POLIS ANNUAL CONFERENCE 2023
CITIES AND REGIONS FOR TRANSPORT INNOVATION

2G.
Next generation SUMPs

02:30 PM - 04:00 PM

Governance & Integration

Session 2G: Next Generation SUMPs

Planning better for uncertainty in SUMP using different types of scenario

Triple Access Planning for Uncertain Futures

leuven

- Tom Rye, Urban Planning Institute of Slovenia (UIRS) and Molde University College Norway, with inputs from colleagues at UIRS, University of West of England, Radboud University Nijmegen, University of Cagliari, and KTH Stockholm

Scenarios in EU SUMP Guidelines

Triple Access Planning for Uncertain Futures

- Well on the one hand (**Rupprecht Consult** (2019, p 82) says a scenario is:

Description of... the future… relevant to urban mobility, including likely … external factors (e.g. demographic and economic…), as well as … strategic policy priorities (e.g. strong active mobility or electromobility focus).

- But on the other, examples in Guidelines are like these, from Leipzig (*ibid*, p 84)

- **Scenario 1.** Continuation of the current mobility strategy;
- **S2.** Sustainability scenario;
- **S3.** Bicycle City scenario;
- **S4.** Public transport priority scenario; and
- **S5.** Community scenario.

- Typically, what most SUMPs call scenarios are better called ***policy packages***

Other kinds of scenarios – and why use them?

Triple Access Planning for Uncertain Futures

1. Predictive – what we ***predict*** the future ***will*** be like (often quantitative model; often extrapolates current trends)
2. Explorative – what the future ***could*** be like
3. Normative – what we ***want*** the future to be like (a vision)

- 2, 3 - Not focused on policies or measures
- Much more focused on external factors
- Often more qualitative (but don't have to be)

- 2, 3 - Should help **take into account future uncertainties** e.g. wars, pandemics, changing preferences, Elon Musk etc.

Our project, with obligatory map

Triple Access Planning for Uncertain Futures

- **Guidance** on consistent use of **explorative and normative** scenarios in SUMPs to help plan for uncertainty
- (Also focuses on accessibility resulting from physical mobility, spatial proximity and digital connectivity working together)

Academic partners
University of the West of England, UK
Radboud University, Netherlands
Urban Planning Institute, Slovenia
KTH, Sweden
University of Cagliari, Italy

Case study city partners
Bristol City Council
Aberdeen City Council
Nijmegen City Council
City of Utrecht
City Municipality of Nova Gorica
Norrköping Municipality
Cagliari Metropolitan Council

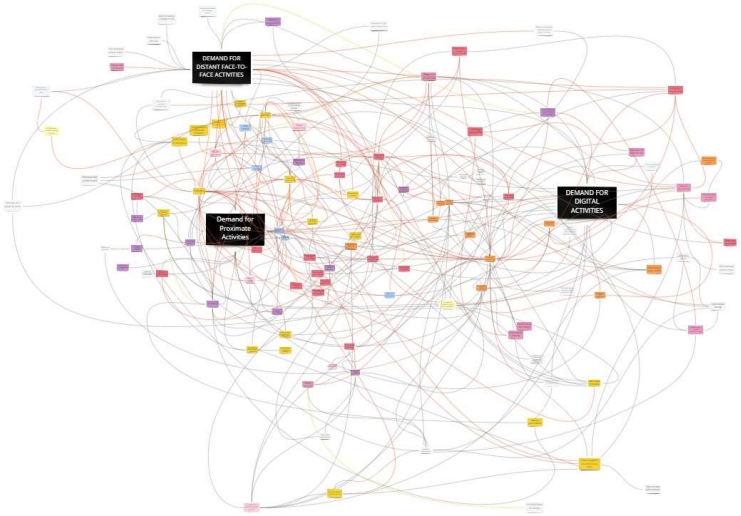
Funded as part of the ERA-NET Urban Accessibility and Connectivity (ENUAC) initiative by JPI Urban Europe, Grant Agreement

National transport authority partners
Transport Scotland
Swedish Transport Administration

Consultancy partners
Mott MacDonald
Panteia

How we generated scenarios

- Use **Causal Loop Diagrams** to identify factors affecting future mobility and accessibility – and relationship between them
- From this, most **important and uncertain** factors identified
- From this, qualitative explorative scenarios



- Source of graphics to the right: Paddeu and Lyons, 2022 (TAP WP2 Working Paper).

Examples of scenarios generated

Triple Access Planning for Uncertain Futures

Scenarios (to the right) *Critical factors in scenarios (below)*	Too Slowly Greener	Uneconomically Net-Zero	In a Fix	Bye Bye Car	Happy Green Dispersal	Tech Innovation Bonanza
Climate Change Concern	⇧	⇩	⇧	⇧	⇩	⇩
Economic Performance	⇧	⇩	⇩	⇧	⇧	⇧
Perceived Importance of Car Ownership	⇩	⇩	⇩	⇩	⇧	⇩
Need for Variety / Changed Milieu	⇧	⇩	⇧	⇩	⇩	⇩
Cost of Motorised Transport Relative to Income	⇩	⇩	⇧	⇧	⇧	⇩
Urban Land Use Diversity	⇧	⇩	⇩	⇧	⇩	⇧
Population Density	⇧	⇩	⇧	⇧	⇩	⇧
Utility of Online Activities	⇧	⇧	⇧	⇧	⇧	⇧
Attractiveness of Walking and Cycling	⇧	⇧	⇧	⇧	⇧	⇧

Example text of a scenario – a *possible* future

Triple Access Planning for Uncertain Futures

Scenario 4 - Bye Bye Car

There has been a marked shift in attitudes and lifestyles *since the 2020s with a* high level of environmental consciousness*.* *Climate change remains a serious threat although the* transition to a green economy *is underway with appetite for* local living*, and 'responsible' access fulfilment, with* car use moving into the shadows*.*

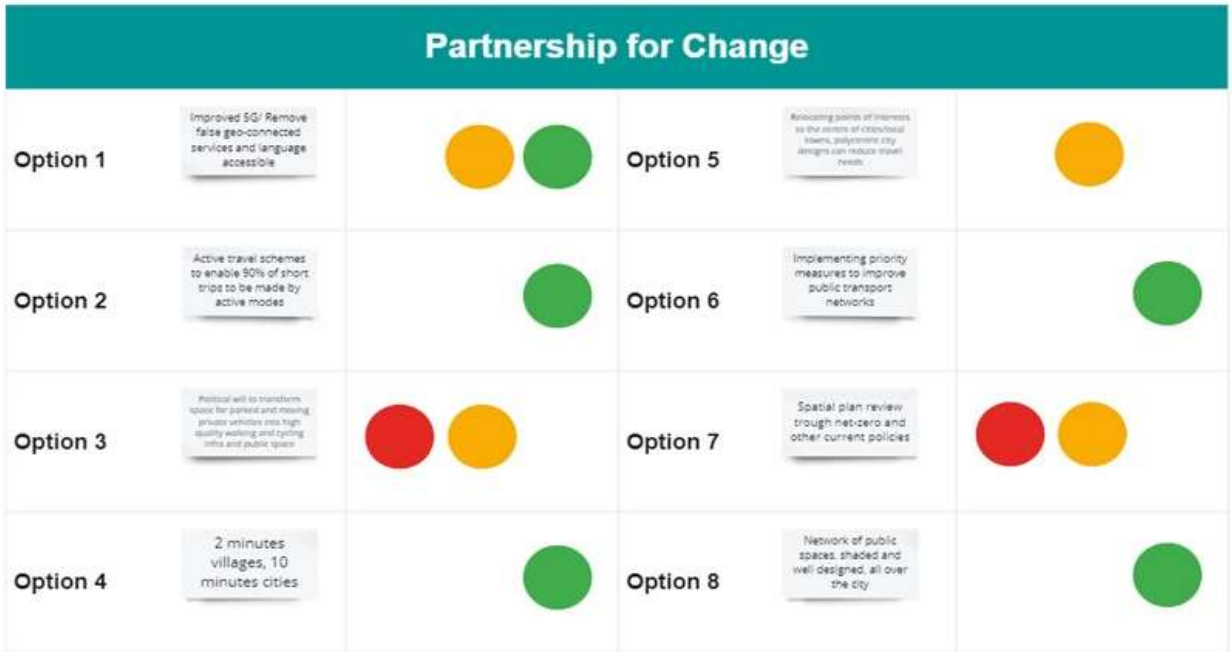
Source : Paddeu and Lyons, 2022 (TAP WP2 Working Paper).

What to do with these scenarios?

“Stress-test” measures – check how robust are selected measures in relation to different scenarios

Modify, or abandon, measures, if not robust enough against several scenarios

Also - explore how **possible futures** might look without certain measures



Challenges of scenario planning in this way

Triple Access Planning for Uncertain Futures

- Each partner country tried scenario planning. We found:
- Developing scenarios is not straightforward
- Needs expertise, is time-consuming
- Causal loop diagrams (CLDs) complex, but at same time some planners e.g. in Sweden found them too vague
- Isolating key variables from CLDs and testing measures against scenarios – not obvious
- Political issues:
  - Politicians want certainty, not uncertainty
  - Rejection/modification of measures on basis of scenarios – problematic

And now onto the topic I really wanted to present at POLIS 2023: what happens to traffic levels when you reduce roadspace?

(Source of photos: Ajuntament de Barcelona)

I was told that this topic was not innovative enough for the conference… So I'll just finish with this slide

On ***what is innovation***…

"If the idea seems new to the individual, it is an innovation" (Rogers and Shoemaker, 1971)

Reminder of things we've heard before is still helpful – as many of us face this situation as we work on roadspace transformation in SUMPs

- On ***whether reducing roadspace makes congestion worse*** by squeezing more traffic into less space…
- *Cairns, Atkins and Goodwin (2002) Disappearing Traffic? The Story So Far* – reviewed 70 cases of roadspace reduction and found:
- **11% average reduction in traffic in area of scheme**

  And…
- **"It is rare that schemes result in a significant deterioration of traffic conditions."**
- New 2024 Urban Europe project will repeat this work and also check – what did the model say?

