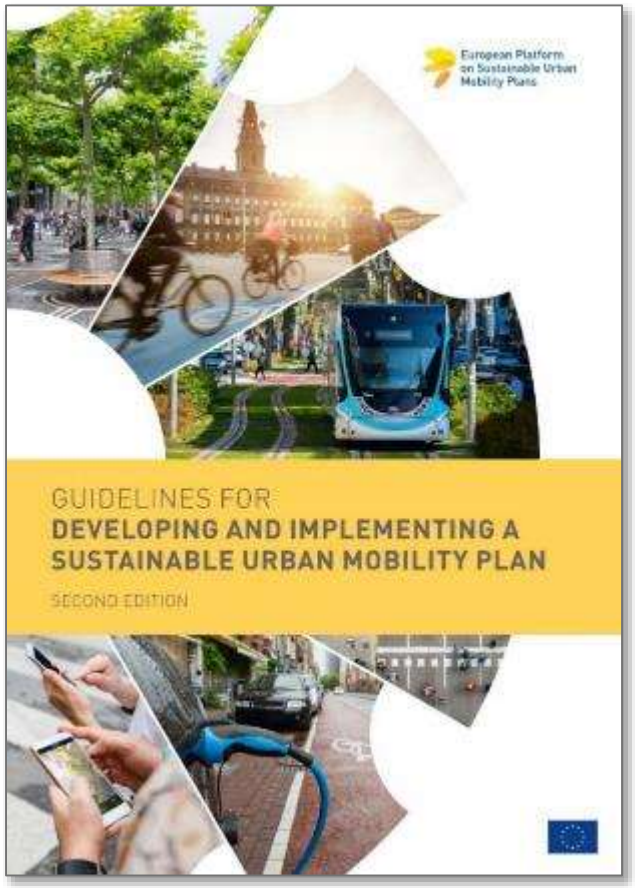
Webinar
2 June 2020

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

Lasse Brand, Rupprecht Consult

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"?

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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

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)

Eltis

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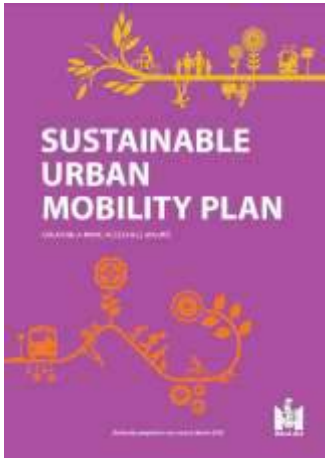
SUMP has become mainstream in Europe



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What is a Sustainable Urban Mobility Plan (SUMP)?

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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**.

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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

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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)

Benefits

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

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2) Cooperate across institutional boundaries

Key aspects

- **Cooperate among depart-ments** 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

GOOD PRACTICE EXAMPLE

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

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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 2050 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.

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. Four clear aims were defined: clarify expectations, inform about the process constantly, 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. Gaining local community, media and politicians

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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

GOOD PRACTICE EXAMPLE

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

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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**

GOOD PRACTICE EXAMPLE

Leuven, Belgium: Widely accepted Leuven Climate Vision

Benefits

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

GOOD PRACTICE EXAMPLE

France: Mandatory objectives adapted to cities of different size

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6) Develop all transport modes in an integrated manner

Key aspects

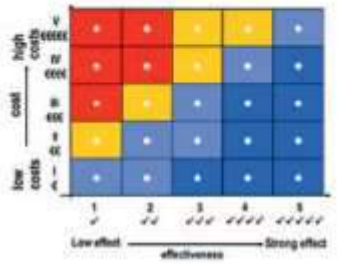
- Integration of **all transport modes** and **prioritisation** of sustainable modes
- **Measure packages** (regulation, promotion, taxation, technology, infrastructure)

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



GOOD PRACTICE EXAMPLE

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

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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**

GOOD PRACTICE EXAMPLE

Örebro, Sweden: Three key targets for traffic development

Benefits

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

GOOD PRACTICE EXAMPLE

San Sebastian, Spain: Interactive monitoring platform for SUMP

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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**

SUMP Self-Assessment Tool

Benefits

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

GOOD PRACTICE EXAMPLE

Greater Manchester, Malmö, Budapest, Vienna: Award-winning SUMPs with outstanding design

One of the award-winning SUMPs with an outstanding design is Greater Manchester. Transport for Greater Manchester (TfGM) used a combination of in-house expertise and external support for creating eye-catching imagery, while retaining flexibility to quickly do necessary updates. Stand-alone material, including the SUMP cover page, was made by a design consultant. For images related to evolving SUMP content, including maps, infographics and images, TfGM's in-house design team was used. This allowed TfGM to quickly refine content and to continue adopting the same formatting in all updates, maintaining consistency across TfGM's documents when referring to the SUMP.

