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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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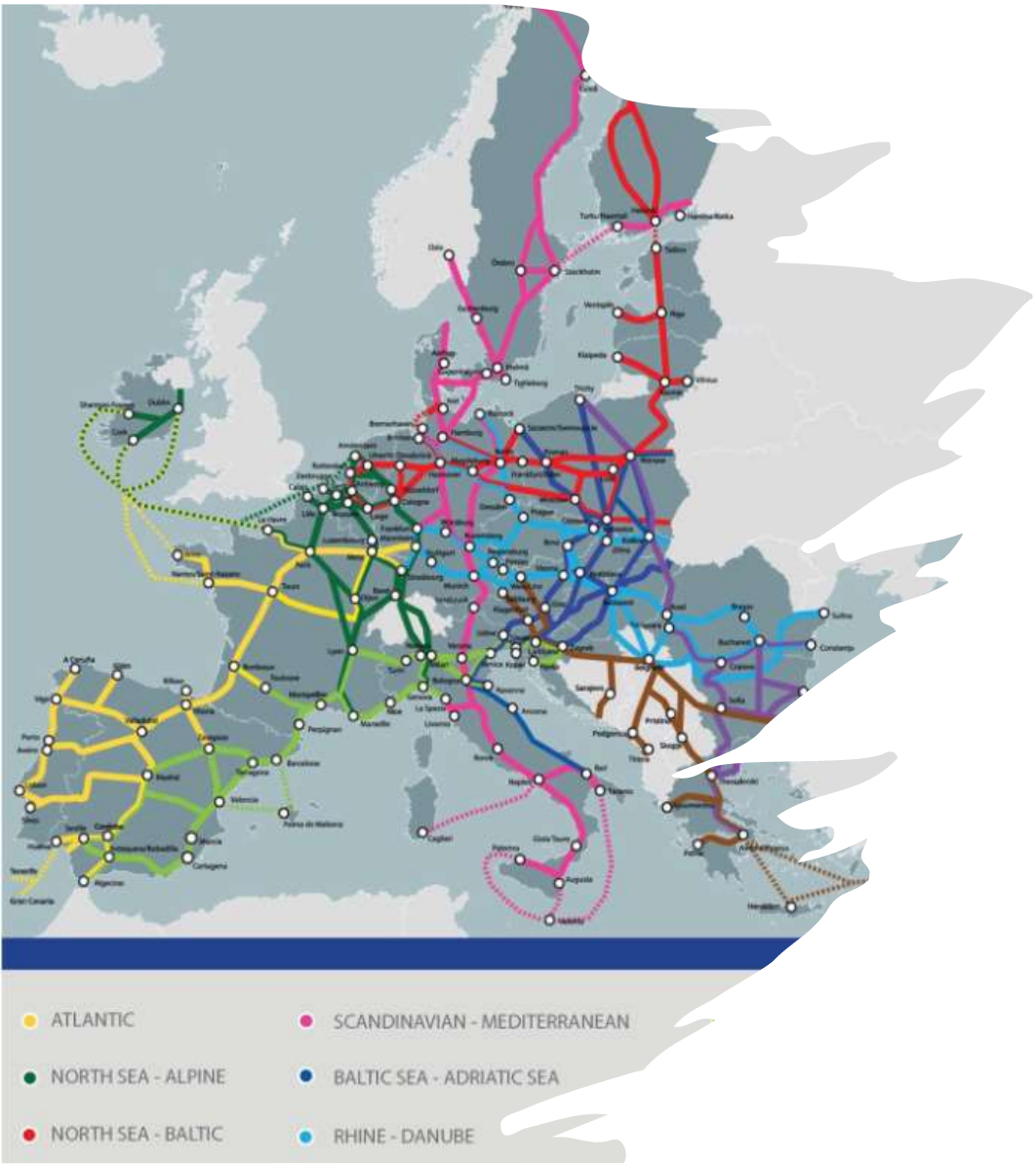



# Policy priorities in the EU – Planning on the Trans-European Network

- **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)

