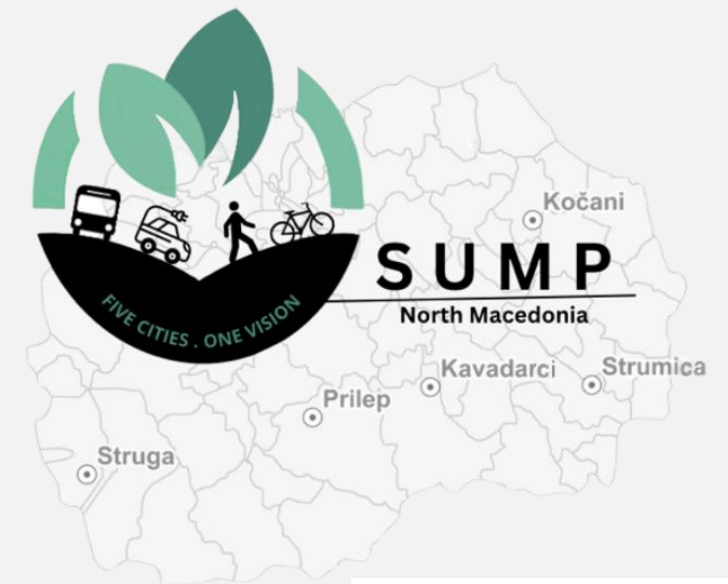


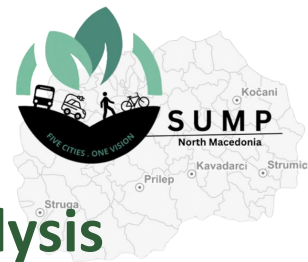
ACTIVITY 2: TRAINING ON DEVELOPING AND IMPLEMENTATION OF SUSTAINABLE URBAN MOBILITY PLANS (SUMP) for Decision Makers

Delivering Impact Through SUMP - Case studies | Good practices

Technical Assistance for development of sustainable urban mobility plans for five municipalities and providing training on developing and implementation of sustainable urban mobility plans [LRCP-9034-MK-CS-CQS-A.1.1.5]



THE SUMP CYCLE



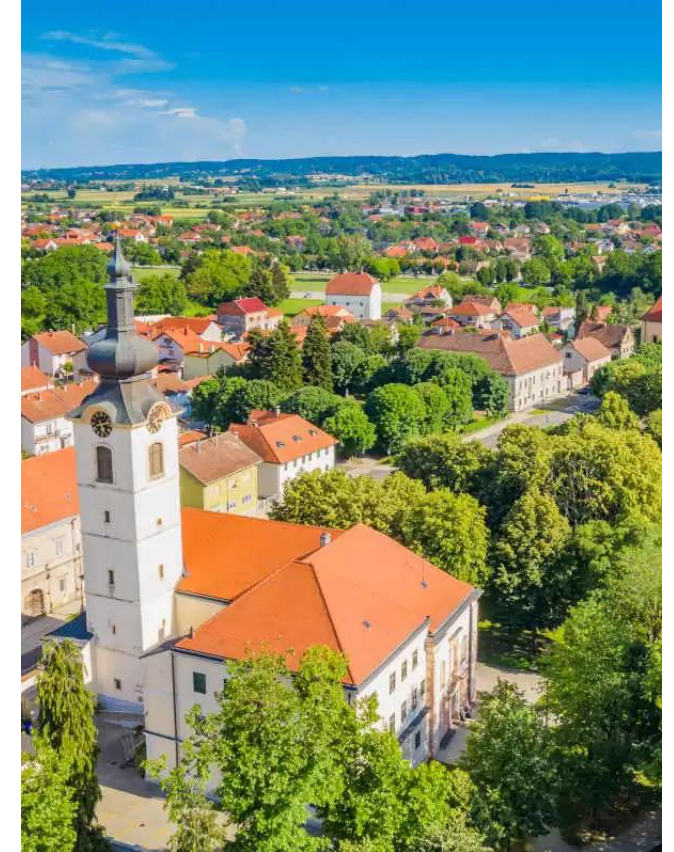
- P1 Preparation | Analysis
- P2 Strategy Development
- P3 Measure Planning
- P4 Implementation | Monitoring

The whole cycle is still important to follow, but:

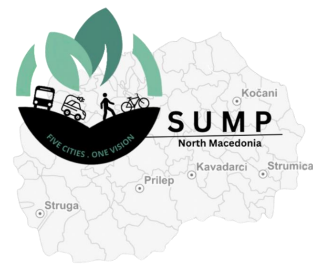
- **Combine** and **simplify** some steps, focus on clusters
- Maybe some more complex analytical processes can be simplified (quantitative or qualitative analysis)

Koprivnica, Croatia

- Population: ~30,000 inhabitants
- Small/medium-sized city in northern Croatia
- Growing car dependency despite compact urban form
- Need to modernise mobility while maintaining quality of life



GOOD PRACTICES – PREPARATION AND PLANNING



WHAT WAS THE CHALLENGE?

Increasing car use

Rising pressure on streets and public space

Need for safer active mobility

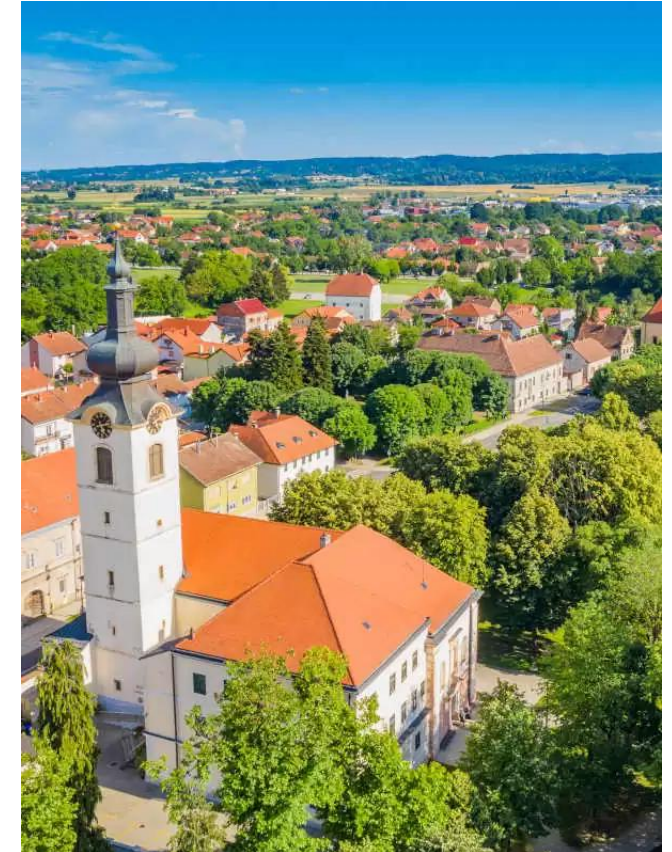
Insufficient cycling and pedestrian infrastructure

Limited financial and institutional resources

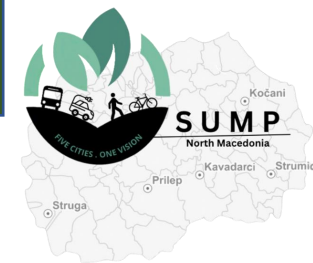
Small-city capacity constraints

Need for regional connectivity

Better integration with surrounding municipalities required



GOOD PRACTICES – PREPARATION AND PLANNING



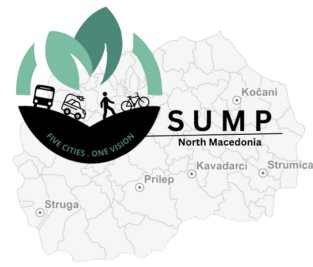
WHAT DID THEY DO?

