



# SUMPS-UP

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## GUIDELINES FOR **DEVELOPING AND IMPLEMENTING A SUSTAINABLE URBAN MOBILITY PLAN**

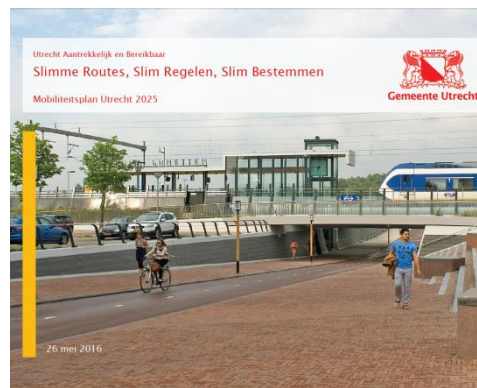
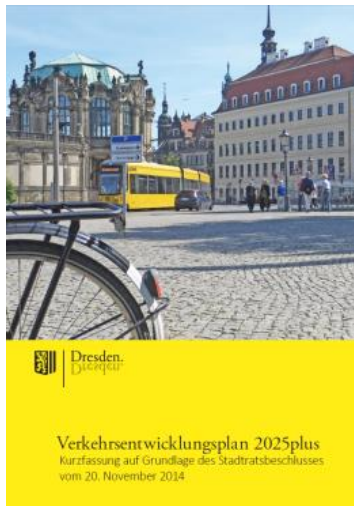
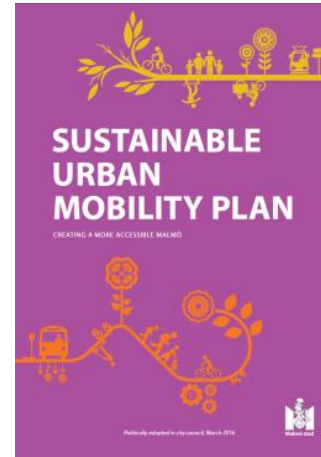
SECOND EDITION

Interreg Europe Policy Learning Platform - 26/11/2019

**Lasse Brand, Rupprecht Consult**



# SUMP is becoming mainstream



# The essence of SUMP: the eight principles



**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

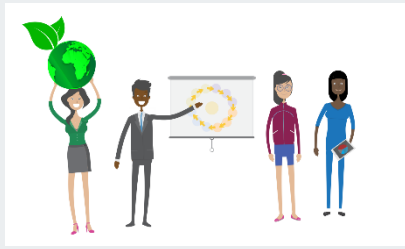


**7** Arrange for monitoring and evaluation



**8** Assure quality





# Plan for sustainable mobility in the „functional urban area“ (FUA)

## Key aspects

- Aim for improved **accessibility** and **safe, clean** and **equitable** mobility
- Plan for area of **daily flows of people and goods** (usually not the administrative boundaries)

## Benefits

- Creates **consistent activities** of municipalities in the same FUA
- Facilitates sustainable mobility **across municipal boundaries** (e.g. multimodal commuting)

### GOOD PRACTICE EXAMPLE

**Lille, France:** Bi-annual political committee to steer parking policies on a metropolitan level

The Métropole Européenne de Lille has set up a Parking Committee so that political and technical representatives of the metropolitan level (i.e. the MEL) and municipal level (i.e. 95 municipalities) can reach agreement on parking policies. This committee's main goal is "to adopt a shared vision on the parking policy, at the metropolitan scale [...] so to control car use and give public space back to people." The participation of all public authorities in an institutional framework allows for reaching political consensus. The transparency and neutrality of the framework is a major factor of success. The Committee plans to produce a white book on parking which will define the principles for parking policy to be integrated in the SUMP.

Author: Ellie Deloffre and Olivier Asselin, Métropole Européenne de Lille, collected by Polis | Image: Alexandre Trainel, MEL



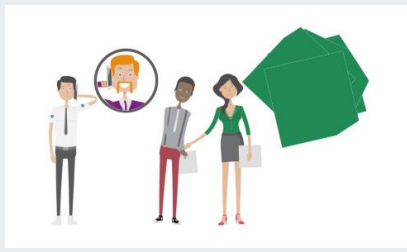
informal/soft coordination



inter-municipal structures



supra-municipal authorities



# Cooperate across institutional boundaries

## Key aspects

- **Cooperate among departments** relevant to mobility (e.g. urban planning, health, environment, economy, social services)
- **Exchange across levels of government** and with transport providers

