

Active2Public Transport Guiding principles

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Active2Public Transport | Better combining cycling, walking and public transport in the Danube Region

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More information about Active2Public Transport
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https://interreg-danube.eu/projects/active2public-transport

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Executive Summary

The A2PT Design principles provide a common foundation for creating mobility systems where walking, cycling and public transport work seamlessly together. They emphasise people-centred design, ensuring that safety, accessibility and comfort guide every decision. At their core, the principles call for direct and intuitive connections between modes, reliable capacity for both active and public transport users and high-quality maintenance so that facilities remain appealing over time. They also promote fairness and sustainability by requiring that multimodal journeys remain affordable and accessible for everyone, support climate goals and enhance the quality of public space. Clear information provision, integrated ticketing and well-designed vehicles and interchanges are highlighted as essential elements to make multimodal travel easy and intuitive.

To turn these ambitions into reality, the A2PT Design principles assign specific responsibilities to all relevant stakeholders: from infrastructure owners and operators to (urban, regional and transport) planners, designers, legislators, employers, researchers and especially users. Each has a role in shaping safe multimodal hubs, coordinating services, enabling innovation and supporting people to combine active travel with public transport. While stakeholders shape the conditions for sustainable mobility, individuals also play a role by choosing walking, cycling and public transport whenever these options are available and suitable.

Together, the universal and stakeholder-specific principles, accompanied by the main implementation pathways for the Danube region and supported by illustrative examples, provide a coherent and actionable framework for delivering truly integrated, user-friendly and sustainable mobility systems.

1 Introduction

Achieving climate-neutral mobility in the Danube Region requires coordinated action across modes, sectors and governance levels. While electrification of private vehicles reduces emissions, it cannot alone address congestion, safety risks, land-use pressures or unequal access to mobility. A meaningful modal shift toward walking, cycling and public transport is therefore essential. The Active2Public Transport (A2PT) project addresses this challenge by improving the connectedness of active mobility and public transport across the Danube Region. Through transnational cooperation, the project undertakes needs assessments, stakeholder engagement, capacity building, pilot testing and the sharing of transferable experiences (good practices) to support this shift. For such diverse activities to work together coherently across countries and institutions, a shared conceptual and qualitative foundation is necessary.

The A2PT Design Principles report provides that foundation. It defines what high-quality integration between active mobility and public transport means in practical, transferable terms and sets a common direction for the key stakeholders. The principles guide, connect and reinforce multiple components of the project, including:

- **Action planning and strategic development** – The principles provide quality expectations and a common language for shaping the regional and transnational A2PT Action Plans, ensuring consistency and comparability across contexts *(SO1)*.
- **The Online A2PT Toolbox** – They serve as the conceptual anchor for the selection, structuring and presentation of innovative tools and solutions, ensuring that infrastructure, vehicle, ticketing, information, governance, etc. practices reflect shared multimodal quality criteria *(SO2)*.
- **User testing and evaluation** – During Toolbox testing, the principles act as an assessment lens for determining whether proposed solutions genuinely support active–public integration and respond to user needs *(SO2)*.
- **Pilot activities** – The principles underpin the design and evaluation of pilot actions, which translate them into real-world improvements such as enhanced station access, multimodal information services, integrated ticketing or bike carriage solutions on regional rail and buses *(SO3)*.
- **Transnational cooperation and working groups** – They provide a shared vocabulary and set of expectations that help national authorities, regional

bodies, operators, NGOs and international partners converge around a common vision of high-quality multimodal mobility *(SO1)*.

- **Capitalisation and continuity with previous EU initiatives** – The principles build on knowledge from earlier projects, such as Danube Cycle Plans, Transdanube.Pearls, Bike-Train-Bike, CITY-HUB, and Clean Mobility, ensuring methodological continuity and avoiding duplication.

In this way, the design principles serve as the conceptual "glue" that binds together strategic planning, practical solutions, user-centred testing and real-world implementation. They ensure that all components of A2PT contribute to the same vision of seamless, safe, inclusive, reliable, and attractive multimodal transport systems in the Danube Region.

For this role to be effective, the principles must themselves be of high quality. Each characteristic strengthens their clarity, usability and relevance for public authorities, operators, planners, designers, employers, researchers and users, who ultimately shape and experience the multimodal system. Good design principles are:

- **Action-oriented** – guiding owners, operators, planners, policymakers and users toward concrete behaviours and design choices that improve integration.
- **Aspirational but realistic** – offering political leaders an ambitious direction while remaining achievable for implementers; users benefit from improvements that are visionary yet feasible.
- **Timeless** – providing stable guidance for long-term public transport and active mobility investments, ensuring consistent user experience even as technologies evolve.
- **Transferable across scales** – applicable to local station layouts, regional mobility management, national frameworks and cross-border coordination, giving users coherent multimodal logic across all levels.
- **Distinct** – clarifying responsibilities among diverse actors and helping users understand what they can expect in terms of accessibility, safety and service quality.
- **Clear and concise** – easy for practitioners to communicate and apply, and easy for users to recognise in the design of spaces and services.
- **Unambiguous** – reducing interpretation gaps across countries, sectors and professions, ensuring that users experience consistent design logic across the Danube Region.

- **Memorable** – enabling all stakeholders, including users, to internalise the multimodal vision and apply it in daily decisions and long-term planning.

By meeting these criteria, the design principles become not only a common reference framework but a practical tool for improving infrastructure, services, vehicles, governance and user experience.

This report reflects these aims. It begins with the background and policy context, introduces the universal design principles and their stakeholder-specific applications, outlines key implementation pathways, and presents selected good practices and pilot examples. It concludes with next steps for applying and further developing the principles across the Danube Region.

2 Background and context

2.1 EUROPEAN AND MACRO-REGIONAL POLICY LANDSCAPE

European and macro-regional policy frameworks increasingly recognise the central role of active mobility (walking, cycling and related modes) as essential components of a sustainable, resilient and user-centred transport system. These policies establish ambitious objectives for climate neutrality, road safety, accessibility and quality of life, and they emphasise the importance of integrating active mobility with efficient public transport. In this context, the Active–Public Transport (A2PT) approach strongly aligns with the EU's evolving mobility vision.

At the European level, the European Green Deal and the Sustainable and Smart Mobility Strategy (SSMS) set the overarching direction, calling for a substantial modal shift toward sustainable modes and for transport systems that are cleaner, safer and more inclusive. The SSMS highlights the need to double cycling in Europe and improve the attractiveness of public transport. Complementing these frameworks, the European Urban Mobility Framework stresses that walking, cycling and public transport should form the backbone of urban mobility and that cities should prioritise redesigning streets and public spaces for people rather than vehicles.

A significant milestone is the European Declaration on Cycling (2024), the EU's first-ever political commitment dedicated specifically to cycling. It recognises cycling as a full-fledged mode of transport and outlines commitments in areas such as safe and coherent cycling infrastructure, multimodality and bike-and-ride systems, road safety, health, green tourism and the promotion of cycling-related industry and innovation. The Declaration explicitly calls for better integration between cycling and public transport, high-quality bike parking at stations and the facilitation of bike carriage on trains and other modes, i.e., elements that align directly with the goals of the A2PT design principles. In addition, the Pan-European Master Plan for Cycling Promotion, adopted under the UNECE–WHO Transport, Health and Environment Pan-European Programme (THE PEP), provides a strategic framework for promoting cycling across Europe by supporting the development of coherent cycling networks, integrating

cycling into public transport systems and strengthening the health, environmental and economic benefits of cycling.

