



SUMPS-UP

Introducing the SUMP Guidelines and Self-Assessment Tool

CIVITAS SUMPs-Up Final Event, Brussels, 19 Feb 2020
Siegfried Rupprecht & Lasse Brand, Rupprecht Consult

Transforming urban mobility (with SUMP)



Example: Ljubljana, Slovenia

SUMP – A European success story continues!

- Systematic **concept development** by European Commission
 - Thematic Strategy (2006), Action Plan (2009), White Paper (2011), Urban Mobility Package (2013)
 - SUMP support **projects**, Coordination **Platform**
 - annual **conferences**, knowledge base in **ELTIS**
- SUMP as a "competitive advantage" to attract **EU funding**
- **Update** of SUMP ("SUMP 2.0"), 2019
- SUMP is becoming a **mainstream** concept in Europe
- **International** take-up of SUMP



The essence of SUMP: 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

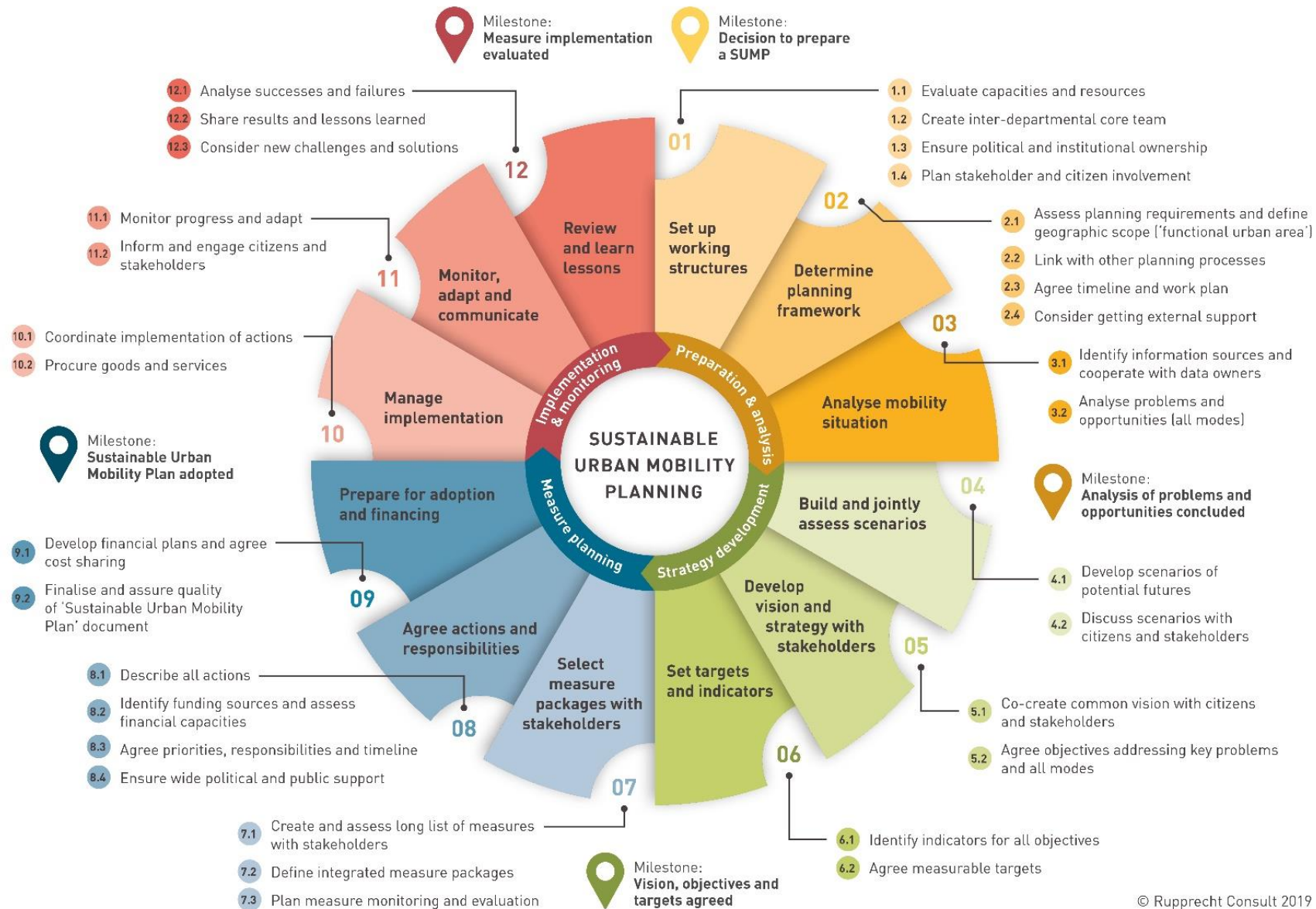
What is "Sustainable Urban Mobility Planning"?

