

Sustainable Urban Mobility Plan (SUMP) training

Namur, Belgium
3 – 4 December 2024



The SUMP training sessions are managed by JASPERS-EIB, supported by a Consortium constituted by TRT Trasporti e Territorio, TIS, DTV, TREDIT, STRATEC, Goudappel and Eurocities.

Venue information



Service Public de Wallonie | Bâtiment CapNord
Boulevard du Nord 8
5000 Namur, Belgium

Google maps:
<https://maps.app.goo.gl/7JrJcnrqdkBJBCe2A>



©2017 Google





Room: Auditoire Hondermarcq

The building is located behind Namur station. During the day, the surroundings do not have many parking options.

The building is equipped with inclined planes, elevators and toilets accessible to persons with limited mobility.

Participants have to register at the entrance of the SPW building.















Participants from outside Namur can arrive by:

-  car: two P+R car parks ([Namur-Expo](#) and [Saint Nicolas](#)) are ready to welcome you at the entrances to city. For €2/day, you benefit from parking and the round trip by bus to the station. For more information on timetables and prices for covered and on-street parking, please refer to the city parking plan. [Namur car park website](#).
-  train: Namur station can be reached by several important railway lines. To access the exact timetables and view all trips possible: www.belgianrail.be
-  bus: for availability of exact schedules based on your journey, please consult the website www.infotec.be. Please note, the bus station is under construction, the platforms have moved. Get the latest news about stops via [TEC \(letec.be\)](http://TEC.letec.be)
-  bike: reaching Namur by bike is made easier by the presence of two RAVeL ([site](#)). Information for getting around by bike in Namur at [this link](#). Self-service bicycles are also available (Li Bia bike). Station No. 3 is located almost in front of the building, boulevard du Nord. 15 attachment points are planned. You can find all the information on [the website](#).











This booklet should not be referred to as representing the views of the European Investment Bank (EIB), of the European Commission (EC) or of other European Union (EU) institutions and bodies. Any views expressed herein, including interpretation(s) of regulations, reflect the current views of the author(s), which do not necessarily correspond to the views of the EIB, of the EC or of other EU institutions and bodies. Views expressed herein may differ from views set out in other documents, including similar research papers, published by the EIB, by the EC or by other EU institutions and bodies. Contents of this booklet, including views expressed, are current at the date of publication set out above, and may change without notice. No representation or warranty, express or implied, is or will be made and no liability or responsibility is or will be accepted by the EIB, by the EC or by other EU institutions and bodies in respect of the accuracy or completeness of the information contained herein and any such liability is expressly disclaimed. Nothing in this booklet constitutes investment, legal, or tax advice, nor shall be relied upon as such advice. Specific professional advice should always be sought separately before taking any action based on this Presentation. Reproduction, publication and reprint are subject to prior written authorisation from the EIB.

Agenda

DAY 1 – 3rd December 2024

10.00-10.10	Introduction by Damien Tobie SPW Mobility and Infrastructure	
10.10-10.15	Introduction by Giorgio Watschinger EIB-JASPERS	
10.15-10.20	Logistics and instructions by Carla Giaume Project Consortium Secretariat	
10.20-10.30	Tour de table	
10.30-11.50	Basics of SUMP methodology and practice	
11.50-12.10	<i>Coffee break</i>	
12.10-13.00	The link between Strategic Plans, Programming, Pipeline and project preparation	
13.00-13.40	<i>Light lunch</i>	
13.40-14.40	Urban nodes and the interface between local and strategic transport	
14.40-14.50	<i>Short break</i>	
14.50-15.50	Spatial planning	
15.50-16.00	<i>Coffee break</i>	
16.00-17.00	Multi-modal plan scenario building in SUMPs	
17.00-17.10	Wrap up Day 1	

DAY 2 – 4th December 2024

9.00-9.05	Introduction by Tom Rye Key Expert/speaker	
9.05-10.05	Organisational and institutional aspects	
10.05-10.15	<i>Short break</i>	
10.15-11.15	Collective passenger transport	
11.15-11.30	<i>Coffee break</i>	
11.30-12.30	Demand and accessibility analysis	
12.30-13.30	<i>Light lunch</i>	
13.30-14.30	SUMPs for small and medium sized cities	
14.30-14.55	Wrap up and conclusions Tom Rye & Kristina Gaučė Key experts/speakers Giorgio Watschinger EIB-JASPERS Damien Tobie SPW Mobility and Infrastructure	
14.55-15.00	Distribution of participation certificates	

Presentation of the trainers

Key Expert A – Tom Rye



Tom has over 30 years' experience working in sustainable transport planning and first started working on SUMP in 1999. His technical skills include parking management; making streetscape accessible for disabled people; transport policy development and appraisal, including comparisons of international best practice; Sustainable Urban Mobility Planning; scheme option generation and appraisal; mobility management, especially site-based mobility plans; concessionary public transport fares; public transport scheme development and appraisal; and transport training, education and programme and staff development. He has a demonstrated ability to work successfully with government (at senior national & provincial levels), donors and civil society stakeholders including universities. He has highly developed skills in training, developing

and motivating staff. He has worked at a senior level in academia for many years and has worked across Europe and beyond, including a two-and-a-half-year spell as a research centre director in Sweden, and now as a professor in Norway, as well as on SUMP in Turkey, for the World Bank. He contributed to the writing of the first EU Sustainable Urban Mobility Plan Guidelines and was also lead author for two practitioner briefings that complement the current EU SUMP Guidelines, one on NSSPs and one on parking.