Although walking does not yet have an EU-level declaration equivalent to cycling, several frameworks acknowledge its role as the most fundamental and inclusive form of mobility. The Pan-European Master Plan on Walking is calling for and inspiring national action on walking in the pan-European region. The EU Urban Agenda Partnerships (notably on Urban Mobility and Sustainable Land Use) promote walkable environments, barrier-free access and people-centred public spaces. Numerous EU initiatives and funding programmes support walking infrastructure, accessibility improvements, pedestrian safety, and streetscape redesign. In addition, the European Hiking Federation (ERA) and related European walking and hiking networks (such as the E-Paths) provide coordinated frameworks for long-distance walking routes, rural mobility, tourism and the stewardship of natural and cultural landscapes, illustrating the broader value of walking in both transport and recreation. The recently established Partnership for Active Travel and Health (PATH) further strengthens the policy focus on walking and cycling by promoting cooperation between transport and health sectors and supporting initiatives that encourage active travel as a means of improving public health and sustainable mobility. While these initiatives fall partly outside the transport sector, they reinforce the importance of continuous, safe and high-quality walking environments.

At the macro-regional level, the EU Strategy for the Danube Region (EUSDR) identifies sustainable transport, connectivity and mobility innovation as key priorities, with emphasis on shifting towards low-carbon modes and improving accessibility and multimodality across borders. The EUSDR encourages coordinated planning, shared standards and the development of multimodal corridors, i.e., conditions that are vital for integrating active and public transport in a region characterised by diverse geographies, settlement patterns and institutional capacities.

Together, these European and macro-regional policies form a supportive landscape for strengthening A2PT systems. They call for safer active mobility networks, improved multimodal interchanges, better accessibility and transport systems that promote environmental, economic and social sustainability. The A2PT Design Principles connect directly to these policy ambitions, helping translate them into concrete guidance for infrastructure, services and governance across the Danube Region.

2.2 MOBILITY PATTERNS AND CHALLENGES IN THE DANUBE REGION

The Danube Region is characterised by significant geographic, socio-economic and demographic diversity. It includes large metropolitan areas (such as Vienna, Budapest, Belgrade and Bucharest); medium-sized urban centres; small towns; and vast rural areas. These differences shape mobility behaviours and the availability of transport options:

- Urban areas typically offer more developed public transport networks but still face challenges such as overcrowding, car congestion fragmented cycling networks and insufficiently coordinated multimodal services.
- Rural and peri-urban areas often suffer from limited public transport frequency, long travel distances and poor first/last-mile connections, reinforcing car dependency.
- Cross-border regions must deal with administrative fragmentation, inconsistent service standards and missing network links.

Overall, walking and cycling infrastructure remains inconsistent across the region. While some cities have made substantial investments in cycling networks, many others still lack safe, direct and continuous routes. Public transport systems — although essential and widely used — are not always sufficiently integrated with active mobility, particularly in the areas of station access, bike parking, bike carriage, wayfinding, timetable coordination or multimodal information provision.

Demographic and societal trends further reinforce these challenges. An ageing population increases the need for barrier-free, universally accessible mobility options. Urbanisation intensifies pressure on space, making walking, cycling and public transport the most viable long-term solutions. Digitalisation introduces opportunities for integrated ticketing, real-time information and Mobility as a Service (MaaS), but only if designed to support multimodal journeys effectively.

Despite growing political awareness and promising initiatives, the gap between strategic ambition and user experience remains substantial. Many journeys that could combine active modes with public transport still default to car use because multimodal options are not sufficiently attractive, intuitive or reliable.

2.3 OPPORTUNITIES FOR MULTIMODAL TRANSPORT INTEGRATION

The Danube Region holds considerable potential for strengthening active-public transport integration:

- Expanding cycling networks, especially in major cities, provide a foundation for first/last-mile connections to public transport hubs.
- Rail modernisation and investment offer opportunities to integrate station redesign, bike carriage and multimodal access improvements.
- Growing interest in sustainable mobility across municipalities increases support for reallocating space to walking and cycling.
- Digital innovations, such as integrated ticketing apps, real-time travel information and shared mobility platforms, can significantly improve user experience.
- Transnational cooperation through the EUSDR and specific project (e.g., A2PT) creates momentum for harmonising approaches across borders and institutional cultures.

However, these opportunities can only be realised if planning and operational decisions are supported by a shared understanding of what "good integration" means.

2.4 WHY DESIGN PRINCIPLES ARE NEEDED

Although policies for sustainable mobility exist at European, national, regional, and local levels, the practical requirements for combining active mobility with public transport remain insufficiently defined. Infrastructure for walking and cycling often does not connect directly to stations. Public transport services are not always planned with active-mode access in mind. Vehicles may lack adequate space for bicycles or may not be accessible for all users. Information systems are often fragmented across modes or operators. Ticketing solutions can be complex, inconsistent or not multimodal.

This fragmentation creates a barrier for users and limits the effectiveness of policies promoting modal shift. Without clear, shared guidance, improvements in one part of the system may not translate into meaningful multimodal benefits.

The A2PT Design Principles address this gap by:

- Translating high-level policy goals into practical, action-oriented design guidance.
- Providing a common reference framework for infrastructure owners, operators, planners, designers, employers, researchers and users.
- Ensuring that improvements in infrastructure, services, vehicles and public space support one another.
- Helping create multimodal systems that are safe, intuitive, inclusive, climate-friendly and reliable.
- Supporting coordinated decision-making across countries, sectors and governance levels within the Danube Region.

By offering clear expectations for design and operation, the principles bridge the gap between strategic ambitions and practical implementation. They help ensure that walking, cycling and public transport work together as one coherent system — a prerequisite for achieving climate goals, promoting social inclusion, improving public health and enhancing quality of life in the Danube Region.

3 Universal design principles

The universal design principles establish the foundational qualities that any integrated active–public transport system must deliver. They function as the "north star" for building multimodal mobility that is intuitive, attractive, safe, inclusive and efficient. These principles are not tied to specific technologies, spatial scales or institutional arrangements. Instead, they provide timeless guidance that remains relevant across diverse contexts, from dense urban centres to small towns, rural areas and cross-border corridors.

The principles are deliberately action-oriented and human-centred, recognising that mobility systems exist to serve people. They guide infrastructure planning, public space design, vehicle layout, service integration, digital tools, operational practices and long-term investment decisions. They also provide a shared language for stakeholders across the Danube Region, helping align actions at municipal, regional, national and macro-regional levels.

The following sections present each principle with a detailed description and a summary of what it means specifically for A2PT infrastructures and services.

3.1 PUT PEOPLE FIRST

Designing mobility systems around people means prioritising user needs, behaviours and abilities in every decision. Active and public transport users with difference abilities and requirements must be placed at the centre of planning, design and operations. User journeys should feel intuitive and comfortable, with straightforward navigation, minimal physical and cognitive effort and consistent accessibility across the entire network.

Putting people first shifts the focus away from vehicle-centric performance indicators toward comfort, dignity, satisfactions and inclusive access. Transfers should be easy to understand; station designs should follow natural movement patterns; and all environments should feel welcoming and legible. When mobility systems respect people's needs, walking, cycling and public transport become natural and appealing choices for everyday travel.

Putting people first means designing mobility environments that:

- **Follow natural movement patterns**

  Walking and cycling routes to stations and stops should be direct, legible and aligned with desire lines. Spaces should minimise detours and avoid obstacles.