The SUMP Guidelines (Second Edition)

The SUMP Cycle, Second Edition



The SUMP Cycle, Second Edition

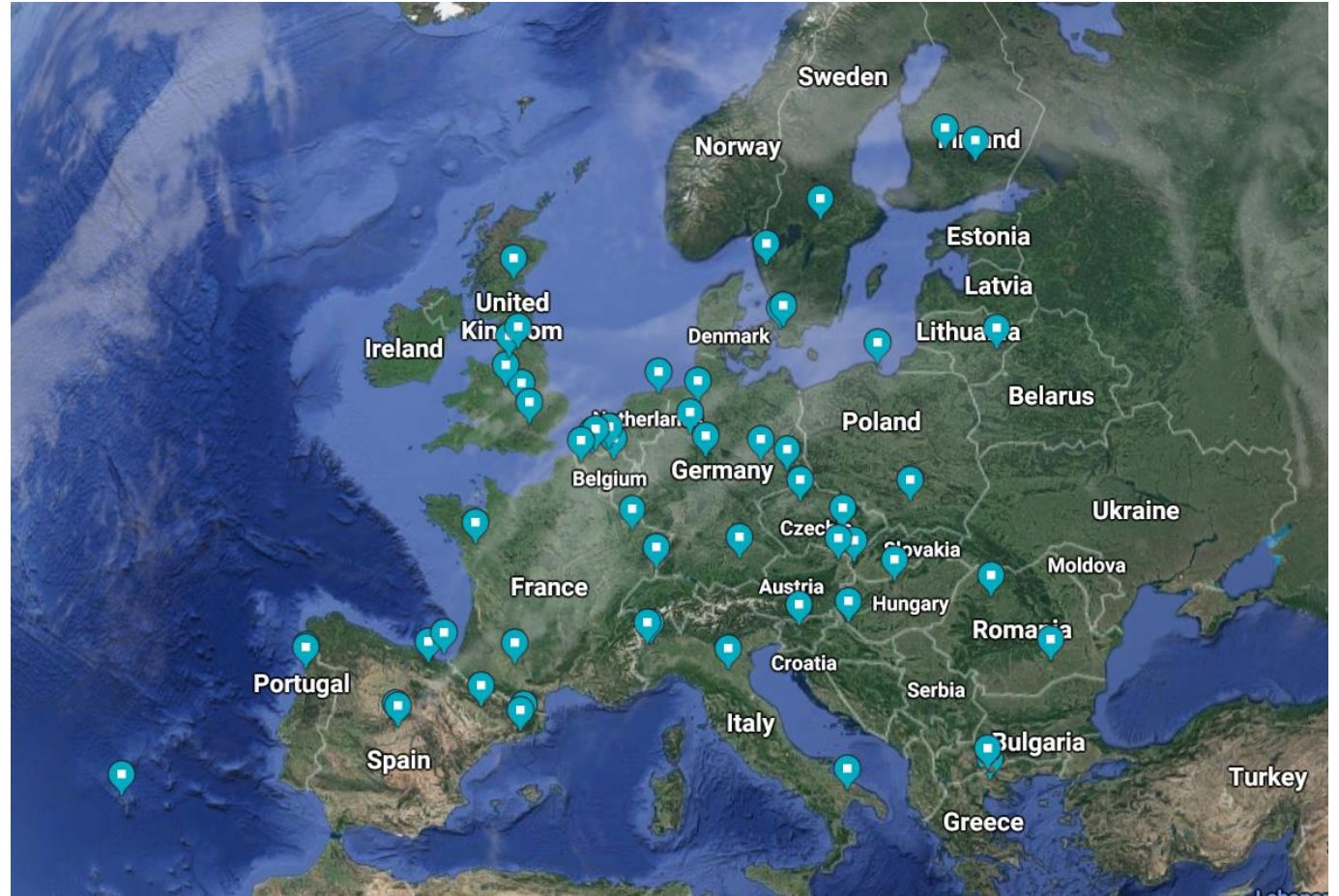


SUMP Guidelines - A tool for practitioners!

