

TAKING COOPERATION FORWARD



Webinar
2 June 2020



Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan (2nd edition)



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Structure of the presentation

1. **Why** do we need "SUMP"
2. What is a **Sustainable Urban Mobility Plan (SUMP)**?
3. How does the **SUMP process** work?
4. **Guidance documents: SUMP Guidelines (2nd edition) & SUMP Self-Assessment**



Why do we need "Sustainable Urban Mobility Plans"?

Challenges of urban transport planning

- Urban planning has become a **complex task**.
- Planners are confronted with often **contradictory demands**.
- What are the best strategies to respond to **economic, social, environmental** needs?
- How can cities and regions develop **consistent long-term strategies** while coping with the **day-to-day demands** of the travelers?
- In which kind of city do we want our children to live?



Transforming urban mobility with SUMP



Photo: © Susanne Böhler-Baedeker

Example: Ljubljana, Slovenia

Photo: © Vita Kontic Bezjak

EU policy framework for SUMP



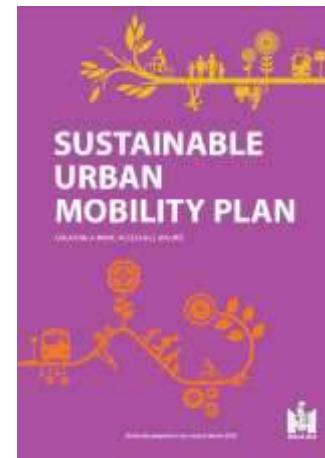
■ Systematic concept development by European Commission

- Thematic Strategy (2006), Action Plan (2009), White Paper (2011), Urban Mobility Package (2013)
- SUMP support projects, Coordination Platform
- conferences, knowledge base in ELTIS
- SUMP Guidelines, Jan 2014/ Oct 2019 (www.eltis.org/mobility-plans)

■ Update of SUMP ("SUMP 2.0") in 2019: Second edition of the SUMP Guidelines, many Topic Guides, updated SUMP Self-Assessment

- Increasingly seen as a **requirement or "competitive advantage"** to attract **EU funding** for urban transport (e.g. in Structural and Investment Funds, Horizon 2020-CIVITAS, Connecting Europe Facility)

SUMP has become mainstream in Europe



What is a Sustainable Urban Mobility Plan (SUMP)?

What is a SUMP? – The definition.

Integrated, strategic, long-term transport plan with clear goals and monitoring that aims at better accessibility and quality of life for the functional urban area.

The essence of SUMP: The eight principles



- 1** Plan for sustainable mobility in the “functional urban area”



- 2** Cooperate across institutional boundaries



- 3** Involve citizens and stakeholders



- 4** Assess current and future performance



- 5** Define a long-term vision and a clear implementation plan



- 6** Develop all transport modes in an integrated manner



- 7** Arrange for monitoring and evaluation



- 8** Assure quality



1) Plan for sustainable mobility in the „functional urban area“ (FUA)

Key aspects

- Aim for improved **accessibility** and **safe, clean** and **equitable** mobility
- Plan for area of **daily flows of people and goods** (usually not the administrative boundaries)



informal/soft coordination



inter-municipal structures



supra-municipal authorities

Benefits

- Creates **consistent activities** of municipalities in the same FUA
- Facilitates sustainable mobility **across municipal boundaries** (e.g. multimodal commuting)

GOOD PRACTICE EXAMPLE

Lille, France: Bi-annual political committee to steer parking policies on a metropolitan level

The Métropole Européenne de Lille has set up a Parking Committee so that political and technical representatives of the metropolitan level (i.e. the MEL) and municipal level (i.e. the municipalities) can reach agreement on parking policies. This committee's main goal is: "to accept a shared vision on the parking policy, at the metropolitan scale [...] so to control car use and give public space back to people." The participation of all public authorities in an institutional framework allows for reaching political consensus. The consistency and neutrality of the framework is a major factor of success. The Committee plans to produce a white book on parking which will define the principles for parking policy to be integrated in the SdM¹⁸.

Adapted from: Bédier, 2016; and MEL, 2016; Métropole Européenne de Lille, collected by RUPP, (Lange, 2016; and 2017); MEL





2) Cooperate across institutional boundaries

Key aspects

- **Cooperate among departments** relevant to mobility (e.g. urban planning, health, environment, economy, social services)
- Exchange **across levels of government** and with transport providers

Benefits

- Helps to **harmonise policies** in related sectors (esp. urban and transport planning)
- Joint measures with **pooled resources**

GOOD PRACTICE EXAMPLE

Edinburgh, United Kingdom: Multi-disciplinary Spatial Policy Team

Edinburgh's SUMP is being produced by the Council's Spatial Policy Team. The core team comprises transport and mobility planners, equality professionals and urban landscape and spatial planners. The wider team that can contribute on a case-by-case basis draws on the skills and knowledge of specialists from a range of transport teams (such as travel, public transport, road safety, engineering), land-use planners, sustainable development officers, economists, and communication experts. The team is working on and coordinating three major inter-related projects: The City Mobility Plan (SUMP), a city centre transformation strategy and the introduction of a low emission zone in Edinburgh.