Conclusions…

Triple Access Planning for Uncertain Futures

- ***Many definitions of "scenario" in SUMP*** – but most typically policy package mistaken for scenario
- ***Explorative scenarios*** of different futures can help to deal with uncertainties
- ***Test measures against different scenarios*** – and adapt or abandon those performing badly
- ***Challenging*** to do in practice
- SUMP is political; and ***politicians want certainty***

Triple Access Planning for Uncertain Futures

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Thank you for your attention!

www.tapforuncertainty.eu

Urbanistični inštitut Republike Slovenije
Urban Planning Institute of the Republic of Slovenia

Høgskolen i Molde
Vitenskapelig høgskole i logistikk

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For information:

Contact tom.rye@himolde.no

@POLISnetwork | POLIS Network | polis.network | @polisvideo

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Planning sustainable urban mobility transitions at the metropolitan scale

Juliana Carvalho and Jorge Pinho de Sousa
Faculty of Engineering - University of Porto | INESC TEC

Agenda

01	Context
02	Metropolitan SUMPs
03	Collaborative Design Framework
04	Discussion

Context

Context

▷ SUMPs | Functional Urban Area | Commuting zones

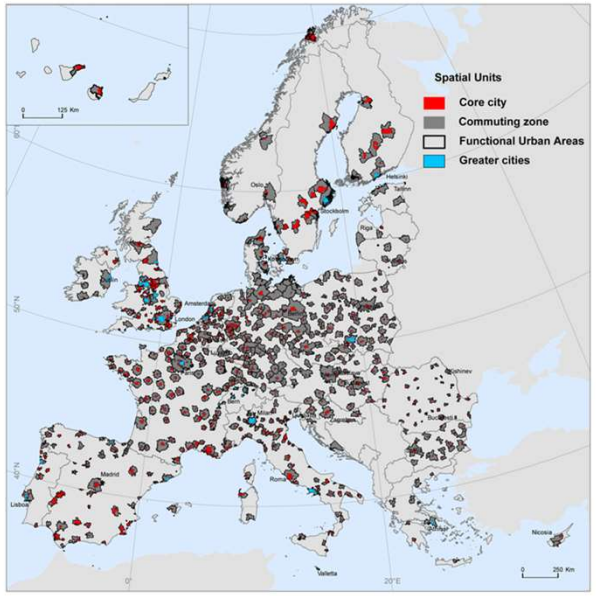
> A **SUSTAINABLE URBAN MOBILITY PLAN** has as its **central goal** improving **accessibility of urban areas** and providing high-quality and **sustainable mobility and transport** **to, through and within** the urban area.
>
> It regards the needs of the **'functioning city'** and **its hinterland** rather than a municipal administrative region.
>
> – SUMP concept 2013, p2

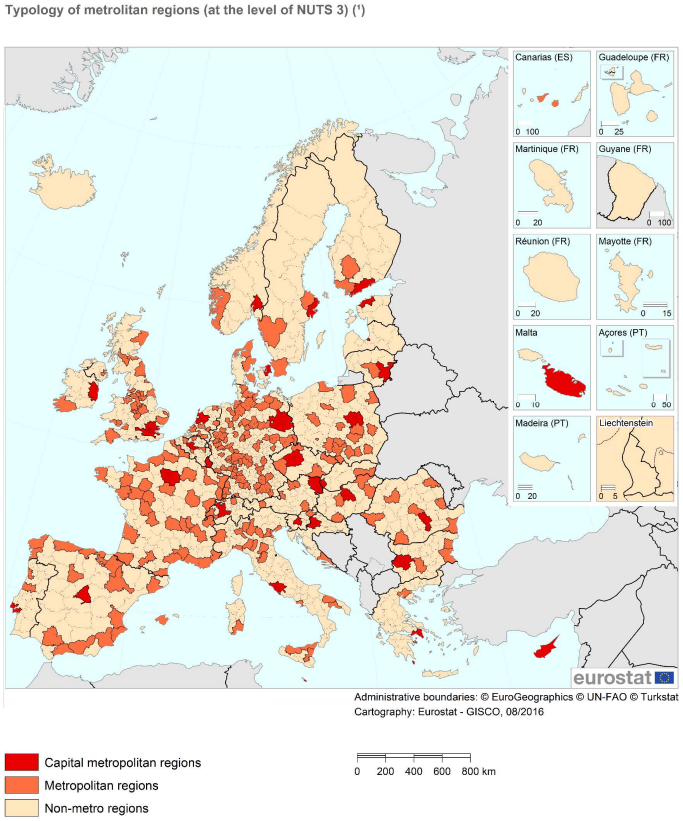
"commuting zone"

NUMO – Shared mobility principles image

Context

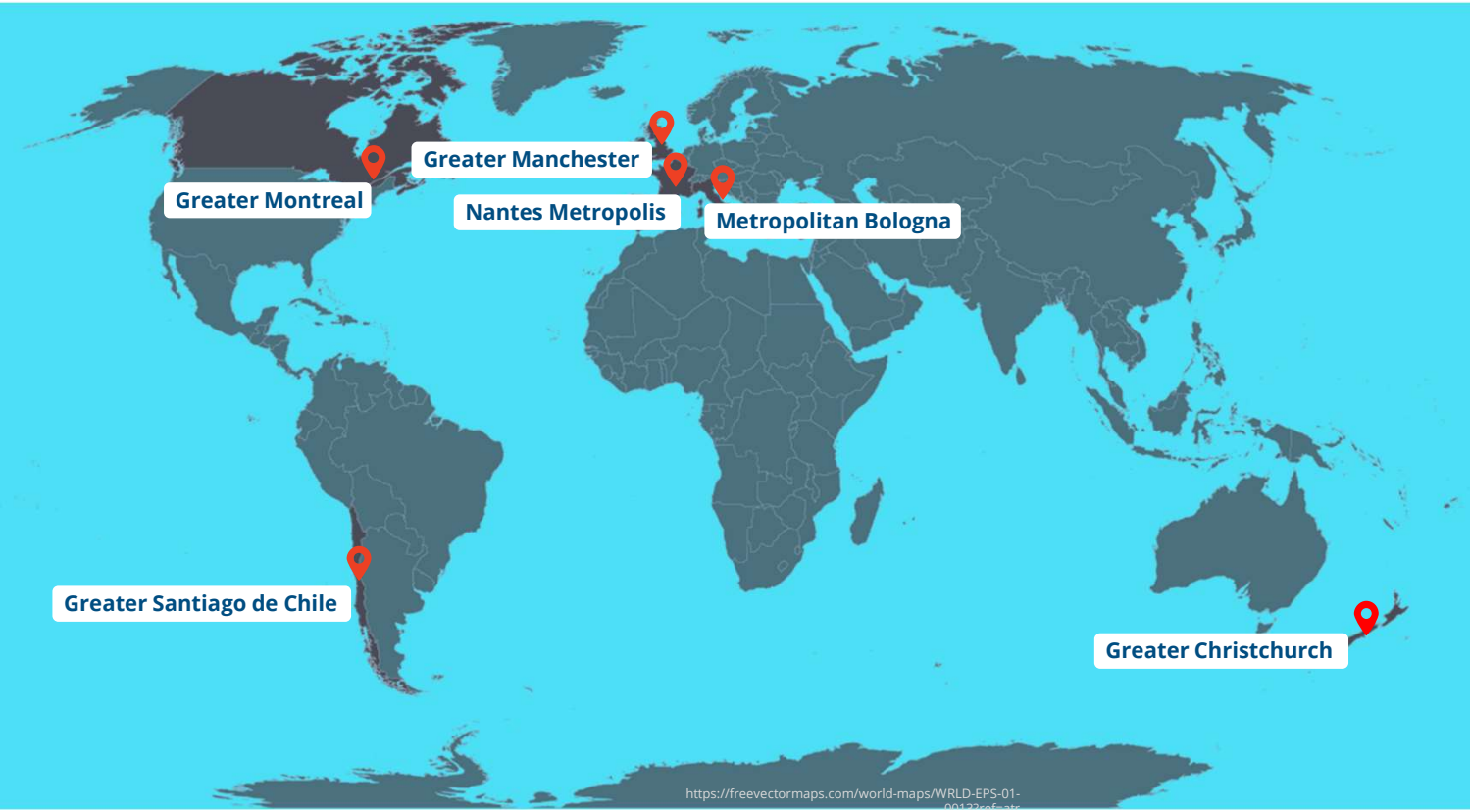
- SUMPs for Metropolises
- Few comparative studies





Metropolitan SUMPs

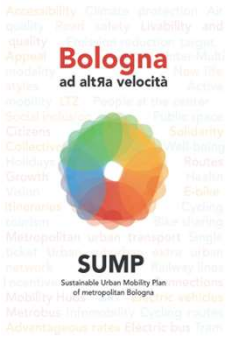
Metropolitan SUMPs



Purposeful sampling

- ▷ **long-term** planning horizons (10+ years)
- ▷ strong linkage between **mobility and spatial planning**
- ▷ alignment with **sustainability** transitions
- ▷ promoting the **collaborative** design

Metropolitan SUMPs

Metropolitan Bologna	Greater Manchester	Nantes Metropolis	Greater Montreal	Greater Christchurch	Greater Santiago de Chile
Sustainable Urban Mobility Plan (SUMP) of metropolitan Bologna (Città Metropolitana di Bologna, 2019)	Greater Manchester Transport Strategy 2040 (Transport for Greater Manchester, 2018)	Plan de déplacements urbains 2018-2027, perspectives 2030 (Nantes Metropole, 2018)	Plan Stratégique de Développement (PSD) du Transport Collectif (Autorité Régionale de Transport Métropolitain (ARTM), 2021)	Greater Christchurch Transport Plan (Greater Christchurch Public Transport Joint Committee, 2020)	Plan Metropolitano de Movilidad Santiago 2030 (Ministerio de Transportes y Telecomunicaciones, 2022)
					

Collaborative Design Framework

Collaborative Design Framework

Design requirements

- **Fostering citizen participation**
  - Communicating the planning process creatively and consciously
  - Promoting inclusiveness and representativeness in participatory processes
- **Addressing transversal challenges**
  - Raising awareness about the inevitability of trade-offs
  - Fostering collective vision and goals

Collaborative Design Framework

Enabling conditions

Policy entrepreneurs

Communities of practice

Learning and training

Academic sector

Intermediate milestones

Communication channels

Inter-disciplinarity

Collaborative Design Framework

Developing a roadmap 1/2

Drivers

- **TRENDS + Signals of change**
- **Core narrative – Sustainable Transitions**

Starting conditions

- **Diagnosis of LOCAL CONTEXT**
- **Identify existing PLANNING DOCUMENTS**
- **Assess PLANNING STRUCTURE**
- **Assess PATHWAY DEPENDENCY**
- **References CASES FROM ELSEWHERE**

Collaborative design

- **Preparation - interviews**
- **(RE) VISIONING - Reimagining**
- **EXPLORING PATHWAYS 3 axis of ACCESSIBILITY**

