



SUMPS-UP

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SUMP 2.0 – Moving towards implementation

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

SECOND EDITION

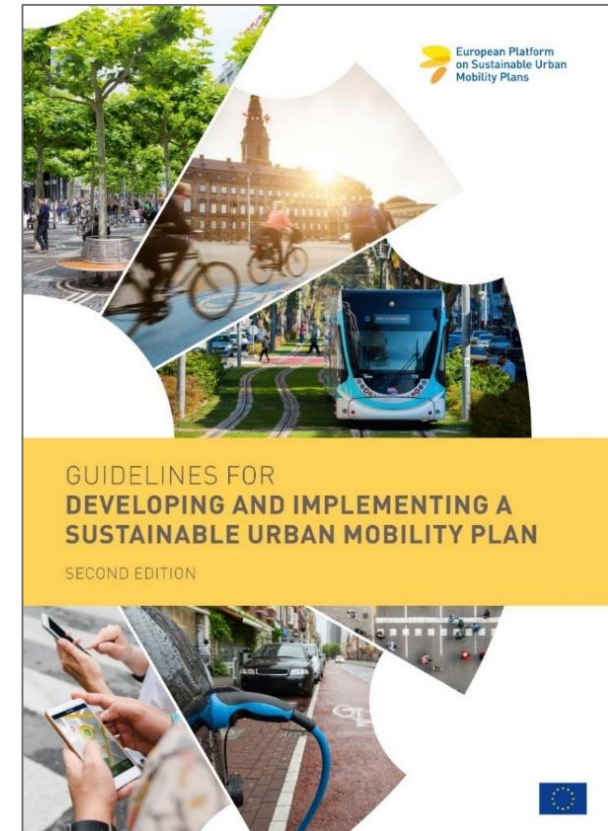
POLIS Conference, Brussels, 27 - 28 Nov 2019

Siegfried Rupprecht, Rupprecht Consult



What is this presentation is about?

- Introduction: **Why** do we (still) need Sustainable Urban Mobility Plans (SUMP)?
- **What** is an SUMP?
- What is new in the **Second Edition** of the SUMP Guidelines?
- **How** does the updated SUMP process work?
- Conclusion



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 travelers?



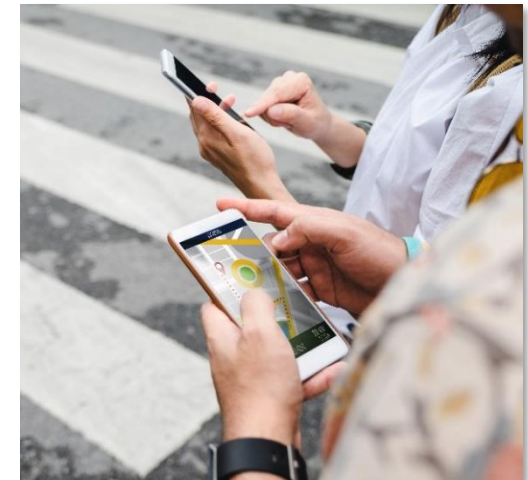
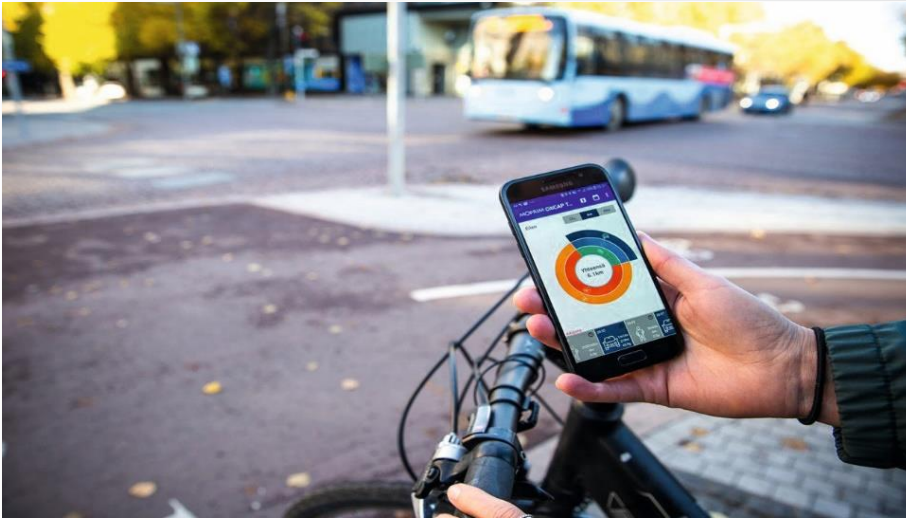
Photo: © Susanne Böhler-Baedeker