Information on the design approaches of Malmö, Budapest and Vienna can be found in the Annex.

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How does SUMP work?

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The SUMP Cycle, Second Edition

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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

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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

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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?

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Phase 4: Implementation & monitoring

Milestone:
Measure implementation evaluated

What have we learned?

How are we doing?

How can we manage well?

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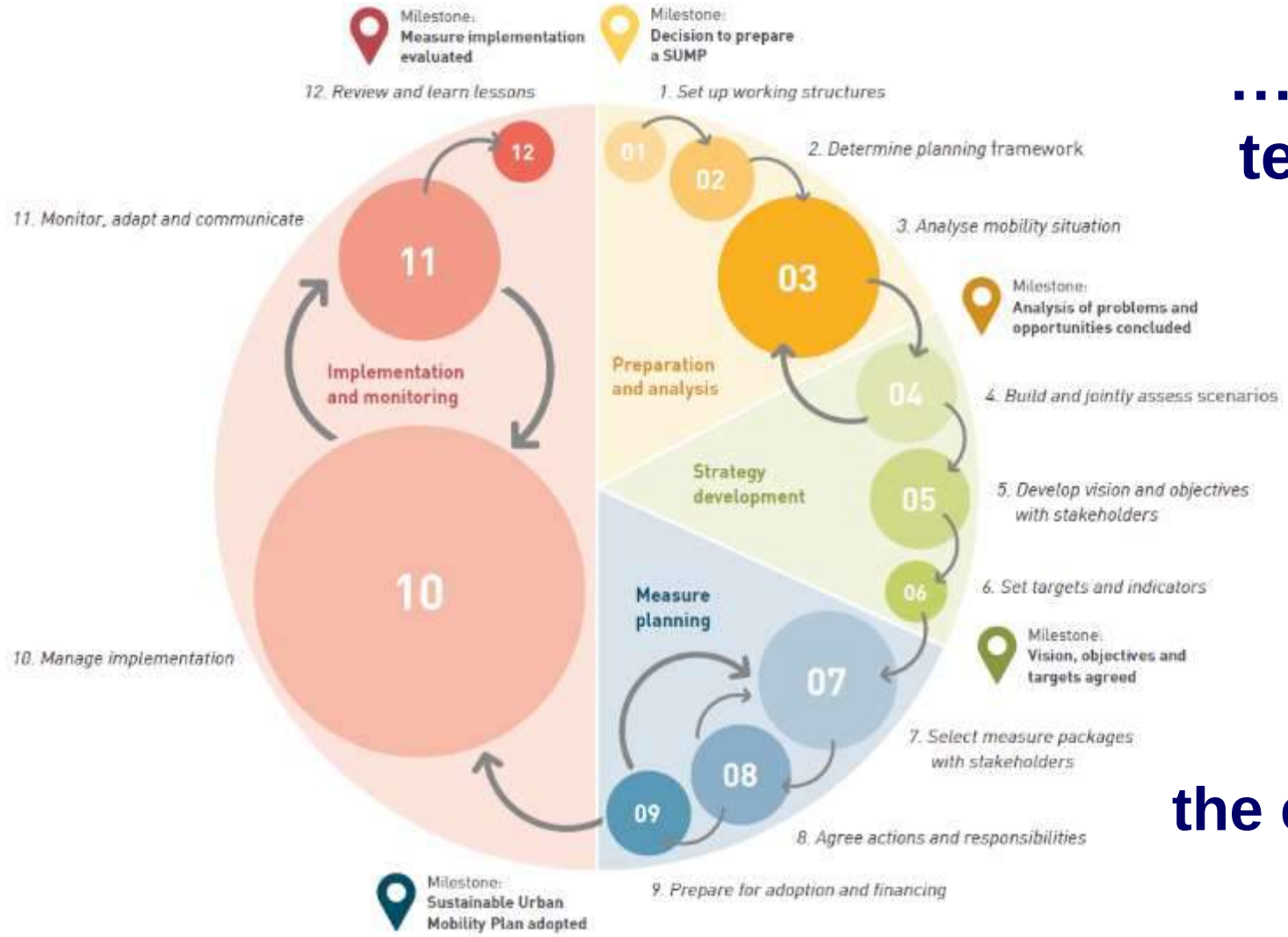
SUMP in Practice: Flexibility!



