and accessible urban mobility environment, benefiting all citizens, particularly those in vulnerable groups.	focuses on improving accessibility and transport options for daily needs, both in public and private spaces. This plan involves local communities and the private sector in implementing solutions based on the "mobility for all" principles in the Druskininkai municipality. **The pilot action in Druskininkai will test concrete solutions to enhance accessibility in public and private spaces, encouraging service providers to improve conditions for everyone.** The plan also includes a campaign to label spaces, facilities, and services as "friendly for all" for those that adopt sustainable mobility measures and contribute to increased accessibility.
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
The Municipality intends to engage politicians, relevant representatives of the administration staff, responsible institutions of the municipality, local businesses, associations, and NGOs to gather comprehensive and accurate information on every aspect of the "mobility for all" issue. In the ULG and project, the following stakeholders will be involved:	Considering the scale of the city, it is planned that a pilot action in Druskininkai would focus on testing concrete solutions for the accessibility of public and private open spaces and facilities across the entire municipal area. This initiative aims to encourage both public and private service providers to enhance conditions for "mobility for all." Additionally, it will involve a campaign by the municipality to label spaces as "friendly for all."

➢ The deputy mayor responsible for the implementation of social policy in the municipality, ➢ representatives from the Administration of Druskininkai Municipality, ➢ city Council, ➢ Druskininkai Social Service Centre, ➢ Druskininkai Business Club, NGOs, and the local community. The project aims to facilitate an enhanced participatory process, using the URBACT method, in which the municipality collaborates with relevant institutions, associations, and NGOs to gather comprehensive information on the problems of the sector. This process involves stakeholders in developing solutions by preparing the Integrated Action Plan and implementing the pilot action.	Druskininkai is particularly interested in various aspects of inclusive mobility and mobility management, including accessibility, affordability, convenience, efficiency, empowerment, empathy, and safety. The focus will extend to different aids and equipment for vulnerable groups, biking and pedestrian infrastructure (including small and soft measures), as well as schemes to raise awareness of sustainable mobility among participants.

FERRARA	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
Ferrara's main concern is younger people, especially students (8-17 ya) thus addressing the whole family group and limiting the traffic congestion around schools at rush hours. Also, responding to the age profile of the city, elderly people with reduced mobility are a target that the city must consider. Last but not least, Ferrara is eager to work on the target group of people with physical disabilities, in the framework of the accessible redesign of the south-west access to the city, to be implemented by 2026 thanks to Regional ERDF investments.	The Sustainable Urban Mobility Plan (SUMP) for the City of Ferrara was approved in December 2019, following a three-step process. Its objectives include providing multiple mobility options, enhancing safety, reducing pollution and energy consumption, improving transport efficiency, and enhancing the city's attractiveness and urban environment quality. The "Piedibus" protocol, a pedestrian bus for pupils, was approved for the 2022/2023 school year, involving over 50 pupils and various stakeholders, including schools, the Mobility Agency, and environmental organizations.

	The "Mobilityamoci" project involves creating a web-based inventory of home-school commuting behaviors and testing a model for home-school commuting. The "Born to walk" campaign promotes pedestrian and sustainable home-school commuting, while "Bike 2 Work" campaigns encourage sustainable commuting to work with cashback incentives. The ongoing Central Europe PopUpUrbanSpaces project focuses on tactical urbanism solutions to promote sustainable mobility and behavioral change.
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
➢ Schools - already involved in the mobility projects developed by the municipality ➢ Centers for families and children (service managed by the Municipality) - providing support to families and several services for the youngest, including playrooms and laboratories for under 6yo in the afternoons, and integration to the daycare services ➢ Police - Municipal service ➢ Pediatricians ➢ AMI Tper - local providers / agency for mobility ➢ CSV - Center for Volounteering - provides services and facilitation for volunteering associations; may reach several actors of the Third Sector to be included in the ULG ➢ Authority for Disabled People ➢ FIAB Ferrara - Local section of the National Association of Bike Users ➢ CTR ARPAE - Center for the Promotion of Sustainability Policies of ARPAE Emilia Romagna	The S.M.ALL project, with the City of Ferrara as the Lead Partner, is addressing several key topics to reduce economic and social disparities and ensure quality access for all: ➢ Safe and Independent School Mobility: Promoting sustainable modes of transportation for children, such as walking, biking, and public transport, to allow them to travel to school safely and independently. ➢ Efficient Urban Mobility: Facilitating the movement of people from their homes to urban key points in a quick and seamless manner, reducing car dependency while encouraging the use of public transport, walking, and biking. ➢ Participatory Planning: Involving stakeholders and citizens in the design and implementation of the ACTION PLAN, utilizing participatory processes to ensure community engagement. ➢ Environmental Sustainability: Lowering the environmental impact of the transportation sector to combat climate change and reduce pollution.