## Benefits

- Helps to **harmonise policies** in related sectors (esp. urban and transport planning)
- Joint measures with **pooled resources**

### GOOD PRACTICE EXAMPLE

#### Edinburgh, United Kingdom: Multi-disciplinary Spatial Policy Team

Edinburgh's SUMP is being produced by the Council's Spatial Policy Team. The core team comprises transport and mobility planners, air quality professionals and urban, landscape and spatial planners. The wider team that can contribute on a case-by-case basis draws on the skills and knowledge of specialists from a range of transport teams (active travel, public transport, road safety engineering), land-use planners, sustainable development officers, economists and communication experts. The team is working on and coordinating three major inter-related projects: The City Mobility Plan (SUMP), a city centre transformation strategy, and the introduction of a low emission zone in Edinburgh.

Author: City of Edinburgh Council, collected by Wuppertal Institute  
Image: City of Edinburgh Council



### GOOD PRACTICE EXAMPLE

#### Lahti, Finland: Integration of land-use and mobility planning

Lahti has developed an integrated strategic process, 'Lahti direction', for the combined planning of land use and mobility. The aim of the new approach, which was first implemented in 2019, is to build a sustainable city together with citizens, stakeholders and decision makers. The process is ongoing and cyclical, the strategy will be updated every four years, or each council term. It includes the city plan, the SUMP, the environmental programme and the service network programme. The integrated approach has proven to work well so far. It enhances the cooperation between the land use and mobility planners and improves the engagement of citizens in the mobility planning process.

Author: Anna Huttunen, City of Lahti, collected by UBC  
Image: Lassi Häkkinen, City of Lahti





# Involve citizens and stakeholders

## Key aspects

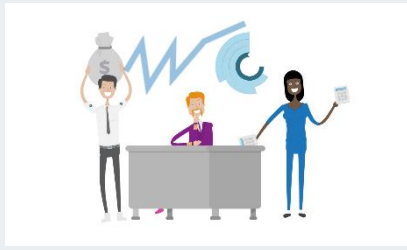
- **Citizens** and all concerned **stakeholders** involved
- **Active engagement** throughout the planning process

## Benefits

- Higher **acceptance** of planning results
- Minimizes **political risks**
- Helps to consider **all important perspectives**

	Preparation and Analysis	Strategy development	Measure planning	Implementation and Monitoring
Inform	<b>Face-to-face:</b> Information event, Press conference, Information booth in public spaces, Exhibition in public spaces, Information campaign with 'local celebrity', Local citizens/stakeholders as communicators & multipliers for the community <b>Print:</b> Poster, Flyer, Brochure <b>Online:</b> Social Media posts, Website, Informational App, Broadcast/Podcasts, Video Channel, Newsletter			
Consult	<b>Social Media (surveys),</b> Feedback form on Website, Survey/Feedback forms via App			
	<b>Questionnaires &amp; Surveys, Interviews</b> (telephone, key people, ...)	Delphi survey on future trends	<b>Measures selection survey,</b> Crowdsourcing data	<b>Evaluation questionnaires &amp; Surveys, Evaluation interviews</b> (telephone, key persons, ...), <b>Crowdsourcing data,</b> (Travel) diary, Blind walk
Collaborate	<b>Focus groups</b>	<b>Problem work</b> Brainstorming Brainwriting Blind writing		
Empower				





# Assess current and future performance



## Key aspects

- Analyse all relevant transport **modes** and **sustainability aspects** (e.g. air pollution, traffic noise, road safety, liveability, equitable accessibility)
- Develop **baseline** and **alternative scenarios**

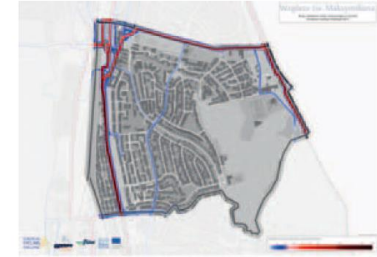
## Benefits

- Identifies the main **problems** and opportunities
- Enables **fact-based decisions**

### GOOD PRACTICE EXAMPLE

#### Gdynia, Poland: Partnership for data collection between municipality and public transport authority

In the past years, Gdynia has established a valuable partnership with different actors to collect data for mobility planning. Detailed interviews with citizens on mobility preferences and behaviours (carried out by the public transport authority), GPS data collected in different campaigns and projects, traffic observations, as well as interviews on the street with pedestrians, drivers, and shop owners provide data. It is used i.a. for heat maps, animations of cycling flows, and freight statistics useful to transport and city planners. Developing a trustworthy relationship with your partners and making them part of the whole process helps you to both receive data and maintain the partnership for the future.