- Good Practice from all over Europe:
62 new **city examples**
 - clear **structure**
 - focused on **specific planning activities**
 - collected by the **SUMPs-Up partner networks**



- **Tools, definitions, checklists**
- **Translations** expected (Hungarian, Greek, German, Turkish, Chinese, and more...)



A tool for practitioners! Example: Guidance on citizen involvement

GOOD PRACTICE EXAMPLE Brno, Czech Republic: Citizen engagement strategy combining traditional and online formats

The City of Brno developed a SUMP engagement strategy in cooperation with a consultancy specialised in communication and participation that helped the city to conduct a professional and meaningful participation process. The strategy included traditional methods, such as public discussions, round tables, and communication through a dedicated website, but also new approaches such as the Brno Mobility - 2050 Vision - Experts Workshop. In the engagement process from 2015 to 2018, more than 2500 comments from citizens were analysed, more than 500 people were involved in about 30 events, and several workshops with citizens, experts, city districts and municipalities, as well as politicians were organised.



Author: Ivo Reichardt (Reichardt) and Lukáš Bala, City of Brno, collected by EUROSTARS (Image: Marek Schreier/Brno City Municipality)

GOOD PRACTICE EXAMPLE

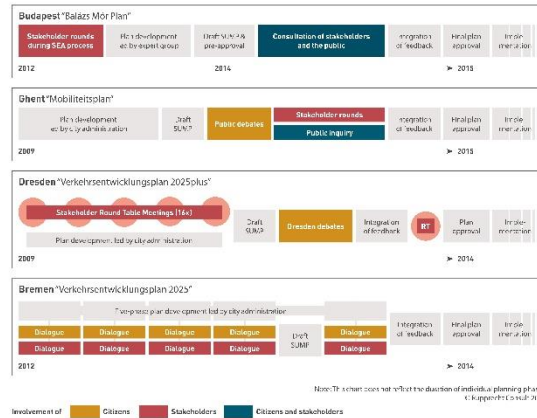
Vilnius, Lithuania: Comprehensive engagement achieving broad ownership of the SUMP

The first step of Vilnius' SUMP process was to prepare a roadmap for project management that identified strategies on how to work with relevant stakeholders and citizens. Four clear aims were defined: clearly expectations, inform about the process constantly, reach specific target groups, and organize awareness raising events. Vilnius collaborated with behavioural scientists and sociologists to identify the most effective ways of communicating with different target groups (politicians, stakeholders, citizens). A dedicated person coordinating the activities, sufficient budget, clear objectives and KPIs helped to run a successful campaign and raise discussion on the SUMP among local community, media and politicians.



Author: Kristina Čiulė, collected by UIC Image: Šarūnas Čiulė

during implementation



Ensure wide public support



What are 'Citizens' and 'Stakeholders'?

Citizens refers to all people living and/or working in the functional urban area for which your SUMP is being prepared. In this document, it is used largely interchangeably with the terms people, residents and the public.

Stakeholders are all individuals, groups or organisations affected by and/or being able to affect the SUMP. While citizens are a part of this, in this document the term stakeholders mainly refers to institutional stakeholders, such as public authorities, political parties, citizen and community groups, business organisations, transport operators and research institutions.

Key stakeholders are usually more closely involved in the SUMP process than the general public. Therefore it needs to be ensured that the interests of all affected parts of society, including typically underrepresented 'hard to reach' groups, are properly represented amongst the involved stakeholder groups.



Preparation and Analysis	Strategy development	Measure planning	Implementation and Monitoring
Face-to-face: 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. Print: Poster, Flyer, Brochure Online: Social Media posts, Website, Informational App, Broadcast/Podcasts, Video Channel, Newsletter	Social Media (surveys): Feedback form on Website, Survey/Feedback forms via App Questionnaires & Surveys, Interviews (telephone, key people, ...) Crowdsourcing data, e.g. Online map-based survey or Problem reporting via App (Travel diary, Walkability inspection) Focus groups, Worldcafé, Topical events, Stakeholder round table, Public discussion Problem analysis workshop, Brainstorming/ Brainwalking, Blind walk Citizen jury/Citizen advisory committee, Voting	Measures selection survey, Crowdsourcing data Delphi survey on future trends Scenario workshop, Visioning event, Future search workshop, Open space event, Participatory Goodesign Hackathon, Measure workshop, Planning for Real Participatory budgeting	Evaluation questionnaires & Surveys, Evaluation interviews (telephone, key persons, ...), Crowdsourcing data , (Travel) diary, Blind walk Field trip to implementation site, Co-Maintenance/ Co-Implementation (Adoption programmes, e.g. tree adoption)

Citizen involvement in the SUMP process - do it right!