SUMP STRATEGY

- **Walking & cycling:** Expansion of cycling infrastructure, Safer pedestrian spaces, Traffic calming measures
- **Integrated planning:** Mobility integrated with spatial planning, environmental goals, public space improvements
- **EU project participation:** Participation in CIVITAS DYN@MO, LOW-CARB programme, Interreg initiatives helped to strengthen local capacity, finance implementation, test innovative solutions
- **Strong governance & political commitment:** Long-term political support, Cross-department coordination, Functional Urban Area perspective



GOOD PRACTICES – PREPARATION AND PLANNING



WHAT CHANGED?

Measurable Outcomes:

Cycling Culture & Infrastructure: ~30% cycling modal share

One of the highest in Croatia and the region

80+ km of cycling infrastructure: Significant expansion of cycling network

Recognition & Visibility: Winner of the European Mobility Week Award

Recognised at EU level for sustainable mobility efforts

Institutional Impact: Increased local capacity

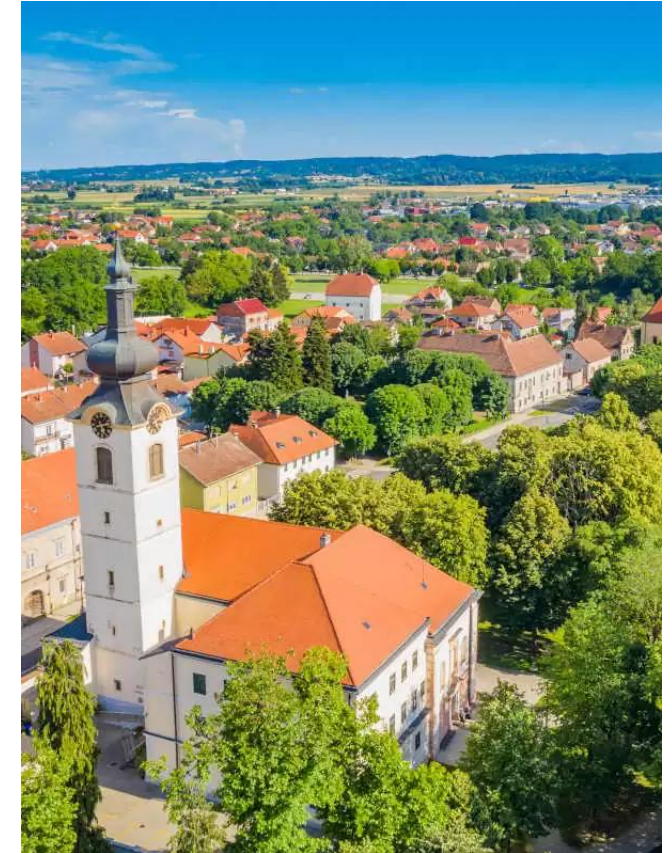
Stronger planning expertise

Better project management capability

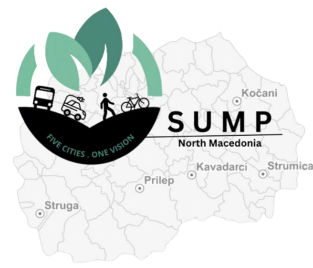
Improved interdepartmental coordination

Urban Quality Improvements: More pedestrian-friendly spaces ; Safer streets ;

Better public realm quality

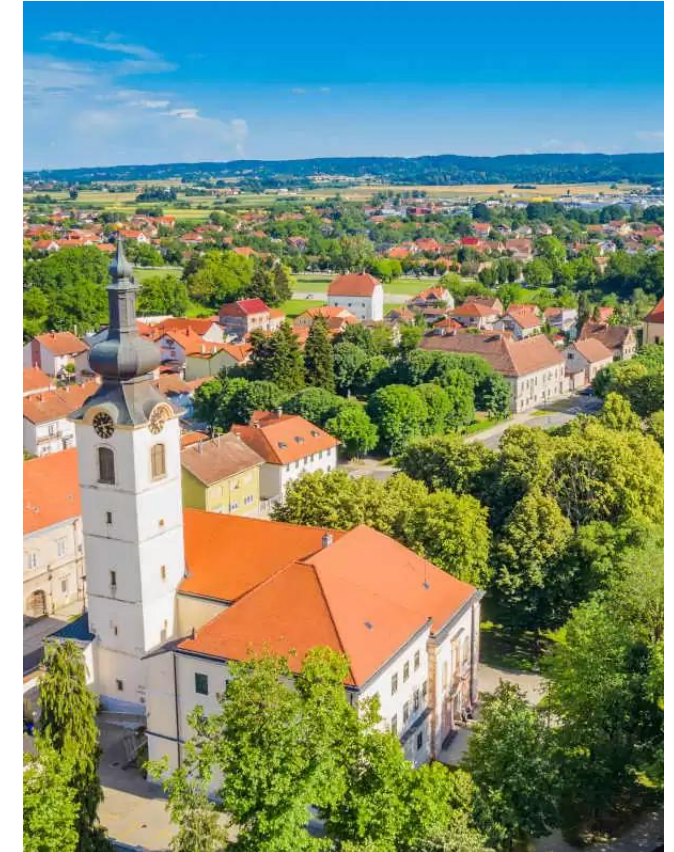


GOOD PRACTICES – PREPARATION AND PLANNING



WHAT CAN SMALL CITIES LEARN?

Challenge	Koprivnica's Response	Lesson
Limited budgets	Used EU projects strategically	External funding can build long-term capacity
Small city scale	Focus on cycling and walkability	Small cities can implement change faster
Weak coordination	Integrated SUMP governance	Coordination is essential
Car dependency	Invested in active mobility	Small interventions can create behavioural change



