



SUMPS-UP

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GUIDELINES FOR **DEVELOPING AND IMPLEMENTING A SUSTAINABLE URBAN MOBILITY PLAN**

SECOND EDITION

CIVITAS SUMPs-Up Mobility Practitioner Webinar - 22/10/2019

Lasse Brand, Rupprecht Consult



Structure of the presentation

1. **Why** did we need an update?
2. What is a **Sustainable Urban Mobility Plan (SUMP)**?
3. How does the **SUMP process** work?
4. How do I use the **SUMP Guidelines** (second edition)?
5. **Conclusion**



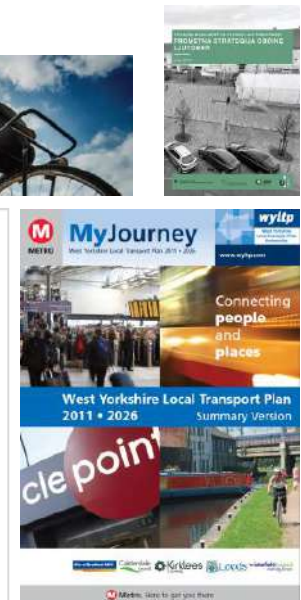
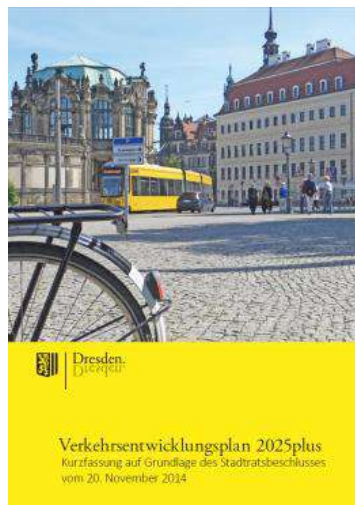
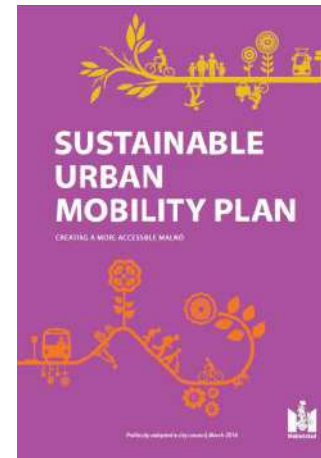
WHY DID WE NEED AN UPDATE?