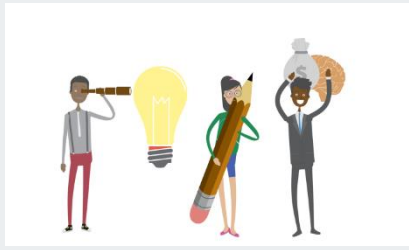


Source: City of Gdynia, collected by UBC

FUNCTIONS / TRANSPORT MODES	MODAL SHARE	QUALITY OF INFRASTRUCTURE	SAFETY AND LIVEABILITY	ENVIRONMENT AND HEALTH	EQUITABLE ACCESSIBILITY	STATUS OF MEASURE IMPLEMENTATION	MAIN RECOMMENDATIONS
Walking	12%	Poor	Many accidents on road crossings near schools	Less and less pupils walking to school	Some areas lack walkable access to parks and sports facilities	Low activity. New walk to school campaign.	Traffic safety measures are needed
Cycling	7%	Medium	Cyclists often feel unsafe, attractive cycle paths in parks	Low use gives small benefits	Few cycling lanes along main roads	Efforts to mapping the bicycle network in progress. Low budget for new measures.	Increase city administration's budget for cycling measures
Public transport (bus, tram, metro, train, etc.)	16%	Good	Some bus stops need repair, feel unsafe in the evenings	New bus fleet has been installed, decreased impact on air quality	Reduced fare for unemployed, but infrequent buses to poor outskirts	High activity, public transport strategy planned.	Progress in right direction, keep on
Vehicle sharing (car, bicycle, e-scooter, etc.)	0.5%	Medium	E-scooters blocking footpaths	Low use gives small benefits	Sharing offers only available in the centre	No activity, purely privately driven field	Proper regulation and knowledge needed
Private motorised transport (car, motorcycle, etc.)	64.5%	Good	Many accidents with people that walk or cycle	High use of cars strongly impacts air quality and noise levels	Road networks covers all parts of the city well	High activity, new bypass is under construction.	Introduce measures to reduce car traffic in city centre when bypass is completed
Multimodality (train station, interchanges)	n/a	Good	New train station is attractive. Unreliable changes in off-hours incentivise car use	Main bus station is outside walking distance from main train station.	No Park&Ride offers in outskirts. Lack of secure bike parking for e-bikes at main interchanges.	Low activity	Involve location of interchanges and P+R and B+R in public transport strategy
Freight	n/a	Good	Heavy truck traffic in centre causes safety risk	Trucks in centre cause air and noise pollution	All industrial areas well connected	Low activity	Develop strategy to divert heavy goods traffic from centre
ANALYSIS	Car is the dominant transport mode	Walking and cycling infrastructure needs improvement	Traffic safety needs to be prioritised	Air pollution from cars and trucks is biggest problem	Improve bus connections to outskirts	Capacity needs to be strengthened in several fields	







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

## Key aspects

- Well-established **vision** with suitable **strategic objectives** that guide measure selection
- Actions with agreed **budget**, **responsibilities** and **timing**

## Benefits

- Allows **systematic selection** of most effective measures
- Makes individual projects more attractive for **external funding**
- Facilitates **implementation**

### GOOD PRACTICE EXAMPLE

#### Leuven, Belgium: Widely accepted Leuven Climate Vision

With the expression of the importance to work towards climate neutrality, the signature of the Covenant of Mayors by Leuven's mayor and the initiation of a consultation process, the city of Leuven created the association Leuven Climate Neutral 2030 (or Leuven 2030). This association provides the framework for defining a general long-term vision for the city. The association's membership represents all sectors of society, with the municipality heavily involved in the process as well. The goal of reducing greenhouse gas emissions is also reflected in the local SUMP. It sets targets for doubling the modal share of cycling and public transport and reducing the use of cars in Leuven by 20% by 2030.

Author: Tim Asperges, City of Leuven, collected by Polis  
Image: KarlBruninx



### GOOD PRACTICE EXAMPLE

#### France: Mandatory objectives adapted to cities of different size

In France, SUMPs (PDU – Plan de déplacements urbains) are compulsory for urban areas with a population of over 100,000 inhabitants. These SUMPs are assigned eleven mandatory objectives. Many smaller cities voluntarily develop either a full PDU or a simplified plan. Therefore, dedicated guidelines were developed to make a distinction between core objectives, which are to be integrated by all (mandatory or voluntary) SUMPs, and optional objectives, which a smaller city could choose to integrate, depending on its own ambition, when developing a simplified plan. Ongoing discussions in France are likely to lead to a legal but flexible definition of the simplified mobility plan after 2020.

