



Ukraine towards Carbon Neutrality



# „The role of Sustainable Urban Mobility Plans in the EU mission Climate-Neutral and Smart Cities by 2030”

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# AGENDA



WROCLAW UNIVERSITY  
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## 1. INTRODUCTION & RESEARCH GOALS

## 2. POLICY FRAMEWORK & STRATEGIC CONTEXT

2.1. EU FRAMEWORK PROGRAMMES

2.2. THE EU CNSC MISSION

2.3. THE SUMP CONCEPT: A TOOL FOR CHANGE

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3.3. WROCLAW

## 4. KEY FINDINGS - CONCLUSIONS



# 1. INTRODUCTION & RESEARCH GOALS



# 1. INTRODUCTION AND RESEARCH GOALS



## SCOPE OF THE RESEARCH

### EVOLUTION OF THE CITIES MISSION

EU FRAMEWORK PROGRAMMES (FP1 – FP9)

EU MISSIONS: A NEW ERA OF INNOVATION

EU MISSION:  
CLIMATE-NEUTRAL & SMART CITIES

### THE SUMP FRAMEWORK

CORE PRINCIPLES OF SUMP

SUMP IN THE TEN-T NETWORK CONTEXT

ALIGNING SUMPs WITH MISSION GOALS

### COMPARATIVE CITY ANALYSIS

UMS – STOCKHOLM

GREATER DUBLIN AREA TRANSPORT STRATEGY

SUMP FOR WROCLAW

# 1. INTRODUCTION AND RESEARCH GOALS



## OBJECTIVES & METHODOLOGY

### MAIN RESEARCH OBJECTIVE:

Analyzing **sustainable urban mobility plans** as catalysts for **climate neutrality**

### ANALYSIS CRITERIA:

- Document structure
- Goals and strategic priorities
- Compliance with 8 SUMP principles
- Integration of Climate Mission Targets



## 2. POLICY FRAMEWORK & STRATEGIC CONTEXT

## 2.1. EVOLUTION OF EU FRAMEWORK PROGRAMMES



### EU FRAMEWORK PROGRAMMES FP1 – FP8

- **FP1 – FP7** (1984 – 2013) building the **European Research Area** and cross-border scientific cooperation
- **FP8, Horizon 2020** (2014-2020)
  - Record budget of **€80** billion
  - **Focus:** tackling societal challenges and industrial leadership
  - **Milestone:** introduction of the sustainable urban mobility plan **SUMP**, as a tool to shape European mobility

### FP9 – HORIZON EUROPE (2021 – 2027)

- **Budget:** €95.5 billion
- **Core goal:** climate change mitigation by embracing UN sustainable development goals
- **Milestone:** introduction of EU missions – high impact, measurable goals to be achieved by 2030

#### THE 5 EU MISSIONS:

- 1 Adaptation to Climate Change
- 2 Cancer
- 3 Restore our Ocean and Waters
- 4 **Climate-Neutral and Smart Cities**
- 5 A Soil Deal for Europe

## 2.2. CLIMATE-NEUTRAL AND SMART CITIES MISSION



### CNSC MISSION OBJECTIVES

Mission Cities aiming for climate neutrality by 2030

Developing an effective climate transformation model for the rest of EU cities to implement and achieve climate neutrality before 2050

A direct means of achieving climate neutrality goal of the European Union by 2050

The U\_CAN project as a specialized framework of the CNSC mission for Ukrainian Pilot cities

#### MISSION CITY

is a city that willingly joined the mission and set an ambitious but achievable climate objectives by 2030

112 CITIES

CROSS-SECTIONAL DIVERSITY OF CONDITIONS

### TOOLS AND INSTRUMENTS TO EXECUTE THE MISSION'S OBJECTIVES

**Climate City Contract (CCC)** - municipality's written and public commitment on how it plans to achieve climate neutrality

**Mission Label** – a certificate granted to municipalities for the successful development or initial implementation of the CCC

**Sustainable Urban Mobility Plan** is a part of Climate City Contract integrating transport policies into coherent neutrality path.