EU policy framework for SUMP

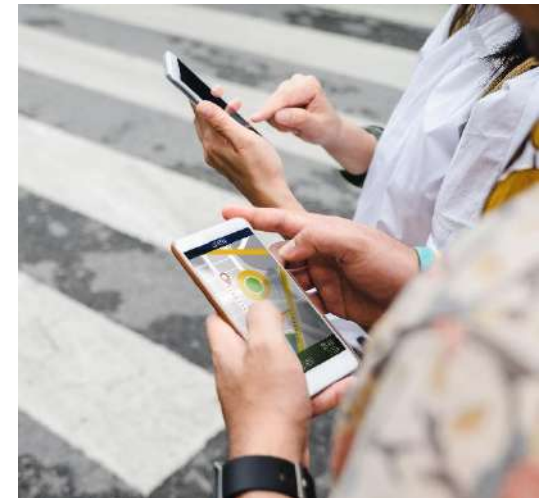


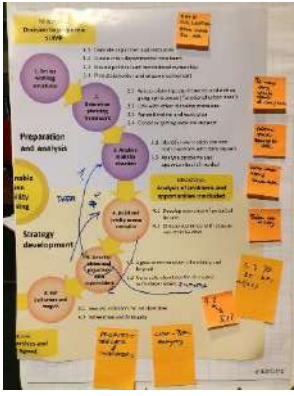
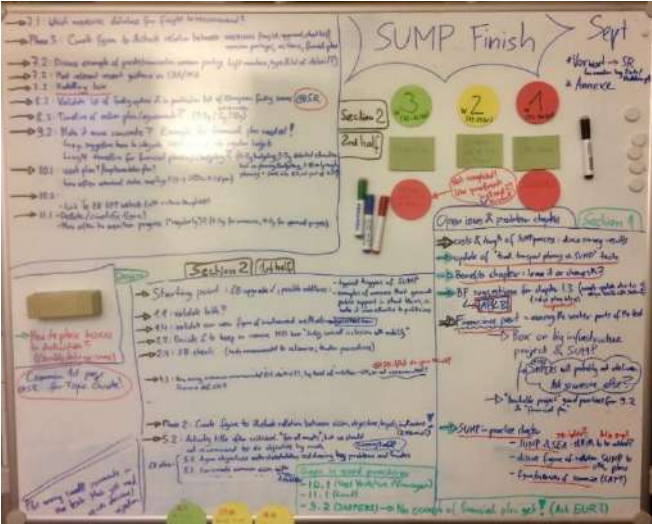
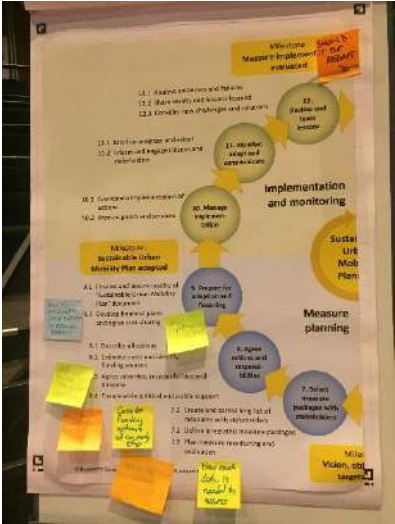
- Action Plan on Urban Mobility (2009)
- Transport White Paper (2011)
- **Urban Mobility Package** COM(2013) 913, Annex 1: Recommendation to develop SUMPs, criteria for "SUMP"
- **SUMP Guidelines**, Jan 2014/ Oct 2019 (www.eltis.org/mobility-plans)
- Many SUMP **support projects** (e.g. CH4ALLENGE, SUMPs-Up)
- Annual SUMP Conferences and knowledge base in **ELTIS**
- 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 is becoming mainstream



New mobility developments





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What is a Sustainable Urban Mobility Plan (SUMP)?

What kind of city do we want?



City motorway, Berlin (Germany)

