Supporting and monitoring SUMPs
The SUMI indicator set and SUMP Self-Assessment

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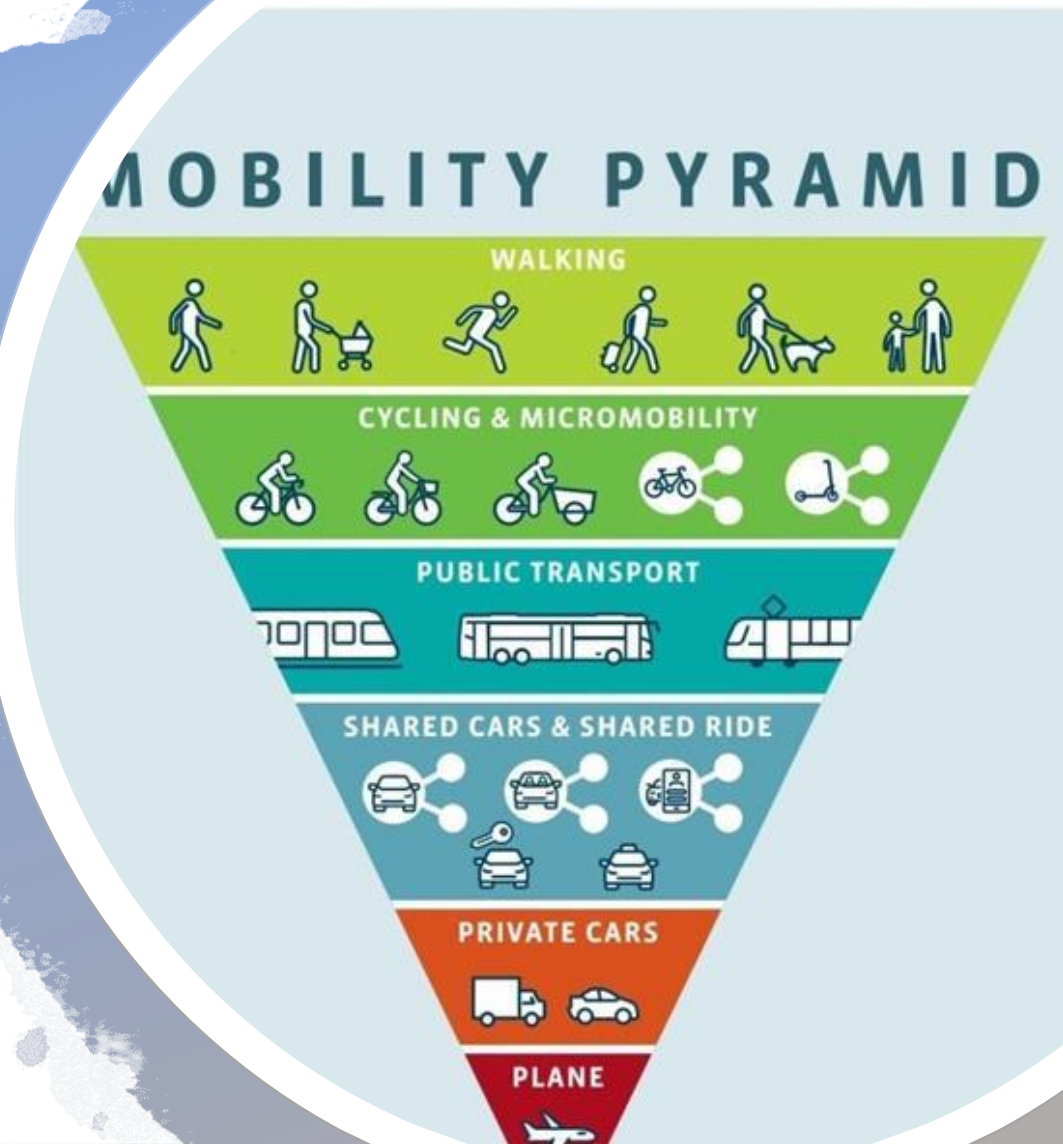
Good mobility planning for multiple urban mobility challenges

- Need for **integrated policies to**
  - **solve persistent** and **interconnected** mobility problems
  - **decarbonise** transport activities
  - **tackle crisis for the urban mobility system like Covid-19**
  - **respond to** fundamental **disruptions** through ‘game changers’
- **SUMP**
  - is the **standard for integrated mobility planning** in Europe and is strongly promoted by EU
  - will be a **pre-condition for receiving funding** from EU and EIB
- **SUMI and the SUMP Self-Assessment tool** are measures to ensure high-quality SUMP development and implementation and to accelerate deployment of mobility policies