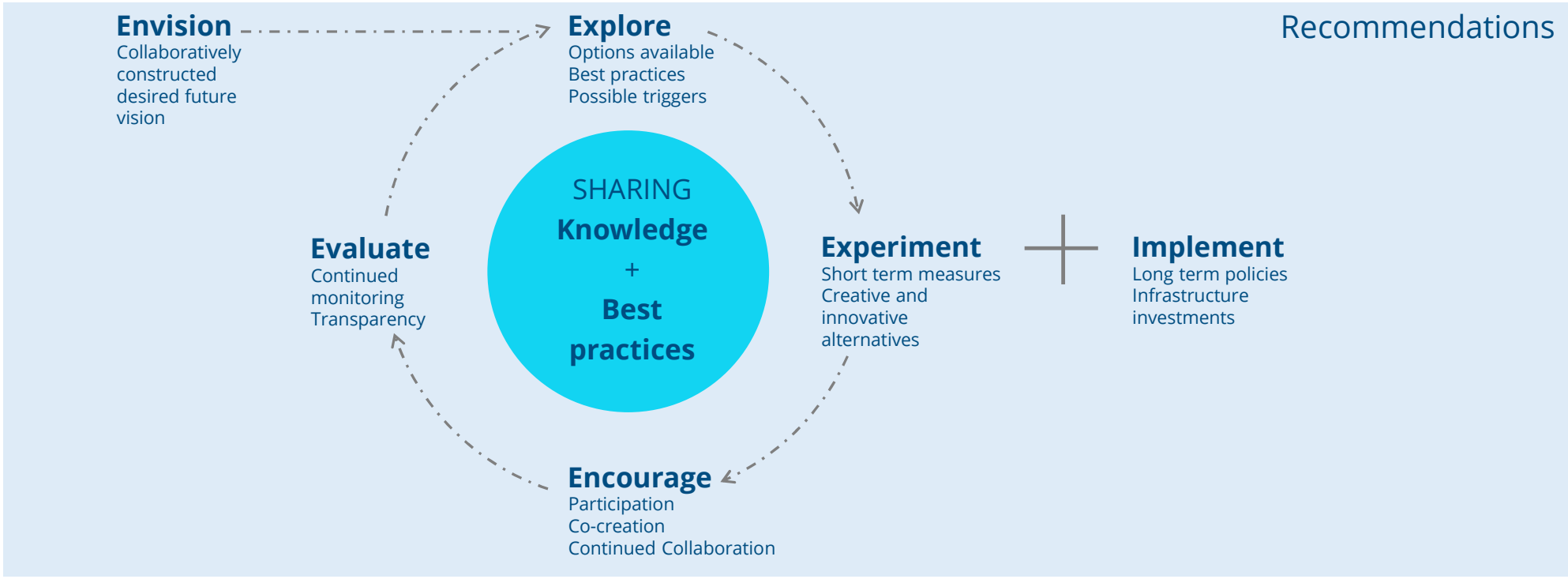
PROXIMITY	MOBILITY	CONNECTIVITY

A long list of policy measures
Policy packaging
Policy pathways

- **Follow up assessment**

Collaborative Design Framework

Developing a roadmap 2/2



Discussion

Discussion

A framework for multi-scalar planning

- **Planning** mobility for accessibility **beyond municipal borders**
- **Planning mobility beyond transport,** breaking silos
  - convergence and harmonization
  - land use, health, environment, etc.
- **Plans** as stepping stones within a broader **roadmap** to achieve long term vision
- Metropolitan roadmaps that are **more than technical, top-down plans**
- Metropolitan roadmaps that are **more than a collage of municipal plans**

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Thank you for your attention!

For information:

Juliana Carvalho | juliana.carvalho@inesctec.pt
Jorge Pinho de Sousa | jorge.p.sousa@inesctec.pt

@POLISnetwork | POLIS Network | polis.network | @polisvideo

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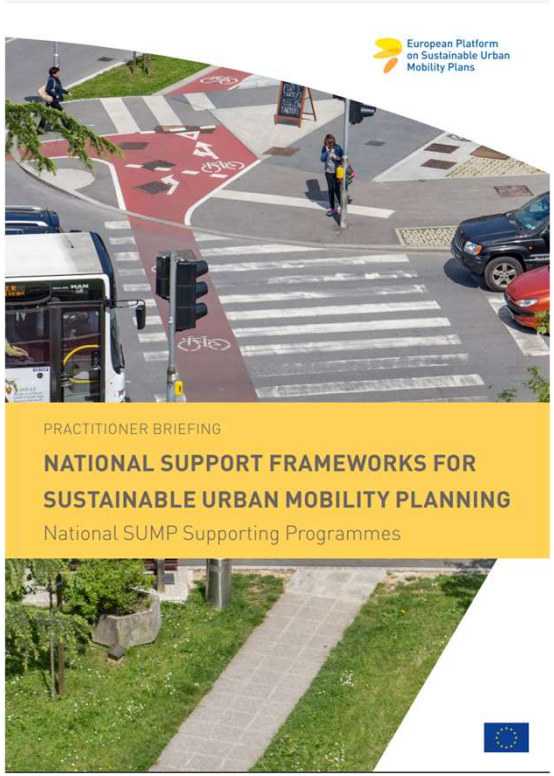
The 3rd generation of Slovenia's NSSP

How it is already improving SUMPs

Aljaž Plevnik
Urban Planning Institute of Slovenia

National SUMP supporting programmes

Run at the national or regional level to encourage, support, require and/or give incentives and disincentives to cities and other local governments to develop and implement SUMPs.



NEWS ARTICLE | 9 March 2023 | Directorate-General for Mobility and Transport

Commission guides Member States on sustainable urban mobility planning

On 8 March, the European Commission adopted a Recommendation designed to help Member States support their towns and cities in cutting transport emissions and improving urban mobility. The 430 major cities along the trans-European transport network (TEN-T) will receive support to develop their Sustainable Urban Mobility Plans (SUMPs).

The Commission recommends putting in place national programmes to support urban mobility planning and implementation, managed by a dedicated office. Support for cities should include guidance materials, training programmes and capacity building, as well as technical expertise and financial support. Peer learning and networking between cities and towns will be encouraged through the sharing of good practices. Coordinated awareness-raising campaigns are also envisaged. The Commission will invite representatives from national programme management offices to work with the new Expert Group on Urban Mobility.

As a follow-up to the Commission's Urban Mobility Framework of 2021, the Recommendation updates the concept of SUMPs to integrate the latest policy developments and strategies to reduce road fatalities in cities, address climate change, and make use of new mobility services.

European Commission

Mobility and Transport

EIB JASPERS:

TRAINING AND CAPACITY BUILDING FOR SUSTAINABLE URBAN MOBILITY PLANS

Our consortium and Key Experts

TRT

DTV CONSULTANTS

Goudappel
MOBILITEIT BEWEEGT ONS

stratec

TIS

TREDIT S.A.
Consulting - Systems Engineering

José Viegas
(project manager)

Peter Jones

Aljaž Plevnik

Christiaan Kwantes

2012 → **2018** → **2020**

IJPP
Integrirani javni potniški promet

2020
CiViTAS
Cleaner and better transport in cities

PROSPERITY

CARE 4CLIMATE

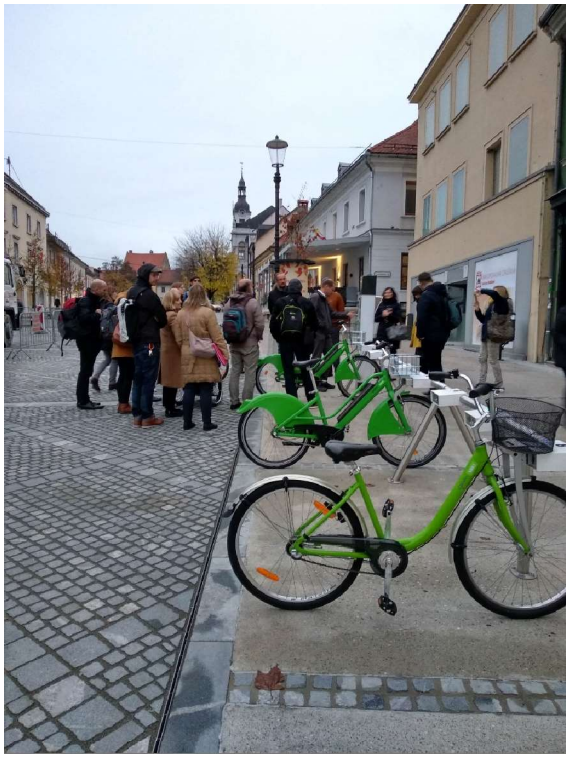
Life

Document structure

- Vision
- Objectives
- Targets
- Expected impacts
- Indicators
- **Topical elements**
- Action plan

- Coordination and development
- Legislation
- Financial and other incentives
- Guidelines and methodology
- Quality control, monitoring, evaluation
- Information, education, promotion

