An independent jury has selected the following cities as finalists for addressing multimodal transport in sustainable urban mobility planning.

Basel (SWITZERLAND)

Basel is a city with a long tradition of mobility planning, which is also open to implementing innovative measures to develop an outstanding mobility system.

Due to its geographical location, Basel is truly a European city, facing all the advantages and challenges of transport planning in a cross-border environment. Multimodality is planned not only for residents but also for foreign commuters with cross-border tram lines, harmonised transnational tariffs and a good mobility management system. Basel also continuously reinforces its structural advantages such as an excellent financing system, an efficient public transport system and a good level of active mobility.

The Swiss city is a clear example that creating a sustainable mobility framework is a long-term process which delivers results over decades.

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Dresden (GERMANY)

Dresden is a medium-sized German city with a mobility planning tradition. The city is currently monitoring the impacts of its SUMP, Dresden 2025+.

Dresden is one step ahead of many European cities in decreasing car modal share. The German city took the decision to put the emphasis on developing sustainable mobility options, such as new tram lines, bike-sharing and mobility hubs, rather than introducing car-oriented measures. The city has a specific strategy for each mode which makes it easier to create a holistic view on how the future of mobility should look like in Dresden.

For the renewal of its SUMP, the city will be able to be even more ambitious as it reaches most of its targets and even often exceeds them.

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Transport for Greater Manchester is planning mobility for a city that encountered a deep economic crisis and which is nowadays rapidly growing to become a recognised international centre.

The mobility planning approach in Manchester considers the different parts of the city individually, according to their size, location and function in the city so that measures adapt to each of them. The ambitious overall modal split target is also declined in several local targets. To reach these goals, Greater Manchester provides a wide range of mobility options, integrated and combined thanks to a smart use of new technologies.

Greater Manchester is an excellent example of how a Sustainable Urban Mobility Plan can help a city to improve its urban mobility situation.