Transforming urban mobility with SUMP

Before



After



Krakow, Poland

Images: Łukasz Franek/Politechnika Krakowska

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

SUMP vs. traditional transport planning

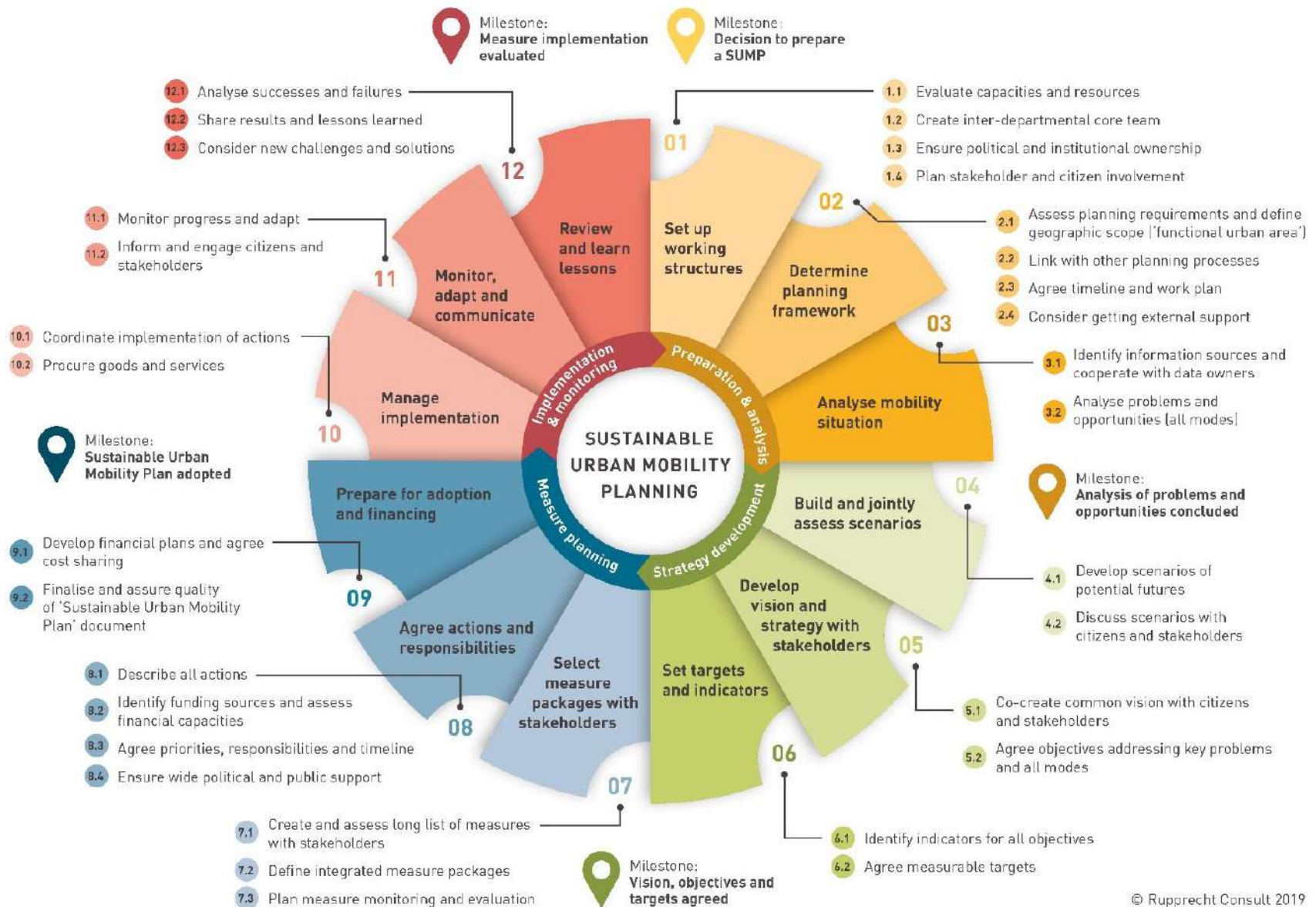
Traditional Transport Planning		Sustainable Urban Mobility Planning
Focus on traffic	→	Focus on people
Primary objectives: Traffic flow capacity and speed	→	Primary objectives: Accessibility and quality of life , including social equity, health and environmental quality, and economic viability
Mode-focussed	→	Integrated development of all transport modes and shift towards sustainable mobility
Infrastructure as the main topic	→	Combination of infrastructure, market, regulation, information and promotion
Sectoral planning document	→	Planning document consistent with related policy areas
Short and medium-term delivery plan	→	Short and medium-term delivery plan embedded in a long-term vision and strategy
Covering an administrative area	→	Covering a functional urban area based on travel-to-work flows
Domain of traffic engineers	→	Interdisciplinary planning teams
Planning by experts	→	Planning with the involvement of stakeholders and citizens using a transparent and participatory approach
Limited impact assessment	→	Systematic evaluation of impacts to facilitate learning and improvement

How does the SUMP process work?

