

Sustainable Urban Mobility Plan (SUMP) training

Madrid, Spain
10 – 11 March 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.

VENUE INFORMATION



Ministry of Transport and Sustainable Mobility
Ministerio de Transportes y Movilidad Sostenible (MITMS)
PASEO DE LA CASTELLANA 67
28014 Madrid, España
Google maps: <https://maps.app.goo.gl/7Nza8iEJB6aBdFGB6>

Room: *Salón de actos (Third floor)*

Participants have to be registered to the security service at the entrance, on the basis of an identity document (ID card or passport).

Participants can best arrive by public transport (subway or train).

From Madrid-Barajas Airport (Aeropuerto Adolfo Suárez Madrid-Barajas):

- **Metro:** *From terminals T1-T2-T3:* Take **Line 8** from the airport to **Nuevos Ministerios** station. The ministry's office is a 5-minute walk from there.
- **Train:** *From terminal T4:* Take **Line C1** (Cercanías 1) from the airport to **Chamartín Train Station**. There you will need to switch to **Line C2** (Cercanías 2) to **Nuevos Ministerios** station. The office is a 5-minute walk from there.
- **Taxi:** Approximately a 20-minute drive, depending on traffic.

From Atocha Train Station:

- **Metro:**
 - *Option 1:* Take **Line 1** to **Tribunal** station, then transfer to **Line 10** and continue to **Nuevos Ministerios** station.
 - *Option 2:* Take **Line 1** to **Ríos Rosas** station. The ministry's office is a 15-minute walk from there.
- **Bus:** Bus lines **C1** and **C2** connect Atocha to **Nuevos Ministerios**.

From Chamartín Train Station:


- **Metro:** **Line 10** directly to **Nuevos Ministerios** station.
- **Train:** Cercanías lines **C3** and **C4** run from Chamartín to **Nuevos Ministerios**.

From Plaza de Castilla:

- **Metro:** **Line 10** from **Plaza de Castilla** to **Nuevos Ministerios** station.
- **Bus:** Bus lines **27** and **147** head south on Paseo de la Castellana and stop near number 67.

From Plaza Sol (City Center):

- **Metro:** **Line 1** to **Tribunal** station, then transfer to **Line 10** to **Nuevos Ministerios**.
- **Bus:** Bus line **27** runs along Paseo de la Castellana and stops near number 67.











 There are multiple parking options near the Ministry of Transport's office. However, Madrid has a **low-emission zone (ZBE, Zona de Bajas Emisiones)** that restricts access to certain vehicles. Before planning your trip by car, please check whether your vehicle is allowed to enter this area. You can verify your vehicle's eligibility and find more details on restrictions on the official Madrid City Council website or through navigation apps that provide real-time emission zone updates.

AGENDA

DAY 1 – 10 March 2025

10.00-10.10	María Corral, Deputy Director General for Planning, Trans-European Network, and Logistics	
10.10-10.15	Introduction by Mark Finer 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 1</i>	
12.10-13.00	The link between Strategic Plans, Programming, Pipeline and project preparation	
13.00-13.45	<i>Light lunch</i>	
13.45-14.35	Urban nodes and the interface between local and strategic transport	
14.35-14.40	<i>Short break</i>	
14.40-15.40	Demand management	
15.40-15.50	<i>Coffee break 2</i>	
15.50-16.50	Active modes and micromobility	
16.50-17.00	Wrap up Day 1	

DAY 2 – 11 March 2025

9.00-9.10	Introduction by Christiaan Kwantes Key Expert/speaker	
9.10-10.10	Organizational and institutional aspects	
10.10-10.20	<i>Short break</i>	
10.20-11.25	Climate change adaptation and resilience	
11.25-11.35	<i>Coffee break 3</i>	
11.35-12.45	Indicators, Targets and Monitoring	
12.45-13.30	<i>Light lunch</i>	
13.30-14.30	Freight and logistics	
14.30-14.55	Wrap up and conclusions Christiaan Kwantes & Kristina Gaučė Key experts/speakers Neri di Volo EIB-JASPERS Ignacio Canela, Coordinator of Trans-European Networks from the Subdirectorato General for Planning, Trans-European Networks, and Logistics Ministry of Transport and Sustainable Mobility	
14.55-15.00	Distribution of participation certificates	