Koprivnica, Croatia

Population: ~30,000 inhabitants

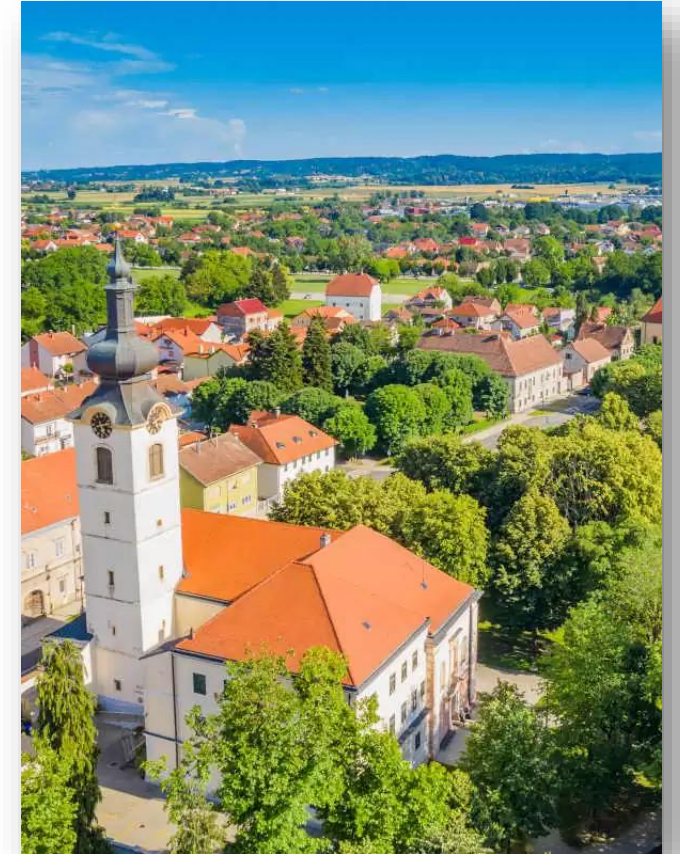
Small/medium-sized city in northern Croatia

One of the first cities in Croatia to adopt a SUMP (2015)

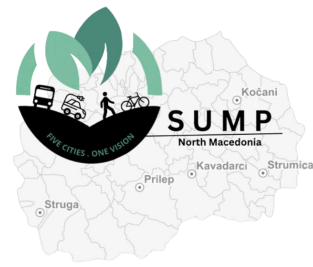
Winner of the European Mobility Week Award (2007)

Early external support for the SUMP team

- In 2014, the city of Koprivnica decided to develop a SUMP. As part of the first stage of the SUMP development process, the city researched which steps it would need to take and resources required to produce such a document.
- Based on this research, the Koprivnica SUMP team ascertained that there weren't enough resources and that therefore there was a need to involve external mobility experts.
- The SUMP team searched within Croatia for mobility experts with enough experience to guide the team through the development process.
- With the help of these experts, the city conducted a status analysis and a baseline traffic survey.



GOOD PRACTICES – Inter-departmental core team



P1

Bielefeld, Germany

Population: ~342,000 inhabitants

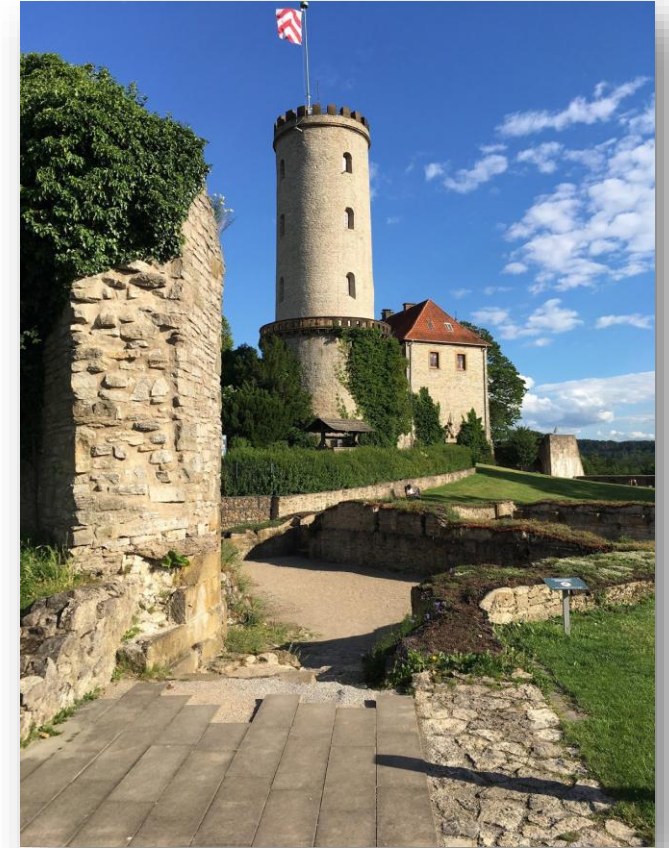
Medium-sized city in Germany

Plans for cycling, walking and public transport were created in 2019 within Bielefeld's mobility strategy

Vision of reducing the proportion of motorised cars from 51% to 25% by 2030

Inter-departmental core team supported by wider steering group of experts and stakeholders

- In Bielefeld, the five-person SUMP core team included representatives from the offices of mobility, urban planning, and environment, as well as the office of the Head of Department for urban and mobility planning and the local public transport provider. Choosing senior team members that were also involved in relevant parallel planning processes ensured good coordination and a strong link to political decision makers.
- The team was supported by an experienced external expert that conducted the mobility analysis, moderated and documented the participation process, and developed a vision and objectives based on several workshops with a stakeholder steering group. All results were developed in close coordination with the core team, which met regularly to manage the process and take decisions.