National task force for SUMPs

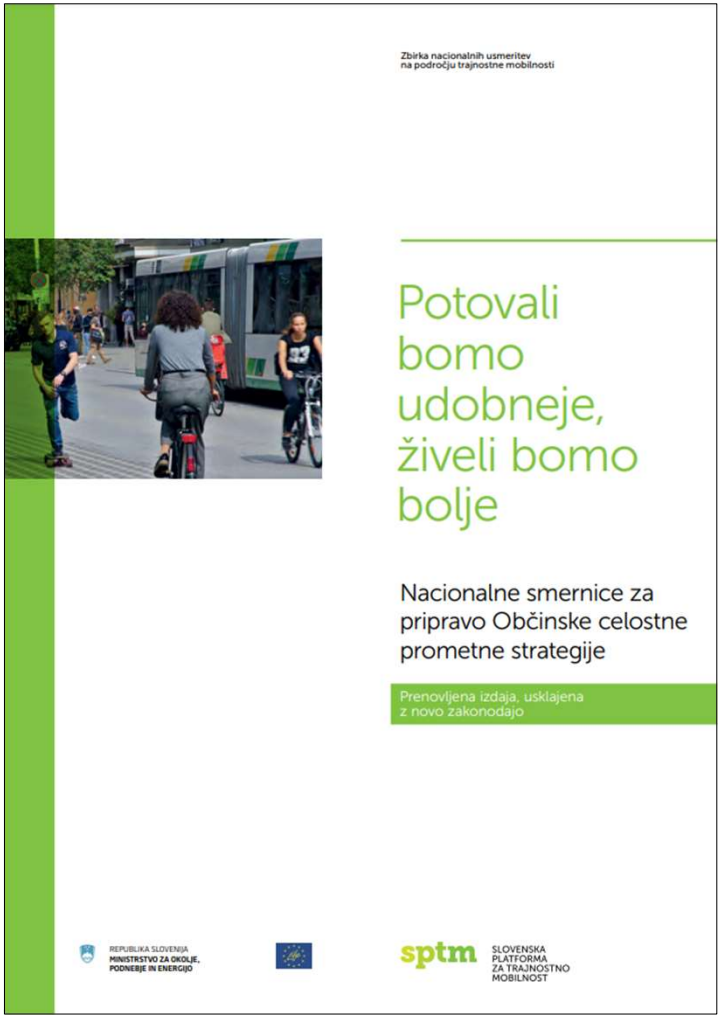


SUM planning act

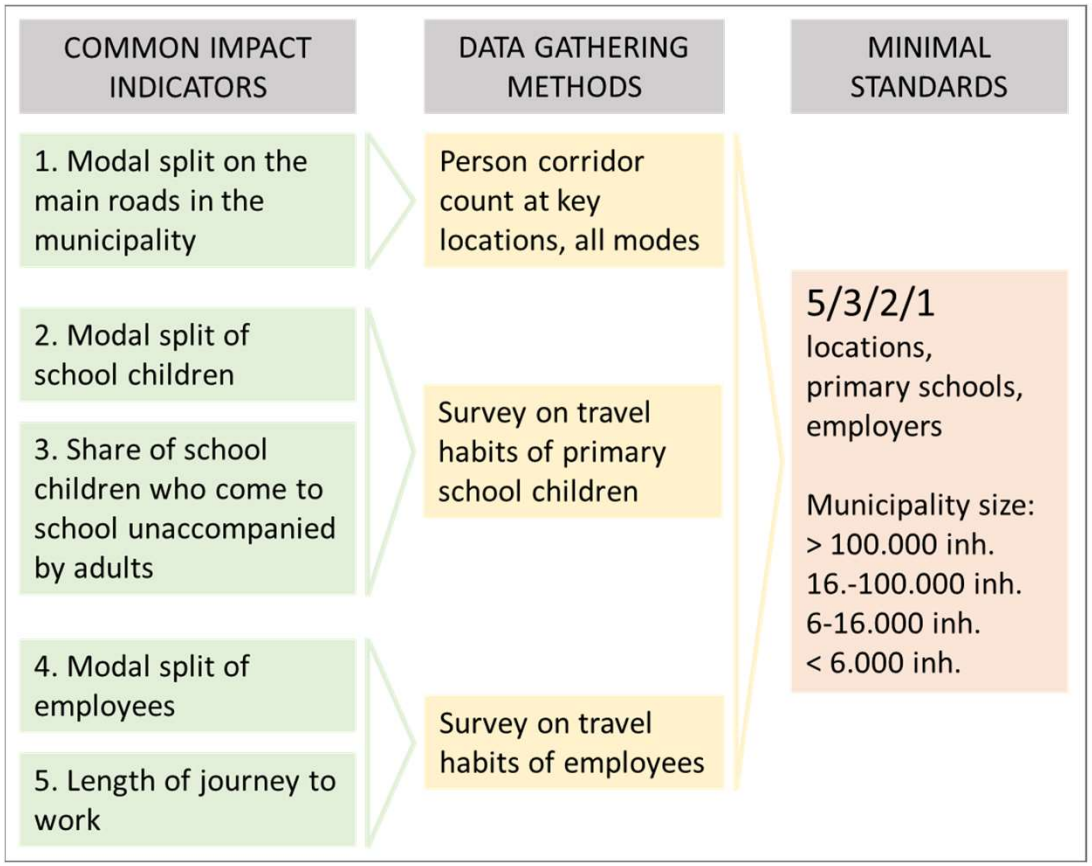
www.freepik.com/

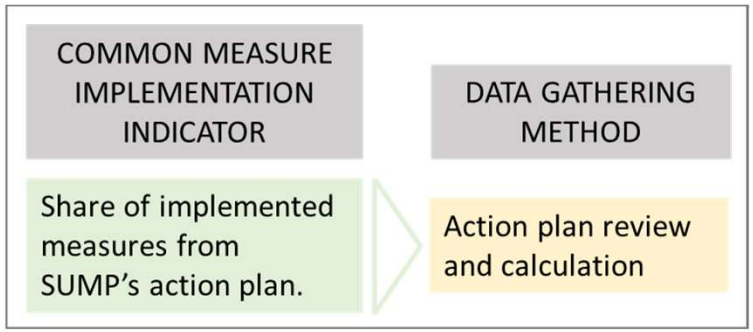
Revision of SUMP guidelines

- 3rd generation
- 2021, 2023



Mandatory SUMP impact indicators

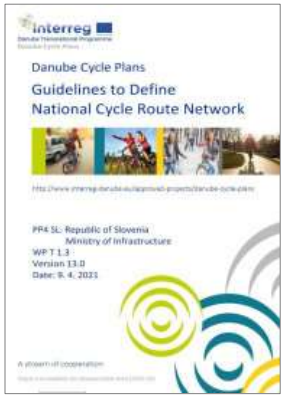




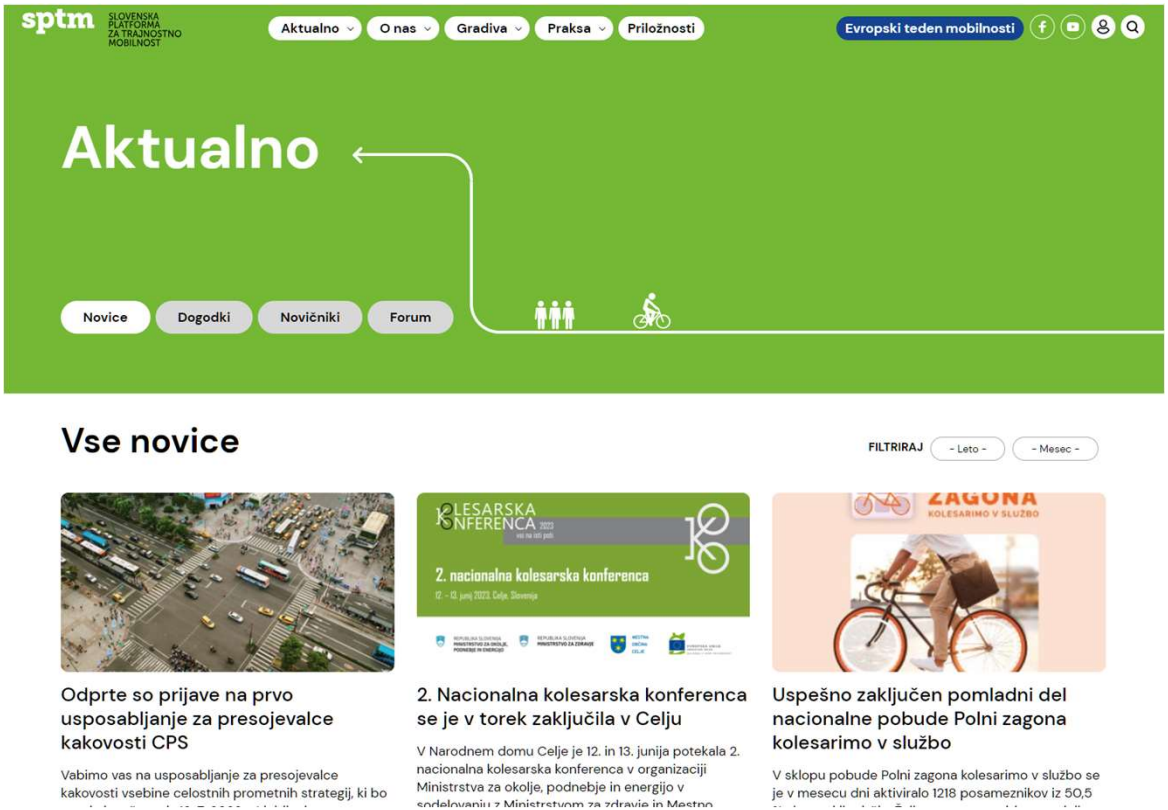
SUMP quality control tool

www.freepik.com/

SUMP topical guidelines



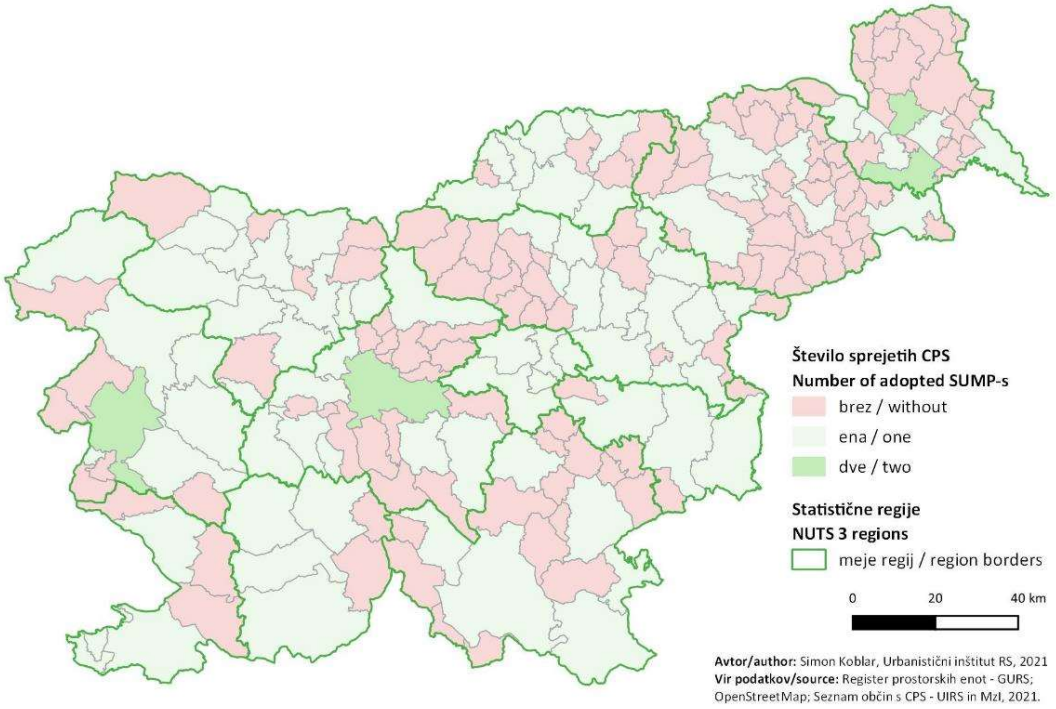
National Platform for sustainable mobility



National conference on SUM planning

SUMP development status

- Mostly 1st generation
- Cca. 50 % of municipalities
- Cca. 80 % of inhabitants
- 6 SUMPs in 2014 >> 94 in 2022



SUMP implementation

Future plans

- 2nd generation of local-municipal SUMPs.
- Regional SUMP guidelines, SUMPs and coordinators.
- National SUMP.
- National SUMP observatory.
- SUMP quality control system and evaluators.
- Establishment of topical subgroups.
- NSSP update.