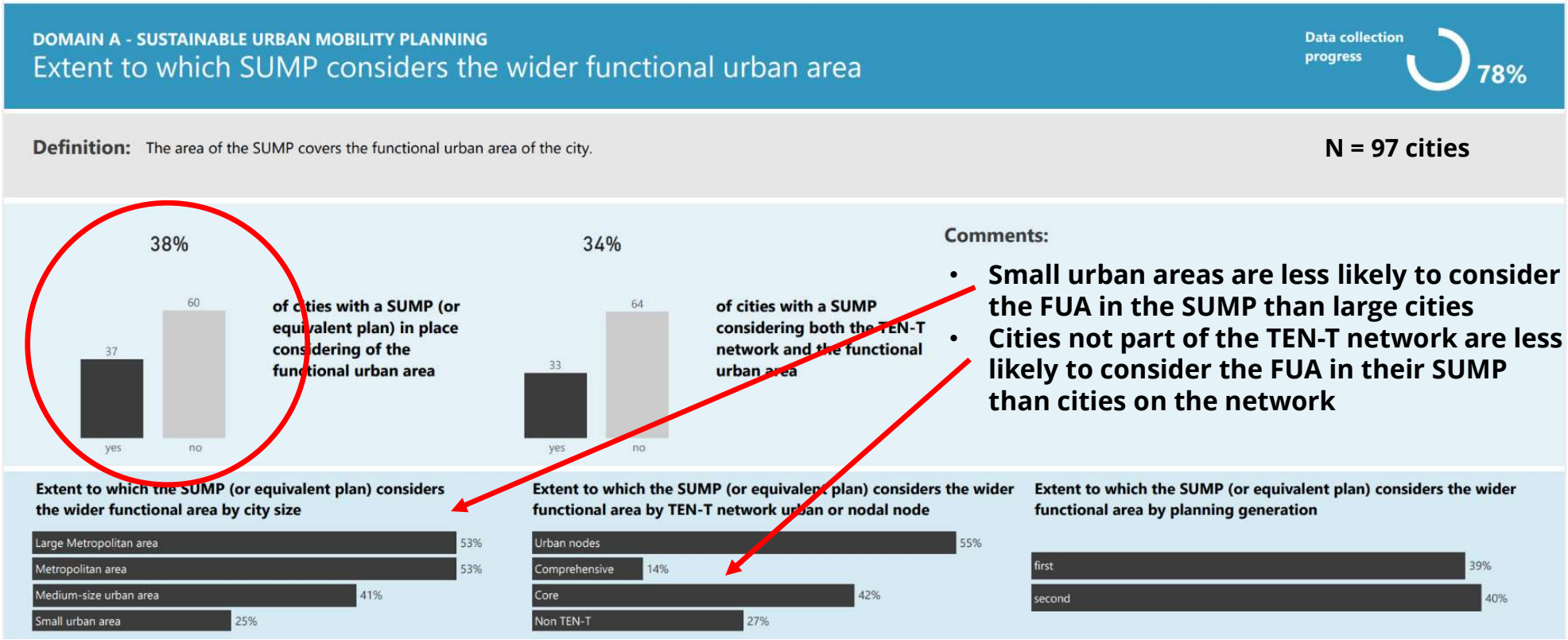
- **All urban areas**
- Supported by **national policies to develop SUMPs**
- Given a voice via specific **EU Expert Group on Urban Mobility (EGUM)**

