

POLIS

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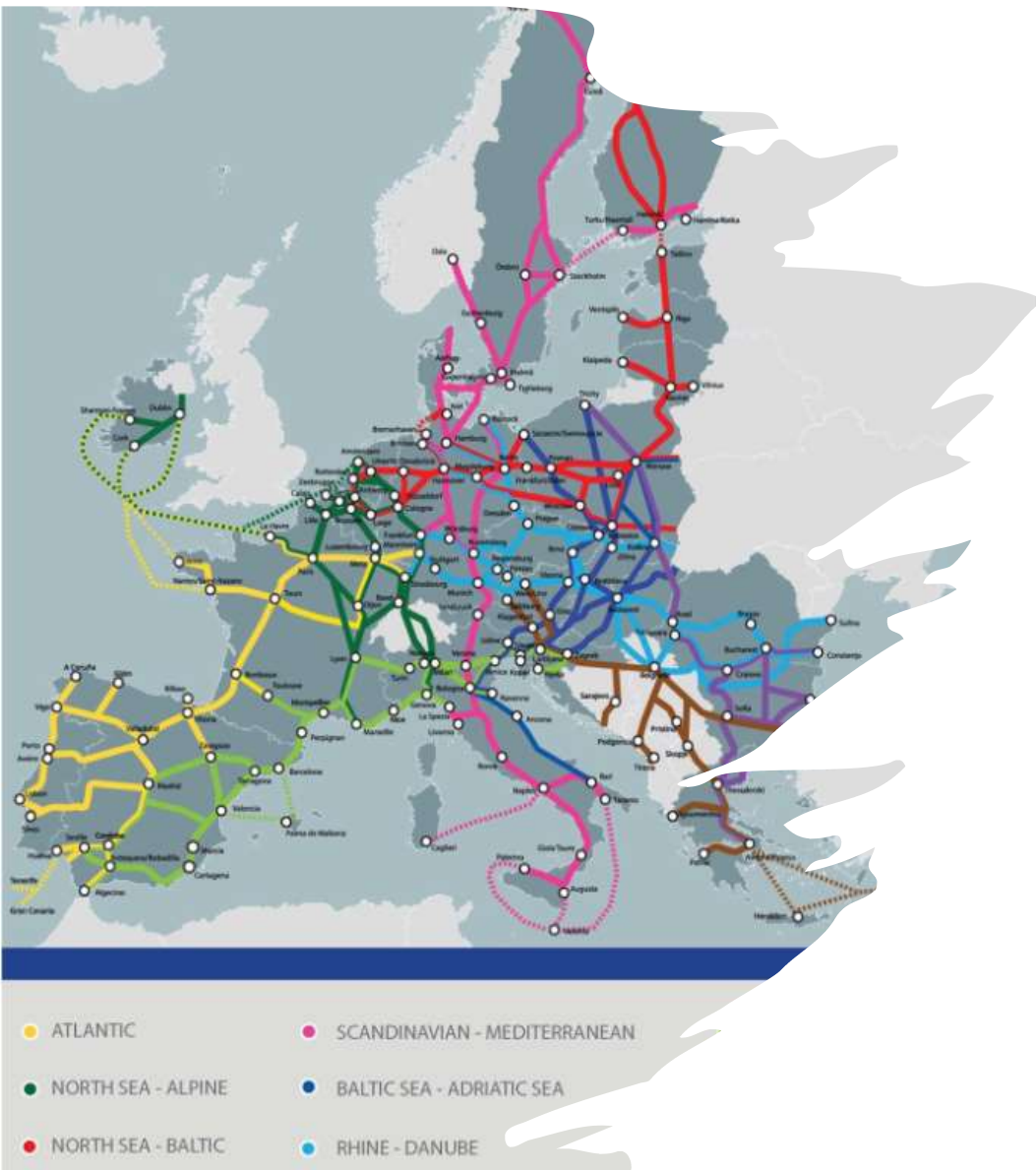
SUMP for Urban Nodes

Session 2F. Local to global: Integrating urban nodes into the TEN-T network

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Policy priorities in the EU – Planning on the Trans-European Network