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For information:

Aljaž Plevnik, UIRS
aljazp@uirs.si

@POLISnetwork | POLIS Network | polis.network | @polisvideo

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From fragmentation to integration: The role of Transition Super-Labs in accelerating the transformation of regions towards climate neutrality

Session: Next Generations SUMPs

Morgane Juliat, Rupprecht Consult Forschung und Beratung GmbH

Thomas Meister, Ruhr Universität Bochum

RUPPRECHT CONSULT Forschung & Beratung GmbH

RUHR UNIVERSITÄT BOCHUM

RUB

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From fragmentation to integration...

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How to accelerate the transition towards climate neutrality and sustainability?

How to support SUMPs in the regional context?

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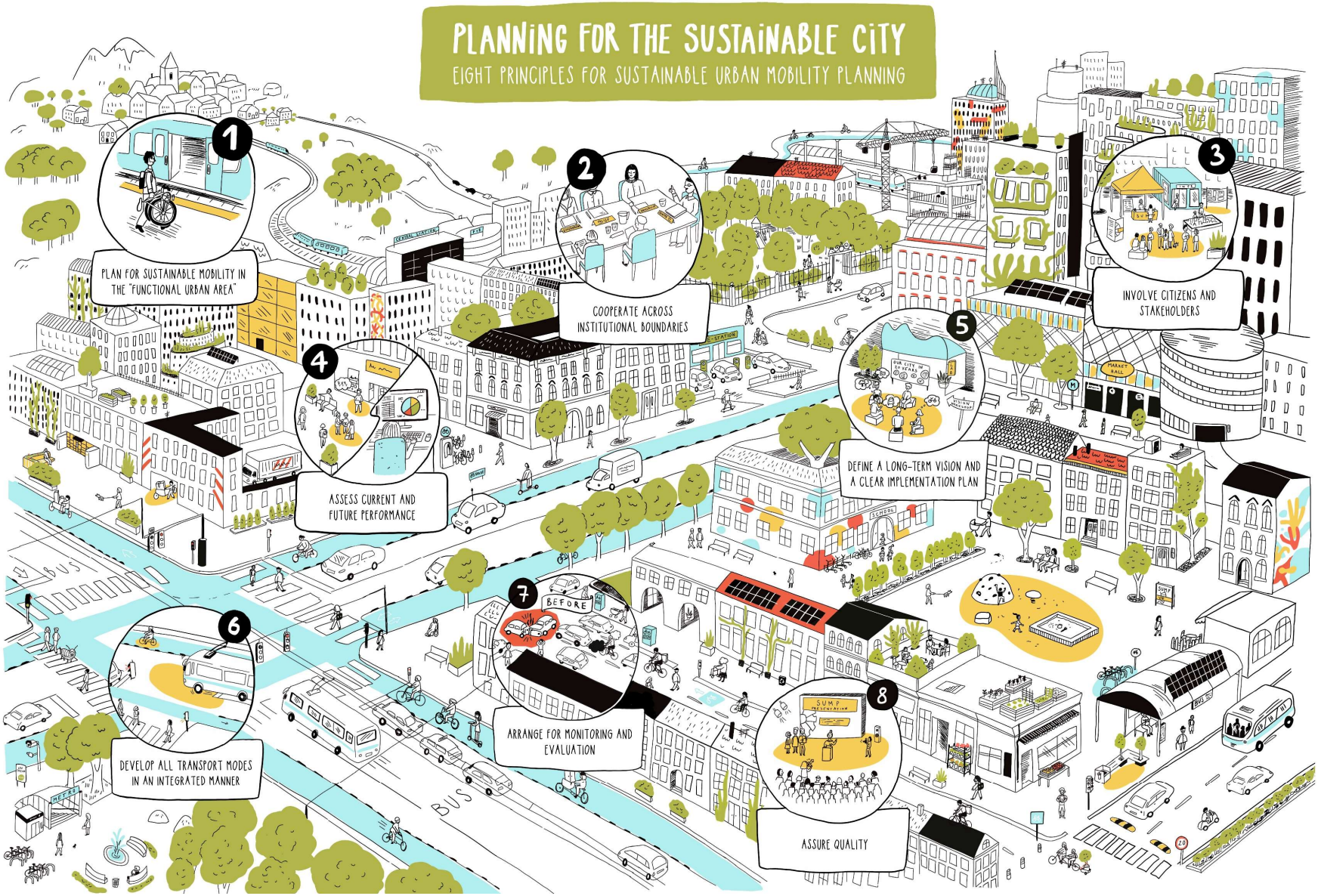
PLANNING FOR THE SUSTAINABLE CITY
EIGHT PRINCIPLES FOR SUSTAINABLE URBAN MOBILITY PLANNING
1
PLAN FOR SUSTAINABLE MOBILITY IN THE "FUNCTIONAL URBAN AREA"
2
COOPERATE ACROSS INSTITUTIONAL BOUNDARIES
3
INVOLVE CITIZENS AND STAKEHOLDERS
4
ASSESS CURRENT AND FUTURE PERFORMANCE
5
DEFINE A LONG-TERM VISION AND A CLEAR IMPLEMENTATION PLAN
6
DEVELOP ALL TRANSPORT MODES IN AN INTEGRATED MANNER
7
BEFORE
ARRANGE FOR MONITORING AND EVALUATION
8
SUMP
ASSURE QUALITY
BUS

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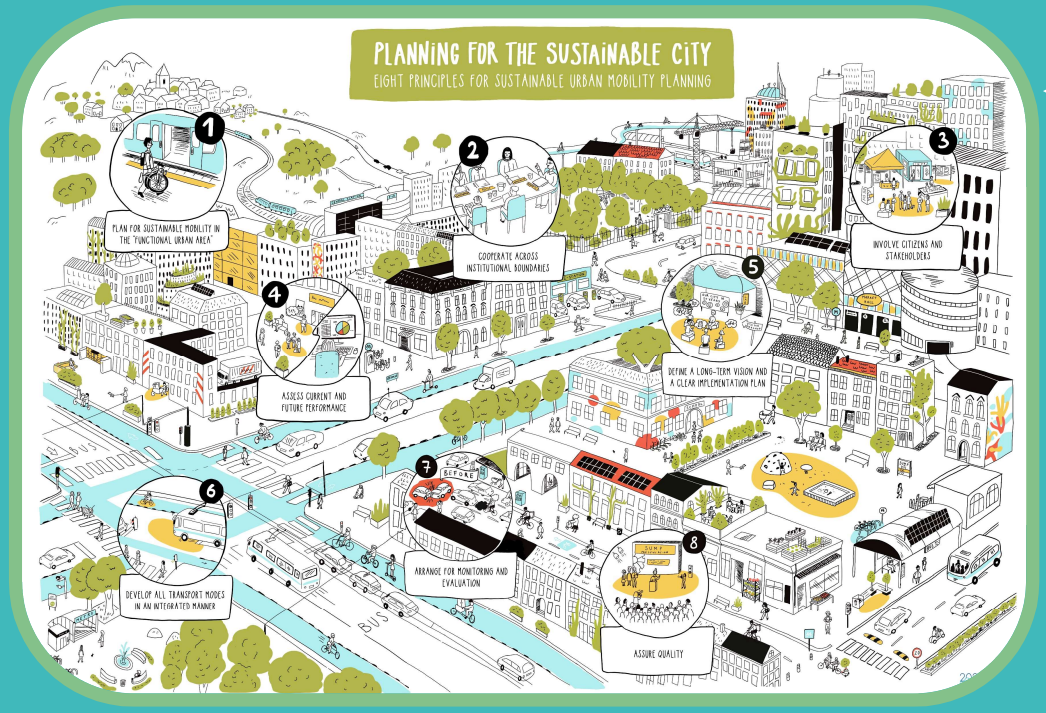
Transition Super-Lab (TSL)

SUMP



SYMBIOSIS

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SUMP in a nutshell

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Sustainable: focus on **mobility needs** of present and future generations at the municipal and regional level.

Integrated: establishes a **variety of links** between transport policies, with other departments and neighbouring communities,

Strategic: establishes a **process** on the local level within the administration, not just a plan.

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Transition Super-Labs in a nutshell

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Sustainable: we focus on the **just climate transition needs** of present and future generations at the **regional level**.

Integrated: we establish a variety of links between **different sectors** and policies, with other departments, neighbouring communities and national planning

Strategic: we establish a process on the **regional level** with **key regional actors** of the climate transition

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Focussing on the regional scale in the transition to climate neutrality and sustainability

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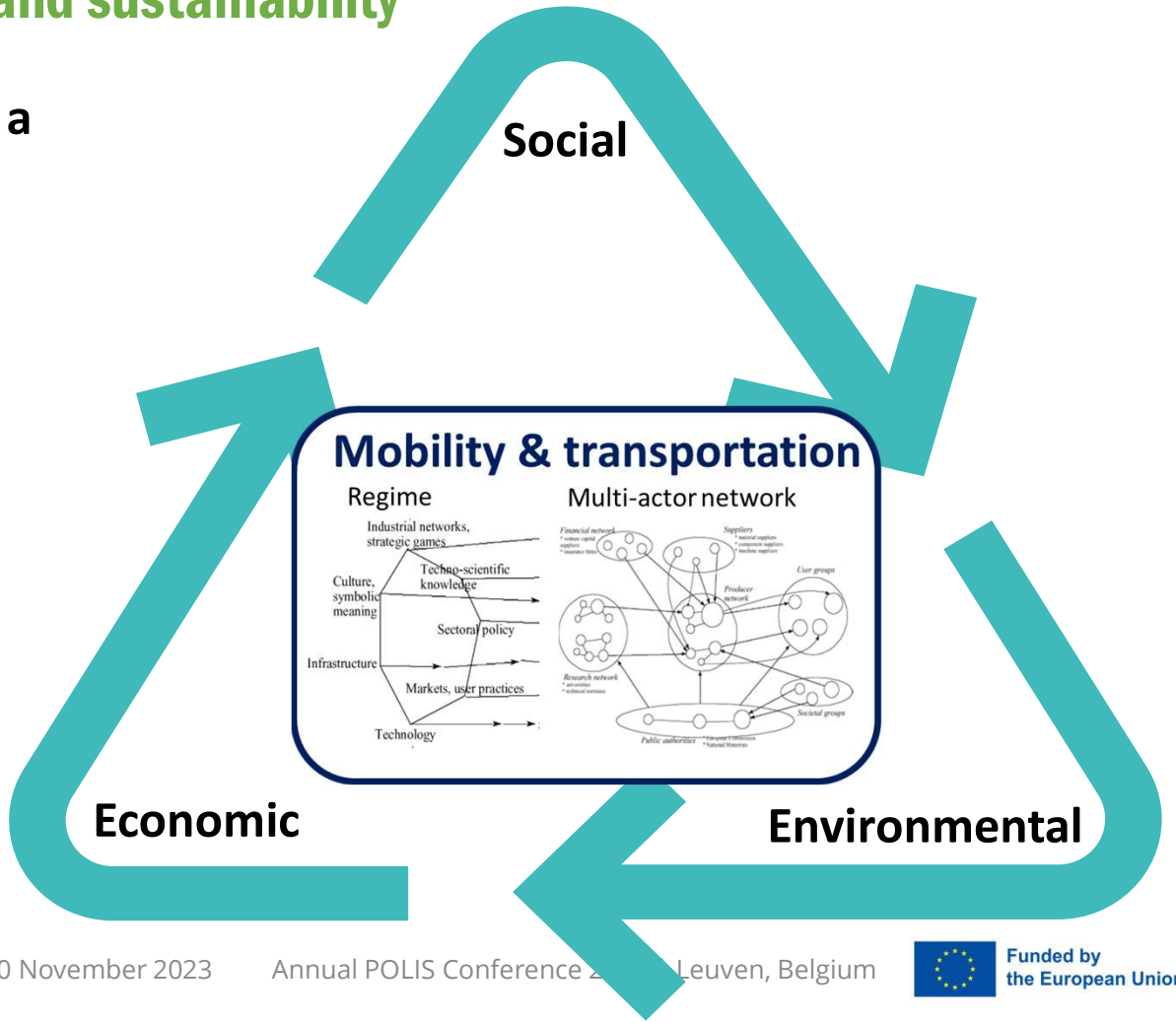
Going beyond the local scale for a holistic sustainability transition

