

Sustainable Urban Mobility Plan (SUMP) training

Italy

3 – 7 – 10 – 14 February 2025

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.

Platform ZOOM | Practical information

For the online sessions, we will use the platform ZOOM. You can use ZOOM in two ways:

Application: You can download the ZOOM app via <https://www.zoom.us/download>. The file ZOOMInstaller.exe will download. Click to open and ZOOM will be installed.

Web browser: When you are not able or allowed to download the application, you can open the session via the web browser with the provided link or <https://www.zoom.us/join> to join with the meeting ID provided.

Here the link for the ZOOM meeting for the entire training sessions

<https://us02web.zoom.us/j/87698319685?pwd=fkwLSy17yodBgiJSBxd57NDalKyD1p.1>

Meeting ID: 876 9831 9685



Passcode: 964393





To participate, you click on the URL link and open ZOOM via application or web browser. You will be asked to fill in a passcode, which is given in the invitation.


After launching the Zoom meeting, you will arrive in a 'waiting room'. Just before the session starts, the moderator will let you in.

Most important functions in ZOOM:


Unmute  / **Mute**  your microphone. Please mute your microphone, when you are listening.

Start Video  / **Stop Video**  turns your camera on or off. If there are issues with your connection, turn off your camera since this has a big influence on the quality of your connection.

Chat  is to ask questions via the chat during the presentation of a training module.

Reactions  allows you to raise hand when you want to ask a question. To avoid too many interruptions, the preferred way to ask question is to issue them in the Chat.









Simultaneous translation

During the sessions, there will be simultaneous translation English to Italian (and vice versa). In your meeting/webinar controls, click **Interpretation** . To hear the interpreted language only, click **Mute Original Audio**.

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 – 3 February 2025

10.00-10.10	Introduction by Dr. Carla Messina Ministry of Infrastructure and Transport	
10.10-10.15	Introduction by Patrizia Fagiani EIB-JASPERS	
10.15-10.25	Logistics and instructions by Carla Giaume Project Consortium Secretariat	
10.25-10.30	Tour de table	
10.30-11.40	Basics of SUMP methodology and practice	
11.40-11.50	<i>Short break</i>	
11.50-12.50	Urban nodes and the interface between local and strategic transport	
12.50-13.00	Wrap up Day 1	

Day 2 – 7 February 2025

09.30-09.35	Welcome	
09.35-10.25	The link between Strategic Plans, Programming, Pipeline and project preparation	
10.25-10.35	<i>Short break</i>	
10.35-11.35	Climate change adaptation and resilience	
11.35-11.45	<i>Short break</i>	
11.45-12.45	Indicators, Targets and Monitoring	
12.45-13.00	Wrap up Day 2	

Day 3 – 10 February 2025

10.00-10.05	Welcome	
10.05-11.05	Demand and Accessibility analysis through the SUMP	
11.05-11.15	<i>Short break</i>	
11.15-12.15	Active modes and micromobility	
12.15-12.25	<i>Short break</i>	
12.25-12.55	Discussion in groups	
12.55-13.00	Wrap up Day 3	

Agenda

Day 4 – 14 February 2025

10.00-10.05	Welcome	
10.05-11.05	Collective passenger transport	
11.05-11.15	Short break	
11.15-12.15	Road safety and street design	
12.15-12.45	Discussion in groups	
12.45-13.00	Wrap up and conclusions Tom Rye & Kristina Gaučė Key experts/speakers Neri di Volo EIB-JASPERS Dr. Carla Messina Ministry of Infrastructure and Transport	



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 – Patrizia Fagiani



Patrizia is an economist with 25 years of professional experience in the urban development and urban transport sectors. She joined the European Investment Bank and the JASPERS initiative (Joint Assistance in Supporting Projects in European Regions) in 2009. During her time in the EIB Regional offices in Warsaw and in Vienna, she worked on over 70 urban transport and urban development assignments in 9 countries (Czech Republic, France, Italy, Lithuania, Latvia, Portugal, Poland, Slovakia and Spain). She is currently based in the EIB Vienna regional office. Her technical expertise focuses on economic and financial aspects and she works closely with urban and transport planners, engineers and environmental experts to deliver a high quality multidisciplinary technical support to cities, regions, transport authorities and municipal companies. She advises project promoters about the preparation of integrated and sustainable urban development, cultural infrastructure and urban transport projects. She helps local authorities in improving the soundness of their mobility strategies (SUMP), supporting the path towards sustainable, inclusive and climate neutral cities. She actively contributes to knowledge transfer and capacity building among project promoters, by contributing to drafting EU and national guidelines for project appraisal as well as developing and performing training sessions for beneficiaries on selected topics. Patrizia's mother tongue is Italian. She is fluent in English, French and Polish.