The SUMI indicator set

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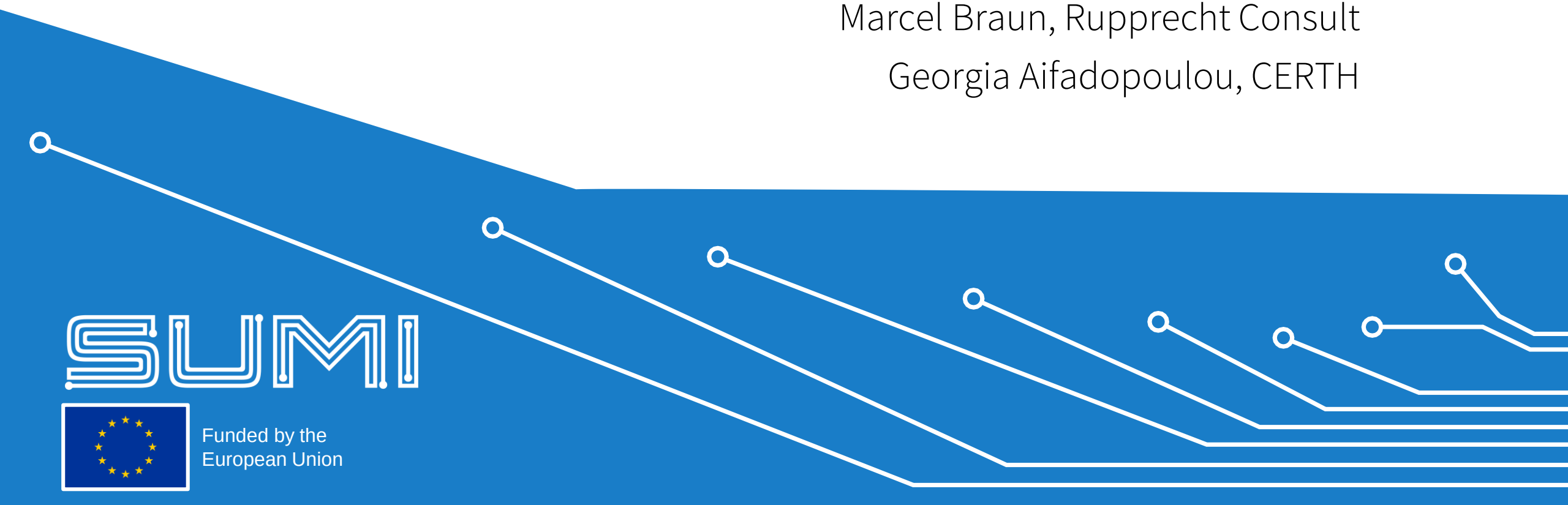


SUMI

Funded by the
European Union

An overview of the SUMI project

SUMI provided technical support on **sustainable urban mobility indicators** (EC-funded, Dec 2017-Aug 2020)

Key activities

- **Review and "Europeanisation"** of indicator set originally developed by the World Business Council for Sustainable Development (**WBCSD**)
- Provision of **technical support** to 46 European urban areas to test the indicator set
- Collection of **learnings** from the cooperating urban areas
- Preparation of **recommendations** for the EC
- Development of **benchmarking tool**

https://ec.europa.eu/transport/themes/urban/urban_mobility/sumi_en

SUMI indicators

Core Indicators

#1: **Affordability** of public transport for the poorest group
#2: **Accessibility** for mobility impaired groups
#3: **Air pollutant** emissions
#4: **Noise** hindrance
#5: **Road deaths**
#6: **Access** to mobility services
#7: Emissions of **greenhouse gases**
#8: **Congestion** and delays
#9: **Energy** efficiency
#10: Opportunity for **active mobility**
#11: **Multimodal** integration
#12: Satisfaction with **public transport**
#13: Traffic **safety** active modes