➢ AUSER - Association of Elderly people - provides several services for schools ➢ FBK Fondazione Bruno Kessler - private, collabotaes with the municipality for Bike2Work and other project on related topics	➢ Transferability and Customization: Considering and assessing the adaptability of the Action Plan for different urban areas, with a focus on transferability to various situations based on urban characteristics. ➢ To achieve these goals, the City of Ferrara will establish targeted Ubact Local Groups to assess various home-to-school routes within different urban areas. The project's core concept is to identify specific solutions for home-to-school transportation challenges and transfer these solutions to diverse urban contexts, taking into account varying urban needs and conditions. Ferrara will contribute data and insights to evaluate different urban scenarios and cater to the needs of students and parents.

KOMOTINI	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
Disabled people will be in the centre of our project. Our moto is that "when something is accessible for disabled people, it is for everyone". So practically, apart from disabled people in the target group are included pregnant women, parents with children, old women and men, injured people and anyone else with moving obstacles.	Komotini has embraced an accessible city mentality, which is integral to its overall policy across various levels and sectors. Several mobility-related projects are underway: ➢ A sustainable urban mobility plan has been developed. ➢ A master plan for redesigning the city's historical center, backed by secure funding of over 30 million euros, aims to enhance mobility in the area. ➢ Komotini is working on the creation of a Paralympic park. ➢ The urban bicycle road network is set to be expanded.

	➢ Secure funding is allocated for making historical buildings and monuments in the city accessible.
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
The stakeholders that we will include to our ULG are our day-to-day partners all these year for the municipality to its ambition to change the city of Komotini and make it accessible for all. We work with these organizations in different levels and we have a smooth cooperation in various projects. These stakeholders are: ➢ Region of East Macedonia and Thrace ➢ Managing Authority of Operational Regional Structural Funds of East Macedonia and Thrace ➢ K. Karatheodori Development organization ➢ Ephorate of ancient antiquities of Rodopi ➢ Ephorate of newer monument of Region of Est Macedonia and Thrace ➢ Democritus University of Thrace ➢ Europedirect – Komotini office ➢ Exagono – Youth office of Komotini ➢ Club of people with disabilities and friends - PERPATO	Komotini is facing several important issues as it strives to align itself with European standards, despite progress that has been made. Key areas of concern include: ➢ **Technology Implementation**: Exploring the use of technology to address various challenges and enhance the city's infrastructure and services. ➢ **Medieval City Mobility**: Improving mobility within the historical, medieval parts of the city, which lack structured urban planning. ➢ **City Center Focus**: The city center is a primary focus for two reasons: the initiation of a comprehensive master plan for its regeneration over the next 5 to 7 years and the fact that more than 90% of the city's activities are concentrated in this area. ➢ **Multicultural Diversity**: Komotini is a multicultural city with Orthodox, Muslim, Roma populations (both Orthodox and Muslim), and resettlers from the former USSR living together harmoniously, creating a unique mosaic of different religions and cultures. ➢ Accessibility: Komotini is recognized as one of the most accessible Greek cities and received a European distinction for its commitment to accessibility. The city received the "Special mention for the city that treated accessibility as an opportunity" at the European Accessible Cities Awards 2021 (Access City Award). Addressing these issues will help Komotini enhance its infrastructure, inclusivity, and overall quality of

	life for its diverse population while aligning with European standards.

