ACTION PLAN FOR A TRANSNATIONAL SUMP CONCEPT

PART B

Planning model

WP Coordinator: Free Municipal Consortium of Ragusa

Version 4
09 2020

Document status

Programme:	Interreg V B ADRIATIC-IONIAN Cooperation Programme 2014-2020
Project:	**SMILE - *FirSt and last Mile Intermodal mobiLity in congested urban arEas of Adrion Region***
Work package:	WP T2 - *Elaboration of a transnational SUMP scheme for urban and interurban areas of the ADRION region*
Deliverable:	T2.2.1 – Action Plan for a Transnational SUMP concept
Title of Report:	**Action Plan for a Transnational SUMP concept – Part B**
WP Coordinator:	**Free Municipal Consortium of Ragusa**
Version:	4
Status:	Part B
Date:	18/09/2020
Distribution:	**Restricted**
Number of page:	102

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Project Partner 11	**City of Gradiska** (BA)

Revision history:

Version	Status	Date	Author	Notes
0	Template	29/012020	Ragusa FMC	Template delivered to partners for survey
1	Draft	21/05/2020	Partners	Collection of surveys filled by partners
2	Draft	29/06/2020	Ragusa FMC	1st Integration of missing data provided by partners
3	Draft	20/07/2020	Ragusa FMC	2nd Integration of missing data provided by partners
4	Final	18/09/2020	Ragusa FMC	Part B – Planning model

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Introduction

This document is a result of the work carried out by partners of SMILE project. The following chapters report in the footnotes the contributions provided by partners which, where possible, were not modified in order to respect the drafting operated by each contributor.

As regards the overall cooperation activity, SMILE project is focused on first and last mile of mobility in some variegated and paradigmatic urban areas of Adrion Region, embracing coastal, inland and bordering cities of different size (from metropolises to small towns) in order to:

- depict and compare mobility scenarios to enable policy makers and key stakeholders to better understand consequences of inaction/action;
- elaborate transnational scheme to draft *Sustainable Urban Mobility Plan*s, as common cognitive umbrella under which to develop (or reinforce, where already initiated) local SUMPs mirroring local specific situations;
- test through residents, commuters, tourists, freight and bus tourism operators some IT-Information Technology solutions (APPs/Platforms) aimed at reducing/curbing congestion, promote intermodal solutions and make more efficient traffic flows.

Given the above, SMILE aims to reach multilevel objectives:

- to strengthen knowledge and operational capacity about mobility of local/regional authorities;
- to test quick-win solutions based on IT, and hence not requiring large infrastructural investments, in order to promote intermodal transport.

The transnational approach allows a comparison, exchange and share of experiences, by drafting and comparing mobility scenarios and SUMP schemes within an interregional context and in the mix of IT solutions that will be tested.

At programme level, SMILE project contributes to the fulfillment of the ADRION Strategic Objective 3.1 (*"Enhance capacity for integrated transport and mobility services and multimodality in the Adriatic-Ionian area"*) by promoting solutions for:

- multimodal environmental-friendly and low carbon transport;
- mobility infrastructures and services.

With this purpose, as reported in the Application Form, the SMILE project is structured through **2 specific objectives** defining:

1. *Transnational action plan and SUMP concept;*
2. *Test of various IT tools to favor a sustainable mobility.*

Main expected project results of SMILE project are:

- Increasing policy-making capacity through the elaboration of mobility scenarios and a joint *transnational Sustainable Urban Mobility Plan (SUMP) scheme*;

- Promoting sustainable mobility in urban areas by testing IT solutions.

To reach such purposes, the project develops the following *Implementing Work Packages:*

- ***WP T1*** *Design of Mobility Scenarios and elaboration of a transnational action plan*;
- ***WP T2*** *Elaboration of a transnational SUMP scheme for urban and interurban areas of the ADRION region;*
- ***WP T3*** *Testing of IT, e-mobility solutions & mainstreaming activities.*

In particular, for the purpose of this document, the *WP T2* aims to draw up and promote a transnational Sustainable Mobility Planning model for urban and interurban areas, on the basis of integrated SUMP scheme identifying *transnational mobility strategies*.

Ragusa Free Municipal Consortium is the partner coordinating WP T2 and involved all partners in the creation and coordination of a *Transnational Working Group (TWG)*, in order to draft the Transnational SUMP scheme.

The document, as result of the shared contribution of involved partnership, was subdivided in two parts, according to the work flow carried out by partners:

- Part A – Benchmark report;
- Part B – Planning model.

Any information or data affecting the local territories and national framework was provided by each partner responsible for its competence area.

1. General results of analyses on Sustainable Mobility Plans

this chapter provides a synthesis of remarks provided by partners after the analyses carried out within the previous Part A of the document (i.e. Benchmark report).

In order to be used and adopted by local authorities of States included in ADRION macro-region, the partners agreed to draft the *Transnational SUMP scheme* according to:

- the ELTIS Guidelines on *"Developing and Implementing a Sustainable Mobility Plan*;
- the Regulations, Directives and other acts issued by EU parliament and European Commission;
- the current legal frameworks of involved Member States;
- the existing transport and land use plans and planning tools implemented in the involved Member States.

For the last 2 abovementioned issues, the SMILE contributing partners drafted local analysis reports which were merged in the final *Benchmark Report*.

The abovementioned document summarized the level of implementation and the coherence of Policies and Regulations/Directives on Sustainable Mobility in the States of the contributing partners reported in the table below.

No. partner	Contributing Partner	Member State	Role in the step
LP	**RDC Koper**	Slovenia	Lead Partner - Involved
PP2	**School center Velenje**	Slovenia	Involved
PP3	**Ragusa FMC**	Italy	WP Coordinator - Involved
PP5	**ZADRA NOVA**	Croatia	Involved
PP6	**DURA**	Croatia	Involved
PP7	**Municipality of Hersonisos**	Greece	Involved
PP8	**RDA Banat**	Serbia	Involved
PP10	**PREDA-PD**	Bosnia and Herzegovina	Involved
PP11	**Municipality of Gradiška**	Bosnia and Herzegovina	Involved

Given the above, on the basis of the previous local analysis on national legal and policies frameworks, a first template was provided to TWG members of contributing partners, by reporting:

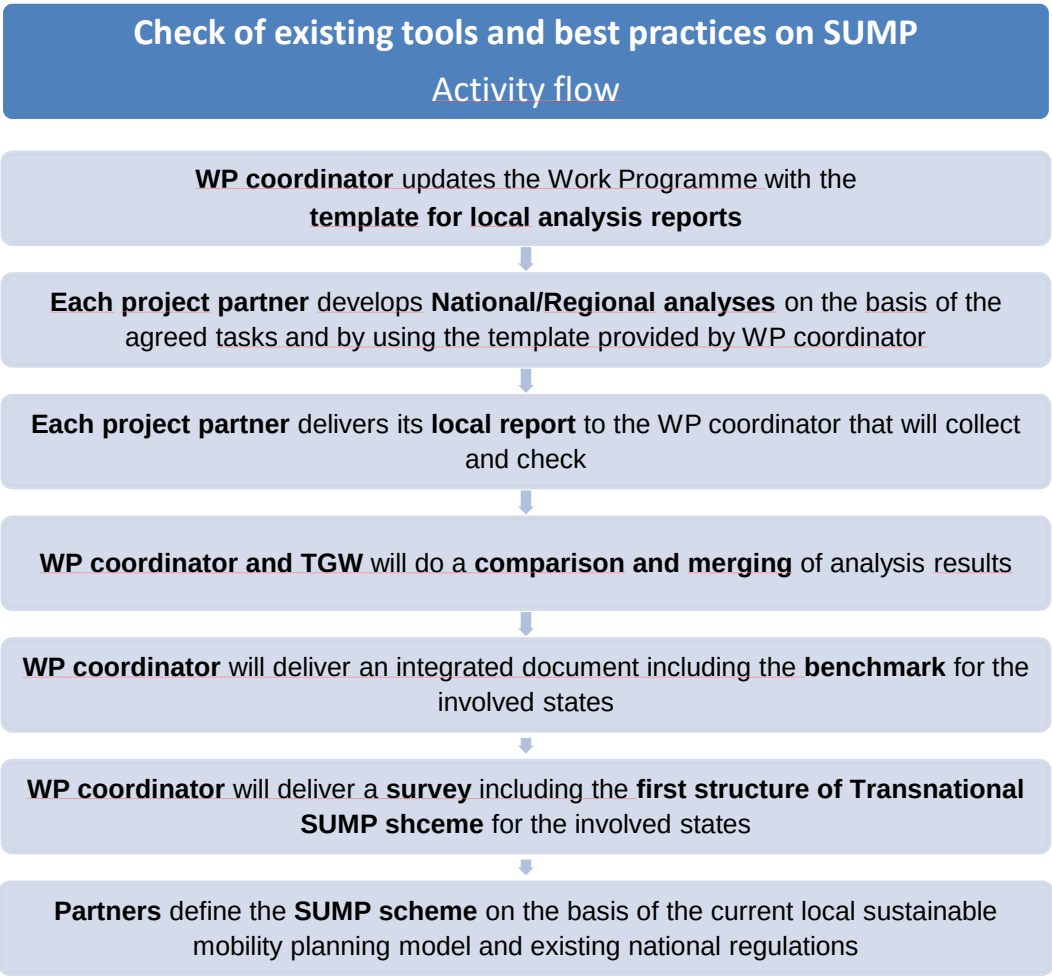
- a first contents of *Transnational SUMP Scheme*, to be shared with the Transnational Working Group members appointed by SMILE contributing partners in order to integrate it on the basis of the local regulations and needs;
- a survey with some questions in order to integrate/amend the structure and the contents of the *Transnational SUMP Scheme*.

The first provisional index of the *Transnational SUMP Scheme* was developed by WP coordinator according to the current national SUMP scheme adopted by Italian regulations, in order to have a first real example and legal reference to design of the structure of the final document.

The templates were drafted by partners following this template, in order to propose the integrations to the index of SUMP scheme on the basis of their national legal and policy frameworks.

The common template was created pursuant the *SMILE Quality Management Plan* issued by Lead Partner and it was filled by all the contributing partners.

The filling of this survey is the final step to define together the *Transnational SUMP concept* on the basis of the benchmark assessed by each partner during the previous activities according to the following flow chart.



Considering the abovementioned purposes and the distribution of tasks reported in the previous table, the final document has been structured with the following chapters:

- **General results of analyses on Sustainable Mobility Plans**

- **Transnational sustainable planning scheme** containing the index, with a list of objectives and the key indicators**;**
- **Surveys** filled by involved partners on the basis of the template provided by WP coordinator.

1.1 SUMP models adopted by legal frameworks of the involved States

As already mentioned in previous chapter, the ***Transnational SUMP Scheme*** has to be **coherent with the national planning tools and legal frameworks** of the analyzed States so that it can be operatively used, adopted and implemented by Local Authorities.

To this end, as highlighted in the premise, the first structure of *Transnational SUMP Scheme* proposed in the survey template was developed on the basis of the existing SUMP scheme adopted by Italian Government with the Decree of the Ministry of Infrastructures and Transport of August 4th 2017, n. 397 affecting the "*Identification of the guidelines for Sustainable Urban Mobility Plans"*.

Starting from the Italian SUMP index, integrated with the local contributions of other states involved of the ADRION macro-region, on the basis of this first index of such real scheme the partners confirmed and/or integrated it pursuant their national legal frameworks and planning tools, in order to draft together the common *SUMP scheme* according to the regulations and administrative procedures of several States.

Therefore the proposed SUMP scheme adopted by Italian Decree was drafted according mainly to the following European acts and policy documents.

- ELTIS Guidelines on *"Developing and Implementing a Sustainable Mobility Plan"* approved in 2014 by the European Commission's Directorate-General for Mobility and Transport;
- Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the *Deployment of Alternative Fuels Infrastructures*;
- Communication COM (2009) 490 of 30/09/2009 reporting *"Action Plan on Urban Mobility"*

Moreover, for the purpose of the SMILE project, this Transnational SUMP scheme considered also the last updating of ELTIS guidelines issued on November 2019.

Given the above, on the basis of the legal frameworks of the involved States, the partners provided data relating to the national/ regional legal framework of their Country relating to the SUMP scheme.

As far as Slovenia[1] is concerned, the involved partners communicated that is no specific legislation relating to SUMP scheme at the local level. In fact, national legislation doesn't impose an obligation to prepare SUMPs.

Nevertheless, despite the lack of legislation on the matter, the Slovenian state has prepared guidelines for drafting of the SUMPs. Guidelines have been financially supported by the Ministry of Infrastructure and Spatial planning and Cohesion Fund.