## 2.3. THE SUMP CONCEPT

### INTRODUCTION



### WHAT IS A **SUSTAINABLE URBAN MOBILITY PLAN**?

A strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life

### CORE FOCUS OF THE **SUMP**

Sustainably meeting the transport needs of residents and businesses

Targeting the Functional Urban Area – moving beyond administrative borders

OBJECTIVES

- Reducing emissions and noise pollution
- Increasing the share of public transport and active mobility
- Improving safety and the quality of public spaces

### SUSTAINABLE URBAN MOBILITY PLAN



SCOPE

- Shaping public and transport infrastructure
- Integration of passenger, logistics and intelligent transport systems
- Linking urban and regional mobility

## 2.3. THE SUMP CONCEPT PRINCIPLES & INTEGRATION



### SUMP CONCEPT BASED ON 8 PRINCIPLES

Clear and measurable objectives

Long-term vision and clear implementation plan

Assessment of current and future performance

Integrated development of all transport modes

Integrated approach to passenger and freight mobility

Participatory approach and cross-institutional coordination

Monitoring, review, and quality assurance

Compliance with European guidelines

### SUMP AND THE TEN-T NETWORK

Mandatory SUMP adoption by 2027 for urban nodes in the TEN-T network

Creating multimodal transport hubs in functional urban areas

Development of zero-emission urban logistics and freight-passenger integration

### SUMP AND THE CNSC MISSION

Urban mobility as a critical transformation area - addressing 20% of defined climate neutrality barriers

A core document for Climate City Contracts evaluated by the European Commission

A proven, comprehensive tool for effective emission reduction

### 3. LESSONS FROM THE CASE STUDIES

# 3. LESSONS FROM THE CASE STUDIES ANALYSIS METHODOLOGY



**CITY SELECTION METHODOLOGY**

- Mission City status:** Active participation in the EU CNSC Mission
- Document accessibility:** Strategy documents available in English or Polish
- Comparability:** Similar population sizes and urban dynamics

CITY:	STOCKHOLM	DUBLIN	WROCLAW
STRATEGY TITLE	URBAN MOBILITY STRATEGY	GDA TRANSPORT STRATEGY	SUSTAINABLE URBAN MOBILITY PLAN
CITY POPULATION	984 000	592 000	893 000
FUA POPULATION	2 400 000	1 500 000	1 200 000

- COMPARATIVE METHODOLOGY**
- 1 Structure & Scope:** Analysis of the document's layout and thematic areas
  - 2 Goals & Priorities:** Identifying the main directions of urban mobility policy
  - 3 SUMP Principles:** Assessment based on the 8 core principles
  - 4 Mission Alignment:** Evaluation of compliance with CNSC goals (climate neutrality focus)

# 3.1 LESSONS FROM THE CASE STUDIES STOCKHOLM



## THEMATIC SCOPE

**Context:** Dynamic population growth management

**Space Efficiency:** Prioritizing public transport and micromobility

**Vibrant Streets:** Transformation of roads into attractive, multi-functional public spaces

## 4 PLANNING GOALS

**A – Capacity:** Moving more people, not more cars

**B – Accessibility:** Seamless and inclusive urban reach →

**C – Attractiveness:** High-quality urban environment.

**D – Sustainability:** Long-term environmental resilience

## → PLANNING GOAL'S STRUCTURE AND FRAMEWORK

### PLANNING GOAL INTRODUCTION

Consistency with overarching goals

Accessibility Framework

Evidence-based scenarios

ALL OPERATIONAL SUB-GOALS RESTRICTED TO 2030 →

### 4 OPERATIONAL SUB-GOALS

**B1** – Public transport reliability

**B2** – Average public transport speed in the city center: 20 km/h

**B3** – Parking demand in the city center below 85% occupancy →

**B4** – Increased road user satisfaction

### → SUB-GOAL'S ACCOUNT

**The 85% Rule:** Managing demand to ensure parking is always available but never at capacity

**Reclaiming Streets:** Off-street parking priority to ensure public spaces are vibrant and accessible to all

# 3.2 LESSONS FROM THE CASE STUDIES

## DUBLIN



### THEMATIC SCOPE

**Context:** High car dependency among residents and commuters

**Social cohesion:** Enhancing quality of life through safe and integrated transport

**Sustainability:** Decarbonizing the urban system through sustainable transport modes

### 4 OPERATIONAL GOALS

1. Improvement of the natural and built environment
2. Strengthening social cohesion and quality of life
3. Supporting a sustainable economy
4. Delivering an inclusive transport system →



### OPERATIONAL GOAL'S STRUCTURE AND FRAMEWORK

#### GOAL 4 – DELIVERING AN INCLUSIVE TRANSPORT SYSTEM

*“To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.”*

#### MAPPING OF RELATED SOLUTIONS

##### 9.11.5. ACCESSIBILITY INFRASTRUCTURE

**Universal Design Standard:** 100% accessible fleet and infrastructure – lifts, ramps, low-floor vehicles

##### 9.11.4. LATE NIGHT TRANSPORT

**24/7 Connectivity:** expanding night services to support shift workers and the night-time economy

##### 3.9 IMPROVING HEALTH AND EQUALITY

**Affordability:** Low-fare structures to prevent social exclusion for low-income families

# 3.3 LESSONS FROM THE CASE STUDIES

## WROCLAW



### THEMATIC SCOPE

**Context:** Diagnosis of mobility conditions in Wrocław as a basis for future scenarios

**Participation:** strong public participation in the planning process

**Sustainability:** Shift from car-oriented planning to people-centered mobility

### 9 KEY THEMATIC AREAS

- O.1 – Spatially coordinated city
- O.2 – City of fast mobility
- O.3 – Well-organized urban space →
- O.4 – Safe mobility
- O.5 – Integrated systems
- O.6 – Comfortable travel
- O.7 – Environmentally friendly city
- O.8 – Efficient governance
- O.9 – Aware users