EIB Expert – Neri Di Volo



Neri has almost 29 years of professional experience in the Transport and Sustainable Mobility sector, with a wide range of experiences: transport & mobility projects and plans/programs preparation and appraisal, traffic modelling, feasibility studies, design and technical/economic evaluation of different types of transport infrastructures & ITS systems, academic research and teaching. He currently is Principal (Senior) Transport Specialist at the European Investment Bank, where he works since 2007, and has participated on several projects, plans and programs in different countries throughout the entire EU and outside, such as in Egypt, Turkey, Western Balkans, Vietnam, Argentina, Ecuador, facing different challenges in the planning, preparation and implementation phases, not only from the technical but also institutional, organizational and financial standpoint. Since 2013 he works in the Transport & Mobility sector for the JASPERS initiative, in the EIB regional office of Vienna. His main area of expertise is transport planning at all levels – from national to regional/local including SUMPs, accompanying beneficiaries in the preparation of such plans and helping them “putting those plans on the ground” through a coherent and sustainable implementation/investment plan. In addition and as a complement to this, in the last 15 years at the EIB he has developed a strong knowledge and experience on environmental and Climate Change issues, having been in the leading group in all these years on the Climate Change topic for mobility and transport, with many concrete applications at project and planning/programming level. Among the others, he led the EIB-JASPERS work to develop a robust methodology for the integration and streamlining of Climate Change Mitigation and Adaptation into transport plans/SUMPs, which was also the basis for the recently updated DG-MOVE SUMP Topic Guide on the Decarbonisation of Urban Mobility. Attention and efforts to capacity building and knowledge transfer to beneficiaries has always been an important part and focus of his job, with both hands-on and targeted trainings, in a continuous effort to try and help development at all the levels and in any type of country, respecting and valorizing cultural differences. Finally, Neri speaks fluently 4 languages (Italian, English, Spanish and French) and has a good knowledge of German

Training content for Italy

The SUMP training in Italy 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 (p8 – p10).
- **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 (p11 – p18).

A complete list of all core and elective modules topics is presented in a table (p19 – p22).

*After the training, you will receive all materials of the modules presented during the training on
3-7-10-14 February 2025*

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.

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.

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.

CLIMATE CHANGE ADAPTATION AND RESILIENCE

Module content

This module provides methodological support to integrate climate resilience in SUMP, 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 SUMP. It includes the development and implementation of adaptation measures within SUMP, involving a strategic and forward-looking approach, and provides good practice examples addressing climate-resilient infrastructure, alternative transportation routes, vulnerability assessments, and responses.

Learning objectives

- To enable participants recognizing the importance of climate resilience and the interaction with mobility and infrastructure planning.
- To enable participants to integrate resilience principles in SUMP. (Making use of various tools to identify and analyse climate vulnerabilities within the Functional Urban Area).
- To enable participants to set a range of measures that contribute to climate resilience classified by scale level, area of application, stakeholder involvement, type of operation and effectiveness. (e.g. with good examples)



Background material

- Urban Mobility Resilience Roadmap –*relevant information p. 5-7, 13-16, 18-26*, - <https://www.ertrac.org/wp-content/uploads/2022/07/ERTRAC-Urban-Mobility-Resilience-Roadmap-V3.pdf>
- City Resilience Index –<https://www.rockefellerfoundation.org/wp-content/uploads/CRI-Revised-Booklet1.pdf>
- Guidance notes on building critical infrastructure resilience in Europe and Central Asia – *relevant information p. 12-36, 40-56* - <https://www.undp.org/eurasia/publications/guidance-notes-building-critical-infrastructure-resilience-europe-and-central-asia>
- Critical infrastructure must be resilient...it's critical – <https://www.undp.org/eurasia/blog/critical-infrastructure-must-be-resilientits-critical>
- Technical guidance on the climate proofing of infrastructure – *relevant information p. 28-43* - <https://op.europa.eu/en/publication-detail/-/publication/23a24b21-16d0-11ec-b4fe-01aa75ed71a1/language-en>
- Climate change and major projects –https://climate.ec.europa.eu/system/files/2016-11/major_projects_en.pdf

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

INDICATORS, TARGETS AND MONITORING

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 SUMPs, 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 SUMPs
- 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*
- CH4ALLENGE 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

- CHALLENGE 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.