Following the guidelines, the SUMPs have been prepared in a number of municipalities, with the financial support of Ministry of Infrastructure and EU funds (Cohesion fund, ERDF).

Below it is reported the SUMP index developed according to the abovementioned guidelines.

[1] Information provided by LP RDC Koper and PP2 School center Velenje.

A. Laying the foundation of the process

B. Process of definition
- Definition of area and responsibilities
- Policy coordination and a holistic approach to planning
- Planning of public involvement
- Work plan and management agreement

C. Analysis of the current state and scenario design
- Current state analysis (Territorial, socio -economic, transport networks, etc.)
- SWOT analysis
- Definition of scenarios

D. Outline of desired state
- Vision definition
- Harmonization of expectations

E. Defining priorities
- Design of strategic goals
- Definition of target values

F. Selection of measures
- Assessment of options
- Learning from the experience of others
- Cost-effectiveness study
- Drawing up of packages of measures

G. Implementation planning
- Assignment of responsibilities and resources
- Preparation of an action plan

H. Establishing of monitoring system
- Establishment of monitoring system and evaluation

I. Adoption of the Strategy
- Document quality audit
- Confirmation of the document
- Building consensus

J. Implementation of the Strategy
- Management of implementation
- Communication, information
- Monitoring

K. Learning from experience

- Update the SUMP regularly
- Understanding successes and failures
- Identifying future challenges

Anyway, some Slovenian Municipalities developed their SUMPs on the basis of other indexes.

E.g. partner n.2 reported the SUMP of Velenje which was drafted following the Slovenian guidelines but with a different structure, including a strategy constituted by *five pillars*:

1. Establishment of integrated transport planning;
2. Establishing walking as an important way of traveling;
3. Creating conditions for exploiting the potential of cycling;
4. Development of attractive public passenger transport;
5. Changing the habits of motorized traffic users.

For each Pillar, the document report challenges, results, specific objectives, measures, indicators, and action plan.

As regards Greece[2], the ground rules for the development of the SUMPs and their deployment in Greece is coming from the recommendations by the EU: Annex I of COM (2013) 913 and the Guidelines Developing and Implementing a Sustainable Urban mobility Plan issued by the European Commission on 2013.

The National Laws and Regulations that mostly affect sustainable mobility in Greece are referenced here:

- Art.22 of Law 4599/2019, published in Government Gazette 40/A/4-3-2019 entitled “Testing the qualifications and behavior of prospective drivers and guides for the issue of driving licenses, other provisions on driving licenses and additional provisions”;
- ΔΜΕΟ/Ο/3050 Decision of the Ministry of Infrastructure, Transport and public Works published in Government Gazette 2302/B/16.09.2013, entitled “Adoption of Technical Instruction for traffic interventions in the urban environment for their application in areas of school complexes and areas with increased traffic in context of improving road safety”;
- ΔΥΟ/ΟΙΚ.920 Decision of Ministry of Infrastructure, Transport and Networks published in Government Gazette 1053/B/2016 “Adoption of Technical Guidelines for cycle routes” (Bicycle Infrastructure);
- Law 3329/2016 published in Government Gazette 222/A/2016 entitled “Integration into Greek Legislation Framework of Directive 2014/94/EU of the European Parliament and of the Council of 22nd of October of 2014 on development of alternative fuels Infrastructures, the simplification of licensing procedures and other provisions of service stations and other provisions;
- Guidelines/ground rules from recommendations by the EU Annex 1 of COM (2013) 913 and the

[2] Information provided by PP7 Municipality of Hersonisos.

Guidelines Developing and Implementing a Sustainable Urban Mobility Plan issued by the European Commission on 2013.

Some of them are very recent while others in force for a few years now. It was needed to set the necessary legal framework for sustainable mobility planning since it was not quite clear but in combination with other policies e.g. urban planning.

There was a set to of laws and regulations for a variety of issues effecting road/mobility transport which was also focused on all technical details for planning or designing on the streets creating an inclusive mobility environment for all including vulnerable groups like students, elderly, disabled, other.

This framework was also updated in order to respond to technological needs and contribute to "smart" mobility systems and new rules for mobility behavior for all, drivers or simply users.

For what concerns the Croatia[3], the involved partners referred that there isn't a national or regional legislation that adopted SUMP scheme. Sustainable mobility in the Republic of Croatia is based on a theoretical approach that has not been properly implemented yet in national legislation.

Apart from the fact that physical and regional planning systems are institutionally separated, the more intensive development of regional planning has only started with Croatia joining European integration.

The elements of sustainable mobility have been implemented in legal documents only in recent years, and the criteria and standards that would make it possible to determine the degree of sustainable mobility development have not been established yet.

Consequently, in order to stimulate more intense management of sustainable mobility and a strategic approach to sustainable mobility developed in as many cities as possible, it is necessary to better implement sustainable mobility and remove current legal deficiencies.

As for the Serbia[4], also in this case the involved partner refers that there isn't reference regarding SUMP or significant activities related to its definition, except for the cities of Belgrade, Krusevac and Valjevo. A first draft of SUMP for the city of Krusevac has been drafted (European Mobility Week and CIVINET network involvement), but a very poor upon-now experience in drafting of SUMP schemes on national and local level demands following of the SUMP procedures and recommendations from other countries in first, and adjusting it in regard of local conditions after.

Anyway, the relevant documents for Serbian State affecting sustainable mobility were reported below:

- Strategy and Action plan for Road Traffic Safety of the Republic of Serbia 2015- 2020;
- EU White Paper on Transport – 2011 (Although Serbia is not yet part of the European Union)
- Local Government Act (a series of laws in the field of mobility);
- Strategy for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 (Official Gazette of RS

[3] Information provided by PP6 DURA.
[4] Information provided by PP8 RDA Banat.

no.64/2015).

Regarding the Bosnia and Herzegovina[5], national legislation doesn't recognize SUMP as a mechanism that is specifically addressed, either nationally or locally. The SUMP is a fairly new concept in transport planning, with only one SUMP currently developed, for City of Banja Luka trough Interreg DANUBE CHESTNUT project and a few others in development.

Urban mobility plans appear as a result of various "ad hoc" project, led by international organizations and expert groups. In order to develop plans that indirectly address the topic of urban mobility, the following legislative framework is applicated:

National level:

- Framework transport policy of Bosnia and Herzegovina for the period 2015-2030;
- Framework Transport Strategy of Bosnia and Herzegovina for the period 2016-2030;
- Law on International and Inter-Entity Road Transport;
- Law on Basics of Road Traffic Safety in Bosnia and Herzegovina.
- Entity level (Republika Srpska level):
- Law on Road Transport of the Republic of Srpska;
- Law on Public Roads of the Republic of Srpska;
- Law on Traffic Safety on the Roads of the Republic of Srpska;
- Law on Transport of Dangerous Goods of the Republic of Srpska;
- Rulebook on the manner of performing control and direct regulation of traffic on roads.

Local level:

- Integrated development strategy

However, even if doesn't exist within the official documents, there are some international organizations who lead the process of introduction of urban mobility planning in strategic document, Thanks to one of them (The GIZ ORF-EE project titled "Sustainable Urban Mobility in South-East European Countries II/SUMSEEC II), here is the Index:

0. Summary

1. Glossary sump

2. Introductory considerations and plan of dialogue and participation

3. Vision, goals and sub-goals

[5] Information provided by PP10 PREDA-PD/PP11 Municipality of Gradiska.

4. Summary of situational analysis of traffic, transport, transport and mobility

5. Strategic pillars and measures

5.1 Sustainable spatial planning and urban mobility

5.2 Hiking and biking

5.3 Public city transport

5.4 Individual personal transport

5.5 City logistics

6. Scenarios

7. Action plan and financial framework of implementation

8. Summary monitoring and evaluation plan

1.2 Local procedures and SUMP requirements highlighted during the Survey

On the basis of benchmark reports and surveys proposed by partners, the latter ones provided data relating to specific Local Authorities, timing, minimum threshold of population/territory for the compulsory of the SUMP adoption, pursuant their national legal framework.

As regards Italy, the procedures and requirements were already reported in previous part A and were summarized in the following pages by using the SUMP model of Italian Government.

Regarding Slovenia[6], as highlighted before, the national legislation doesn't impose an obligation to prepare SUMPs. In 2015 Ministry of Infrastructure offered support to encourage the development and implementation of SUMPs on local level and supported the municipalities under the Operational program for the Implementation of the European Cohesion Policy 2014-2020, for cities and municipalities that includes at least one urban settlement and that didn't already have a SUMP or where it was older than two years.

A total of EUR 3,750,000.00 was available under the call; funds were provided from the earmarked funds of the European Cohesion Fund and budget.

More than 60 municipalities acquired funding for the preparation of SUMPs. The tender criteria included the number of inhabitants in the municipality: city municipalities, municipalities above 30,000 inhabitants, between 20,000 and 30,000, between 10,000 and 20,000, and below 10,000 inhabitants.

By the end of 2018, over 77 cities have adopted a SUMP (one-third of all municipalities and two thirds of the total urban areas). Slovenian's SUMP guidelines emphasize the local specifics of Slovenian urban areas as well as follow EU guidelines.

The latters, have been adapted to the Slovenian context and legislation, completed by local best practices. Until now, city like Ljubiana, Nova Gorica and Maribor, have prepared a SUMP.

Regarding Greece[7], 2016 was a landmark year in terms of national initiatives for promoting sustainable mobility because the Greek Fund has released a program to finance municipalities regarding the development of their own SUMPs. 162 small, medium and large cities were selected as beneficiaries to the project and have started to develop their SUMPs.

Among them, there are all major cities, tourist cities and insular communities, which clearly define a new era in mobility planning. Citizens, stakeholders and decision makers are more familiar with the terms and ask for policies to slow down climate change, open up public spaces, enhance urban cycling.

At the same time from 2016, Ministry of Transport and Ministry of Environment, through a Team Experts, attempted to develop particular national guidelines on Greek SUMPs and regulatory reports in order to guide in detail the municipal authorities and planners for the philosophy and key features of such plans, based on

[6] Information provided by LP RDC Koper/PP2 School center Velenje.
[7] Information provided by PP7 Municipality of Hersonisos.

the ELTIS Guidelines Report (January 2014) which remains incomplete so far (as of 2019). The cities that are currently implementing SUMPs are officially guided to follow the ELTIS Guidelines (January 2014).

In 2019 a new law defined a number of parameters regarding Greek SUMPs, while a series of relevant frameworks seem to change in favor of the vulnerable users and electromobility.

The national laws and regulations affecting Sustainable Mobility are as follows:

- National Transport Plan for Greece;
- Guidelines for designing urban municipal roads MOU;
- National strategy for urban mobility;
- Guidelines for Sustainable Urban Mobility Plans (SUMPs) development. A strategy for redefining traffic organization and urban planning in Greek cities;
- Report SMU.A.1/B.K/ΣΟ1/2016/6.7.

The implementation status of Sustainable Urban Mobility Plans in Greece is as follows.

Region	Adopted SUMPs	In progress SUMPs
Attica		Athens, Alimos, Halandri, Gelatsi, Elliniko Argyroupoli, Lavrio, Vrilissia, Voula-Vari Vouliagmeni, Zografou, Piraeus, Peristeri, Pallini, Kythera.
Central Greece		Lamia
Central Macedonia	Thessaloniki (partially adopted however not officially approved	Nacusa, Oreokastro, Pella, Kilkis, Kalamaria, Kordelio-Evosmos
Creta	Rethymno (partially conducted and adopted however not officially approved)	Agios Nikolaos, Heraklion, Rethymno, Chania, Hersonisos, Ierapetra.
Eastern Macedonia and Thrace		Orestiada
Epirus		Ioannina
Ionian Islands		
North Aegean		
Peloponnese		Nemea, Loutraki
South Aegean		Sifnos, Milos Tinos, KEa
Thessaly	Larissa (partially adopted however not officially approved)	Trikala, Elassona
Western Greece		Mesologi
Western Macedonia		Kozani
Total	**3**	**28**

In the Republic of Croatia[8], transport planning in the legal sense is characterized by a one-sided approach. There is no law directly regulating sustainable mobility, but there are many laws and regulations that regulate

[8] Information provided by PP6 DURA.

the infrastructure of particular modes of transport.

Although innovative and sustainable solutions for the design of the transport infrastructure have been implemented within the laws and regulations, it is problematic that the rules for different types of transport are not fully harmonized.

For a clearer regulation and more complex planning of sustainable mobility, important activities are under way, in particular the development of the study “Professional basis for the introduction of integrated public transport of passengers on the territory of the Republic of Croatia”, development of the “Minimum Standards for Access to Public Transport of Passengers in Road Transport in the Republic of Croatia” and the development of the Law on the Integrated Transport of Passengers by public Transport that are being developed now.