Key Expert B – Kristina Gaučė



Kristina Gaučė is a sustainable urban mobility expert with over 20 years of professional experience in sustainable urban mobility planning and policy making, working as Key Expert, Team leader and Project Manager on numerous EU-funded projects. Dr Kristina Gaučė is well known in European Mobility professional's arena, often presenting good practice and advising on transport policy to the public authorities in Lithuania and other EU and non-EU countries, she was involved in preparation of both editions of Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan. Together with her team and international consultants, she has successfully delivered a list of significant projects related to sustainable urban mobility, transportation policy and mobility management,

followed by various capacity building and stakeholders' involvement activities. Among latest Ms Gaučė's projects - Interreg Baltic Sea Region Project "Enhancing Effective Sustainable Urban Mobility Planning for Supporting Active Mobility in Baltic Sea Region Cities", SMART Ankara (Sustainable Urban Mobility Plan), National Guidelines for the development of sustainable cities (Lithuania), HORIZON 2020 project "Climate Campaigners", MOVE IT like Lublin - Chisinau public transport sustainable development initiative, Setting Multisectoral Criteria for Preparation of Low Emission Zones documentation in Lithuanian Municipalities (under LIFE20 project), EUKI European Climate Initiative ("EUKI") 2020 project "Beyond best practices: Closing the gaps in the passenger transport policy framework and etc. She also coordinated the first SUMP in Lithuania for the capital of Vilnius. Additionally, Ms Gaučė is author of almost 20 publications and gave numerous presentations, trainings as well as facilitated successful workshops on mobility and traveling behaviour related matters.

EIB Expert – Mark Finer



Mark has over 30 years of professional experience as an urban mobility planning expert at city, regional and national level. For the past 17 years he has been based in Prague, Czech Republic, acting as an international urban mobility consultant. He is experienced in all technical aspects of SUMP development covering urban mobility analysis, strategy, action plans, scheme appraisal, implementation and monitoring. He has also worked on a wide range of sustainable travel initiatives, including public transport, non-motorised transport, freight and travel demand management work, focusing on strategies, project development and implementation and elaboration of best practice. During his time in the UK, he has led highly successful transport planning team, whilst working in Leeds and City York, where he helped the city win the title of National Transport Authority of the Year (2003) and gain Centre of Excellence status

for Cycling, Park & Ride and Improved Travel Choice in towns and cities.

Mark is an experienced SUMP trainer, having delivered innovative SUMP training programmes targeting Ministries, Municipalities, Regional Authorities around the world. For EIB JASPERS he has led the delivery of urban mobility support to Romanian Authorities, including development of a bespoke SUMP training programme. He has also led EU-wide SUMP training, targeting over a dozen countries including Ministries, Regional and City Authorities – delivering interactive training on all SUMP aspects including best practice and practical exercises. At a regional level, Mark led training on SUMP as part of an Interreg REFORM project targeting regional authorities in UK, Greece, Italy and Netherlands. He was also a Member of the Scientific Advisory Board for the Civitas SUMP-PLUS Project that included examination of practical implementation pathways for SUMP. As an Urban Mobility Expert, Mark is currently supporting EIB JASPERS with the ongoing development and delivery of the current EU SUMP training programme.

Training content for Belgium

The SUMP training in Belgium consists of:

- **Three core modules**, recapping on the basics of SUMP methodology and focusing on common challenges in developing SUMP in practice and focusing on the relationship of SUMP with investment programming, other plans, TEN-T urban nodes and the interface between local and strategic transport plans (p7 – p9).
- **Six selected modules**, offering a deep dive into specific key SUMP-related topics in practice, exploring them in more detail and how they can be integrated into a SUMP (p10 – p17).

A complete list of all core and elective modules topics is presented in a table (p18 – p21).

After the training, you will receive all materials of the modules. This also includes material of the modules that were not presented during the training on 3 – 4 December 2024.



BASICS OF SUMP METHODOLOGY AND PRACTICE

Module content

This module provides an advanced overview of the SUMP process, emphasizing key elements, steps, and activities based on EU SUMP Guidelines, whilst addressing common challenges experienced during SUMP development; it considers what makes a good quality SUMP. The module details each step, grouped into six clusters, covering: preparation, diagnosis, vision and strategy, measure packages, management, and monitoring and review. There is a focus on practical aspects, including: stakeholder involvement; consistency between clusters; connecting problems, indicators and evaluation; and interconnections between steps relating to funding and financing

Learning objectives

- Understanding practical challenges that arise during the development of a SUMP
- Linking SUMP steps into clusters of related tasks
- Taking into consideration the linkages between activities in different clusters
- Tips for developing a successful SUMP

Background material

- Guidelines for developing and implementing a Sustainable Urban Mobility Plan – https://urban-mobility-observatory.transport.ec.europa.eu/document/download/87adaa0c-cd13-4ce0-9a15-d138ea31bb2c_en?filename=sump_guidelines_2019_second%20edition.pdf&prefLang=it
- European Commission Sustainable Urban Mobility Plans - https://urban-mobility-observatory.transport.ec.europa.eu/sustainable-urban-mobility-plans_en
- Tirana SUMP factsheet - https://urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/sump-city-tirana_en
- Barcelona Metropolitan SUMP - <https://www.amb.cat/s/web/mobilitat/pla-metropolitana-de-mobilitat-urbana-amb.html>
- Cambridge City vision - <https://www.cambridge.gov.uk/our-vision>
- The MOMOS model - <https://www.momos-model.eu>



The above list with background material is limited and not exhaustive.