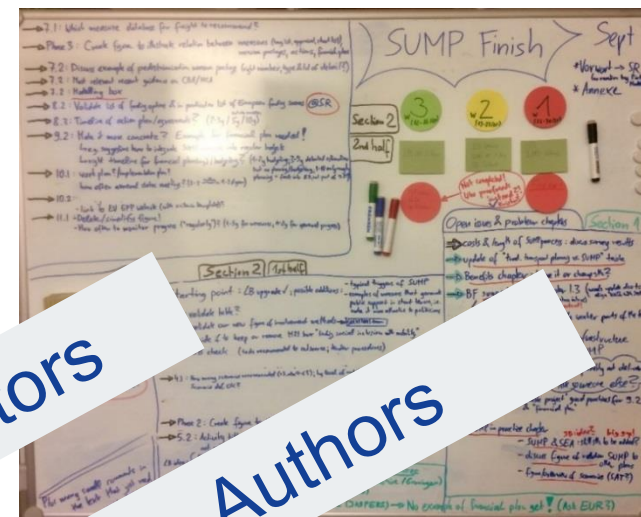
Citizen involvement should take place throughout the SUMP cycle, but not in each of the 12 steps. Figure 13 recommends where to put the emphasis. It suggests steps and activities during which important decisions need to be taken and the planning process would benefit from the ideas, visions and commitment of local residents.

It pays off to involve citizens from the start. Already when the decision to prepare a SUMP is taken, they can be informed and a group of interested citizens mobilised. But the four most important planning steps for citizen involvement are the discussion of scenarios (Activity 4.2), development of visions (Activity 5.1), selection and validation of measure packages (Activity 7.2) and implementation (Activity 11.2). In addition, your SUMP benefits from involving citizens when carrying out the problem analysis of the mobility situation (Activity 3.2), ensuring wide public support for the planned actions (Activity 8.4), and when evaluating successes and failures (see Activity 12.1).

Next to these activities, the milestones are a good point of time to communicate the results of the completed phase to the public. Especially the third milestone offers an opportunity to validate the strategic direction with citizens, and the fourth milestone benefits from celebrating the adoption of the SUMP with citizens. Whenever you plan events or other methods for citizen engagement, be aware of these few rules:

- Be creative but also self-critical about suggested tools and formats of engagement. For example, apps and online surveys might not reach all target groups (e.g. elderly people, people without access to a computer). Therefore always provide an offline format in addition to an online one.
- It is crucial to communicate how the results of citizen engagement are used for the process, emphasising that they will not just disappear in a drawer. Promise the participants that every contribution will be considered and give feedback if something is taken into account for the SUMP.
- Think about the language. You might exclude people from a migrant background if you only use the local language. Also be careful not to use technical jargon.
- For any public meeting choose the location carefully and make sure it is easily accessible, barrier-free, reachable by public transport and it provides appropriate equipment as well as a well-lit room with good acoustics. Plan the seating arrangements and be aware of different concepts of seating that do not imply power hierarchies.
- Be considerate of people's different time schedules and set up your event preferably for the evening. An afternoon event could exclude employees, while evening events can be difficult for parents.
- Ensure a professional and respectful moderation.

Get feedback on strategy



17 Co-Authors



Thank you to the SUMP Community for contributing to the SUMP Guidelines!



Authors

Siegfried Rupprecht, Lasse Brand, Susanne Böhler-Baedeker, Lisa Marie Brunner (Rupprecht Consult)

Contributing authors

Anthony Colclough (EUROCITIES); Ana Dragutescu, Elma Meskovic, Marko Horvat (ICLEI); Thomas Durlin (Cerema); Stefan Werland, Frederic Rudolph (Wuppertal Institute); Sasank Vemuri (GIZ and MobiliseYourCity); Dirk Lauwers (Ghent University); TRT Transport e Territorio; EIB/JASPERS; Els Vandenbroeck, Evelien Bossuyt (Mobiel21)

Coordination of Good Practice Examples

Lasse Brand, Lisa Marie Brunner (Rupprecht Consult); Matilde Chinellato (EUROCITIES); Maija Rusanen, Esther Kreutz (UBC Sustainable Cities Commission); Thomas Morey, Alessia Giorgiutti (Polis); Elma Meskovic, Ana Dragutescu, Marko Horvat (ICLEI)