In which city do we want our children to live – and how can we plan for it?



City motorway, Berlin (Germany)

New mobility developments: new tools and new challenges...



Transforming urban mobility (with SUMP)



Example: Ljubljana, Slovenia

Transforming urban mobility (with SUMP)



Photo: © Vita Kontic Bezjak

Example: Ljubljana, Slovenia

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 – A European success story continues!



- 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)
- SUMP Coordination **Platform**
- Annual SUMP **Conferences** and **knowledge base** in ELTIS
- Increasingly seen as a **requirement** or as a "**competitive advantage**" to attract EU funding for urban transport (e.g. in Structural and Investment Funds, Horizon 2020-CIVITAS, Connecting Europe Facility)
- **International take-up** of SUMP concept

What's new in the Second Edition of the SUMP Guidelines?

The SUMP Cycle, Second Edition



Milestone:
Measure implementation
evaluated



Milestone:
Decision to prepare
a SUMP



The SUMP Cycle, Second Edition



What's new? The main changes (1)

- More **balanced** SUMP cycle
 - Clear separation into **strategic planning** stage (1st half) and **operational stage** (2nd half), which often have different **time logics** (strategic objectives are usually more stable, while measures get updated much more often, sometimes yearly)
 - Formal **balance**: 4 phases with 3 steps each, always ending with a Milestone
 - **Milestones** emphasized as anchors – also for political approval
- More guidance on **action planning, financing and implementation**