- **424 Urban Nodes in the EU** (TEN-T revision)
- **Key role** as transport nodes and socio-economic/ technological centres
- **Urban areas > 100.000** on TEN-T + other key cities
- Expectation (of the EU) of **particular contribution to EU sustainable policy objectives** (minimum infrastructure and service level requirements)
- **Obligation to apply SUMP methodology by end 2025** (aim: promote zero-emission mobility)
- Reporting on joint **performance indicators** (SUMI)
- **All urban areas**
 - Supported by **national policies to develop SUMPs**
 - Given a voice via specific **EU Expert Group on Urban Mobility (EGUM)**



SUMP for Urban Nodes - the challenges (related to the core principles)

- Concurrent requirements for **Urban Nodes as hubs** (within urban nodes) **and connectors** (within/inter-urban/EU)
- **Integration of the functional urban area** (1st SUMP principle)
- **Cooperate across institutional boundaries** (multi-level governance framework)
- **Assess current and future performance &**
- **Arrange for monitoring and evaluation** (multi-level influence/impact framework & data collection/integration)





SUMPs – status quo across EU

Fact-Finding Study on Status and Future Needs Regarding Low- and Zero-Emission Urban Mobility (2021)

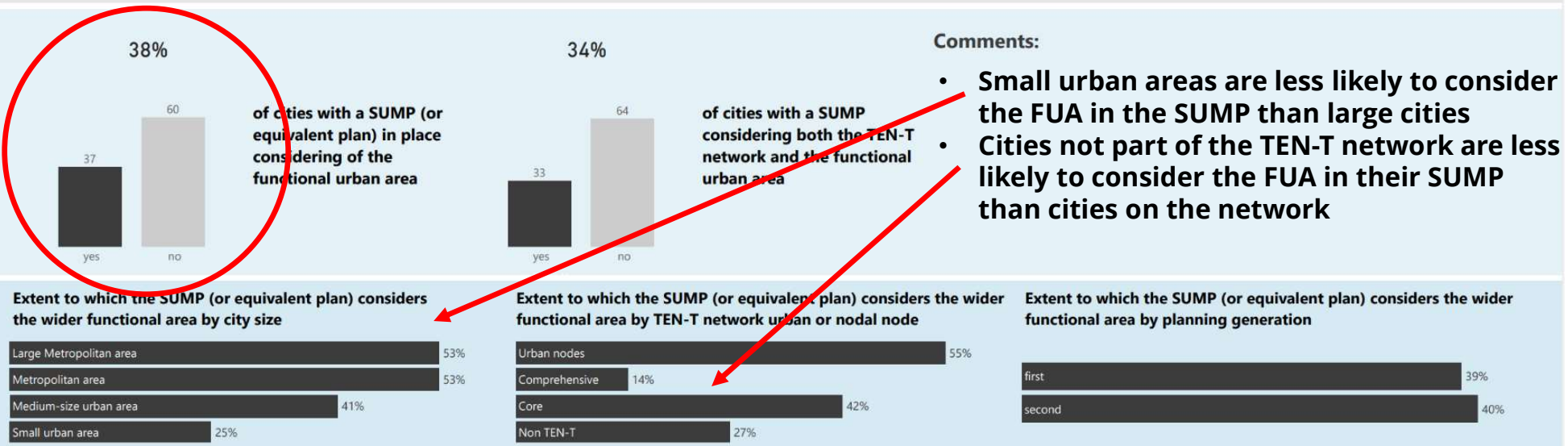
DOMAIN A - SUSTAINABLE URBAN MOBILITY PLANNING

Extent to which SUMP considers the wider functional urban area

Data collection progress  78%

Definition: The area of the SUMP covers the functional urban area of the city.