THE LINK BETWEEN STRATEGIC PLANS, PROGRAMMING, PIPELINE AND PROJECT PREPARATION

Module content

This module focuses on key SUMP terminology, emphasizing the link between SUMP and investment priorities, programming, and funding allocation. It introduces clear definitions, highlighting the compromise between system-based diagnostic, legal requirements, and political preferences shaping the SUMP content. Additionally, it covers fundamental definitions, the distinction between plan and program, risk management strategies, and the role of SUMPs in a multilevel and multidepartment transformation process with interlinkages to various plans. The module also addresses stakeholder involvement and the integration of existing pipelines and future projects within the SUMP process.

Learning objectives

Understand / grasp the preconditions for managing an effective SUMP regarding:

- Defining concepts and terminology
- Key role of SUMPs in moving from plans to measures, programs and projects (and why some fail in that process)
- Methods and tools for programming in SUMP
- Dealing with different scales, actors and priorities
- Risk management
- Main tools for a smooth SUMP process



Background material

- CIVITAS SUMPS-UP E-Course: Preparing for SUMP and analysis of the mobility situation - *this corresponds to a training programme comprising 5 modules, the most relevant of which is module 5 with concrete case examples* - <https://civitas.eu/learning-centre/sumps-up-ecourse-preparing-for-sump-and-analysis-of-the-mobility-situation>
- CIVITAS SUMPS-UP E-Course: Co-creating the SUMP vision - *this corresponds to a training programme comprising 5 modules, the most relevant of which is module 5 with concrete case examples* - <https://civitas.eu/learning-centre/sumps-up-ecourse-co-creating-the-sump-vision>
- SUMP Topic Guide on Sustainable Urban Mobility Planning in Metropolitan Regions - *relevant information on section 1.2. and section 4* - https://sumps-up.eu/fileadmin/user_upload/Tools_and_Resources/Publications_and_reports/Topic_Guides/sump_metropolitan_region_guide_v2.pdf
- Mobility Academy, Course 4 – identifying SUMP measures, – *this corresponds to a training programme comprising 4 modules, the most relevant of which is module 4 with concrete case examples* - <https://www.mobility-academy.eu/course/view.php?id=112#section-0>

The above list with background material is limited and not exhaustive.

URBAN NODES AND THE INTERFACE BETWEEN LOCAL AND STRATEGIC TRANSPORT

Module content

This module explores the interface between local and strategic transport, emphasizing the importance of coordination for efficient passenger and freight movements. It delves into the concept of TEN-T urban nodes, discussing their role, functions, and the challenges they pose for cities and regions, including governance issues, technology integration, and funding complexities. Practical examples illustrate difficulties in alignment between authorities, while tools and strategies such as inclusive leadership, stakeholder dialogue, and shared infrastructure are proposed to address these challenges effectively.

Learning objectives

- know what an urban node is and how it relates to the TEN-T network
- understand the interaction between strategic and local transport in urban nodes
- be able to point out the challenges that arise in planning in urban nodes
- get an idea of the possible synergies and opportunities
- go home with some inspiring examples in how to address challenges



Background material

- Adopted revised TEN-T Regulation, June 2024: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32024R1679>
- The EU-OECD definition of a functional urban area - *whole document is interesting to review* - https://www.oecd-ilibrary.org/urban-rural-and-regional-development/the-eu-oecd-definition-of-a-functional-urban-area_d58cb34d-en
- Position paper on Urban Nodes Governance and funding - *whole document is interesting to review* - <https://www.polisnetwork.eu/wp-content/uploads/2024/04/Urban-Nodes-Alliance-Empowering-cities-and-regions-to-build-the-TEN-T.pdf>
- List of FUA per country - <https://www.oecd.org/en/data/datasets/oecd-definition-of-cities-and-functional-urban-areas.html>

The above list with background material is limited and not exhaustive.

SPATIAL PLANNING

Module content

This module emphasizes the crucial role of land-use, spatial, and socio-economic planning in promoting sustainable modes of transport and enhancing accessibility. It highlights the integral relationship between spatial planning and mobility decisions, emphasizing the importance of integrated goals for creating sustainable urban environments. The module covers various spatial concepts, proven successful applications, and aims to enable participants to understand the socio-economic impact of spatial planning on mobility, emphasizing efficiency, social equity, and environmental sustainability.