WORLD BANK GROUP

GOOD PRACTICES - Initial citizen and stakeholder engagement

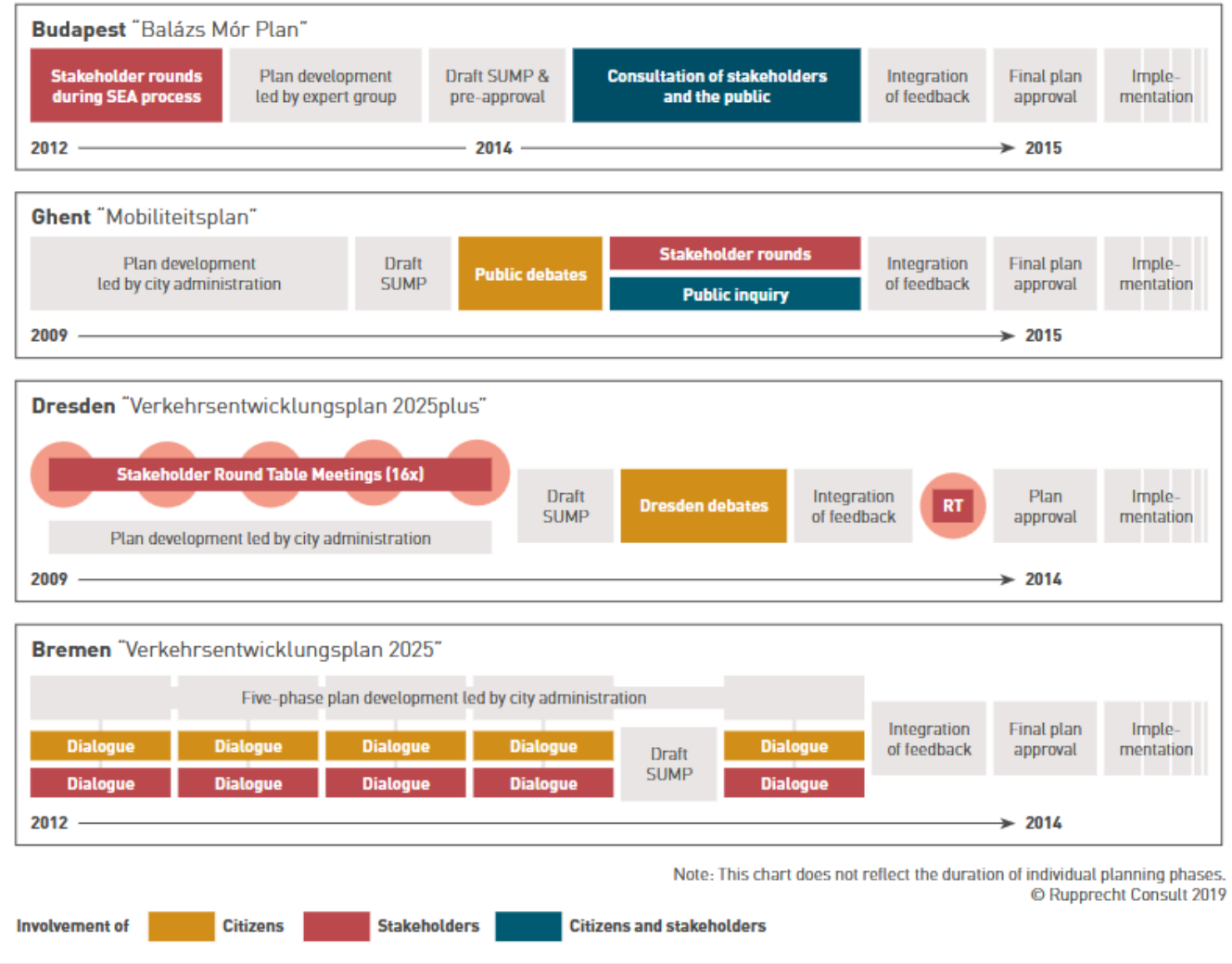


Practice examples of citizen and stakeholder involvement in the SUMP process

P1

- The cities of Budapest, Ghent, Dresden and Bremen have developed individual approaches to integrate citizen involvement into the SUMP process - depending on their local context, planning expertise, resources and capacities.
- Blended formats were applied (e.g. Budapest, Ghent) as well as separate but concurrent engagement of stakeholders and citizens (e.g. Bremen, Ghent) and phased engagement (Dresden).

Please note that this figure presents selected case examples to show the wide variety of possible approaches. There are, of course, various other ways to involve stakeholders and citizens, depending on the individual planning context of the city.



Monzón, Spain

Population: ~18,000 inhabitants

Small sized city in Spain

Harmonized development of SUMP and SECAP

- Based on the SUMP-SECAP harmonisation guide, Monzón developed its SUMP and Sustainable Energy and Climate Action Plan (SECAP) in an integrated way.
- The main activities included (1) setting up a harmonization team in charge of developing both plans and of exploiting synergies; (2) sharing
- the transport emissions inventory between both plans; (3) using the same reference year for the inventory of emissions; (4) carrying out a study to identify which measures can be included in both plans; (5) prioritizing SUMP measures according to their 'impact on SECAP' criteria; and (6) involving
- all municipal departments that could be affected by SUMP and SECAP implementation in joint meetings



SEAP vs SUMP

SEAP

- Objective CO₂ reduction
- Baseline with comprehensive overview of energy generation/consumption
- Single scenario: 2020 vs BEI year
- Centralized Monitoring by Covenant of Mayors Office

SUMP

- Objective: improve quality of life
- Context analysis based mainly on transport infrastructure, mobility and socioeconomic data
- Comparison of scenarios
- Decentralized made directly by the city

Lahti, Finland

Population: ~122,000 inhabitants

Medium sized city in Finland

European Green Capital 2021

Integration of land-use and mobility planning

- Lahti has developed an integrated strategic process, 'Lahti direction', for the combined planning of land use and mobility.
- The aim of the new approach, which was first implemented in 2019, is to build a sustainable city together with citizens, stakeholders and decision makers.
- The process is ongoing and cyclical, the strategy will be updated every four years, or each council term.
- It includes the city master plan, the SUMP, the environmental programme and the service network programme - the first in Finland to include ecological compensation and recycled material cycles.
- The integrated approach has proven to work well so far. It enhances the cooperation between the land use and mobility planners and improves the engagement of citizens in the mobility planning process

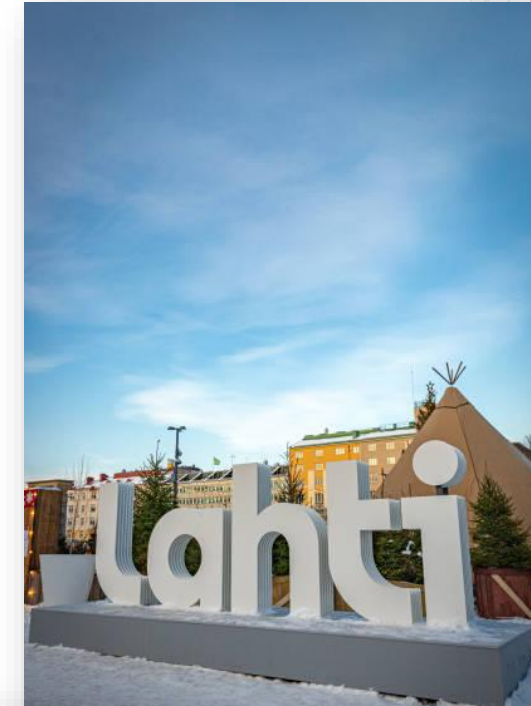


Table 4.1 - Lahti Key Performance Indicators EGCA 2021

CO ₂ emissions (tCO ₂ /capita)	5.77 tCO ₂ /capita
Proportion of population living within 300 m of an hourly (or more frequent) public transport service	81.3%
Percentage of people living within 300 m of green urban areas ≥ 5,000 m ² in overall city area (%)	99%
Amount of municipal waste generated per capita	577 kg/capita/year
Domestic water usage (Litres per capita per day)	119 l/capita/day
Waste water load (population equivalent)	205,000 p.e.
Energy usage/capita (kWh/capita)	39,411 kWh/capita