- **Provide universal accessibility**

  Stations, stops, vehicles and public spaces must support independent travel for all, through level access, generous widths, tactile guidance, lift availability and inclusive design that accommodates older adults, children and people with disabilities.

- **Minimise physical and cognitive effort**

  Circulation routes should be easy to understand at a glance and support intuitive orientation and navigation, with clear sightlines, predictable layouts and a consistent design language across modes and locations.

- **Offer comfort and dignity throughout the journey**

  Sheltered waiting areas, seating, shade, weather protection, lighting, and rest opportunities help make walking, cycling and public transport (and their combinations) feel welcoming.

- **Support psychological safety and confidence**

  Visibility, lighting, open design and intuitive positioning of key elements (entrances, platforms, bike parking) reduce stress and uncertainty.

- **Anticipate diverse user needs**

  Infrastructure and services must work for people carrying luggage, travelling with children, pushing prams, using wheelchairs or transporting bicycles.

By applying these principles consistently, mobility systems become welcoming, legible and supportive, making active and public transport natural choices for everyday travel.

Key implications for infrastructure and services:

- Direct walking and cycling access to stations
- Barrier-free routes, level access and safe crossings
- Comfortable waiting areas
- User-centred vehicle interiors
- Clear, consistent, intuitive wayfinding

Good practice example: Berlin Hauptbahnhof

Berlin's main train station is a modern, multi-level interchange designed with a strong focus on accessibility and user comfort, particularly for pedestrians and cyclists. The station provides direct walking and cycling access from the surrounding urban fabric, ensuring seamless integration with Berlin's active mobility network. Large, barrier-free elevators accommodate cyclists, wheelchair users and passengers with luggage, enabling level access across all station levels. In addition, staircases are equipped with dedicated bicycle channels, allowing cyclists to move through the station easily without lifting their bikes.

Consistent and easy-to-read wayfinding signage supports intuitive navigation within the station's complex vertical structure, guiding users efficiently to platforms, exits and services with minimal confusion. Together, these features demonstrate how Berlin Hauptbahnhof applies people-centred design principles to create an inclusive, legible and comfortable station environment for a wide range of users, making active and public transport combinations straightforward and attractive.

For more information about this good practice example, please visit the A2PT Toolbox at the following website:

3.2 ENRICH PLACES

High-quality mobility systems do more than move people; they enhance the public spaces they occupy. Stations, stops, access routes and interchange areas are often the first and last places people experience in a neighbourhood. When these spaces are attractive, welcoming and well-integrated into their surroundings, they encourage walking and cycling, support local life and strengthen community identity.

Enriching places means designing transport infrastructure not as isolated technical elements, but as part of a broader urban or rural fabric. Mobility hubs should feel like comfortable and meaningful public spaces: safe, pleasant to linger in, and inviting at all times of day. They should support social interaction and economic vitality, while reinforcing the character of the surrounding settlement.

When transport nodes enrich their settings, they become more visible, accessible and intuitive to use, ultimately making multimodal travel more attractive.

Enriching places means designing mobility environments that:

- **Create welcoming, high-quality public spaces at and around mobility hubs**

  Comfortable station forecourts and stop areas with greenery, lighting, seating and weather protection make walking and cycling access pleasant and support enjoyable waiting environments.

- **Integrate walking and cycling routes seamlessly into the public realm**

  Direct, attractive and safe access paths allow people on foot or by bicycle to reach public transport easily, without conflicts or detours.

- **Provide convenient, visible and secure bicycle parking**

  Bike parking should be well-located and integrated into the spatial identity of the hub while avoiding conflicts with pedestrian flows.

- **Reflect local context and support community life**

  Materials, design language and small-scale services (e.g., kiosks, repair stands, cafés) help mobility hubs become lively, meaningful places rather than solely transit points.

- **Ensure clear visual coherence and intuitive navigation**

  Good sightlines, spatial clarity and coherent design cues help users understand where to walk, cycle, park a bicycle or board public transport.

- **Balance movement and place functions**

  Spaces should comfortably accommodate flows of pedestrians, cyclists and PT users while still supporting rest, social interaction and a sense of welcome.

Enriching the public realm turns multimodal hubs into comfortable, attractive and distinctive places rather than simple transfer points. Well-designed spaces invite people to feel safe, linger and navigate confidently, enhancing both the functional performance of the network and the overall experience of active and public transport.

Key implications for infrastructure and services:

- Station forecourts designed as welcoming public spaces rather than traffic-dominated zones
- Attractive, safe pedestrian and cycling access routes with greenery and good lighting
- Integration of local identity through design language, materials or public art
- Comfortable waiting environments with seating, shade, weather protection
- Mixed-use or community-oriented functions within or around mobility hubs

- Coherent placemaking features that reinforce local identity and support intuitive wayfinding

Good practice example: Bahnhof Lienz

The redesign of Lienz train station represents a strong good practice in improving accessibility and connectivity for active mobility in a small urban context. Previously, the busy B100 road, the railway line, and the River Drava formed significant physical barriers between Lienz's city centre and its southern residential and leisure areas, forcing pedestrians and cyclists to make long detours. As part of the station reconstruction completed in 2022, these barriers were addressed through the creation of a new pedestrian and cycling underpass combined with a bridge over the Drava, providing a direct, barrier-free connection between districts and seamless access to the station.

The underpass is characterized by generous widths, flat ramps, and the use of daylight, making it a model example of high-quality walking and cycling infrastructure. Active mobility is further supported at the station itself through 270 bicycle parking spaces, a bike rental centre, and a dedicated "bike platform" that enables ground-level access directly from the popular Drava cycle path. The project has created clear synergies between improved station access and enhanced citywide connectivity for pedestrians and cyclists.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

3.3 CONNECT SEAMLESSLY

A well-functioning multimodal system allows people to move effortlessly between walking, cycling and public transport. Seamless connectivity ensures that the journey feels continuous, predictable and coherent, rather than fragmented or stressful. This principle is essential for encouraging people to combine active and public transport modes, as even small barriers — long detours, unclear layouts, poor timing, or confusing information — can deter multimodal use.

Connecting seamlessly requires integrating physical design, service planning and digital information systems. It means designing routes and interchanges that are short, intuitive and barrier-free while ensuring that services operate in coordination and that information is reliable, consistent and easily understood. A seamless system supports

both everyday commuters and occasional users, enabling confident transfers across modes, places, operators and borders.

Connecting seamlessly means designing multimodal environments that:

- **Provide direct, safe and comfortable walking and cycling access to public transport**

  Access routes should be intuitive, continuous and free of unnecessary detours or barriers.

- **Ensure barrier-free, predictable transfers between modes**

  Step-free connections, smooth surfaces and reliable vertical circulation (e.g., lifts, ramps) support users with diverse needs.

- **Create clear and logical interchange layouts**

  Entrances, platforms, bike parking, ticket machines and transfer points must be easy to locate, with intuitive spatial organisation.

- **Support consistent, intuitive multimodal wayfinding**

  A unified signage system and clear sightlines help users navigate quickly and confidently across walking, cycling and PT spaces.

- **Provide integrated information and coordinated services**

  Real-time updates, harmonised timetables and integrated ticketing systems reduce uncertainty and make transfers faster and easier.

- **Facilitate smooth movement for both pedestrians and cyclists within interchanges**

  Comfortable circulation spaces and well-managed interactions between modes support safe, stress-free navigation.