Author: Thomas Durlin, Cerema, collected by Rupprecht Consult  
Image: Cerema







# Develop all transport modes in an integrated manner

## Key aspects

- Integration of **all transport modes** and **prioritisation** of sustainable modes
- **Measure packages** (regulation, promotion, taxation, technology, infrastructure)

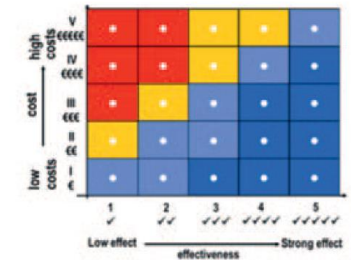
## Benefits

- Effective actions that achieve **shift to sustainable mobility**
- Packaging maximises **synergies** and increases **acceptability**

### GOOD PRACTICE EXAMPLE

**Bremen, Germany:** Multi-criteria assessment with structured expert workshops

The city of Bremen used several tools for the SUMP measure selection process. A cost-benefit matrix helped to determine the level of goal attainment of each single measure. The method included an expert evaluation of the effectiveness of the measures with respect to the targets using a qualitative scale for each indicator to reach the targets. Secondly, there was an evaluation of the spatial effect, and finally a ranking of the effects. The classification of the cost of the measures was based on five cost groups. After the classification and the ranking, the cost and effect matrix was finalised showing to what degree targets are achieved with every measure.



Author: City of Bremen, collected by EUROCIITIES  
Image: City of Bremen

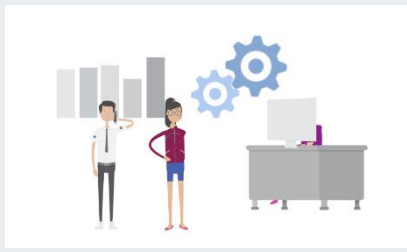
### GOOD PRACTICE EXAMPLE

**Krakow, Poland:** Combination of parking management with traffic limitation and public transport measures

The City of Krakow considers parking management policy as a means to contribute to some wider goals - such as improving air quality and decreasing congestion, rather than only responding to car parking issues. The municipality of Krakow combines the implementation of parking measures (e.g. removal of parking spots), with traffic limitation measures (e.g. limited traffic zone) and public transport measures (e.g. integration of public transport services), thus reducing the number of vehicles and improving air quality and traffic flow all at once. Providing alternatives to the car and taking a step-by-step approach help to achieve public acceptance of the parking regulations.



Authors: Tomasz Zwoliński, City of Krakow, collected by Polis  
Image: Eltis, Harry Schiffer



# Arrange for monitoring and evaluation

## Key aspects

- Manageable **set of indicators** that provides good **overview of progress**
- Ambitious but **realistic targets**
- Monitoring & evaluation **routines**

Objective	Indicator	Definition
Road Safety	Fatalities by all transport accidents in the urban area on a yearly basis.	Number of deaths within 30 days after the traffic accident as a corollary of the event per annum caused by urban transport per 100,000 inhabitants of the urban area.
Access to mobility services	Share of population with appropriate access to mobility services (public transport).	Percentage of population with appropriate access to public transport (bus, tram, metro, train).
Emissions of greenhouse gases (GHG)	Well-to-wheel GHG emissions by all urban area passenger and freight transport modes.	Greenhouse gas emission (tonnes CO2(eq.)/cap. per year).
Air quality	Air pollutant emissions of all passenger and freight transport modes (exhaust and non-exhaust for PM2.5) in the urban area.	Emission index (kg PM2.5 eq. per capita per year).

## Benefits

- Allows to **adapt fast and flexibly** to changing circumstances
- Helps to increase **public support** and convince critics with data

### GOOD PRACTICE EXAMPLE

#### San Sebastian, Spain: Interactive monitoring platform for SUMP

San Sebastian uses a mobility monitoring platform to track the progress of SUMP measures. The digital tool is based on data provided by existing data collection systems, obtaining very precise and reliable estimations. Managers and decision makers can get an easy overview of the general status, while the application also allows them to go into more detail if they are interested. Progress is visualised in a simple form using traffic light colours to show whether or not the city is on track towards achieving the objectives of the SUMP, or even other municipal strategies, in the respective area.

