

Keeping Accessibility Afloat Without Drowning in Plans

Using existing governance and institutional frameworks to speed up the process of Dutch SUMP



Profiel



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Themes: transport policies, integrative policies,
accessibility planning, fairness & justice

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Practical Knowledge, directly applicable

- Knowledge Platform CROW develops and enriches collective knowledge on **infrastructure** and **mobility**.
- We gather, develop, and share **practical** and **sustainable solutions**.
- We also stimulate the **application** of this knowledge. We do this with, and for the sector.
- That is how we contribute to **pleasant** and **safe** places and sustainable **travel** within the physical environment of the Netherlands. We take pride in this!

“Everyone in the Netherlands experiences the impact of our work on a daily basis.”

The Real Problem

Three Worlds, One Overworked Municipality

- Fragmentation in strategic plans:
 - Environmental Planning Act: abstract ambitions
 - Regional Mobility Plans: climate/CO₂ driven, functional urban scale
 - SUMP/Urban Node: EU asks for integrated sustainable mobility strategy
- Connection to tactical and operational levels is hardly made explicit
- Result:
 - Different indicators, different professional language, different timelines
 - Consultants love it (your staff, less so).

10.3.2023

EN

Official Journal of the European Union

L 73/23

RECOMMENDATIONS

COMMISSION RECOMMENDATION (EU) 2023/550
of 8 March 2023
on National Support Programmes for Sustainable Urban Mobility Planning
(notified under document C(2023) 1524)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 292 thereof,

Whereas:

- (1) The European Green Deal ⁽¹⁾ sets the objective of achieving a climate-neutral EU economy by 2050. It calls for a 90 % reduction in greenhouse gas emissions from transport. The Sustainable and Smart Mobility Strategy ⁽²⁾ has put forward measures to help achieve this objective, including measures for promoting sustainable, smart, safe and healthy urban mobility.
- (2) The Communication on the New EU Urban Mobility Framework ⁽³⁾ prioritises more sustainable transport solutions – collective and public transport, shared mobility, walking and cycling – with the aim of increasing their use for better and more energy-efficient door-to-door mobility while at the same time contributing to citizens' health and wellbeing.
- (3) Sustainable urban mobility contributes to a series of European policies aimed at promoting low- and zero-emission mobility ⁽⁴⁾, improving air quality and road safety, while generating co-benefits for citizens' health and wellbeing. Effective urban mobility planning can help advance related European and national policies directly at the local level. As highlighted by the Communication on the long-term Vision for the EU's Rural Areas ⁽⁵⁾ and the accompanying EU Rural Action Plan, better integrating urban, peri-urban and rural mobility are essential for promoting sustainable mobility solutions.
- (4) The urban mobility package of 2013 ⁽⁶⁾ introduced Sustainable Urban Mobility Plans (SUMPs) as a framework for cities and towns for planning and implementing responses to urban mobility policy challenges in the entire functional urban area. Since then, the Commission has been encouraging the widespread uptake of SUMPs as a cornerstone of European urban mobility policy. The concept and the related European SUMP Guidelines have been

Accessibility Level as the Common Currency

- Why accessibility as “core business”?
 - Mobility = means
 - Accessibility = outcome that matters for community wellbeing
 - Ties together: safety, health, living environment, economy, etc.
- “Leveling up accessibility” (2025):
 - Indicator set for how well people reach activities and services
 - Based on broadly available data: suitable for national dashboarding
 - Good enough to compare, flexible enough for local nuance
- Use it to:
 - Move from “we want to be well accessible” to “we accept/reject this accessibility level for group X in area Y”



One Package, Three Birds: EPA, RMP, SUMP

- Do *one* solid strategic accessibility analysis and reuse it as the backbone for EPA, RMP, and SUMP
- 1. Start from RMP content
 - Already covers climate, modal shift, regional co-ordination
 - Treat RMP area \approx Functional Urban Area for SUMP (be pragmatic, not dogmatic)
- 2. Add an accessibility chapter to the EPA vision
 - Use 'leveling up accessibility' and scenarios
 - Explicitly link to other dimensions of community wellbeing (safety, health, living environment)
- 3. Use the EPA chapter as SUMP steps 1-8
 - Label the resulting package as:
 - The 'Accessibility' chapter in EPA
 - Strategic backbone for RMP
 - First half of SUMP (for Urban Nodes)



Tactical & Operational: SUMP + iAMPro

- Tactical (SUMP/EPA/RMP):
 - Use accessibility profiles to:
 - Identify hot spots (underserved areas and groups)
 - Select and prioritise policy packages
 - Integrate in EPA rules:
 - Parking standards, maximum distances, service levels for modes, etc.
- Operational (iAMPro, Asset Management)
 - Translate tactical choices into asset performance targets:
 - For roads, Public Transport, cycling, walking, public spaces
 - Use 'lines of sight' within the iAMPro model
 - Check interventions (also) against accessibility objectives



Monitoring Without Losing Your Mind

- Core monitoring:
 - National/regional dashboard using public data:
 - Accessibility Level per neighbourhood/target group
 - Links with RMP tool and the monitoring thereof
 - SUMI indicators: align accessibility-related ones with Accessibility Level
- Reflexive monitoring:
 - Use signals from accessibility data to:
 - Adjust measures (mid-term)
 - Refine objectives (next cycle)
- Governance advantage:
 - Same Indicators for:
 - Local debates
 - Regional RMP co-ordination
 - MIRT and national dialogue



2025-2027: Survival Guide in Six Moves

- 2025 – Choose your ‘pragmatic’ FUA
 - Use RMP region as *de facto* SUMP area. Stop drawing new maps
- 2025/26 – Do a baseline Accessibility Level scan
 - Use available tools, once they’re out
- 2025/2026 – Upgrade the EPA vision
 - Add a serious accessibility chapter: ambitions, profiles, scenarios
- 2026 – Declare this as SUMP phase 1-8 for Urban Nodes
 - Document the process, participation and link to TEN-T objectives
- 2026-2027 – Build tactical programmes + iAMPro link
 - Translate strategy into local EPA rules and asset management objectives
- From 2027 – Monitor and adjust
 - Use the national dashboard and reflexive monitoring for each PDCA cycle



Thank you for your attention!



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