Authors of the Good Practice Examples

Nebojsa Kalanj (City of Koprivnica); City of Edinburgh Council; Olaf Lewald (City of Bielefeld); BKK Centre for Budapest Transport; Iva Rorečková (Machalová), Lukáš Bača (City of Brno); Kristina Gaučė (Vilnius); Martin Dollesche (Canton of Basel-Stadt); Simone Fedderke (CC-SUM and City of Kassel); Aurélie Dore-Speisser (Grand Nancy Metropole); Catia Chiusaroli (Metropolitan City of Bologna); Andrea Conserva (Circe Foundation); Anna Huttunen (City of Lahti); City of Cluj-Napoca; Maria Jouna (Municipality of Thessaloniki); Georgia Aifantopoulou, Maria Morfoulaki (CERTH/HIT); City of Gdynia; Michael Glotz-Richter (City of Bremen); Andreas Nordin (City of Malmö); City of Deinze; City of Maia; City of Leipzig; Václav Novotný (Prague Institute of Planning and Development); Annelies Heijns (City of Antwerp); Tim Asperges (City of Leuven); Dirk Engels (Transport & Mobility Leuven); Cristina Moliner Hormigos (Madrid City Council); Thomas Durlin, (Cerema); Chris Billington (Transport for London); Bronwen Thornton (Walk21); City of Munich; James Povey (Milton Keynes Council); Kerstin Burggraf (City of Dresden); Lovisa Blomér (City of Örebro); City of Porto; Laura Llavina Jurado (City of Granollers); Tomasz Zwoliński (City of Krakow); Sanna Ovaska (City of Tampere); Juan Carlos Escudero (City of Vitoria-Gasteiz); Mary Malice, Christophe Doucet (Tisséo Collectivités, Toulouse); Helen Jenkins (City of Birmingham); City of Turin; Neri di Volo, Alan O'Brien (EIB/JASPERS); Wuppertal Institute; Samuel Salem (TheTA Thessaloniki); Merijn Gouweloose (City of Ghent); Ellie Deloffre, Olivier Asselin (Métropole Européenne de Lille); Josep Maria Armengol Villa (Transports Metropolitans de Barcelona); Ben Brisbourne (Transport for Greater Manchester); Steve Heckley (WYCA); GroningenBereikbaar; Chiara Ferroni (Fondazione Torino Wireless); Anders Söderberg (City of Lund); Municipality of Donostia/San Sebastian; Jose Augusto Batista Vieira (Câmara Municipal do Funchal); Matic Sopotnik (City of Ljubljana); Lamia Rouleau-Tiraoui (Métropole de Nantes); Jorge Romea Rodriguez (Rivas Vaciamadrid); Loredana D. Modugno (Ginosa Municipality), Eleftheria Spanou (Kilkis Municipality)

Peer reviewers

Prof Peter Jones, Professor of Transport and Sustainable Development, University College London; Prof Anthony D May OBE FREng, Emeritus Professor of Transport Engineering, Institute for Transport Studies, University of Leeds; Frank Wefering, Director of Sustainability (Greenman-Pedersen, Inc.), New York.