Author: Municipality of Donostia/San Sebastian, collected by UBC  
Image: Municipality of Donostia/San Sebastian





# Assure quality

## Key aspects

- High-quality planning process in line with the **state of the art** (and EU standards)
- Assurance of **data quality** and **risk management**



## Benefits

- Framework for **positive long-term change**, clear **strategy** (for attractive and resilient cities)
- Towards adaptive, **learning organisations** ready for a fast-paced world

### GOOD PRACTICE EXAMPLE

#### Greater Manchester, Malmö, Budapest, Vienna: Award-winning SUMPs with outstanding design

One of the award-winning SUMPs with an outstanding design is Greater Manchester. Transport for Greater Manchester (TfGM) used a combination of in-house expertise and external support for creating eye-catching imagery, while retaining flexibility to quickly do necessary updates. Stand-alone material, including the SUMP cover page, was made by a design consultant. For images related to evolving SUMP content, including maps, infographics and images, TfGM's in-house design team was used. This allowed TfGM to quickly refine content and to continue adopting the same formatting in all updates, maintaining consistency across TfGM's documents when referring to the SUMP.

Information on the design approaches of Malmö, Budapest and Vienna can be found in the Annex.

Acknowledgements: Ban Birshourme, Transport for Greater Manchester, collected by Polts  
Image: Transport for Greater Manchester





# The SUMP Cycle, Second Edition



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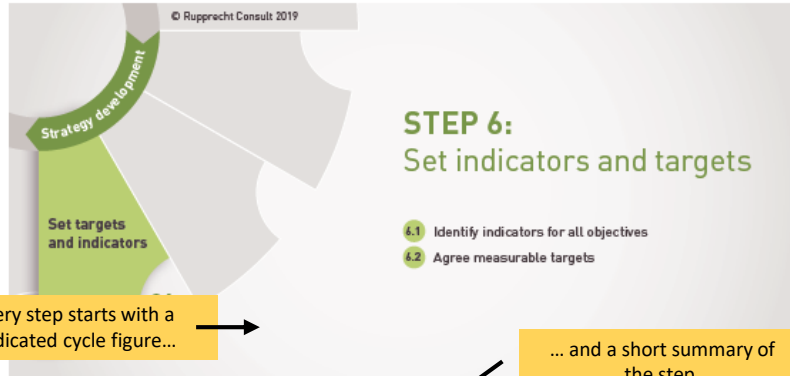
Section 1

Section 2

The colours of the cycle are presented in the structure of the document

Each phase is structured into steps and activities

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Every step starts with a dedicated cycle figure...

... and a short summary of the step.

The vision and the objectives provide an important qualitative description of the desired future and intended type of change. However, this alone is not sufficient. In order to make these changes measurable, a suitable set of strategic indicators and targets needs to be selected. The main aim is to define a set that is feasible, ambitious and mutually consistent, allowing those involved to monitor progress towards achievement of all objectives without requiring unrealistic amounts of new data collection.

Rationale

ACTIVITY 6.1: Identify indicators for all objectives

Every activity is structured in the same way:

Rationale

The selection and definition of strategic indicators for all objectives is an essential step for the further process of setting targets and monitoring progress. It is important to first identify the indicators to ensure that targets will be selected that you are able to monitor with reasonable effort. A systematic approach helps to identify a manageable set of core indicators that reflect the objectives well. Working with just a few indicators on the strategic level may prove more effective, especially for 'newcomer cities' that have limited resources, data or experience when developing a Sustainable Urban Mobility Plan. While indicators for monitoring measures will be developed later (see Activity 7.3), the strategic indicators for measuring overall SUMP performance will be selected here, together with the respective measurement methods and corresponding data sources that were identified during the preparation phase (see Activity 3.1).

Aims

Aims

- Define a set of strategic indicators that allow for the monitoring of progress made towards the achievement of each of the objectives.
- Select easily measurable and understandable indicators by taking into account existing data sources (see Activity 3.1) and standard indicators.

Tasks

Tasks

- Specify your objectives and identify which main aspects need to be monitored.
- Develop a small number of quantitative and qualitative 'core' indicators that are easily measurable, understandable, and clearly linked to each of the objectives

The bar at the top shows the phase's colour.