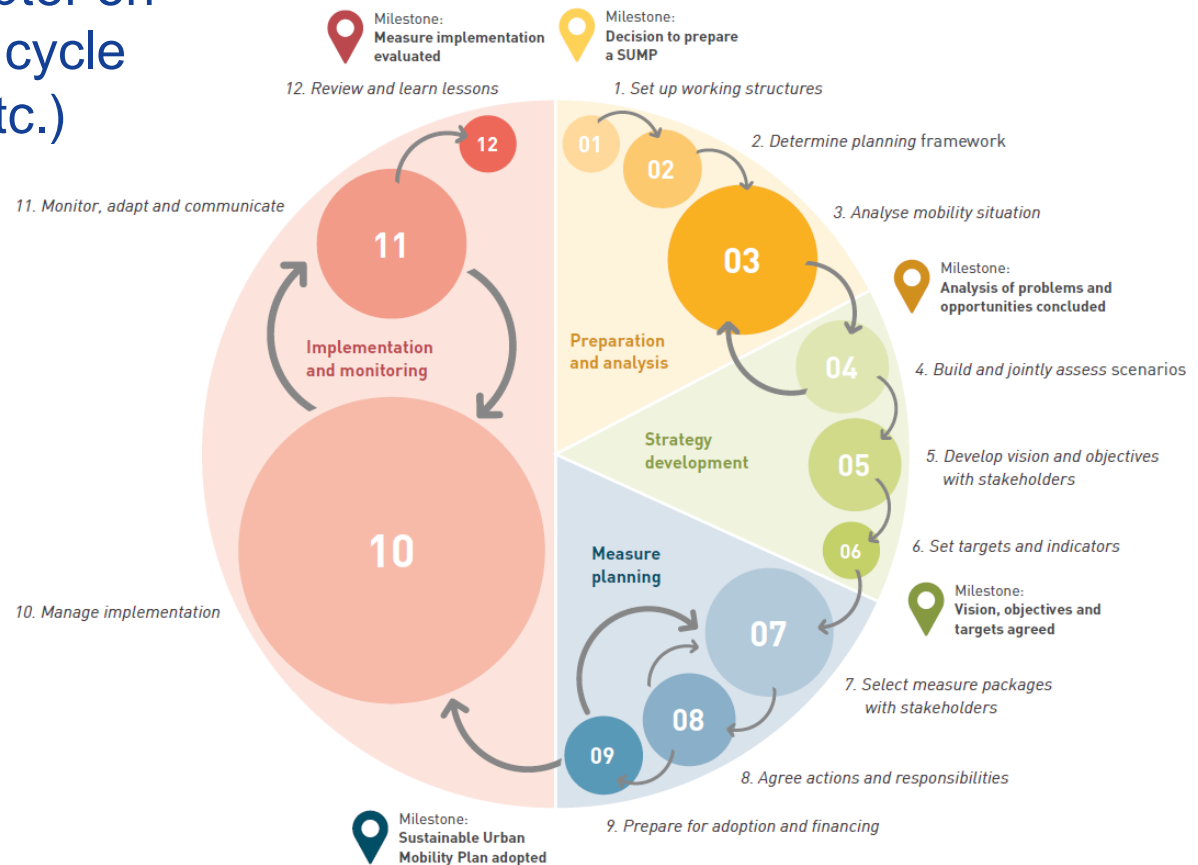


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What's new? The main changes (2)

- **Flexibility** of SUMP concept emphasized (e.g. chapter on “planning in practice”, cycle with feedback loops etc.)
– but importance of **principles!**

An SUMP cycle in practice with adjusted timing and feedbacks



What's new? The main changes (3)

- More guidance on integration of **horizontal topics**
 - SUMP cycle with recurring topics (citizen involvement, political decisions, monitoring & evaluation)
 - Important policy fields (accessibility, health, social inclusion, road safety) strengthened with city examples and extra boxes

citizen involvement



monitoring & evaluation



political decision making



THE CIVITAS INITIATIVE IS CO-FINANCED BY
THE EUROPEAN UNION

What's new? The main changes (5)

- 62 new **city examples**
 - better **structure** (context, description, lessons learned, required costs and know-how)
 - more focused on **specific planning activities**
 - collected by the **SUMPs-Up partner networks**



What's new? The main changes (6)

Link to **Topic Guides** and **Practitioner Briefings** (relevant content from each of them highlighted in one of the Activities)



What's new? The main changes (7)

- Comprehensive **introduction** for non-planners (Section 1 with definition and eight principles, updated benefits, SUMP in a nutshell, planning in practice, and national level support)
- Updated, more user-friendly **design** (e.g. tools and city examples as separate boxes)

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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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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

Every activity is structured in the same way:

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



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.).

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 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 measures to be taken into account when planning the implementation 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...



Figure 24: Overview of urban mobility indicators

based on the European sustainable urban mobility indicators (SUMI)

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 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

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.etlis.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 Poway, Milton Keynes Council, collected by Polis
 Image: Milton Keynes Council