The SUMP Cycle, Second Edition



The SUMP Cycle, Second Edition



Phase 1: Preparation & analysis



Phase 2: Strategy development



04

**Build and jointly
assess scenarios**

4.1

Develop scenarios of
potential futures

4.2

Discuss scenarios with
citizens and stakeholders

**What are
our options
for the future?**

05

**Develop
vision and
strategy with
stakeholders**

5.1

Co-create common vision with citizens
and stakeholders

5.2

Agree objectives addressing key problems
and all modes

**What kind
of city do
we want?**

06

**Set targets
and indicators**

6.1

Identify indicators for all objectives

6.2

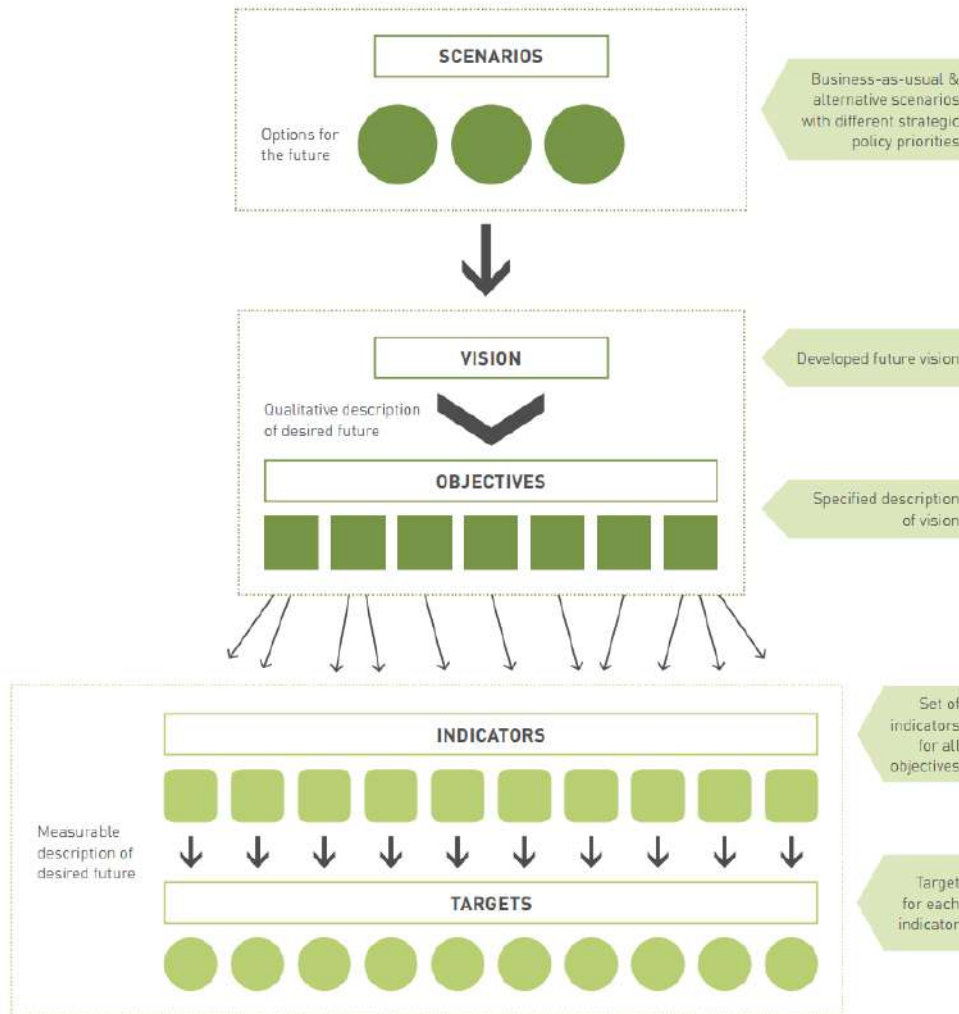
Agree measurable targets

**How will
we determine
success?**



Milestone:
**Vision, objectives and
targets agreed**

Phase 2: Strategy development



Phase 3: Measure planning



Milestone:
**Sustainable Urban
Mobility Plan adopted**

- 9.1 Develop financial plans and agree cost sharing
- 9.2 Finalise and assure quality of 'Sustainable Urban Mobility Plan' document

Are we ready to go?