- **Make bicycle access simple and straightforward**

  Direct routes to bike parking and clear indications about bike carriage options ensure easy transitions between cycling and PT.

By ensuring seamless connections between modes, multimodal travel becomes effortless, predictable and consistently reliable, enabling users to move between active mobility modes and PT without hesitation or confusion. When transfers are smooth and intuitive, the entire journey feels coherent and continuous, reducing travel time, stress and uncertainty. This not only makes multimodal travel genuinely competitive with car use in terms of convenience and comfort, but also strengthens the overall performance and attractiveness of the A2PT system. A seamless network supports

higher ridership, encourages modal shift and ensures that investments in active mobility and PT reinforce one another rather than operating in isolation.

Key implications for infrastructure and services:

- Direct, barrier-free walking and cycling routes linking to public transport stops and stations
- Short, intuitive transfer paths with clear sightlines
- Unified wayfinding systems across all modes, operators and locations
- Multimodal real-time information available on-site and digitally
- Integrated ticketing and payment solutions
- Coordinated timetables, especially in rural and cross-border contexts
- Designated, easy-to-reach bike parking and clear bicycle access routes
- Seamless alignment between digital journey planning and physical environments

Good practice example: Bahnhof.de and its Accessible Travel Navigator

Deutsche Bahn (DB) presents a strong example of good practice in addressing accessibility in rail transport through its digital platform bahnhof.de. The website provides detailed, station-specific information on accessibility features at both station and platform level, allowing users to check in advance the availability of facilities such as elevators, ramps, tactile guidance systems, and step-free access routes. In addition, real-time updates inform passengers about the operational status of accessibility infrastructure, reducing uncertainty and improving travel planning.

This service is complemented by the Mobility Service Centre, which offers personalized assistance before and during journeys. By combining comprehensive information, live updates, and personal support within a clear and user-friendly interface, Deutsche Bahn enhances convenience, reliability, and independent mobility for passengers with reduced mobility, setting a high standard for inclusive, customer-oriented rail services.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

3.4 GUARANTEE EQUITY AND INCLUSION

An integrated mobility system must serve everyone, regardless of age, gender, income, physical ability or place of residence. Equity and inclusion ensure that all users can access opportunities through safe, affordable and reliable multimodal travel. This principle recognises that mobility is a fundamental enabler of social participation and that inequitable access can reinforce broader societal inequalities.

Guaranteeing equity and inclusion requires addressing both physical accessibility and social accessibility. It means ensuring that infrastructure, services, and information are designed for people with diverse abilities and needs, and that affordability, spatial coverage and service quality do not vary unfairly between neighbourhoods or demographic groups. Inclusive mobility design makes active mobility and PT not only accessible but also easy and safe for everyone.

Equity also extends beyond central urban areas. Rural, peri-urban and disadvantaged neighbourhoods must have viable multimodal connections that allow people to participate fully in economic, educational and community life. Inclusive mobility planning strengthens social cohesion and supports a fair transition to sustainable transport.

Guaranteeing equity and inclusion means designing mobility environments that:

- **Provide barrier-free access across the entire walking and cycling journey**

  Step-free routes, consistent surfaces, tactile guidance, ramps and reliable elevators ensure that people of all abilities, incl. those walking with mobility aids or cycling with adapted bicycles, can reach and use PT independently.

- **Ensure affordable and fair multimodal travel options**

  Integrated ticketing, transparent pricing and reduced-cost schemes allow all users to combine active mobility and PT without financial barriers.

- **Deliver equitable access and service quality across all areas**

  Rural, peri-urban and disadvantaged neighbourhoods should benefit from safe walking and cycling routes to public transport, complemented by reliable and appropriately frequent services.

- **Provide accessible information for all types of users**

Clear, multilingual and easy-to-understand information in both digital and physical formats supports users with varying literacy, abilities or digital access, including those navigating stations with bicycles.

- **Address safety and inclusion needs across demographic groups**

  Design and operations should reflect the needs of women, children, older adults and people travelling alone, ensuring that walking and cycling approaches and waiting areas feel safe at all times.

- **Engage diverse communities in planning and evaluation**

  Inclusion efforts should actively involve people with different mobility patterns (pedestrians, cyclists, PT users, and those combining all three) to ensure that final designs reflect real-world needs.

When equity and inclusion are embedded throughout the mobility system, active and PT become universally usable, strengthening fairness, accessibility and social sustainability across the A2PT network.

Key implications for infrastructure and services:

- Fully accessible stations, platforms, vehicles and public spaces
- Affordable multimodal fares and integrated ticketing systems
- High-quality active mobility and PT options in rural and underserved areas
- Accessible physical and digital information, including low-tech alternatives
- Station and stop environments designed with gender, age and safety considerations
- Reliable services for users who depend on public transport as their primary mobility option
- Co-creation processes that involve vulnerable or underrepresented groups

3.5 PROVIDE CAPACITY AND RELIABILITY

A multimodal mobility system can only succeed if it functions dependably and has sufficient capacity to accommodate current and future demand. Reliability is essential: people need to trust that walking and cycling routes will be accessible, that bike parking and carriage options will be available when needed, and that public transport services

will arrive on time and run consistently throughout the day and week. Without reliability, even well-designed networks fail to attract or retain users.

Capacity is equally important across all components of the journey. Walking and cycling routes must comfortably accommodate user flows; station "plazas" and waiting areas must avoid overcrowding; and bicycle parking must meet demand at peak times. Public transport vehicles and services must have adequate space and frequency to ensure a smooth journey, including for users carrying bicycles or travelling with mobility aids, luggage or children.

A reliable, sufficiently capacitated system reduces uncertainty, supports time-sensitive travel such as commuting or accessing education and healthcare and enhances overall satisfaction with multimodal travel.

Providing capacity and reliability means designing mobility environments that:

- **Ensure adequate space for walking and cycling access**

  Access (paths, ramps and approaches) to stations must accommodate expected flows, including peak hours, without creating conflicts or bottlenecks.
- **Offer sufficient and secure bicycle parking and storage options**

  Stations should provide enough high-quality parking (including covered and long-term options) to meet demand, with room for growth.
- **Provide predictable and frequent PT services**

  Regular and reliable schedules, including in evenings and weekends, ensure that multimodal trips feel dependable for all user groups.
- **Support reliable transfers between modes**

  Coordinated services, realistic timetables and consistent operations reduce the risk of missed connections and long waiting times.
- **Maintain infrastructure functionality year-round**

  Proper maintenance (e.g., winter maintenance of walking and cycling routes, functional lighting, operational elevators) are fundamental to ensuring reliability for daily travel.
- **Plan for future change (growth) in active and PT use**

  Infrastructure and service design should anticipate (rising) demand for walking, cycling and PT resulting from demographic change and sustainability goals.
- **Ensure sufficient capacity on vehicles and in stations**

Boarding areas, platforms and interiors must accommodate peak loads, including passengers with bicycles, strollers or mobility aids.

- **Reduce delays caused by operational constraints**

  Dedicated PT lanes, priority measures and reliable traffic management improve service punctuality and reduce variability.

- **Ensure continuity of travel options throughout the day and night**

  Reliable evening and night-time services, including night trains where relevant, expand multimodal travel possibilities, support long-distance sustainable mobility and make active–public transport combinations viable for more trip purposes.

A system that provides dependable performance and adequate capacity enables users to trust multimodal travel, making active and PT credible everyday choices.