Experts that provided extensive comments

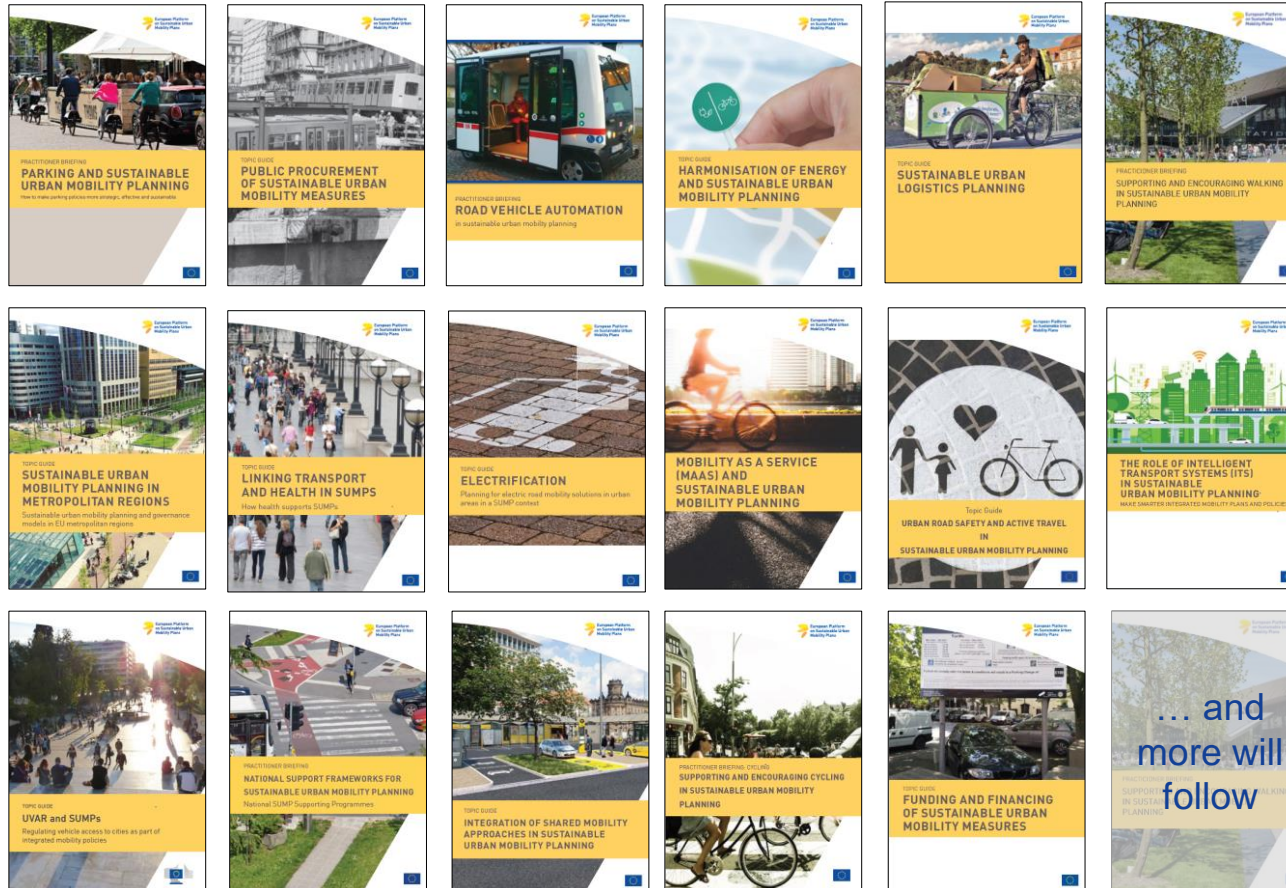
Thomas Durlin (Cerema); Caroline Mattsson (Trivector); Ivo Cré (Polis); Tom Rye (Edinburgh Napier University); DG MOVE; DG REGIO; DG Environment; Innovation and Networks Executive Agency (INEA); European Investment Bank/Jaspers Programme

Layout

Rebekka Dold, Grafik Design & Visuelle Kommunikation

... and even more guidance!

Topic Guides and Practitioner Briefings on specific areas of knowledge



How are we doing in Sustainable Urban Mobility Planning?

The SUMP Self-Assessment


What is the aim?

- helps cities to identify **strengths and weaknesses**
- provides **feedback and inspiration** how to improve mobility planning
- starts a discussion how to **improve cooperation** within the organisation and with others
- online and **free to use** (no external auditor needed)
- **quick** and anonymous self-assessment (20min – 2h)

Already started the Self-Assessment?

 Code

Reload Assessment

Start
 

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 SUMP Self-Assessment consists of eight sections that are directly related to the SUMP principles and roughly follow the order of a planning process. Depending on your planning context, it contains **30 to 45 questions**. If one person with a good level of information fills it in on their own, it should only take around **20 to 30 minutes** to complete. To use it in a workshop format, we recommend 1.5 to 2 hours to allow enough time for discussions.

Start SUMP Self-Assessment

All data collected in this survey will remain strictly confidential. In no case will we publish the results of individual cities or identify individual cities in any publications. You can **use your personal code to check your results or share them** with others for a workshop.


Who can use it?

Tailor-made sets of questions for different starting points:

- cities / functional urban areas / metropolitan regions
- cities with / without a SUMP

Can be used by every mobility planner:

- To assess general mobility planning processes
- To give guidance before / during SUMP development
- To assess SUMP quality after completion

Planning Context Your Code: 78gs2 


7 - On which geographical scale do you want to assess your mobility planning activities?

☐ Planning activities of my city / municipality

☒ Planning activities in the entire functional area (i.e. the commuting zone defined by main commuter flows, also called agglomeration), usually including activities of several municipalities

☐ Planning activities in a regional / metropolitan area larger than the commuting zone, usually including activities of many municipalities

[< Previous](#) [Next >](#)

Planning Context Your Code: 78gs2 

9 - What is your involvement in mobility planning activities?