- 8.1 Describe all actions
- 8.2 Identify funding sources and assess financial capacities
- 8.3 Agree priorities, responsibilities and timeline
- 8.4 Ensure wide political and public support

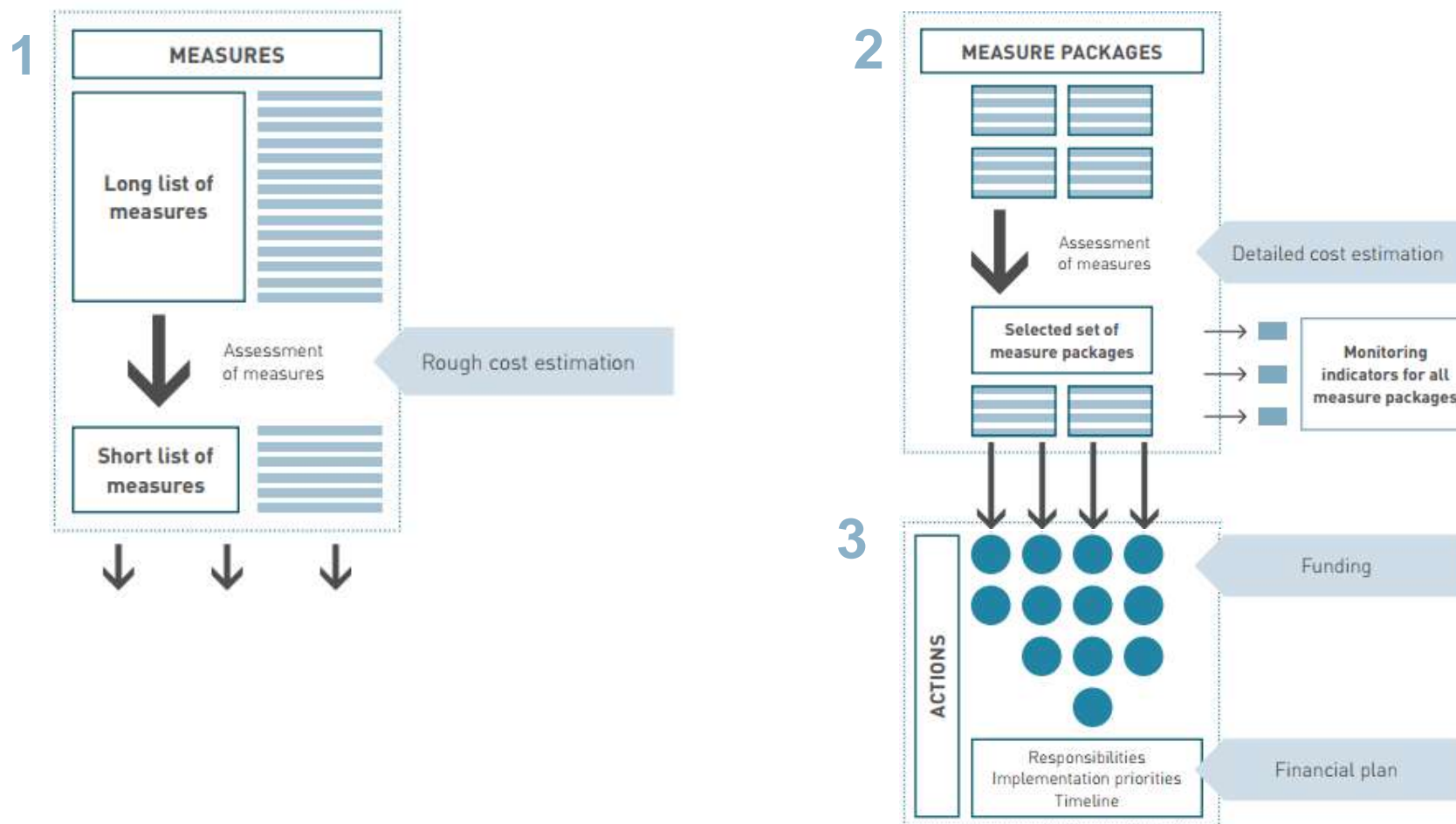
What will it take and who will do what?