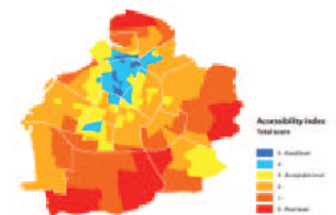


GOOD PRACTICE EXAMPLE

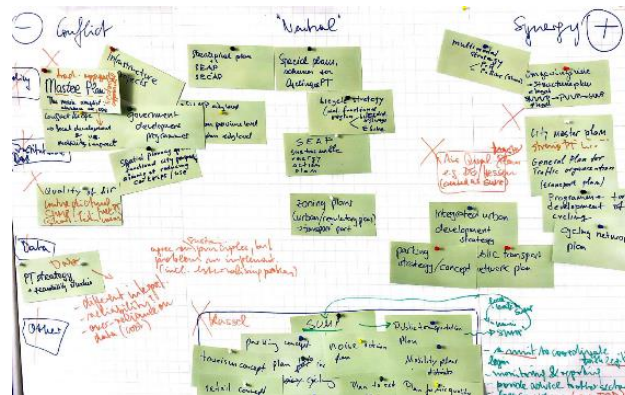
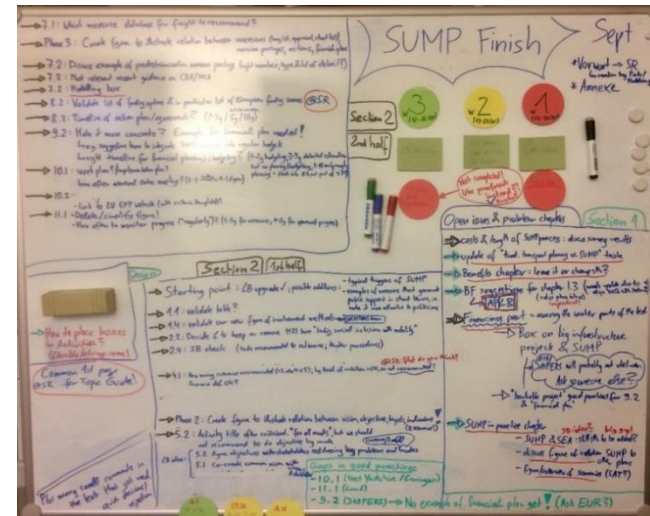
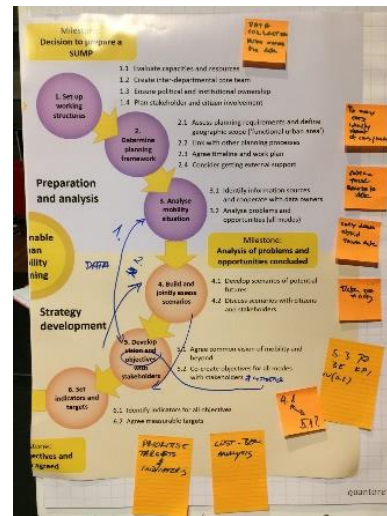
Malmö, Sweden: The Accessibility index as an indicator example

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



What's not new: Based on intensive practitioner consultation (again)!



Conclusion

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



The essence of SUMP: eight proven 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 is a clear recommended process for managing urban change



The SUMP community provides support & facilitates exchange

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



The SUMP Community contributed to the 2nd Edition of SUMP Guidelines!



Authors

Siegfried Rupprecht, Lasse Brand, Susanne Böhler-Baedeker, Lisa Marie Brunner (Rupprecht Consult)

Contributing authors

Anthony Colclough (EUROCITIES); Ana Dragutescu, Elma Meskovic, Marko Horvat (ICLEI); Thomas Durlin (Cerema); Stefan Werland, Frederic Rudolph (Wuppertal Institute); Sasank Vemuri (GIZ and MobiliseYourCity); Dirk Lauwers (Ghent University); TRT Transporti e Territorio; EIB/JASPERS; Els Vandenbroeck, Evelien Bossuyt (Mobiel21)

Coordination of Good Practice Examples

Lasse Brand, Lisa Marie Brunner (Rupprecht Consult); Matilde Chinellato (EUROCITIES); Maija Rusanen, Esther Kreutz (UBC Sustainable Cities Commission); Thomas Morey, Alessia Giorgiutti (Polis); Elma Meskovic, Ana Dragutescu, Marko Horvat (ICLEI)