… and long-term vision,

… while respecting the eight SUMP principles!

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

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Annexes ... coming soon

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

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

Every activity is structured in the same way:

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

Aims

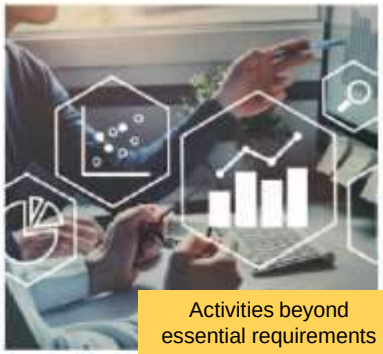
- Define a set of strategic indicators that allow for the monitoring of progress made towards the achievement of each of the objectives.
- Select easily measurable and understandable indicators by taking into account existing data sources (see Activity 3.1) and considering [illegible]

Tasks

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.

The bar at the top shows the phase's colour.



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 [illegible] traffic; number of [illegible] limits; or jobs crea[illegible]

Fundamental terms are defined in the SUMP context

What is an 'indicator'?

An indicator is a clearly defined data set used to monitor progress in achieving a particular objective or target.

Strategic indicators enable measurement of the overall performance of a SUMP and therefore provide a basis for its evaluation. On a more detailed level, measure indicators allow for monitoring the performance of individual measures.

- 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 th[illegible]

Timing and coordination

Timing and coordination

- Directly based on the objectives defined in Activity 6.2, leading on to the setting of targets in Activity 6.3.
- 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.

[illegible]oped strategic indicator set and monitoring [illegible]ements to be taken into account when planning [illegible]onitoring of the individual measures (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…

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 emission (tonnes CO2(eq.)/cap. per year).
Air quality	Air pollutant 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).

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

Source: 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 CIVITAS Tool Inventory:
https://civitas.eu/tool-inventory/indicator-sets

More general information on monitoring can be found in the CHALLENGE Monitoring and evaluation manual:
https://www.eltis.org/resources/tools/sump-monitoring-evaluation-kit

… and Good Practice Examples

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.

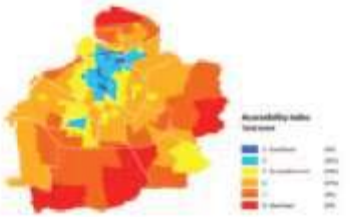
Author: James Power, Milton Keynes Council, collected for Eltis
Image: Milton Keynes Council

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 Nordin, City of Malmö, collected by Rupprecht Consult
Image: Sustainable Urban Mobility Plan Malmö