Adapted City of Edinburgh Council, updated by Wayne Allister for
European City of Edinburgh Council



GOOD PRACTICE EXAMPLE

Lahti, Finland: Integration of land-use and mobility planning

Lahti has developed an integrated strategic process, 'Lahti direction', for the combined planning of land-use and mobility. The aim of the new approach, which was first implemented in 2019, is to build a sustainable city together with citizens, stakeholders and decision makers. The process is ongoing and cyclical; the strategy will be updated every four years, in each council term. It includes the city plan, the SUMP, the environmental programme and the service/network programme. The integrated approach has proven to work well so far. It enhances the cooperation between the land-use and mobility planners and improves the engagement of citizens in the mobility planning process.

Author: Anna Hursanen, Director of Land, advised by JRC
Image: Lasse Hakkarinen, City of Lahti





3) Involve citizens and stakeholders

Key aspects

- **Citizens** and all concerned **stakeholders** involved
- **Active engagement** throughout the planning process

Benefits

- Higher **acceptance** of planning results
- Minimizes **political risks**
- Helps to consider **all important perspectives**

GOOD PRACTICE EXAMPLE

Brno, Czech Republic: Citizen engagement strategy combining traditional and online formats

The City of Brno developed a SUMP engagement strategy in cooperation with a consultancy specialised in communication and participation that helped the city to conduct a professional and meaningful participation process. The strategy included traditional methods, such as public discussions, round tables, and communication through a dedicated website, but also new approaches such as the Brno Mobility 2030 Vision Experts Workshop. In the engagement process from 2015 to 2016, more than 2500 comments from citizens were analysed, more than 500 people were involved in about 30 events, and several workshops with citizens, experts, city districts, and municipalities, as well as politicians were organised.

Written by: Jana Dvořáková (Brno) and Lukáš Sedláček (Brno), City of Brno, collected by: EUROPE 2021 Image: Marie Sedláčková (Brno City Municipality)



GOOD PRACTICE EXAMPLE

Vilnius, Lithuania: Comprehensive engagement achieving broad ownership of the SUMP

The first step of Vilnius SUMP process was to prepare a roadmap for project management that identified strategies on how to work with relevant stakeholders and citizens. Main goals were defined, clarify expectations, inform about the process consistently, reach specific target groups, and organize awareness raising events. Vilnius collaborated with behavioural scientists and sociologists to identify the most effective ways of communicating with different target groups (politicians, stakeholders, citizens). A dedicated person coordinating the activities, sufficient budget, clear objectives and KPIs helped to run a successful campaign and raise discussion on the SUMP. Setting local community, media and politicians.

Written by: Rūta Štikonienė, collected by: EUROPE 2021 Image: Štikonienė Rūta





4) Assess current and future performance

Key aspects

- Analyse all relevant transport **modes** and **sustainability aspects** (e.g. air pollution, traffic noise, road safety, liveability, equitable accessibility)
- Develop **baseline** and **alternative** scenarios

Benefits

- Identifies the main **problems** and opportunities
- Enables **fact-based decisions**

GOOD PRACTICE EXAMPLE

Gdynia, Poland: Partnership for data collection between municipality and public transport authority

In the past years, Gdynia has established several partnerships with different actors to collect data for mobility planning. Detailed interviews with citizens on mobility preferences and behaviours (carried out by the public transport authority), GPS data collected in different campaigns and projects, traffic observations, as well as undertakes on the street with pedestrians, drivers, and shop owners provide data. It is used -a- for heat maps, animations of cycling flows, and freight statistics useful to transport and city planners. Developing a trusting relationship with your partners and making them part of the whole process helps you to both obtain data and maintain the partnership for the future!

Source: City of Gdynia, collected by IBB



GOOD PRACTICE EXAMPLE

Malmö, Sweden: Comprehensive approach including manual, mechanical, survey and app-based data collection

The City of Malmö uses a mix of methods to collect data on the mobility situation as well as noise and air pollution. This includes manual and mechanical traffic counts twice a year, as well as fixed sensors to measure changes and influencing factors of travel habits every five years. Next to the traditional way, the last survey was set up to be used in an online application for mobile phones. The key success factor is to connect the collected data to the traffic model and the following infrastructural investments in the city. This supports the decision makers in their actions for the development of the city.

