

Introducing sustainable urban mobility plans (SUMPs)

INSERT DATE

Training Developed By



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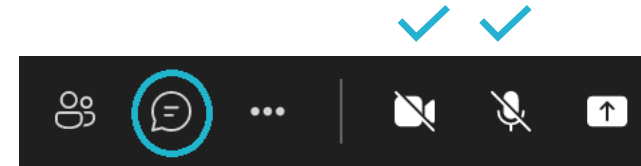
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Some General Notes on this session



Make sure you are muted and your camera is turned off

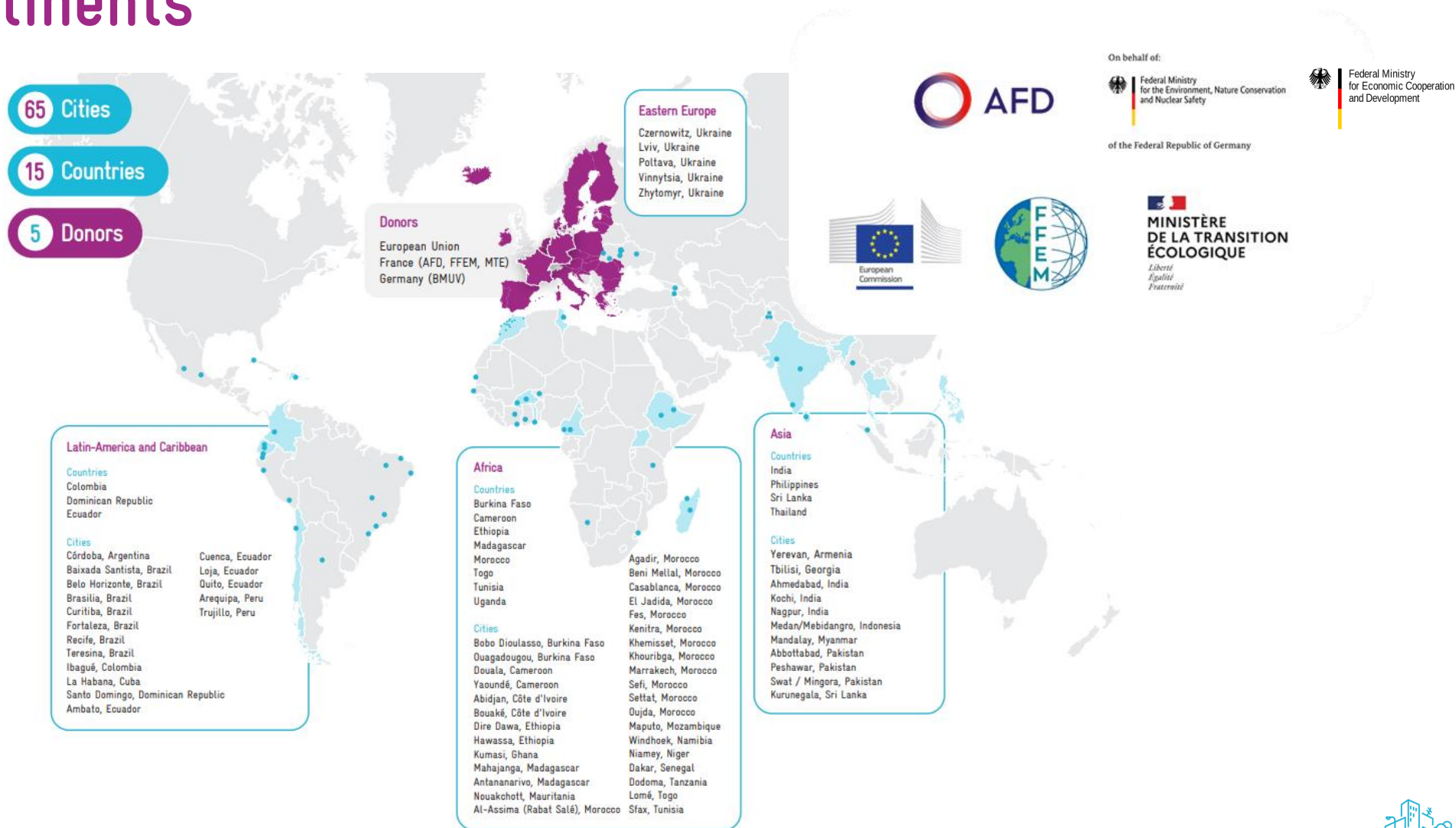


This session will be recorded. You will not appear in the recording if your camera is kept off



Include your questions in the chat, we will pose them in the Q&A at the end of the session

MobiliseYourCity - a truly global Partnership with members on 4 continents



Objectives of the training

- Define the difference between sustainable transport and traditional mobility and the implications for planning
- Define the SUMP concept and how it supports sustainable mobility planning
- Identify the resources required to develop a SUMP
- Describe the main steps in preparing a SUMP
- Reflect on the implementation steps after adopting a SUMP

Contents

1 Welcome & Housekeeping

2 Introduction to sustainable urban mobility

3 Break out groups (30')

4 The SUMP development process

5 From SUMP planning to implementation

6 Q&A, Feedback and Farewell

Speakers



Person 1



Person 2



Person 3



Person 4

Introduction to Sustainable Mobility

Sustainable Development

Sustainable Mobility

The (E)ASI approach

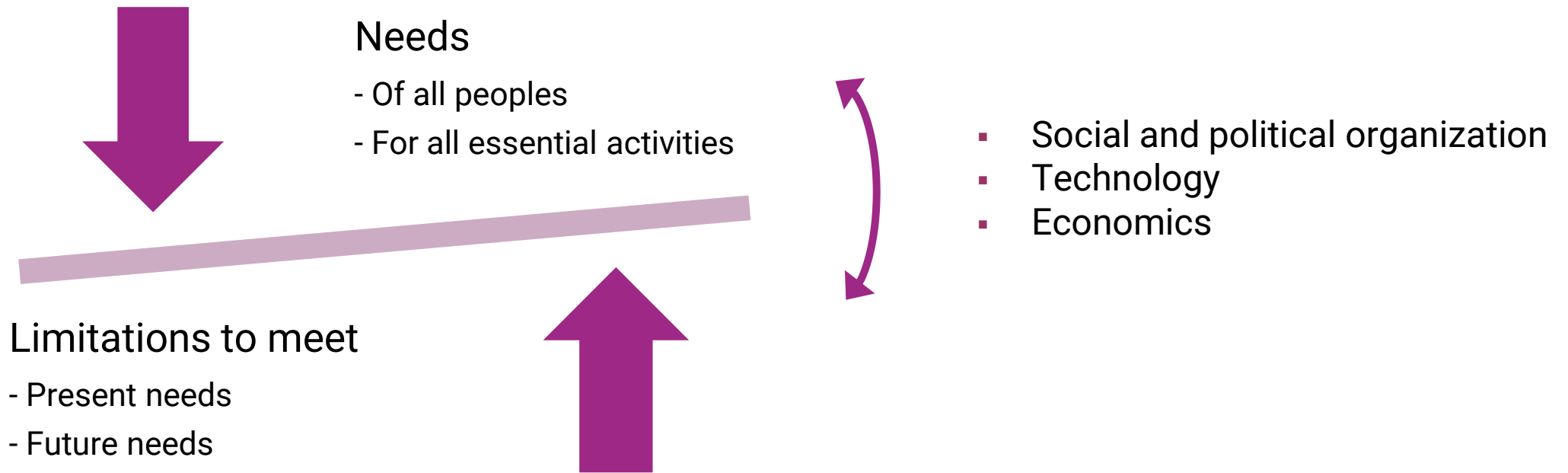
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Sustainable Development

Sustainable Development

→ “Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs”

Brundtland Commission Report (1987)



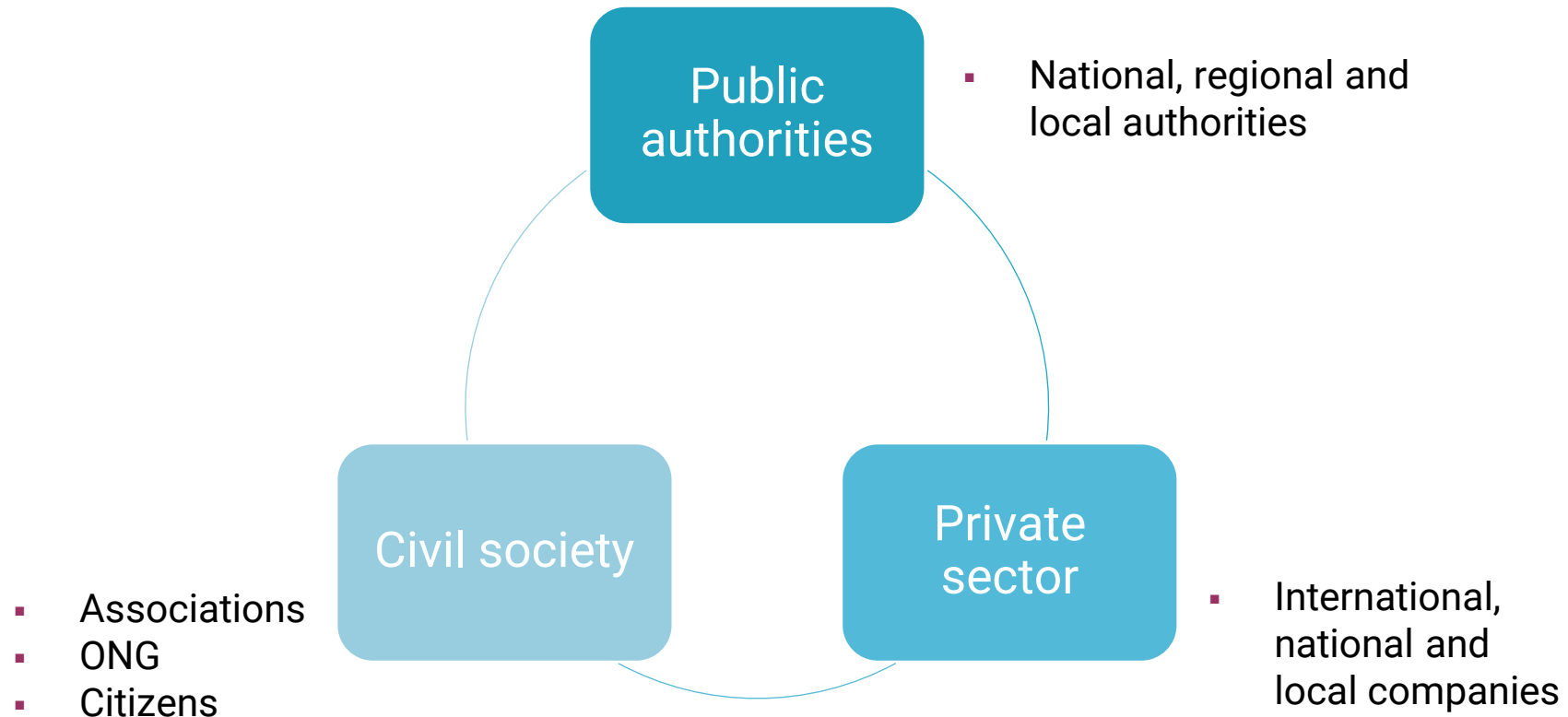


Sustainable Development

Balance between social, environmental and economic pillars

Sustainable Development

Balance between social, environmental and economic pillars + an adapted governance !





SUSTAINABLE DEVELOPMENT GOALS



Sustainable Development

17 sustainable development goals (SDG)

“A blueprint to achieve a better and more sustainable future for all by 2030”

<https://sdgs.un.org/goals>



Sustainable Development

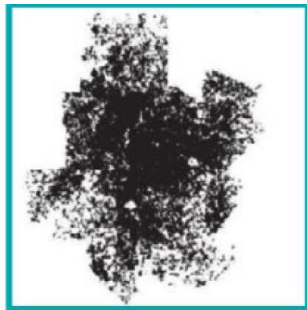
Sustainable mobility contributes to SDG

Source: [MobiliseYourCity](#) contribution to sustainable development goals (SDG), 2020.

Urban dynamics

Urban dynamics

- In 2050: 5,3 Billion people will live in cities, including 80% in emerging countries, 95% of urban growth in emerging countries
- Between 2000 and 2030, urban sprawl will increase by 72%



Atlanta

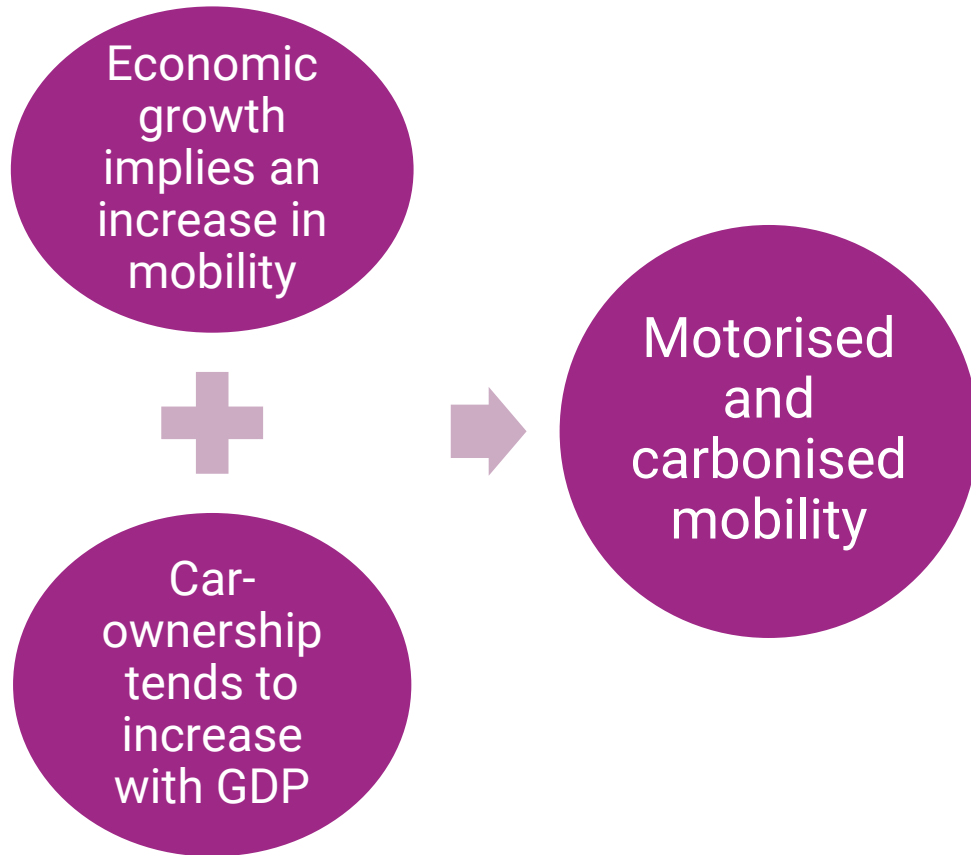
- ✓ Pop. : 5,25 millions
- ✓ 4 280 km²
- ✓ Emissions: 7,5 tons of CO₂ per hectare per year (public and private transport)