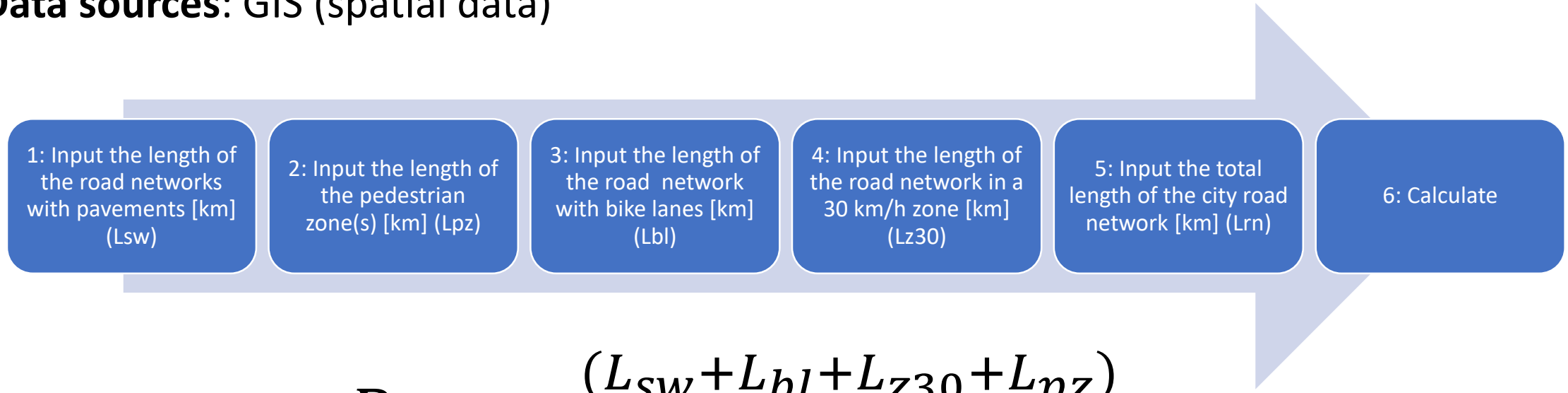
Modal Split (not an indicator but parameter for several indicators)

Non-Core Indicators

#14: Quality of **public spaces**
#15: Urban functional **diversity**
#16: Commuting **travel time**
#17: Mobility **space** usage
#18: **Security**

Example: Opportunity for active mobility

- **Definition**: Infrastructure for active mobility, namely walking and cycling
- **Parameter**: The length of roads and streets with pavements, bike lanes, 30 km/h (or 20 mph) zones and pedestrian zones related to the total length of a city's road network (excl. motorways)
- **Data sources**: GIS (spatial data)



$$\bullet R_{am} = \frac{(L_{sw}+L_{bl}+L_{z30}+L_{pz})}{L_{rn}}$$

Why should cities use the indicator set?

1) Indicators help evaluating the **effectiveness of measures** (as included in SUMP)
2) Indicators help **identifying strengths and weaknesses** of city's mobility system and **identifying areas for improvement**
3) Indicators allow **measuring improvements** that result from new mobility practices or policies (comparisons across time)
4) SUMI indicators allow performing **EU-level standardised** evaluation of city's mobility system
5) The SUMI indicators allow for a **comparison with other EC cities** of similar size (benchmarking tool)

Why was it useful for the cities to participate in SUMI?

1. Cities conducted for the first time a “self-assessment exercise”, regarding the knowledge and capacities required for the calculation of SUMI indicators.
2. They understood the importance of developing synergies among stakeholders involved in such data collection and urban mobility planning.
3. They recognized that regular and structural monitoring and evaluation of indicators, in comparison also with other urban areas, can improve urban mobility planning and sustainability performance.
4. For the first time, cities achieved good overview of available data that had been collected from different departments & external organisations .
5. New relationships have been established with these other departments and organisations.
6. Indicator calculation results helped cities reassessing ongoing/ planned measures and understand the impact of their policy & measures choice.

Difficulties encountered for indicators calculation

- Fragmentation of data availability & difficulties in data owners' engagement
- Differences in data collection processes and record keeping methods leads to difficulties in comparing, aggregating and compiling data
- Geographical Information Systems (GIS) and Transport modelling tools are not commonly used in urban mobility planning
- Lack of competencies in transport modelling and in data analysis/handling make it difficult for cities to sufficiently feed & assess urban mobility planning and to efficiently understand & address important urban mobility issues.