Source: Andreas Wiedemann, City of Malmö, collected by IBB
Image: City of Malmö





5) Define a long-term vision and a clear implementation plan

Key aspects

- Well-established **vision** with suitable **strategic objectives** that guide measure selection
- Actions with agreed **budget**, **responsibilities** and **timing**

Benefits

- Allows **systematic selection** of most effective measures
- Makes individual projects more attractive for **external funding**
- Facilitates **implementation**

GOOD PRACTICE EXAMPLE

Leuven, Belgium: Widely accepted Leuven Climate Vision

With the expression of the importance to work towards climate neutrality, the signature of the Covenant of Mayors by Leuven's mayor and the initiation of a consultation process, the city of Leuven created the association Leuven Climate Neutral 2030 (or Leuven 2030). This association provides the framework for defining a general long-term vision for the city. The association's membership represents all sectors of society, with the municipality heavily involved in the process as well. The goal of reducing greenhouse gas emissions is also reflected in the local SUMP. It sets targets for doubling the modal share of cycling and public transport and reducing the use of cars in the center by 20% by 2030.

Author: Teri Aagaard, City of Leuven collected by Pöchl
Image: handburns



GOOD PRACTICE EXAMPLE

France: Mandatory objectives adapted to cities of different size

In France, SUMPs (PDU – Plan de déplacements urbains) are compulsory for urban areas with a population of over 100,000 inhabitants. These SUMPs are assigned, even mandatory objectives. Many smaller cities voluntarily develop either a full PDU or a simplified plan. Therefore, dedicated guidelines were developed to make a distinction between core objectives, which are to be integrated by all (mandatory or voluntary) SUMPs, and optional objectives, which a smaller city could choose to integrate, depending on its own ambition, when developing a simplified plan. Ongoing discussions in France are likely to lead to a legal but flexible definition of the simplified mobility plan after 2020.

Author: Thomas Clavier, Cerema collected by Rupprecht Consult
Image: Cerema





6) Develop all transport modes in an integrated manner

Key aspects

- Integration of **all transport modes** and **prioritisation** of sustainable modes
- **Measure packages** (regulation, promotion, taxation, technology, infrastructure)

Benefits

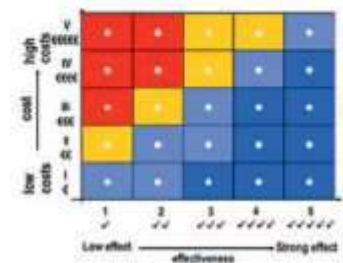
- Effective actions that achieve **shift to sustainable mobility**
- Packaging maximises **synergies** and increases **acceptability**

GOOD PRACTICE EXAMPLE

Bremen, Germany: Multi-criteria assessment with structured expert workshops

The city of Bremen used several tools for the SUMP measure selection process. A cost-benefit matrix helped to determine the level of goal attainment of each single measure. The method included an expert evaluation of the effectiveness of the measures with respect to the targets, using a qualitative scale for each indicator to reach the targets. Secondly, there was an evaluation of the spatial effect, and finally a ranking of the effects. The classification of the cost of the measures was based on five cost groups. After the classification and the ranking, the cost and effect matrix was finalised showing to what degree targets are achieved with every measure.

Author: City of Bremen, collected by URBANUS
Image: City of Bremen



GOOD PRACTICE EXAMPLE

Krakow, Poland: Combination of parking management with traffic limitation and public transport measures

The City of Krakow considers parking management policy as a means to contribute to some wider goals – such as improving air quality and decreasing congestion, rather than only responding to car parking issues. The municipality of Krakow combines the implementation of parking measures (e.g. removal of parking spots) with traffic limitation measures (e.g. limited traffic zone) and public transport measures (e.g. integration of public transport services), thus reducing the number of vehicles and improving air quality and traffic flow in the area. Providing alternatives to the car and taking a step-by-step approach helps to achieve public acceptance of the parking regulations.

Author: Tomasz Zastawski, City of Krakow, collected by URBANUS
Image: P&G, Henryk Górecki





7) Arrange for monitoring and evaluation

Key aspects

- Manageable **set of indicators** that provides good **overview of progress**
- Ambitious but **realistic targets**
- Monitoring & evaluation **routines**

Benefits

- Allows to **adapt fast and flexibly** to changing circumstances
- Helps to increase **public support** and convince critics with data

GOOD PRACTICE EXAMPLE

Örebro, Sweden: Three key targets for traffic development

During the SUMP process, Örebro set three targets for traffic development by the year 2020: (1) to increase the share of cycling, walking and public transport to 50% of all trips from 44% in 2011; (2) to decrease the absolute numbers of fossil fuel-driven cars and (3) to improve the travel time quota between car, bus and cycling. In the process of setting the targets, one step was to reflect on how to monitor them. Örebro considered which indicators the city already measures and reports annually, and which indicators could be provided by the national statistics office. As a lesson learned, the key success factor is to choose targets that can be relatively easily evaluated and/or evaluated with a certain interval according to the ordinary monitoring of traffic indicators.

Author: Ulf von Blotz, City of Örebro, and Ulf BSC, Ingenjörbyrå Stockholm



GOOD PRACTICE EXAMPLE

San Sebastian, Spain: Interactive monitoring platform for SUMP

San Sebastian uses a mobility monitoring platform to track the progress of SUMP measures. The digital tool is based on data provided by existing data collection systems, obtaining very precise and reliable estimations. Managers and decision makers can get an easy overview of the general status, while the application also allows them to go into more detail if they are interested. Progress is visualised in a simple form using traffic light colours to show whether or not the city is on track towards achieving the objectives of the SUMP, or even other municipal strategies, in the respective area.