- 7.1 Create and assess long list of measures with stakeholders
- 7.2 Define integrated measure packages
- 7.3 Plan measure monitoring and evaluation



What concretely, will we do concretely?

Phase 3: Measure planning (steps)



Financial planning for the SUMP



Milestone:
**Sustainable Urban
Mobility Plan adopted**



9.1 Develop financial plans and agree cost sharing

9.2 Finalise and assure quality of 'Sustainable Urban Mobility Plan' document

8.1 Describe all actions



8.2 Identify funding sources and assess financial capacities

8.3 Agree priorities, responsibilities and timeline

8.4 Ensure wide political and public support



7.1 Create and assess long list of measures with stakeholders



7.2 Define integrated measure packages

7.3 Plan measure monitoring and evaluation



Steps in financial planning:

- **rough cost** estimation to as part of measure assessment (7.1)
- **detailed cost** estimation in measure packaging (7.2)
- **identity funding sources** (8.2)
- **develop financial plan** (9.1)

Phase 4: Implementation & monitoring



Milestone:
**Measure implementation
evaluated**

What have we learned?

- 12.1 Analyse successes and failures
- 12.2 Share results and lessons learned
- 12.3 Consider new challenges and solutions

How are we doing?

- 11.1 Monitor progress and adapt
- 11.2 Inform and engage citizens and stakeholders

How can we manage well?