Activities beyond essential requirements

- Evaluate the already available data and identified data sources (see Activities 3.1 and 3.2), identify gaps in being able to measure the intended outcomes, and, if necessary, develop or identify new data sources (e.g. survey data, quantitative data from automatic measurements).
- Before you start developing your own strategic indicators, discuss with key stakeholders and other organisations in your area, as they might already have adopted some. Progress is much easier to monitor if indicators that have already been implemented and accepted are used.
- Develop a clear definition for each indicator, the reporting format, and an outline of how data is measured and the indicator calculated from the data.

Activities beyond essential requirements

- Use standard indicators that are already well-defined and have existing knowledge on how to measure and analyse them. This enables benchmarking against other cities or comparison to national/international statistics.
- Focus on impact indicators (also called outcome indicators) that directly measure the achievement of your sustainability objectives. Consider also indicators from related areas, such as economy, environment, health and social, not only transport indicators.
- Include a few indicators that are particularly useful for communication with decision makers and the public. These indicators should be easy to understand and interesting for a wider public (e.g. number of people, traffic, number of jobs created, or limits; or jobs created).

Timing and coordination

Timing and coordination

- Coordinate with relevant local and regional stakeholders on regional indicators.
- Make data available online so that external people understand the data.
- Directly based on the objectives defined in Activity 5.2, leading on to the setting of targets in Activity 6.2.
- Goes hand-in-hand with Step 3, during which data and data sources are identified and analysed and the baseline for the availability of data for indicator identifications are set.

Fundamental terms are defined in the SUMP context

**What is an 'Indicator'?**

An indicator is a clearly-defined data set used to monitor progress in achieving a particular objective or target.

Strategic indicators enable measurement of the overall performance of a SUMP and therefore provide a basis for its evaluation. On a more detailed level, measure indicators allow for monitoring the performance of individual measures.

Checklist

Checklist

- ✓ Quantitative and qualitative outcome indicators identified for all objectives, including indicators used by other organisations in your area.
- ✓ Existing and new data sources evaluated.
- ✓ Set of strategic core indicators defined, including reporting format and measuring method.



The activities are complemented with helpful tools...



Figure 24: Overview of urban mobility indicators based on the European sustainable urban mobility indicator set (SUMI)

Objective	Indicator	Definition
Road Safety	Fatalities by all transport accidents in the urban area on a yearly basis.	Number of deaths within 30 days after the traffic accident as a corollary of the event per annum caused by urban transport per 100,000 inhabitants of the urban area.
Access to mobility services	Share of population with appropriate access to mobility services (public transport).	Percentage of population with appropriate access to public transport (bus, tram, metro, train).
Emissions of greenhouse gases (GHG)	Well-to-wheel GHG emissions by all urban area passenger and freight transport modes.	Greenhouse gas emission (tonnes CO <sub>2</sub> (eq./cap. per year).
Air quality	Air pollutant emissions of all passenger and freight transport modes (exhaust and non-exhaust for PM2.5) in the urban area.	Emission index (kg PM <sub>2.5</sub> eq. per cap. per year).

... and Good Practice Examples

**Additional urban mobility indicators:**

- Affordability of public transport for the lowest income group
- Accessibility for mobility-impaired groups
- Noise hindrance
- Congestion and delays
- Energy efficiency
- Opportunity for active mobility
- Multimodal integration
- Satisfaction with public transport
- Traffic safety for active modes

Source: European sustainable urban mobility indicator set (SUMI)  
[https://ec.europa.eu/transport/themes/urban/urban\\_mobility/sumi\\_en](https://ec.europa.eu/transport/themes/urban/urban_mobility/sumi_en)

You can find more tools to support you in selecting indicators in the CIVITAS Tool Inventory:  
<https://civitas.eu/tool-inventory/indicator-sets>

More general information on monitoring can be found in the CHALLENGE Monitoring and evaluation manual:  
<https://www.eltia.org/resources/tools/sump-monitoring-evaluation-kit>

**GOOD PRACTICE EXAMPLE**

**Milton Keynes, United Kingdom: Easily measurable and available set of strategic indicators**

To assess the overall performance of the Sustainable Urban Mobility Plan, the city council has selected a number of indicators, including e.g. road network condition, average journey time, air quality and road safety. The decision to select these indicators was made as to allow for a correct assessment of the impact of the SUMP, and are easily measurable as well as available or easily accessible. Milton Keynes Council advises to define a clear set of SMART (specific, measurable, achievable, relevant, time-bound) objectives for the SUMP, which helps to later select indicators aligned with the SUMP objectives. Based on experience, the SUMP team also advises to use new technologies and indicator methodologies that have been applied in other cities.