# 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)

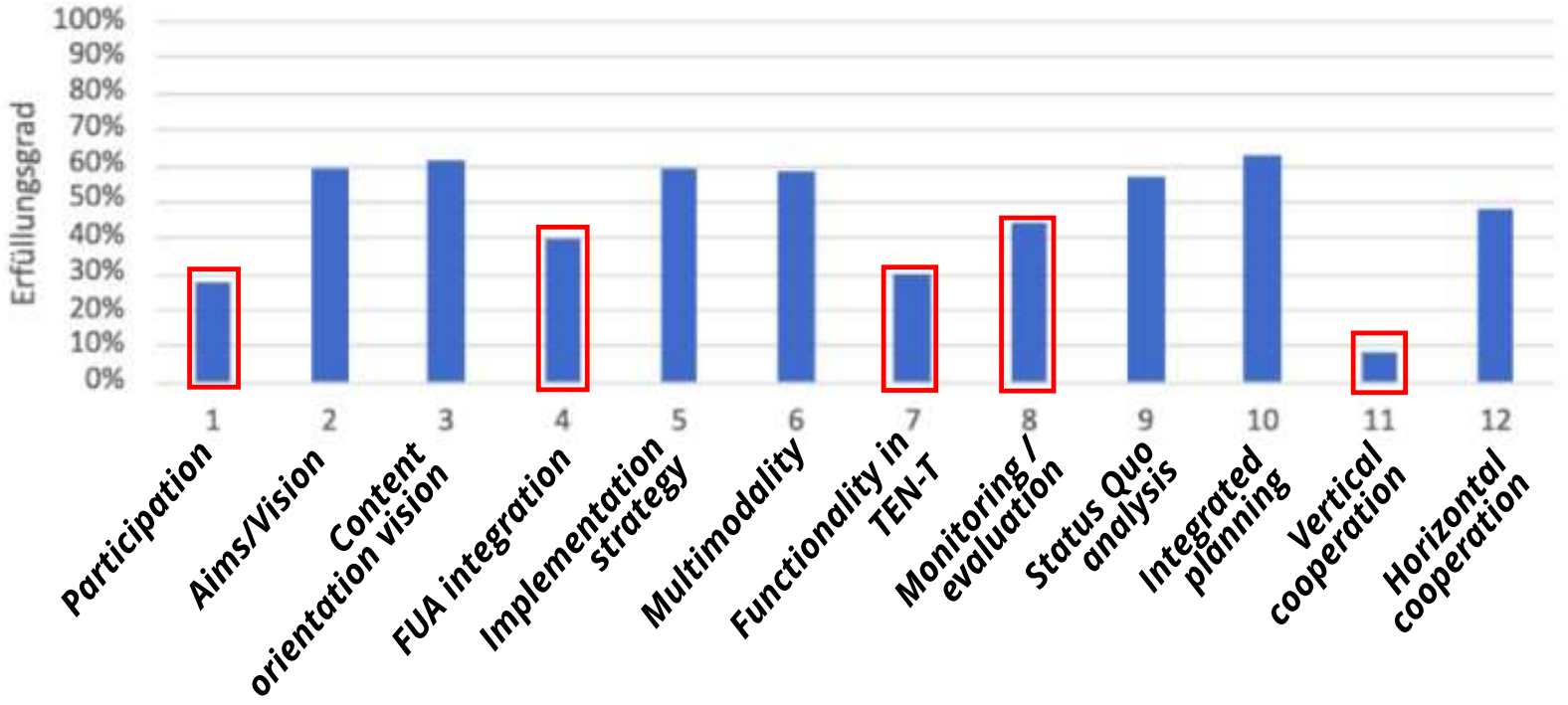



Source: Luxembourg: Publications Office of the European Union, 2021

# 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)