Authors of the Good Practice Examples

Nebojsa Kalanj (City of Koprivnica); City of Edinburgh Council; Olaf Lewald (City of Bielefeld); BKK Centre for Budapest Transport; Iva Rorečková (Machalová), Lukáš Bača (City of Brno); Kristina Gaučė (Vilnius); Martin Dollesche (Canton of Basel-Stadt); Simone Fedderke (CC-SUM and City of Kassel); Aurélie Dore-Speisser (Grand Nancy Metropole); Catia Chiusaroli (Metropolitan City of Bologna); Andrea Conserva (Circe Foundation); Anna Huttunen (City of Lahti); City of Cluj-Napoca; Maria Zourna (Municipality of Thessaloniki); Georgia Aifantopoulou, Maria Morfoulaki (CERTH/HIT); City of Gdynia; Michael Glotz-Richter (City of Bremen); Andreas Nordin (City of Malmö); City of Deinze; City of Maia; City of Leipzig; Václav Novotný (Prague Institute of Planning and Development); Annelies Heijns (City of Antwerp); Tim Asperges (City of Leuven); Dirk Engels (Transport & Mobility Leuven); Cristina Moliner Hormigos (Madrid City Council); Thomas Durlin, (Cerema); Chris Billington (Transport for London); Bronwen Thornton (Walk21); City of Munich; James Povey (Milton Keynes Council); Kerstin Burggraf (City of Dresden); Lovisa Blomér (City of Örebro); City of Porto; Laura Llavina Jurado (City of Granollers); Tomasz Zwoliński (City of Krakow); Sanna Ovaska (City of Tampere); Juan Carlos Escudero (City of Vitoria-Gasteiz); Mary Malice, Christophe Doucet (Tisséo Collectivités, Toulouse); Helen Jenkins (City of Birmingham); City of Turin; Neri di Volo, Alan O'Brien (EIB/JASPERS); Wuppertal Institute; Samuel Salem (TheTA Thessaloniki); Merijn Gouweloose (City of Ghent); Ellie Deloffre, Olivier Asselin (Métropole Européenne de Lille); Josep Maria Armengol Villa (Transports Metropolitans de Barcelona); Ben Brisbourne (Transport for Greater Manchester); Steve Heckley (WYCA); GroningenBereikbaar; Chiara Ferroni (Fondazione Torino Wireless); Anders Söderberg (City of Lund); Municipality of Donostia/San Sebastian; Jose Augusto Batista Vieira (Câmara Municipal do Funchal); Matic Sopotnik (City of Ljubljana); Lamia Rouleau-Tiraoui (Métropole de Nantes); Jorge Romea Rodriguez (Rivas Vaciamadrid), Loredana D. Modugno (Ginosa Municipality), Eleftheria Spanou (Kilkis Municipality)

Peer reviewers

Prof Peter Jones, Professor of Transport and Sustainable Development, University College London; Prof Anthony D May OBE FREng, Emeritus Professor of Transport Engineering, Institute for Transport Studies, University of Leeds; Frank Wefering, Director of Sustainability (Greenman-Pedersen, Inc.), New York.

Experts that provided extensive comments

Thomas Durlin (Cerema); Caroline Mattsson (Trivector); Ivo Cré (Polis); Tom Rye (Edinburgh Napier University); DG MOVE; DG REGIO; DG Environment; Innovation and Networks Executive Agency (INEA); European Investment Bank/Jaspers Programme

LAYOUT

Rebekka Dold, Grafik Design & Visuelle Kommunikation

SUMP helps to meet the challenges of the climate crisis!



Photo: freepik



Photo: Christopher Hunt/GQ Magazine/PA Wire

SUMP is going global!



Thank you for your attention!

Siegfried Rupprecht

www.rupprecht-consult.eu

www.mobility-academy.eu

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+49 221 60 60 55 0

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