Barcelona

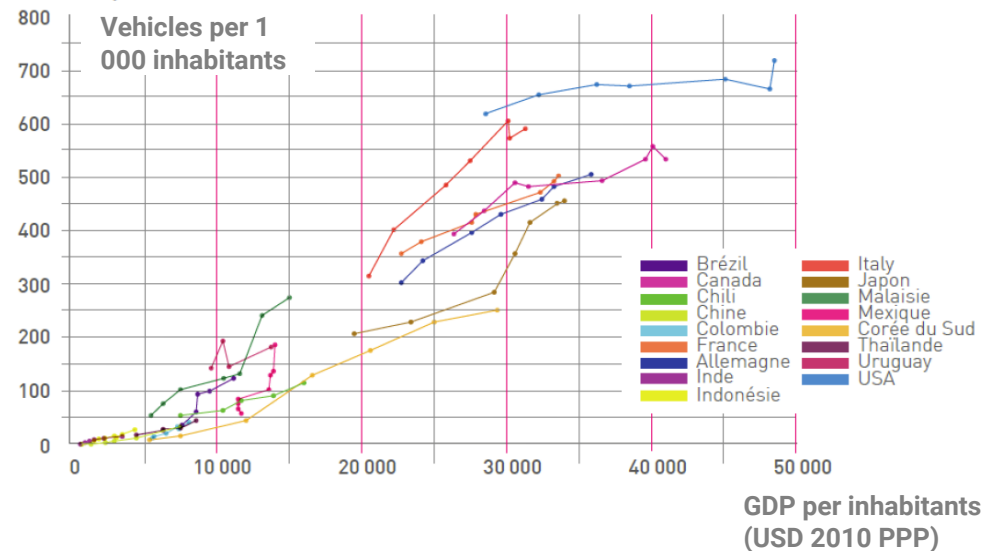
- ✓ Pop. : 5,33 millions
- ✓ 162 km²
- ✓ Emissions: 0,7 tons of CO₂ per hectare per year (public and private transport)



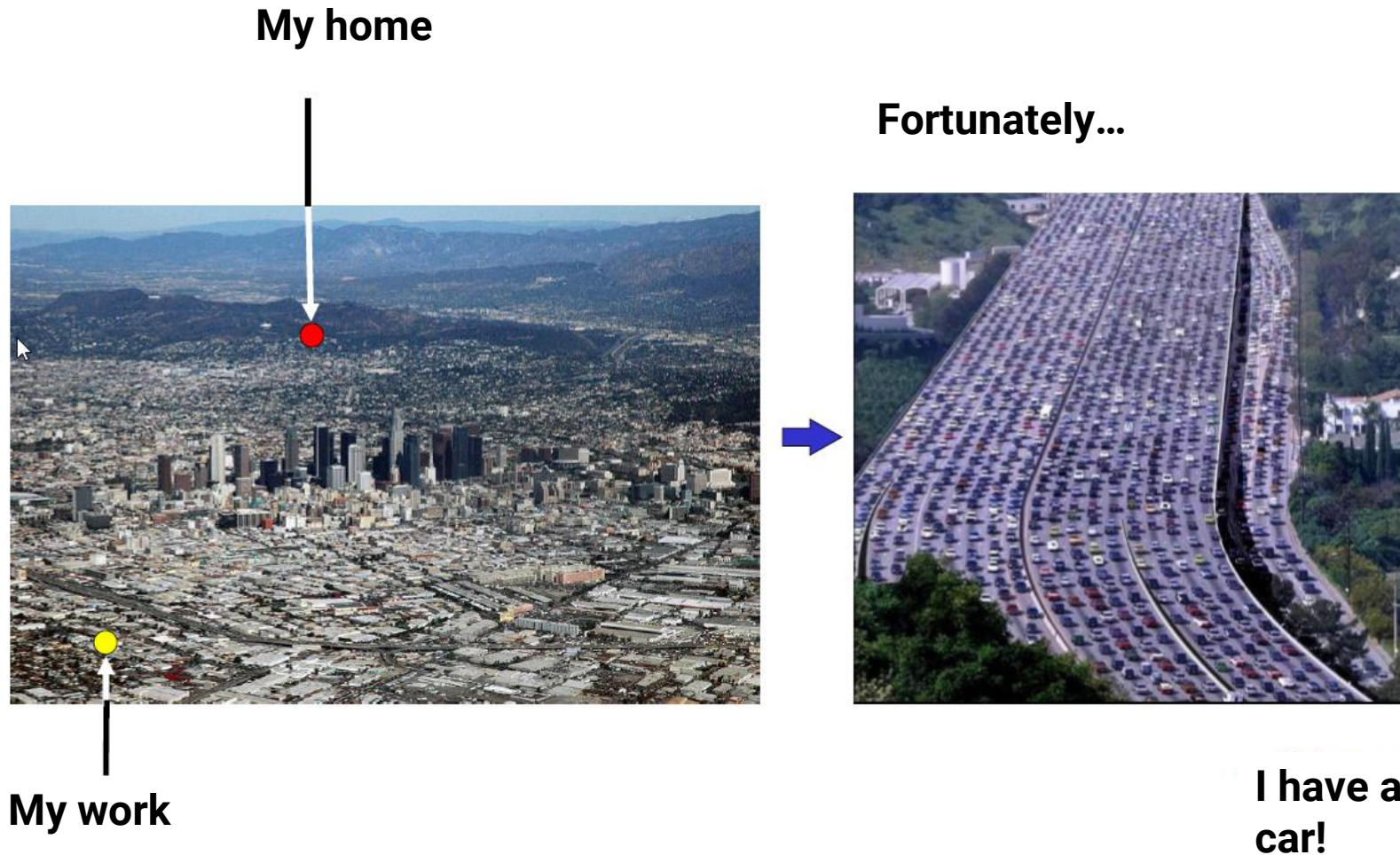
The traditional transport approach



- Traffic is the key
- Mono-modal approach
- Infrastructure-based
- Project approach
- Transport only
- Short and middle terms
- For an institutional area
- Limited impact assessment

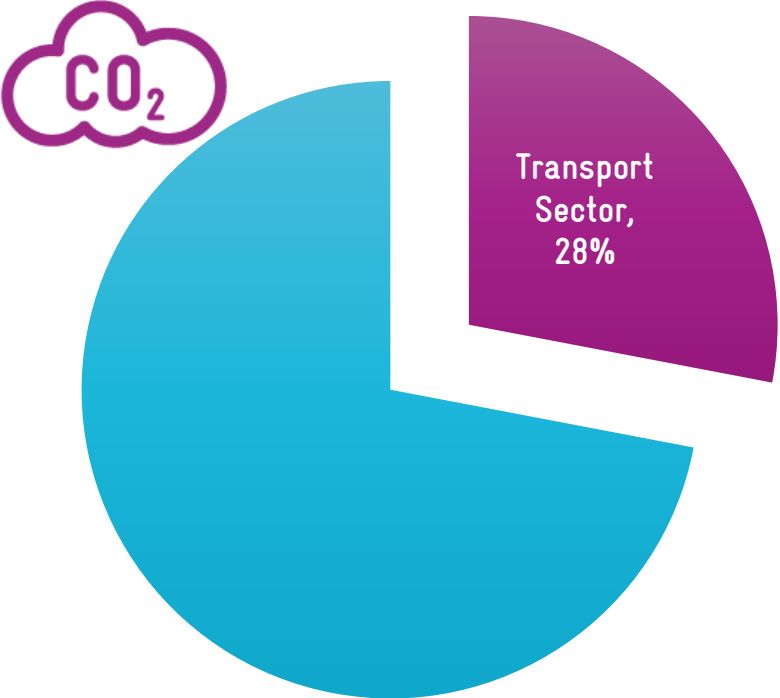



The traditional transport approach



Need to tackle urban transport emissions

Urban transport is the sector with the **highest growth rate** and needs to be taken into account to achieve the 2-degree target



50% 
emissions from
urban transport



2/3 of world
population in cities
in 2050



> 5 400 Billion USD / year = 2 UK GDP



Need to tackle congestion and road safety

- Road congestion: lost time, variations in travel times, fuel consumption, GHG and pollutant emissions, noise emission, stress, ...
→ Economic, social and environmental costs
- Purely infrastructure-based solutions are inefficient
- Integrated approach including all modes (motorized modes, PT, active modes, paratransit) and urbanism / mobility
- urbanism and mobility integration



> 850 Billions USD / year = GDP of the Netherlands



> 518 Billions USD / year = GDP of Nigeria
GDP





Informal modes can represent “20 to 25 % of daily wages in rapidly growing cities such as Delhi (India), Buenos Aires (Argentina) and Manila (the Philippines), and as much as 30 % in Nairobi (Kenya), Pretoria (South Africa) and Dar es Salaam (Tanzania)” *

Working for equity

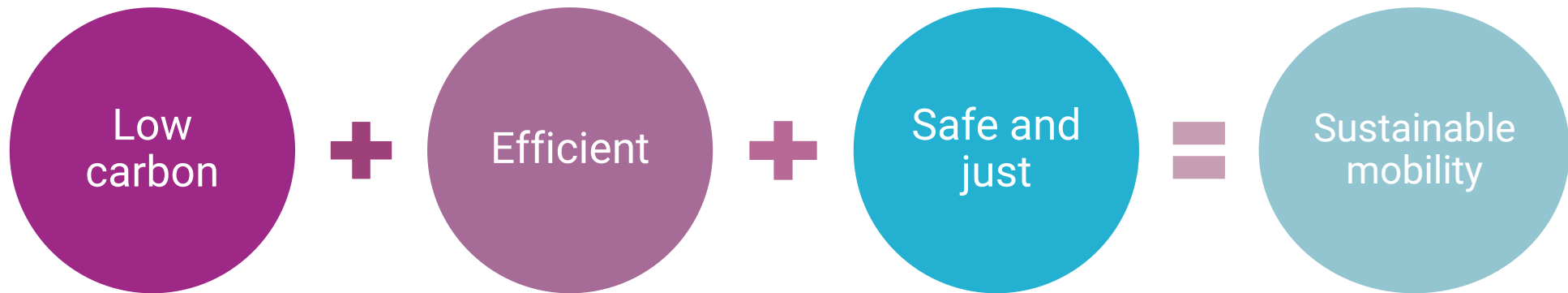
- Mobility is the key to jobs, services, education, health...
- Urban mobility can represent a high share of daily wages
- A car-oriented mobility policy is inequitable
- Public Transport and active modes for social equity

1.2

Sustainable Mobility

The MobiliseYourCity vision for sustainable mobility

- People is the key
- All modes and all services contribute to the same goals
- At the scale of the functional area



Barriers to sustainable mobility

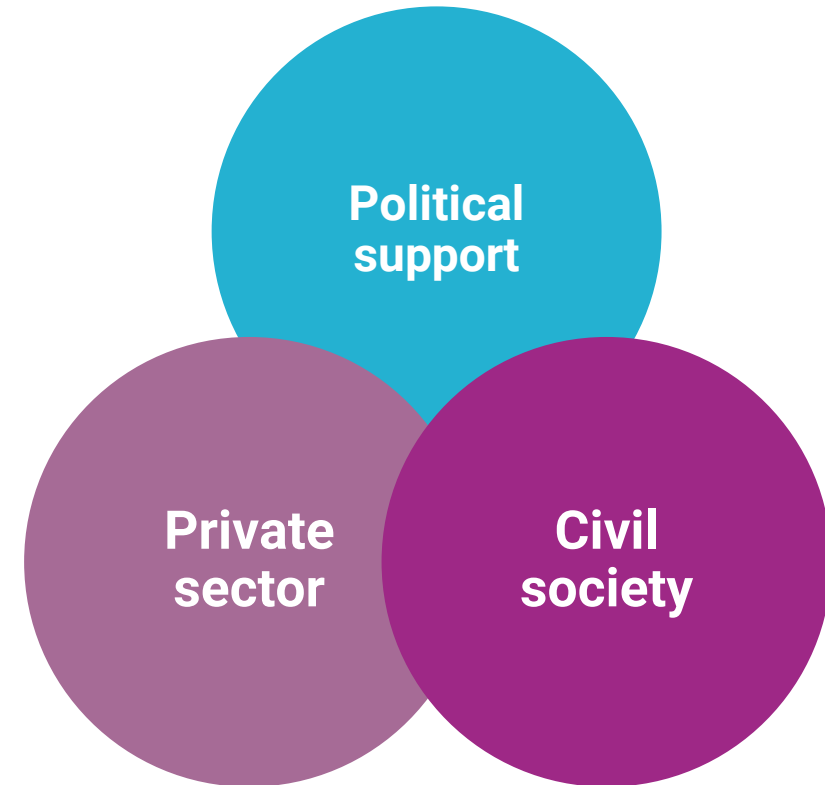
Barriers (and possible solutions) are as diverse as cities and urban transport system themselves

- Lack of budget for funding urban mobility
- Limited skilled staff resources
- No clear-cut responsibilities
- Traditional ways of transport planning focusing on infrastructure or individual projects
- Lack of stakeholder involvement
- Hardships in resolving target conflicts between different road users and urban functions
- Lack of vision and strategy for the future of mobility in your city



Support to sustainable mobility

- Enhanced quality of life and a livable city for all
- Efficient use of resources: the best projects with maximized global impacts, including interactions between different mobility services
- Systemic approach where different public policies converge
- Contribution to international and national objectives: GHG, SDG, ...