CERTH-HIT's experience as SUMI Urban Area Coach

SUMP Self-Assessment Tool

Susanne Böhler, Rupprecht Consult

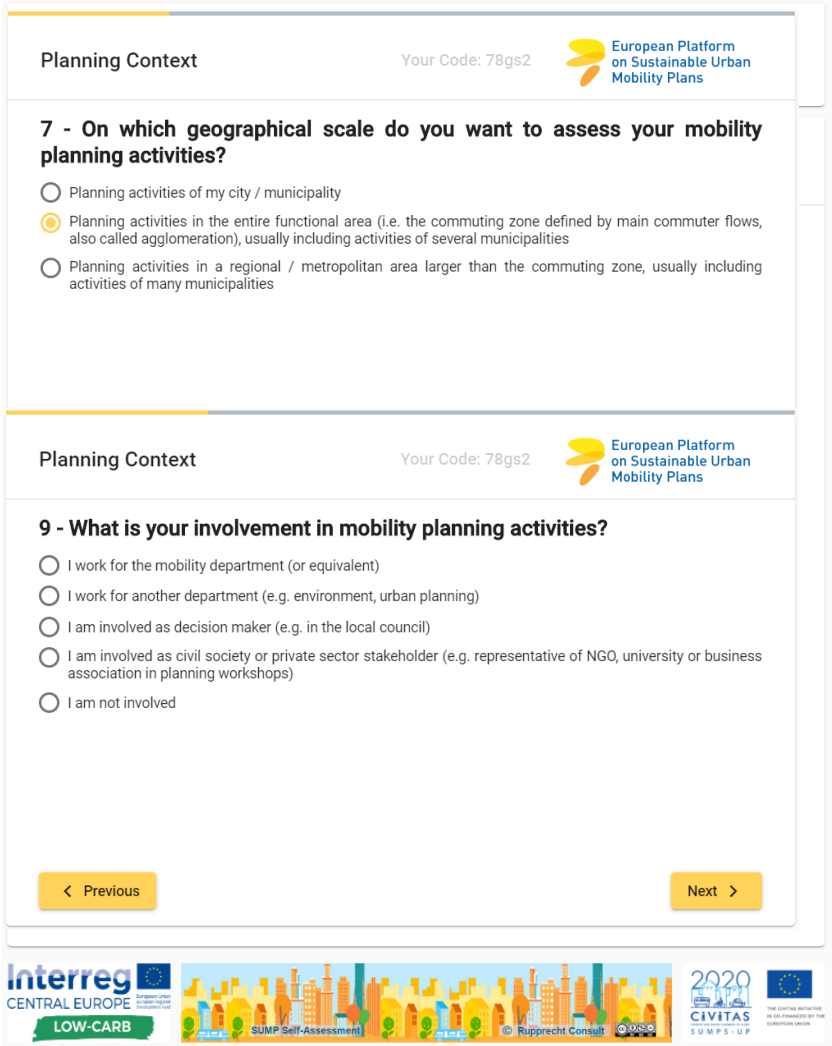
https://sump-assessment.eu/

The tool is available in 13 languages: English, German, Croatian, Czech, Slovak, Hungarian, Italian, Polish, Slovenian, Bulgarian, French, Romanian, Spanish.
Soon to come: Greek and Turkish.

Ensuring planning quality and delivery of sustainable urban mobility policies

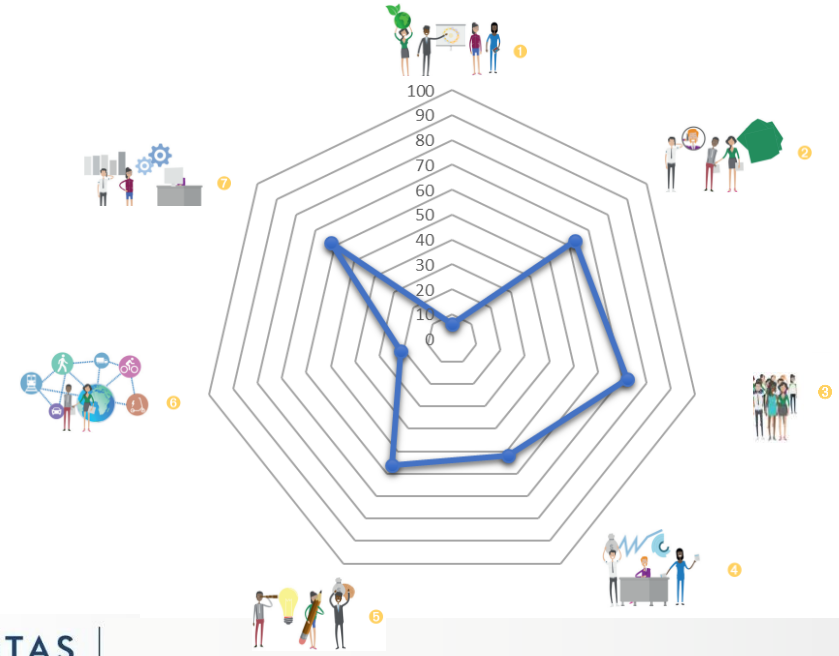
Overview

- part of the **ELTIS** knowledge base
- available online in many **languages** and **free to use** (*www.sump-assessment.eu*)
- **tailor-made sets of questions** for different starting points and at every stage of the SUMP process
- helps cities to identify **strengths and weaknesses** in their mobility planning process
- provides **feedback and inspiration** on how to improve