☐ I work for the mobility department (or equivalent)

☐ I work for another department (e.g. environment, urban planning)

☐ I am involved as decision maker (e.g. in the local council)

☐ I am involved as civil society or private sector stakeholder (e.g. representative of NGO, university or business association in planning workshops)

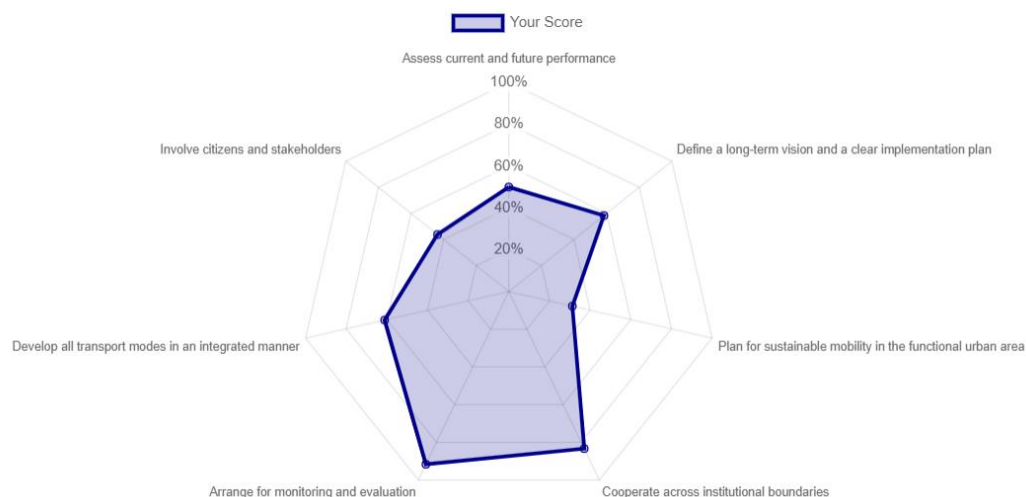
☐ I am not involved

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How to use the tool?

- 30-45 questions
- Feedback by SUMP principles
- Recommended steps, examples and tools from SUMP Guidelines
- Alone or in workshop

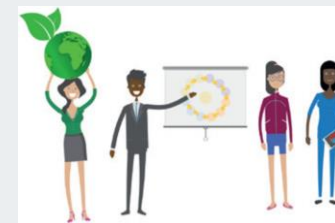
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0%-33%: More efforts are needed!

34%-66%: You're on the right path!

67%-100%: Congratulations!



1

Plan for sustainable mobility in the “functional urban area”

The core goal of sustainable urban mobility planning is to improve accessibility and provide high-quality, safe and clean mobility for the entire ‘functional urban area’. Therefore, planning activities should consider this integrated area of daily flows of people and goods, rather than a municipal administrative area.

You're on the right path! Your responses indicate some degree of planning coordination with neighbouring municipalities. However, there is room for improvement to better harmonize activities, which would help you to address the needs in your ‘functional urban area’ more effectively.

Useful approaches to further improve cooperation could be to:

- Build on existing contacts with transport planners from surrounding municipalities and establish a format for regular meetings. For example, using this Self-Assessment as a structure for discussions at the first meeting can help to identify problems that require joint actions.
- If there is good cooperation on some topic, expand it to other areas of common interest (e.g. leveraging contacts from a common planning process for Park&Ride facilities to start a joint project to build inter-municipal bicycle highways or improve commuter train connections). Focus on proven solutions of manageable size that benefit all municipalities.
- Formalise existing cooperation to consolidate it (e.g. turning agreements on parking planning into an official political committee that meets regularly to decide about parking policies in the functional urban area).
- Exploit the potential of data sharing. Exchange or jointly collect data that is relevant for several municipalities (e.g. on commuter flows), which helps to save costs and improve data quality.

Good practices:

- Basel, Switzerland: Cross-border planning cooperation for a trinational agglomeration
- Grand Nancy, France: Metropolitan inter-municipal urban plan for housing and development
- Bologna, Italy: Metropolitan SUMP linking territorial, mobility and logistics planning
- Lille, France: Bi-annual political committee to steer parking policies on a metropolitan level
- Kassel, Germany: Synchronised development of municipal and regional SUMP

Recommended further readings:

- SUMP Guidelines (2nd ed.) Activity 2.1: Assess planning requirements and define geographic scope (based on ‘functional urban area’)
- Topic Guide: Sustainable urban mobility planning in metropolitan regions
- Topic Guide: Sustainable urban mobility planning in small cities
- Topic Guide: Sustainable urban mobility planning in polycentric regions

Tools:

- OECD-EU definition, maps and shapefiles of functional urban areas in EU Member States

What's next?

