



Project acronym: **ENDURANCE**

Project title: EU-wide establishment of enduring national and European support networks for sustainable urban mobility

D3.2 extract

SUMP self-assessment questionnaire

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taken from D3.2 city files
template**

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1 ENDURANCE introduction

ENDURANCE aims to assist cities and regions with developing Sustainable Urban Mobility Plans (SUMPs) by facilitating networking, mutual learning and sharing of experience and best practise across countries. ENDURANCE builds 25 national networks and an overarching European network making use of the existing EPOMM (European Platform on Mobility Management) structure. The main target groups of ENDURANCE are urban mobility professionals, cities and national authorities. The main benefits are efficient and lasting support structures for SUMP, which will be maintained by EPOMM beyond the end of ENDURANCE.

1.1 Objectives of ENDURANCE

1. Establish enduring national SUMP networks in **all** EU countries and Norway
2. Establish an enduring and integrated European SUMP audit, training and policy transfer network
3. Activate 250 cities in Europe to engage in SUMP and SUMP implementation
4. Raise awareness about SUMP and its benefits at national and European level institutions

1.2 Expected Results

The estimated results of the project will be:

- EUR 190 million total investments in sustainable mobility during the project (800 million by 2020),
- 1.5 million tonnes reduction of annual CO2 emissions by 2016 and 11 million by 2020
- 340,000 toe/year reduction in energy consumption by 2016 and 3.5 million toe/year by 2020.

This is possible due to a sustainable network of SUMP networks in all countries of the EU plus Norway that will continue to be fully active well beyond 2016, when ENDURANCE will end. This sustainable network could save the European citizens affected up to half a billion Euros on annual fuel costs by 2020, and will provide a better urban environment, a more thriving urban economy and a, m n higher quality of life in European cities.

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2 SUMP self-assessment questionnaire

2.1 Introduction for the city

A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the **mobility needs of people and businesses in cities and their surroundings** for a better **quality of life**. It builds on **existing planning practices** and takes due consideration of **integration, participation, and evaluation** principles.

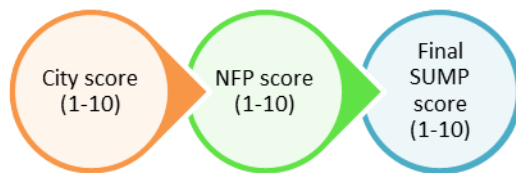
SUMP should be understood as a practical tool to improve your city's sustainable transport planning. It is more than just a document, as it represents a process of collaboration between departments, policy fields and stakeholders.

Providing the answers to the **self-assessment questionnaire** below will help you to assess the key elements of (a better) SUMP policy development. It builds on the European SUMP Guidelines developed by the Eltis-plus project (<http://mobilityplans.eu/index.php?ID1=8&id=8>). It may be helpful to quick-scan these guidelines before you fill in the questionnaire. Also, if you do not understand what is meant by certain questions, the guidelines may be able to give you the answer. The questionnaire assumes that your city possesses a form of general transport plan outlining the city's strategy and priorities for organising mobility and transport in the city (and beyond). If your city does not have an overarching plan, but only possesses topical plans, such as a cycling plan or a parking plan, there is no need to fill in the questionnaire and your city will be regarded as a beginner in the field of SUMP.

The general table below (http://mobilityplans.eu/docs/file/eltisplus_state-of-the-art_of_sumps_in_europe_sep2012) summarises the main differences between a Sustainable Urban Mobility Plan and traditional transport plans – keeping in mind, however, that a wide variety of transport plans exist.

| Traditional Transport Plans | | Sustainable Urban Mobility Plan |
|---|-----------------------------|--|
| Often short-term perspective without a strategic vision | Strategic level / vision | Including a long-term / strategic vision with a time horizon of 20-30 years |
| Usually focus on particular city | Geographic scope | Functional city; cooperation of city with neighbouring authorities essential |
| Limited input from operators and other local partners, not a mandatory characteristic | Level of public involvement | High, citizen and stakeholder involvement an essential characteristic |
| Not a mandatory consideration | Sustainability | Balancing social equity, environmental quality and economic development |
| Low, transport and infrastructure focus | Sector integration | Integration of practices and policies between policy sectors (environment, land-use, social inclusion, etc.) |
| Usually not mandatory to cooperate between authority levels | Institutional cooperation | Integration between authority levels (e.g. district, municipality, agglomeration, region) |
| Often missing or focussing on broad objectives | Monitoring and evaluation | Focus on the achievement of measurable targets and outcomes (=impacts) |
| Historic emphasis on road schemes and infrastructure development | Thematic focus | Decisive shift in favour of measures to encourage public transport, walking and cycling and beyond (quality of public space, land-use, etc.) |
| Not considered | Cost internalisation | Review of transport costs and benefits also across policy sectors |

Each section of this questionnaire represents one of the elements from the table above. At the end of every section, you will find a **scoring graph**.



Scoring scale

| | |
|-------------|-------------------------------------|
| 0 | Not an issue |
| 1-2 | Small first steps taken |
| 3-4 | Weak performance or development |
| 5-6 | Basic level / Some potential |
| 7-8 | Positive, some room for improvement |
| 9-10 | In line with SUMP guidelines |

Completing the graph is a method of drawing a conclusion on which level you perceive your own city to be. So, it's a **tool for self-assessment, awareness raising and further action to start or improve your SUMP**. Your country's National Focal Point (NFP) can help you to define your challenges, your needs, and the barriers you still face. The NFP will use this information to set the agenda for the national SUMP network that ENDURANCE will build in your country.