Bremen, Germany

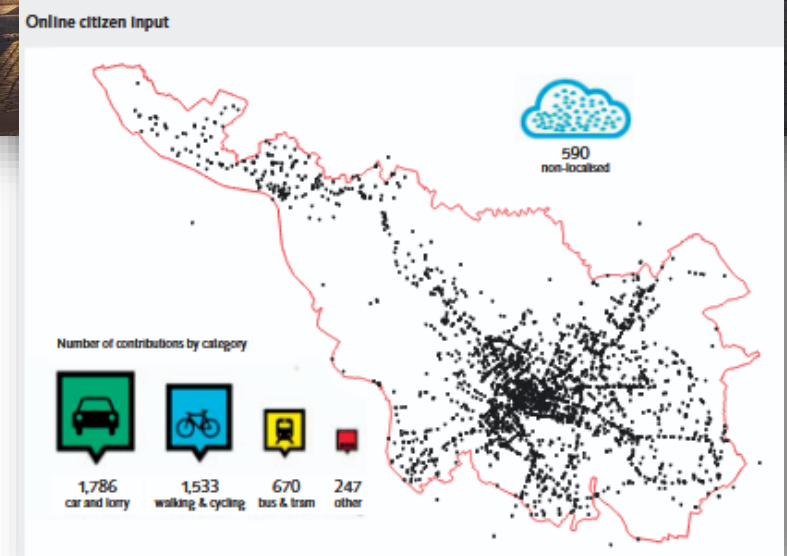
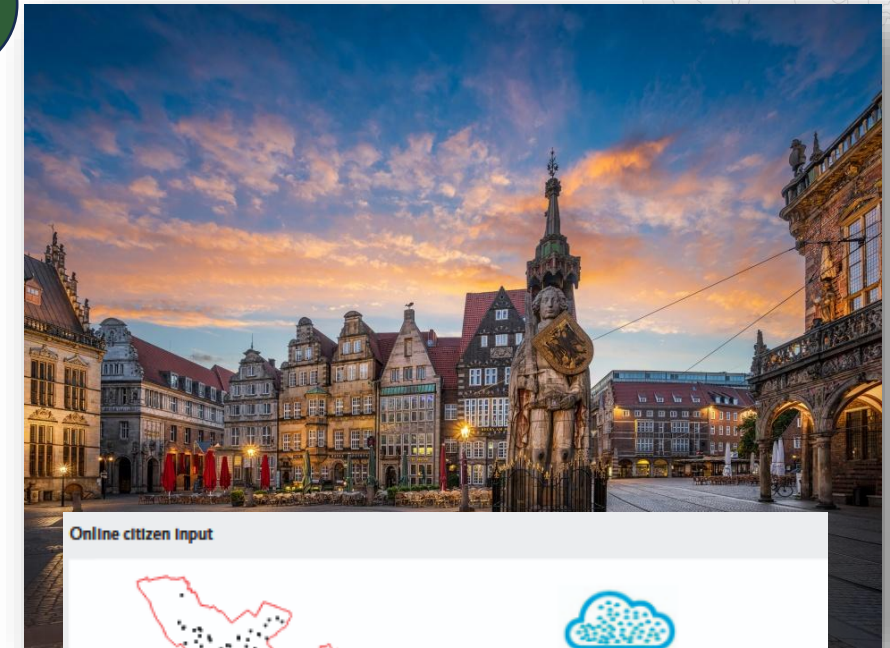
Population: ~122,000 inhabitants

Largest city on the River Weser in Germany

P1

Online citizen participation to assess the mobility situation

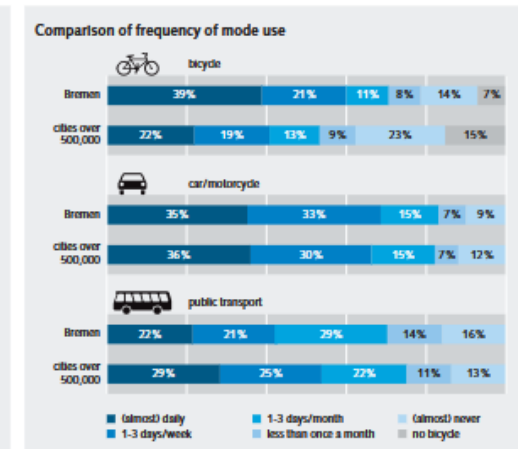
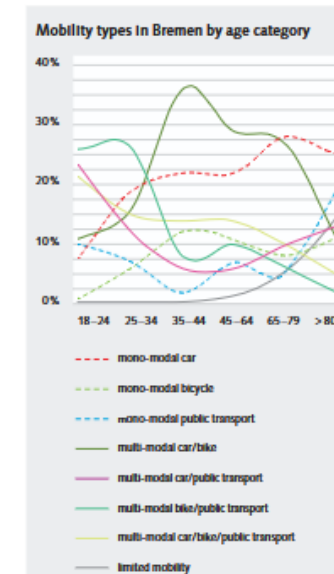
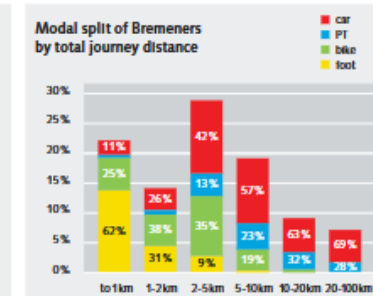
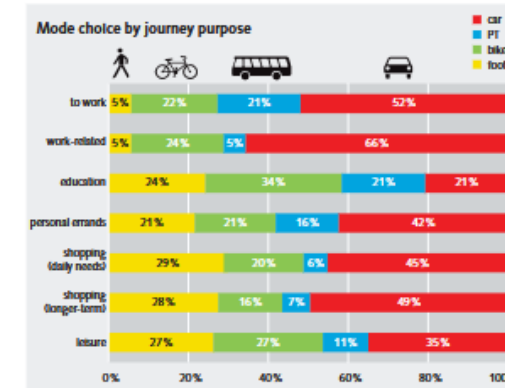
- Complementing traditional methods of data collection, the City of Bremen utilized crowdsourcing-based methods to analyse the problems and opportunities of mobility developments in the city.
- A proactive participation strategy and innovative online participation modules allowed citizens to be a key data source.
- Citizens addressed questions - 'where are things running badly?' and 'where are they running smoothly?' – through an online platform, which enabled users to further mark specific
- locations on a map and color-code entries according to transport mode.
- The portal received more than 100,000 page views, 4,000 contributions, 9,000 comments, and 100,000 'like' or 'dislike' comments.

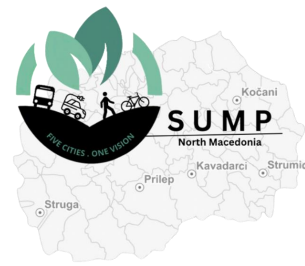


Bremen, Germany (some examples of findings)

- It became clear that bicycle transport plays a major role in Bremen.
- One reason for the relatively low use of public transport — apart from the settlement pattern of the city — is the comparatively slow travel speeds in public transport. In order to further strengthen the sustainable modes over car travel, the attractiveness of walking and cycling needs to be improved and optimised for short distances and that of public transport for mid- and long distances through the measures developed in the SUMP.
- Bremen is a city of short distances, meaning it has great potential to strengthen walking and cycling. If only one in ten car journeys of under 5 km could be shifted to a bicycle journey, the cycling mode share would see a 2% increase, bringing it to 27%.
- In order to support the change to more environmentally friendly transport behaviour, particular attention should be paid to actively supporting multi- and intermodal transport behaviour to increase the share of public transport use and to reduce car use — including in the over-thirty age category.

Vehicle access	all	middle	south	east	west	north
Households with a car	71 %	49 %	72 %	73 %	58 %	84 %
Car-free households	29 %	51 %	28 %	27 %	42 %	16 %
Cars per household	0.82	0.53	0.83	0.89	0.66	1.03





What are our options for the future?

- Analyse the likely changes in external factors important for urban mobility (e.g. demography, information technology, climate) and develop scenarios that explore alternative strategic directions.

What kind of city do we want?

- Use visioning exercises with stakeholders and citizens
- A common vision and objectives are cornerstones of every SUMP..
- Your objectives address the important problems and that they cover all modes of transport
- Decision makers need to get actively involved at this stage, as this is the point at which the strategic direction for the next years is decided.