Key implications for infrastructure and services:

- Walking and cycling paths sized for comfort and flow, including during peak periods
- Sufficient, secure and well-located bicycle parking at stations
- Reliable bike carriage solutions and clear information about capacity on vehicles
- High-frequency, punctual public transport services across the whole day and week
- Coordinated transfers and reduced waiting times
- Winter maintenance and year-round accessibility for active-mode approaches
- Stations designed to handle user volumes safely and comfortably
- Priority measures that support PT reliability (e.g., bus lanes, signal priority)

Good practice example: Efficient space planning for flexible multi-purpose spaces on GYSEV's trains

GYSEV and the train manufacturer Stadler has introduced an innovative solution to balance seasonal passenger needs in GYSEV's new intercity multiple units. The solution is that each new train will be equipped with 26 easily removable seats, with only 2 bicycle racks. During peak cycling months, these seats and racks can be replaced with modular racks that accommodate up to 14 bicycles, significantly increasing transport capacity for bike tourists.

In winter, when bicycle demand drops, the racks can be removed and the seats reinstalled, ensuring optimal passenger comfort.

By designing flexible interiors, GYSEV achieves dual goals: maximizing bike transport during high-demand periods and preserving seating in low-demand seasons. Implementation is straightforward, relying on modular fittings and trained staff to adapt the configuration quickly and efficiently.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

3.6 MAINTAIN QUALITY OVER TIME

High-quality mobility systems require ongoing care. Infrastructure and services must remain safe, accessible and comfortable throughout their entire lifecycle, not only when newly built or renovated. Consistent maintenance ensures that walking and cycling routes remain smooth and unobstructed, that public transport stations remain clean and functional, and that information systems and vehicles perform reliably.

Without regular upkeep, even well-designed spaces deteriorate quickly, discouraging use and eroding trust. Poor lighting, damaged surfaces, blocked cycling paths, broken elevators, damaged shared bikes, worn signage or inaccurate real-time information all act as barriers to multimodal travel. Maintenance is therefore not a technical afterthought, but a fundamental part of design and operations that must be planned, resourced and monitored systematically.

Maintaining quality over time also includes ensuring continuity of service, updating infrastructure to reflect changing user needs and adapting to weather conditions and seasonal challenges. A resilient A2PT system is one that remains functional in winter, under heavy use and as technologies evolve.

Maintaining quality over time means designing mobility environments that:

- **Prioritise regular inspection and upkeep of walking and cycling infrastructure**

  Surfaces, lighting, drainage, vegetation and crossings must be kept in good condition to ensure comfort and safety year-round.

- **Ensure the continuous functionality of station and stop infrastructure**

All infrastructure and equipment (e.g., elevators, lighting, shelters, seating, signage, ticket machines) must remain operational and well-maintained.

- **Provide reliable maintenance of bicycle parking and cycling-related facilities**

  Dedicated facilities (e.g., bike racks, storage areas, bike sharing stations, repair stands, access routes) must be kept clean, secure and functional.

- **Guarantee timely winter and weather-related maintenance**

  Snow and ice removal, leaf clearing and adequate lighting during dark seasons are essential for safe and consistent walking and cycling access.

- **Maintain high service quality and reliability in public transport operations**

  Vehicles, platforms and operational systems should be kept in good working order, with clear protocols for disruptions and quick response to failures.

- **Update infrastructure and systems as user needs evolve**

  Changing demographics, growing cycling uptake, evolving digital expectations and new accessibility requirements must be addressed through timely upgrades.

- **Plan maintenance during design and procurement**

  Materials, layouts and technologies should be chosen for durability and ease of maintenance, reducing long-term costs and disruptions.

A sustainable and resilient approach ensures that today's mobility investments continue to deliver benefits under tomorrow's conditions. When infrastructure can adapt to new technologies, shifting travel patterns and a changing climate, the entire system becomes more future-ready and valuable. This strengthens the continuity of multimodal networks, supports a stable transition toward low-carbon mobility and helps communities rely on active and PT as a long-term backbone of everyday mobility.

Key implications for infrastructure and services:

- Smooth, well-maintained walking and cycling paths leading to PT
- Clean, functional waiting areas with working lighting, seating and shelters
- Operational elevators and step-free access routes at all times
- Consistently maintained bicycle parking and associated facilities
- Reliable real-time information systems and signage

- Regular winter maintenance to ensure safe access during challenging conditions
- Updated infrastructure that adapts to rising cycling use and changing PT demand
- Use of durable materials and modular components to reduce long-term maintenance burdens

Good practice example: Guidelines for the planning and construction of bicycle car parks

The "Guidelines for the Planning and Construction of Bicycle Car Parks" represent a strong good practice for supporting cycling as a sustainable mode of transport through high-quality, user-oriented infrastructure guideline. Developed in response to rising cycling rates and persistent challenges such as insufficient, insecure, or poorly designed bicycle parking, the guidelines provide a structured and standardized framework for planning attractive, safe, and functional bicycle parking facilities within urban environments.

The guidelines address key aspects including site selection, capacity planning, accessibility, security features, and user convenience, while also covering long-term maintenance and management. By incorporating best practices and lessons learned from successful international examples, they support local authorities and planners in integrating bicycle parking into broader urban mobility strategies. Evidence from implemented cases shows increased cycling uptake, higher user satisfaction, and reduced bicycle theft where the recommendations are applied.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

3.7 BUILD SUSTAINABLY AND RESILIENTLY

A future-proof mobility system must minimise its environmental impact while remaining functional and reliable under changing conditions. Building sustainably and resiliently means designing infrastructure and services that reduce emissions, use resources efficiently and withstand climatic, demographic and technological shifts. It also means planning for long-term value: infrastructure that lasts, adapts and performs well throughout its life cycle.

For A2PT systems, sustainability includes promoting low-carbon travel through high-quality walking and cycling access and strong public transport networks. It also requires energy-efficient operations, climate-resilient materials and green, permeable public spaces around stations and stops. Resilience ensures that mobility remains dependable despite extreme weather, seasonal changes, disruptions or quick shifts in travel demand.

By embedding sustainability and resilience into design and operations, mobility infrastructure becomes not only environmentally responsible but also more robust, more cost-effective and more attractive to users over the long term.

Building sustainably and resiliently means designing mobility environments that:

- **Prioritise low-carbon multimodal travel**

  Design infrastructure and services so that walking, cycling and PT are the most convenient and attractive options for everyday trips, enabling seamless shifts away from car dependency.

- **Use durable, resource-efficient materials that support active and PT environments**

  Surfaces, structures,and equipment should be long-lasting, low-maintenance and environmentally responsible, especially in high-use areas such as station forecourts, cycling approaches and pedestrian zones.

- **Integrate climate resilience into access routes and interchange areas**

  Dedicated solutions (e.g., drainage, heat-resistant materials, shaded waiting spaces and weather-protected walking and cycling connections) ensure that the A2PT system remains reliable and comfortable under extreme or changing climate conditions.

- **Enhance system resilience through redundant and flexible multimodal connections**

  Providing alternative walking and cycling routes, adaptable station layouts and modular interchange elements ensures multimodal accessibility even during disruptions or maintenance works.

- **Create sustainable, energy-efficient and future-ready multimodal hubs**

  Green and permeable public spaces, energy-efficient technologies and renewable energy solutions should be integrated into stations and access routes, while designs must adapt to evolving mobility patterns such as rising cycling demand, new technologies and advancing accessibility standards.