Learning objectives

- To enable participants understanding the key role of spatial, land use- and urban planning in SUMP. and to understand the socio-economic impact between spatial land-use and mobility. Using spatial planning to enhance the accessibility of sustainable transport modes. Elaborating on the differences and interaction between spatial planning, mobility planning and urban design.
- To enable participants to pinpoint the added value of spatial planning regarding (economic) efficiency, social equity and inclusion, transport safety and environmental sustainability.
- To ensure a grasp of fundamental spatial concepts at macro-scale, such as: average distances to urban functions; area functional mix versus area functional segregation; urban densification versus urban sprawl; agglomeration effects.



Background material

- SUMP Topic Guide on Sustainable Neighborhood Planning - *most important reading document on this module and is totally focused on the more local level* - https://urban-mobility-observatory.transport.ec.europa.eu/document/download/0194c532-730c-4c21-a408-2ac2a3a8203c_en?filename=sustainable_neighbourhood_mobility_planning.pdf
- SUMP Topic Guide on How to develop a Sustainable Urban Mobility Plan for a polycentric region – *this guide is mainly focused on the polycentric regions, though it has several overlaps with the other levels* - https://urban-mobility-observatory.transport.ec.europa.eu/document/download/129e3ce9-5f7e-45a7-9f91-1698377afa46_en?filename=polysump-sump-methodology.pdf
- SUMP Topic Guide for planning in metropolitan regions – *important guide more focused on the metropolitan level* - https://urban-mobility-observatory.transport.ec.europa.eu/document/download/68804e27-048e-4caa-b3f2-7492240eabcc_en?filename=sump_metropolitan_region.pdf
- SUMP Topic Guide on Planning for More Resilient and Robust Urban Mobility - *relevant information is section 1* - https://urban-mobility-observatory.transport.ec.europa.eu/document/download/2f898f56-9347-4e2e-bc04-501135312512_en?filename=planning_for_more_resilient_and_robust_urban_mobility.pdf
- ITDP report – *includes several good examples* - <https://itdp.org/2011/09/22/europes-vibrant-new-low-carbon-communities/>
- Urban Mobility Readiness Index report 2003 – *relevant mobility-related information on several cities around the world* - <https://www.oliverwymanforum.com/mobility/urban-mobility-readiness-index.html>

The above list with background material is limited and not exhaustive.

MULTI-MODAL PLAN SCENARIO BUILDING IN SUMPs

Module content

This module addresses the need for an integrated multimodal approach in SUMPs, emphasizing the ambitious modal shift objectives for walking, cycling, and public transport. It explores the roles of different transportation modes, discusses the reversed mobility pyramid with a priority for active modes, and provides European examples to illustrate numerical modal shares. The module highlights that multimodal planning extends beyond traffic engineering, involving long-term planning for infrastructural coherence at various levels, and explains the principles of developing scenarios for analyzing and influencing mobility needs, mode use, and route choice behavior. Additionally, it delves into the application of multimodal transportation models, explaining their technique, uses, and limitations.

Learning objectives

- Understand the principle of multi modal mobility planning.
- Pinpointing the precise benefits of a multimodal system approach and what this entails in terms of requirements (for example use of multi modal transport models).
- Get a grip on numerical relationships in modal shares, based on examples across Europe, of different types of Urban Nodes.
- Take clear steps to arrive at sound scenarios and to do so by following the working steps in the SUMP Guidelines.
- Understand how multimodal traffic models can support scenario building and work steps toward a vision and what limits and risks should be avoided when deploying traffic models.
- Create integrated multimodal scenarios for a specific case.



Background material

- Example of the application of the SUMP strategic planning and the use of scenarios in Padova - https://urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/sustainable-urban-mobility-plan-sump-padova-and-metropolitan-area_en
- An Overview of Scenario Approaches: A Guide for Urban Design and Planning - *Different Types of Scenario and Approaches* p. 469-474 - <https://journals.sagepub.com/doi/pdf/10.1177/08854122221083546>
- City-specific urban mobility scenario's - *definition of scenarios on page 10 and examples of scenarios starting page 22* - <https://civitas.eu/resources/city-specific-urban-mobility-scenarios-d31>

The above list with background material is limited and not exhaustive.

ORGANISATIONAL AND INSTITUTIONAL ASPECTS

Module content

This module focuses on the interface between SUMPs and planning instruments for cities in a region, including considerations for Regional/Metropolitan/Functional Urban Areas (FUAs) and the impact of SUMP scale on analysis and stakeholder engagement. It highlights the importance of institutional cooperation in SUMP, emphasizing stakeholder identification, resource organization, and planning framework setup. The involvement of citizens and stakeholders is crucial, necessitating effective communication interfaces. Additionally, the promotion of intermodality at the Metropolitan/Regional level is emphasized, encouraging evaluation and funding of urban and intercity networks in a centralized manner.