1.3

(E)ASI approach



(E)ASI approach

A tool for developing sustainable mobility

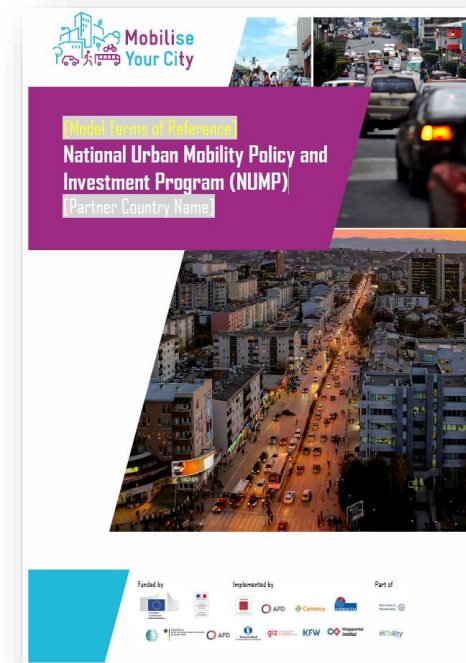
- Enable
- Avoid
- Shift
- Improve

(E)ASI approach - E for “Enable”

Create a framework where action is possible

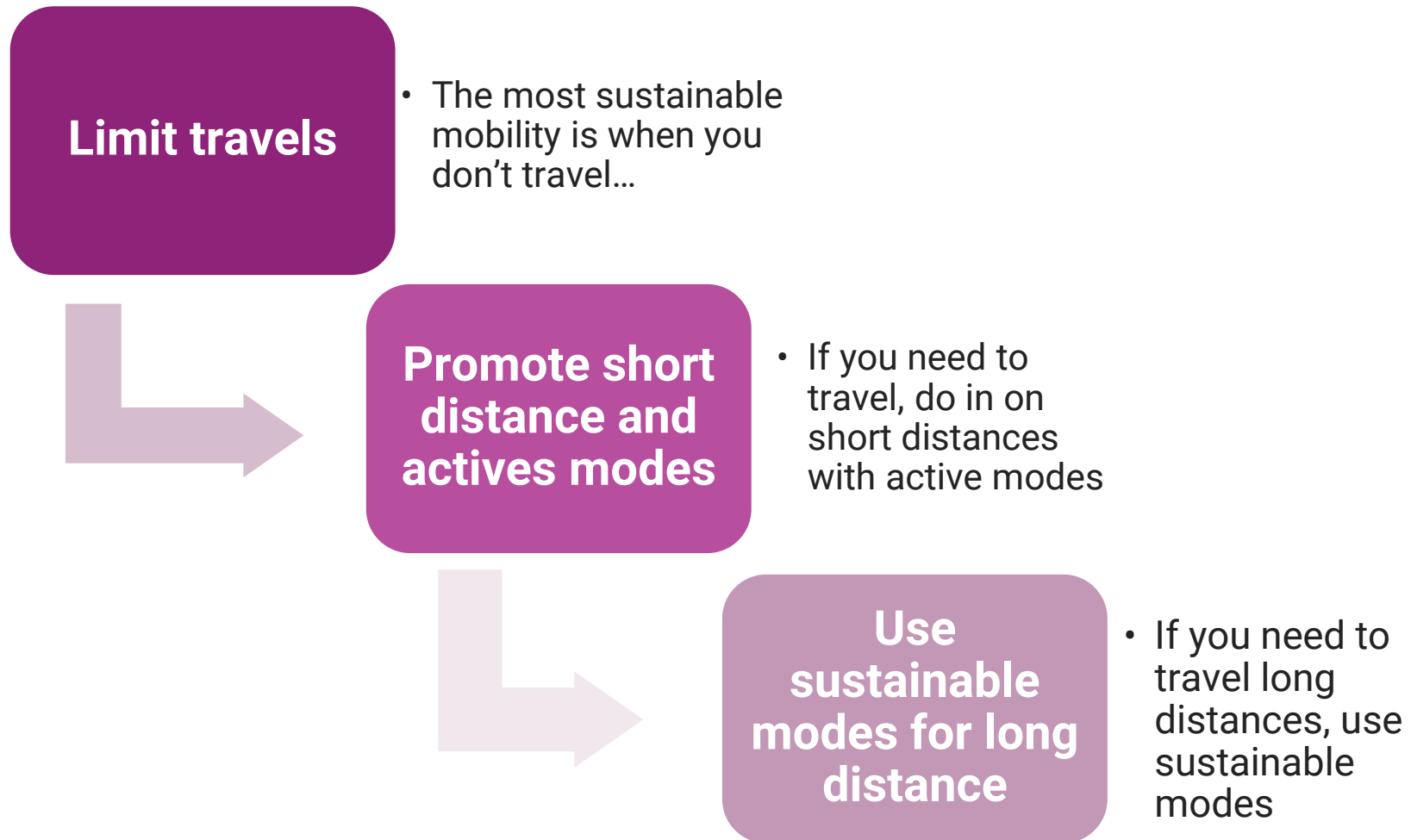
- ✓ Competences are clearly defined
- ✓ An organisation is in charge of urban mobility planning
- ✓ Available human resources and trained staff
- ✓ Financial resources
- ✓ Public and private sectors are associated
- ✓ Concertation of civil society and citizens

! Coordination between national (regional) and local level !
→ **NUMP**: National Urban Mobility Policy and Investment Program



(E)ASI approach - A for "AVOID"

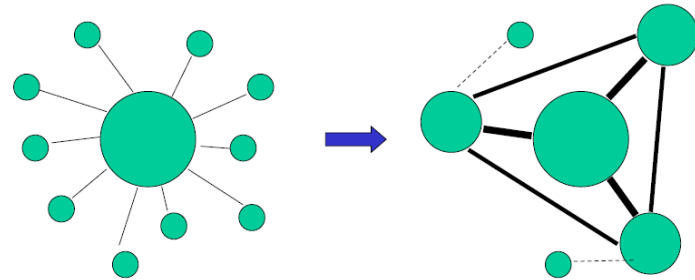
Avoid or limit the increase in travelled kilometers



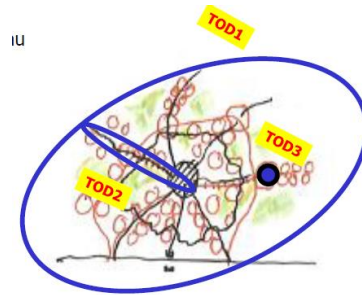
(E)ASI approach - A for "AVOID"

Avoid or limit the increase in travelled kilometers

✓ Diversity



✓ Density



✓ Design










Nice - France

(E)ASI approach

- S for "Shift"

Shift to more sustainable transport modes

- Preserve and increase the use of modes that consume the least energy
- Shift travels with individual motorised modes to public transport and active modes

	 Traffic mixte	 Bus standard**	 Cyclistes	 une voie de BRT	 Piétons	 Tramway	 Train de banlieue
Capacité par corridor (personnes/heure/par sens)*	2 000	9 000	14 000	17 000	19 000	22 000	80 000
Intensité Energétique (MJ/p.km)	1.65-2.45	0.32-0.91	0.1	0.24	0.2	0.53-0.65	0.15-0.35
Fuel	Fossile	Fossile	Nourriture	Fossile	Nourriture	Electricité	Electricité



(E)ASI approach

- S for "Shift"

Shift to more sustainable transport modes

Promote active modes

- Safe, continuous networks
- Safe and preserved sidewalk
- Make active modes efficient: create permeability across road and train infrastructures, across buildings, ...

Develop Public Transport

- Coverage of the whole functional area
- Frequency and capacity
- Level of service: comfort, safety, reliability
- Affordable and integrated prices

Limit the use of individual car

- Regulatory action : speed limits, low-emission zones, congestion toll, vehicle registration licence, ...
- Car parking policy
- Tax policy: fuel tax, licence, ...

(E)ASI approach - I for “Improve”

Improve the efficiency of mobility

- Decrease congestion and increase the number of passengers per vehicle
- Improve energy efficiency of vehicles
- Promote new energy sectors: electric vehicles, renewable energies, ...



Poll 1

a. How sustainable is your mobility system today?

1. A nightmare for sustainability mobility
2. ...
3. ...
4. ...
5. At the cutting edge of sustainability

b. How sustainable your mobility system could be in 5 years?

1. A nightmare for sustainability mobility
2. ...
3. ...
4. ...
5. At the cutting edge of sustainability

2

Break-out group exercise

Break-out groups

Discussion:


- Can you think about measures that fall under the Avoid, Shift and Improve framework?
- You can also provide examples of ASI measures that you have implemented in your city.

Organisation

- 13 min in small groups
- 10 min for sharing results

Task:

- Can you think about measures that fall under the Avoid, Shift and Improve framework?
- You can also provide examples of ASI measures that you have implemented in your city.



AVOID (or reduce) the need to travel	SHIFT to sustainable modes of transport	IMPROVE energy efficiency of transport modes
<ul style="list-style-type: none">• <u>Example: Land use planning</u>	<ul style="list-style-type: none">• <u>Example: Bike-sharing systems</u>	<ul style="list-style-type: none">• <u>Example: Renewable/alternative fuels</u>
City examples	City examples	City examples

Poll 2

“I have now identified (E)ASI measures that could be implemented in my city”

1. Not really
2. A few, but it will be difficult
3. Several measures that could be implemented
4. A bunch of measures that could be implemented

The SUMP Development Process

SUMP concept and comparison with traditional approach

MobiliseYourCity approach

SUMP development approach

3.1

SUMP concept and comparison with traditional approach

SUMP concept and comparison with traditional approach

Sustainable mobility

- Low carbon, efficient, safe and just mobility:
- People is the key
- All modes and all services contribute to the same goals
- At the scale of the functional area



Traditional planning approach

- Traffic is the key
- Mono-modal approach
- Infrastructure-based
- Transport project by transport project approach
- Short and middle terms
- For an institutional area
- Limited impact assessment

Figure 1: Differences between traditional transport planning and Sustainable Urban Mobility Planning

Traditional Transport Planning		Sustainable Urban Mobility Planning
Focus on traffic	→	Focus on people
Primary objectives: Traffic flow capacity and speed	→	Primary objectives: Accessibility and quality of life , including social equity, health and environmental quality, and economic viability
Mode-focussed	→	Integrated development of all transport modes and shift towards sustainable mobility
Infrastructure as the main topic	→	Combination of infrastructure, market, regulation, information and promotion
Sectoral planning document	→	Planning document consistent with related policy areas
Short and medium-term delivery plan	→	Short and medium-term delivery plan embedded in a long-term vision and strategy
Covering an administrative area	→	Covering a functional urban area based on travel-to-work flows
Domain of traffic engineers	→	Interdisciplinary planning teams
Planning by experts	→	Planning with the involvement of stakeholders and citizens using a transparent and participatory approach
Limited impact assessment	→	Systematic evaluation of impacts to facilitate learning and improvement

The European SUMP approach



The Sustainable Urban Mobility Plan

“A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.”

Source: Recommendations for Sustainable Urban Mobility Plans (EU 2013)

Photo source: <https://www.interreg-danube.eu/news-and-events/programme-news-and-events/272>

The 8 European SUMP Principles



Plan for **sustainable mobility** in the entire **'functional city'**



Define a long-term **vision** and a clear **implementation plan**



Cooperate across institutional boundaries



Develop all transport **modes** in an **integrated** manner



Involve **citizens** and **stakeholders**



Arrange for **monitoring** and **evaluation**



Assess current and future **performance**



Assure **quality**

The MobiliseYourCity SUMP specificities

Specificities of the MobiliseYourCity geographies

1. Mobility as a basic service not yet always affordable for all

2. Often not adequate institutional framework for urban mobility, uncompleted devolution process



3. Lack of financial resources: need to focus on financially realistic proposals

4. Paratransit and walking as main transport modes currently in most MYC cities

5. Lack of data and monitoring systems

The MobiliseYourCity SUMP specificities

Specificities of the MobiliseYourCity geographies

1. Capacity building component

2. Strong emphasis on participatory process (Mobilise Days)



3. Promotion of digital tools

4. Enhanced GHG MRV methodology developed under MYC

5. Need comprehensive surveys set and transport modelling as usually not available yet

3.2

SUMP development approach



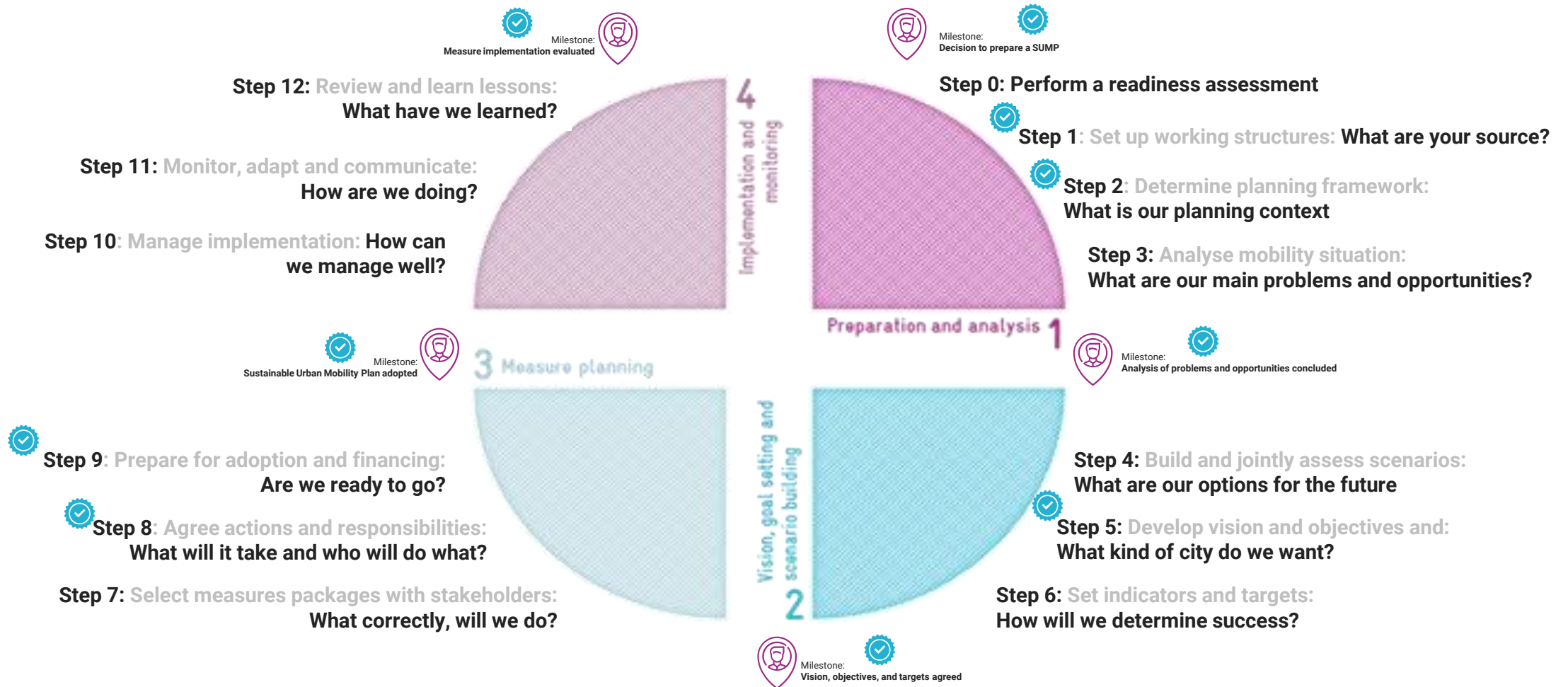
The SUMP Cycle

The SUMP Cycle – 4 Phases and 13 Steps

Source: own elaboration based on Rupprecht Consult, Guidelines for developing and implementing a sustainable urban mobility plan

The SUMP Cycle

The decision maker's overview



The SUMP Cycle – 4 Phases and 12 Steps

Source: own elaboration based on Rupprecht Consult, Guidelines for developing and implementing a sustainable urban mobility plan

3.3

MobiliseYourCity approach

The MobiliseYourCity SUMP development approach

1. Inception Phase/ Workshop (Kick Off):
Establishment of local SUMP teams and road map

3 months

3. Goal Setting and Measure Planning:
Setting targets and indicators, develop integrated measure packages

4-8 months

6 months

2. Status Quo analysis and Scenario Building
Assessment of mobility and data, build future development scenarios

3-4 months

4. Plan Validation
Prepare budgets validate at technical and political level

Source: Annotated Outline for Sustainable Urban Mobility Plans (SUMP) - SUMP development guidance resources for developing and transition countries, MobiliseYourCity, 2020

The MobiliseYourCity SUMP development approach

SUMP ready-to-
implement

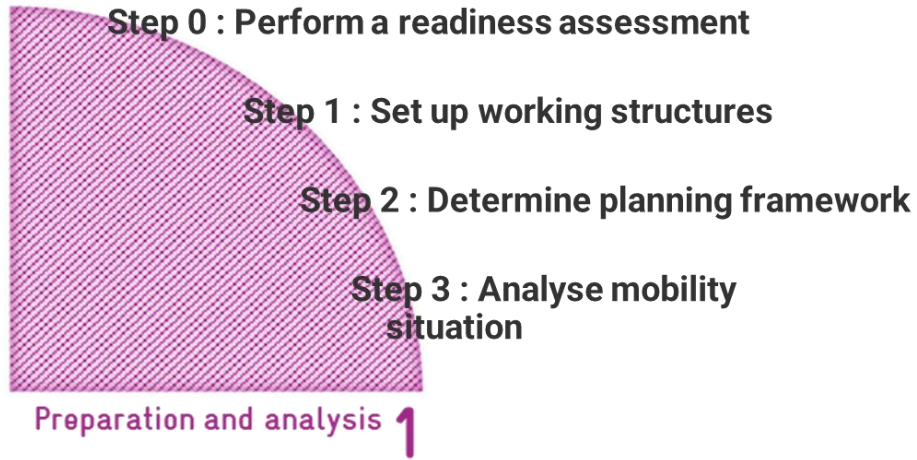


3-10 years

**5. Implementation,
monitoring and
evaluation**

Prepare budgets, validate at
technical and political level

1. Preparation and analysis:



What are our resources? How to get ready?