- **Apply sustainable construction and procurement practices to multimodal infrastructure**

  Minimising environmental impacts during construction, reusing materials and choosing responsible suppliers strengthen the sustainability of A2PT investments across the entire project lifecycle

A2PT systems built on principles of sustainability and resilience are able to respond effectively to both everyday demands and longer-term change. By designing infrastructure that withstands heavy use, adapts to shifting mobility patterns and performs reliably under increasingly frequent climate stresses, such systems offer a consistently comfortable and dependable travel experience. At the same time, resource-efficient construction and operation reduce environmental impacts and enhance the long-term value of investments. Together, these qualities create a mobility network that users can trust and that supports the continued growth of walking, cycling and PT without compromising the needs of future generations.

Key implications for infrastructure and services:

- High-quality walking and cycling facilities that support modal shift to low-carbon travel
- Well-shaded, weather-protected waiting and interchange areas
- Green, permeable public spaces integrated into station surroundings
- Efficient lighting, renewable energy use and low-carbon PT operations
- Infrastructure designed to handle extreme weather and future demand shifts
- Flexible layouts and modular elements that can evolve with changing needs
- Durable surfaces and materials reducing long-term maintenance and resource use

Good practice example: Bicycle Parking Main Station Karlsruhe

The re-use of a former car parking garage at Karlsruhe Hauptbahnhof as a dedicated bicycle parking facility represents a strong good practice in promoting sustainable access to rail stations. In 2017, the City of Karlsruhe decided to move away from outdated, car-oriented infrastructure and actively increase the share of cycling within the city's overall transport mix. As part of this shift, space that had been reserved for cars and buses for over 25 years was repurposed to meet the growing demand for bicycle parking at the main station.

The converted facility provides secure parking for up to 670 bicycles, accommodating a wide range of bike types, including city bikes, cargo bikes, bicycles with trailers, and e-bikes. Karlsruhe Hauptbahnhof is a major daily destination for professionals, students, and other commuters, and the previous lack of adequate bicycle parking had led to cluttered and disorganized bike parking around the station. By reusing existing infrastructure, the city addressed this demand efficiently while avoiding the environmental and financial costs of new construction. Enhanced safety and security measures further increase the attractiveness of the facility, supporting regular use and reinforcing cycling as a viable and convenient transport option for daily commuters.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

4 Stakeholder-specific principles

Delivering high-quality A2PT systems requires coordinated action across many different actors. While the universal design principles define what good multimodal mobility should achieve in general, their implementation depends on the specific responsibilities, capacities and decision-making powers of individual stakeholder groups. Each actor influences different parts of the user journey — from infrastructure planning and maintenance, to service operation, regulation, innovation, institutional practice and everyday travel behaviour.

Stakeholder-specific principles translate the universal principles into concrete expectations for each group. They clarify who can contribute to seamless, safe, inclusive and attractive multimodal travel, and how. These principles recognise that responsibilities differ: some stakeholders shape strategic frameworks and funding, others design and maintain physical environments, some deliver day-to-day operations, and others support innovation or model sustainable mobility choices.

By outlining tailored principles for infrastructure owners & managers, operators, legislators, planners & designers, researchers, employers and users, this chapter provides a shared roadmap for coordinated action. It highlights the unique role each actor plays in enabling walking, cycling and public transport to function as one integrated system, and emphasises that meaningful progress depends on collaboration across all levels of governance and society.

4.1 INFRASTRUCTURE OWNERS AND MANAGERS

Infrastructure owners and managers hold a central responsibility in enabling active and public transport to function as a seamless, safe and attractive system. They shape the physical environments where multimodal journeys begin, end and intersect — from station forecourts and platforms to walking and cycling access routes, bicycle parking and interchange areas. Their decisions influence not only the design and construction of these spaces but also their day-to-day operation, upkeep and long-term performance.

For A2PT integration, this group plays a critical role in ensuring that infrastructure is coherent across modes, accessible to all users and adequately dimensioned for

growing levels of walking, cycling and public transport use. They must plan for life-cycle sustainability, manage maintenance regimes, coordinate with operators and local authorities, and ensure that investments support broader public space quality and community needs.

Because infrastructure influences safety, comfort, legibility and reliability, owners and managers are key enablers of behaviour change. High-quality environments make multimodal travel easy and appealing, whereas poorly maintained or inaccessible infrastructure can discourage active and public transport use entirely. Their leadership is therefore essential for delivering a resilient, user-centred A2PT network across the Danube Region.

Infrastructure owners & managers should:

- **Provide direct, safe and fully accessible walking and cycling access to public transport.**
- **Create high-quality, welcoming station and stop environments that support multimodal use.**
- **Maintain infrastructure consistently to ensure safety, comfort and reliability.**
- **Ensure clear, coherent wayfinding and spatial legibility across walking, cycling and PT environments.**
- **Plan infrastructure for long-term capacity, adaptability, and resilience.**

Good practice example: Improvements for pedestrians Gare de Strasbourg

The area surrounding Gare de Strasbourg has been comprehensively redesigned to prioritize pedestrians and improve the station's integration with the city center. As part of the station renovation in the 2000s, Place de la Gare was transformed from a traffic-dominated space into a high-quality public realm, featuring wider sidewalks, green areas, seating, and unsealed recreational surfaces. Adjacent streets, including Rue du Maire Kuss, were redesigned to be pedestrian-friendly through improved accessibility features, clearer signage, enhanced lighting, and traffic-calming measures.

These interventions have significantly improved safety and comfort while creating a seamless and attractive connection between the station and Strasbourg's city center. According to a 2020 report by the Strasbourg City Council, the redesign led to a measurable

reduction in road accidents in the station area, alongside decreases in noise and air pollution. The creation of pedestrian-priority zones has also had positive economic and behavioural impacts, encouraged walking and public transport use and contributing to increased activity in nearby retail areas. This example demonstrates how rebalancing space in favour of pedestrians can deliver safety, environmental, and economic benefits in a major station precinct.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

4.2 OPERATORS AND SERVICE PROVIDERS

Operators and service providers (of public transport, bike-sharing, parking facilities, etc.) are responsible for delivering the day-to-day experience of multimodal travel. They shape how people plan their journeys, how they board and ride vehicles, how transfers unfold and how disruptions are handled. Operators also play a crucial role in communication, providing real-time information, integrated ticketing and clear guidance that support seamless multimodal trips.

In A2PT systems, operators must work across organisational boundaries, align schedules, share data and ensure that cycling and walking access is fully supported through operational practices. They influence whether bringing a bicycle onto a vehicle is easy or complicated, whether services run reliably, and whether users can trust transfers to work as expected. Their decisions significantly affect user confidence, system efficiency and the perceived quality of multimodal travel.

Operators & service providers should:

- **Deliver reliable, frequent and well-coordinated public transport services that support multimodal journeys.**
- **Provide clear, consistent and multimodal information across all platforms.**
- **Support integrated ticketing and simple fare structures.**
- **Enable easy handling and integration of bicycles within the system.**
- **Ensure safety and comfort for passengers across all stages of the journey.**
- **Collaborate with infrastructure owners, planners, and local authorities.**

Good practice example: OV – Fiets a Dutch nationwide bike-sharing program

OV-fiets is a nationwide bicycle rental service in the Netherlands that enables seamless integration between rail travel and cycling. Available at train stations across the country, the service allows passengers to rent a bicycle for short or extended periods, providing a convenient solution for the "last mile" of their journey. This flexibility makes OV-fiets attractive to both daily commuters and tourists.