Learning objectives

- Understand the importance of organizational and institutional aspects in the context of SUMP
- Gain insights into urban mobility governance and its role in SUMP delivery
- Identify strategies for aligning public and private entities in the delivery of urban mobility services and infrastructure
- Learn how to set up appropriate organizational structures tailored for efficient transport/mobility planning
- Explore the relationship with public transport organisation structure and spatial planning structures



Background material

- CIVITAS SUITS Capacity Building toolbox - <https://cbt.suits-project.eu/>
- SUMP Guidelines on Preparation and Analysis (Phase 1) – *relevant information p. 32-78* - https://urban-mobility-observatory.transport.ec.europa.eu/system/files/2023-09/sump_guidelines_2019_second%20edition.pdf
- SUMP Guidance on the specific topics of [Smaller Cities](#) and [Metropolitan Regions](#)
- Definition of Functional Urban Areas (FUA) for the OECD metropolitan database
 - https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://publications.jrc.ec.europa.eu/repository/bitstream/JRC118845/ghsl_fua_2019.pdf&ved=2ahUKewjx0JyusKGHAxVlcPEDHVBUB_YQFnoECBEQAw&usg=AOvVaw1J62iqmtbHONrODia6Z48r - *relevant information p3*
 - https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Archive:European_cities_-_the_EU-OECD_functional_urban_area_definition - *relevant information chapter 1*
 - <https://www.oecd-ilibrary.org/docserver/d58cb34d-en.pdf?expires=1720784343&id=id&accname=guest&checksum=7F9EF136982F150788DD5ACAD94C2630> - *relevant information chapter 2*
- CH4LLENG3 Participation Manual: Actively engaging citizens and stakeholders in the development of Sustainable Urban Mobility Plans – *relevant information p7-10* - https://changing-transport.org/wp-content/uploads/2016_sump-manual_participation_en.pdf

- CH4LLENGE Institutional Cooperation Manual: Working jointly with institutional partners in the context of Sustainable Urban Mobility Plans – *relevant information p7-10* - https://changing-transport.org/wp-content/uploads/sump-manual_cooperation_en.pdf
- SUMP Self-Assessment Tool - <https://www.sump-assessment.eu/English/start>
- The Poly-SUMP Methodology. How to develop a Sustainable Urban Mobility Plan for a polycentric region – *relevant information p5-8* - https://urban-mobility-observatory.transport.ec.europa.eu/document/download/129e3ce9-5f7e-45a7-9f91-1698377afa46_en?filename=polysump-sump-methodology.pdf
- Topic Guide: Planning for attractive public transport – *relevant information p5-6* - https://urban-mobility-observatory.transport.ec.europa.eu/system/files/2023-11/planning_for_attractive_public_transport.pdf

The above list with background material is limited and not exhaustive.

COLLECTIVE PASSENGER TRANSPORT

Module content

This module focuses on designing an attractive collective passenger transport system for sustainable urban mobility, emphasizing its role as a backbone in a SUMP strategy. It discusses the challenges in designing and operating such systems, including the need for reliability, safety, and integration of different service attributes. The module also addresses funding considerations for a high-quality collective transport system, categorizing funding sources and providing insights into efficiency and affordability considerations, concluding with examples of innovative practices in the field.

Learning objectives

- Understand the impacts and limitations of collective transport
- Understand the key features for designing an attractive collective passenger transport system
- Identify some difficulties and possible options
- Contact with some case study examples



Background material

- Topic Guide: Planning for attractive public transport –*relevant information Introduction 1.2 p8 – p11* - https://urban-mobility-observatory.transport.ec.europa.eu/system/files/2023-11/planning_for_attractive_public_transport.pdf
- SUMP Guidelines Revised - https://urban-mobility-observatory.transport.ec.europa.eu/sustainable-urban-mobility-plans/sump-guidelines-and-decision-makers-summary_en
- Sustainable and Smart Mobility Strategy - https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12438-Sustainable-and-Smart-Mobility-Strategy_en
- European Green Deal - *relevant information : Highlight* - https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en
- UITP: Better urban mobility: Getting it right with Public transport -*relevant information p10 – p12* - <https://cms.uitp.org/wp/wp-content/uploads/2021/11/UITP-policy-paper-on-Urban-Mobility-Framework.pdf>
- Regulation on public passenger transport services by rail and by road and repealing Council Regulations - <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32007R1370>
- Regulation on Union guidelines for the development of the trans-European transport network - <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A52021PC0812>
- Sustainable urban mobility planning in metropolitan regions: Sustainable urban mobility planning and governance models in EU metropolitan regions - https://sumps-up.eu/fileadmin/user_upload/Tools_and_Resources/Publications_and_reports/Topic_Guides/sump_metro_politain_region_guide_v2.pdf
- Research papers about the PT investment costs: Introducing a Novel Framework for the Analysis and Assessment of Transport Projects in City Regions - <https://doi.org/10.3390/su16062349>
- Cost-Benefit Evaluation Tools on the Impacts of Transport Infrastructure Projects on Urban Form and Development - <http://dx.doi.org/10.5772/intechopen.86447>

The above list with background material is limited and not exhaustive.

DEMAND AND ACCESSIBILITY ANALYSIS THROUGH THE SUMP

Module content

This module focuses on understanding travel demand and strategic accessibility for the development of SUMPs. It differentiates between demand/mobility, describing observed behavior, and accessibility, which evaluates the ease of reaching specific locations from residential areas. The module covers characterizing travel demand, obtaining demand information through existing statistics and surveys, analyzing data using various modeling approaches, and defining accessibility analysis, including GIS-supported mapping and spatial analysis of existing indicators for SUMPs.