- 10.1 Coordinate implementation of actions
- 10.2 Procure goods and services



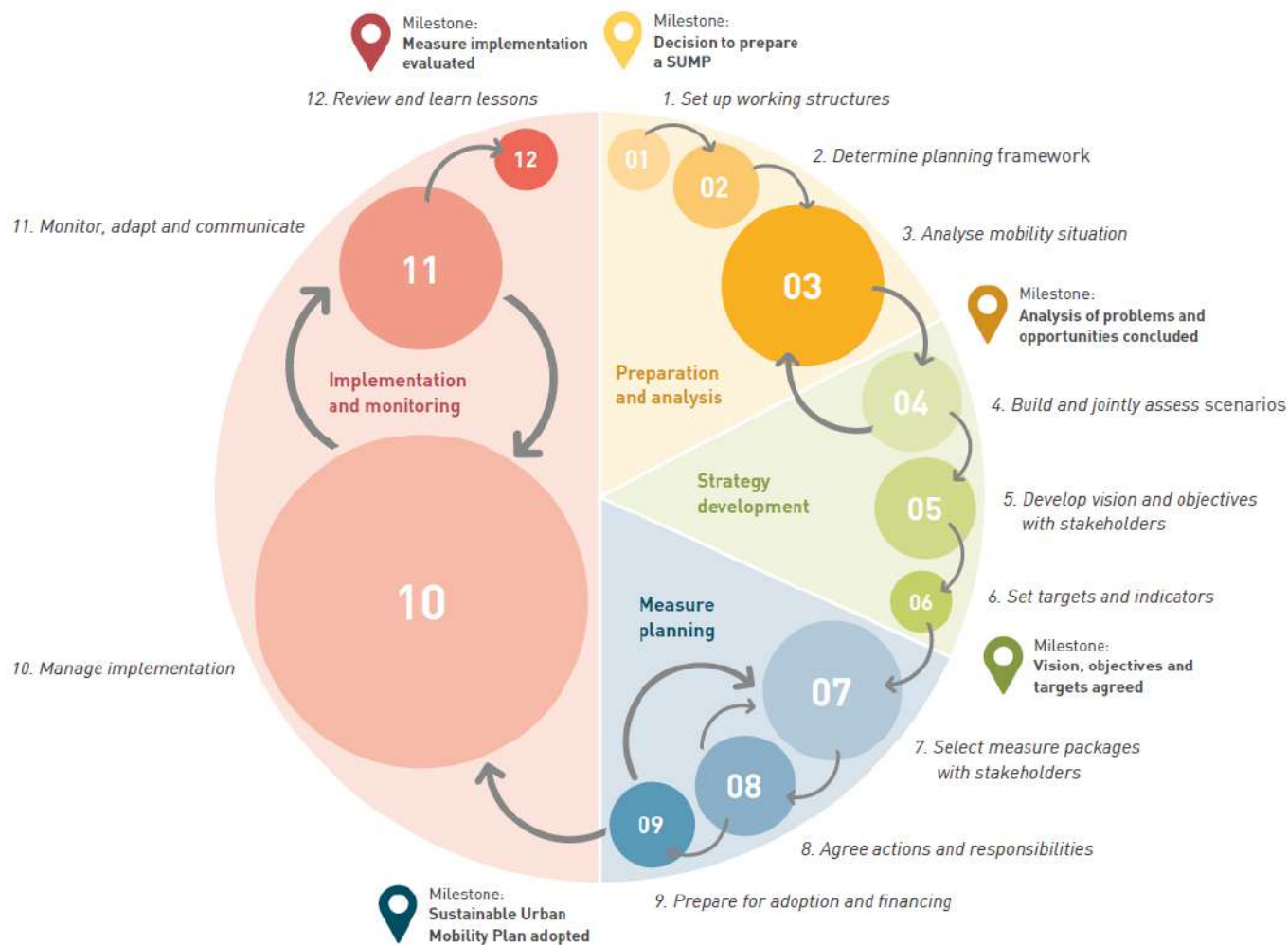
monitoring & evaluation



Citizen involvement



Flexibility in the SUMP Process



How do I use the Second Edition of the SUMP Guidelines?

The SUMP Guidelines in numbers

8 Principles
4 Phases
12 Steps
5 Milestones
32 Activities
62 Good Practice Examples
60+ Tools
15+ Definitions
100+ Contributors
300+ Experts involved
165 pages



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Annexes coming soon



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.

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



- 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 seriously injured or killed in traffic; number of locations exceeding air pollution limits; or jobs created).



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 the severity of problems.

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 arrangements to be taken into account when planning the monitoring of the individual measures (see Activity 7.3).

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.



Figure 24: Overview of important quantifiable strategic impact indicators, based on the European sustainable urban mobility indicator set (SUMI) and the international standard (MobiliseYourCity)

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 CO ₂ eq./cap. per year).
Air quality	Air pollutant emissions of all passenger and freight transport modes (exhaust and non-exhaust for PM _{2.5}) in the urban area.	Emission index (kg PM _{2.5} eq. per capita 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>

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 Pöls
 Image: Milton Keynes Council