Author: James Povey, Milton Keynes Council, collected by Potts  
 Image: Milton Keynes Council

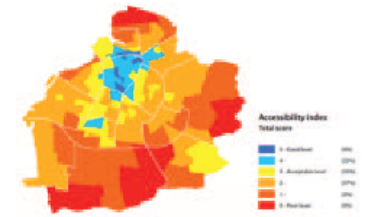


**GOOD PRACTICE EXAMPLE**

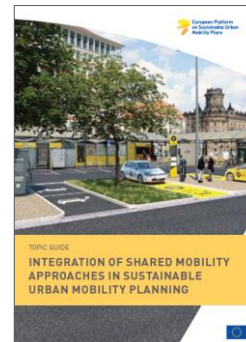
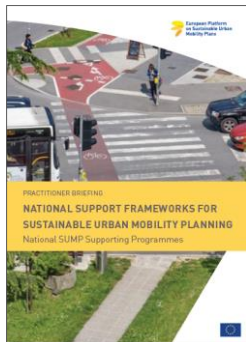
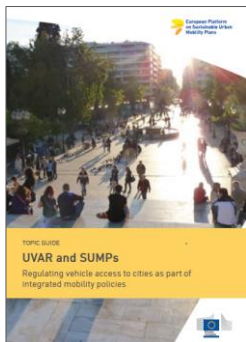
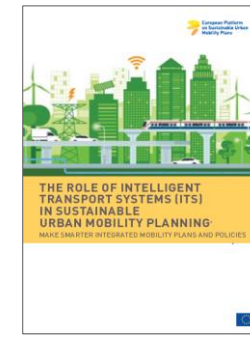
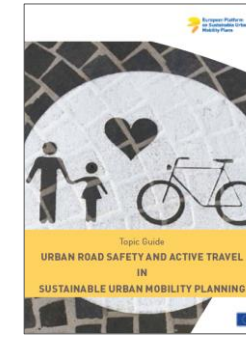
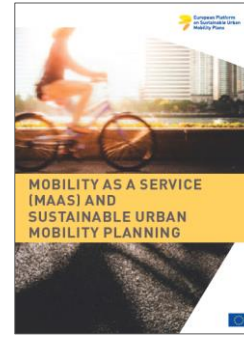
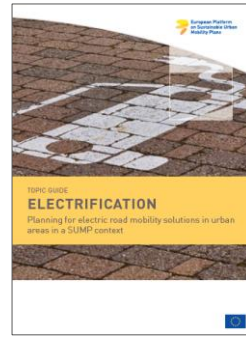
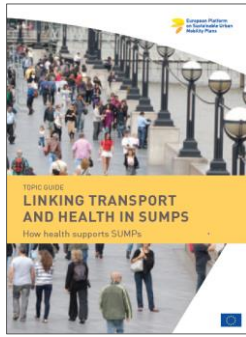
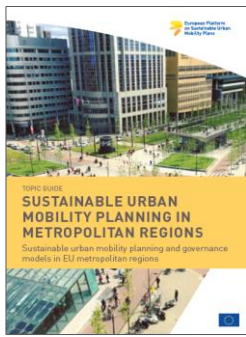
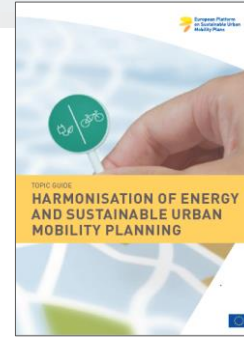
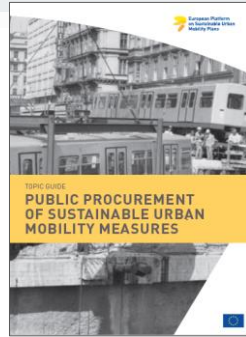
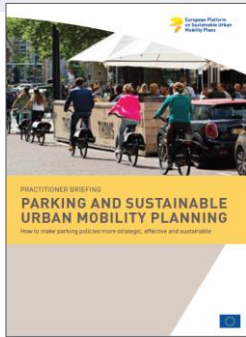
**Malmö, Sweden: The Accessibility index as an indicator example**

Malmö developed, based on relevant measurements, a normative Accessibility Index that can assess the impact of measures undertaken and uses maps to illustrate sustainable accessibility. The Accessibility Index can function as support for decisions in planning and in weighing different investments and actions. It also allows for making comparisons between different areas and population groups. The Accessibility Index can constitute support for following-up on how accessibility in the transport system develops over time and can thus serve as one of several indicators for how well SUMP goals are reached.