Milestone:
Vision, objectives and
targets agreed

How will we determine success?

- Define a set of strategic indicators and targets without requiring unrealistic amounts of new data collection.
- Decision makers should ensure that the targets are ambitious, feasible, mutually consistent, widely supported by stakeholders, and aligned with other policy areas



Leipzig, Germany

Population: ~634,000 inhabitants

Largest city in central Germany

Scenario building supported by transport modelling

The city of Leipzig developed six scenarios for different future options in a scientific and open process. The six scenarios were:

1. Continuation of the current mobility strategy;
2. Continuation of the current mobility strategy with constant fares;
3. Sustainability scenario;
4. Bicycle City scenario;
5. Public transport priority scenario; and
6. Community scenario.

The scenarios were evaluated using various criteria (attractiveness for users, ecological attractiveness, economic attractiveness, systemic attractiveness) and a qualitative assessment. The evaluation resulted in the prioritisation of the 1. bicycle-scenario, 2. sustainability scenario and the 3. PT scenario.



Prague, Czech Republic

Population: ~1.4 million inhabitants

Largest city and capital of Czech Republic

Scenario building with strong stakeholder and citizen participation

- In 2015, Prague designed three possible scenarios and organised a workshop for experts, as well as a sociological survey to select the most suitable scenario. 57 selected experts gathered in groups and discussed the scenarios in a half day workshop.
- A sociological survey collected additional opinions from 2,224 citizens. Based on the combined opinion of stakeholders and citizens, Prague developed its final transport strategy.
- Designing an expert workshop and a sociological survey with essential, easy questions is an easy, cheap and illustrative solution for scenario selection. It also provides a powerful basis vis-à-vis to political approval, as based on broad and balanced experts' opinions.

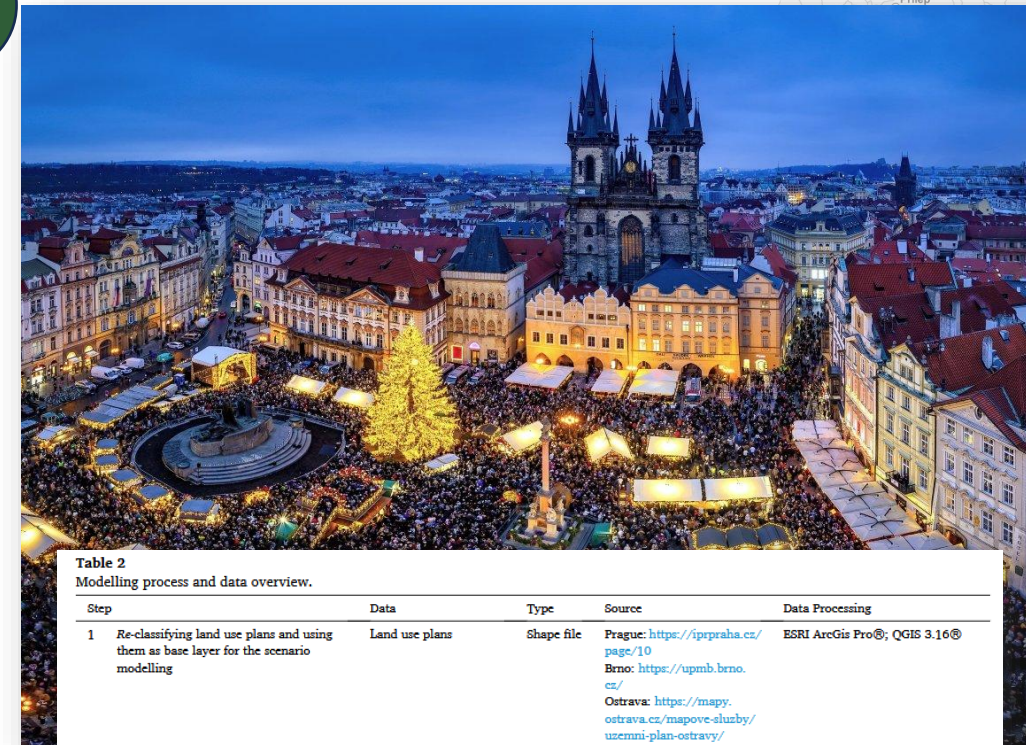


Table 2
Modelling process and data overview.

Step	Data	Type	Source	Data Processing
1	Re-classifying land use plans and using them as base layer for the scenario modelling	Land use plans	Shape file Prague: https://iprpraha.cz/page/10 Brno: https://upmb.brno.cz/ Ostrava: https://mapy.ostrava.cz/mapove-sluzby/uzemni-plan-ostavy/	ESRI ArcGis Pro®; QGIS 3.16®
2	Identifying the high-density urban areas and adding them in the base layer	Copernicus (land cover)	Shape file Urban Atlas 2018: https://land.copernicus.eu/local/urban-atlas/urban-atlas-2018	ESRI ArcGis Pro®; QGIS 3.16®
3	Providing the narrative and set of goals for adaptation measures (technical and nature-based) for each scenario and land use class	Land use plans; Climate adaptation documents; Workshop outcomes	Text file Case specific	Excel spreadsheet - qualitative and quantitative classification; ESRI ArcGis Pro®
4	Producing spatially explicit scenarios. Detecting and evaluating the land suitability for the defined spatial development	Re-classified land use plans	Shape file Intermediate product from n. 1.	Urban Planner® - analytic extension for ESRI ArcGis® (Burian et al., 2020; Burian et al., 2018, http://www.urbanplanner.cz/en/)
5	Setting rules for superpositioning of land use classes and verifying the proposed development options	Spatially explicit scenarios (UCZ-SSP1 and UCZ-SSP2)	Raster file; Shape file Intermediate product from n. 4.	QuickScan® - matrix-based spatial modelling environment (Verweij et al., 2016; https://www.quickscan.pro/)

Gothenburg, Sweden

Population: ~1.4 million inhabitants

Largest city and capital of Czech Republic

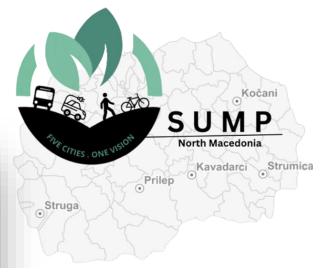
P2

A “Vision Zero” approach for road safety

- Gothenburg, a city of 570,000 inhabitants, has, along with the rest of Sweden, adopted a long-term “Vision Zero” approach to road deaths and serious injuries.
- The city’s intermediate targets are to reduce the annual number of road deaths from 9 to 3 and the number of serious and moderate injuries from 227 to 75 over the period of 2010-2020.
- In 1978, Gothenburg had one speed-hump. In 2019, there are around 2500 traffic calming measures, and citizens are asking for more.
- Traffic calming, together with the separation of active modes of transport from motorised traffic, contributed to the fact that 80% of the injuries sustained on the city’s roads do not involve a car.