Who should get involved?

What is our planning context?

What are our main problems and opportunities?

Step 0

Step 1

Step 2

Step 3



Preliminary assessment of capacities, resources and risks

Overall approach, methodology and budget

Operational working structures

Global awareness of the SUMP project /concepts

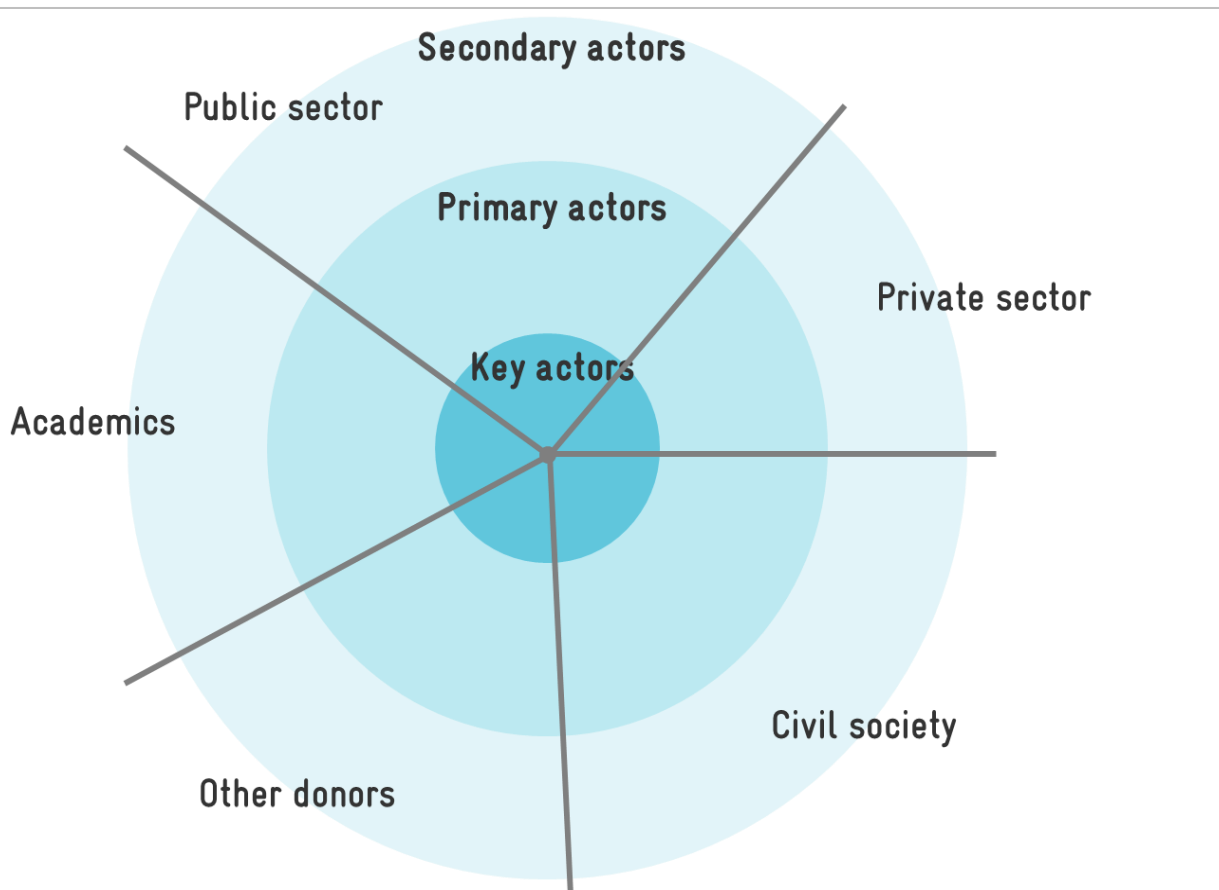
Refined methodology and strategy regarding participatory process and communication

Draft plan for capacity building

Comprehensive and shared diagnosis

Urban mobility problems and opportunities

Key issues to be addressed by the SUMP



Example of stakeholder map. Source: [MobiliseYourCity - Topic guide - Participatory processes in urban mobility planning](#)

1. Preparation and analysis: Establishment of local SUMP teams & road map

- **Within the local authority in charge of the SUMP:** political and technical SUMP leaders, local expertise,
- **Stakeholders' involvement:** identification of relevant stakeholders at the scale of the functional area, public/private sectors and civil society, mobility/urbanism/energy/...,
- **Pre-status quo analysis:** list of available studies, important on-going projects, ...
- **Road map for the SUMP elaboration and implementation**
- **Kick off event:** to initiate cooperation and share ambition for the SUMP project
- **Decision of the local authority:** the legal start of the process, could include global objectives, road map, rough estimation of available funds,

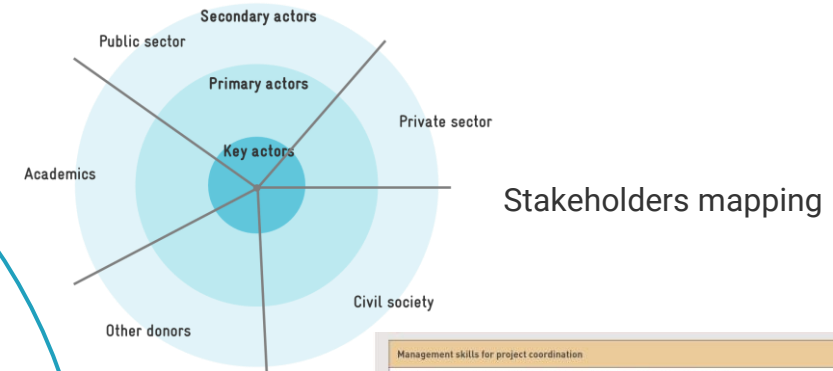
Step 0 – Perform a readiness assessment

Risk matrix : consider electoral cycle, vulnerability of human activities and mobility to pandemics, spending power and price volatility, nature and criticality of climate hazards

Risks
 Political instability, pandemic, economic crisis, climatic emergency

Capacities
 Stakeholders, management and technical skills

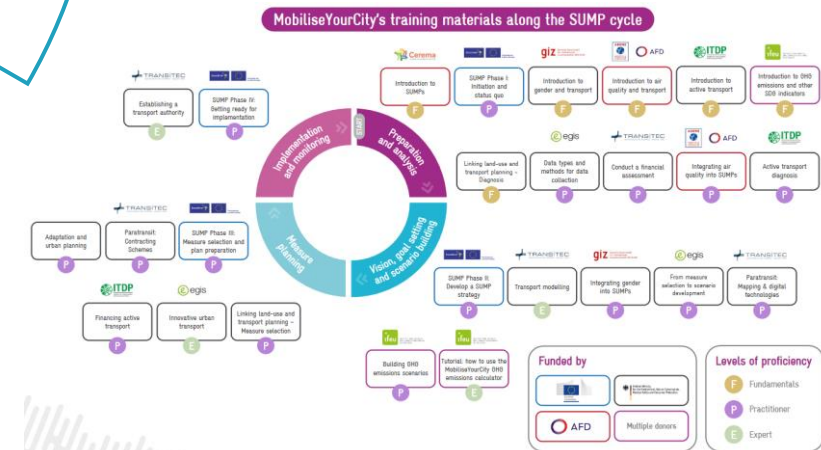
Resources
 Existing policies and regulation, input data, facilities to support the SUMP



Management skills for project coordination	
•	Project management (team building, process development, moderation and documentation)
•	Financial management (budget planning)
•	Staff management (incl. managing multidisciplinary teams made up of internal and external staff)
Technical skills of the team members	
•	Urban planning and transport planning, including regulatory framework
•	Expertise in important sectoral policies (economic, social, environmental)
•	Moderation, mediation
•	Data collection methods and empirical analysis (surveys, interviews and modeling)
•	Knowledge of mobility measures and impact assessment
•	Writing and design skills for public relations
•	Economic analysis, funding and investment expertise
•	Legal procurement expertise

Management and technical skills checklist

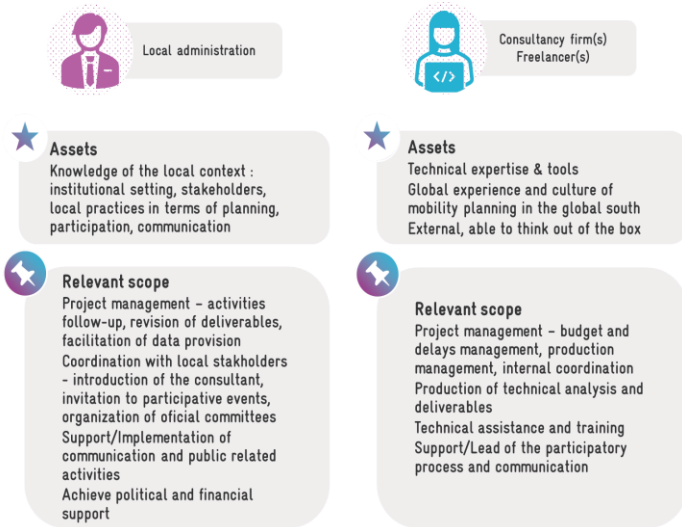
Options for building capacities



Indicative input data list

Field	Data	Sources	Indicators
Key data & indicators			
Socioeconomic	<ul style="list-style-type: none"> Population and jobs in the urban area Social level/index per districts or appropriate zoning system Projects of urban development and equipment 	<ul style="list-style-type: none"> Distribution over the urban area or appropriate zoning system 	<ul style="list-style-type: none"> Density, cover activity poles and major traffic generators Deprived population & areas
Mobility	<ul style="list-style-type: none"> Number of daily trips Average time and distance of daily trips Average budget spent in mobility Volume and structure of daily trips 	<ul style="list-style-type: none"> Data available per household, for different segmentation of the population (geographical, income, gender) 	<ul style="list-style-type: none"> Travel rate Mobility patterns Affordability of public transports, including paratransit
Demand	<ul style="list-style-type: none"> Ridership and peak flow per mode/line Counts of vehicles per type on the road network Origin – Destination matrix per mode (based on a zoning system) 	<ul style="list-style-type: none"> Data from counts or ticketing system Data from Origin – destination survey and/or household survey 	<ul style="list-style-type: none"> Modal share (number of trips, km per mode) Average occupation per mode Main flows in the urban area

Step 1 – Set up working structures



	Preparation and Analysis	Strategy development	Measure planning	Implementation and Monitoring
Inform	Face-to-face : Information event, Press conference, Information booth/exhibition in public spaces, Information campaign, local citizens/stakeholders as communicators & multipliers for the Community Online : Social Media posts, Website, Informational App, Broadcast/Podcasts, Video Channel Newsletter			
Consult	Surveys : Online, on site, in households Interviews : Stakeholders, partners, key people... Crowdsourcing data : online map-based survey, problem reporting, OSM community		Mobilise days	Evaluation questionnaires & surveys: on/online site Evaluation interviews (telephone, key persons...) Crowdsourcing data
Collaborate	Problem analysis workshop: brainstorming, Walk inspection	Scenario workshop : brainstorming, Walk inspection Shared-vision workshop	Measures workshop, hackathon Financing / planning workshop	Field trip to implementation site Co-maintenance
Empower		Social board : Follow-up of the plan by citizens	Participatory budgeting	Co-implementation, Co-maintenance Trainings, overviews on key subjects

If the City decides to seek external support, the TOR shall specify local practices, actual needs and City resources available, considering the capacities of the administration in charge

Build-up a team that gather a large variety of profiles, encouraging connection with other departments

Identify a political champion – political support – and a technical champion – follow-up and liaison with local partners

Organize consultations with stakeholders continuously along the SUMP cycle

Reach out to all kind of publics, not only connected ones

Ensure that the results of the participatory process are highlighted and considered in the SUMP

Step 2 – Determine planning framework

Phases and Steps	Urban concerns	Environment concerns	Social concerns
Phase I: Preparation and analysis			
Step 0: Perform a readiness assessment			
Step 1: Set up working structures			
Step 2: Determine planning framework			
Step 3: Analyze mobility situation	<ul style="list-style-type: none"> Collection of socioeconomic data, administrative boundaries, land use Analysis of urban structure, trips generators and major urban projects, developments 	<ul style="list-style-type: none"> Collection of statistics about the fleet, motorization, and fuel consumption Experience of alternative source of energy Estimation of the GHG emissions of the transport sector 	<ul style="list-style-type: none"> Collection of statistics about incomes Identification of deprived areas Analysis of accessibility and mobility conditions in deprived areas Affordability of the transport system

Objectives of Phase 2, Strategy development and Phase 3, Measure planning

Assess the social impact and inclusive character of mobility policy

Develop a robust and detailed financial plan

Have a clear understanding of modal share and a fair assessment of mode incidence on behaviours, possibly introducing new transport modes

Evaluate MRT projects accurately – as for demand, costs, impacts, etc.

Consider a new fare policy as part of the SUMP

Incidence on workplan to be anticipated in Step 2, Determine planning framework

Design the survey program in order to assess main resources and expenses of households

Provide objective information accounting for direct and indirect beneficiaries of the transport system (e.g. origin and destination of trips, socioeconomic profile of passengers, etc.)

