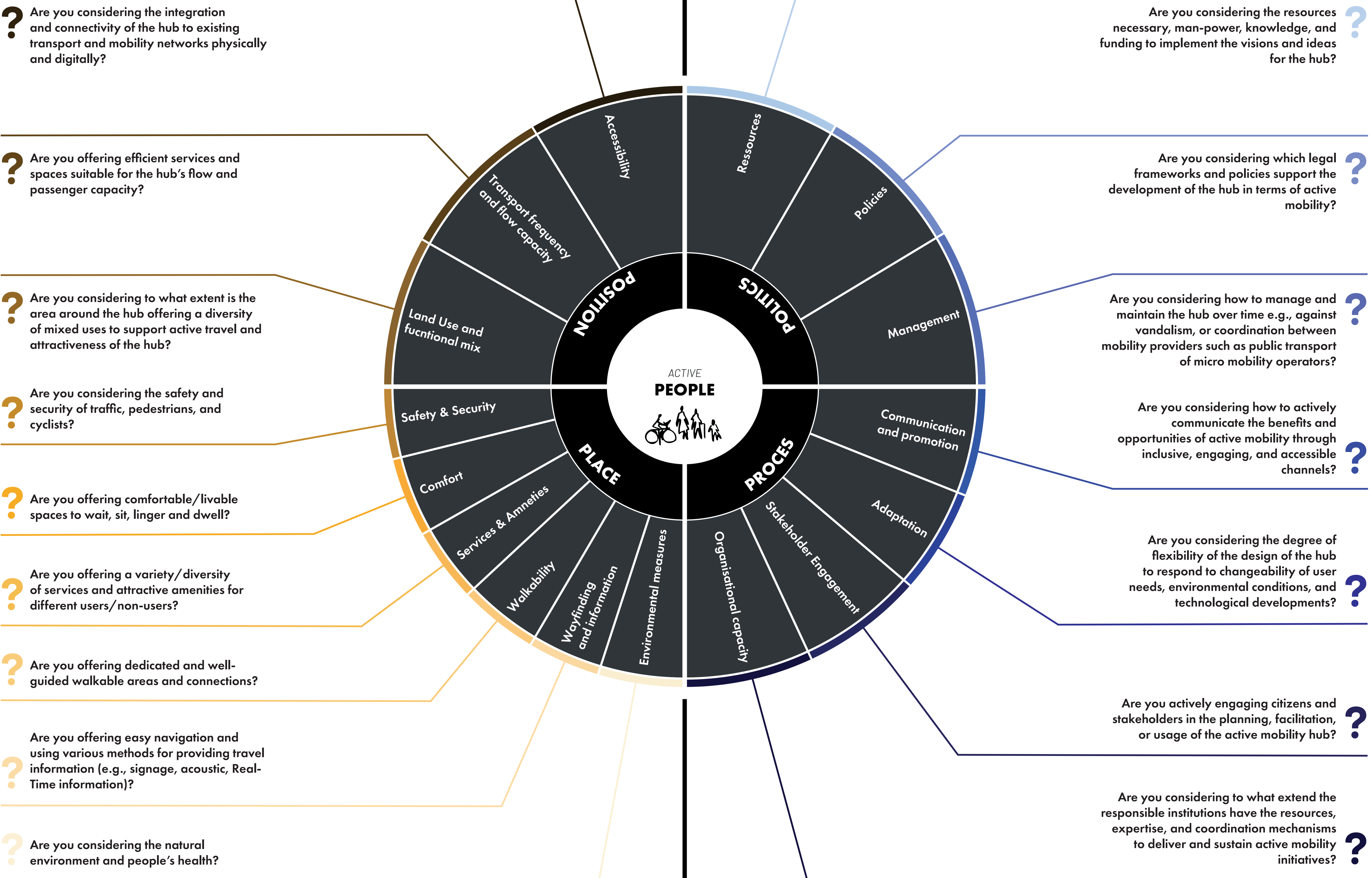


- Accessibility**
 - ✓ The hub offers opportunities to connect to existing public transport and mobility networks and routes physically
 - ✓ The hub offers opportunities to connect to existing transport and mobility networks digitally
 - ✓ The hub offers opportunities to connect to existing residential, commercial, working areas and other essential services and destinations
 - ✓ Its location affords short travel time (e.g., close proximity to residential, working areas, services, amenities)
 - ✓ The street patterns around and to the hub are legible and offer direct connection to the hub
 - ✓ Urban blocks and layout around the hub are compact/afford short connections
 - ✓ It offers easy access to the entrances of different transportation modes
- Transport frequency and flow**
 - ✓ It offers high frequency of public transport and thereby short waiting times
 - ✓ Its location considers flow capacity peak/off peak hours across modalities
 - ✓ It offers distributed interchange/modalities that are flexible, simple (to understand) and easily connected
 - ✓ Mobility services are reliable
 - ✓ It offers efficient fare payment and ticket validation
 - ✓ It considers efficient timetable coordination among transport modes
 - ✓ Its operation embeds systems/technologies to fulfil/predict passenger preferences and behaviors
- Land use and functional mix**
 - ✓ The hub is in an area with diverse and mixed uses
 - ✓ Its land use offers flexibility for mixed-use development that includes basic services and target communities' specific needs
 - ✓ The density of urban blocks around the hub supports urban vitality (diverse uses), services, local businesses and future jobs
- Resources**