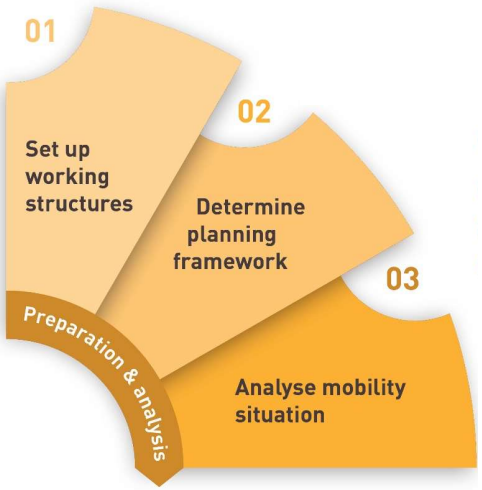


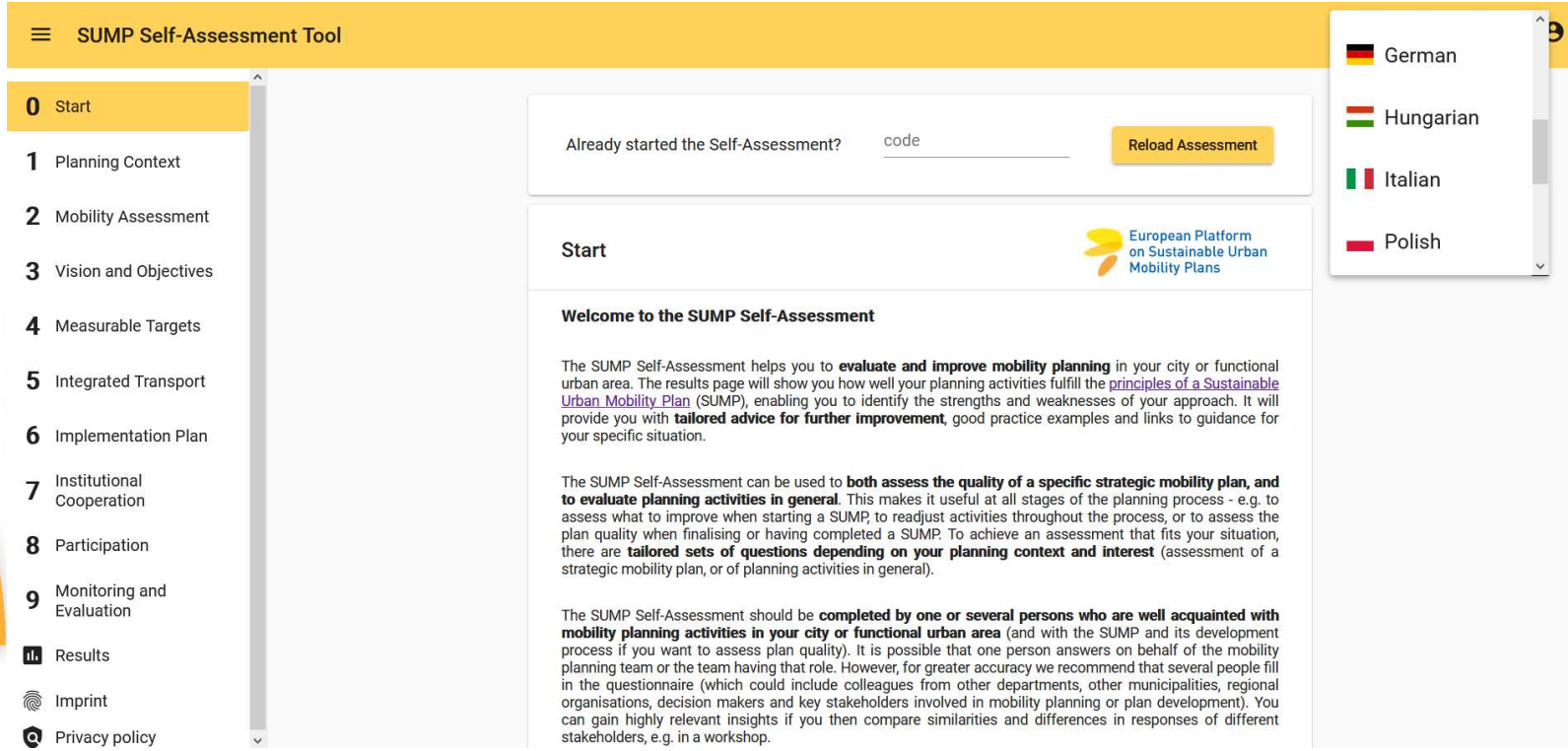

***Methodology***:

- 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**



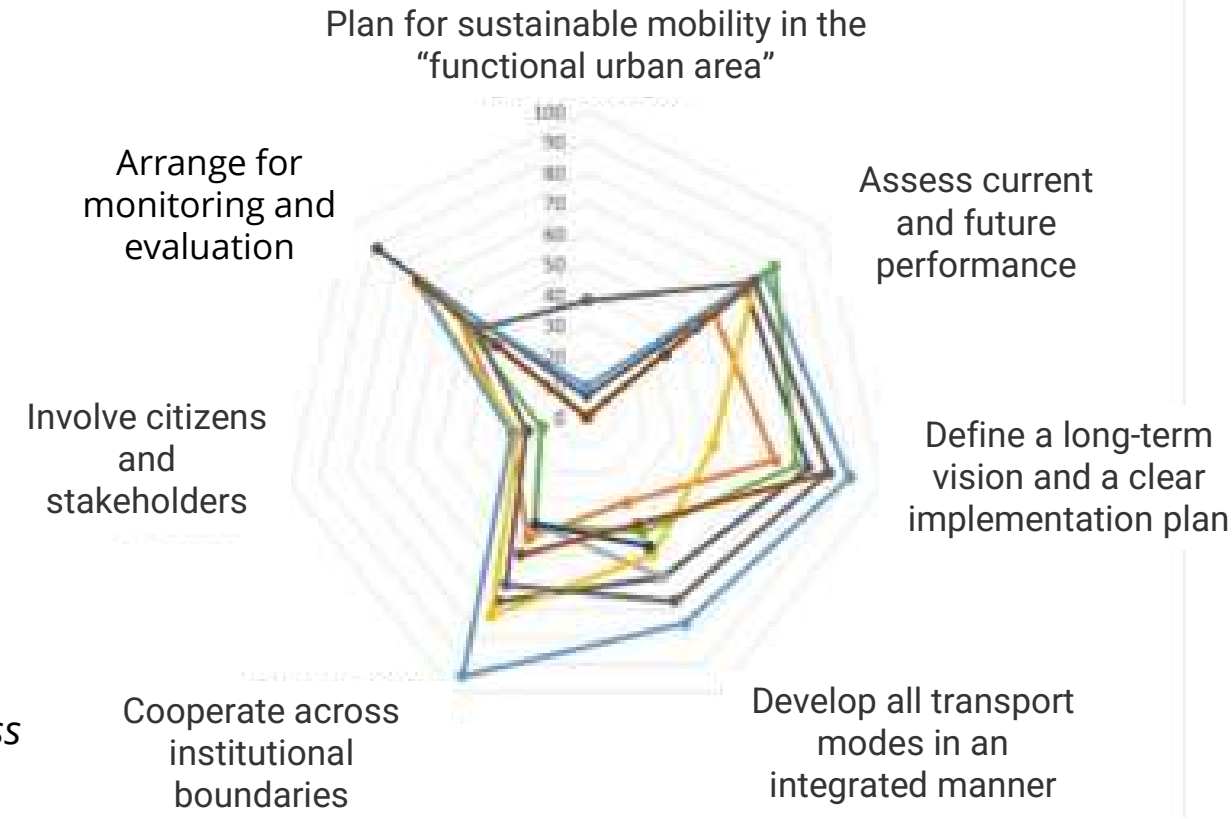