Ensure that the modal segmentation is adequate and well understood by respondents, collect qualitative information regarding mode attractiveness

Design the zoning and survey sampling according to the foreseen rank/station layout

Assess willingness to pay, according to the level of resources



Fully embed the SUMP into development and implementation schedules of other existing policies and strategies

Objectives and needs for a demand forecast model shall be anticipated, according to the local context and priorities

Formalize the participation and capacity building of the technical committee all along the workplan

Step 3 - Analyse mobility situation

Data collection



- 1 Manage**
Plan for data collection and build capacities in data processing according to needs
- 2 Design**
Develop data collection or data processing tools, database,
- 3 Generate**
Produce, structure and store data in exploitable format
- 4 Analyse**
Elaborate relevant indicators and maps, draw conclusions
- 5 Share**
Set partnership, value results using appropriate channels and format

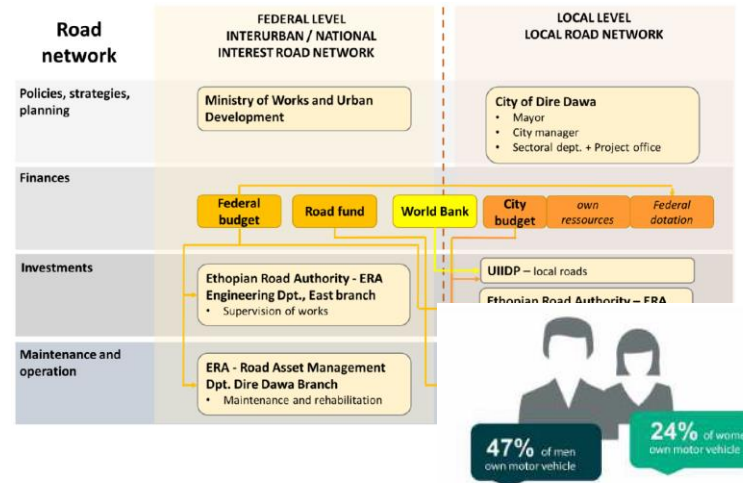
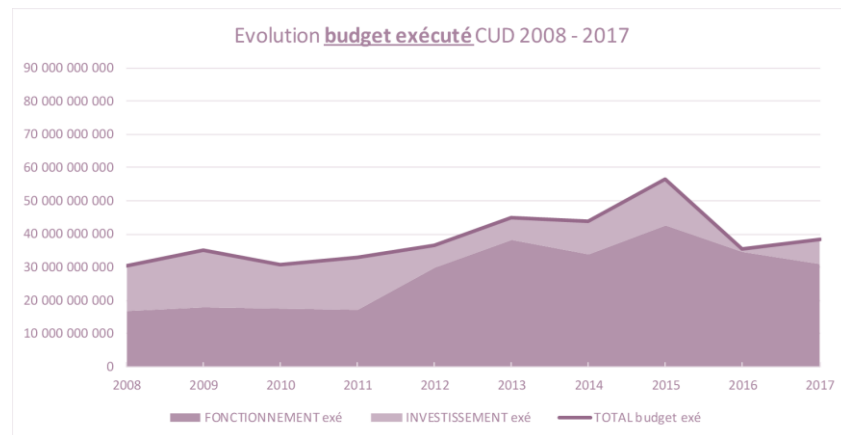
Balance qualitative and quantitative data collection, to enable social, environment and monitoring components of the SUMP

Household survey is the core element of the data collection and should be subject to careful preparation

Learn about local capacities to manage data and account for existing processes, in the perspective of forthcoming steps (evaluation and monitoring).

Step 3 - Analyse mobility situation

Problems and opportunity analysis



Conduct a financial assessment to get a clear and comprehensive overview of financing and funding mechanisms of the transport sector

Highlight mobility issues in a comprehensive manner, considering urban dynamics, social exclusion aspects and institutional framework

Share and consolidate conclusions jointly with stakeholders, for they will later support the identification of challenges to be addressed by the SUMP

2. Vision, goal setting & scenario building

Vision, goal setting and scenario building

2

Step 4 : Build and jointly assess scenarios

What are our options for the future?

Step 5 : Develop vision and objectives with stakeholders

What kind of city do we want?

Step 6 : Set indicators and targets

How to qualify our criteria for success?

Step 4

Step 5

Step 6

..



Factual basis for the development of a shared vision

Widely supported vision, clear objectives and strategic priorities

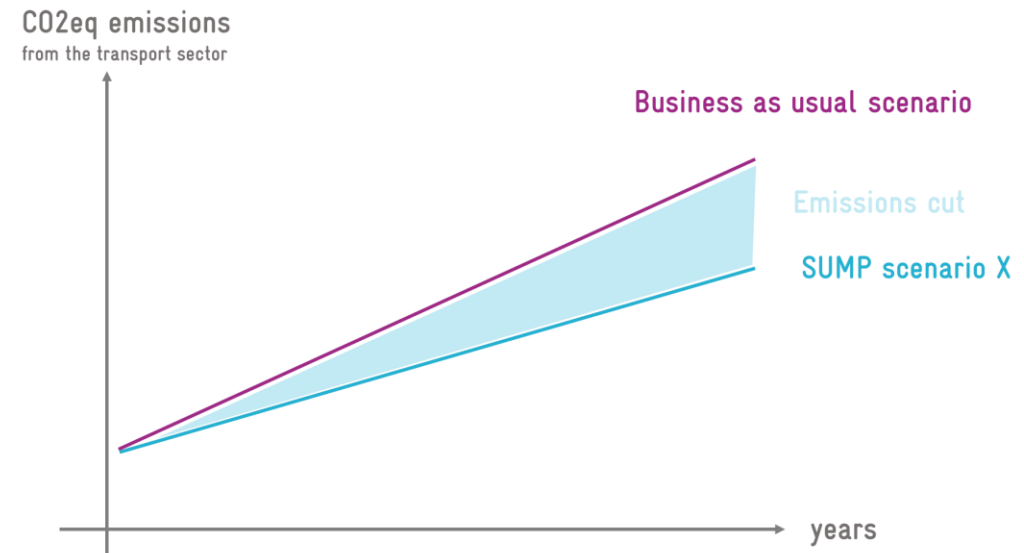
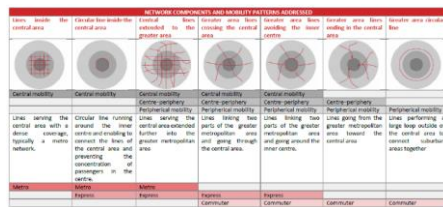
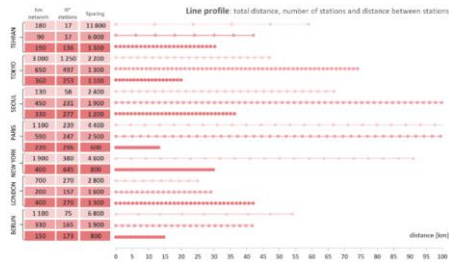
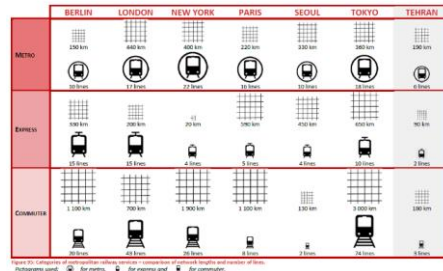
Set of strategic monitoring indicators

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Ownership and acceptance of the process



Step 4 – Build and jointly assess scenarios

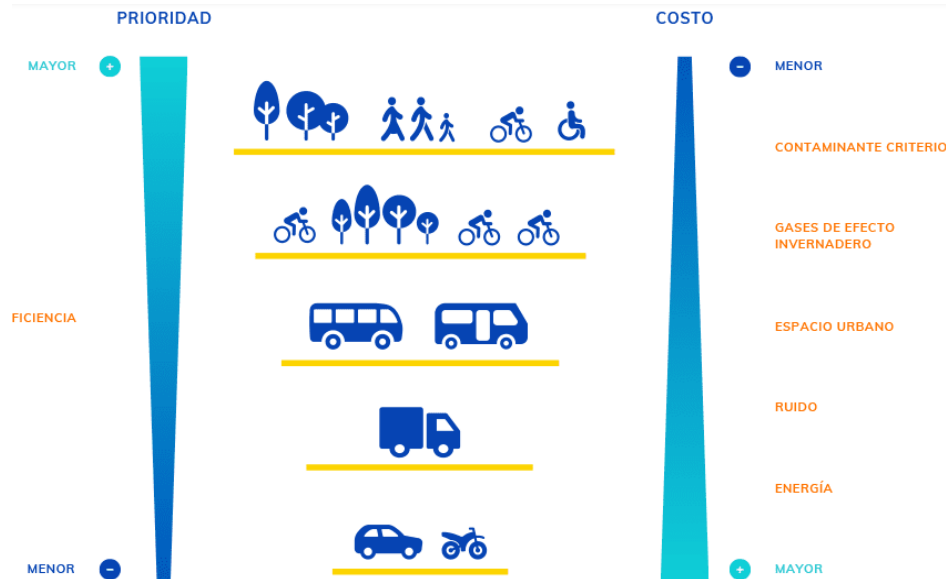


Get inspired from other cities to appreciate different strategies considered to address same mobility issues as yours

Ensure that considered scenarios bring positive environmental and social impacts, when compared to the BAU scenario.

Step 5 – Develop vision and objectives with stakeholders

Step 6 – Set indicators and targets



Reduce and rationalize the use of car

Facilitate metropolitan trips

Provide accessibility to the mobility system and metropolitan opportunities to all citizens

Make walking and cycling safe and attractive

Enhance mobility within districts thanks to a meshed network

Provide high-quality and efficient public transports

Value the natural assets and improve the quality of the urban environment

Adapt the organizational and financial frameworks to implement a metropolitan sustainable mobility system

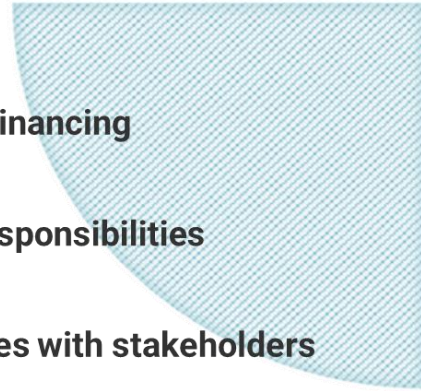
Make sure to connect local issues and population concerns with sustainable goals when developing the vision

Set objectives that are aligned with both sustainable mobility values and local concerns.

The 5 MobiliseYourCity Core indicators:

- Access to public transport
- Air pollution
- Road safety
- Modal split
- GHG emission from transport

3 Measure planning



Step 9 : Prepare for adoption and financing

Are we ready to move forward implementation?

Step 8 : Agree actions and responsibilities

What will it take? Who will be in charge?

Step 7 : Select measure packages with stakeholders

What will we do concretely?

Step 7

Step 8

Step 9

..



Package of measures tested and appraised against objectives

Costing per type of action, mode, time horizon and project owner

Finalized action plan

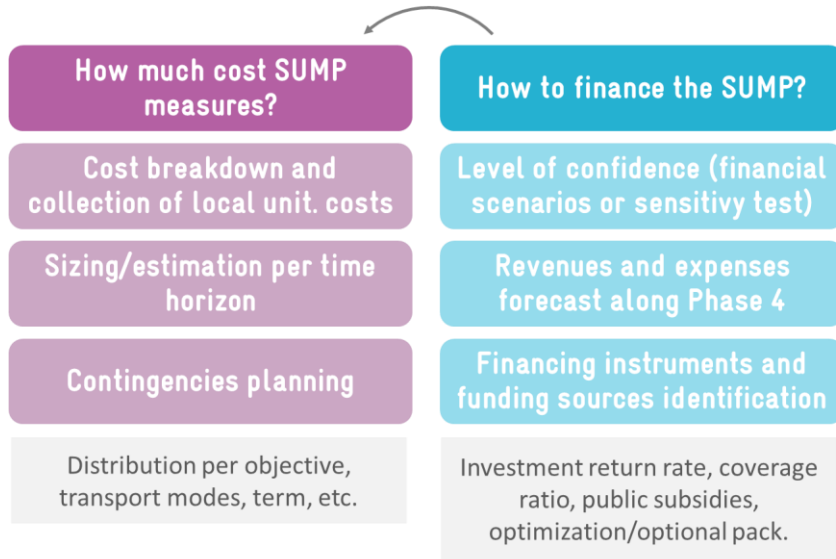
Sustainable Urban Mobility Plan

..

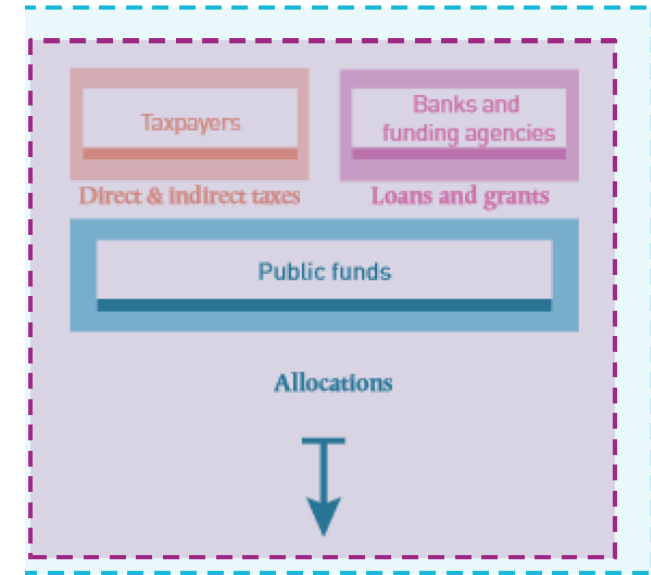
Step 7 – Select measure packages with stakeholders

Step 8 – Agree actions and responsibilities

Do these measures fit with financial resources?



Are these measures financially sustainable?



Potential **financing** sources

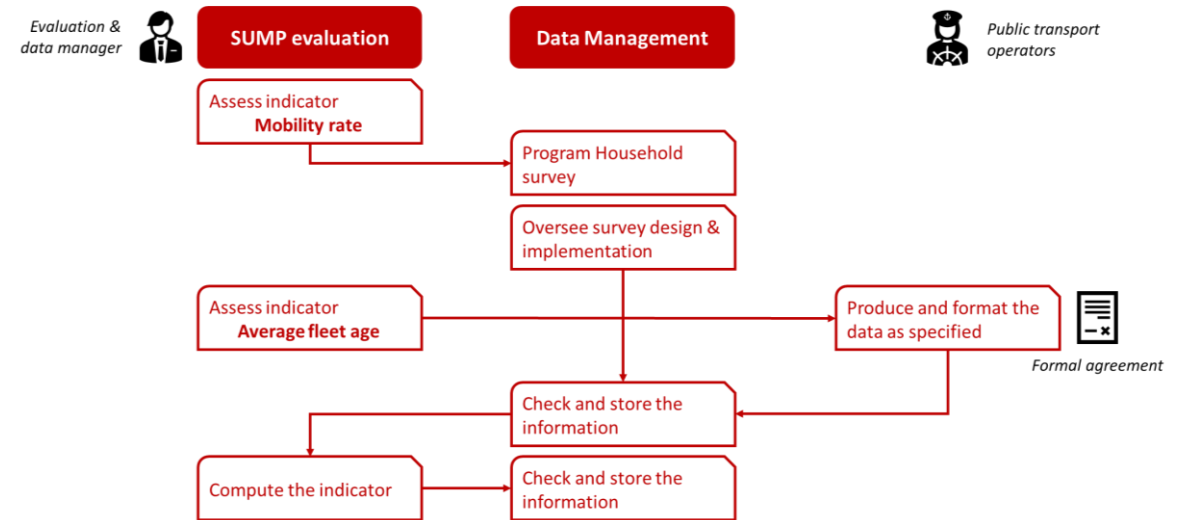
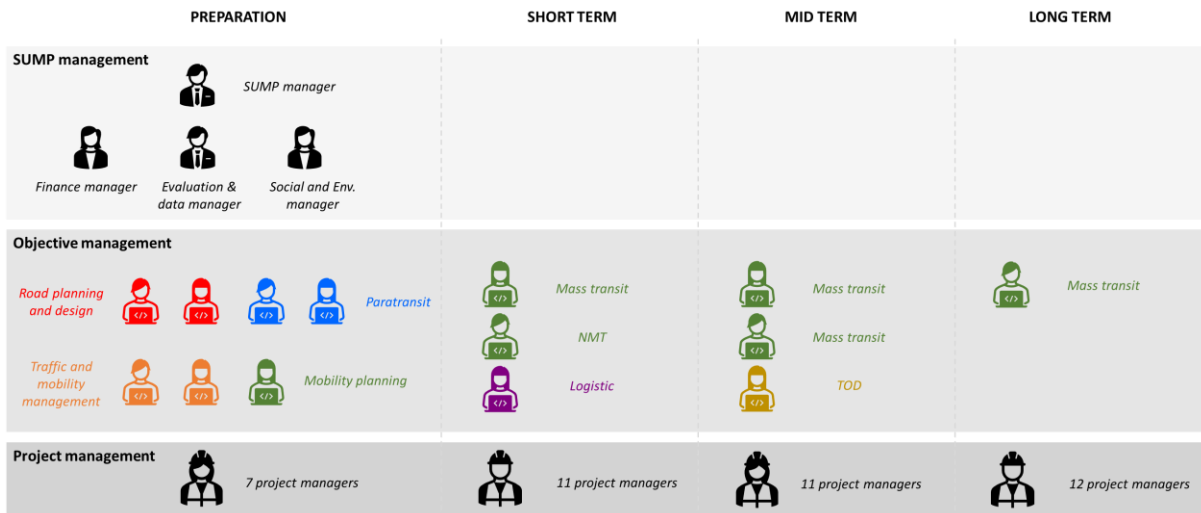
The action plan shall be tailored to funding capacities

Consider affordability as an objective while evaluating the financial viability of the SUMP

Seek national and international support to increase your funding capacities.