- **Balanced solutions** for sustainable systemic transformation



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Focussing on the regional scale in the transition to climate neutrality and sustainability

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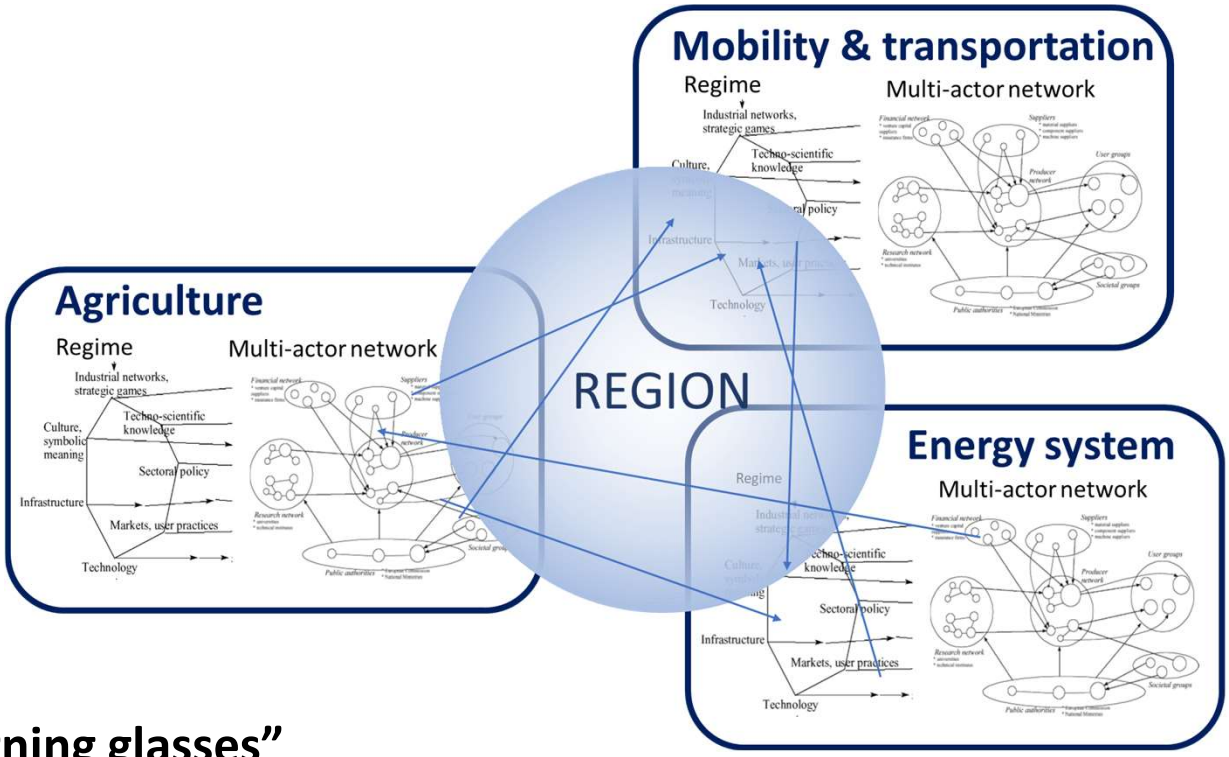
Going beyond the local scale for a holistic sustainability transition

- **Balanced and coordinated solutions** for sustainable systemic transformation
- **Portfolio of innovative solutions** for cross-sectorial transformation
  - Achieving synergy effects & accelerating the transition



➢ **Regions as "burning glasses"** of different socio-technical regimes

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Integrated process across sectors and stakeholders

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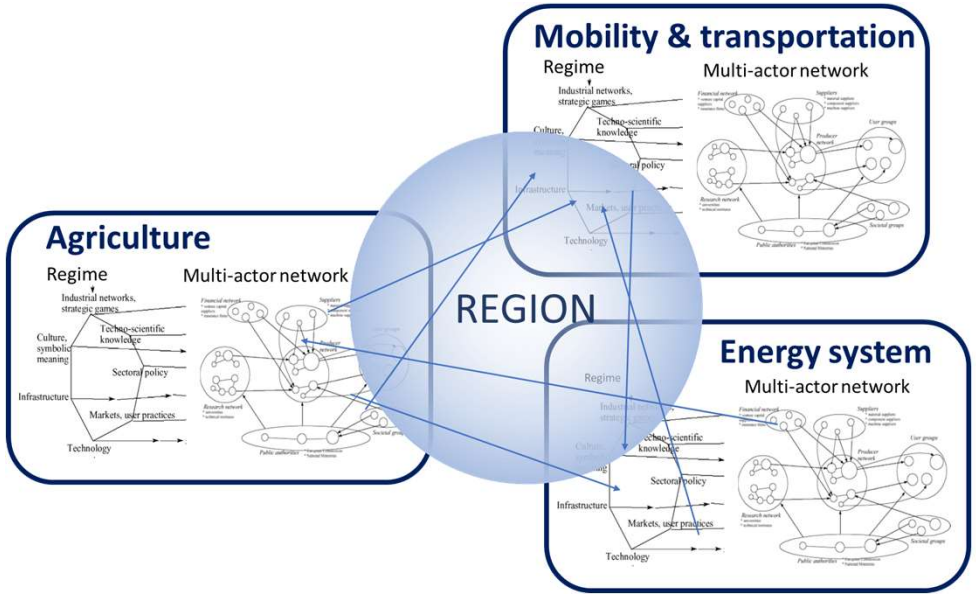
Natural environment

- Academia
- Business / Industry
- Civil society
- Government

Living Lab methodologies



Systemic change: rapid transformation towards climate neutrality and sustainability

Transition Super-Lab approach

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Integrated and strategic approach for systemic transition

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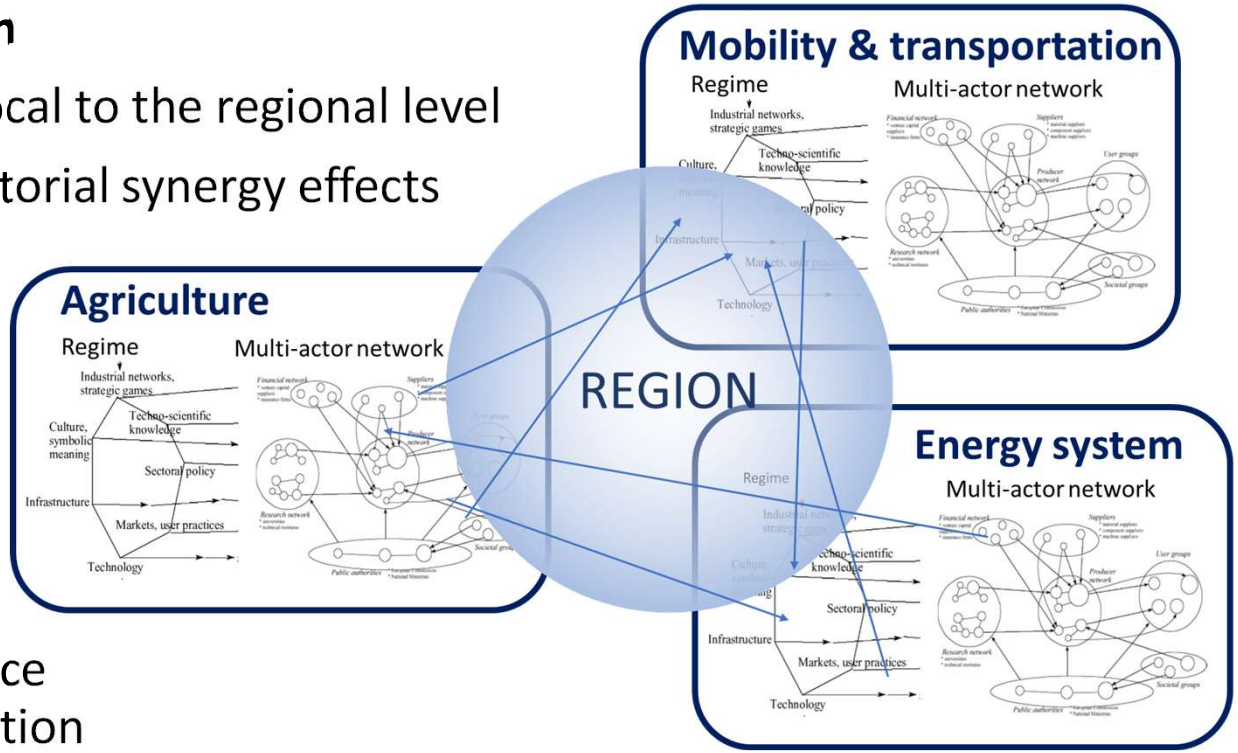
Regions as "burning glasses" & arenas of collaborative innovation