https://sump-assessment.eu/

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

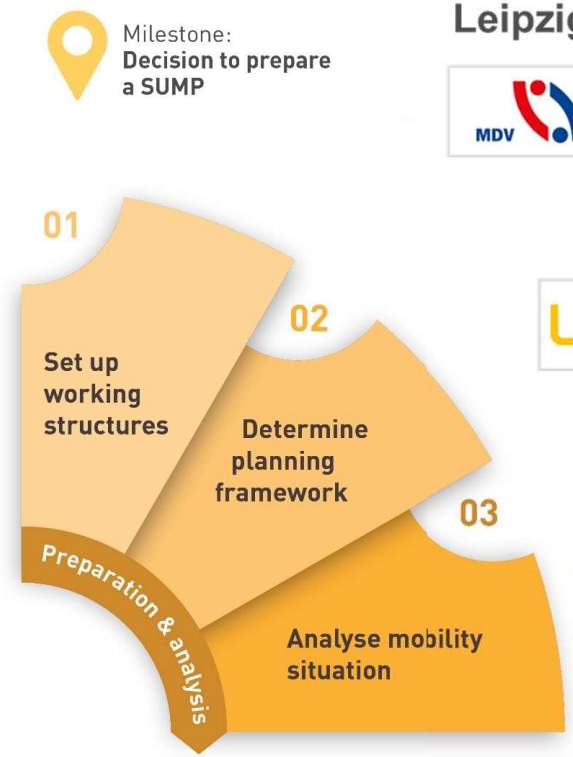
**Joint SWOT WS with SUMP Self-Assessment Tool as a starting point**