Author: Andreas Nordin, City of Malmö, collected by Rapprecht Consult  
 Image: Sustainable Urban Mobility Plan Malmö



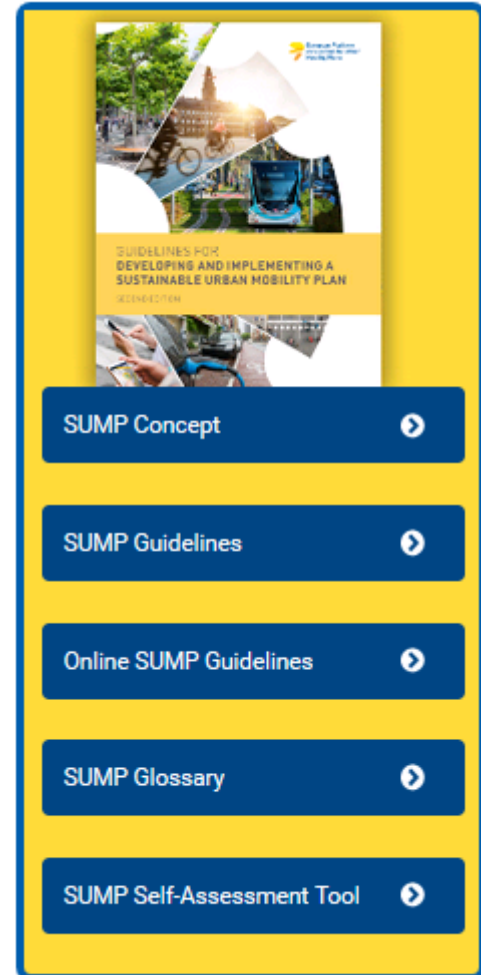
# Guidance for specific topics: Topic Guides and Practitioner Briefings



# Where can I get more information?

## **Eltis - the urban mobility observatory**

- Mobility Plan Platform: Download SUMP Guidelines, videos, animations, materials  
<https://www.eltis.org/mobility-plans>
- SUMP Guidelines (online version) - **coming soon!**
- SUMP Glossary
- New SUMP Self-Assessment - **coming soon!**
- SUMP Topic Guides and Practitioner Briefings



## - cleaner and better transport in Europe

- SUMP Tool Inventory [www.civitas.eu/tool-inventory](http://www.civitas.eu/tool-inventory)



# Conclusion

# Change takes time & active planning



Image: Eltis/ H. Schiffer





# Eight proven principles



- 1** Plan for sustainable mobility in the “functional urban area”



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



- 2** Cooperate across institutional boundaries



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



- 3** Involve citizens and stakeholders



- 7** Arrange for monitoring and evaluation



- 4** Assess current and future performance



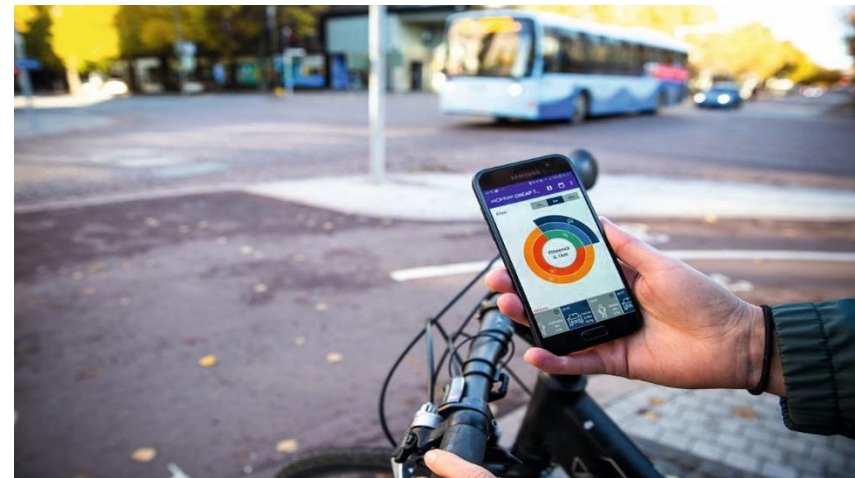
- 8** Assure quality



# And a clear recommended process for urban change



# Guidance in times of rapid change



# Thank you!

Lasse Brand



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