As for the Serbia[9], there aren’t significant activities related to the definition of SUMP, except for the cities of Belgrade, Krusevac and Valjevo. In 2016 Krusevac started drafting the SUMP, which can be considered the result of previous involvement of the city in the European Mobility Week and CIVINET network.

As per national legislation related to urban planning, there are no specifics related to the local authorities in manner which local municipality need to have SUMP elaborated and adopted.

Also, as per national legislation, there isn’t specific timing when SUMP need to be adopted or any threshold related to the conditions for local communities when they need to have SUMP elaborated and adopted.

However, positive practice in most developed cities in the world and wish the cities to be much more oriented to citizens and to the sustainable planning is leading the bigger local municipalities in Serbia to have SUMP elaborated and adopted.

Each of the local municipalities in planning for itself elaboration of SUMP and they are including this into their annual or other plans.

In Bosnia and Herzegovina[10] the concept of SUMP is fairly novel and isn’t recognized, or even mentioned, in local legislation. Currently, a SUMP has been developed for City of Banja Luka, trough Interreg DANUBE CHESTNUT project, while SUMPs for Sarajevo and Bijeljina are under development. City of Gradiska will develop a SUMP for its territory as part of SMILE project by the end of the year.

Currently, no Local Authorities have adopted a SUMP as an official document for planning of sustainable urban mobility.

Traffic development planning, neither at local nor at the national level, is not regulated by the existing legal framework. Indirectly, the Law and Local Self-Government stipulates the competence of local self-government to adopt programs and implement them local economic development projects and takes care of improving the general framework for business in the local self-government unit.

[9] Information provided by PP8 RDA Banat.
[10] Information provided by PP10 PREDA-PD/PP11 Municipality of Gradiska.

Default traffic as one of the important aspects that enable and monitor local economic development, it implies that local governments have the authority to adopt traffic development programs.

At the local level, the institutional framework for traffic development management is organized in different ways depending on the size of local government, development traffic networks and the like.

So, in more developed cities, which have higher requirements in terms of traffic management, the network of organizations and institutions, or the department in charge of traffic management, can be very developed and branched.

Smaller municipalities, on the other hand, often do not have special departments either departments dealing with these issues, and traffic development issues, mainly, deals within the Department of Economy and Local Economic Development or within the Department of Communal Affairs.

At the level of local self-governments, study documentation that directly or indirectly deals with issues of traffic development can be of different levels, names and contents.

Spatial plan, General urban plan, Traffic study of the city, settlements, Traffic improvement study, Transport general plan of the city, Strategy of sustainable traffic development etc.

In relation to all the above documentation, the position of the Strategy for Sustainable Transport Development, i.e. the local sectoral plan for transport development, is the umbrella and hierarchically strategies for sustainable transport development must be the “starting” document.

Strategies are based on the principle of determining the necessary priorities and through the action plan opens the possibility of quickly starting the development of projects in the field traffic that will quickly give initial effects.

2. Transnational sustainable planning scheme

The structure reported in the following pages was summarized and modified on the basis of first needs highlighted in the benchmark report.

After the survey results provided by partners, the structure has been integrated and completed with the further contribution shared by Transnational Working Group of project partnership.

The SUMP scheme aims to share:

- uniform procedure for the preparation and approval of the SUMP;
- a *Logical Framework Approach* for identification of the reference macro-objectives and key indicators to check the implementation of SUMP according to same parameters;
- common objectives for the drafting and implementation of SUMP;
- structure and index of SUMP.

In the following paragraphs, we report a synthesis of the structure with the final modification of its contents in order to fit the SUMP scheme on the basis of the contexts analyzed in the previous benchmark report.

2.1 Operative procedures

The Sustainable Urban Mobility Plan is a strategic planning tool that develops a system vision of urban mobility:

- with a medium-long term;
- proposing the achievement of environmental, social and economic sustainability objectives;
- defining actions aimed at improving the effectiveness and efficiency of the mobility system and its integration with the structure and urban and territorial developments.

The new approach to strategic planning of urban mobility took as a reference:

- the ELTIS Guidelines on *"Developing and Implementing a Sustainable Mobility Plan"*, approved in 2014 by the European Commission's Directorate-General for Mobility and Transport;
- the new ELTIS Guidelines on *"Developing and Implementing a Sustainable Mobility Plan"*, updated and issued on November 2019.

Planning framework

The SUMP has to be developed within the regional and national planning framework, and aims to integrate itself with the other land use and transport planning tools that are already existing at the local level.

On the basis of the benchmark report, it is necessary to spread the territorial of SUMP by involving Local Authorities having tasks at metropolitan and interurban level, because the SUMP is a higher-level mobility planning tool that can coordinate other operative traffic plans implemented by Municipalities.

For the scheme proposal, the SUMP should:

- provide a long-term horizon not lower than 10 years, that can be also 15 years;
- provide a territorial level not lower than the Municipal area, but it can cover all the metropolitan areas and NUTS 3 areas affecting consortia of Municipalities, or entire provinces in order to ensure the integration with the local and regional networks;
- be drafted and adopted by Public Authorities with territorial tasks not lower than the Municipalities, but it can be issued also by other local Authorities with tasks on Land Use and Transport planning for NUTS 3 areas (e.g. Provinces, Consortia of Municipalities, Metropolitan Cities, etc.);
- be mandatory for the territories having population of at least 100.000 inhabitants.

From a hierarchical point of view, therefore, the order of mobility planning tools at municipal and / or interurban level will be as follows:

1. Regional Land Use Plan (issued by Regional Authority according to local legal framework);
2. Regional Transport Plan (issued by Regional Authority according to local legal framework);

3. Land Use Master Plan and/or Urban Master Plan (issued by Local Authority or Municipality according to local legal framework);
4. Sustainable Urban Mobility Plan (issued by Local Authority according to local legal framework);
5. Multiannual Public Work Programs with short-term horizon (issued by Local Authority according to local legal framework)
6. Traffic Plan and/or Urban Transport Plan (issued by Municipality according to local legal framework);
7. Mobility plans for systematic house-work displacements (for Local Administrations or Enterprises) or systematic house-school displacements (for Schools, Universities and other instruction institutes).

The SUMP may also provide for interventions as a variant to existing urban planning tools which will be updated according to the legal procedures.

In the event that the Administrations approve the SUMP following the approval procedures of the urban / regional plans, it is configured as an upgrading to be implemented in the current adopted planning tools.

Planning technical and administrative procedures

The objectives and the actions of Sustainable Urban Mobility Plan must be multi-sectoral and affect several fields of the regional and urban development.

Therefore, in each Administration it is essential for the drafting of the SUMP a close cooperation between the responsible departments for urban and regional planning, transport planning, environmental monitoring and economic development, etc.

According to the procedure reported and detailed in the ELTIS guidelines, the technical-administrative steps for the drafting and adoption of SUMP are the following:

a. Definition of the interdisciplinary / interinstitutional working group;
b. Preparation of the knowledge framework;
c. Starting the participatory path with local city users and stakeholders;
d. Definition of objectives;
e. Participatory construction of the Plan scenarios;
f. Strategic Environmental Assessment (SEA) pursuant EU directives and local regulations;
g. Adoption of the SUMP by Authority promoting the plan pursuant the local regulations;
h. Adoption of the SUMP by Regional/National Authority pursuant the local regulations;
i. Monitoring.

Anyway, the above-mentioned procedures have to be coherent and never contrasting the ELIS guidelines or EU regulations and directives.

2.2 Logical Framework Approach of SUMP

The *Sustainable Urban Mobility Plan* must aim to improve accessibility of urban and suburban areas, through sustainable and high-quality mobility and transport systems also from an economic and social environmental point of view and, finally, the SUMP has to aim at the improvement of usability of public space.

The mobility infrastructures proposed within a SUMP must help reduce negative impacts on health and be accompanied by urban projects to increase the aesthetic, functional and formal quality of the places crossed.

Promoting sustainable mobility, therefore, means orienting the mobility of residents and city users so that they can favor travel y walking, by bicycle or with public transport or use private vehicles with low environmental impact and create the infrastructures that allow the best use of the same towards, through and within urban areas and interurban displacements.

To this end, the SUMP index of next paragraph was developed following the *Logical Framework Approach* by focusing:

- the analysis of Problems;
- the analysis of Objectives;
- the analysis of Strategies;
- the identification of the Actions;
- the identification of Results to be achieved and monitored.

The analysis of **Problems** affect the local context and has to be summarized within the chapter of *Territorial structural framework* reported in the previous index.

The analysis of **Objectives** should include 2 levels:

- *General Objectives;*
- *Specific Objectives.*

The *General Objectives* should be common to all the SUMPs and in every context, so that they have to refer to same operative areas.

The *Specific Objectives* have to refer to the local context of the SUMP according to the specific needs of the territory.

The analysis of **Strategies** defines the paths to be followed to reach the objectives through a coordinated set of actions.

To this end, the **Actions** are the possible activities to be put in place to contribute to the concrete implementation of a strategy. An action takes the form of one or more material and / or immaterial interventions, with a defined scheduled timing and spatial dimension.

Finally, the actions should generate the **Results** that should be monitored during the SUMP implementation.

2.3 Proposal of common objectives of SUMP scheme

With the purpose to promote a common and homogenous methodology of the SUMP, that is coherent with the national legal and policy frameworks of analyzed States as well as coherent with the European guidelines, on the basis of the SUMP scheme adopted by the Italian decree we proposed the following **General Objectives**:

A. *Effectiveness and efficiency of the mobility system*

B. *Energy and environmental sustainability*

C. *Safety of road mobility*

D. *Socio-economic sustainability*

Such macro-objectives were common to all the SUMPs and have been detailed with further **Specific Objectives**.

On the basis of the contributions suggested by partners, the list of specific objectives included in the national Italian version of SUMP scheme was integrated and detailed. In the following list, we merged the contributions of all partners. Some amendments were necessary in order to avoid overlapping of texts and objectives.

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Modal shift rebalancing of mobility towards low carbon solutions[11];

A.3 Congestion reduction;

A.4 Improvement of the first mile/last mile accessibility for people and goods[12];

A.5 Improvement of the integration between the development of the mobility system and land use development;

A.6 Improvement of the quality of the road and of the urban space;

A.7 Promoting of cycling and walking and improvement of pedestrian and cycle infrastructure[13]

A.8 Introduction of smart city elements[14];

A.9 Introduction of bus lanes on main traffic routes[15].

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution;

[11] Integration on the basis of contribution proposed by City of Gradiska.
[12] Integration on the basis of contribution proposed by School center of Velenje.
[13] Target added by RDA Banat. The target, originally proposed for Objective B, was displaced in Objective A for a better integration and coordination with the other proposed target.
[14] Target added by City of Gradiska.
[15] Target added by RDA Banat.

B.4 Reduction of space needed for parking in urban centers[16];

B.5 Increase the number of electric recharging point accessible to public[17];

B.6 Reduction of waste from mobility (introduction of circular economy, repair and reuse)[18];

B.7 Supporting the use of battery electric vehicles (BEVs)[19].

C. Safety of road mobility

C.1 Reduction and prevention of road accidents[20];

C.2 Reduction of accidents with deaths and wounded people affecting vulnerable groups (pedestrian, cyclists, children and over 65 population, disabled users with reduced mobility)[21]

C.3 Reduction of social costs due to road accidents;

C.4 Safer road infrastructure (superstructures and pavements, bike lanes)[22];

C.5 Traffic calming measures[23].

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizen satisfaction[24];

D.3 Increase in the employment rate and the economic activity[25];

D.4 Reduction of transport costs (related to the need to use the private vehicle);

D.5 Enabling of social distancing transport[26];

D.6 More accessible costs of using public transport (free transport, subsidies etc.)[27];

Beyound the group of macro-objectives proposed in the Italian guidelines and integrated by partners within the specific objectives, the TWG proposed further integrative objectives for the coastal region at FUA level[28].

***E.* Active, healthy region:**

E.1 Encourage walking;

E.2 Encourage biking.

***F.* Environmentally sane, spatially attractive region:**

F.1 Make public transport more popular;

F.2 Redistribute road space more equally between all users;

F.3 Reduce car use along the coastal trip.