*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*

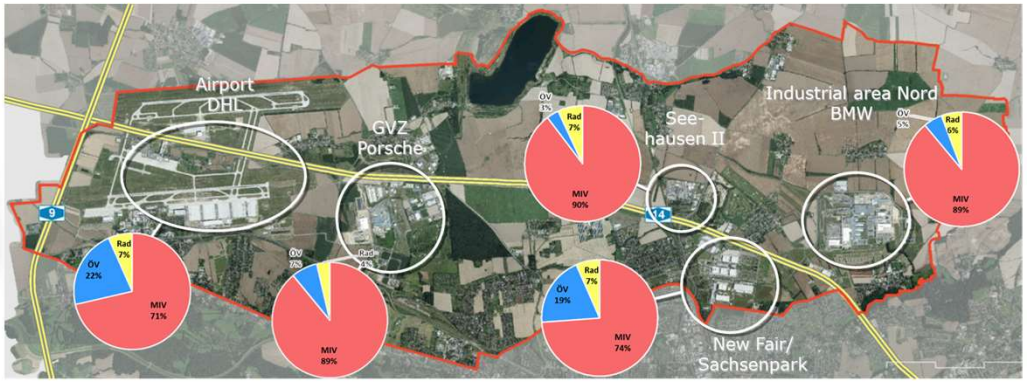


# Integration of FUA – example:
## focus on important economic/industrial area



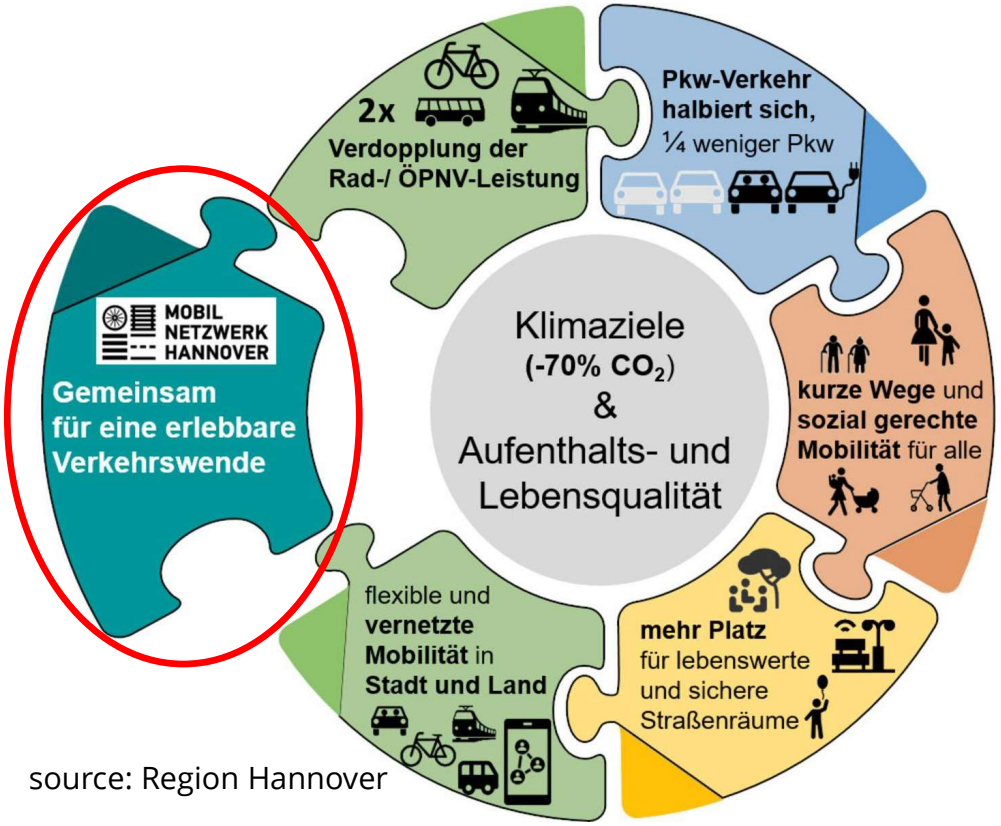


- Focus on „North Area“ of Leipzig FUA
- Integration of important mobility/ transport hubs (airport / logistics centre)