Author: Municipality of San Sebastian, San Sebastian BSC, Ingenjörbyrå Stockholm





8) Assure quality

Key aspects

- High-quality planning process in line with the **state of the art** (and EU standards)
- Assurance of **data quality** and **risk management**



Benefits

- Framework for **positive long-term change**, clear **strategy** (for attractive and resilient cities)
- Towards adaptive, **learning organisations** ready for a fast-paced world



How does SUMP work?

The SUMP Cycle, Second Edition

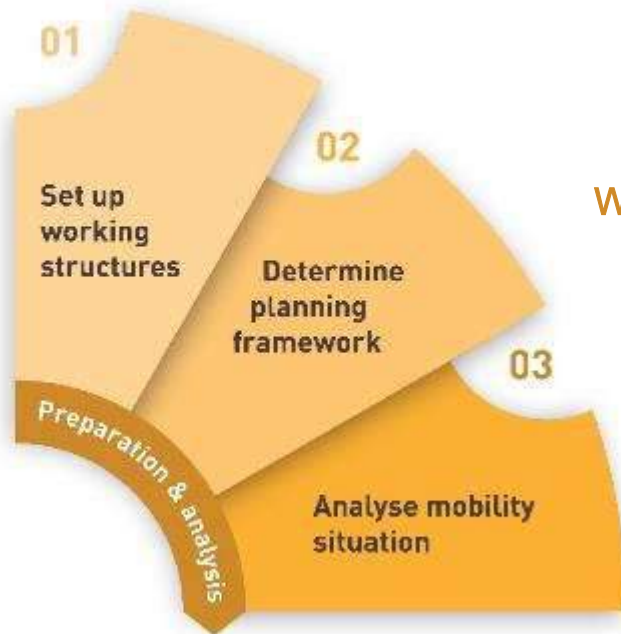


Phase 1: Preparation & analysis



Milestone:
Decision to prepare
a SUMP

What are our resources?



What is our planning context?

What are our main problems
and opportunities?



Milestone:
Analysis of problems and
opportunities concluded

Phase 2: Strategy development



What are our options for the future?

What kind of city do we want?

How will we determine success?



Milestone:
Vision, objectives and
targets agreed

Phase 3: Measure planning



Milestone:
Sustainable Urban
Mobility Plan adopted

Are we ready to go?

What will it take and
who will do what?