Concept of the tool

- 30-45 questions
- **Feedback** by SUMP principles
- **Recommendations** (improvements, examples and tools from SUMP Guidelines)
- Individually 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 estab… regular meetings. For example, using this Self-Assessment as a structure for discussions at the first meeting… entify problems that require joint actions.
- If there is good cooperation on some topic, expand it to other areas of com… e.g. leveraging contacts from a common planning process for Park&Ride facilities to start a joint project to build… al bicycle highways or improve commuter train connections). Focus on proven solutions of manageable size tha… nicipalities.
- Formalise existing cooperation to consolidate it (e.g. turnin… on parking planning into an official political committee that meets regularly to decide about parking policies in th… ban area).
- Exploit the potential of data sharing. Exchange … data that is relevant for several municipalities (e.g. on commuter flows), which helps to save costs and imp… y.

Good practices:

- Basel, Switzerland: Cro… ing cooperation for a trinational agglo…
- Grand Nanc… opolitan inter-municipal urban plan for ho… lopment
- Bo… Metropolitan SUMP linking territorial, mobility and l… ics 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:

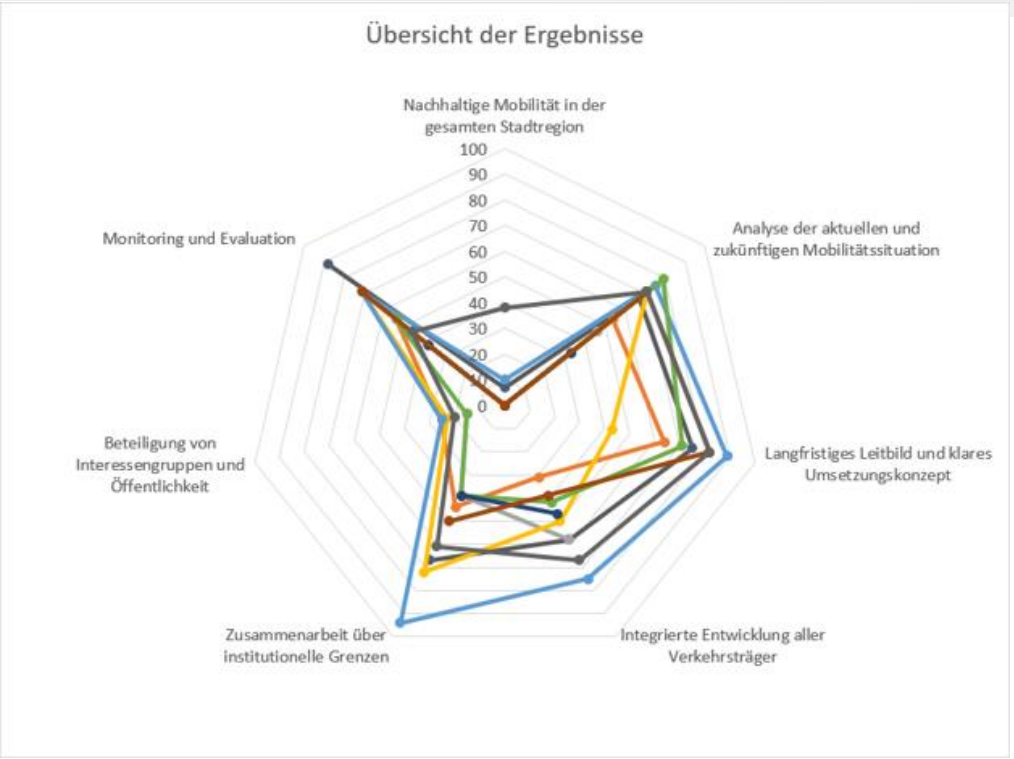
- SUMP Guidelines (2nd ed.) Activity 2.1: Assess planning requirements and define geographic scope (based on 'functional urban area')
- Topic Guide: Sustainable urban mobility planning in metropolitan regions
- Topic Guide: Sustainable urban mobility planning in small cities
- Topic Guide: Sustainable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