- Cooperation with big companies like Amazon, DHL, BMW, Porsche
- Establishment of „round table“ work structure
- Create synergies between Mobility Masterplan for „North Area“ (incl.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




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

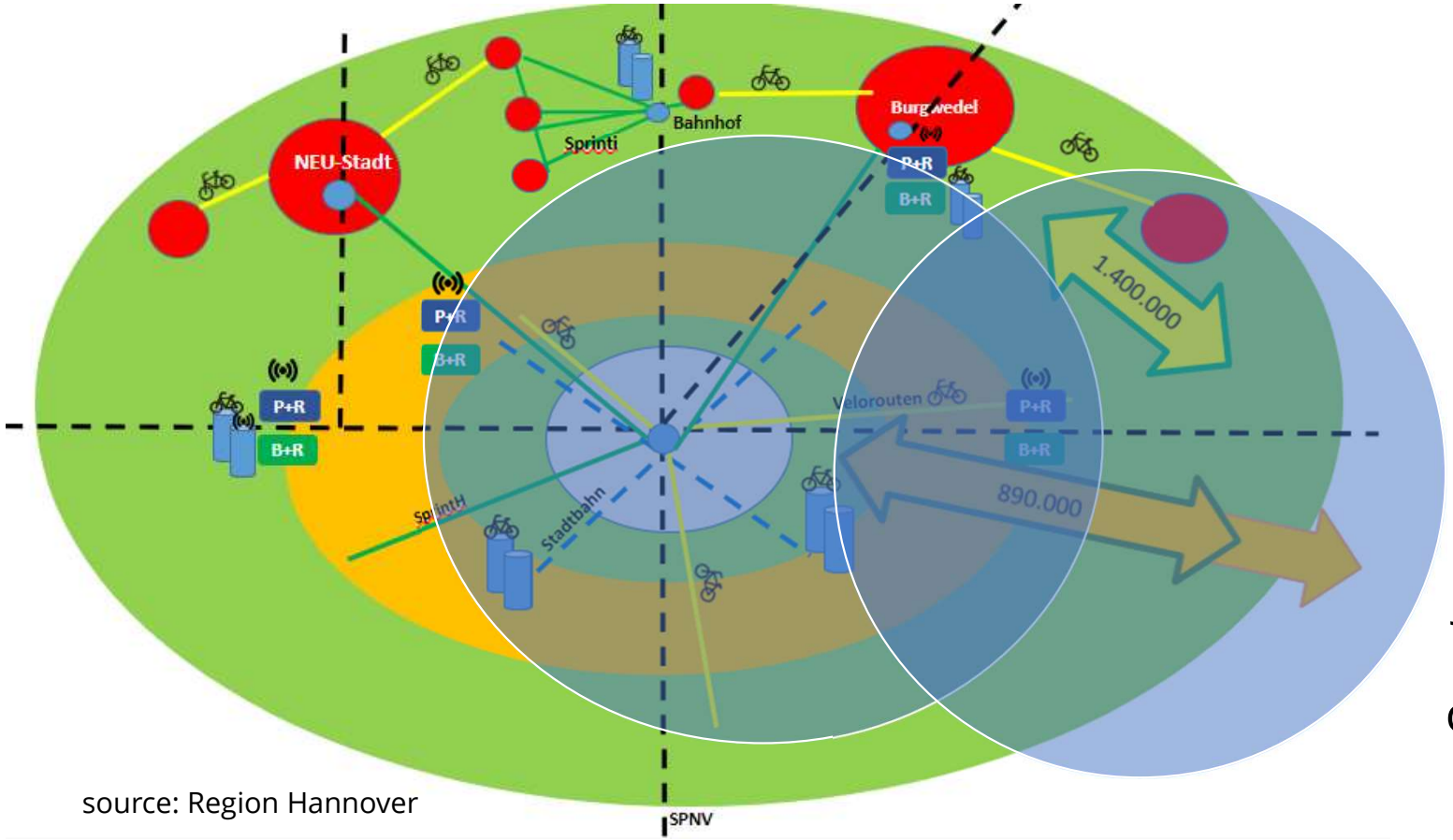
# Integration of FUA – example: integration of regional/local SUMP