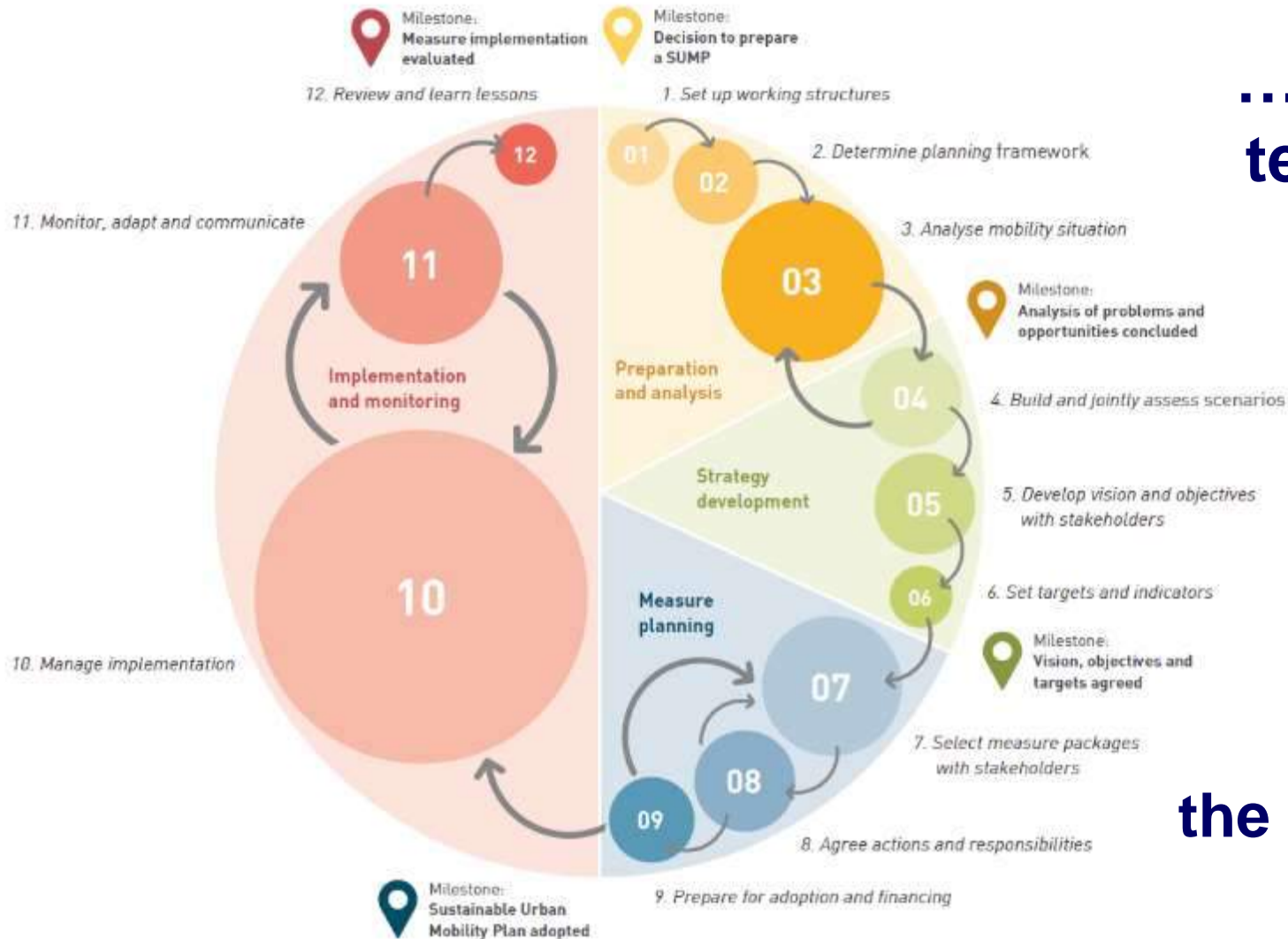


What concretely, will
we do concretely?

Phase 4: Implementation & monitoring



SUMP in Practice: Flexibility!



... and long-term vision,

... while respecting the eight SUMP principles!

SUMP Guidelines (2nd edition) & SUMP Self-Assessment

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Section 1

Section 2

The colours of the cycle are presented in the structure of the document

Each phase is structured into steps and activities

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Every step starts with a dedicated cycle figure...

... and a short summary of the step.

The vision and the objectives provide an important qualitative description of the desired future and intended type of change. However, this alone is not sufficient. In order to make these changes measurable, a suitable set of strategic indicators and targets needs to be selected. The main aim is to define a set that is feasible, ambitious and mutually consistent, allowing those involved to monitor progress towards achievement of all objectives without requiring unrealistic amounts of new data collection.

Rationale

ACTIVITY 6.1: Identify indicators for all objectives

Rationale

The selection and definition of strategic indicators for all objectives is an essential step for the further process of setting targets and monitoring progress. It is important to first identify the indicators to ensure that targets will be selected that you are able to monitor with reasonable effort. A systematic approach helps to identify a manageable set of core indicators that reflect the objectives well. Working with just a few indicators on the strategic level may prove more effective, especially for 'newcomer cities' that have limited resources, data or experience when developing a Sustainable Urban Mobility Plan. While indicators for monitoring measures will be developed later (see Activity 7.3), the strategic indicators for measuring overall SUMP performance will be selected here, together with the respective measurement methods and corresponding data sources that were identified during the preparation phase (see Activity 3.1).

Aims

- Define a set of strategic indicators that allow for the monitoring of progress made towards the achievement of each of the objectives.
- Select easily measurable and understandable indicators by taking into account existing data sources (see Activity 3.1) and standard indicators.

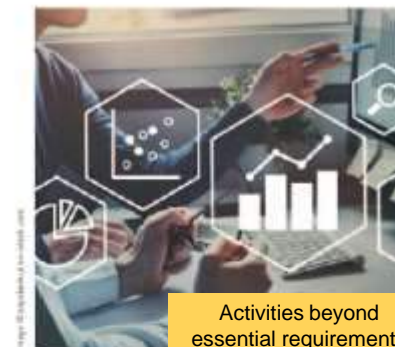
Tasks

- Specify your objectives and identify which main aspects need to be monitored.
- Develop a small number of quantitative and qualitative 'core' indicators that are easily measurable, understandable, and clearly linked to each of the objectives.

Aims

Tasks

Every activity is structured in the same way:



Activities beyond essential requirements

- Use standard indicators that are already well-defined and have existing knowledge on how to measure and analyse them. This enables benchmarking against other cities or comparison to national/international statistics.
- Focus on impact indicators (also called outcome indicators) that directly measure the achievement of your sustainability objectives. Consider also indicators from related areas, such as economy, environment, health and social, not only transport indicators.

- Include a few indicators that are particularly useful for communication with decision makers and the public. These indicators should be easy to understand and interesting for a wider public (e.g. number of people, traffic, number of jobs created, etc.).

- Evaluate the already available data and identified data sources (see Activities 3.1 and 3.2). Identify gaps in being able to measure the intended outcomes, and, if necessary, develop or identify new data sources (e.g. survey data, quantitative data from automatic measurements).