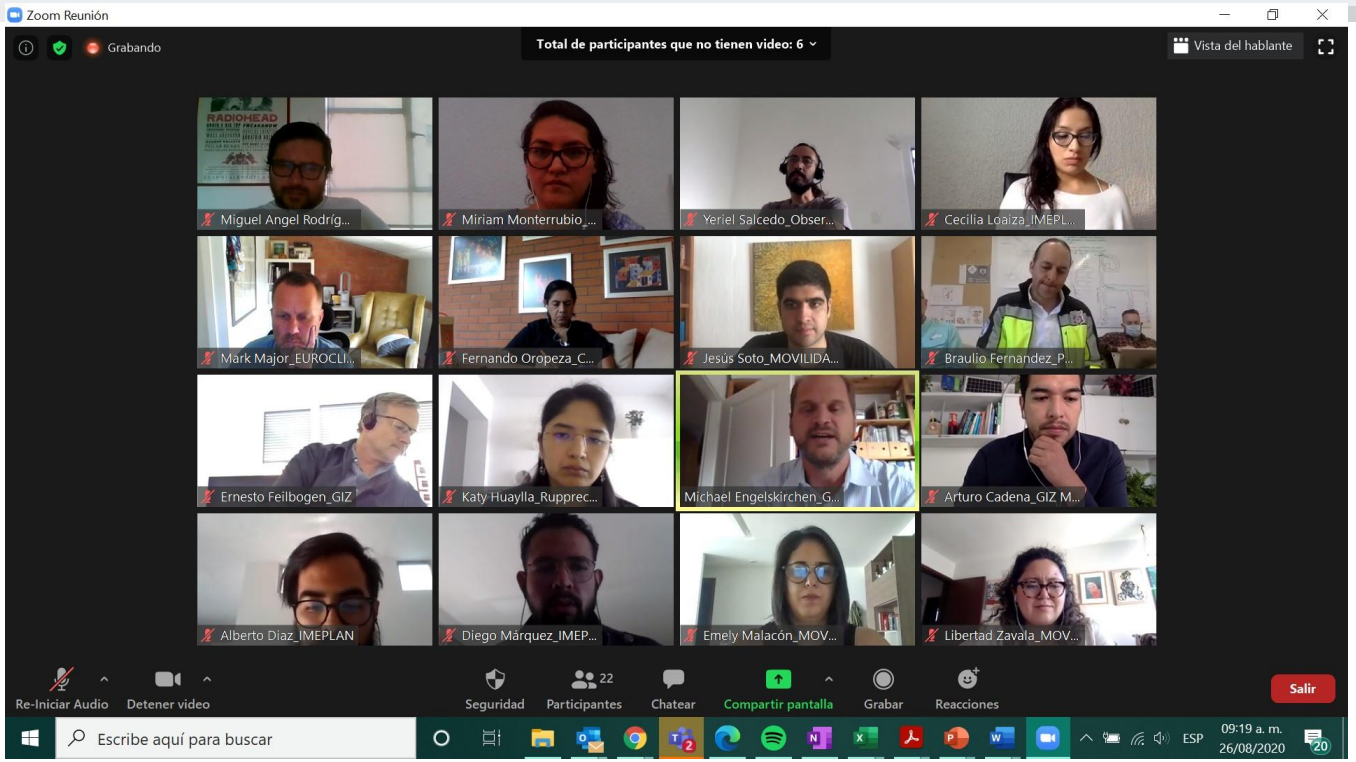
Tools:

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

Tool to assess quality of the planning process.

The SUMP Self-Assessment tool in practice





- **In depth review of planning practices** by the municipality supported by the tool.
- Facilitation of cross-departemental **dialogues and capacity building**.

- **Update of an existing mobility strategy (first generation SUMP)** and guidance towards **next generation SUMP**.
- **Action planning** for the improvement of existing plans and processes.

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Summary

- **SUMI and the SUMP Self-Assessment are two sides of the same coin**.
  - ✓ They support high-quality planning processes and plan developments.
  - ✓ They provide standardised approaches for process evaluation and for impact assessment.
  - ✓ They contribute to the deployment of next generation SUMP, which could respond to the transformation need of the mobility sector.
  - ✓ They enrich Eltis as one knowledge hub for European SUMP.

The SUMI website including the benchmarking tool is now online

https://ec.europa.eu/transport/themes/urban/urban_mobility/sumi_en

Thank you!

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