 - ✓ The organization has enough capacity in terms of manpower and knowledge to execute and implement the visions for the hub
 - ✓ The organization can secure funding for the maintenance and development of the hub for the future
 - ✓ The organization considers cost assessment for urban re-development and land use changes
 - ✓ The organization evaluates the economic viability and cost efficiency of the hub (e.g., impact of the hub in supporting economic growth, economic sustainability of the hub)
- Policies**
 - ✓ Do legal frameworks for active mobility and mobility hub development exist?
 - ✓ The hub is embedded in/supported by existing policies and plans that promote active mobility across local and national scales
 - ✓ The hub follows legal guidelines and regulations for the design of the hub as a transport and urban space
 - ✓ Do policies and regulations for the development of the hub promote joint governance and planning initiatives?
 - ✓ Do legal measures to regulate/avoid free floating of bikes and micromobility exist?
- Management**
 - ✓ Coordinates cooperation between public transport and mobility operators and services
 - ✓ Coordinates efficient operation of mobility and transport
 - ✓ Coordinates and manage cleanliness and repair in daily basis
 - ✓ Coordinates waste management strategies
 - ✓ Coordinates security strategies
 - ✓ Coordinates the location of publicity and wayfinding elements
 - ✓ Offers shared solutions across local and national levels
 - ✓ Measures to avoid vandalism
 - ✓ Stakeholders share responsibility for environmental quality, protection and preservation of nature for future generations (environmental stewardship)

a physical dimension: on how the hub is situated within the urban landscape

a contextual dimension: on how the hub is situated within a broader non-physical landscape



