

Cities and towns should offer their citizens integrated mobility options that are both sustainable and meet people's mobility needs. It is increasingly recognised that sustainable urban mobility planning is key to meeting this challenge. Sustainable Urban Mobility Plans (SUMPs) define a set of interrelated measures designed to satisfy the mobility needs of people and businesses today and tomorrow.

The European Commission acknowledges the important role of SUMPs in sustainable urban mobility. The SUMP



composed of (1) a SWOT analysis, (2) a scenario analysis and (3) a cost-benefit analysis, and helps identify the most cost-efficient measures.

What will you do with the €10,000 prize money?

We would like to share our experience with innovative elements of our SUMP process with other municipalities across Europe. We will use the prize money to host a workshop in Bremen showcasing Bremen as cycle-friendly city and forerunner in the field of car-sharing, which can find more replication in other cities. The one-day workshop will be accompanied by site visits.

Award is the first European award scheme to recognise the efforts of cities and towns in the field of sustainable urban mobility planning. The Award focuses on a different thematic aspect each year: In 2012, the thematic focus

was 'stakeholder and citizen participation'; in 2013 it was 'integration of economic, social and environmental policy criteria'; and the latest edition focused on 'monitoring and evaluation of the SUMP'.

Long Breath in Dresden

Dr. Matthias Mohaupt, head of department for transport development planning, city of Dresden



Which event has kick-started the development process of your sustainable urban mobility plan?

Our SUMP process started in 2009, at the same time when Dresden took on the presidency of the Polis network. Hosting the Polis Annual Conference 2010 was the triggering event to advance with Dresden's SUMP.



Which component of your SUMP is of specific strategic importance?

Dresden's SUMP follows an integrated approach with strong interactions with spatial planning and environmental issues. Our very broad institutional cooperation and broad citizen participation are both elements of a new planning culture. A specific strategic aim is to continue the current trend: the city is growing and the car traffic volume in Dresden is shrinking.



Which lessons have you learned throughout your SUMP process?

SUMP with broad participation and involvement is a rather long lasting process! In Dresden, it took five years from the beginning until political adoption, passing all recommended steps of the planning cycle. New forms of cooperation and debating culture are important for public acceptance and create new tasks for the city. Stakeholder involvement, however, cannot replace political decisions. Intermediate City Council

resolutions provide confidence and planning certainty as well as improve acceptance and integration of policy aspects.

Why is monitoring and evaluation of the SUMP such a relevant topic for you?

Monitoring and evaluation help to identify problems and to readjust the SUMP and its instruments if needed. It produces regular updates for decision makers, potential funding bodies, local stakeholders as well as institutional local and regional partners and to the public.

What's the next challenge for your city in the SUMP process?

Our next challenge is the implementation of SUMP measures. This includes continuous monitoring and evaluation every three years.