Step 8 – Agree actions and responsibilities

Step 9 – Prepare for adoption and financing



Have a focus on required human resources to implement, supervise and monitor the SUMP measures

Formulate SMART indicators that can support decision-making and SUMP adjustment along implementation

Make monitoring and evaluation arrangements an integral part of the action plan

4

From SUMP planning to implementation

The implementation phase

Step 10 – Manage implementation

Step 11 – Monitor, adapt and communicate

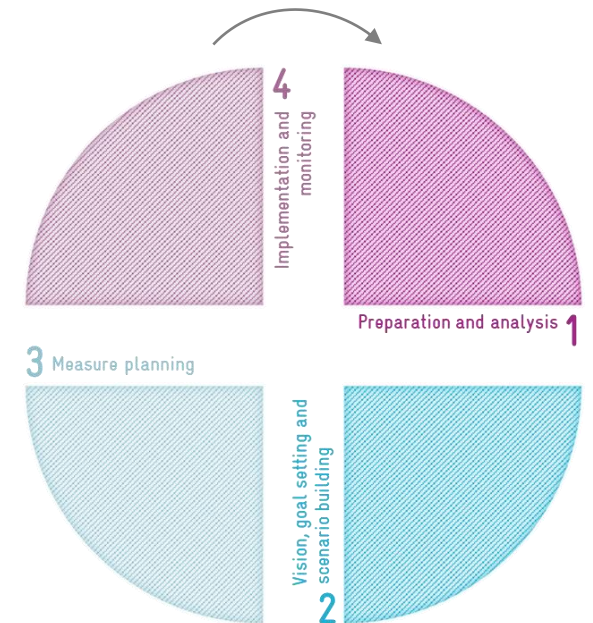
Step 12 – Review and learn lessons



Continuously encourage political buy-in through regular meetings, reviews and consultation

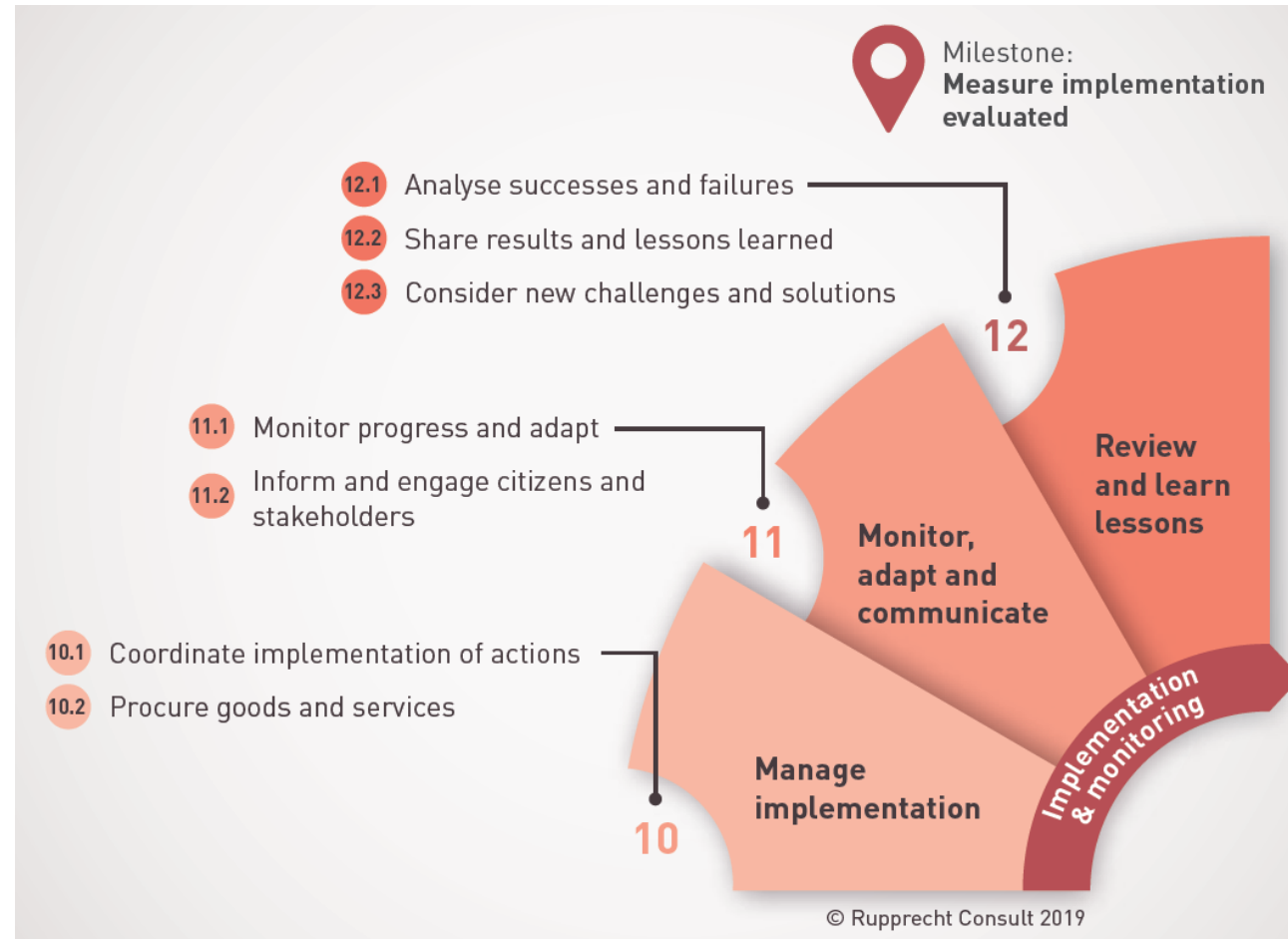


Communicate on a regular basis achievements and lessons learned



Evaluate the successes and failures of the SUMP and capitalize enough to feed the next SUMP

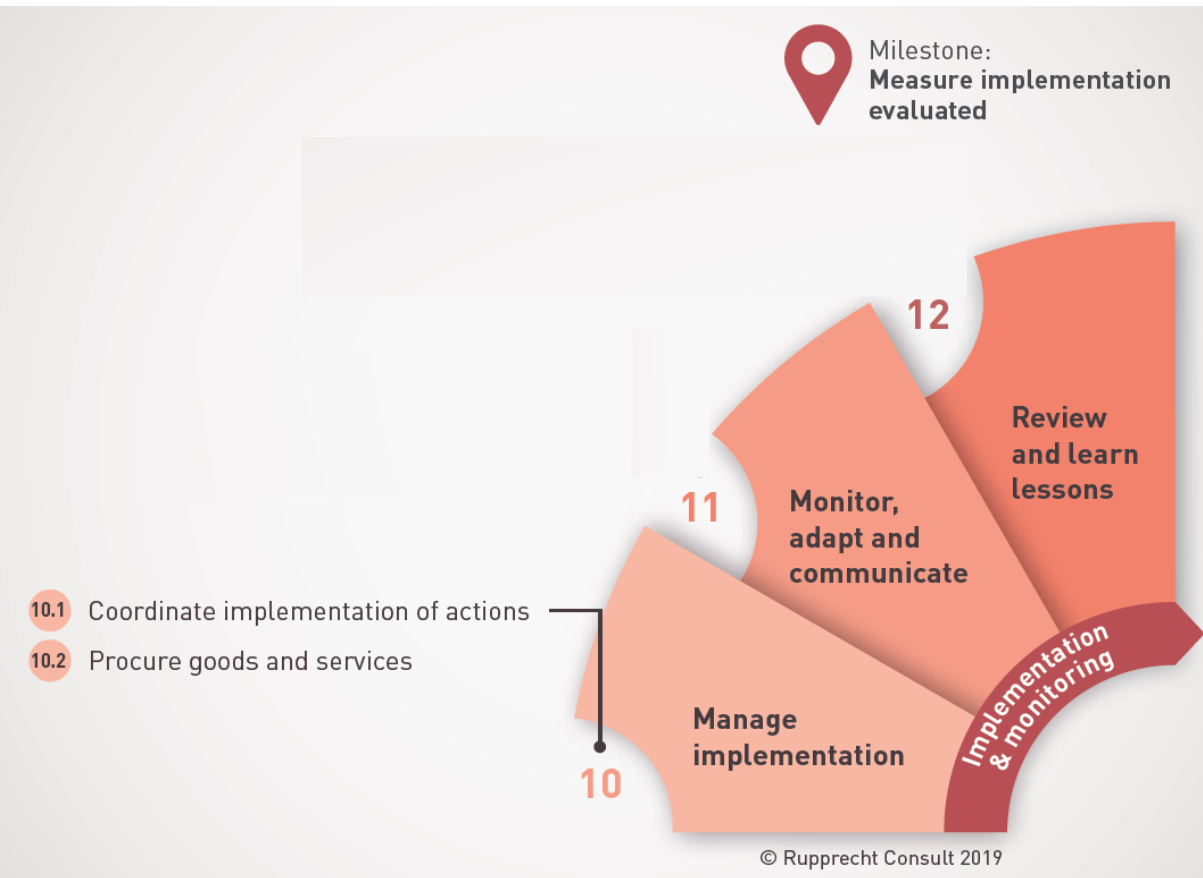
The last phase: Implementation & monitoring



Source: European Guidelines for developing and implementing a Sustainable Urban Mobility Plan - 2019