N = 97 cities

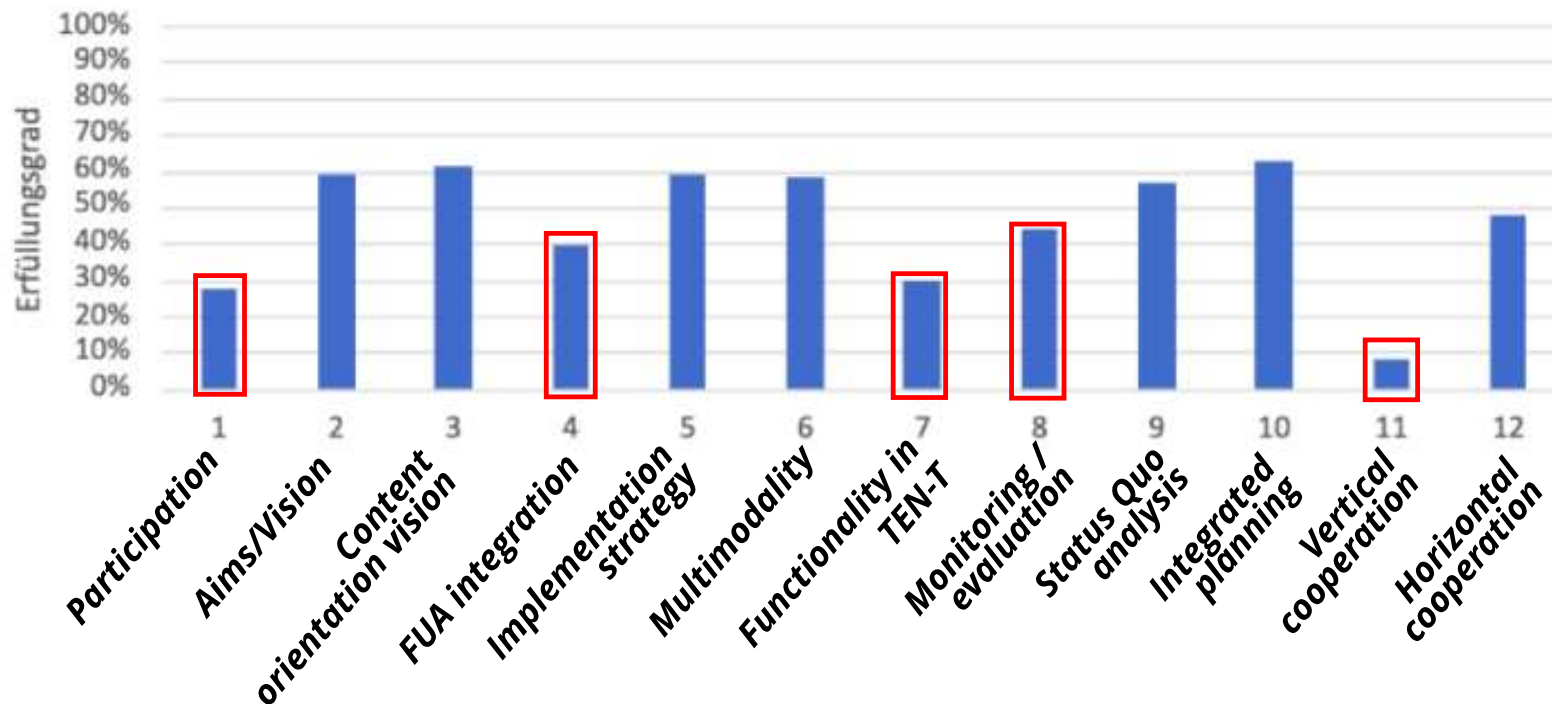


Source: Luxembourg: Publications Office of the European Union, 2021

SUMPs – status urban nodes in DE

Degree of fulfillment of SUMP evaluation criteria (2023)

- stocktaking and analysis – project funded by Federal Ministry for Digital and Transport
n=84 (77 urban nodes plus 7 more cities with > 100.000 inhabitants)



Methodology:

- SUMP self-assessment
- Analysis of existing mobility plans
- Online survey
- In-depth interviews with selected nodes

Integration of FUA – example: self-assessment of metropolitan area

Milestone:
Decision to prepare
a SUMP



SUMP Self-Assessment Tool

0 Start

1 Planning Context

2 Mobility Assessment

3 Vision and Objectives

4 Measurable Targets

5 Integrated Transport

6 Implementation Plan

7 Institutional Cooperation

8 Participation

9 Monitoring and Evaluation

Results

Imprint

Privacy policy

Already started the Self-Assessment? Reload Assessment

Start

Welcome to the SUMP Self-Assessment

The SUMP Self-Assessment helps you to **evaluate and improve mobility planning** in your city or functional urban area. The results page will show you how well your planning activities fulfill the [principles of a Sustainable Urban Mobility Plan \(SUMP\)](#), enabling you to identify the strengths and weaknesses of your approach. It will provide you with **tailored advice for further improvement**, good practice examples and links to guidance for your specific situation.