[16] Integration on the basis of contribution proposed by School center of Velenje.
[17] Target added by Municipality of Hersonisos.
[18]Target added by City of Gradiska.
[19] Target added on the basis of contribution proposed by RDA Banat.
[20] Integration on the basis of contribution proposed by City of Gradiska.
[21] Integration on the basis of contribution proposed by City of Gradiska.
[22] Target added on the basis of contribution proposed by School center Velenje.
[23] Target added on the basis of contribution proposed by RDA Banat.
[24] Integration on the basis of contribution proposed by City of Gradiska.
[25] Integration on the basis of contribution proposed by City of Gradiska.
[26] Target added by City of Gradiska.
[27] Target added by School Center Velenje.
[28] Integration on the basis of contribution proposed by LP RDC Koper.

G. **Cooperative region:**

G.1 Increase professional capacity in public administration for mobility;

G.2 Enhance cooperation between different partners.

2.4 Contents and index of SUMP

According to the procedure reported and detailed in the ELTIS guidelines, the *Sustainable Urban Mobility Plan* is a planning tool that has to interact and interface with other plans and programs.

Therefore, the SUMP should be constituted by such kind of documents:

- General Report;
- Feasibility or Sectoral studies to be annexed to the plan (optional);
- Technical graphic elaborations (cartographies, graphic plans);
- Environmental Impact Studies (for the SEE pursuant the EU directives and the local regulations).

As regards the general report of SUMP, below it is reported a possible breakdown of the index of a SUMP which was developed on the basis of the abovementioned SUMP scheme adopted by Italian Decree and of the integrations provided by each project partner.

0. Introduction

1. Plan formation and participation process

1.1 Determine the planning framework[29]

1.2 Set up working structures[30]

2. Territorial structural framework

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport networks and services supply

2.4 Transport demand

2.5 Energy demand [31]

2.6 Interaction between supply and demand for transport

2.7 Criticalities and impacts

2.8 SWOT analyses

2.9 Identifying of key actor and stakeholders interested in SUMP implementation[32]

3. Learning from experiences[33]

3.1 Best practices

3.2 Applying best practices to local conditions

[29] Chapter added by Municipality of Hersonisos.
[30] Chapter added by Municipality of Hersonisos.
[31] Chapter added by Municipality of Hersonisos.
[32] Chapter added by City of Gradiska and RDA Banat.
[33] Chapter added by School center Velenje.

4. Definition of objectives

4.1 Macro-objectives

3.3 Target

4.2 Priorities [34]

3.4 Key indicators for evaluating the achievement of objectives

3.5 Indicators and targets for evaluating the achievement of objectives [35]

3.6 Improvement of the quality of the road and of the urban space[36]

5. Desired outcome[37]

6. Definition of action strategies

6.1 Strategies

6.2 Actions

6.3 Time schedule of the actions[38]

6.4 Prioritization of the actions[39] *(priority matrix)*

6.5 Active involvement of citizens into sustainable urban mobility planning[40]

6.6 Select measure packages with stakeholders[41]

6.7 Responsibilities for realization and operation

6.8 Estimate of costs and financial resources

7. Construction of the scenarios

7.1 Time horizons as planning reference (short term and long term)

7.2 Demographic and settlement dynamics at plan horizons

7.2.1 Demographic forecasts

7.2.2 Settlement forecasts (on the basis of current urban planning tools)

7.3 Mobility demand trends

7.4 Business as usual scenario

7.5 Alternative plan scenarios

7.5.1 Scenario 1

7.5.2 Scenario 2

7.5.3 Scenario 3

7.6 Comparative analysis of scenario[42]

7.7 Promotion of alternative transportation modes[43]

[34] Chapter added by city of Gradiska.
[35] Modification added by City of Gradiska.
[36] Chapter added by DURA.
[37] Chapter added by School center Velenje.
[38] Chapter added by City of Gradiska.
[39] Chapter added by City of Gradiska.
[40] Chapter added by RDA Banat.
[41] Chapter added by Municipality of Hersonisos.
[42] Chapter added by City of Gradiska.
[43] Chapter added by RDA Banat.

[44] Simulation and evaluation of each scenario through indicators, with reference to the time horizons of the Plan.
[45] Chapter added by RDC Koper.
[46] Chapter added by School center Velenje.
[47] Chapter added by School center Velenje.
[48] Chapter added by RDA Banat.
[49] Chapter added by RDA Banat.
[50] Chapter added by Municipality of Hersonisos.
[51] Chapter added by City of Gradiska.

2.5 Key indicators for the SUMP monitoring.

In the following pages, the contributing partners had to integrate some key indicators to be used for SUMP monitoring.

According to the macro-objectives and the main specific objectives commented in the previous pages, the partners proposed a set of key indicators with related data:

- Unit of measurement;
- Target;
- Period of monitoring;
- Frequency of measurement;
- Statistic source.

The suggested indicators aim to allow the ex-post evaluation of SUMP performance according to their objectives.

The table in the following pages shows the indicators integrated by the partners.

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	Local Public Transport improvement	Increase use of public transport-Modal split	% of day trips	5% in 2025	10 years	Yearly	Survey
		Increase of the number of users	Number of users of bike-sharing system	3% increase	10 years	yearly	Bike-sharing system database
		Unsatisfied public transport users	Number of unsatisfied public transport users	Reduce the number of dissatisfied users by 50%	10 years	yearly	Public transport Passenger Survey
		Rate the use of urban Public Transport with the final destination in the city center	(%) Percentage	30%	10 years	yearly	Ministry of Transport
		Introduction of bus lanes on main bus routes	Km of bus lanes	2 km of bus lanes	5 years	yearly	Municipality, Department for construction
		Public transport network coverage (Municipality of Gradiska)	Number of passengers on public transport	10% increase	10 years	yearly	Municipal/city register
	Modal shift rebalancing of mobility	Increase the use of cycling-modal split	% of day trips	8% in 2025	10 years	yearly	Survey
		Increase in mile transport infrastructure with Pedestrian and bicycles paths	(%) percentage	60%	10 years	yearly	Ministry of Transport
		Increase of inter modality of transport with buses that can transport bicycles park and Ride stations	Number of buses that can transport bicycles Number of P&R stations	20% increase 2 new P&R stations	10 years	yearly	Municipal/City register
	Improvement of the quality of the road and of the urban space	Improved road conditions in the Municipality affected by SUMP	Number of accidents caused by bad roads	20% reduced number of accidents	10 years	yearly	Statistic of the Prijedor Center for Public Safety
		Improvement of the quality of the road and of the urban space	Kilometers of newly asphalted and renovated roads and urban spaces	To newly asphalt and renovate 600 kilometers of road and urban spaces	7 years	yearly	Croatian ministry of traffic, sea and infrastructure database

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
B Energy and environmental sustainability	Reduction of the consumption of traditional fuels and improvement of alternative fuels;	Increase use of newly registered hybrid and e-vehicles	& of newly registered hybrid and e-vehicles in total newly registered personal vehicles	4% in 2025	10 years	**yearly**	Public register of vehicles
		Presence of battery electric vehicles in the Municipality (or other territory) affected by SUMP	Number of registered battery electric vehicles	2% reduction yearly	10 years	yearly	Survey
				5% of total registered vehicles	10 years	yearly	Public register of vehicles
		Number of cars on reference points	Number of vehicles	0,5 % yearly	10 years	yearly	Counting
		Promoting of cycling and walkin in the city of Zrenjain. Improving of pedestrian and cycle infrastructure	Number of awareness campaigns provided Km of new/improved ped&cyc infrastructure	Min.2 awareness campaigns organized 2 km of new cycle lanes/tracks 3 km of improved ped/cyc infrastructure	1 year 10 years	yearly	Municipality, Department for construction
		Modal share of cycling	Cycling as % of modal share	15% increase of cycling modal share	10 years	yearly	Traffic Survey
	Air quality improvement	Decrease number of days/year with exceeded limit values for PM10 in city centers	Days with exceeded limit values for PM10 per year	25 days (34 days in reference year in 2015)	10 years	Daily	Environmental agency of RS
		Number of days exceeding PM10 and NO2 limits	Number of days exceeding PM10 and NO2 limits	Reduce the number of days exceeding PM10 and NO2 limits by 80%	15 years	yearly	Statistic of the Croatian Environment and Nature Agency
		Number of days exceeding PM10 and NO2 limits	Number of days exceeding PM10 and NO2 limits	Reduce the number of days exceeding PM10 and NO2 limits by 80%	15 years	yearly	Statistic of the Croatian Environment and Nature Agency
		Installation of electric recharging points accessible to public	Number of electric recharging points accessible to public	Depends on county. For Greece the target is 25000 in 2030	10 years	yearly	Ministry of Transport Ministry of Environment
		Number of days exceeding the limit value	Number of days exceeding regulated limits	Maximum 20 days early	5 years	daily	Municipal/city pollution report

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
	Reduction of noise pollution	Reduction of CO2 in the urban center	(%) percentage	10%	10 years	yearly	Minister of Environment
		Overdraw of noise pollution limits	Number of days with overdraw of regulation limits	Maximum 25 days yearly	5 years	daily	Municipal/City noise pollution report
C Safety and road mobility	Reduction of road accidents	Number of road accidents	Number of road accidents	Reduce the number of road accidents from 100% to 60%	10 years	yearly	Statistic of the police department
		Number of road accidents	Number of road accidents	Reduce the number of road accidents from 100% to 60%	10 years	yearly	Statistic of the police department
	Reduction of road accidents with deaths and wounded people	Number of death people in road traffic accident per year	Number of dead people in road traffic accidents per million inhabitants per year	35 deaths per million inhabitants per year in 2025	10 years	yearly	Police
		Reduced injuries sustained in traffic accidents	Number of traffic accidents	10% reduction	10 years	yearly	Public police reports of accidents
		Reduced number of accidents with significant injuries	Number of accidents with significant injuries	50% reduced number of accidents with deaths and wounded people	10 years	yearly	Statistic of the Prijedor Center for Public Safety
	Reduction of accidents with deaths and wounded people affecting weak users (pedestrians, cyclists, children and over 65 population);	Number of injured in traffic accidents with involved pedestrians and cyclists per year	Number of injured (on the regional, national level)	Pedestrians and cyclists injured in traffic accidents lower than 10 (region) and lower than 150 (national) by 2025	10 years	yearly	Police
		Pedestrian accidents on the road Network	Number of accidents	Reduction of 50%	10 years	yearly	Ministry of transport
		Traffic calming	Km of streets transformed as zone “30” or traffic calming areas	2 km of streets transformed as traffic calming areas or zone “30”	10 years	yearly	Municipality, Department for construction

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
D Socio-economic sustainability	Improvement of social inclusion	Adapted infrastructure	Number of adapted infrastructures	2 adapted infrastructures	10 years	yearly	Municipality (regional/national) records
		Percentage of central urban area accessible by disabled persons	Number of ramps for disabled persons	70% of pedestrian crossings have ramps for disabled	5 years	yearly	Municipality/City report on roads
	Increased citizenship satisfaction	Improvement of accessibility trough average travel time	Average travel time to urban center	10% reduction	3 years	yearly	Traffic Survey
		Life satisfaction, in %	% of answers "very satisfied" and "satisfied" on the question about their satisfaction with life	Maintain satisfaction with life above 90% of respondents -Reference year 2018: 91%	10 years	yearly	Eurobarometer
		Reduced number of citizens complaints about traffic	Number of citizens complains about traffic		10 years	yearly	
	Increase in the employment rate	New jobs created due to improvement in energy efficiency	Number of new green jobs	5%	5-10 years	yearly	Ministry of Labor
	Reduction of transport costs (related to the need to use the private vehicle).	Decrease of personalized vehicles	% of registered vehicles	1% reduction	5 years	1	Public records (SISTAT/INTERSTAT)
		Dissatisfaction with public transport fares	Number of unsatisfied public transport users	Reduce the number of unsatisfied users by 50%	10 years	yearly	Public Transport Passenger Survey
		Dissatisfaction with public transport travel time	Number of unsatisfied public transport users	Reduce the number of unsatisfied users by 50%	10 years	yearly	Public Transport Passenger Survey
		Share of household expend on transport	Share of household expenditure on transport (% of total spending)	12% share of household expenditure on transport - Reference year: 16% in 2014	10 years	yearly	ARSO Environmental Agency of RS

3. Contributions provided by partners for the surveys

On the basis of the information provided by the partners involved, for maximum transparency and to facilitate consultation, all the questionnaires relating to the SUMP survey have been attached below.