### → OPERATIONAL GOAL'S STRUCTURE AND FRAMEWORK

#### INTRODUCTION

The goal is to create an accessible and well-organized urban space, prioritizing:

PEDESTRIANS

CYCLISTS

PUBLIC TRANSPORTATION

AREA'S STRUCTURE:

3. Area

3.1. Detailed objective

3.1.1. Operational obj.

#### 3.3. Parking Organization in Urban Space

- 3.3.1. Public space – parking regulation
- 3.3.2. Courtyards – improved social interactions

**Factor:** streets reorg.  
**Parameter:** length (km)  
**Value:** yearly increase

#### 3.4. Extension of Paid Parking Zone

- 3.4.1. Critical areas – paid parking zones expansion
- 3.4.2. Parking zones – occupancy monitoring

**Factor:** num. of paid spaces  
**Parameter:** number  
**Value:** yearly decrease

## 3.4 LESSONS FROM THE CASE STUDIES COMPARISONS



### CNSC MISSION GOALS VS SUMP'S OBJECTIVES COMPARISON

#### STOCKHOLM'S URBAN MOBILITY PLAN

17% REDUCTION IN TRANSPORT EMISSIONS  
BETWEEN 1990 – 2021

25% REDUCTION IN TRANSPORT EMISSIONS  
PLANNED BETWEEN 2021 – 2030

A GOAL OF “CLIMATE POSITIVE” STATUS  
BEFORE 2030

#### GREATER DUBLIN AREA TRANSPORT STRATEGY

PLANNED REDUCTION OF TRANSPORT  
EMISSIONS (BASELINE: 2018):

50% BY 2030  
68.75% BY 2042

#### WROCLAW SUSTAINABLE URBAN MOBILITY PLAN

PROMOTION OF SUSTAINABLE  
DEVELOPMENT

PLAN TO REDUCE CAR TRAFFIC IN FAVOR OF  
PUBLIC TRANSPORT

LACK OF CLEARLY DEFINED AND  
MEASURABLE CLIMATE TARGETS

# 3.4 LESSONS FROM THE CASE STUDIES COMPARISONS



## SUMPs' FRAMEWORK COMPARISON

	STOCKHOLM'S URBAN MOBILITY PLAN	GREATER DUBLIN AREA TRANSPORT STRATEGY	WROCLAW SUSTAINABLE URBAN MOBILITY PLAN
METHOD CLARITY	BASIC / ENHANCED / <b>ADVANCED</b>	<b>BASIC</b> / ENHANCED / ADVANCED	BASIC / <b>ENHANCED</b> / ADVANCED
DATA & GOALS PRESENTATION	BASIC / <b>ENHANCED</b> / ADVANCED	BASIC / <b>ENHANCED</b> / ADVANCED	BASIC / ENHANCED / <b>ADVANCED</b>
DOCUMENT LENGTH & CLARITY	BASIC / ENHANCED / <b>ADVANCED</b>	<b>BASIC</b> / ENHANCED / ADVANCED	<b>BASIC</b> / ENHANCED / ADVANCED
DISTINGUISHING KEY ELEMENTS	BASIC / ENHANCED / <b>ADVANCED</b>	<b>BASIC</b> / ENHANCED / ADVANCED	BASIC / <b>ENHANCED</b> / ADVANCED

## 4. FINAL CONCLUSIONS

# FINAL CONCLUSIONS

## **U CAN SUMP YOUR CITY**

A proven policy tool — aligned with the CNSC Mission and shaped by two decades of European practice.

## **NO CLIMATE NEUTRALITY WITHOUT SMART MOBILITY**

Addressing 25% of climate barriers, SUMP's have the greatest potential for a successful transition.

## **CLARITY OVER COMPLEXITY**

Document accessibility is as important as the content itself. A plan must be readable to be implementable and understandable.

## **DATA-DRIVEN, TIME-BOUND GOALS**

What gets measured, gets done. Success is driven by rigorous KPIs and strict monitoring timelines.



# CAN

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