The SUMP Self-Assessment can be used to **both assess the quality of a specific strategic mobility plan, and to evaluate planning activities in general**. This makes it useful at all stages of the planning process - e.g. to assess what to improve when starting a SUMP, to readjust activities throughout the process, or to assess the plan quality when finalising or having completed a SUMP. To achieve an assessment that fits your situation, there are **tailored sets of questions depending on your planning context and interest** (assessment of a strategic mobility plan, or of planning activities in general).

The SUMP Self-Assessment should be **completed by one or several persons who are well acquainted with mobility planning activities in your city or functional urban area** (and with the SUMP and its development process if you want to assess plan quality). It is possible that one person answers on behalf of the mobility planning team or the team having that role. However, for greater accuracy we recommend that several people fill in the questionnaire (which could include colleagues from other departments, other municipalities, regional organisations, decision makers and key stakeholders involved in mobility planning or plan development). You can gain highly relevant insights if you then compare similarities and differences in responses of different stakeholders, e.g. in a workshop.

German

Hungarian

Italian

Polish

<https://sump-assessment.eu/>

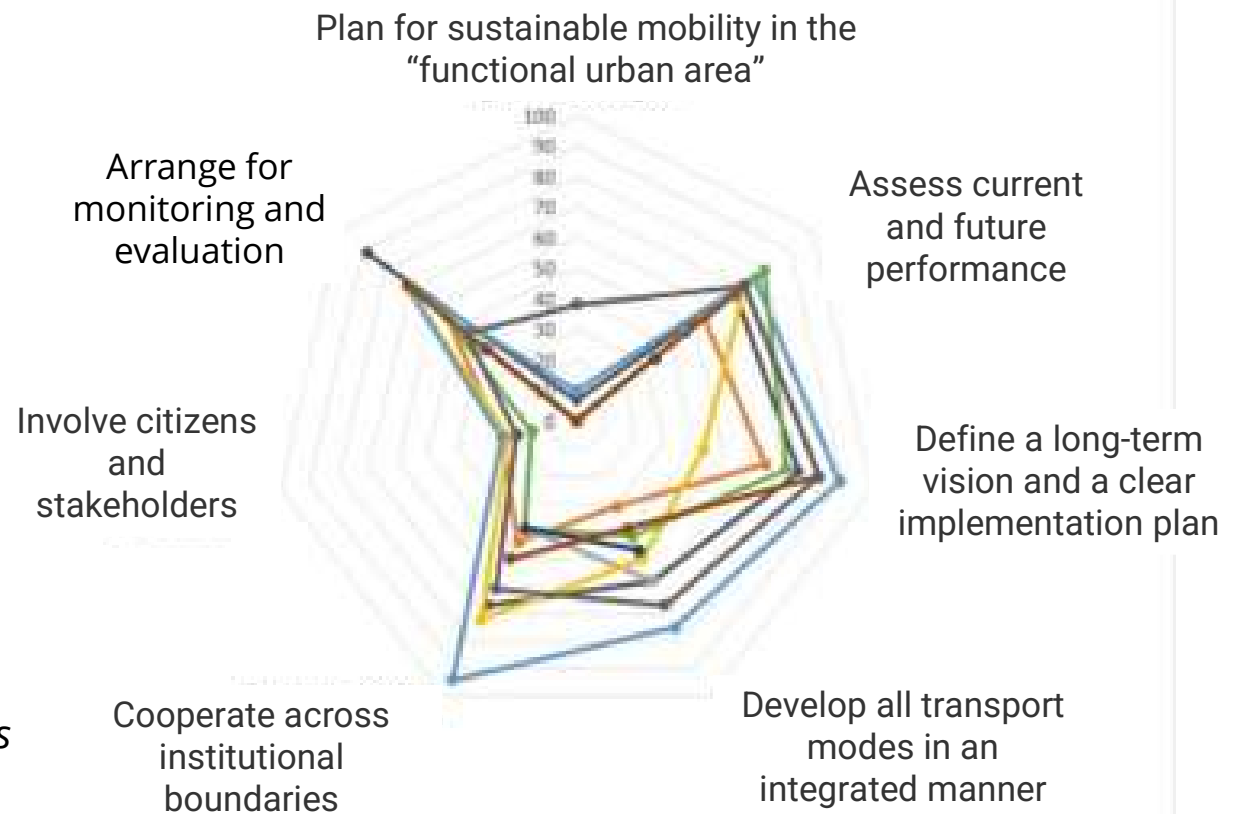


Integration of FUA – example: self-assessment of metropolitan area

**Joint SWOT
WS with
SUMP Self-
Assessment
Tool as a
starting
point**

Participation of 9 communities of a metropolitan area resulting in

- identification of similarities and differences in the planning process*
- to align joint mobility planning approach for the FUA*



Integration of FUA - example: focus on important economic/industrial area

Milestone:
Decision to prepare
a SUMP

Leipzig Local Partners:



- Focus on „North Area“ of Leipzig FUA
- Integration of important mobility/ transport hubs (airport / logistics centre)
- Cooperation with big companies like Amazon, DHL, BMW, Porsche
- Establishment of „round table“ work structure
- Create synergies between Mobility Masterplan for „North Area“ (incl. own Action Plan) and SUMP Leipzig (incl. joint financing)