PRESENTATION OF THE TRAINERS

Key Expert A – Christiaan Kwantes



Christiaan has over 20 years of national and international experience in infrastructure and mobility planning. He mostly works on projects involving integrated mobility policy development at a regional and urban level. He has hands-on experience in drafting the SUMP for Utrecht which earned a nomination for the 4th European SUMP-award. Currently he is involved in preparing SUMPs for the Dutch cities of Arnhem and Leeuwarden. His work includes the coordination of all important SUMP aspects e.g. stakeholder involvement, network studies, multimodal modelling, and urban spatial planning including mobility hubs and public transport nodes. On a national level Christiaan worked for the Dutch Ministry of Transport on projects developing guiding mobility principles for urban and regional development.

Internationally Christiaan has been involved in several projects and workshops in Germany, Norway, Sweden and the United States. Sustainable mobility is the overarching theme of his activities. Climate adaptive spaces, liveability, and inclusivity are his important drivers. Combining and integrating mobility measures with spatial development in the transition of urban areas is his approach working as a mobility strategist. Christiaan has exemplified this by being deeply involved in the mobility planning of the Utrecht Merwede Canal project which combines a dense urban spatial development with strict sustainable mobility principles including low car parking norms and the integration of mobility hubs (<https://www.goudappel.nl/en/projects/mobility-vision-merwedekanaalzone-utrecht-netherlands>). Working with clients and stakeholders is a substantial and key part of his workload. He frequently provides workshops and training sessions for clients and also has a long-term history in providing education sessions for students. He is a frequently asked speaker, both at national and international conferences and workshops.

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 – 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 SUMP, 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.

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 SPAIN

The SUMP training in Spain consists of:

- **Three core modules**, recapping on the basics of SUMP methodology and focusing on common challenges in developing SUMPs in practice and focusing on the relationship of SUMPs 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 – p15).

A complete list of all core and elective modules topics is presented in a table (p16 – p19).

After the training, you will receive all materials of the modules that were presented on 10 – 11 March 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.



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-course-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-course-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.

DEMAND MANAGEMENT

Module content

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.

Learning objectives

- The role of demand management in meeting SUMP objectives
- Broad categories of measures
- The appropriateness and effectiveness of different measures
- The need for complementary ‘carrot’/‘pull’ measures
- How to monitor the impacts of demand management measures



Background material

- Small definition of demand and urban space management - <https://civitas.eu/thematic-areas/demand-urban-space-management>
- UVAR definition, Types of UVAR and objectives addressed – *relevant information on pages 6 to 8* - https://urban-mobility-observatory.transport.ec.europa.eu/system/files/2023-11/uvar_and_sumps.pdf
- Parking problems & SUMP objectives addressed by parking management – *relevant information on page 7 and 8* - https://urban-mobility-observatory.transport.ec.europa.eu/system/files/2023-11/parking_and_sump.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 is to equip learners with a fundamental understanding that enable 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 "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.

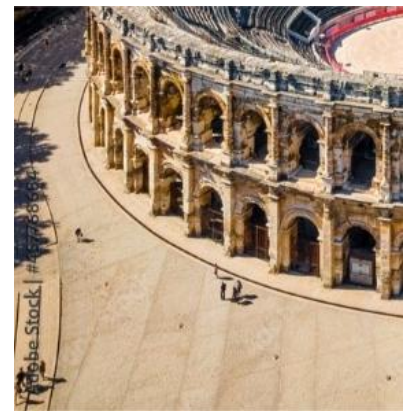
ORGANISATIONAL AND INSTITUTIONAL ASPECTS

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 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_YQFn0ECBEQAw&usq=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*

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

CLIMATE CHANGE ADAPTION 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 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.