LARISSA	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
Children and people with disabilities are the vulnerable groups that will be addressed through the S.M.ALL project.	**Sustainable Urban Mobility Plan (SUMP):** ➢ Implementation in Larissa as the first city in Greece. ➢ Key elements include low-traffic streets, integrated cycle paths, collector roads, and changes in bus operations. ➢ Challenges include physical barriers like the Pineios river, railroad tracks, and military installations. **Sustainable Urban Development Strategy (SUD):** ➢ Aims for holistic development with infrastructure and soft actions. ➢ Focus on Functionality, Accessibility, and Aesthetics. ➢ Flagship action involves connecting the city center with cultural landmarks. **Urban Accessibility Plan (UAP):** ➢ Aims to improve accessibility and mobility for all citizens.

	➢ Actions include pedestrian zones, stable surfaces, suitable ramps, accessible signage, green spaces, and special parking. **Operational Plan for Securing Shared and Public Spaces:** ➢ Focuses on improving and efficiently utilizing shared and public spaces. ➢ Prioritizes spaces based on urban planning criteria. ➢ Records designated spaces by the city plan and considers alienation progress. **Electric Vehicle Charging Plan (EVCP):** ➢ Aims to promote and facilitate electric vehicle charging. ➢ Charging stations strategically placed in the town center, peripheral parking areas, and public transportation stops. ➢ Proposed charging points: 204, including 10 for disabled people.
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
The main stakeholders that will be involved are: ➢ Youth Municipal Council of Larissa ➢ Municipal Departments of Technical Services, Urban Mobility and Social Welfare ➢ Chamber of Commerce ➢ Technical Chamber of Greece ➢ Region of Thessaly ➢ Schools ➢ NGOs (PwD of Larissa) ➢ Local enterprises and associations	➢ **Public Transportation Accessibility:** Marginalized communities experience unequal access to public transportation. ➢ **Active Transportation (Walking and Biking):** Safety concerns and limited mobility options arise from a lack of pedestrian and cycling infrastructure. ➢ **Traffic Congestion and Air Quality:** Excessive car use leads to issues like traffic congestion, air pollution, and associated health problems.

	➢ **Reducing Private Car Ownership:** Overreliance on private car ownership contributes to urban sprawl, parking challenges, and environmental issues. ➢ **Transportation Equity:** Transportation disparities persist based on income, race, and geography. ➢ **Urban Planning and Land Use:** Poor urban planning results in segregated land uses, long commutes, and inefficient transportation systems. ➢ **Digital Connectivity and Mobility Apps:** Limited access to digital tools hinders route planning and real-time transit information. ➢ **Environmental Sustainability:** High carbon emissions from transportation contribute to climate change. ➢ **Safety and Security:** Pedestrians, cyclists, and public transit users face safety concerns. ➢ **Public Engagement and Education:** Awareness about sustainable transportation options and their benefits is lacking. ➢ **Aging Population and Mobility Challenges:** Seniors experience mobility issues and limited access to transportation.

QUADRILATERO	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
Inclusive Education Policies:	Policies for sustainable urban mobility in the QUADRILATERO region (Braga, Guimarães, Barcelos, and

➢ Implementing inclusive education policies to ensure that schools cater to the diverse needs of all children, including those with disabilities. ➢ Providing necessary resources and support to create an environment where every child can participate and thrive. **Safe Transportation:** ➢ Ensuring safe and accessible transportation options for children commuting to school, with a focus on accommodating the needs of children with disabilities and promoting pedestrian safety. **School Infrastructure and Accessibility:** ➢ Developing and maintaining school infrastructure that is accessible to all children, including ramps, elevators, and facilities designed to meet the needs of students with disabilities.	Famalicão) focus on creating environmentally friendly, efficient, and inclusive transportation systems. Some key policies include: **Enhanced Public Transportation:** ➢ Improve and expand public transportation networks. ➢ Increase accessibility and affordability of public transit options. **Active Transportation Infrastructure:** ➢ Develop pedestrian-friendly zones and cycling infrastructure. ➢ Encourage walking and cycling as sustainable commuting options. **Promotion of Electric and Low-Emission Vehicles:** ➢ Incentivize the adoption of electric and low-emission vehicles. ➢ Develop charging infrastructure and set emission standards. **Smart Mobility and Community Engagement:** ➢ Implement smart mobility solutions and technologies. ➢ Engage the community through awareness campaigns and educational programs.
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
➢ City Councils, ➢ Mobility Divisions, ➢ Urban Planning and Education Departments, ➢ Transport Authorities, ➢ Police, ➢ Teachers, ➢ Parents associations, ➢ Pupils, ➢ Public transport companies, ➢ Cyclists' associations,	In all likelihood, only a couple of projects will be realised in one of the four QUADRILATERO localities, at this point in time it has not yet been identified in which city to intervene, but very clear is the target, to facilitate the transport of children to and from school.