- Before you start developing your own strategic indicators, discuss with key stakeholders and other organisations in your area, as they might already have adopted some. Progress is much easier to monitor if indicators that have already been implemented and accepted are used.
- Develop a clear definition for each indicator, the reporting format, and an outline of how data is measured and the indicator calculated from the data.

Activities beyond essential requirements

- Coordinate with relevant local and regional stakeholders on regional indicators.
- Make data available online so that external people understand the data.

Timing and coordination

Timing and coordination

- Directly based on the objectives defined in Activity 5.2, leading on to the setting of targets in Activity 6.2.
- Goes hand-in-hand with Step 3, during which data and data sources are identified and analysed and the baseline for the availability of data for indicator identifications are set.

Developed strategic indicator set and monitoring elements to be taken into account when planning monitoring of measures that measure progress (see Activity 7.3).

Checklist

Checklist

- ✓ Quantitative and qualitative outcome indicators identified for all objectives, including indicators used by other organisations in your area.
- ✓ Existing and new data sources evaluated.
- ✓ Set of strategic core indicators defined, including reporting format and measuring method.

The activities are complemented with helpful tools...



Figure 24: Overview of urban mobility indicators based on the European sustainable Urban Mobility

Objective	Indicator	Definition
Road Safety	Fatalities by all transport accidents in the urban area on a yearly basis.	Number of deaths within 30 days after the traffic accident as a corollary of the event per annum caused by urban transport per 100,000 inhabitants of the urban area.
Access to mobility services	Share of population with appropriate access to mobility services (public transport).	Percentage of population with appropriate access to public transport (bus, tram, metro, train).
Emissions of greenhouse gases (GHG)	Well-to-wheel GHG emissions by all urban area passenger and freight transport modes.	Greenhouse gas emissions (tonnes CO ₂ eq./cap. per year).
Air quality	Air pollutants emissions of all passenger and freight transport modes (exhaust and non-exhaust for PM2.5) in the urban area.	Emission index (kg PM2.5 eq. per cap. per year).

... and Good Practice Examples

Additional urban mobility indicators:

- Affordability of public transport for the lowest income group
- Accessibility for mobility-impaired groups
- Noise hindrance
- Congestion and delays
- Energy efficiency
- Opportunity for active mobility
- Multimodal integration
- Satisfaction with public transport
- Traffic safety for active modes

Sources: European sustainable urban mobility indicator set (SUMI)
https://ec.europa.eu/transport/themes/urban/urban_mobility/sumi_en

You can find more tools to support you in selecting indicators in the CMTAS Tool Inventory:
<https://cmtas.eu/tool-inventory/indicator-set/>

Main general information on monitoring can be found in the CHALLENGE Monitoring and evaluation manual:
<https://www.eufa.org/resources/summ-monitoring-evaluation-kit>

GOOD PRACTICE EXAMPLE

Milton Keynes, United Kingdom: Easily measurable and available set of strategic indicators

To assess the overall performance of the Sustainable Urban Mobility Plan, the city council has selected a number of indicators, including e.g. road network condition, average journey time, air quality and road safety. The decision to select these indicators was made as to allow for a correct assessment of the impact of the SUMP, and are easily measurable as well as available or easily accessible. Milton Keynes Council advises to define a clear set of SMART (specific, measurable, achievable, relevant, time-bound) objectives for the SUMP, which helps to later select indicators aligned with the SUMP objectives. Based on experience, the SUMP team also advises to use new technologies and indicator methodologies that have been applied in other cities.

Author: James Pacey, Milton Keynes Council, collected by Tobi (image: Milton Keynes Council)