The program was developed as part of a broader strategy by Dutch transport authorities to strengthen public transport by offering integrated, multimodal travel options. By directly linking train services with easy access to bicycles, OV-fiets supports a strong cycling culture, reduces reliance on private cars, and encourages sustainable travel behaviour. Its widespread availability, simple pricing model, and close integration with the rail network make OV-fiets a strong example of good practice in promoting active and sustainable mobility.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

4.3 LEGISLATORS & REGULATORS

Legislators and regulators provide the legal, institutional and financial foundations that enable active and public transport to work together as a coherent system. Their frameworks shape how infrastructure is designed and managed, how services are delivered, how public space is allocated and how different actors collaborate. Through policies, standards, funding rules and regulatory requirements, they can remove barriers to multimodal travel, ensure equity and safety and foster long-term investment in high-quality A2PT systems.

Their role is especially critical in creating conditions for integration — between modes, between organisations and across administrative boundaries. They can require accessibility, enable integrated ticketing, mandate data sharing, set safety standards and prioritise sustainable mobility in regional and local planning. Effective legislation helps align the incentives of infrastructure owners, operators, planners and private actors, ensuring that the whole system works for users rather than in silos.

Legislators & regulators should:

- **Set clear legal and technical standards for safe, accessible and user-centred multimodal infrastructure.**
- **Enable integrated ticketing, open data and coordinated information systems.**
- **Align funding and procurement frameworks with sustainable multimodal mobility goals.**
- **Ensure equity, safety and cross-jurisdictional coordination.**

Good practice example: PolygoCard

The Polygocard campaign in Stuttgart represents a strong good practice in promoting sustainable, multimodal urban mobility. The initiative integrates multiple transport modes like public transport, bike-sharing, and car-sharing, into a single, user-friendly card, making it easier for residents to combine different mobility options within one journey. By simplifying access and payment, Polygocard lowers barriers to using alternatives to private car ownership.

Developed through partnerships with local transport and mobility providers, the system offers a unified payment solution complemented by an intuitive mobile application that supports journey planning and seamless transactions. The campaign aims to enhance the overall commuting experience while reducing car dependency and CO_2 emissions. By enabling convenient, flexible, and integrated mobility choices, Polygocard contributes to fostering a more sustainable urban mobility culture in Stuttgart and encourages citizens to adopt eco-friendly travel behaviour.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

4.4 PLANNERS & DESIGNERS

Planners and designers translate policy goals and user needs into concrete spatial and operational solutions. They shape the layout of streets, stations, public spaces and multimodal networks, determining how easily people can walk, cycle, and connect to public transport. Their work influences safety, legibility, comfort, capacity and the perceived quality of the entire A2PT system. Because design decisions have long-term impacts, planners and designers must anticipate trends (demographic shifts, climate

conditions, etc.), while ensuring that current solutions work for people of all ages and abilities.

In A2PT systems, planners and designers are responsible for making seamlessness visible and tangible. They must integrate walking and cycling routes directly into station areas, design intuitive interchange layouts, ensure universal accessibility and create public spaces that are attractive and easy to navigate. Their role involves balancing competing needs (movement and place, capacity and comfort, operational efficiency and aesthetic quality) while always prioritising user experience and safety.

- **Apply human-centred and inclusive design principles to all multimodal environments.**
- **Create coherent, legible and easy-to-navigate station and interchange layouts.**
- **Integrate walking and cycling networks seamlessly with public transport hubs.**
- **Balance movement efficiency with high-quality public spaces.**
- **Anticipate future mobility and climate needs in all design decisions.**
- **Collaborate across disciplines and sectors.**

Good practice example: Čitelná Praha – wayfinding system

Čitelná Praha or The Legible Prague project represents a strong good practice in creating a unified, user-centred navigation and information system for a complex urban transport environment. Developed in response to long-standing fragmentation, visual inconsistency, and poor legibility of existing signage, the project aims to integrate pedestrian navigation with public transport information across the city. Particular attention is given to improving orientation to metro and rail stations, public transport stops, and walking routes, while reducing visual clutter caused by uncoordinated advertising and outdated signage.

Since entering its pilot phase in 2023, Legible Prague has tested new design elements, materials, layouts, and information structures in real-world conditions. The project is distinguished by its strong emphasis on user research, combining qualitative accompanied walks with quantitative surveys to gather feedback from a wide range of users. This evidence-based, iterative approach allows designs to be refined before wider rollout. By prioritizing clarity, consistency, and inclusiveness across all modes of movement, the project supports sustainable mobility and improves confidence and ease of navigation for residents and

visitors alike, making it a robust example of good practice in urban wayfinding and placemaking.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

4.5 RESEARCHERS & INNOVATORS

Researchers and innovators provide the knowledge and technological solutions that allow A2PT systems to evolve and improve over time. Their work helps identify user needs, evaluate system performance, test new design approaches and develop technologies that support seamless multimodal travel. They play a key role in filling data gaps, assessing the impacts of interventions and supporting evidence-based planning and decision-making.

In the context of A2PT, researchers and innovators can help uncover barriers to walking and cycling access, analyse user behaviour at interchanges, model multimodal demand patterns, test new forms of wayfinding or information delivery, develop improved solutions and create tools for monitoring accessibility and safety. Their insights ensure that design principles remain grounded in real-world conditions and future mobility trends.

Researchers & innovators should:

- **Generate robust, user-centred evidence on behaviour, accessibility and multimodal travel patterns.**
- **Develop systematic and comparable approaches to assessing multimodal performance.**
- **Innovate in design, technology and service delivery through experimentation and learning.**
- **Evaluate interventions through continuous, transparent and learning-oriented assessment.**

Good practice example: Transportation reports from Budapest

The Centre for Budapest Transport (BKK) demonstrates a strong good practice in transparent and accessible communication through its regular traffic reports. Published on

a monthly basis, these reports present key data on public transport, cycling, bike-sharing, and traffic conditions at major transport hubs using clear, visually engaging infographics. The reports frequently address topics that are central to public debate, such as the impacts of traffic calming measures or changes in public transport services, providing an evidence-based foundation for informed discussion.

By translating complex transport data into understandable and visually clear formats, BKK supports fact-based public dialogue and increases awareness of mobility trends among a broad audience. The reports are shared not only through official channels but also via social media, further extending their reach and accessibility. This practice strengthens transparency around transport planning and decision-making, particularly in the context of potentially controversial policy measures. By consistently publishing these reports over several years and relying largely on existing data collection systems, BKK offers an efficient and replicable approach to communicating transport performance and trends to the public.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

4.6 EMPLOYERS & INSTITUTIONS

Employers and institutions play a crucial role in shaping mobility behaviour. They influence when and how people travel, how workplaces and services are accessed and whether employees, students and visitors can choose active and public transport with ease. Their premises often generate substantial travel demand, meaning that their design, mobility policies and facilities directly impact the functioning of the wider A2PT system.

By providing supportive infrastructure, offering incentives and integrating mobility considerations into organisational planning, employers and institutions can help normalise walking, cycling, and public transport as preferred travel modes. Their leadership is particularly important for enabling first/last-mile access and ensuring that large institutions become anchors for multimodal mobility.