➢ School groups ➢ Vocational schools (support in devising activities for children)	

SKOFJA LOKA	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
In the S.M.ALL project, Škofja Loka is addressing challenges related to the accessibility of various vulnerable groups, including the fragile, disadvantaged, disabled, blind, visually impaired, deaf, hard of hearing individuals, as well as elderly people and children. The municipality seeks the development of innovative approaches for accessibility tailored to these groups, incorporating a study of exemplary practices and an in-depth analysis of their specific needs. The overarching aim is to enhance safety on public roads for all residents, with the added value of creating a green environment featuring captivating natural effects, such as road surface games, unique natural phenomena, and aromatic trees and bushes. The ultimate goal is to provide an exceptional and equitable physical and psychological experience, ensuring equal mobility opportunities for everyone.	➢ Strategic Accessibility plan for Škofja Loka (in 2017) ➢ Strategy of development of Municipality of Škofja Loka 2025+ (n 2014) ➢ Bicycle chain in the countryside ➢ Agata in Jurij – promoting free of charge e-minibus activity ➢ eKOLOka – intercity bicycle rental system including sustainable mobility in industrial zones ➢ Overall strategy of sustainable mobility ➢ Parking policies (in 2023)
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
➢ Local experts in Municipality of Škofja Loka ➢ Relevant NGOS, representing the general public and fragile groups ➢ Leaders of local communities ➢ Landscape architects and urban planners ➢ Communication experts	In the S.M.ALL project, Skofja Loka has a vision to link the paths within the city center to the walking trails on the outskirts. The objective is to design these walking paths in a way that provides a serene and tranquil environment, minimizing artificial noise and offering fresh air. The natural surroundings will showcase scenic views, creating an atmosphere that is equally inviting for every resident and visitor. The

	aim is to develop paths that not only encourage a healthy and relaxed lifestyle but also enhance the overall experience for both the local community and tourists exploring Skofja Loka.

SOFIA	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
The different social groups in Sofia need specific efforts for their successful involvement in the life of the city. Each group should be approached differently, depending on whether they are disabled, children, elderly or other. Studies show that so far only partial support has been given to the integration of different groups, and therefore **targeted efforts are needed to develop and introduce innovative services for the integration of people from vulnerable groups.** Providing accessible means of public transport and information in an accessible format on existing means of transport is a challenge that requires ongoing efforts, resources and time. Sofia Municipality (SM), through the unit for specialized transport services for people with reduced mobility in the **"Transport" Directorate (TD), creates conditions for transport equity for disabled people; social integration of disabled people and exercise of their rights;** support for people with disabilities and their families; integration of people with disabilities in the work environment.	There are various policies, strategic frames and concrete actions developed and containing the topic for sustainable mobility for all in Sofia Municipality. Some of them are: ➢ **Regional strategy for the development of social services** in the Sofia region (2016 – 2020); aimed to guarantee the disclosure of social services that meet specific needs of people not only on the territory of the municipality, but also in the region, and the introduction of the regional principle of planning and developing social services. ➢ **Strategy for an accessible urban environment** for all on the territory of the Sofia Municipality (2018-2022); designed to contribute to improving access for all citizens and guests of the capital who encounter difficulties in moving and performing various activities in the urban environment. ➢ **Vision for Sofia 2050;** related to the possibilities for disadvantaged people to navigate and move easily in the urban environment and feel safe and comfortable.