The self-assessment questionnaire is to be completed by a small group of city officials and – if possible – at least one representative from the political actors (e.g. councillor for transport)

An overview of the scores for all elements will give you a total score (e.g. 48/90). If your city falls below 50% than you might consider urgent action to improve your urban transport policy and reform it to include more SUMP elements. It is best to start by improving elements that have a lower than average score. ENDURANCE partners will support you on making choices that help to make progress.

This self-assessment questionnaire will only give you a very rough idea of how you are doing on SUMP and what your main challenges are. It's not a very comprehensive nor academic approach. It is neither a benchmark tool for comparing or ranking cities! Your national ENDURANCE focal point can advise you on other audit or quality management systems that allow you to make a more thorough analysis.

2.2 SUMP self-assessment questionnaire

Transport Policy Document(s) in place

- Local Transport/Mobility Plan : Title
- Other sub-plans or topical plans: (e.g. cycling plan, ...)

Which policy documents were used for the development of the transport policy document?

| | Used | We do not know this | Not applicable |
|---|--------------------------|--------------------------|--------------------------|
| Local Land Use Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Regional/National Land Use Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Regional Transport Guidelines | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| National Transport Guidelines | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Thematic plans (e.g. parking –specify below): | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |
| • Theme | <input type="checkbox"/> | | |

The European SUMP guidelines list the following five important milestones in the process of successful SUMP implementation. Which milestones have been reached or does your city plan to reach in its urban mobility planning process?

- Analysis of problems and opportunities
- Vision and Strategy
- Implementation plan (actions)
- Resources (staff, money, time) are defined in detail
- Monitoring & Evaluation tool/report
- Other:

2.2.1 Strategic level, horizon and vision

1a. Does your Transport Policy start from a clear baseline analysis? (an analysis of the current status and problems of mobility and the transport system, resilience of the transport system to deal with expected and unexpected future events)

- Yes
- No

1b. Does your Transport Policy start from clear future scenarios ? (a business-as-usual scenario that describes development if actions that are already programmed are implemented and different alternative policy scenarios that describe developments resulting from the choice of different policies and measures)

Yes

No

If 'yes', which ones ?

1c. Your main strategic Transport Policy document has a planning horizon of:

< 5 years

20-25 years

5-9 years

25-30 years

10-14 years

> 30 years

15-19 years

None

1d. If there is a long-term strategic vision, can you please formulate it briefly?



2.2.2 Geographical scope

The **geographical scope** of the local transport policy is

addressed to the city centre

city wide

city + periphery/agglomeration/district

inter-city wide (cooperation with neighbouring municipalities or cities)



2.2.3 Public involvement

Does your transport plan include **Public Involvement** initiatives towards

- Citizens in general?
- Specific target groups?: please specify
- Stakeholders?: please specify

If yes, what are the basic characteristics of public involvement?

- Structural (it is carried out regularly, throughout the process)
- Incidental (ad hoc approach)

- Direct (with citizens or stakeholders)
- Indirect (e.g. through representatives, such as advocacy groups)

- Based on interaction
- Not based on interaction

- obligatory to planning process
- voluntary to planning process

Further explanations/examples :



2.2.4 Sustainable strategic objectives

Which themes are included in the formulation of objectives ?

- Accessibility
- Traffic safety
- Climate/ CO2 emission
- Air quality
- Noise reduction
- Energy efficiency

- Active lifestyles
- Social inclusion
- Use of public space
- Quality of life
- Congestion
- Boosting local trade/business
- Job creation
- City image and attractiveness
- Cost benefit
- Other: please specify



2.2.5 Sector integration

Which sectors does the transport department (plan to) cooperate with in this transport planning process?

- Environment
- Land Use
- Economic Development
- Welfare
- Tourism
- Health
- Public Relations / communication
- Other: please specify
- None



2.2.6 Institutional cooperation

Which authority levels contributed to the local transport policy plan?

- Local (municipality, city) District
- Agglomeration
- Province
- Region (as part of a federal state)
- National
- Other: please specify



2.2.7 Monitoring and Evaluation

To what extent do you focus on the achievement of measurable targets and outcomes for different themes?

- Tick N.A. (not available) if the theme is not part of the plan.
- For those themes that are part of the plan, tick the box if SMART targets are available.
- If there are SMART targets, tick the corresponding box to indicate how often these targets are being monitored.

| | There are SMART targets | Monitored yearly | Monitored every 2 to 4 years | Monitored every 5 years or less | N.A. |
|-----------------------|--------------------------|--------------------------|------------------------------|---------------------------------|--------------------------|
| Accessibility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Traffic safety | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Climate/ CO2 emission | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Air quality | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Noise reduction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Energy efficiency | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Health | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Social inclusion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Environment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quality of life | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Economic development | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Job creation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cost benefit | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Others: | | | | | |
| Theme | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Theme | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | |
|-------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Theme | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Theme | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| Theme | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Theme | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



2.2.8 Thematic focus

Our local transport policy document focusses on actions/measures in the field of:

- Road schemes & infrastructure
- Traffic management (incl. IT solutions)
- Traffic safety
- Walking
- Cycling
- Public Transport
- Car
- Parking
- Multimodality
- (City)Logistics
- Mobility management
- Road pricing
- Environmental zones
- Clean vehicles
- Other: Please specify



2.2.9 Cost internalisation

Does your policy document include a broad (societal) cost-benefit overview?

- Yes, only cost accounting analysis
- Yes, multi criteria analysis
- Yes, costs – including external costs– are calculated
- Yes, costs and effects are calculated
- Yes, but not in document included
- No
- Other: Please specify

Breakdown of which costs are included:



Thank you for filling in this self-assessment questionnaire! Your national focal point will keep you informed of the activities of the national SUMP network and of the support opportunities that will be available to your city.