3.1 Contribution by RDC Koper

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme.**

In Slovenia (national level) there is no specific legislation related SUMP scheme to be applied on local Level. Nevertheless, guidelines on how to prepare SUMPs on local level have been prepared:

- *Trajnostna mobilnost za uspešno prihodnost – Smernice za pripravo celostne prometne strategije. (Sustainable mobility for a prosperous future - Guidelines for the preparation of Sustainable Urban Mobility Plans). Guidelines have been financially supported by the Ministry of Infrastructure and Spatial planning and Cohesion fund. (Authors of the guidelines are Sebastian Bührmann; Frank Wefering; Siegfried Rupprecht; Aljaž Plevnik; Luka Mladenovič; et al).*

Following the guidelines, the SUMPs have been prepared in a number of municipalities, with the financial support of Ministry of Infrastructure and EU funds (Cohesion fund, ERDF).

INDEX of the SUMP scheme:

A. Laying the foundation of the process

B. Process definition:

- Definition of area and responsibilities
- Policy coordination and a holistic approach to planning
- Planning of public involvement
- Work plan and management agreement

C. Analysis of the current state and scenario design

- Current state analysis (Territorial, socio-economic, transport networks….)
- SWOT analysis
- Definition of scenarios

D. Outline of desired state

- Vision definition
- Harmonization of expectations

E. Defining priorities

- Design of strategic goals
- Definition of target values

F. Selection of measures

- Assessment of options
- Learning from the experience of others
- Cost-effectiveness study
- Drawing up of packages of measures

G. Implementation planning

- Assignment of responsibilities and resources
- Preparation of an action plan

H. Establishing of monitoring system

- Establishment of monitoring system and evaluation

I. Adoption of the Strategy

- Document quality audit
- Confirmation of the document
- Building consensus

J. Implementation of the Strategy

- Management of implementation
- Communication, information
- Monitoring

K. Learning from experience

- Update the SUMP regularly
- Understanding successes and failures
- Identifying future challenges

2. Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.

Objectives, listed on the objective list below are all relevant for the national context of our country (Slovenia). They cover a wide range of issues and consequently responsible sectors on national and local levels (Transport, Infrastructure development, Spatial planning, Environmental protection, Transport safety etc.) These objectives are embedded in different sectorial strategies/polices on national and sub-national levels.

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement

A.2 Modal shift rebalancing of mobility

A.3 Congestion reduction

A.4 Improvement of the accessibility for people and goods

A.5 Improvement of the integration between the development of the mobility system and land use development (residential settlements and urban plans affecting commercial, cultural and tourist poles);

A.6 Improvement of the quality of the road and of the urban space.

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution.

C. Safety of road mobility

C.1 Reduction of road accidents;

C.2 Reduction of road accidents with deaths and wounded people;

C.3 Reduction of accidents with deaths and wounded people affecting weak users (pedestrians, cyclists, children and over 65 population);

C.4 Reduction of social costs due to road accidents.

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizenship satisfaction;

D.3 Reduction of transport costs (related to the need to use the private vehicle).

For the Slovenian coastal region (FUA level) a SUMP has been prepared, integrating adopted SUMPs of municipalities Koper, Izola, Piran and upgrading it. The goals-objectives structure of the document is the following:

- Active, healthy region:
- Encourage walking;
- Encourage biking.
- Environmentally sane, spatially attractive region
- Make public transport more popular;
- Redistribute road space more equally between all users;
- Reduce car use along the coastal strip.
- Cooperative region
- Increase professional capacity in public administration for mobility;
- Enhance cooperation between different partners.

3. **Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.**

0. Introduction

1. Plan formation and participation process

1.1 Definition of area and responsibilities

1.2 Policy coordination and a holistic approach to planning

1.3 Planning of public involvement

1.4 Work plan and management agreement

2. Territorial structural framework

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport networks and services supply

2.4 Transport demand

2.5 Interaction between supply and demand for transport

2.6 Criticalities and impacts

2.7 SWOT analyses

3. Definition of objectives

3.1 Macro-objectives and specific objectives

3.2 Target

3.3 Key indicators for evaluating the achievement of objectives

4. Definition of action strategies

4.1 Strategies

4.2 Actions

5. Construction of the scenarios

5.1 Time horizons as planning reference (short term and long term)

5.2 Demographic and settlement dynamics at plan horizons

5.2.1 Demographic forecasts

5.2.2 Settlement forecasts (on the basis of current urban planning tools)

5.3 Mobility demand trends

5.4 Business as usual scenario

5.5 Alternative plan scenarios

5.5.1 Scenario 1

5.5.2 Scenario 2

5.5.3 Scenario 3

6. ***Simulation and evaluation of the scenarios*** *[Simulation and evaluation of each scenario through indicators, with reference to the time horizons of the Plan]*

6.1 Simulation of results for each scenario

6.2 Comparative evaluation of the scenarios through indicators

6.3 Identification of the planning scenario

6.3.1 Short-term and long-term interventions

6.3.2 Time schedule of the interventions

6.3.3 Priority interventions

6.3.4 Estimate of construction costs

6.3.5 Financial resources

7. ***Monitoring and ex post evaluation of the plan***

7.1 Monitoring plan

7.2 Monitoring indicators

8. ***Implementation of the Strategy***

- *Management of implementation*
- *Communication, information*

The content/index is structured in detail and covers all most relevant topics. The proposed index/content structure, which is used in Slovenia, covers all these topics, but in more general way. Such index allows greater flexibility and adaptation to the specific situations in each area of concern.

We propose to add a paragraph at the end of the index, in which the implementation aspects would be elaborated.

4. Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?

National legislation does not impose an obligation to prepare SUMPs. In 2015, the Ministry of Infrastructure, through a public tender, supported the municipalities in the preparation of the SUMPs under the Operational Program for the Implementation of the European Cohesion Policy 2014-2020 (Priority axis no. 4: Sustainable use and production of energy and smart grids, priority investment no. 4.4: Promoting low-carbon strategies for all types of areas, especially for urban areas, including the promotion of sustainable multimodal urban mobility and appropriate mitigation measures, specific objective: Development of urban mobility to improve urban air quality).

A total of EUR 3,750,000.00 was available under the call. Funds were provided from the earmarked funds of the European Cohesion Fund and the budget.

More than 60 municipalities (out of a total of 212 municipalities in Slovenia) acquired funding for the preparation of SUMPs.

The tender criteria included the number of inhabitants in the municipality: larger municipalities were better ranked. The classes were as follows: City municipalities, municipalities above 30,000 inhabitants, between 20,000 and 30,000, between 10,000 and 20,000, and below 10,000 inhabitants.

5. Please provide other suggestions for the contents of *Transnational SUMP Scheme*.

We think the Transnational SUMP scheme is elaborated in detail and it is difficult to add new paragraphs/topics, apart from the ones, I already proposed in the chapter 3.

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A1 Increase use of public transport	Modal split	% of day trips	5% in 2025	10 years	yearly	Survey
	A2 Increase use of cycling	Modal split	% of day trips	8% in 2025	10 years	yearly	Survey
B Energy and environmental sustainability	B1 Increase use of newly registered hybrid and e-vehicles	Share of registered hybrid and e-vehicles	% of newly registered hybrid and e-vehicles in total newly registered personal vehicles	4% in 2025	10 years	yearly	Public register of vehicles
	B2 Decrease number of days/year with exceeded limit values for PM10 in city centers (national level)	Days with exceeded limit values for PM10 per year	Number of days with exceeded limit values for PM10	25 days (34 days in reference year 2015)??	10 years	daily	Environmental agency of RS
C Safety and road mobility	C2 Reduce number of death toll in road traffic accidents	Number of death people in road traffic accidents per year	Number of dead people in road traffic accidents per million inhabitants per year	35 deaths per million inhabitants per year in 2025??	10 years	yearly	Police
	C3 Reduce number of injured in traffic accidents with involved pedestrians and cyclists	Number of injured in traffic accidents with involved pedestrians and cyclists per year	Number of injured (on the regional, national level)	?? pedestrians and cyclists injured in traffic accidents lower than 10 (region) and lower than 150 (national) by 2025	10 years	yearly	Police

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
D Socio-economic sustainability	D4 Reduce transport costs (related to the need to use the private vehicle).	Share of household expend. on transport	Share of household expenditure on transport (% of total spending)	12% share of household expenditure on transport (% of total spending) *Reference year: 16% in 2014	10 years	yearly	ARSO – Environmental Agency of RS
	D2 Increase citizenship satisfaction	Life satisfaction, in%	% of answers "very satisfied" and "satisfied" on the question about their satisfaction with life	Maintain satisfaction with life above 90% of respondents *Reference year 2018: 91%	10 years	yearly	Eurobarometer

3.2 Contribution by School center Velenje

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme.**

Since the national SUMP scheme doesn't exist (just guidelines for preparation of SUMPS) this is the index of the local SUMP for Municipality of Velenje:

The role of SUMP

- Basis
- Purpose and objectives of SUMP
- Methodology (transparency, area, timeframe)

Advantages of Sustainable urban mobility planning

Key strategic challenges

- Socio-demographic picture
- Influence of traffic connections on economy
- Improving quality of life
- Use of motorized personal vehicles
- Urban planning is not sustainable

Key strategic opportunities

- Exploiting the geographical conditions of the municipality for walking and cycling
- Optimization of public transport
- Rational use of public resources for traffic
- Access to European funds and knowledge
- Cooperation

Vision of SUMP

- Vision
- Strategic goals

Five pillars of a successful future

1. ***FIRST PILLAR*** - Establishment of integrated transport planning (Challenges, Results, Specific Objectives, Measures, Indicators, Action Plan)
2. ***SECOND PILLAR*** - Establishing walking as an important way of traveling (Challenges, Results, Specific Objectives, Measures, Indicators, Action Plan)

3. ***THIRD PILLAR*** - Creating conditions for exploiting the potential of cycling (Challenges, Results, Specific Objectives, Measures, Indicators, Action Plan)
4. ***FOURTH PILLAR*** - Development of attractive public passenger transport (Challenges, Results, Specific Objectives, Measures, Indicators, Action Plan)
5. ***FIFTH PILLAR*** - Changing the habits of motorized traffic users (Challenges, Results, Specific Objectives, Measures, Indicators, Action Plan)

2. Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Modal shift rebalancing of mobility;

A.3 Congestion reduction;

A.4 Improvement of the accessibility for people and goods;

A.5 Improvement of the integration between the development of the mobility system and land use development (residential settlements and urban plans affecting commercial, cultural and tourist poles);

A.6 Improvement of the quality of the road and of the urban space;

A.7 First mile/last mile.

B. Energy and environmental sustainability

B.1 Reduction of the consumption of the traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution;

B.4 Reduction of space needed for parking in urban centers.

C. Safety of road mobility

C.1 Reduction of road accidents;

C.2 Reduction of road accidents with deaths and wounded people;

C.3 Reduction of accidents with deaths and wounded people affecting weak users (pedestrians, cyclists, children and over 65 population);

C.4 Reduction of social costs due to road accidents;

C.5 Safer road infrastructure (pavements, bicycle roads).

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizenship satisfaction;

D.3 Increase in the employment rate;

D.4 Reduction of transport costs (related to the need to use the private vehicle);

D.5 More accessible costs of using public transport (free transport, subsidies etc).

3. **Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.**

0. Introduction

1. Plan formation and participation process

2. Territorial structural framework

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport networks and services supply

2.4 Transport demand

2.5 Interaction between supply and demand for transport

2.6 Criticalities and impacts

2.7 SWOT analyses

3. Learning from experiences

3.1 Best practices

3.2 Applying best practices to local conditions

4. Desired outcome

4.1 Smaller urban areas

4.2 Medium urban areas

5. Definition of objectives

5.1 Macro-objectives and specific objectives

5.2 Target

5.3 Key indicators for evaluating the achievement of objectives

6. Definition of action strategies

6.1 Strategies

6.2 Actions

7. Construction of the scenarios

7.1 Time horizons as planning reference (short term and long term)

7.2 Demographic and settlement dynamics at plan horizons

4. **Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?**

In Slovenia, there is at the moment no legal obligation for local authorities to implement a Sustainable Urban Mobility Plan (SUMP) and therefore no thresholds for compulsory adoption. Government, specifically Slovenian Ministry of Infrastructure (with aid from the 2014-2020 Operational Programme of European Cohesion Policy) did offer financial support to encourage the development and implementation of SUMPs on local level.

Slovenia's SUMP guidelines emphasize the local specifics of Slovenian urban areas as well as follow EU guidelines: they are adapted to mostly smaller or medium size cities/towns which are most common in Slovenia. By the end of 2018, over 77 cities have adopted a SUMP, which accounts for around one-third of all municipalities in Slovenia and two-thirds of the total number of urban areas (i.e. areas around urban settlements of over 5 000 inhabitants).

In Slovenia, the European Union's (EU's) SUMP guidelines are available as Trajnostna mobilnost za uspešno prihodnost ('Sustainable mobility for a prosperous future'). The EU guidelines have been adapted to the Slovenian context and legislation and have also been complemented by local best practices.