Employers & institutions should:

- **Ensure safe, direct and attractive walking and cycling access to their premises.**
- **Provide high-quality, secure bicycle parking and supporting facilities.**

- **Promote sustainable commuting through incentives and mobility programmes.**
- **Integrate mobility considerations into site planning, development and daily operations.**

4.7 USERS & COMMUNITIES

Users and their communities are at the heart of A2PT systems. Their travel choices, feedback and everyday experience determine whether multimodal mobility succeeds. While they do not design or operate infrastructure, their behaviour shapes demand patterns and their insights reveal real-world barriers that professionals may overlook. Engaging communities helps build trust, ensures solutions reflect actual needs and supports a culture where walking, cycling, and public transport are seen as normal, desirable travel choices.

Users & communities should:

- **Choose active and public transport whenever feasible and safe.**
- **Provide feedback on accessibility, safety, comfort, and service quality.**
- **Participate in co-creation and local mobility initiatives.**
- **Use infrastructure responsibly and support a positive mobility culture.**

Good practice example: Cycling Joy Concert Tour 2022 in Burgenland

The Cycling Joy Concert Tour represents an innovative good practice that combines sustainable mobility with culture and community engagement. Over four days, 13 bands travelled approximately 220 km by bicycle, transporting their instruments and equipment while performing 21 concerts in nine villages and engaging around 2,300 attendees. Along the route, residents actively participated by cheering, joining sections of the journey, and gaining inspiration to cycle more in their daily lives.

Supported by the Government of Burgenland and the regional Mobility Centre, the campaign demonstrated the practicality and versatility of cycling while framing sustainable transport as enjoyable, social, and accessible. By integrating live music with active travel, the tour

reached audiences beyond traditional mobility campaigns and fostered strong grassroots engagement.

For more information about this good practice example, please visit the A2PT Toolbox at this website:

These responsibilities do not replace professional duties, but complement them. When users and communities engage proactively, they help create an A2PT system that is not only technically sound but socially rooted, trusted, and widely used.

5 Implementation pathways

Turning the A2PT Design Principles into practice requires action across planning, governance, operations and investment. The following pathways reflect steps through which the principles can be embedded, tested, institutionalised and scaled up across the Danube Region. Each pathway concludes with a brief indication of who is responsible for steering, enabling or delivering that part of the process.

1. Embedding A2PT principles into planning and policy frameworks

Sustainable implementation happens when the A2PT principles become part of mainstream mobility and spatial planning. This involves incorporating multimodal access requirements into SUMPs, cycling and walking strategies, public transport plans and local development frameworks; updating design standards for accessibility, walking and cycling infrastructure, station areas and interchange quality; and aligning with European and national mobility, safety and climate agendas. Even partial integration into local and regional policies can significantly shift practice toward more user-centred multimodal design.

Who is in charge? Local and regional planning authorities, transport agencies, national ministries, legislative bodies and regulatory institutions.

2. Implementing and testing through pilot actions

Pilot sites give partners and local stakeholders the opportunity to apply the A2PT principles in real-world conditions and generate lessons for wider uptake. These pilots may take many forms, ranging from improvements of station forecourts, walking and cycling access, bicycle parking and interchange legibility to adjustments in service coordination. They can also trial new operational concepts, digital tools or tactical urbanism measures. Because local needs differ, pilots are not expected to address all principles: the goal is learning, refinement and demonstrating feasible solutions suited to each local context.

Who is in charge? Pilot-site municipalities, infrastructure owners, PT operators, local mobility departments, and user groups involved in co-creation.

3. Strengthening institutional cooperation and governance

A2PT integration requires cooperation between actors who traditionally work in separate domains. Governance improvements may include joint planning for station areas, interdepartmental coordination between mobility, cycling and public transport teams, shared data frameworks and cross-border collaboration along key corridors. Cooperation structures need not be formal, incremental improvements in communication and aligned responsibilities can already strengthen multimodal delivery.

Who is in charge? Transport authorities, public transport agencies, municipal departments (mobility, planning, cycling/walking), regional governments and operators.

4. Building capacity and supporting knowledge exchange

Long-term implementation depends on equipping stakeholders with the skills and tools needed to apply the design principles. Capacity-building can take the form of technical training for planners and designers, operational workshops for PT staff, leadership-oriented sessions for decision-makers and peer exchanges between cities. Guidance materials, templates and design checklists support continuity once the project ends.

Who is in charge? Training providers, academic partners, project work package leaders, municipalities, operators and professional networks.

5. Monitoring, evaluation and iterative improvement

Monitoring ensures that interventions perform as intended and continue to meet user needs. Evaluation can be simple or sophisticated, depending on context: before–after studies at pilot sites, user surveys, safety audits, accessibility assessments, ridership and walking/cycling counts or maintenance tracking. Evaluation results should inform adjustments to designs, services or operational practices, supporting a culture of continuous improvement.

Who is in charge? Researchers, evaluation teams, mobility departments, PT operators (as data providers) and pilot-site coordinators.

6. Scaling up and transferability across the Danube Region

Scaling up A2PT solutions involves adapting successful approaches from one context to many others. This includes producing transferable guidance, sharing lessons across partners, organising transnational workshops and supporting municipalities in adapting solutions to different scales and resources. National and EU-level engagement helps ensure that insights from pilots and regional cooperation influence broader mobility and climate policy.

Who is in charge? Transnational project partners, national and regional authorities, municipal networks and EU cooperation platforms.

7. Linking A2PT principles with funding and investment cycles

Implementation becomes durable when embedded in investment frameworks. A2PT principles can guide the appraisal of new projects, ensuring that walking, cycling, accessibility and multimodal integration are prioritised. Funding should support cost-effective access improvements, station upgrades, public space redesigns and operational measures. Alignment with EU funds and national programmes strengthens long-term uptake and helps secure stable financial support.

Who is in charge? Funding authorities (EU, national, regional), municipalities and operators (as applicants), infrastructure owners and legislators setting procurement frameworks.

6 Conclusion and next steps

The A2PT Design Principles consolidate the project's analytical findings, conceptual work and co-creation activities into a coherent and practical framework for improving the integration of walking, cycling and public transport across the Danube Region. They provide a shared language and a common understanding of what constitutes high-quality multimodal mobility, ensuring that partners, stakeholders and decision-makers can work toward the same goals even in diverse institutional and geographical contexts. By setting out universal principles alongside tailored guidance for each stakeholder group, the document supports both strategic alignment and operational clarity, enabling coordinated progress toward more sustainable, accessible and user-centred mobility systems.

Across the Danube Region, settlements vary in size, resources and governance structures, yet the underlying mobility challenges are similar: creating safe and attractive walking and cycling environments, ensuring seamless access to public transport and designing infrastructure and services that respond to the needs of all users. The A2PT Design Principles help address these challenges by emphasising people-centred design, equity and accessibility, safety and comfort, seamless connectivity, long-term quality and sustainable performance. They also highlight the role each stakeholder plays in shaping the success of multimodal travel. The principles thus serve not only as guidelines but also as a tool for fostering collaboration across sectors and jurisdictions.

The insights generated through the A2PT activities (e.g., pilot testing, stakeholder engagement and cross-border exchange) will feed directly into the project's policy recommendations at regional and national levels. By grounding these recommendations in both conceptual clarity and practical experience, the project will support more coherent and future-oriented approaches to multimodal mobility planning across the Danube Region. In this way, the A2PT Design Principles become not only a conceptual output but also a living framework that evolves with the project and continues to shape outcomes long after its completion.

Ultimately, the principles provide a foundation for lasting improvements in mobility systems across the region. By applying them consistently, partners can help create

environments where walking, cycling and PT are easy to combine and attractive choices for everyday travel.