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 evision de la demande de transport. 410. - *most relevant information Production de donn ees: p.99-136* - https://www.researchgate.net/publication/5086964_Prevoir_la_Demande_de_Transport
- Calzada, Les enqu etes de pr ef erences d eclar ees - *most relevant information Introduction on Stated-preference data: p.1-2* - https://temis.documentation.developpement-durable.gouv.fr/pj/NS/NS_122_7.pdf
- Cerema, EMC² Grande R egion Grenobloise 2020, Les indicateurs cl es - *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 ele de choix modal, 2015 - *most relevant information Base de donn ees: 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: Assessng 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.

ACTIVE MODES AND MICROMOBILITY

Module content

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.

Learning objectives

This module aims to equip learners with a fundamental understanding that enables them to argue for and properly integrate active and micro mobility modes in the SUMP process. This module will provide learners with:

- an understanding of the benefits of active modes and relevance of micromobility modes in urban mobility and how this can be translated to a principle planning hierarchy;
- insights in two key success factors to translate active mobility ambitions to measures and projects:
(1) understanding of user characteristics and how to translate this to a basis for plans and designs and
(2) modal priority networks and their alignment.



Background material

- Practitioner briefing cycling "Supporting and encouraging cycling in sustainable urban mobility planning" – *relevant information on slides 5-17* - https://www.interregeurope.eu/sites/default/files/inline/Strategic_planning_for_cycling_Fabian_Kuester.pdf
- Topic Guide "Safe use of micromobility devices in urban areas" – *relevant information on p 37-44* - https://civitas.eu/sites/default/files/sump_topic_guide_micromobility_devices.pdf
- Practitioner briefing "Supporting and encouraging walking in sustainable urban mobility planning" – *relevant information on p 10-11 and p 15-17* - https://urban-mobility-observatory.transport.ec.europa.eu/document/download/6c00c382-42a9-4cd8-9327-33c0cfbbc345_en?filename=supporting_and_encouraging_walking_in_sumps.pdf
- "European declaration on cycling" – https://transport.ec.europa.eu/system/files/2023-11/European_Declaration_on_Cycling_en_0.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) - 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_metropolitan_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.

ROAD SAFETY AND STREET DESIGN

Module content

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.

Learning objectives

- Understanding the scope and impact of the road safety issue within the EU and ensure a grasp of the fundamental concept of Vision Zero.
- Understanding the 'safe system approach' in traffic safety and provide support to apply this (network level, categorization of infrastructure).
- Provide support to apply 'safe system approach' to design level issues (intersections and road sections).
- Provide support to apply traffic education and behavioral influence tools, including practical examples.






Background material

- EU Road Safety Towards "Vision Zero" – https://cinea.ec.europa.eu/document/download/1c3740d6-a8bf-4be8-b4b2-ad6324299dfe_en?filename=H2020%20Transport-Road%20Safety%202022-web.pdf
- Topic Guide "Urban road safety and active travel in SUMP" – *relevant information on p 4, 9-12, 13* - https://urban-mobility-observatory.transport.ec.europa.eu/document/download/89635c43-df39-4290-9665-ad613660df0d_en?filename=urban_road_safety_and_active_travel_in_sumps.pdf
- EU ROAD SAFETY POLICY FRAMEWORK 2021 - 2030 Next steps towards 'Vision Zero' – *relevant information on p 11-14* - <https://www.krbrd.gov.pl/wp-content/uploads/2022/05/EU-Road-Safety-Policy-Framework-2021-2030.pdf>
- ITF "The Safe Approach in Action" – *relevant information on p 11, 16-25, 40-42* - <https://www.itf-oecd.org/sites/default/files/docs/safe-system-in-action.pdf>
- ETSC - 17th Annual Road Safety Performance Index (PIN Report) – *relevant information on p 8-11, 32-36* - <https://etsc.eu/17th-annual-road-safety-performance-index-pin-report/>

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

List of all training modules

CORE MODULES	
1	<p>Basics of SUMP methodology and practice</p> <p> 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</p>
2	<p>The link between Strategic Plans, Programming, Pipeline and project preparation</p> <p> 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.</p>
3	<p>Urban nodes and the interface between local and strategic transport</p> <p> 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.</p>

ELECTIVE MODULES

4 Organisational and institutional aspects



This module focuses on the interface between SUMP s 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 s, 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 s



This module addresses the need for an integrated multimodal approach in SUMP s, 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 s. 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 s 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.