The SUMP concept was introduced in Slovenia through various activities, including EU-funded projects. In 2012, Ljubljana City Council adopted a SUMP based on experiences and knowledge gained during the CIVITAS ELAN project.

In 2014, Nova Gorica, a border town, prepared a regional SUMP as part of the PUMAS project. In the same year, Slovenia's second largest city, Maribor, and the town of Piran also prepared SUMPs as part of the TRAMOB and Adria.Move IT! projects respectively.

Until now, cities that have fewer than 5 000 inhabitants have not been directly included in the SUMP process. In addition, regional cooperation and the integration of SUMPs with other policy sectors (e.g. health, land-use and education) are also lacking.

A big push for SUMP development came in 2015 when the Ministry of Infrastructure issued a tender to finance the preparation of SUMPs for cities and municipalities, sourced from EU Cohesion Funds. This resulted in the development of over 60 SUMPs.

Three tenders that supported their implementation followed in 2017. A national platform and a network of trained and certified consultants were set up to support the development of SUMPs in the context of the tenders. In 2017, six further tenders were financed through the National Climate Fund.

The existence of SUMP does however offer a basis for receiving government funding – municipalities with existing SUMPS can apply for government mobility related programs. In 2015 Ministry of infrastructure offered funds for developing of SUMPS to all municipalities that include at least one urban settlement and that didn't already have a SUMP or where it was older than 2 years.

Urban settlement is defined by SURS as a settlement with 3,000 or more inhabitants OR settlement with 2,000-2,999 inhabitants and surplus job positions over the number of people of working age OR seats of municipalities with at least 1,400 inhabitants and at the same time a surplus job positions over the number of people of working age.

5. Please provide other suggestions for the contents of Transnational SUMP Scheme.

More emphasis on first mile/last mile and shorter commutes and shifting motorized transport to micro mobility devices like scooters and e-bikes or walking, with appropriate infrastructure (parking/lanes/pedestrian districts).

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A.1 Increasing the use of bike sharing	Increase of the number of users	Number of users of bike-sharing system	3% increase	10 years	yearly	Bike-sharing system database
B Energy and environmental sustainability	B.1 Decrease of use of personal motorized vehicles for commute	Presence of battery electric vehicle in the Municipality (or other territory) affected by SUMP	n. of registered battery electric vehicles	2 % reduction yearly	10 years	yearly	Survey
	B1 Reducing motorized traffic in municipality	Number of cars on reference points	n. of vehicles	0,5 % yearly	10 years	yearly	Counting
C Safety and road mobility	C.1 Reduction of injuries in traffic accidents	Reduced injuries sustained in traffic accidents	Number of traffic accidents	10 % reduction	10 years	yearly	Public police reports of accidents
	C.2 Traffic calming	Calmed traffic in a specific area	Areas with calmed traffic	1 area per year	10 years	yearly	Municipality(regional/national) records
D Socio-economic sustainability	D4 Reducing dependence on personal motorized vehicles	Decrease of personalized vehicles	% of registered vehicles	1 % reduction	5 years	1	Public records (SISTAT/INTERSTAT)
	D1 Adapt the infrastructure for people with reduced mobility and sensory impairments	Adapted infrastructure	n. of adapted infrastructure	3 adapted infrastructures	10 years	yearly	Municipality(regional/national) records

3.3 Contribution by ZADRA NOVA

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme**

Not provided.

2. Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Modal shift rebalancing of mobility;

A.3 Congestion reduction;

A.4 Improvement of the accessibility for people and goods;

A.5 Improvement of the integration between the development of the mobility system and land use development (residential settlements and urban plans affecting commercial, cultural and tourist poles);

A.6 Improvement of the quality of the road and of the urban space.

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution.

C. Safety of road mobility

C.1 Reduction of road accidents;

C.2 Reduction of road accidents with deaths and wounded people;

C.3 Reduction of accidents with deaths and wounded people affecting weak users (pedestrians, cyclists, children and over 65 population);

C.4 Reduction of social costs due to road accidents.

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizenship satisfaction;

D.3 Increase in the employment rate;

D.4 Reduction of transport costs (related to the need to use the private vehicle).

3. Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.

0. Introduction

1. Plan formation and participation process

2. Territorial structural framework

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport networks and services supply

2.4 Transport demand

2.5 Interaction between supply and demand for transport

2.6 Criticalities and impacts

2.7 SWOT analyses

3. Definition of objectives

3.1 Macro-objectives and specific objectives

3.2 Target

3.3 Key indicators for evaluating the achievement of objectives

4. Definition of action strategies

4.1 Strategies

4.2 Actions

5. Construction of the scenarios

5.1 Time horizons as planning reference (short term and long term)

5.2 Demographic and settlement dynamics at plan horizons

5.2.1 Demographic forecasts

5.2.2 Settlement forecasts (on the basis of current urban planning tools)

5.3 Mobility demand trends

5.4 Business as usual scenario

5.5 Alternative plan scenarios

5.5.1 Scenario 1

4. **Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?**

Not regulated.

5. Please provide other suggestions for the contents of Transnational SUMP Scheme.

Not provided.

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A.1 Local Public Transport improvement	Improvement of the quality of the road and of the urban space	Kilometers of newly asphalted and renovated roads and urban spaces	To newly asphalt and renovate 600 kilometers of road and urban spaces	7 years	yearly	Croatian Ministry of traffic, sea and infrastructure database
B Energy and environmental sustainability	B.2 Air quality improvement	Numbers of days exceeding PM10 and NO2 limits	Number of days exceeding PM10 and NO2 limits	Reduce the number of days exceeding PM10 and NO2 limits by 80%	15 years	yearly	Statistics of the Croatian Environment and Nature Agency
C Safety and road mobility	C.1 Reduction of road accidents	Number of road accidents	Number of road accidents	Reduce the number of road accidents from 100% to 60%	10 years	yearly	Statistics of the police department
D Socio-economic sustainability	D.4 Reduction of transport costs (related to the need to use the private vehicle)	Dissatisfaction with public transport fares	Number of unsatisfied public transport users	Reduce the number of unsatisfied users by 50%	10 years	yearly	Public Transport Passenger Survey

3.4 Contribution by DURA

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme.**

There is no national or regional legislation that adopted SUMP scheme.

2. Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Modal shift rebalancing of mobility;

A.3 Congestion reduction;

A.4 Improvement of the accessibility for people and goods;

A.5 Improvement of the quality of the road and of the urban space;

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution;

C. Safety of road mobility

C.1 Reduction of road accidents;

C.2 Reduction of road accidents with deaths and wounded people;

C.3 Reduction of accidents with deaths and wounded people affecting weak users (pedestrians, cyclists, children and over 65 population);

C.4 Reduction of social costs due to road accidents;

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizenship satisfaction;

D.3 Increase in the employment rate;

D.4 Reduction of transport costs (related to the need to use the private vehicle).

3. **Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.**

1. ***Introduction***
2. ***Plan formation and participation process***
3. ***Territorial structural framework***

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport networks and services supply

2.4 Transport demand

2.5 Interaction between supply and demand for transport

2.6 Criticalities and impacts

2.7 SWOT analyses

4. ***Definition of objectives***

3.1 Macro-objectives and specific objectives

3.2 Target

3.3 Key indicators for evaluating the achievement of objectives

3.4 Improvement of the quality of the road and of the urban space

5. ***Definition of action strategies***

4.1 Strategies

4.2 Actions

6. ***Construction of the scenarios***

5.1 Time horizons as planning reference (short term and long term)

5.2 Demographic and settlement dynamics at plan horizons

5.2.1 Demographic forecasts

5.2.2 Settlement forecasts (on the basis of current urban planning tools)

5.3 Mobility demand trends

5.4 Business as usual scenario

5.5 Alternative plan scenarios

4. **Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?**

In the Republic of Croatia transport planning in the legal sense is characterized by a one-sided approach. There is no law directly regulating sustainable mobility, but there are many laws and regulations that regulate the infrastructure of particular modes of transport.

Although innovative and sustainable solutions for the design of the transport infrastructure have been implemented within the laws and regulations, it is problematic that the rules for different types of transport are not fully harmonized.

For a clearer regulation and more complex planning of sustainable mobility, important activities are under way, in particular the development of the study "Professional basis for the introduction of integrated public transport of passengers on the territory of the Republic of Croatia", development of the "Minimum Standards for Access to Public Transport of Passengers in Road Transport in the Republic Croatia" and the development of the Law on the Integrated Transport of Passengers by Public Transport that are being developed now.

5. Please provide other suggestions for the contents of Transnational SUMP Scheme.

Although often mentioned, sustainable mobility in the Republic of Croatia is based on a theoretical approach that has not been properly implemented yet in national legislation.

Apart from the fact that physical and regional planning systems are institutionally separated, the more intensive development of regional planning has only started with Croatia joining European integration.

The elements of sustainable mobility have been implemented in legal documents only in recent years, and the criteria and standards that would make it possible to determine the degree of sustainable mobility development have not been established yet.

Consequently, in order to stimulate more intense management of sustainable mobility and a strategic approach to sustainable mobility developed in as many cities as possible, it is necessary to better implement sustainable mobility and remove current legal deficiencies.

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A.1 Local Public Transport improvement	Unsatisfied public transport users	Number of unsatisfied public transport users	Reduce the number of dissatisfied users by 50%	10 years	yearly	Public Transport Passenger Survey
B Energy and environmental sustainability	B.2 Air quality improvement	Numbers of days exceeding PM10 and NO2 limits	Number of days exceeding PM10 and NO2 limits	Reduce the number of days exceeding PM10 and NO2 limits by 80%	15 years	yearly	Statistics of the Croatian Environment and Nature Agency
C Safety and road mobility	C.1 Reduction of road accidents	Number of road accidents	Number of road accidents	Reduce the number of road accidents from 100% to 60%	10 years	yearly	Statistics of the police department
D Socio-economic sustainability	D.4 Reduction of transport time (related to the need to use the private vehicle)	Dissatisfaction with public transport travel time	Number of unsatisfied public transport users	Reduce the number of unsatisfied users by 50%	10 years	yearly	Public Transport Passenger Survey

3.5 Contribution by Municipality of Hersonisos

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme.**

The National Laws and Regulations that mostly affect sustainable mobility in Greece are referenced here.

Art.22 of Law 4599/2019, published in Government Gazette. 40/A/4-3-2019 entitled "Testing the qualifications and behaviour of prospective drivers and guides for the issue of driving licenses, other provisions on driving licenses and additional provisions"

Law 2696/1999, published in Government Gazette 57/A/23.3.1999, entitled "Road Transport Code" & New Law 4530/2018, published in Government Gazette 59/A/30.03.2018, entitled "Transport management arrangements and other provisions"

no. ΔΜΕΟ/Ο/3050 Decision of the Ministry of Infrastructure, Transport and Public Works published in Government Gazette 2302/B/16.09.2013, entitled "Adoption of Technical Instructions for traffic interventions in the urban environment for their application in areas of school complexes and areas with increased traffic in the context of improving road safety"

no. ΔΥΟ/ΟΙΚ.920 Decision of the Ministry of Infrastructure, Transport and Networks published in Government Gazette 1053/B/2016 "Adoption of Technical Guidelines for cycle routes" (Bicycle Infrastructure).

Law 3329/2016, published in Government Gazette 222/A/2016, entitled "Integration into Greek Legislation Framework of Directive 2014/94/EU of the European Parliament and of the Council of 22nd of October of 2014 on the development of alternative fuel infrastructures, the simplification of licensing procedures and other provisions for service stations and other provisions"

Some of them are very recent while others are in force for a few years now. It was needed to set the necessary legal framework for sustainable mobility planning since it was not quite clear but in combination with other policies, e.g. urban planning.

There was a set to of laws and regulations for a variety of issues affecting road/mobility transport which was also focused on all technical details for planning or designing on the streets creating an inclusive mobility environment for all, including vulnerable groups like students, elderly, disabled, other.

This framework was also updated in order to respond to technological needs and contribute to "smart" mobility systems and new rules for mobility behaviour for all, drivers or simple users.

2. Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Modal shift rebalancing of mobility;

A.3 Congestion reduction;

A.4 Improvement of the accessibility for people and goods;

A.5 Improvement of the integration between the development of the mobility system and land use development (residential settlements and urban plans affecting commercial, cultural and tourist poles);

A.6 Improvement of the quality of the road and of the urban space;

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution;

B.4 Increase the Number of electric recharging points accessible to public

C. Safety of road mobility

C.1 Reduction of road accidents;

C.2 Reduction of road accidents with deaths and wounded people;

C.3 Reduction of accidents with deaths and wounded people affecting weak users (pedestrians, cyclists, children and over 65 population);

C.4 Reduction of social costs due to road accidents;

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizenship satisfaction;

D.3 Increase in the employment rate;

D.4 Reduction of transport costs (related to the need to use the private vehicle).