- Safety and Security**
 - ✓ It offers dedicated, direct and safe spaces for walking
 - ✓ The design of the space offers clear sightlines and visibility of activities close to platforms and waiting areas
 - ✓ It offers well lid mobility and waiting areas and facilities
 - ✓ Enough waiting time of traffic lights for pedestrians to cross
 - ✓ It offers safe crossings
 - ✓ Prioritizes active modes over car traffic
 - ✓ It offers dedicated, direct and safe spaces for cycling
 - ✓ Enough waiting time of traffic lights for cyclists to cross
 - ✓ It offers clear organization and dedicated spaces for location of micro-mobility modes and bicycles to avoid conflicts with pedestrians
 - ✓ It offers traffic calming measures
 - ✓ Operational safety (emergency plans: overcrowding, gates for accessing platform)
 - ✓ Operational safety using security cameras
- Comfort**
 - ✓ It offers spaces for dwelling and waiting with suitable urban furniture
 - ✓ It offers sheltered spaces for dwelling and waiting in public spaces and platforms
 - ✓ It offers natural and comfortable artificial lighting in areas and facilities
 - ✓ It offers spaces with suitable micro-climate conditions and thermal comfort
 - ✓ It offers spaces with comfortable noise levels
 - ✓ It offers vegetation and green areas for recreation, shade and potentially for water management and micro bio islands)
 - ✓ It offers wide and comfortable spaces for walking, cycling and waiting (avoids space overcrowding)
 - ✓ It offers well-dimensioned and comfortable spaces in platform areas according to passengers' flows (peak/off-peak)
 - ✓ It offers well-maintained paths to stops
 - ✓ Offers clean areas
 - ✓ It offers spaces that afford low physical effort
 - ✓ It offers pleasant atmospheric conditions and sense of place (e.g., art, music)
- Service and Amenities**
 - ✓ It offers a diversity of services and amenities that are context-sensitive and serve the hub and the urban life/area
 - ✓ Offers sanitary facilities
 - ✓ It offers social and commercial areas, food and beverages
 - ✓ It offers services for luggage storage and lockers
 - ✓ It offers ticket machines and offices
 - ✓ It offers public spaces around/inside the hub that provide opportunities for diverse social/socio-economic interactions and attractive waiting spaces
 - ✓ It offers business facilities (conference/ meeting rooms, printing out services)
 - ✓ It offers special facilities for families with children and people with disabilities
 - ✓ It offers parking spaces for bikes
 - ✓ It offers limited/managed car parking
 - ✓ It offers disabled car parking
 - ✓ It offers opportunities to accommodate shared mobility options
 - ✓ It considers the space needed for maintenance and technical areas
 - ✓ It considers the space needed for delivery, loading/unloading of goods
 - ✓ Variation in e.g. greenery, colors, materiality etc. that users can enjoy
- Walkability**
 - ✓ It offers direct and short walkable connections
 - ✓ It offers soft changes in pavement levels
 - ✓ It offers lifts, moving staircases or facilities that aid easy walkable movement for people with movement impediment and special needs
 - ✓ Its design offers materials that are comfortable for walking and people with disabilities
 - ✓ It offers obstacle-free pedestrian routes
 - ✓ It offers a clear and intuitive space layout to move easily across transport modes
 - ✓ The hub considers multimodal integration in walkable neighborhoods
 - ✓ Step-free access to the hub
- Wayfinding and Information**
 - ✓ It offers various methods of information, signage and wayfinding that target user groups with diverse capabilities (e.g., acoustic signage and information for Deaf people, haptic signage for blind people)
 - ✓ It offers digital and real-time information
 - ✓ It offers user-friendly journey planners
 - ✓ Its wayfinding offers good guidance to the hub as well as its surrounding amenities
 - ✓ It offers digital infrastructure such as public WiFi
 - ✓ It offers online information about the hub and its operations
- Environmental measures**
 - ✓ Its design adopts measures for energy saving via passive design strategies and smart technologies
 - ✓ Its design integrates climate adaptation measures (e.g., rainwater and stormwater management)
 - ✓ Its design contributes to improving air quality conditions for travelers
 - ✓ Its design adopts circular approaches for the re-utilization of materials, resources and energy
 - ✓ The hub embeds/adapts environmental efficiency to optimize resource use and reduced waste
- Organisational capacity**
 - ✓ Resources for coordinating the development of the hub
 - ✓ Knowledge capacity to develop the hub
 - ✓ Resources for continuous evaluation of the hub
 - ✓ Sustainable plan for development for all actors involved
- Communication and Promotion**
 - ✓ Its marketing affords visibility of the hub through diverse channels
 - ✓ It establishes a communication plan in coordination/ across different authorities and institutions
 - ✓ Its communication and marketing plan embeds institutional vision, challenges and ethical considerations
 - ✓ It adopts flexibility considering bureaucratic constraints
 - ✓ Includes initiatives to create awareness and benefits of active travel
- Stakeholder engagement**
 - ✓ Evaluates and considers the diversity of stakeholders, institutions and authorities that have agency and legal accountability for the development of the hub
 - ✓ The planning process adopts/follows citizen involvement and participation processes
 - ✓ Citizens, stakeholders, institutions and authorities are involved in early stages of the planning process and/or according to the hubs phase of development
 - ✓ The planning process affords diverse forms of citizen involvement and placemaking including experiments (e.g., urban interventions, public debates, living lab approaches)
 - ✓ The planning process offers openness and flexibility to include/embed societal concerns (social movements, protests)
 - ✓ Citizen involvement and participation processes embed experiential learning and initiatives that teach change in travel behavior
- Adaptation**
 - ✓ The design and spatial layout of the hub offers flexibility in time and use over time
 - ✓ The design of the hub considers the integration of future technologies
 - ✓ The hub considers unconventional planning practices / opens for hybrid planning strategies to cope with changeability and uncertainty
 - ✓ The hub allows for spatial appropriation of diverse uses (e.g., commercial, cultural, social)



Mobility Hub Compass

- a guide for evaluating and designing mobility hubs for active mobility

Active Cities is a Interreg North Sea project – a partnership between 8 municipalities and 3 knowledge partners focused on increasing active mobility in North Sea cities through a combination of urban planning, multimodality and social innovations. Work package II is dedicated to establishing knowledge and insights, that may be helpful in understanding, designing and evaluating 'human-centric multimodal mobility hubs' that facilitate active mobility thus aiding in the sustainable transition of our urban environments.

The **Mobility Hub Compass** contributes:
2 dimensions
5 themes
19 parameters
 guided by **critical questions** and a set of **positive indicators** which can aid in evaluation and design efforts of mobility hubs aiding active travel.