source: Region Hannover

- 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)

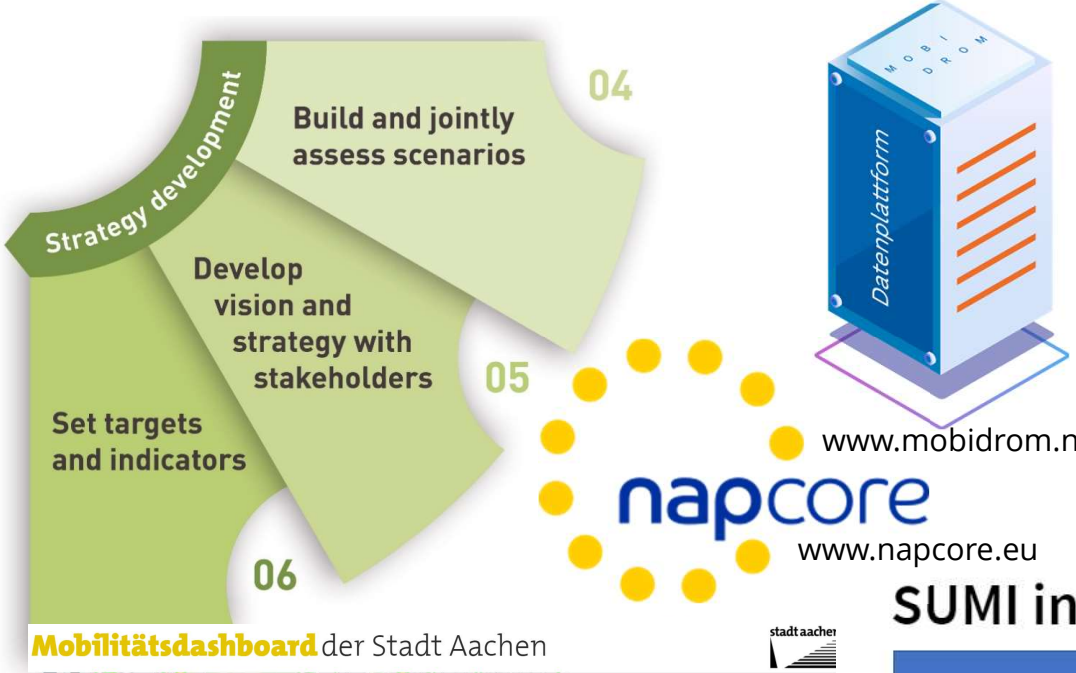
# Integration of FUA – example: integration of regional/local SUMP




source: Region Hannover

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

# Arrange for monitoring and evaluation







www.mobidrom.nrw

napcore

www.napcore.eu

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

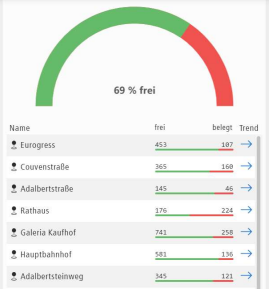
MDM Platform – the National Access Point for Mobility Data

www.mdm-portal.de

**Mobilitätsdashboard** der Stadt Aachen

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, SUMPs for urban nodes are challenging!
- Integration of functional urban area (1st SUMP principle) of high(er) relevance for urban nodes SUMPs (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.

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# Thank you for your attention!

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