3. **Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.**

0. Introduction

1. Plan formation and participation process

1.1 Determine the planning framework

1.2 Set up working structures

2. Territorial structural framework

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport networks and services supply

2.4 Transport demand

2.5 Energy demand

2.6 Interaction between supply and demand for transport

2.7 Criticalities and impacts

2.8 SWOT analyses

3. Definition of objectives

3.1 Macro-objectives and specific objectives

3.2 Target

3.3 Key indicators for evaluating the achievement of objectives

4. Definition of action strategies

4.1 Strategies

4.2 Actions

4.3 Select measure packages with stakeholders

5. Construction of the scenarios

5.1 Time horizons as planning reference (short term and long term)

5.2 Demographic and settlement dynamics at plan horizons

5.2.1 Demographic forecasts

5.2.2 Settlement forecasts (on the basis of current urban planning tools)

4. **Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?**

For Greece, 2016 was a landmark year in terms of national initiatives for promoting sustainable mobility as the Green Fund[52] has released a program to finance municipalities regarding the development of their own SUMPs. 162 small, medium and large cities were selected as beneficiaries to the project and have started to develop their SUMPs.

Among them, there are all major cities, tourist cities and insular communities, which clearly define a new era in mobility planning. Citizens, stakeholders and decision makers are now more familiar with the terms and ask for policies to slow down climate change, open up public spaces, enhance urban cycling, however still resist on measures that are related to parking restrictions and removal of on-street parking.

At the same time- from 2016, the two major ministries[53] , through a Team of Experts, attempted to develop particular national guidelines on Greek SUMPs and regulatory reports in order to guide in detail the municipal authorities and planners for the philosophy and key features of such plans, based on the ELTIS Guidelines Report (January 2014), which remains incomplete so far (as of 2019).

The cities that are currently (from 2016 up to now) implementing SUMPs are officially guided to follow the ELTIS Guidelines (January 2014). In 2019, a new law defined a number of parameters regarding Greek SUMPs, while a series of relevant frameworks seem to change in favour of the vulnerable users and electromobility.

The National laws and regulations affecting Sustainable Mobility are as follows:

- National Transport Plan for Greece
- Guidelines for designing urban municipal roads MOU
- National strategy for urban mobility
- Guidelines for Sustainable Urban Mobility Plans (SUMPs) development. A strategy for redefining traffic organization and urban planning in Greek cities
- Report SMU:A.1/B.K./Σ.Ο1/2016/6.7

[52] The Green Fund is a public-law entity reporting to the Ministry of Environment and Energy. It is the mission of the Green Fund to support development through environmental protection with administrative, economic, technical and financial support coming from programs, measures, measures and actions aimed at preserving and enhancing the environment, supporting the environmental policy of the country and serving the public and social interest through the administration, management and utilization of its resources

[53] The Ministry of Transport and the Ministry of Environment and Energy

The Implementation status of *Sustainable Urban Mobility Plans* in Greece is as follows:

Region	**Adopted SUMPs**	**In progress SUMPs**
Attica		Athens, Alimos, Halandri, Galatsi, Elliniko-Argyroupoli,vLavrio,Vrilissia, Voula-Vari-Vouliagmeni, Zografou, Piraeus Peristeri, Pallini, Kythera
Central Greece		Lamia
Central Macedonia	Thessaloniki (partially adopted however not officially approved),	Naousa, Oreokastro, Pella, Kilkis, Kalamaria, Kordelio-Evosmos
Crete	Rethymno, (partially conducted and adopted however not officially approved)	Agios Nikolaos, Heraklion, Rethymno, Chania, Hersonisos, Ierapetra
Eastern Macedonia and Thrace		Orestiada
Epirus		Ioannina
Ionian Islands		
North Aegean		
Peloponnese		Nemea, Loutraki
South Aegean		Sifnos, Milos Tinos, Kea
Thessaly	Larissa (partially adopted however not officially approved)	Trikala, Elassona
Western Greece		Mesologi
Western Macedonia		Kozani
Total	**3**	**28**

5. Please provide other suggestions for the contents of Transnational SUMP Scheme.

Application of a **SUMP Self-Assessment Tool such as the one proposed by Eltis:**

SUMP Self-Assessment Tool

The SUMP Self-Assessment Tool (external online tool) enables planning authorities to evaluate the SUMP of their city or functional urban area. If no plan exists, it can also be used to assess and improve planning activities in general.

The Self-Assessment contains 30 to 45 questions that should take around 20 to 30 minutes to complete. The results help planning authorities understand the strengths and weaknesses of their approach. In addition, to feedback how well each of the SUMP principles is fulfilled, the results page also provides fitting good practice examples and tailored advice for further improvement.

The tool is available to use for free on a non-commercial basis.

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A.1 Increase the use of urban Public Transport with a final destination in the city center	Rate of use of urban Public Transport with a final destination in the city center	(%) Percentage	30%	10 years	yearly	Ministry of transport
	A.2 Increase in mild transport infrastructure	Pedestrian and bicycle paths	(%) Percentage	60%	10 years	yearly	Ministry of transport
B Energy and environmental sustainability	B.2 Increase the Number of electric recharging points accessible to public	Installation of electric recharging points accessible to public	n. of electric recharging points accessible to public	Depends on county. For Greece the target is 25.000 in 2030	10 years	yearly	Ministry of transport Ministry of Environment
	B.3 Reduce environmental pollutants	Reduction of CO2 within the urban center	(%) Percentage	10%	10 years	yearly	Ministry of Environment
C Safety and road mobility	C.1 Upgrading Urban Road Safety	Pedestrians' accidents on the Road Network	n. of accidents	Reduction of 50%	10 years	yearly	Ministry of transport
D Socio-economic sustainability	D.1 Increase in employment	New jobs created due to improvement in energy efficiency	n. of new green jobs	5%	5-10 years	yearly	Ministry of labor

3.6 Contribution by RDA Banat

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme.**

In comparison to the EU White Paper on transport, Serbian Transport Strategy does not make any reference neither to the Sustainable Urban Mobility Plans – SUMP nor to quantitative targets for reducing emissions. Apart from the cities of Belgrade, Krusevac and Valjevo, there were no significant activities related to the definition of SUMP in Serbia.

During 2016, the town of Krusevac started drafting the SUMP on its own initiative, which can be considered the result of previous involvement of the city in the European Mobility Week and CIVINET network for South East Europe. Beside Krusevac and Belgrade, cities Kragujevac, Kraljevo, Novi Sad, Vrbas, Sabac are also members of CIVINET.

Other documents of relevance for urban mobility are: Strategy and Action plan for Road Traffic Safety of the Republic of Serbia 2015-2020, as well as the EU White Paper on Transport (2011) as Serbia is a candidate country for EU membership.

From the perspective of local governments, in addition to sector-regulating laws (including those related to the environment), an umbrella law in the field of mobility is the Local Government Act which defines the competencies in the field of transport.

Along with laws, the legislation is based on the locally brought decisions such as the Decision on the technical regulation of traffic on the local roads, Decision on public car parks, Decision on the municipal transport of passengers by road, etc.

Main national legal references affecting Sustainable Mobility in Serbia is Strategy for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015), but it is more focused on safety rather than sustainable mobility.

Serbia itself as a state does not yet have the necessary knowledge and experience in the field of SUMP.

In the previous period, local self-government has not adopted specific strategies, traffic plans or plans to adopt them in the future. So, one of the problems are also, insufficient participation in defining strategic documents.

2. Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.

Serbia primarily, needs to adopt and define the strategies oriented on SUMP scheme. A preliminary list of SUMP objectives, already applicable in European cities, could be applied to cities and municipalities in Serbia. These objectives are:

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Introduction of bus lanes on main bus routes;

A.3 Modal shift rebalancing of mobility;

A.4 Congestion reduction;

A.5 Improvement of the accessibility for people and goods;

A.6 Improvement of the integration between the development of the mobility system and land use development (residential settlements and urban plans affecting commercial, cultural and tourist poles);

A.7 Improvement of the quality of the road and of the urban space;

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution;

B.4 Introduction of battery electric vehicle;

B.5 Promoting of cycling and walking and improvement of pedestrian and cycle infrastructure;

C. Safety of road mobility

C.1 Reduction of road accidents;

C.2 Traffic calming;

C.3 Reduction of road accidents with deaths and wounded injured people;

C.4 Reduction of accidents with deaths and wounded injured people affecting weak users (pedestrians, cyclists, children and over 65 population);

C.5 Reduction of social costs due to road accidents;

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizenship satisfaction;

D.3 Increase in the employment rate;

D.4 Reduction of transport costs (related to the need to use the private vehicle).

3. **Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.**

Since Serbia does not have clearly defined SUMP scheme, already defined indexes can be used to remove these problems. As regards the general report of SUMP, below it is reported a possible breakdown of the index of a SUMP content which was developed on the basis of the abovementioned SUMP scheme. As addition, some specific sections are given for which seems in this moment that could be useful considering national context of Serbia:

0. Introduction

1. Plan formation and participation process

2. Territorial structural framework

2.1 Legal Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport network and services supply

2.4 Transport demand

2.5 Interaction between supply and demand for transport

2.6 Criticalities and impacts

2.7 SWOT analyses

3. Definition of objectives

3.1 Macro-objectives and specific objectives

3.2 Target

3.3 Key indicators for evaluating the achievement of objective

4. Definition of action strategies

4.1 Strategies

4.2 Actions

5. Construction of the scenarios

5.1 Time horizons as planning reference (short term and long term)

5.2 Demographic and settlement dynamics at plan horizons

5.2.1 Demographic forecasts

5.2.2 Settlement forecast (on the basis of current urban planning tools)

5.3 Mobility demand trends

5.4 Business as usual scenarios

5.5 Alternative plan scenarios

5.5.1 Scenario 1

5.5.2 Scenario 2

5.5.3 Scenario 3

6. ***Simulation and evaluation of the scenarios*** *[Simulation and evaluation of each scenario through indicators, with reference to the time horizons on the Plan]*

6.1 Simulation of results for each scenario

6.2 Comparative evaluation of the scenarios through indicators

6.3 Identification of the planning scenario

6.3.1 Short-term and long-term interventions

6.3.2 Time schedule of the interventions

6.3.3 Priority interventions

6.3.4 Estimate of construction costs

6.3.5 Financial resources

7. ***Monitoring and ex post evaluation of the plan***

7.1 Monitoring plan

7.2 Monitoring indicators

8. ***Specific sections related to the national context of Serbia and current awareness regarding SUMP***

8.1 Identifying of all involved and interested stakeholders in SUMP implementation

8.2 Active involvement and citizens into sustainable urban mobility planning

8.3 Promotion of sustainable urban mobility planning

8.4 Promotion of alternative transportation modes

8.5 Action plans – subventions and tax reliefs as a stimulation for usage of alternative transportation modes

8.6 Harmonization of spatial plans for development of cities with plans for urban transport network development and with sustainable mobility needs as well

4. Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?

Apart from the cities Belgrade, Krusevac and Valjevo, there were no significant activities related to the definition of SUMP in Serbia.

During 2016, the town of Krusevac started drafting the SUMP on its own initiative, which can be considered the result of previous involvement of the city in the European Mobility Week and CIVINET network for South East Europe. Beside Krusevac and Belgrade, cities Kragujevac, Kraljevo, Novi Sad, Vrbas, Sabac are also members of CIVINET.

As per national legislation related to urban planning, there are no specifics related to the local authorities in manner which local municipality need to have SUMP elaborated and adopted.

Also, as per national legislation, there is no specific timing when SUMP need to be adopted or any threshold related to the conditions for local communities when they need to have SUMP elaborated and adopted.

However, positive practice in most developed cities in the world and wish the cities to be much more oriented to the citizens and to the sustainable planning is leading the bigger local municipalities in Serbia to have SUMP elaborated and adopted.

Each of the local municipalities is planning for itself elaboration of SUMP and they are including this into their annual or other plans.

5. Please provide other suggestions for the contents of Transnational SUMP Scheme.

As already mentioned in text above, Republic of Serbia has very poor upon - now experience in drafting of SUMP schemes on both, national and local level. Therefore, insufficient experience demands following of the SUMP procedures and recommendations from other countries in first, and adjusting it in regard of local conditions after.