The last phase: Implementation & monitoring

Manage implementation



Coordinate implementation of actions

Procure goods and services

Monitor progress and adapt

Inform and engage citizens and stakeholders

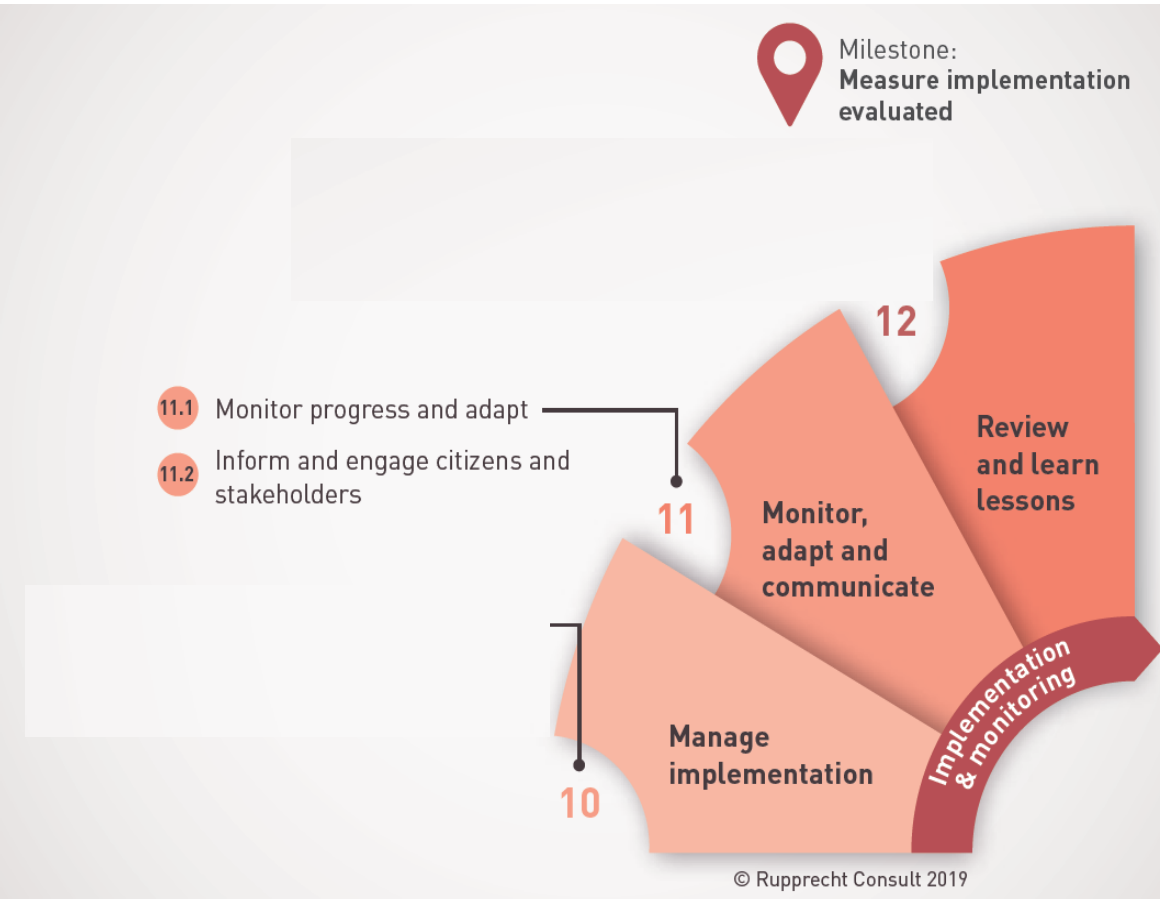
Analyse successes and failure

Share results and lessons learned

Consider new challenges and solutions

The last phase: Implementation & monitoring

Monitor, adapt and communicate



Coordinate implementation of actions

Procure goods and services

Monitor progress and adapt

Inform and engage citizens and stakeholders

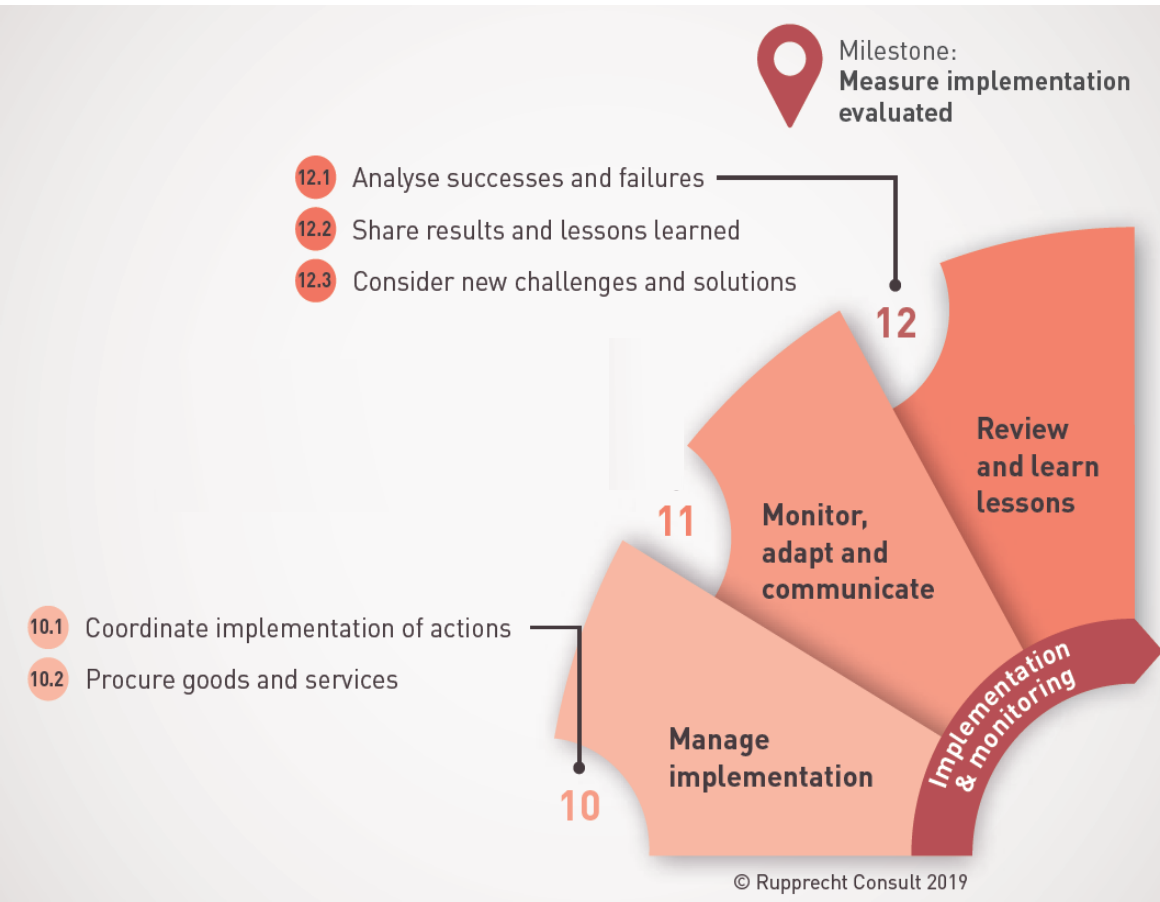
Analyse successes and failure

Share results and lessons learned

Consider new challenges and solutions

The last phase: Implementation & monitoring

Review and learn lessons



Coordinate implementation of actions

Procure goods and services

Monitor progress and adapt

Inform and engage citizens and stakeholders

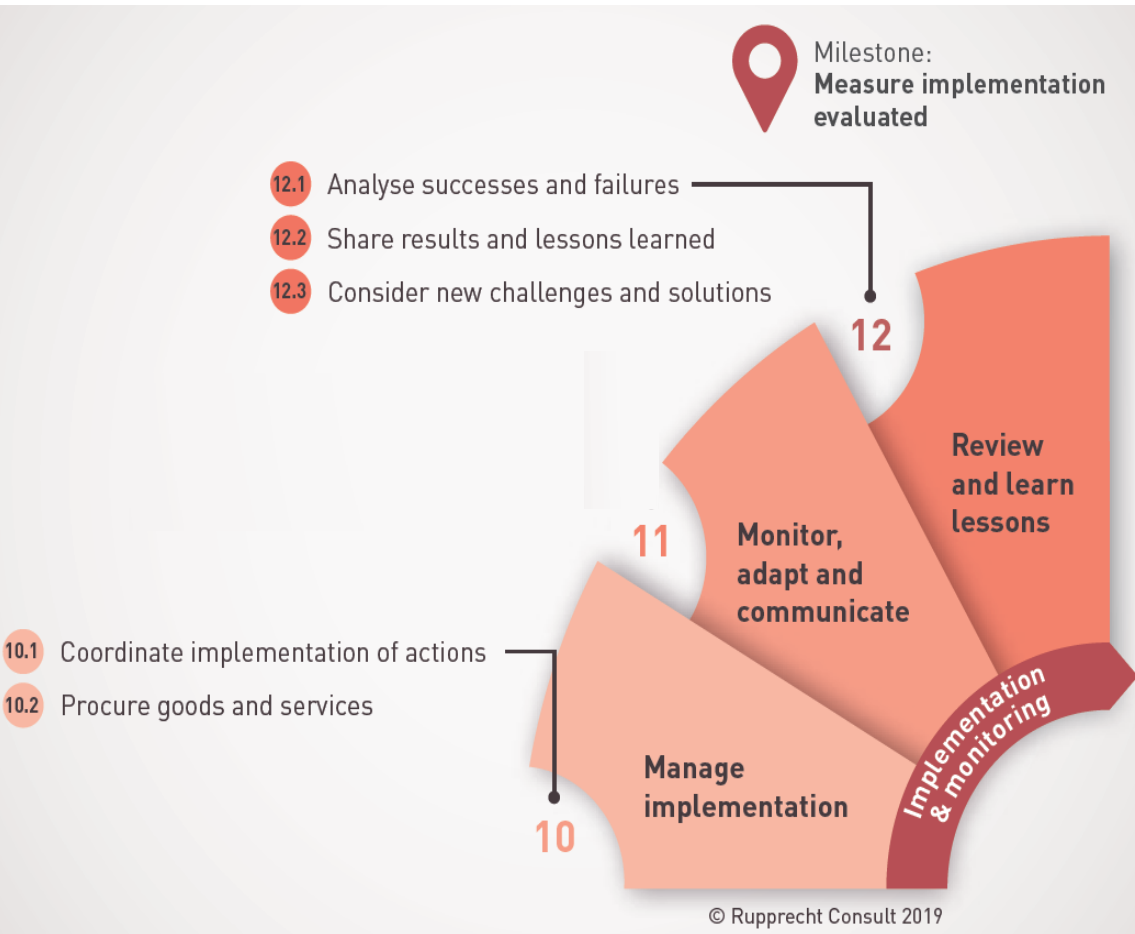
Analyse successes and failure

Share results and lessons learned

Consider new challenges and solutions

The last phase: Implementation & monitoring

Review and learn lessons



Coordinate implementation of actions

Procure goods and services

Monitor progress and adapt

Inform and engage citizens and stakeholders

Analyse successes and failure

Share results and lessons learned

Consider new challenges and solutions

3

Questions, Feedback and Farewell?



Q&A

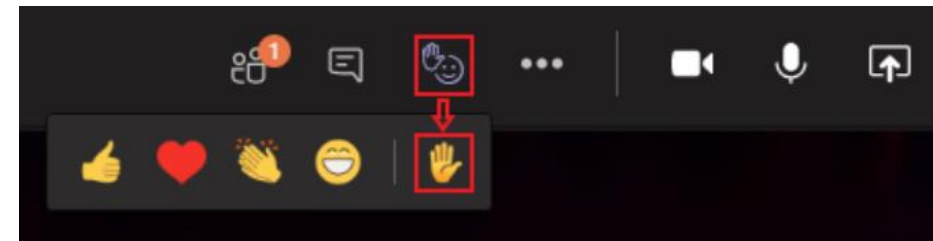
Chat

- Post your questions in the chat and we will include them in the Q&A



Speak

- Select “Show reactions” in the meeting controls, and then choose “Raise your hand”. Everyone in the meeting will see that you've got your hand up.



Stay tuned with MobiliseYourCity updates

- ✓ Learn
- ✓ Exchange
- ✓ Connect



Eager for more? subscribe to the MobiliseYourCity newsletter to stay updated with the latest information on our upcoming Mastering Mobility Sessions!

[Register here](#) or scan the QR Code



Missed previous past sessions? The recordings are available on their Knowledge Platform!

Visit [Knowledge Platform here](#) or scan the QR Code



Thank you for your attention

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MobiliseYourCity resources

MobiliseYourCity resources : Knowledge Platform resources

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- ✓ Institution
- ✓ Geography
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- MYC content
- Core methodologies

Type of knowledge

- Tool
- Website
- Guidelines / Manual
- Report / Paper
- Fact sheet / Case study
- Presentation

SUMP Toolkit
Annotated Outline for Sustainable Urban Mobility Plans (SUMP)
SUMP development guidance resources for developing and transition countries
SUMP
26 Oct 2020
Tool
Annotated Table of Contents for Sustainable Urban Mobility Plans (SUMPs)
EN 0 0

Policies for Sustainable
FINAL REPORT
SUMP
Report / Paper
Policies for Sustainable Accessibility and Mobility in Urban Areas of Kenya - SSATP
13 Oct 2020
EN 0 0

Policies for Sustainable
FINAL REPORT
SUMP
Report / Paper
Policies for Sustainable Accessibility and Mobility in Urban Areas of Nigeria - SSATP
13 Oct 2020
EN 0 0

Policies for Sustainable
FINAL REPORT
SUMP
Report / Paper
Policies for Sustainable Accessibility and Mobility in Urban Areas of Kenya - SSATP
13 Oct 2020
EN 0 0

Policies for Sustainable
FINAL REPORT
SUMP
Report / Paper
Policies for Sustainable Accessibility and Mobility in Urban Areas of Nigeria - SSATP
13 Oct 2020
EN 0 0

<https://mobiliseyourcity.net/knowledge-products>



MobiliseYourCity's tools and methodologies



**New
MobiliseYourCity
SUMP Guidelines
coming soon!**



SUSTAINABLE URBAN MOBILITY PLANS (SUMPs)

Developing feasible action plans for urban transport and mobility

The old-fashioned "predict-and-provide" approach to transport planning leads to enormous investments in roads and highways worldwide – and to a growing number of cars using them. Today, quality of life, economic activity and the need to reduce local pollutants and greenhouse gas emissions play a stronger role in urban and mobility planning. Hence, investments in sustainable transport projects and measures are prioritized by more and more cities. The concept of sustainable urban mobility considers all transport modes (i.e. including cycling, walking, public and individual transport) as well as urban functionalities and development objectives (i.e. quality of life, access for all societal groups, public space, urban logistics, air quality).

Imagine your city in 20 years: What would you want it to look like?

A place where:

- Public transport and cycling infrastructure provide reliable and comfortable access to work places, leisure and health services?
- Air is clean?
- Businesses can prosper?
- Children can safely cross roads and play outside?
- You can walk to do your shopping?

What prevents the development of sustainable mobility options?

Lack of budget for funding urban mobility; Limited skilled staff resources; No clear-out responsibilities; Traditional ways of transport planning focussing solely on infrastructure or individual projects; Lack of stakeholder involvement; Hardships in resolving target conflicts between different road users and urban functions; Lack of vision and strategy for the future of mobility in your city etc.


Barriers (and possible solutions) are as diverse as cities and urban transport system themselves.

A Sustainable Urban Mobility Plan aims at targeting those barriers and shaping a practical and feasible way forward.

A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.

Source: Recommendations for Sustainable Urban Mobility Plans (EU 2013)


Setting your city on sustainable course regarding land use and urban mobility requires a clear road map – a Sustainable Urban Mobility Plan (SUMP) – that lays out a future mobility vision for your city, prioritizes sustainable transport projects and measures, clarifies responsibilities for implementation and sets a robust but flexible finance, funding and implementation plan.





Model Terms of Reference


Sustainable Urban Mobility Plan (SUMP)

[Partner City Name]



Funded by: 

Implemented by: 

Part of: 

MobiliseYourCity resources

Selection of a few resources

1. SUMP approach



MobiliseYourCity SUMP factsheet
<https://mobiliseyourcity.net/mobiliseyourcity-sump-factsheet>

2. MobiliseYourCity SUMP ToR


<https://mobiliseyourcity.net/mobiliseyourcity-sump-model-terms-reference>

3. Annotated Table of Contents for Sustainable Urban Mobility Plans (SUMPs)

<https://mobiliseyourcity.net/annotated-table-contents-sustainable-urban-mobility-plans-sumps>

Funded by the European Union



SUMP Toolkit

Annotated Outline for Sustainable Urban Mobility Plans (SUMP)

SUMP development guidance resources for developing and transition countries

Core Indicator and Monitoring Framework

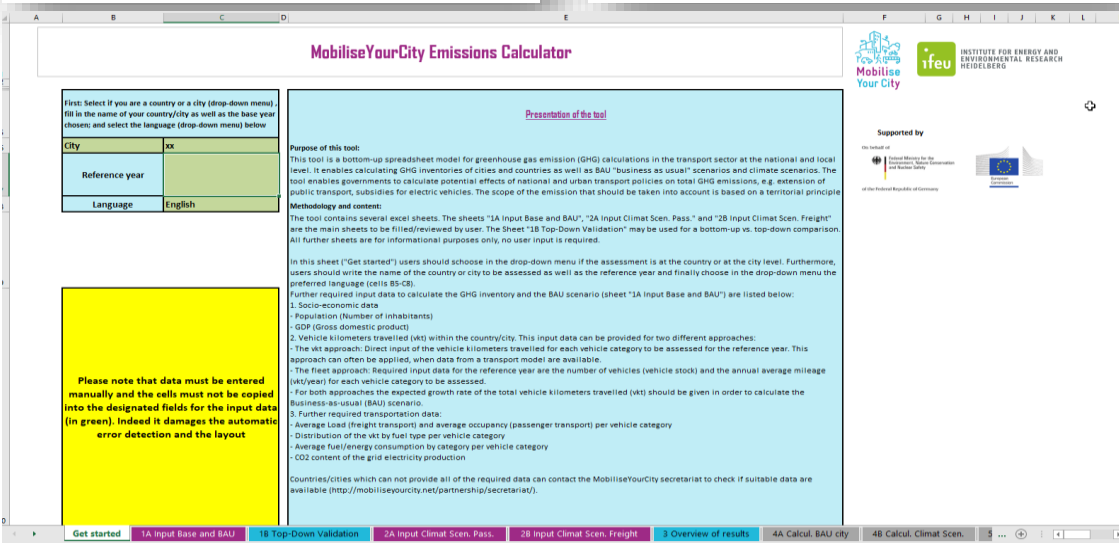
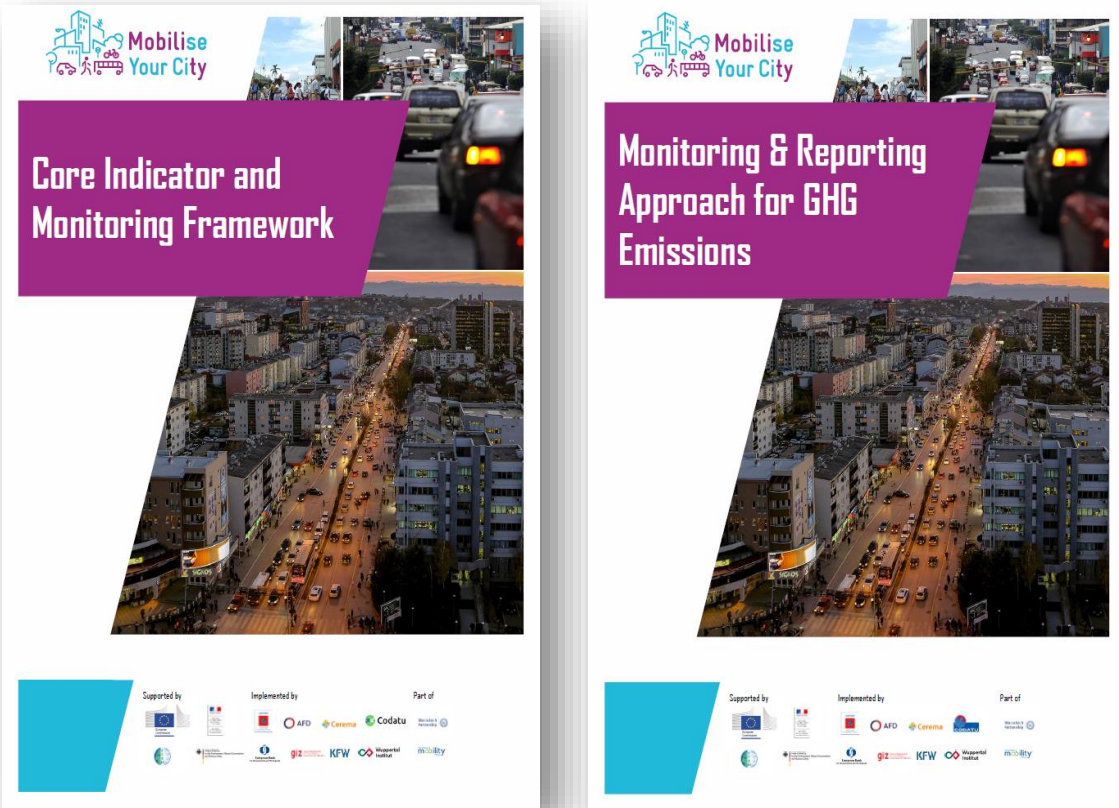
Monitoring & Reporting Approach for GHG Emissions