Learning objectives

- What do we mean by demand and accessibility analysis?
- For what purposes is demand and accessibility analysis required?
- Identify data needed to carry out a demand and accessibility analysis
- Define concepts
- Review main data collection methods
- Review main data analysis methods and typical outputs
- Critically assess range of methods



Background material

- Bonnel, P. (2002). Pr vision de la demande de transport. 410. - *most relevant information* Production de donn es: p.99-136 - https://www.researchgate.net/publication/5086964_Prevoir_la_Demande_de_Transport
- Calzada, Les enqu tes de pr f rences d clar es - *most relevant information* Introduction on Stated-preference data: p.1-2 - https://temis.documentation.developpement-durable.gouv.fr/pi/NS/NS_122_7.pdf
- Cerema, EMC² Grande R gion Grenobloise 2020, Les indicateurs cl s - *most relevant information* trip numbers vs distances: p.21-23 - https://www.cerema.fr/system/files/documents/2023/01/emc2-grenoble2020_lesindicateurscles_vf_0.pdf
- Cerema, Concevoir un mod le de choix modal, 2015 - *most relevant information* Base de donn es: p.16-23 - <https://www.cerema.fr/fr/centre-ressources/boutique/concevoir-modele-choix-modal>
- Modelling Transport - *most relevant information* Data-collection methods: p.71-93 & Stated Preference Surveys: p. 95-123 - <https://www.wiley.com/en-us/Modelling+Transport%2C+4th+Edition-p-9780470760390>
- DG REGIO study on Measuring urban accessibility for low-carbon modes - *most relevant information:* Assessing accessibility, Proximity and Performance: p.16-18 https://ec.europa.eu/regional_policy/information-sources/maps/low-carbon-urban-accessibility_en

- Department for Transport, Principles of Modelling and Forecasting - *most relevant information Data-collection: p.10-11 & Modelling: p.12-32* - <https://assets.publishing.service.gov.uk/media/666af22a50dca4553304f333/tag-unit-m1.1-principles-modelling-forecasting.pdf>
- GIS and Transport Modeling – Strengthening the Spatial Perspective - *most relevant information Introduction to GIS* - <https://www.mdpi.com/2220-9964/5/6/84>
- International Transport Forum – London’s Accessibility Indicators: Strengths, Weaknesses, Challenges - *most relevant information: PTAL: p.8-13* - <https://www.itf-oecd.org/sites/default/files/docs/london-accessibility-indicators.pdf>
- International Transport Forum – Benchmarking accessibilities in cities - *most relevant information: Overview of accessibility in functional urban areas: p.34-49* - https://www.itf-oecd.org/sites/default/files/docs/accessibility-proximity-transport-performance_2.pdf
- Lyons, G. (2021). Discovering ‘the sweet spot’ - *most relevant information: p.16-17* - <https://uwe-repository.worktribe.com/output/7420650/discovering-the-sweet-spot>
- OECD report on Measuring Accessibility - *most relevant information Typology of accessibility measures: p.9-15* - <https://www.oecd-ilibrary.org/docserver/8687d1db-en.pdf?expires=1720777510&id=id&accname=guest&checksum=2B8C31A8912C4136249B5F425C545F46>
- SUMI, Sustainable Urban Mobility Indicators Guidelines - *most relevant information p.17-25* - https://transport.ec.europa.eu/system/files/2020-09/sumi_wp1_harmonisation_guidelines.pdf

The above list with background material is limited and not exhaustive.

SUMP FOR SMALL AND MEDIUM SIZED CITIES

Module content

This module addresses the adaptation of the SUMP process for small and medium-sized cities, considering limitations in data availability, technical knowledge, and resources. It highlights challenges such as a lack of local data, difficulties in providing attractive public transport services, and the extensive use of private cars in smaller cities. The module proposes solutions and methods that can be used in these contexts to apply all phases of the SUMP cycle process, utilizing tools from SUMP-PLUS, and provides good practice examples from small cities in Europe for discussion.

Learning objectives

- Understanding why SUMP processes and procedures might differ from large cities and conurbations
- Identify the main features and challenges
- Learn about simplified methods and tools
- Examples of successful applications






Background material

- Commission recommendation on National Support Programmes for SUMP – *relevant information chapter 1* - <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32023H0550>
- Sustainable Urban Mobility Planning in Smaller Cities and Towns' – *relevant information chapter 2* - https://urban-mobility-observatory.transport.ec.europa.eu/system/files/2023-10/sumps_smaller_cities_and_towns.pdf
- Wide-area SUMPs - <https://www.interregeurope.eu/find-policy-solutions/expert-support-reports/wide-area-sumps>
- Sustainable Urban Mobility Plans - https://urban-mobility-observatory.transport.ec.europa.eu/sustainable-urban-mobility-plans_en including a number of interesting guides
- REFORM - Fostering Regional cooperation and capacity building for SUMPs - <https://www.interregeurope.eu/good-practices/reform-fostering-regional-cooperation-and-capacity-building-for-sumps>
- CityConsult Agency has been developed within SUMP-PLUS project (H2020) providing various training courses on SUMP planning and deployment phases, as well as on introducing innovation and zero emission transport systems - <https://mobilitymatters.eu>
- Project DESTINATIONS – SUMP for residents and visitors (D2.1 Baseline report) - <https://ec.europa.eu/research/participants/documents/downloadPublic?documentIds=080166e5bc46c2f&appId=PPGMS> –
- SUMP self assessment tool – *can be used to assess the quality of a given strategic mobility plan against ELTIS guidelines* - <https://www.sump-assessment.eu/English/start>

The above list with background material is limited and not exhaustive.