01

Set up
working
structures

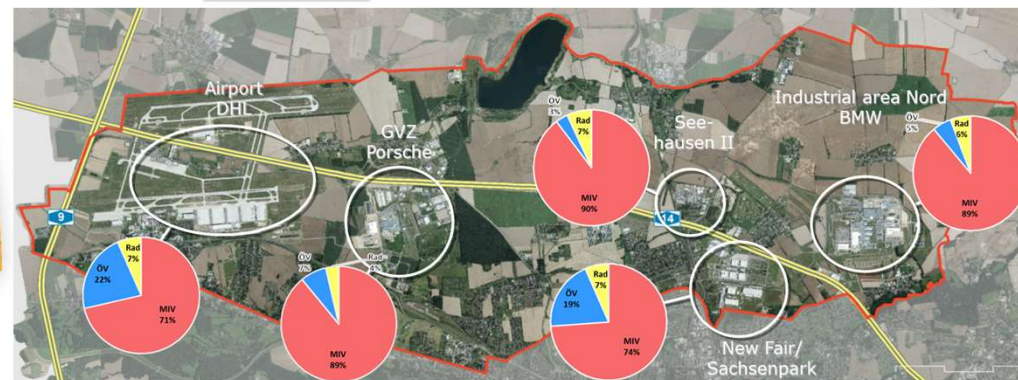
02

Determine
planning
framework

03

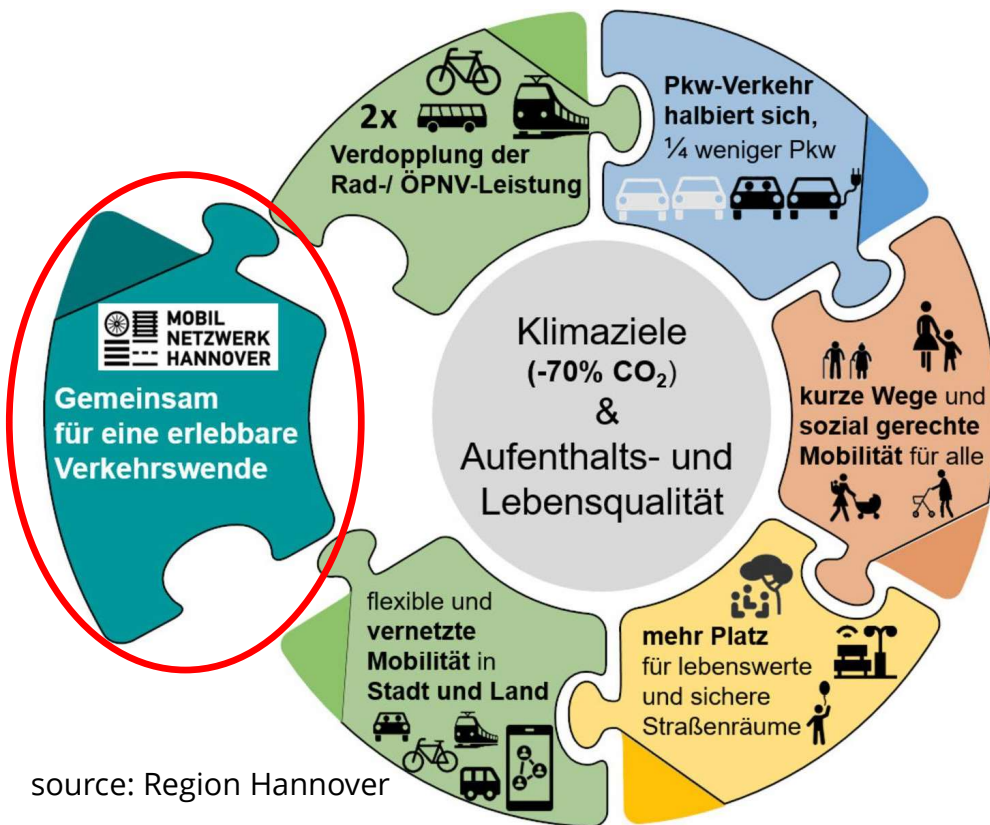