	➢ **Plan for the integrated development of the Sofia Municipality for the period 2021-2027**; which includes 3 strategic goals: more sustainable development and improved connectivity; increasing the competitiveness of the municipality and developing the knowledge economy; and a more developed social and cultural environment. ➢ **Sustainable Urban Mobility Plan of Sofia**, a strategic document covering the period 2018-2035 and setting out the main guidelines for the sustainable development of mobility.
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
Sofia would like to involve a broad variety of stakeholders in order to achieve better support and application of the planned action: ➢ **Representatives of different departments within the local administration** - for example representatives of department "Social activities and integration of people with disabilities", department "Transport and Urban Mobility", Transport directorate, Sofia Urban Mobility Centre, Municipal Enterprise SofiaPlan and/or other relevant urban planning department, other directorates and/or departments and/or actors as appropriate. ➢ **Representatives of mobility and transport agencies/providers, associations, citizens** and other relevant parties as appropriate. The exact content of the S.M.ALL task force – Sofia will be fully determined within the	Sofia Municipality and Sofia Urban mobility Centre are currently discussing the issue and at this stage it is considered more appropriate to define the functional urban area in detail within the period for organization and set up of the ULG. The different social groups in Sofia need specific efforts for their successful involvement in the life of the city. Each group should be approached differently, depending on whether they are disabled, children, elderly or other. Studies show that so far only partial support has been given to the integration of different groups, and therefore targeted efforts are needed to develop and introduce innovative services for the integration of people from vulnerable groups. Providing accessible means of public transport and information in an accessible format on existing means of transport is a challenge that requires ongoing efforts, resources and time. A fundamental challenge, going beyond the municipal context, is to achieve such

S.M.ALL Project Activation and more particularly within the period for organization and set up of the ULG.	changes in public attitudes regarding the implemented accessibility measures that respect the rights of all citizens to move freely and independently.

STRASBOURG	
VULNERABLE GROUPS, POLICIES FOR TARGETS	**POLICIES FOR SUSTAINABLE URBAN MOBILITY**
In the context of inclusive and sustainable urban mobility in Strasbourg, a specific target is to develop pathways that cater to the needs of children under the age of 15. The objective is to create a pedestrian-friendly environment in the city center, especially in proximity of schools. These pathways are envisioned to be safe, enjoyable, and free from excessive noise, providing a wholesome experience for the youngest residents and their families. By prioritizing the needs of children in urban mobility planning, Strasbourg aims to promote active and sustainable modes of transportation that contribute to the well-being of both the younger population and the community as a whole.	PAMA, plan d'actions pour des mobilités actives (action plan for active mobility) : https://www.strasbourg.eu/documents/976405/1084289/0/b3fb3dac-3170-6921-a7c6-240844dd5b20 + plan vélo : https://www.strasbourg.eu/documents/976405/406011710/0/f003ba78-937c-adb4-8e89-60db8a307fe8 + plan piéton : https://www.strasbourg.eu/documents/976405/1084289/0/4df2c25d-7edb-fd72-2bc0-e43bf72b91e0 et https://www.strasbourg.eu/plan-pieton + PLU : Plan local d'urbanisme, with specific rules on mobility (for example, to get a construction permit today, the building company needs to have 3% of the living surface reserved for bike parking, and we're trying to change it up to 5% from 2024) + Mobistras : on demand public transport for people with disabilities (https://www.mobistras.strasbourg.eu/)
STAKEHOLDERS TO INVOLVE	**KEY TOPICS AND AREA(S) OF ACTION**
➢ Local climate agency : expertise in coordination, and one of the biggest actor in mobility and council sector in our territory.	Our original idea is to work on the whole territory of Strasbourg Eurometropolis, which means 33 cities. On the occasion of this opportunity related to the S.M.ALL project we are working to identify a maximum of a COUPLE projects to test new pilot cases

➢ local companies in mobility sphere (like Vélhop), ➢ NGO' like CADR67 -> they are 'out on the field' everday, and they know what could work and what not ➢ Maison sport-santé (agency for health), ➢ Internal staff and ressources -> urbanism department, education dept, gender dept, etc. ➢ Youth council -> to be able to talk with our target, not just to talk about their issues. ➢ Automobile club association -> to open our horizons as far as possible (as learned during the summer university in Malmö)