Good Practice examples from 62 cities

ICLEI Local Governments for Sustainability

POLIS

UBC UNION OF THE BALTIC CITIES
SUSTAINABLE CITIES COMMISSION

EUROCITIES

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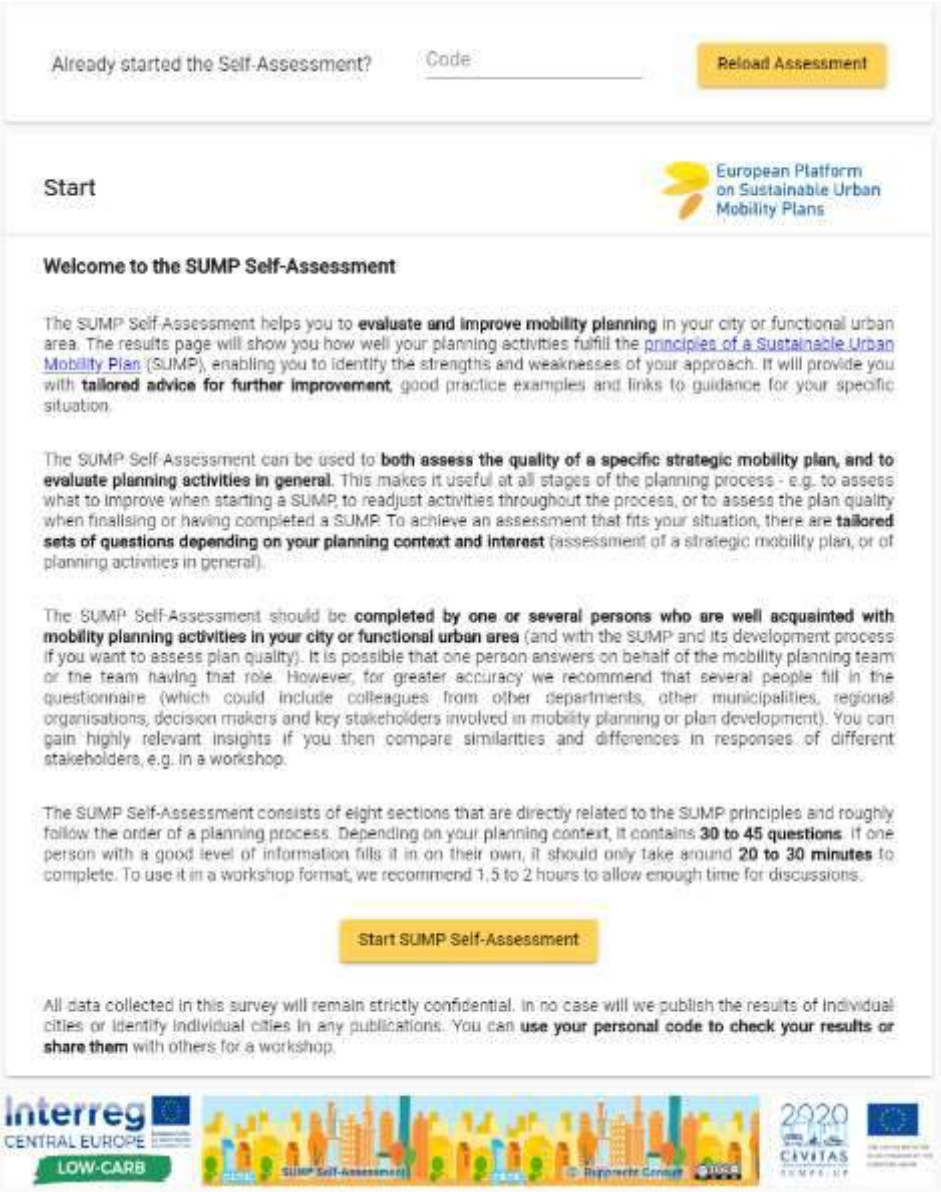
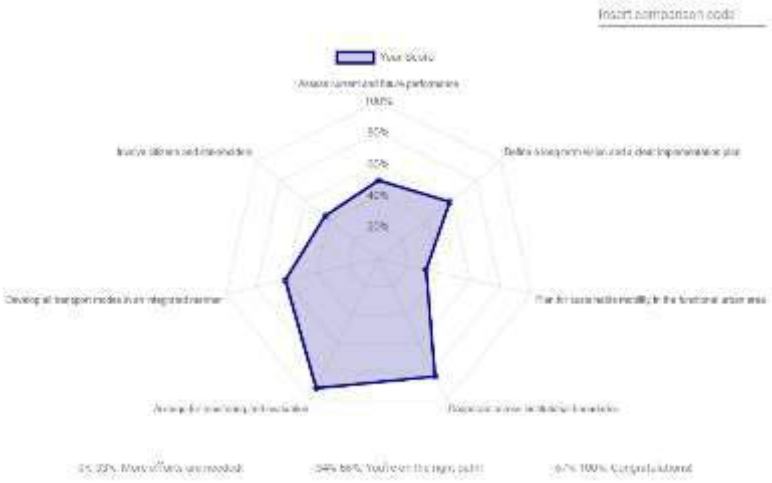
SUMP Self-Assessment

- 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



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 formal 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 trinational 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

The latest products !

SUMP Self-Assessment Tool www.sump-assessment.eu

2020 CiViTAS

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

MOBILITY ACADEMY

Learning resources at
www.mobility-academy.eu

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Thank you for your attention!

Lasse Brand
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European Platform on Sustainable Urban Mobility Plans

2020 CiViTAS Cleaner and better transport in cities SUMPS-UP

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