Analyse mobility
situation

Preparation & analysis



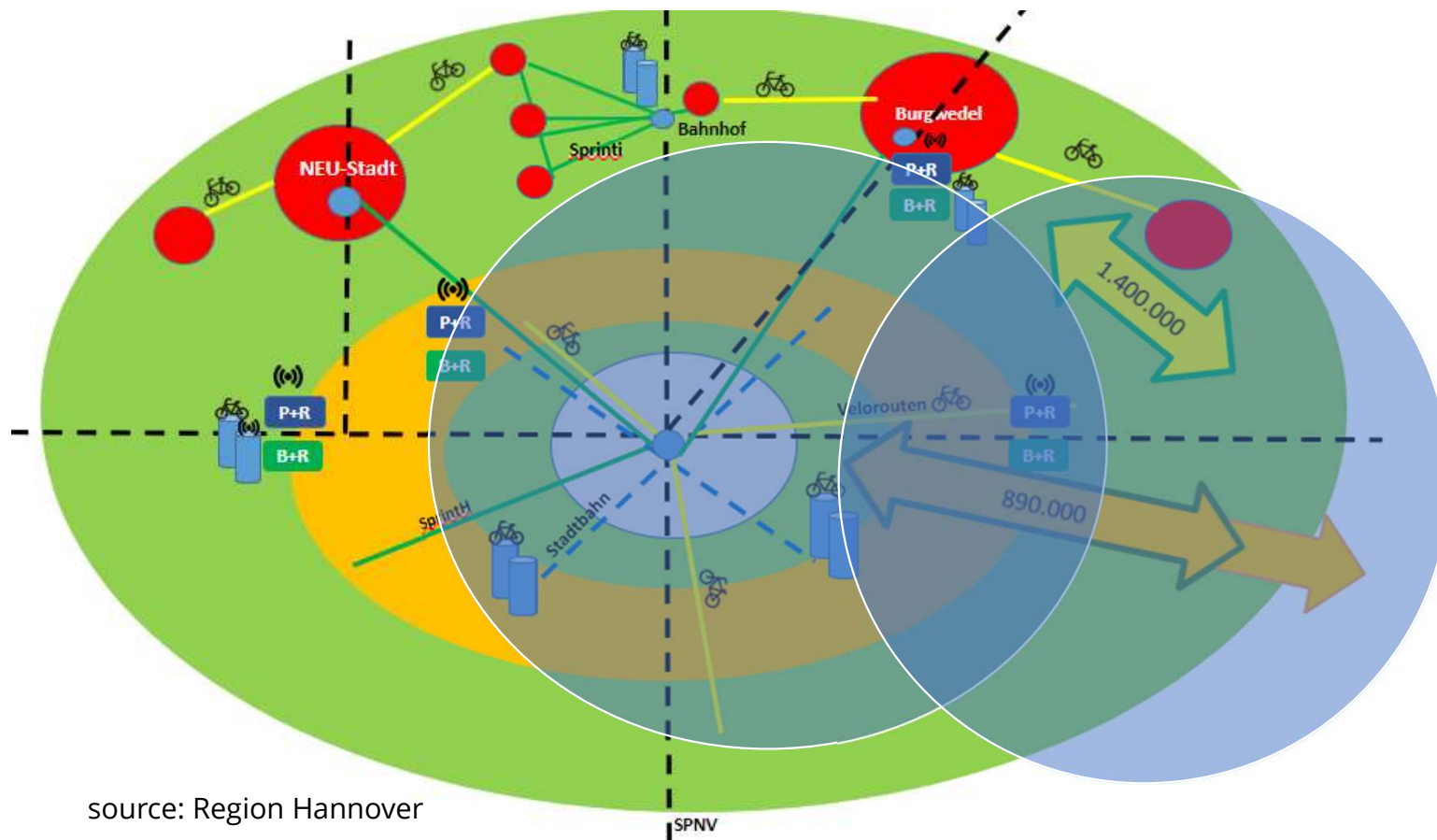
ca. 20.000 new
jobs will be
created in this
area over the
coming years