List of all training modules

CORE MODULES	
1	Basics of SUMP methodology and practice
	This module provides an advanced overview of the SUMP process, emphasizing key elements, steps, and activities based on EU SUMP Guidelines, whilst addressing common challenges experienced during SUMP development; it considers what makes a good quality SUMP. The module details each step, grouped into six clusters, covering: preparation, diagnosis, vision and strategy, measure packages, management, and monitoring and review. There is a focus on practical aspects, including: stakeholder involvement; consistency between clusters; connecting problems, indicators and evaluation; and interconnections between steps relating to funding and financing
2	The link between Strategic Plans, Programming, Pipeline and project preparation
	This module focuses on key SUMP terminology, emphasizing the link between SUMP and investment priorities, programming, and funding allocation. It introduces clear definitions, highlighting the compromise between system-based diagnostic, legal requirements, and political preferences shaping the SUMP content. Additionally, it covers fundamental definitions, the distinction between plan and program, risk management strategies, and the role of SUMPs in a multilevel and multidepartment transformation process with interlinkages to various plans. The module also addresses stakeholder involvement and the integration of existing pipelines and future projects within the SUMP process.
3	Urban nodes and the interface between local and strategic transport
	This module explores the interface between local and strategic transport, emphasizing the importance of coordination for efficient passenger and freight movements. It delves into the concept of TEN-T urban nodes, discussing their role, functions, and the challenges they pose for cities and regions, including governance issues, technology integration, and funding complexities. Practical examples illustrate difficulties in alignment between authorities, while tools and strategies such as inclusive leadership, stakeholder dialogue, and shared infrastructure are proposed to address these challenges effectively.

ELECTIVE MODULES

4 Organisational and institutional aspects



This module focuses on the interface between SUMPs and planning instruments for cities in a region, including considerations for Regional/Metropolitan/Functional Urban Areas (FUAs) and the impact of SUMP scale on analysis and stakeholder engagement. It highlights the importance of institutional cooperation in SUMP, emphasizing stakeholder identification, resource organization, and planning framework setup. The involvement of citizens and stakeholders is crucial, necessitating effective communication interfaces. Additionally, the promotion of intermodality at the Metropolitan/Regional level is emphasized, encouraging evaluation and funding of urban and intercity networks in a centralized manner.

5 Multi-Modal Plan Scenario Building in SUMP



This module addresses the need for an integrated multimodal approach in SUMP, emphasizing the ambitious modal shift objectives for walking, cycling, and public transport. It explores the roles of different transportation modes, discusses the reversed mobility pyramid with a priority for active modes, and provides European examples to illustrate numerical modal shares. The module highlights that multimodal planning extends beyond traffic engineering, involving long-term planning for infrastructural coherence at various levels, and explains the principles of developing scenarios for analyzing and influencing mobility needs, mode use, and route choice behavior. Additionally, it delves into the application of multimodal transportation models, explaining their technique, uses, and limitations.

6 Indicators, Targets and Monitoring



This module focuses on helping trainees choose appropriate indicators, set targets, estimate impacts, and measure and monitor indicators within the context of SUMP. It covers key concepts like ex-ante and ex-post evaluation, the SMART basis, and the interplay between indicators, targets, and plan objectives. The module emphasizes the importance of evaluation throughout the SUMP lifecycle, tailoring strategies to local contexts, and includes practical recommendations for comprehensive monitoring and evaluation strategies. Additionally, it explores new developments and prospects, referencing TEN-T requirements and the work of SUMI1 and SUMI2.

7 Citizen/Stakeholder engagement and communication



This module underscores the importance of involving relevant parties throughout SUMP development for a well-informed and widely accepted strategy. It emphasizes holistic engagement strategy planning, efficient stakeholder engagement, and identification of public and private sector stakeholders, including citizen groups. The module explores various forms of engagement processes, associated tools, and strategies for effective communication and marketing to build support. Finally, it addresses challenges in implementing the plan, such as raising awareness, promoting participation, and managing change in the context of new forms of mobility.

8 SUMP for small and medium sized cities



This module addresses the adaptation of the SUMP process for small and medium-sized cities, considering limitations in data availability, technical knowledge, and resources. It highlights challenges such as a lack of local data, difficulties in providing attractive public transport services, and the extensive use of private cars in smaller cities. The module proposes solutions and methods that can be used in these contexts to apply all phases of the SUMP cycle process, utilizing tools from SUMP-PLUS, and provides good practice examples from small cities in Europe for discussion.