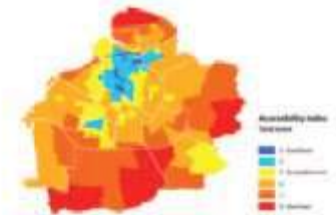


GOOD PRACTICE EXAMPLE

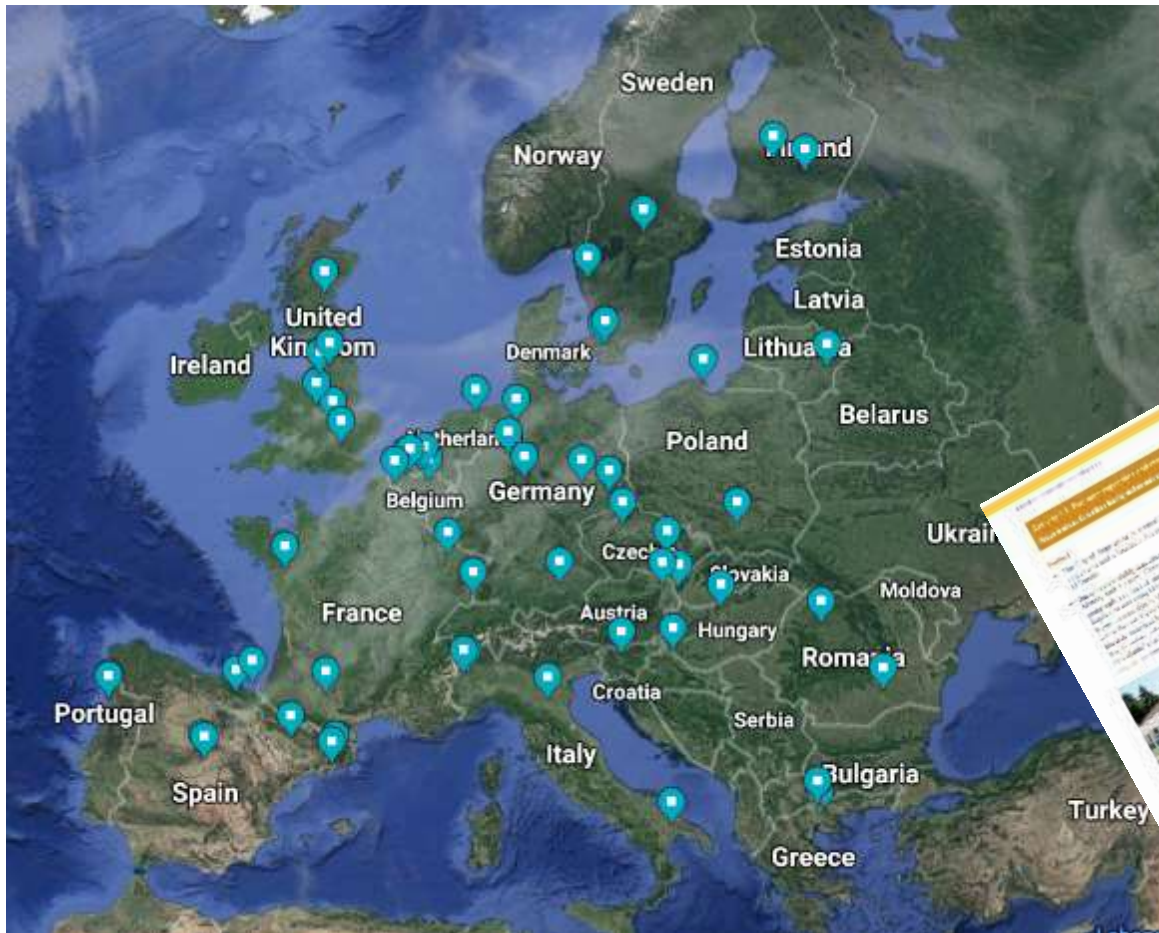
Malmö, Sweden: The Accessibility index as an indicator example

Malmö developed, based on relevant measurements, a normative Accessibility Index that can assess the impact of measures undertaken and uses maps to illustrate sustainable accessibility. The Accessibility Index can function as support for decisions in planning and in weighing different investments and actions. It also allows for making comparisons between different areas and population groups. The Accessibility Index can constitute support for following-up on how accessibility in the transport system develops over time and can thus serve as one of several indicators for how well SUMP goals are reached.

Author: Andreas Herder, City of Malmö, collected by Ragnhild Conzelmann (image: Sustainable Urban Mobility Plan Malmö)




Good Practice examples from 62 cities



SUMP Self-Assessment

- online and **free to use** (no external auditor needed)
- **quick** and anonymous self-assessment (20min – 2h)
- helps cities to identify **strengths and weaknesses**
- provides **feedback and inspiration**
- starts a discussion how to **improve cooperation**
- **Tailor-made sets of questions** for cities with / without a SUMP

☐ Already started the Self-Assessment?



Welcome to the SUMP Self-Assessment




The SUMP Self-Assessment helps you to **evaluate and improve mobility planning** in your city or functional urban area. The results page will show you how well your planning activities fulfill the [principles of a Sustainable Urban Mobility Plan](#) (SUMP), enabling you to identify the strengths and weaknesses of your approach. It will provide you with **tailored advice for further improvement**, good practice examples and links to guidance for your specific situation.

The SUMP Self-Assessment can be used to **both assess the quality of a specific strategic mobility plan, and to evaluate planning activities in general**. This makes it useful at all stages of the planning process - e.g. to assess what to improve when starting a SUMP, to readjust activities throughout the process, or to assess the plan quality when finalising or having completed a SUMP. To achieve an assessment that fits your situation, there are **tailored sets of questions depending on your planning context and interest** (assessment of a strategic mobility plan, or of planning activities in general).

The SUMP Self-Assessment should be **completed by one or several persons who are well acquainted with mobility planning activities in your city or functional urban area** (and with the SUMP and its development process if you want to assess plan quality). It is possible that one person answers on behalf of the mobility planning team or the team having that role. However, for greater accuracy we recommend that several people fill in the questionnaire (which could include colleagues from other departments, other municipalities, regional organisations, decision makers and key stakeholders involved in mobility planning or plan development). You can gain highly relevant insights if you then compare similarities and differences in responses of different stakeholders, e.g. in a workshop.