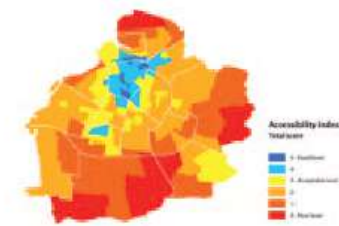


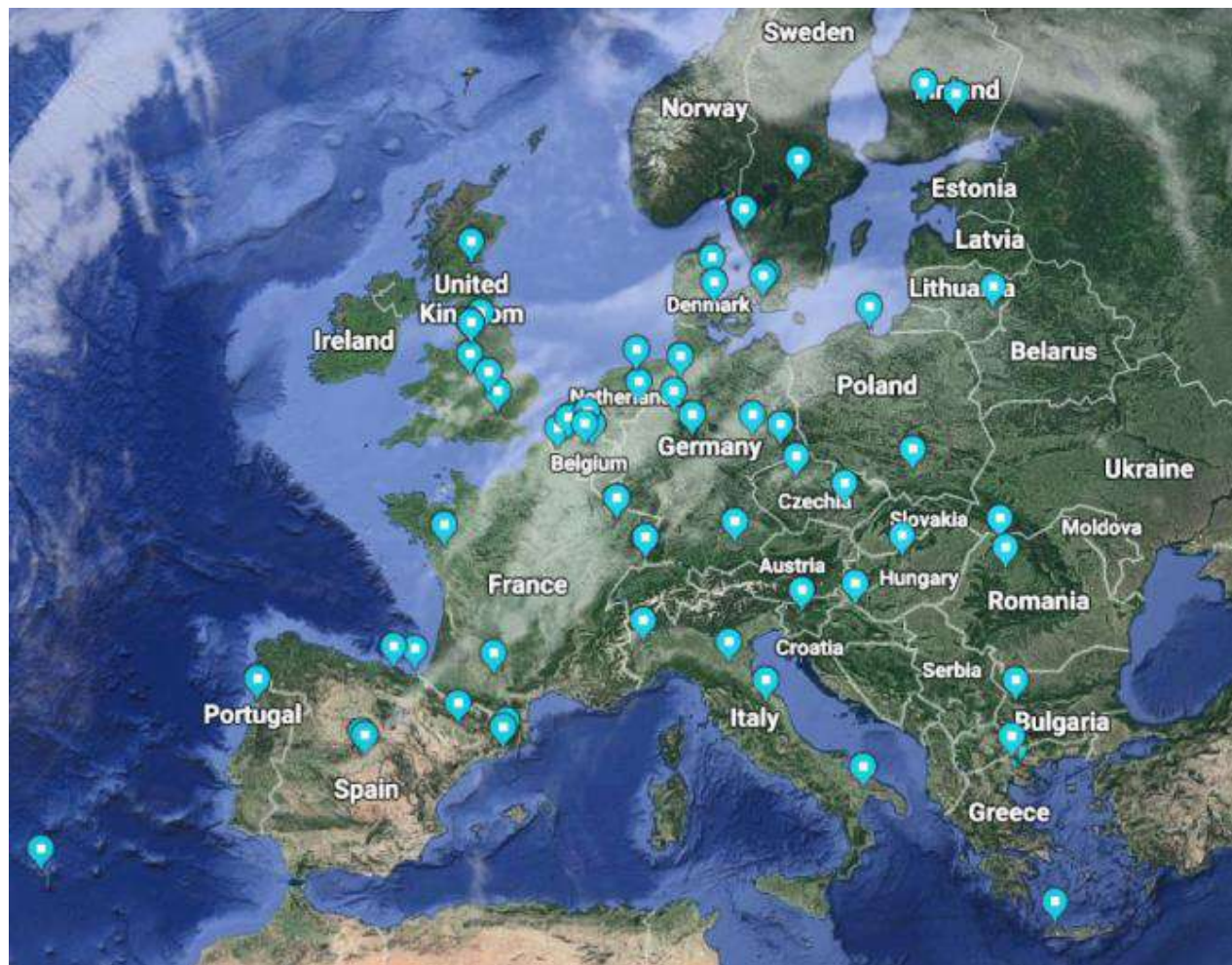
GOOD PRACTICE EXAMPLE

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 Rupperts Consult
 Image: Sustainable Urban Mobility Plan Malmö





Source:
[google.com/maps](https://www.google.com/maps)



Where can I get more information?

Eltis - the urban mobility observatory

- Mobility Plan Platform: Download SUMP Guidelines, videos, animations, materials
<https://www.eltis.org/mobility-plans>
- SUMP Guidelines (online version) - **coming soon!**
- SUMP Glossary
- New SUMP Self-Assessment - **coming soon!**
- SUMP Topic Guides and Practitioner Briefings



- cleaner and better transport in Europe

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



Conclusion

Change takes time & active planning



Image: Eltis/ H. Schiffer

MAY 27, 2019

TIME

NEXT GENERATION LEADERS

THE TEENAGER
ON STRIKE FOR
THE PLANET

**GRETA
THUNBERG**

PLUS
9 MORE
TRAILBLAZERS
SHAPING
OUR WORLD



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Thank you!



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LAYOUT

Rebekka Dold, Grafik Design & Visuelle Kommunikation

Thank you!

Siegfried Rupprecht, Susanne Böhler-Baedeker,
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