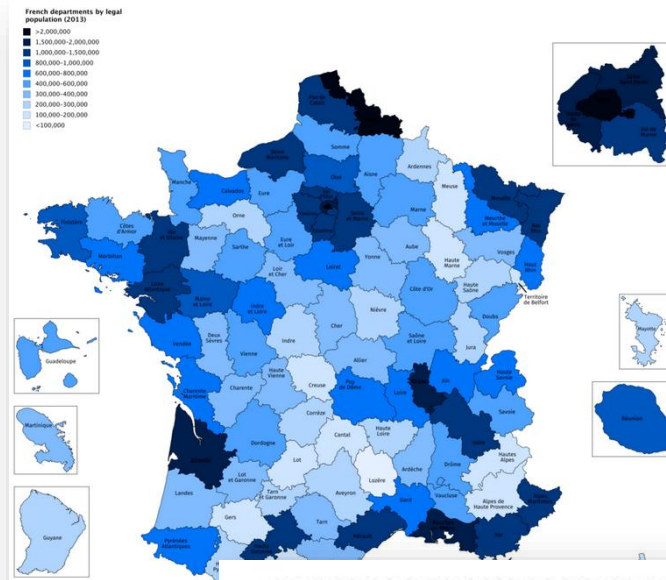
GOOD PRACTICES – Vision, objectives, indicators and targets



France

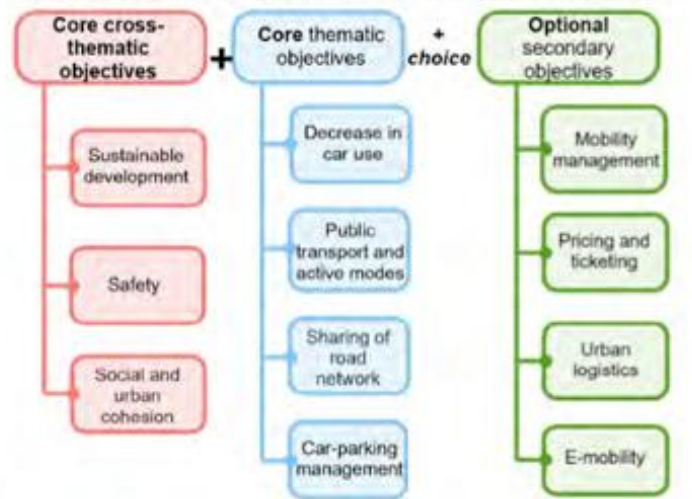
Mandatory objectives adapted to cities of different size

- In France, SUMP (PDU – Plan de déplacements urbains) are compulsory for urban areas with a population of over 100,000 inhabitants. These SUMP are assigned eleven mandatory objectives.
- Many smaller cities voluntarily develop either a full PDU or a simplified plan. Therefore, dedicated guidelines were developed to make a distinction between core objectives, which are to be integrated by all (mandatory or voluntary) SUMP, and optional objectives, which a smaller city could choose to integrate, depending on its own ambition, when developing a simplified plan.
- Ongoing discussions in France are likely to lead to a legal but flexible definition of the simplified mobility plan after 2020.



P2

Core and optional objectives for simplified mobility plans



Milton Keynes, United Kingdom

Population: ~264,000 million inhabitants

Medium city in England

P2

Easily measurable and available set of strategic indicators

- To assess the overall performance of the SUMP, the city council has selected a number of indicators, including e.g. road network condition, average journey time, air quality and road safety.
- The decision to select these indicators was made as to allow for a correct assessment of the impact of the SUMP, and are easily measurable as well as available or easily accessible.
- Milton Keynes Council advises to define a clear set of SMART (specific, measurable, achievable, relevant, time-bound) objectives for the SUMP, which helps to later select indicators aligned with the SUMP objectives.
- Based on experience, the SUMP team also advises to use new technologies and indicator methodologies that have been applied in other cities.



Örebro, Sweden

Population: ~120,000 inhabitants (medium)

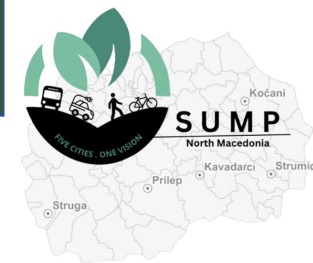
Seventh largest city of Sweden

P2

Three key targets for traffic development

- During the SUMP process, Örebro set three targets for traffic development by the year 2020: (1) to increase the share of cycling, walking and public transport to 60% of all trips (from 44% in 2011), (2) to decrease the absolute numbers of fossil fuel-driven cars and (3) to improve the travel time quota between car, bus and cycling. In the process of setting the targets, one step was to reflect on how to monitor them.
- Örebro considered which indicators the city already measures and reports annually, and which indicators could be provided by the national statistics office.
- As a lesson learned, the key success factor is to choose targets that can be relatively easily evaluated and/or evaluated with a certain interval according to the ordinary monitoring of traffic indicators.





What will we do concretely?

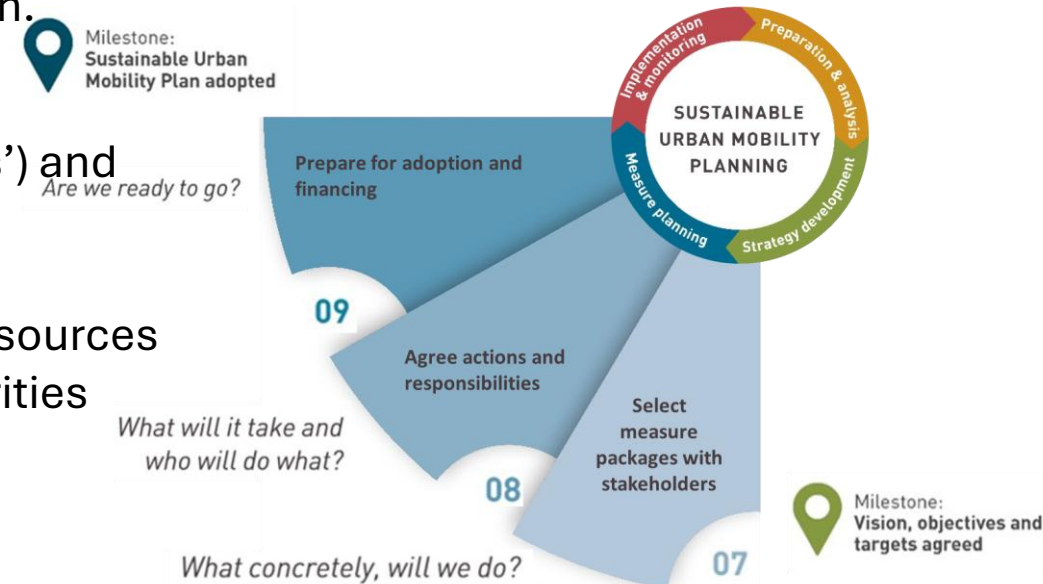
- Create a longlist of measures and assess their effectiveness and feasibility to select those that best contribute to meeting your objectives and targets
- Bundle measures into integrated packages, discuss them with citizens and stakeholders, and assess them in detail to validate your selection.

What will it take and who will do what?

- Break measure packages down into actionable tasks (or ‘actions’) and describe them in detail, including their estimated costs, interdependencies and risks.
- Identify internal and external financing instruments and funding sources for all actions. Agree clear responsibilities, implementation priorities and timelines for each action.

Are we ready to go?