MobiliseYourCity resources

Selection of a few resources

MRV and GHG emissions

- ✓ Core Indicator and Monitoring Framework
https://mobiliseyourcity.net/sites/default/files/2020-06/MYC%20Core%20Indicator%20and%20Monitoring%20Framework%20EN%20v1_4.pdf
- ✓ Monitoring and Reporting Approach for GHG Emissions
https://mobiliseyourcity.net/sites/default/files/2020-09/MYC%20MRV-GHG%20Guidelines%202020-Final_0.pdf
- ✓ MobiliseYourCity Emissions Calculator
<https://mobiliseyourcity.net/mobiliseyourcity-emissions-calculator>

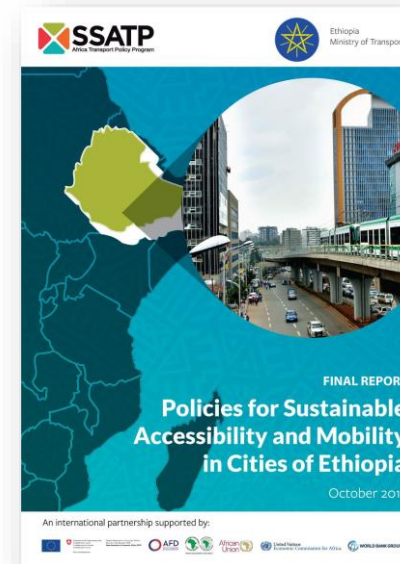
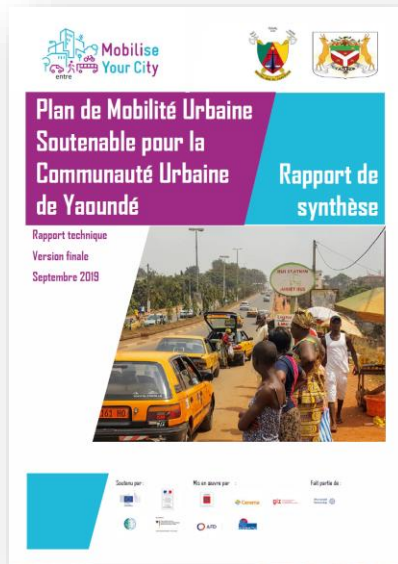


MobiliseYourCity resources

Selection of a few resources

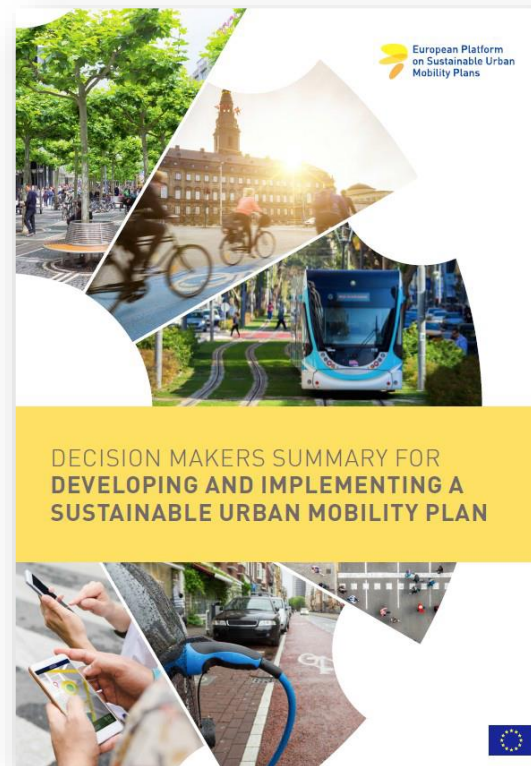
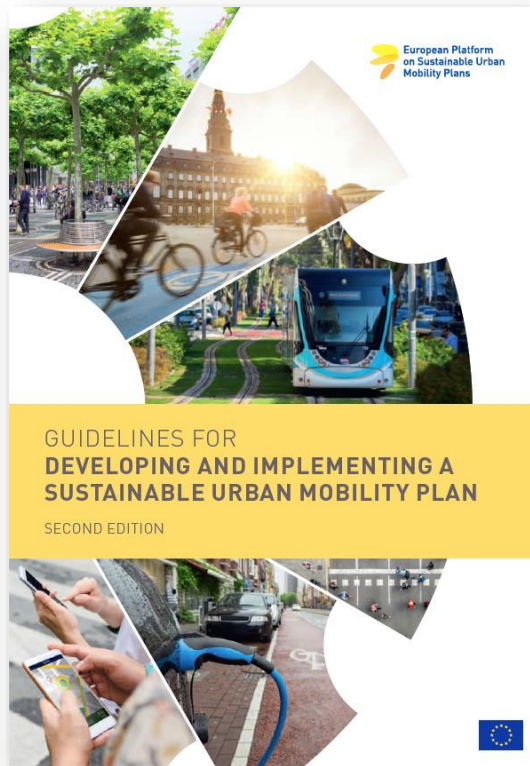
And much more...

- ✓ Community content
- ✓ Webinars
- ✓ ...



European Resources: Eltis

The SUMP Guidelines and the Decision makers summary



<https://www.eltis.org/mobility-plans/sump-guidelines>

European Resources: Eltis

Thematic guides (2014-2018)

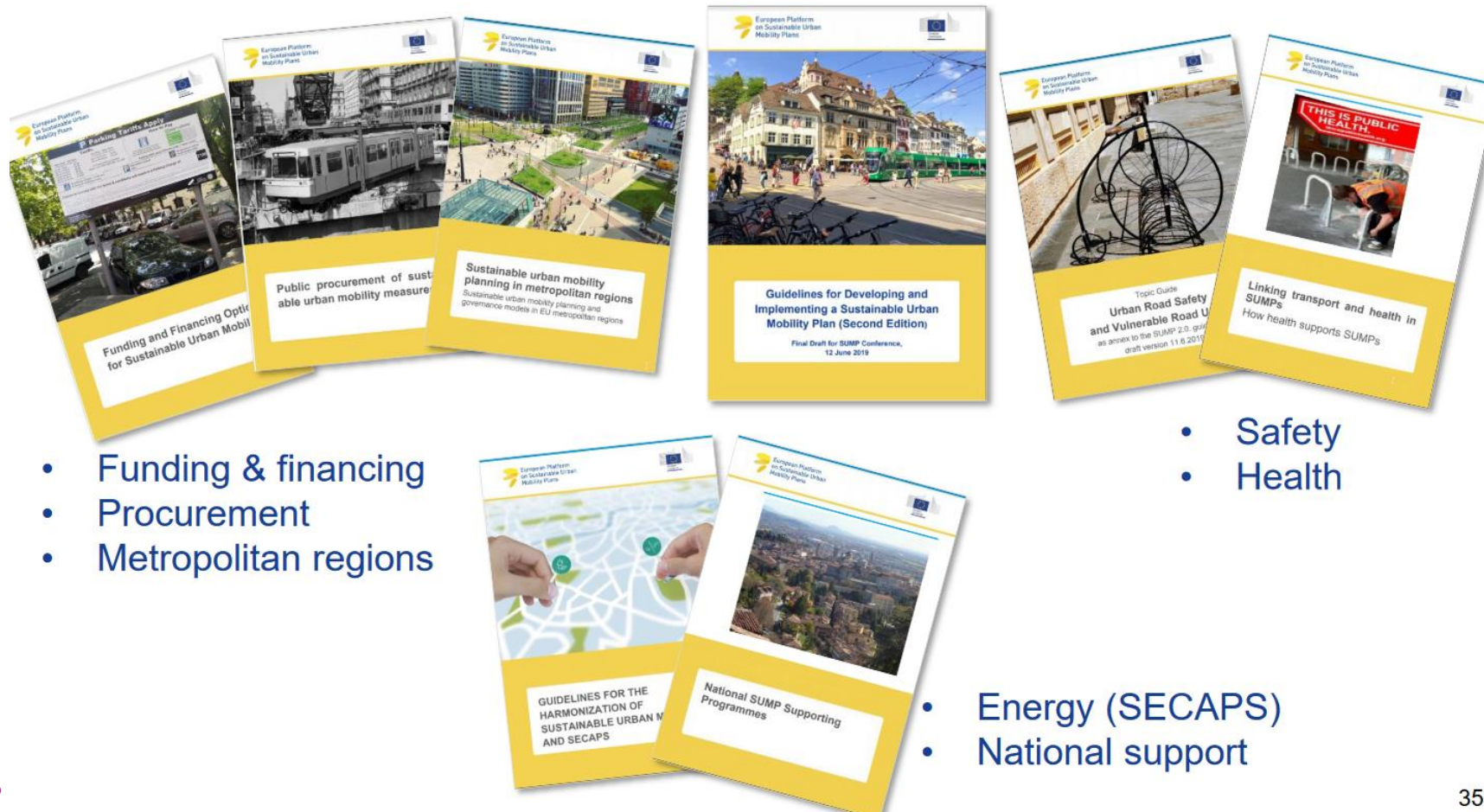


The image displays a fan of various thematic guides from the Eltis project. The guides are organized into three groups:

- SUMPS-Up (2018)**
 - Action plans
 - Measure integration
- CHALLENGE (2016)**
 - Participation
 - Monitoring and evaluation
 - Measure selection
 - Institutional cooperation
- Poly-SUMP (2014)**
 - Polycentric regions

European Resources: Eltis

Thematic guides (2014-2018)



- Funding & financing
- Procurement
- Metropolitan regions

- Safety
- Health

- Energy (SECAPS)
- National support

European Resources: Eltis

Thematic guides (2014-2018)

- Electrification
- Access regulation
- Automation

- Logistics
- Walking
- Cycling
- Mobility as a Service
- Sharing

... and more is coming!

Search the tools

Clear all filters

1 - 21 out of 230 results.

How to add content

Add a Tool

The Tool Inventory is a joint initiative CIVITAS SATELLITE and the CIVITAS SUMPs-Up project. Please note that including a tool does not imply an endorsement from CIVITAS SATELLITE or SUMPs-Up of the tool. The responsibility for tools lies entirely with their providers.

Sort by

Title
Latest Release

Thematic Area

Car-independent lifestyles	101
Collective passenger transport	98
Clean fuels and vehicles	54
Transport telematics - C-ITS	64
Demand management strategies	54
Mobility management	98
Safety and security	61
Urban freight logistics	61
Integrated planning	135
Public involvement	79

Application Area

Analysis, scenarios and measure selection	102
Appraisal and assessment	70
Data gathering	85
Dissemination and communication	110
Evaluation and monitoring	68
Exploitation and business plans	25
Financing, procurement, legal aspects, measure implementation	25
Other	40

Tool Type

Guidance document / Manual	120
Method / Approach	72
Software	68
Mobile app	34
...	...

European Resources: Eltis

Civitas tool inventory

230 references

<http://civitas.eu/tool-inventory>

European Resources: Eltis

The self-assessment tool

→ Assess the quality of your mobility planning activities

- ✓ For assessment of existing SUMP or for planning activities in general:
 - ✓ Identify the strengths and weaknesses of your approach
 - ✓ Get **tailored advice for further improvement**, good practice examples and links to guidance for your specific situation
- ✓ 8 sections, 30-45 questions, 20 to 30 minutes, 10 languages
- ✓ A support for discussion:
 - ✓ Several colleagues or partners fill the questionnaire together
 - ✓ Several colleagues or partners fill their own version and results are compared during a workshop

SUMP Self-Assessment Tool

English

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

10 Results

Imprint

Privacy policy

Already started the Self-Assessment? [Reload Assessment](#)

Start

European Platform on Sustainable Urban Mobility Plans

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.

The self-assessment tool

Your exercise!

- ✓ Go to <https://www.sump-assessment.eu/English/start>
- ✓ Fill the questionnaire for your city
- ✓ **Save the code** so that the result can be shared !
- ✓ If there are several participants from the same city,
 - ✓ fill one questionnaire per participants and compare the answers:
 - ✓ or fill one single questionnaire all together: a good opportunity to share your different visions!

The screenshot shows the SUMP Self-Assessment Tool interface. At the top, there is a yellow header with the title "SUMP Self-Assessment Tool" and a language selector set to "English". On the left side, there is a vertical navigation menu with 10 items: 0 Start (highlighted), 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, and 10 Results. Below the menu are icons for "Imprint" and "Privacy policy". The main content area on the right has a white background. At the top of this area, there is a form with the text "Already started the Self-Assessment?" followed by a text input field labeled "code" and a yellow "Reload Assessment" button. Below this is a section titled "Start" with the logo of the "European Platform on Sustainable Urban Mobility Plans". Underneath is a heading "Welcome to the SUMP Self-Assessment" followed by two paragraphs of text explaining the tool's purpose and how to use it. The first paragraph states that the tool helps to evaluate and improve mobility planning in a city or functional urban area. The second paragraph explains that the tool can be used to assess the quality of a specific strategic mobility plan or to evaluate planning activities in general. The third paragraph notes that the tool should be completed by one or several people who are well-acquainted with mobility planning activities in the city or functional urban area.