Learning objectives

- Understand the relevance of setting up indicators, targets and monitoring scheme linked to SUMP vision and objectives
- Grasp fundamental requirements, limitations and recommendations for establishing indicator lists, setting targets and putting monitoring arrangements in place
- Frame these activities in the context of a SUMP
- Understand the challenges ahead



Background material

- SUMP Challenges EU, Monitoring and evaluation Accessing the impact of measures and evaluating mobility planning processes - *the entire document can be easily read, as it is a quick facts brochure* - <http://www.sump-challenges.eu/kits>
- Evaluation Matters, 2019 - *most relevant information include the introduction with overarching context for evaluation, section 2 on impact evaluation, 3 on process evaluation and 4 on information reporting and utilisation* - https://civitas.eu/sites/default/files/Evaluation_Matters.pdf
- Urban Mobility Indicators for walking and public transport, 2019 - *most relevant information include section 3 on the importance of data, section 4 on factors affecting access, safety, efficiency and affordability as well as the appendix with indicator definitions* - <https://ec.europa.eu/futurium/en/system/files/ged/convenient-access-to-public-transport.pdf>
- SUMI - Sustainable Urban Mobility Indicators Guidelines - *most relevant information is the background information on section 2* - https://transport.ec.europa.eu/system/files/2020-09/sumi_wp1_harmonisation_guidelines.pdf
- EIB Technical note on data sharing in transport, 2021 - *most relevant information can be found in section 1 (data overview) and chapter 2 (data acquisition models)* - https://www.eib.org/attachments/publications/technical_note_on_data_sharing_in_transport_en.pdf

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

FREIGHT AND LOGISTICS

Module content

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.

Learning objectives

- Understand urban freight transport and logistics specific challenges
- Evolution and trends in urban logistics
- Understanding and finetuning city regulatory efforts
- Balancing SUMP and Sulp strategies






Background material

- SUMP Topic Guide on Sustainable Urban Logistics Planning - *relevant information p. 11-14 – p. 31-34 - p. 35-42 - p. 45-50* - https://urban-mobility-observatory.transport.ec.europa.eu/system/files/2023-11/sustainable_urban_logistics_planning.pdf
- Success stories and results from CIVITAS Research and Innovation Actions on Goods Distribution - *relevant information p. 4-5 – p. 18-25* - <https://civitas.eu/resources/solutions-congestion-goods-distribution>
- CIVITAS Policy Note: Making urban freight logistics more sustainable - *relevant information p. 9-11 – p. 15-17 – p. 54-56 – p. 61-62* - <https://civitas.eu/tool-inventory/civitas-policy-note-making-urban-freight-logistics-more-sustainable>
- Multimodal mobility hubs and last-mile delivery - **ULaADS webinar** - https://youtu.be/V_d_p6M9qkI
- How to regulate vehicle access in urban areas – ReVeAL Guidance - *relevant information p. 14-21 – p. 22-27 – p.28, 33, 38, 40, 58, 59, 66* - <https://civitas-reveal.eu/resources-overview/publications/guidance/>
- **CIVITAS e-course** Sustainable Urban Freight Transport - <https://civitas-learningcentre.talentlms.com/catalog/info/id:145>
- City Logistics Living Labs - *relevant information p. 2-7 – p. 16-17* - <https://www.citylab.soton.ac.uk/brochure/LL.pdf>
- A Guide to Planning Cyclelogistics Hubs - *relevant information p. 14-23 – p. 24-43* - <https://civitas.eu/sites/default/files/Cyclelogistics%20Hub%20Guide%20A5%20English.pdf>
- **Workshop** on barriers to dynamic kerbside management - <https://civitas-reveal.eu/partners/presentations-of-kerbside-workshop-are-now-available/>

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 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.