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A.1 Giving priority to the public transport	Introduction of bus lanes on main bus routes	km of bus lanes	2 km of bus lanes	5 years	yearly	Municipality, Department for construction
B Energy and environmental sustainability	B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels	- Promoting of cycling and walking in the city of Zrenjanin; - Improving of pedestrian and cycle infrastructure;	- no. of awareness campaigns provided - km of new/improved ped&cyc infrastructure	- min. 2 awareness campaigns organized - 2 km of new cycle lanes/tracks; 3 km of improved ped/cyc infrastructure	- 1 year - 10 years	yearly	Municipality, Department for construction
C Safety and road mobility	C.1 Reduction in number of pedestrian collisions	Traffic calming	km of streets transformed as zones “30” or traffic calming areas	2 km of streets transformed as traffic calming areas or zone “30”	10 years	yearly	Municipality, Department for construction

3.7 Contribution by PREDA-PD

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme.**

National legislation does not recognize SUMP as a mechanism that is specifically addressed, either nationally or locally.

Urban mobility plans appear as a result of various "ad hoc" projects, led by international organizations and expert groups.

In order to develop plans that indirectly address the topic of urban mobility, the following legislative framework is applicable:

National level:

- Framework transport policy of Bosnia and Herzegovina for the period 2015-2030,
- Framework Transport Strategy of Bosnia and Herzegovina for the period 2016-2030,
- Law on International and Inter-Entity Road Transport,
- Law on Basics of Road Traffic Safety in Bosnia and Herzegovina.

Entity level (Republika Srpska level):

- Law on Road Transport of the Republic of Srpska,
- Law on Public Roads of the Republic of Srpska,
- Law on Traffic Safety on the Roads of the Republic of Srpska,
- Law on Transport of Dangerous Goods of the Republic of Srpska,
- Rulebook on the manner of performing control and direct regulation of traffic on roads.

Local level:

- Integral development strategy

However, even it doesn't exist within the official documents, there are some international organizations who lead the process of introduction of urban mobility planning in strategic document. Thanks to one of them (The GIZ ORF-EE project titled "Sustainable Urban Mobility in South-East European Countries

II"/SUMSEEC II), here are the Index:

0. Introduction
1. Glossary SUMP

The content

2. Introductory considerations and plan of dialogue and participation
3. Vision, goals and sub-goals
4. Summary of situational analysis of traffic, transport, transport and mobility
5. Strategic pillars and measures
   - 5.1 Sustainable spatial planning and urban mobility
   - 5.2 Hiking and biking
   - 5.3 Public city transport
   - 5.4 Individual personal transport
   - 5.5 City logistics
6. Scenarios
7. Action plan and financial framework of implementation
8. Summary monitoring and evaluation plan

- Annex I - Monitoring and evaluation plan
- Annex II - Situational analysis of traffic, transport, transport and mobility

2. Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Modal shift rebalancing of mobility;

A.3 Congestion reduction;

A.4 Improvement of the accessibility for people and goods;

A.5 Improvement of the integration between the development of the mobility system and land use development (residential settlements and urban plans affecting commercial, cultural and tourist poles);

A.6 Improvement of the quality of the road and of the urban space;

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution;

C. Safety of road mobility

C.1 Reduction of road accidents;

C.2 Reduction of road accidents with deaths and wounded people;

C.3 Reduction of accidents with deaths and wounded people affecting weak users (pedestrians, cyclists, children and over 65 population);

C.4 Reduction of social costs due to road accidents;

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizenship satisfaction;

D.3 Increase in the employment rate;

D.4 Reduction of transport costs (related to the need to use the private vehicle).

3. **Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.**

0. Introduction

1. Plan formation and participation process

2. Territorial structural framework

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport networks and services supply

2.4 Transport demand

2.5 Interaction between supply and demand for transport

2.6 Criticalities and impacts

2.7 SWOT analyses

3. Definition of objectives

3.1 Macro-objectives and specific objectives

3.2 Target

3.3 *Key indicators for evaluating the achievement of objectives*

4. Definition of action strategies

4.1 Strategies

4.2 Actions

5. Construction of the scenarios

5.1 Time horizons as planning reference (short term and long term)

5.2 Demographic and settlements dynamics at plan horizons

5.2.1 Demographic forecasts

5.2.2 Settlements forecasts (on the basis of current planning tools)

5.3 Mobility demand trends

5.4 Business as usual scenario

5.5 Alternative scenarios

5.5.1 Scenario 1

4. **Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?**

Traffic development planning, neither at the local nor at the national level, is not regulated by the existing legal framework. Indirectly, the Law on Local Self-Government stipulates the competence of local self-government to adopt programs and implement them local economic development projects and takes care of improving the general framework for business in the local self-government unit.

Default traffic as one of the important aspects that enable and monitor local economic development, it implies that local governments have the authority to adopt traffic development programs.

At the local level, the institutional framework for traffic development management is organized in different ways depending on the size of local government, development traffic networks and the like.

So, in more developed cities, which have higher requirements in terms of traffic management, the network of organizations and institutions, or the department in charge of traffic management, can be very developed and branched.

Smaller municipalities, on the other hand, often do not have special departments either departments dealing with these issues, and traffic development issues, mainly, deals within the Department of Economy and Local Economic Development or within the Department of Communal Affairs.

At the level of local self-governments, study documentation that directly or indirectly deals with issues of traffic development can be of different levels, names and contents: Spatial plan, General urban plan, Traffic study of the city, settlements, Traffic improvement study, Transport general plan of the city, Strategy of sustainable traffic development etc.

In relation to all the above documentation, the position of the Strategy for Sustainable Transport Development, i.e. the local sectoral plan for transport development, is the umbrella and hierarchically. Strategies for sustainable transport development must be the "starting" document.

Strategies are based on the principle of determining the necessary priorities and through the action plan opens the possibility of quickly starting the development of projects in the field traffic that will quickly give initial effects.

5. Please provide other suggestions for the contents of Transnational SUMP Scheme.

Not provided.

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A.6 Improvement of the quality of the road and of the urban space	Improved road conditions in the Municipality affected by SUMP	number of accidents caused by bad roads	20 % reduced number of accidents	10 years	yearly	Statistics of the Prijedor Center for Public Safety
B Energy and environmental sustainability	B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels	Presence of battery electric vehicle in the Municipality (or other territory) affected by SUMP	n. of registered battery electric vehicles	5 % of total registered vehicles	10 years	yearly	Public register of vehicles
C Safety and road mobility	C.2 Reduction of road accidents with deaths and wounded people	Reduced number of accidents with significant injuries	number of accidents with significant injuries	50 % reduced number of accidents with deaths and wounded people	10 years	yearly	Statistics of the Prijedor Center for Public Safety
D Socio-economic sustainability	D.2 Increased citizenship satisfaction	Reduced number of citizens' complaints about traffic	number of citizens' complaints about traffic	n.d.	10 years	yearly	n.d.

3.8 Contribution by Municipality of Gradiska

1. **Has the national or regional legislation of your country adopted a SUMP scheme to be applied to your local context? If yes, please enter the index of the SUMP scheme.**

Neither national or regional legislation in Bosnia and Herzegovina has adopted a SUMP scheme. The SUMP is a fairly new concept in transport planning in BiH, with only one SUMP currently developed, for City of Banja Luka through Interreg DANUBE CHESTNUT project, and a few others in development.

2. **Compared to the objective list shown in the previous chapter, please insert a specific objective that you deem necessary for the national context of your country.**

A. Effectiveness and efficiency of the mobility system

A.1 Local Public Transport improvement;

A.2 Modal shift rebalancing of mobility, towards active mobility modes;

A.3 Congestion reduction;

A.4 Improvement of the accessibility for people and goods;

A.5 Improvement of the integration between the development of the mobility system and land use development (residential settlements and urban plans affecting commercial, cultural and tourist poles);

A.6 Improvement of the quality of the road and of the urban space;

A.7 Introduction of SMART City elements.

B. Energy and environmental sustainability

B.1 Reduction of the consumption of traditional fuels and improvement of alternative fuels;

B.2 Air quality improvement;

B.3 Reduction of noise pollution;

B.4 Reduction of waste from mobility (introduction of circular economy, repair and reuse).

C. Safety of road mobility

C.1 Prevention of road accidents (instead of Reduction of road accidents;)

C.2 Reduction of road accidents with deaths and wounded people;

C.3 Reduction of accidents with deaths and wounded people affecting vulnerable groups weak users (pedestrians, cyclists, children and over 65 population);

C.4 Reduction of social costs due to road accidents.

D. Socio-economic sustainability

D.1 Improvement of social inclusion;

D.2 Increased citizen satisfaction;

D.3 Increase of economic activity (instead of Increase in the employment rate;

D.4 Enabling of social distancing in transport;

D.5 Reduction of transport costs (related to the need to use the private vehicle).

3. **Compared to the index shown in the previous chapter, please insert a specific section or a chapter that you deem necessary for the national context of your country.**

We adapted the ordering of the index and many of the sections, to be in line with our understanding and experience in development of SUMP.

0. Introduction

1. Plan formation and participation process

2. Territorial structural framework

2.1 Legal, Planning and Policy framework

2.2 Territorial and socio-economic framework

2.3 Transport network and services supply

2.4 Transport demand

2.5 Interaction between supply and demand for transport

2.6 Criticalities and impacts

2.7 SWOT analyses

2.8 Key actors and stakeholders

3. Development of the scenarios

3.1 Time horizons as planning reference (short term and long term)

3.2 Demographic and settlement dynamics at plan horizons

3.2.1 Demographic forecasts

3.2.2 Settlement forecasts (on the basis of current urban planning tools)

3.3 Mobility demand trends

3.4 Business as usual scenario

3.5 Alternative plan scenarios

3.5.1 Scenario 1 and simulation

3.5.2 Scenario 2 and simulation

3.5.3 Scenario 3 and simulation

3.6 Comparative analysis of scenarios

4. Definition of objectives

4. **Pursuant your national legal framework, are there specific Local Authorities, or timing, or minimum threshold of population/territory for the compulsory of the SUMP adoption?**

There are no thresholds for compulsory adoption of SUMP in Bosnia and Herzegovina. As stated in earlier questions, the concept of SUMP is fairly novel in Bosnia and Herzegovina and is not recognized, or even mentioned, in local legislation.

Currently, a SUMP has been developed for City of Banja Luka, through Interreg DANUBE CHESTNUT project, while SUMPs for Sarajevo and Bijeljina are under development.

City of Gradiska will develop a SUMP for its territory as part of SMILE project by the end of the year. Currently, no Local Authorities have adopted a SUMP as an official document for planning of sustainable urban mobility.

5. Please provide other suggestions for the contents of Transnational SUMP Scheme.

Our suggestions for the contents of the Transnational SUMP Scheme are reflected in the filled in answer for Question N.3 where we adapted the ordering of the index and many of the sections in order to reflect our understanding and experience in development of SUMP. We have no further suggestions.

6. **Please provide some proposal of key indicators to be used for SUMP monitoring (1-2 per each Objective). Please, follow the example below for the filling.**

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
A Effectiveness and efficiency of the mobility system	A1 Development of efficient network of public transport	Public transport network coverage	No. of passengers on public transport	10% increase	10 years	yearly	Municipal/City register
	A2 Increase of inter modality of transport	Buses that can transport bicycles Park and Ride stations	No. of buses that can transport bicycles No. of P&R stations	20% increase 2 new P&R stations	10 years	yearly	Municipal/City register
B Energy and environmental sustainability	B1 Reduction of transport noise pollution	Overdraw of noise pollution limits	No. of days with overdraw of regulation limits	Maximum 25 days yearly	5 years	daily	Municipal/City noise pollution report
	B2 Increase of share of cycling	Modal share of cycling	Cycling as % of modal share	15% increase of cycling modal share	10 years	yearly	Traffic survey
C Safety and road mobility	C1 Increase safety for all participants in urban mobility	Traffic accidents with injuries	No. of traffic accidents	50% reduction	10 years	yearly	Police authority statistical reports
	C2 Reduction of pollutant emissions from transport	Number of days exceeding the limit value	No. of days exceeding regulated limits	Maximum 20 days yearly	5 years	daily	Municipal/City pollution report

Proposal of indicators for the filling of the table							
General objective	**Specific objective**	**Indicator**	**Unit of Measurement**	**Target**	**Period of monitoring**	**Frequency of measurement**	**Statistic Source**
D Socio-economic sustainability	D1 Improvement of accessibility for disabled persons	Percentage of central urban area accessible by disabled persons	No. of ramps for disabled persons	70% of pedestrian crossings have ramps for disabled	5 years	yearly	Municipal/City report on roads
	D2 Improvement of accessibility to urban center	Average travel time	Average travel time to urban center	10% reduction	3 years	yearly	Traffic survey

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