The SUMP Self-Assessment consists of eight sections that are directly related to the SUMP principles and roughly follow the order of a planning process. Depending on your planning context, it contains **30 to 45 questions**. If one person with a good level of information fills it in on their own, it should only take around **20 to 30 minutes** to complete. To use it in a workshop format, we recommend 1,5 to 2 hours to allow enough time for discussions.

All data collected in this survey will remain strictly confidential. In no case will we publish the results of individual cities or identify individual cities in any publications. You can **use your personal code to check your results or share them** with others for a workshop.

SUMP Self-Assessment

- 30-45 questions
- Feedback by SUMP principles
- Recommended steps, examples and tools from SUMP Guidelines
- Alone or in workshop



1 Plan for sustainable mobility in the "functional urban area"

The core goal of sustainable urban mobility planning is to improve accessibility and provide high-quality, safe and clean mobility for the entire 'functional urban area'. Therefore, planning activities should consider this integrated area of daily flows of people and goods, rather than a municipal administrative area.

You're on the right path! Your responses indicate some degree of planning coordination with neighbouring municipalities. However, there is room for improvement to better harmonize activities, which would help you to address the needs in your 'functional urban area' more effectively.

Useful approaches to further improve cooperation could be to:

- Build on existing contacts with transport planners from surrounding municipalities and establish a format for regular meetings. For example, using this Self-Assessment as a structure for discussions at the first meeting can help to identify problems that require joint actions.
- If there is good cooperation on some topic, expand it to other areas of common interest (e.g. leveraging contacts from a common planning process for Park&Ride facilities to start a joint project to build inter-municipal bicycle highways or improve commuter train connections). Focus on proven solutions of manageable size that benefit all municipalities.
- Formalise existing cooperation to consolidate it (e.g. turning agreements on parking planning into an official political committee that meets regularly to decide about parking policies in the functional urban area).
- Exploit the potential of data sharing. Exchange or jointly collect data that is relevant for several municipalities (e.g. on commuter flows), which helps to save costs and improve data quality.

Good practices:

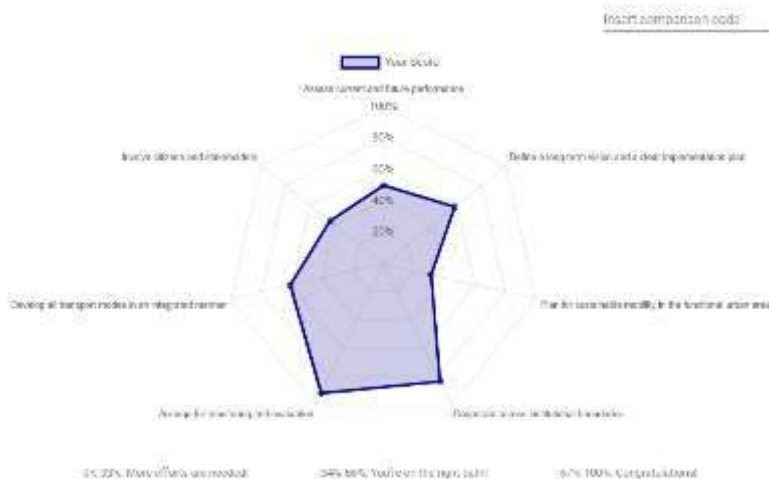
- Basel, Switzerland: Cross-border planning cooperation for a trilateral agglomeration
- Grand Nancy, France: Metropolitan inter-municipal urban plan for housing and development
- Bologna, Italy: Metropolitan SUMP linking territorial, mobility and logistics planning
- Lille, France: Bi-annual political committee to steer parking policies on a metropolitan level
- Kassel, Germany: Synchronised development of municipal and regional SUMP

Recommended further readings:

- SUMP Guidelines (2nd ed.) Activity 2.1: Assess planning requirements and define geographic scope (based on 'functional urban area')
- Topic Guide: Sustainable urban mobility planning in metropolitan regions
- Topic Guide: Sustainable urban mobility planning in small cities
- Topic Guide: Sustainable urban mobility planning in polycentric regions

Tools:

- OECD-EU definition, maps and shapefiles of functional urban areas in EU Member States



SUMP Self-Assessment

- Translated into German, French, Spanish, Romanian, Bulgarian
- Soon available also in Italian, Polish, **Czech/ Slovak, Hungarian, Croatian and Slovenian**



www.sump-assessment.eu

Overview of SUMP knowledge tools



Eltis - the urban mobility observatory

<https://www.eltis.org/mobility-plans>

- Mobility Plan Platform: Download Guidelines, videos, animations, materials
- **SUMP Guidelines** (print, PDF, online version) with Executive Summary, SUMP fan and poster
- **Translation into at least 12 EU languages ongoing, including Croatian**
- SUMP Topic Guides and Practitioner Briefings

SUMP Self-Assessment Tool

www.sump-assessment.eu



SUMP Tool Inventory
www.civitas.eu/tool-inventory



Learning resources at
www.mobility-academy.eu



The latest products !



Thank you for your attention!

Lasse Brand

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