- Scaling up **living labs** from the local to the regional level
- **Portfolio approach** for cross-sectorial synergy effects

Challenges

- Stakeholder engagement and coalition building
- Developing a common vision
- Integrating existing networks
- Implementing feasible governance arrangements for regional transition



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A strategic Transition Super-Lab process

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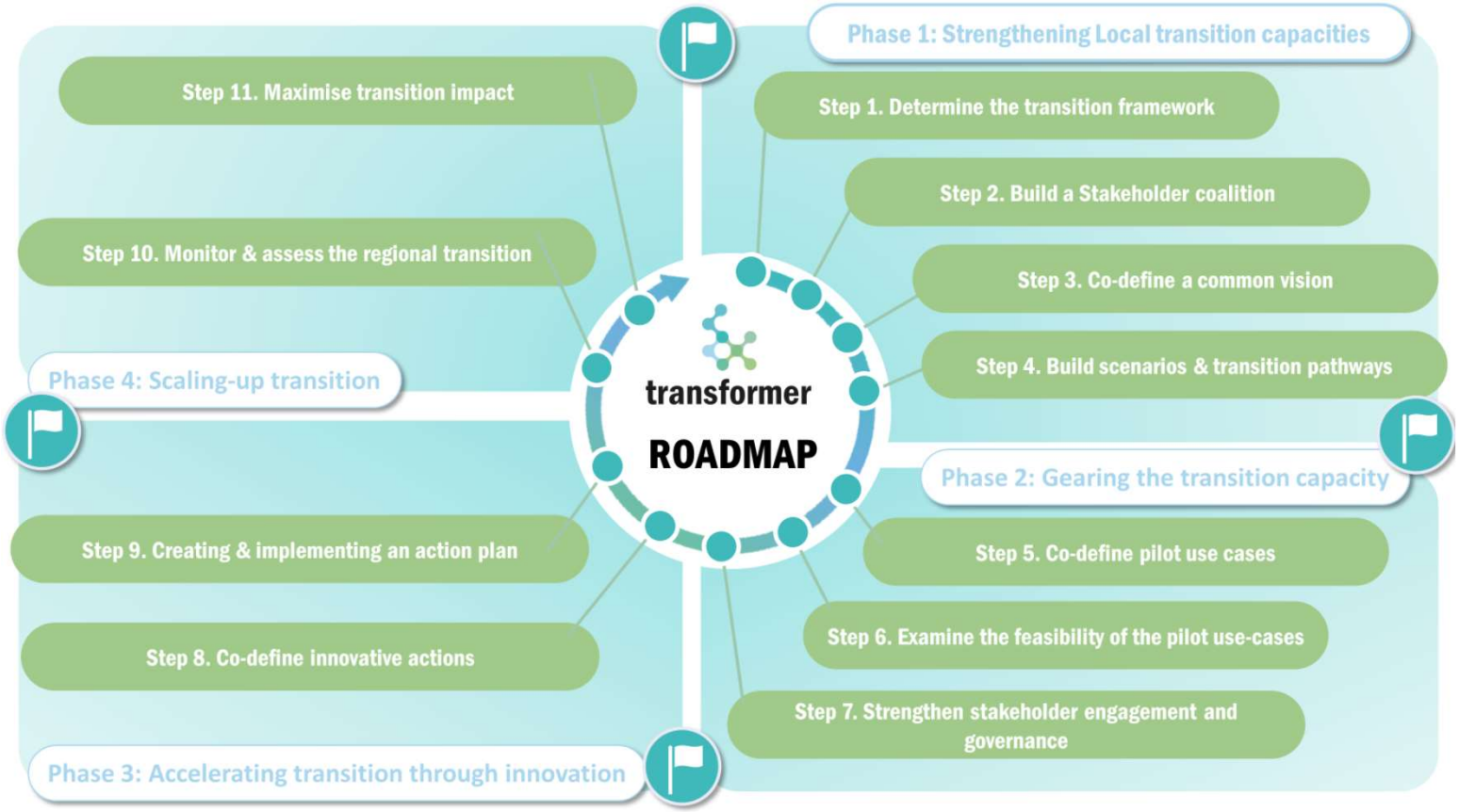

4 PHASES

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A strategic Transition Super-Lab process

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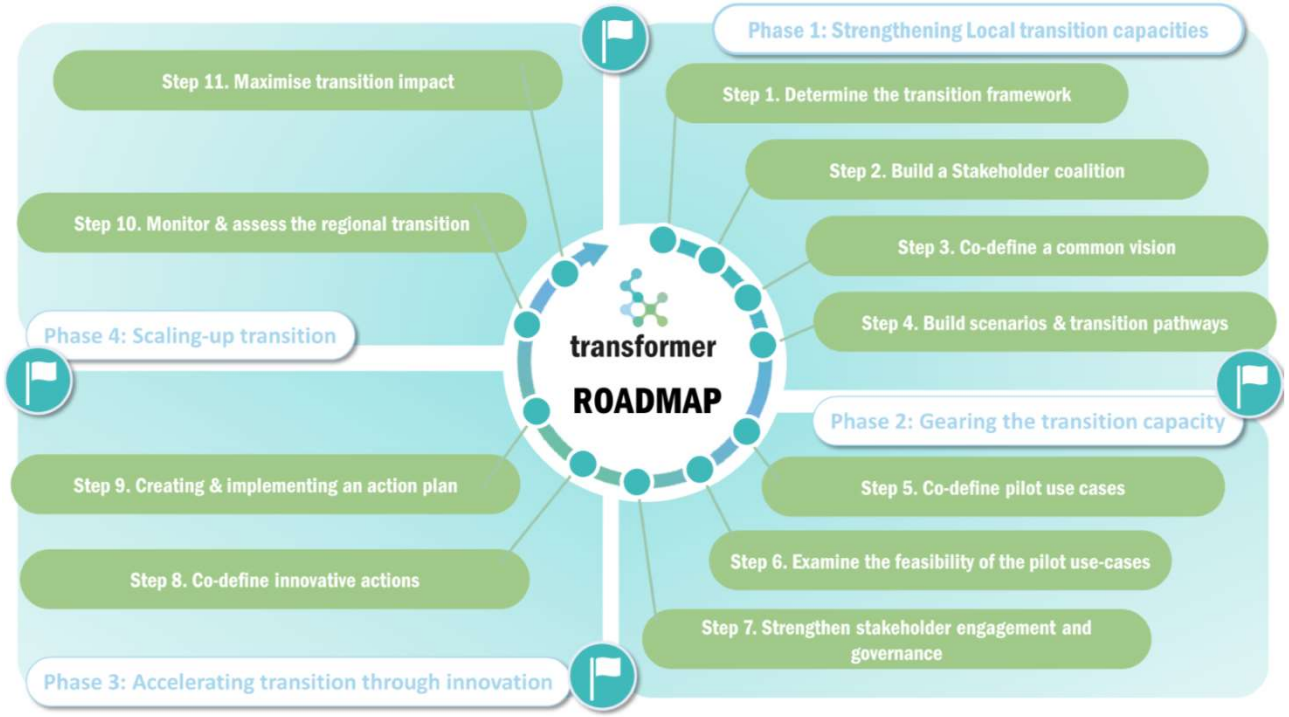

- Enhanced & adapted Living Labs methodologies
- Collaborative governance framework
- Developing connectable solutions for systemic transition

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Transition Super-Lab put into practice

The case of Western Macedonia

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Phase 1: Strengthening Local transition capacities

- Step 1. Determine the transition framework
- Step 2. Build a Stakeholder coalition
- Step 3. Co-define a common vision
- Step 4. Build scenarios & transition pathways

transformer ROADMAP

Phase 2: Gearing the transition capacity

- Step 5. Co-define pilot use cases
- Step 6. Examine the feasibility of the pilot use-cases
- Step 7. Strengthen stakeholder engagement and governance

Diversification of the economy through climate-neutral energy

4 pilot use-cases

- PV in buses
- Hydrogen buses
- RE production, storage, transportation & consumption
- Hydrogen Innovation Hub (H2HUB)

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Conclusion

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How to accelerate the transition towards climate neutrality and sustainability?

- **Scaling up living labs from the local to the regional level** to facilitate an inclusive and just transition
- **Developing a portfolio of innovative solutions** to harness cross-sectorial synergy effects and drive systemic transformation

- **Supporting the implementation of SUMPs** at the regional scale by creating synergies with other sectors
- **Strengthen stakeholder cooperation** beyond the scale of the SUMP towards achieving climate neutrality

How to support SUMPs in the regional context?

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Thank you!

Morgane Juliat, m.juliat@rupprecht-consult.eu

Thomas Meister, thomas.meister@rub.de

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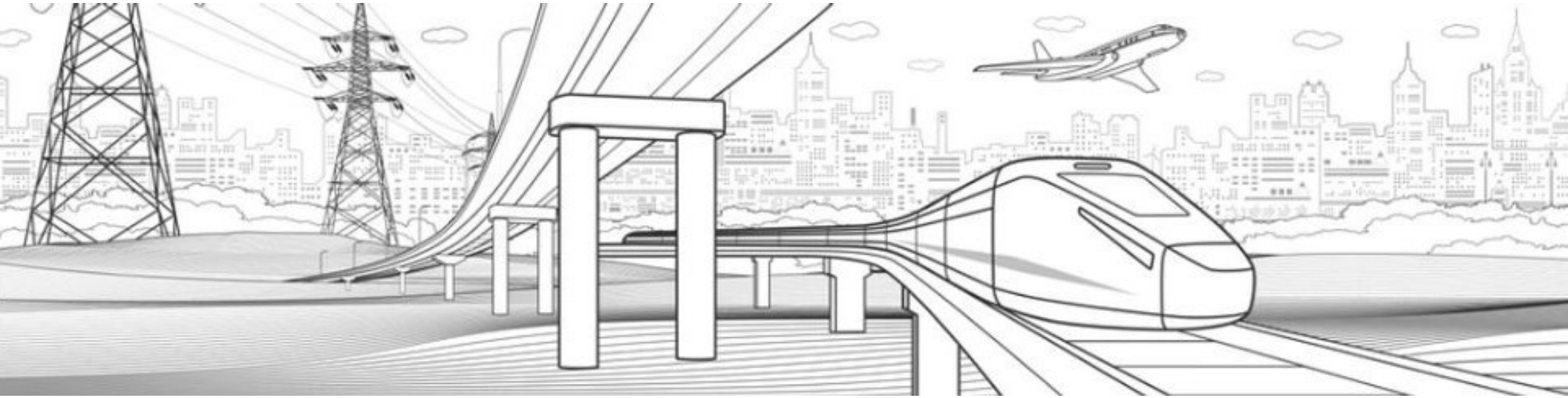
2G.
Next generation SUMPs