- The tool is launched today in English and German in **Brussels** and this Friday in **Bogota/ Columbia**.
- It will soon be available in Spanish (Euroclima+), Italian, Polish, Croatian, Czech/ Slovak, Hungarian, Slovenian (LOW-CARB), French, Bulgarian, Romanian (SUMP's-Up)



**SUMP
Self-Assessment
Tool**

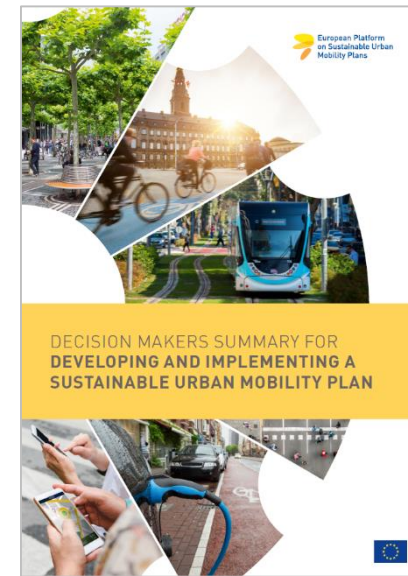
Let's sum up!

Conclusions

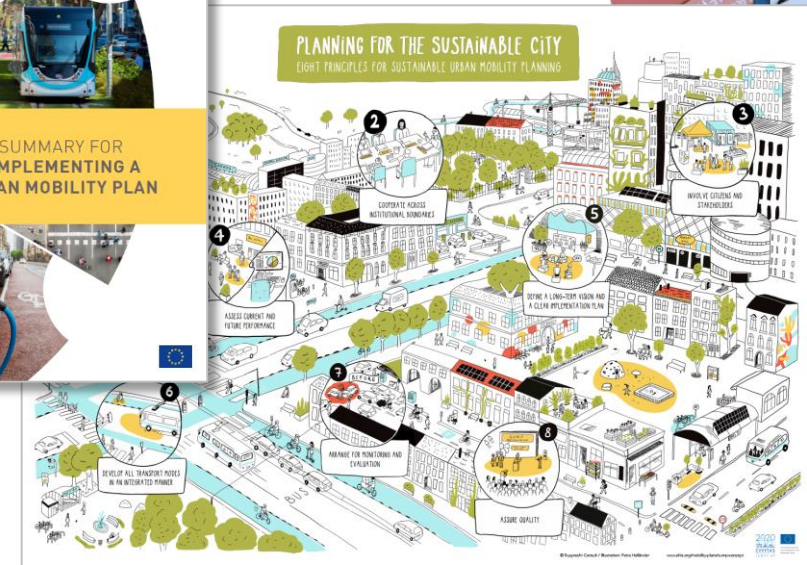
The SUMP knowledge tools

Eltis - the urban mobility observatory <https://www.eltis.org/mobility-plans>

- Mobility Plan Platform: Download Guidelines, videos, animations, materials
- SUMP Guidelines (print, PDF, online version) with Executive Summary, SUMP fan and poster
- SUMP Glossary
- SUMP Topic Guides and Practitioner Briefings



The latest products !



SUMP Tool Inventory
www.civitas.eu/tool-inventory

MOBILITY ACADEMY

Learning resources at
www.mobility-academy.eu

SUMP Self-Assessment Tool

www.sump-assessment.eu

SUMP: A tool to deal with the climate crisis

- Provides a **structured implementation** process
 - guidance, **structure** (and flexibility)
 - **policy-led** and **fact-based** approach (that can target climate challenges)
 - new **financing** and funding opportunities (better bankability)
- Builds required **connections** (for "connected policy making")
 - integration of **infrastructure**, **systems** and **services** ("climate package")
 - connects **stakeholders** and policy **sectors**
- Addresses the right **geographic scale**
 - planning for "**functional urban area**" is very complex, but essential
- Creates a mitigation measures **fact base**
 - goals/ indicators, monitoring, evaluation deliver facts about most **effective CO₂ reduction**
- Supports **climate transition**
 - multi-level **governance** (local and regional/ national)
 - **policy development** from modal shift to space management



Thank you for your attention!

Siegfried Rupprecht

www.rupprecht-consult.eu

www.mobility-academy.eu

@Rupprecht_Tweet

+49 221 60 60 55 0

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