ELECTIVE MODULES

9 Demand and Accessibility analysis through the SUMP



This module focuses on understanding travel demand and strategic accessibility for the development of SUMPs. It differentiates between demand/mobility, describing observed behavior, and accessibility, which evaluates the ease of reaching specific locations from residential areas. The module covers characterizing travel demand, obtaining demand information through existing statistics and surveys, analyzing data using various modeling approaches, and defining accessibility analysis, including GIS-supported mapping and spatial analysis of existing indicators for SUMPs.

10 Transport decarbonisation



This module provides methodological support to integrate decarbonization into the SUMP cycle, covering measurement (Scope 1 to Scope 3), policy measures for reducing greenhouse gas emissions, and integration of climate change mitigation in the SUMP process. It explores developing a transition pathway to net-zero carbon, understanding carbon in transport, cooperating with various sectors, and using the carbon footprint methodology. The module discusses strategies for reducing carbon emissions, including the 'avoid-shift-improve' combined approach, and addresses additional issues such as potential resistance, measures for car-dependent low-income individuals, urban freight transport improvement, and the social impact of low-carbon policies, along with setting interim targets.

11 Environmental aspects



This module emphasizes the environmental aspects of SUMP preparation, highlighting the importance of sustainability and offering guidance on identifying and integrating relevant environmental factors. It provides practical examples, both positive and negative, to learn from, aiming to help prepare high-quality SUMPs that optimize urban areas for a cleaner environment, improved road safety, and enhanced quality of life. The module also addresses stakeholder engagement and public participation, and offers insights into relevant EU/national legislation, including guidance on integrating Strategic Environmental Assessment (SEA) procedures into the SUMP preparation process.

12 Climate change adaptation and resilience



This module provides methodological support to integrate climate resilience in SUMPs, covering the analysis, definition of objectives, and identification of relevant measures to assess vulnerabilities and potential risks related to climate change. It emphasizes increasing awareness and knowledge on climate change adaptation needs, discussing sources of climate change data, and highlighting the importance of integrating resilience principles in SUMPs. It includes the development and implementation of adaptation measures within SUMPs, involving a strategic and forward-looking approach, and provides good practice examples addressing climate-resilient infrastructure, alternative transportation routes, vulnerability assessments, and responses.

13 Collective passenger transport



This module focuses on designing an attractive collective passenger transport system for sustainable urban mobility, emphasizing its role as a backbone in a SUMP strategy. It discusses the challenges in designing and operating such systems, including the need for reliability, safety, and integration of different service attributes. The module also addresses funding considerations for a high-quality collective transport system, categorizing funding sources and providing insights into efficiency and affordability considerations, concluding with examples of innovative practices in the field.

ELECTIVE MODULES

14 Active modes and micromobility



This module deepens participants' understanding of integrating cycling, pedestrian planning, and micromobility devices into a SUMP. It highlights the added value and importance of active modes, emphasizing societal, environmental, and economic benefits through a hierarchical planning framework. The module covers basic characteristics of pedestrians and cyclists, emphasizes the relevance of modal network planning, and explores the role of micromobility, providing examples of successful applications of these principles in European cities.

15 Freight and logistics



This module provides a comprehensive understanding of urban freight transport and logistics challenges, emphasizing the importance of involving key stakeholders. It covers the diverse requisites and impacts of goods transport, explores trends in urban logistics such as e-commerce and changing consumer patterns, and examines city regulatory efforts, including measures for sustainable urban freight transport. The module also addresses the integration of freight and logistics strategies within the broader context of SUMP, discussing the potential need for a dedicated sectoral plan in cities with critical freight issues.

16 Demand Management



This module focuses on demand management in SUMP, highlighting the necessity and benefits of guiding users toward sustainable behavior through various measures. It covers the objectives and benefits of demand management, its integration into the SUMP cycle, and mechanisms such as physical, regulatory, and pricing policies. The module also explores effective levers, dissuasive measures to reduce car use, incentives for alternative modes, provides case study examples, and addresses public and political acceptability, emphasizing the importance of monitoring and evaluation tied to objectives.

17 Spatial planning



This module emphasizes the crucial role of land-use, spatial, and socio-economic planning in promoting sustainable modes of transport and enhancing accessibility. It highlights the integral relationship between spatial planning and mobility decisions, emphasizing the importance of integrated goals for creating sustainable urban environments. The module covers various spatial concepts, proven successful applications, and aims to enable participants to understand the socio-economic impact of spatial planning on mobility, emphasizing efficiency, social equity, and environmental sustainability.

18 Road safety and street design



This module highlights the link between sustainability and road safety, emphasizing the critical role of a safe mobility system in achieving broader urban sustainability goals. Participants will gain insights into the "safe system approach" and Vision Zero principles, addressing both engineering and non-infrastructure aspects like education. The module covers facts and figures related to an unsafe mobility system, introduces network categorization, and delves into design interventions for intersections, roundabouts, and sections, with a focus on vulnerable road users.

19 Inclusive and accessible mobility



This module focuses on integrating social inclusion concerns into SUMP. It covers key concepts and trends related to social segments facing mobility challenges, including transport poverty, disabilities, and LGBTIQ communities. Trainees will learn about adopting an inclusive and accessible lens throughout the SUMP lifecycle, understanding the SUMP principles, and exploring strategies for mainstreaming gender and diversity aspects, supported by case study examples.