02:30 PM - 04:00 PM

Governance & Integration



SUMP and NSSP training programme 2023-2025

29th November 2023

European Commission

Jaspers

European Investment Bank

DETAILS AND TIMING

- ✓ Several SUMP training in the past, including one large programme of training back in **2017/18** by JASPERS in cooperation with DG MOVE. Much has changed since, **new** areas of knowledge and approaches to urban transport issues

- ✓ JASPERS in collaboration and with the support of DG MOVE, is preparing a capacity building programme for delivering several trainings/workshops in the area of **SUMP** (Sustainable Urban Mobility Plans), **NSSP** (National SUMP Support Programmes) and **SUMI** (Sustainable Urban Mobility Indicators)

- ✓ This training programme will be delivered by **JASPERS** with the support of **consultants** experienced in the field

- ✓ **Country tailored**; the approach is to prepare a 'menu' of relevant topics that can be adapted to each audience

- ✓ The actual delivery of the capacity building programme is currently scheduled to **start in late Q1 2024** and last until Q2 2025

DETAILS AND NEXT STEPS

- ✓ **SUMP trainings**: delivered both in presence (over 2 days) and on-line (over 4 days), with simultaneous translation if necessary; on-line sessions are likely to be multi-country

- ✓ **NSSP workshops**: delivered in presence (multi country and with a networking event organised) & on-line ad-hoc consultation for specific issues raised by individual countries

ONGOING ACTIVITIES

- ✓ **Consultation** with Member States following the SUMP training country survey, to establish contacts, plan delivery, agree on contents **>>>** build training programme

- ✓ **Preparation** of trainings and workshops material (until February 2024)

PRELIMINARY CONTENTS

SUMP trainings

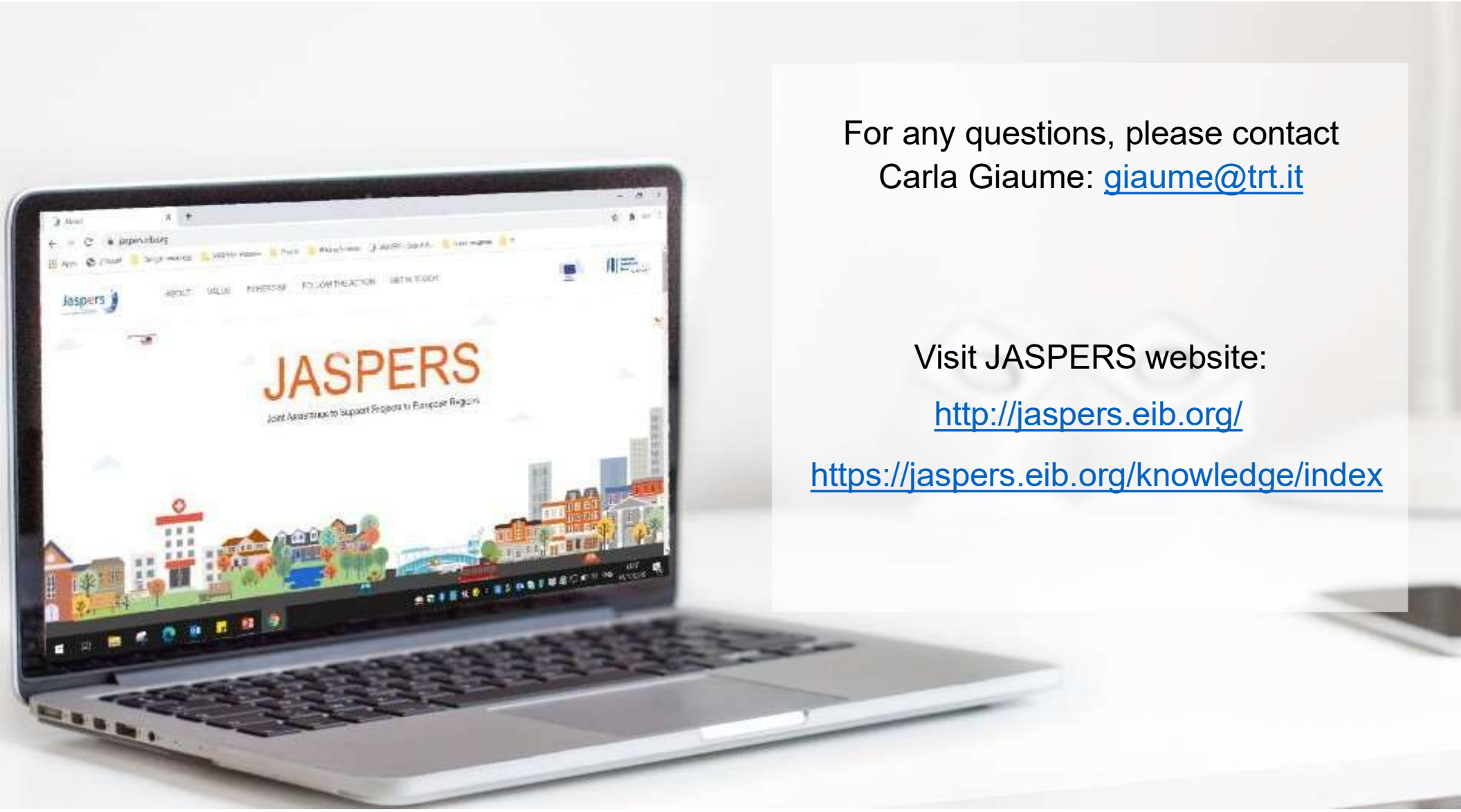
- ✓ 3 **core modules** of training to be delivered to all countries, focusing on: (1) Basics of SUMP methodology and practice, (2) The link between Strategic Plans, Programming, Pipeline and Project Preparation, (3) Urban nodes and the interface between local and strategic transport
- ✓ Set of 16 **elective modules** to select from for each training session (6 modules to choose), to tailor delivery to knowledge preferences/needs of country and participants

NSSP workshops

- ✓ **Introduction** on NSSP concepts / best practice including current EC guidance / recommendations
- ✓ Facilitated group discussions / presentations on **key elements of NSSP**: (1) Systemic barriers at national level to be addressed by NSSPs, (2) National legislation and financial support for SUMPs (3) National SUMP platforms – structure and organisation, (4) SUMP guidance and training at national level, (5) Monitoring and evaluation of SUMPS (national level)

PRELIMINARY LIST OF SUMP TRAINING MODULES

	TRAINING MODULE / KNOWLEDGE AREA	TYPE	SHORT DESCRIPTION
1	**Basics of SUMP methodology and practice**	Core	This modules will include all the basic elements of SUMPs, including public and stakeholder engagement , starting points and analysis (strategic context and diagnosis of current and future issues), objectives, definition of scenarios, selection of measures, procuring good external support implementation and monitoring.
2	**The link between Strategic Plans, Programming, Pipeline and project preparation**	Core	Focus on key terminology (planning, programming, measures, projects), link between SUMP and investment priorities, programming and funding allocation, incorporation of existing measures, and interface with other plans.
3	**Urban nodes and the interface between local and strategic transport**	Core	Interface between local and strategic transport (both passenger and freight), and relation between SUMPs and TEN-T urban nodes.
4	**Organisational and institutional aspects**	Elective Process	Interface between SUMPs and planning instruments for cities in a region, Regional/Metropolitan/ Functional Urban Areas (FUAs), relation with public transport organisation structure, good SUMP quality and acceptance through an effective set-up governance and organisational aspects.
5	**Multi-Modal Plan Scenario Building in SUMPs**	Elective Process	Ways to approach the integrated mobility system in a comprehensive manner and working with scenarios that include integrated multimodal scenarios (all modes included) with due consideration of spatial planning, demand management and O&M aspects.
6	**Indicators, Targets and Monitoring**	Elective Process	Selecting the right set of indicators (including reference to SUMI), setting targets, estimating ex-ante impacts, and measuring and monitoring indicators
7	**Citizen/Stakeholder engagement and communication**	Elective Process	Ensuring SUMPs are informed by involved parties though various types of engagement and consultation in the process. Also, ensuring that strategy is widely understood through promotion.
8	**SUMPs for small and medium sized cities**	Elective Process	Main features and challenges including a proportionate planning approach, especially focusing on the links between urban, peri-urban, and rural areas. Should also include polycentric cities.
9	**Demand and Accessibility analysis through the SUMP**	Elective Process	Analysis and forecasting travel behaviour and demand through data collection, transport demand assessment (passengers and freight), GIS supported analysis.
10	**Transport decarbonisation**	Elective Thematic	Methodological support to identify measures aimed at reducing GHG emissions from transport. Integration of climate change mitigation in SUMP from identification and definition of relevant SUMP objectives (and targets) through its considerations in identification and analysis of options.
11	**Environmental aspects**	Elective Thematic	Environmental aspects in the SUMP process, mainly focusing on air quality, noise, congestion. This also includes strategic environmental aspects.
12	**Climate change adaptation and resilience**	Elective Thematic	Methodological support to integrate/enhance climate resilience in SUMPs. It starts from the analysis and definition of objectives. The assessment of climate change vulnerabilities and identification of (potential) risks for the SUMP represent a basis to identify/inform measures definition.
13	**Collective passenger transport**	Elective Thematic	How to design an attractive collective passenger transport system to ensure sustainability. Elaboration on how to operate, maintain, finance transport services and integration with new types of services (e.g. Demand-Resposive Transport).
14	**Active modes and micromobility**	Elective Thematic	Further bring cycling and pedestrian planning into a SUMP. Focus also on the integration of micromobility devices, including associated safety matters.
15	**Freight and logistics**	Elective Thematic	Understanding the dynamics and evolution of urban freight transport and city logistics: demand, logistic chains, operations, trends, impacts. Also, focus on SULPs.
16	**Demand Management**	Elective Thematic	Bringing demand management into a SUMP, including behavioural, restrictive, and economic measures, such as parking management, circulation plans, road pricing, low emission zones, etc.
17	**Spatial planning**	Elective Thematic	Spatial, land use, urban planning and road space allocation as key factors to enhance accessibility, inclusivity, safety and promote sustainable modes of transport.
18	**Road safety and street design**	Elective Thematic	Bringing Vision Zero into a SUMP with assessment techniques for safety and security, also focusing on street design elements (e.g. pedestrian area, cycling, etc.)
19	**Inclusive and accessible mobility**	Elective Thematic	Bringing social inclusion goals and measures into a SUMP by considering vulnerable groups, gender issues, poverty. Also granting universal access by removing all barriers.



For any questions, please contact
Carla Giaume: giaume@trt.it

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