Integration of FUA – example: integration of regional/local SUMP



- SUMP for Region Hannover - VEP 2035+ (21 communities, incl. city of Hannover)
- Adopted by a large majority in the regional assembly in July 2023
- Institutionalised organisational framework through the “Mobilnetzwerk Hannover” to strengthen the cooperation between municipalities and regional administration, traffic planning as well as urban/regional society, business and science
- Joint alignment with the SUMP for the city of Hannover (to be kicked off soon)

Integration of FUA – example: integration of regional/local SUMP



source: Region Hannover

- Overlap of regional and local SUMP – both addressing FUA scope and
- the basis for synergies in the joint development & implementation of SUMP measures (incl. financing)



Arrange for monitoring and evaluation



High demand and requirements for integrated data collection, processing and use at local, regional, national and EU level!

www.mobidrom.nrw

napcore

www.napcore.eu

MDM Platform – the National Access Point for Mobility Data

www.mdm-portal.de

Mobilitätsdashboard der Stadt Aachen



<https://verkehr.aachen.de>

SUMI indicators

<https://civitas.eu/tool-inventory/sumi-sustainable-urban-mobility-indicators>

Core Indicators

- | | |
|--|--|
| #1: Affordability of public transport for the poorest group | #9: Energy efficiency |
| #2: Accessibility for mobility impaired groups | #10: Opportunity for active mobility |
| #3: Air pollutant emissions | #11: Multimodal integration |
| #4: Noise hindrance | #12: Satisfaction with public transport |
| #5: Road deaths | #13: Traffic safety active modes |
| #6: Access to mobility services | Modal Split (not an indicator but parameter for several indicators) |
| #7: Emissions of greenhouse gases | |
| #8: Congestion and delays | |



Conclusions

- Due to importance of urban nodes and their multi-level planning and impact framework, SUMP for urban nodes are challenging!
- Integration of functional urban area (1st SUMP principle) of high(er) relevance for urban nodes SUMP (need for vertical cooperation).
- Several approaches to FUA integration are possible, but it is important that the consideration of the FUA planning principle is documented - with justification for the chosen approach to quality assurance (our recommendation!).
- SUMP principle “arrange for monitoring and evaluation” to be considered as a capacity building programme – from data to information and knowledge for mobility planning in urban nodes.



**Thank you for
your attention!**



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