- Now it is time to finalise the document and check its quality
- Agree on a budget for each prioritised action and long-term arrangements for the distribution of costs and revenues



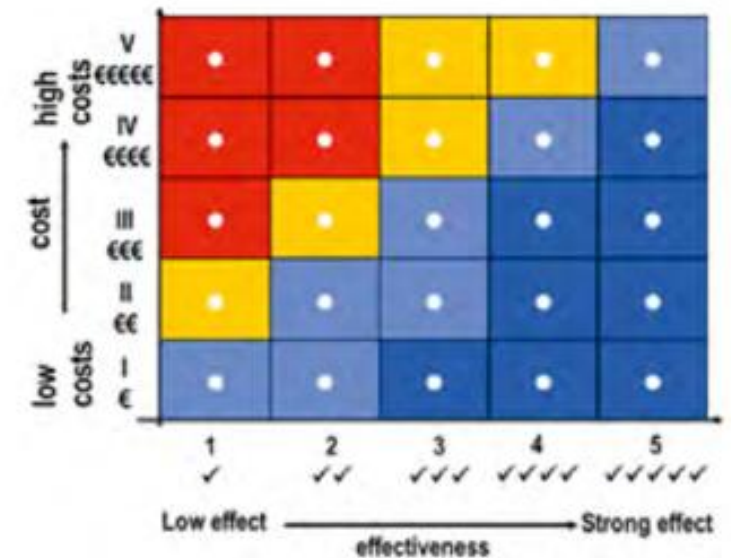
Bremen, Germany

Population: ~122,000 inhabitants

Largest city on the River Weser in Germany

Multi-criteria assessment with structured expert workshops

- The city of Bremen used several tools for the SUMP measure selection process.
- A cost-benefit matrix helped to determine the level of goal attainment of each single measure.
- The method included an expert evaluation of the effectiveness of the measures with respect to the targets using a qualitative scale for each indicator to reach the targets.
- Secondly, there was an evaluation of the spatial effect, and finally a ranking of the effects.
- The classification of the cost of the measures was based on five cost groups.
- After the classification and the ranking, the cost and effect matrix was finalised showing to what degree targets are achieved with every measure.



Krakov, Poland

Population: ~800,000 inhabitants

Second-largest and one of the oldest cities in Poland

Combination of parking management with traffic limitation and public transport measures

- The City of Krakow considers parking management policy as a means to contribute to some wider goals - such as improving air quality and decreasing congestion, rather than only responding to car parking issues.
- The municipality of Krakow combines the implementation of parking measures (e.g. removal of parking spots), with traffic limitation measures (e.g. limited traffic zone) and public transport measures (e.g. integration of public transport services), thus reducing the number of vehicles and improving air quality and traffic flow all at once.
- Providing alternatives to the car and taking a step-by-step approach help to achieve public acceptance of the parking regulations.



St. Mary's Basilica, Mickiewicz Monument



Cathedral



Peter and Paul Church



Wawel Castle



Floriańska Street



Piarists and
Czartoryski
Museum



Cloth Hall (Sukiennice) and
Town Hall Tower at Main
Market Square (Rynek
Główny)

Krakov, Poland

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Turin, Italy

Population: ~800,000 inhabitants

Large business and cultural city in Northern Italy

Comprehensive measure factsheets

- The Turin SUMP consists of seven guiding principles, divided into targets and measures.
- Each measure is described with a high degree of details including related actions; connection to the guiding principles; connection to the target; type of sustainability aspect; general description and objective of the measure; responsible entity; implementation mode; aim of the measure and corresponding indicator; implementation period and economic resources needed.
- Each individual measure is assessed in terms of economic, social and environmental sustainability.
- The measures have been defined in close cooperation with the ten administrative districts, professional associations and different stakeholders.



Skyline of Turin



Royal Palace of Turin



Borgo Medioevale



Mole
Antonelliana



Chapel of the
Holy Shroud



Palazzo
Madama

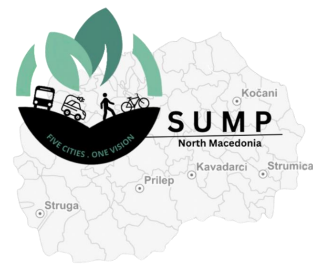


Palazzina di caccia of
Stupinigi



Castello del
Valentino

GOOD PRACTICES – Measure fact sheets



Turin, Italy

Population: ~800,000 inhabitants

Large business and cultural city in Northern Italy

P3

LINEA D'INDIRIZZO 3.a.1: MIGLIORARE LA QUALITÀ DELL'ARIA	
Azione 3.a.3. Promuovere forme alternative di mobilità sostenibile	
Misura operativa 3.a.3.2. Attivazione del "bike sharing"	
LINEA DI SOSTENIBILITÀ: AMBIENTALE	
LINEA DI SOSTENIBILITÀ: ECONOMICA	
ALLEGATO 3a - TAVOLA 3a.4	
Descrizione e obiettivo	Prodotti proposti
Realizzazione di un sistema di Bike Sharing (biciclette condivise a prelievo automatizzato). Il servizio di Bike Sharing risponde principalmente alle esigenze di mobilità di residenti e pendolari con l'obiettivo di incentivare l'intermodalità auto privata - bicicletta e TPL. Il sistema prevede un'ampia diffusione sul territorio cittadino (fino ad un massimo di 260 ciclo-stazioni), disponibilità permanente delle biciclette, facile e immediata accessibilità, qualità e resistenza dell'attrezzatura, flessibilità evolutiva. Il progetto prevede la realizzazione di una fase di 130 stazioni per un totale di 1300 biciclette nell'area centrale, con implementazione successiva a seconda della valutazione dei risultati raggiunti e delle eventuali criticità gestionali, nonché delle risorse disponibili.	58 ciclo-stazioni
Ente attuatore/i	Tempi di attuazione
Divisione Ambiente	58 ciclo-stazioni entro la primavera 2010; l'implementazione del servizio negli anni successivi sarà subordinato a valutazione di sostenibilità tecnico - economico
Modalità di attuazione	Risorse economiche necessarie
Programmi cofinanziati dal Ministero dell'Ambiente e dalla Regione Piemonte	Per la fase di 130 ciclo-stazioni: Euro 1.972.000,00 (di cui Euro 1.379.500,00 Ministero Ambiente ed Euro 292.500,00 Regione Piemonte).

Measure	Description of measure	Connection to SUMP targets	Responsibility	Actions within a measure	Implementation period	Resources needed	Cost	Funding source	Stakeholders involved
Segregated Cycle Facilities	Marked lanes and tracks along major urban streets	Very high (improve accessibility, increase road safety, promote active travel, reduce air and noise pollution)	Road owner	Analysis of bicycle lanes needed	Year 1: Jan-May	2 traffic and city planners	30.000 € + 20% of fulltime from traffic planner	Municipal budget	Bicycle associations
				Develop a bicycle network plan	Year 1: May-Dec	4 traffic and city planners	40.000 €	Municipal budget	Bicycle associations, neighbouring municipalities
				Plan and construct bicycle lanes	Year 2-5	Planners, developers	500€/m	Municipal budget + national funding	Construction companies
Develop mobility management plan	Plan about what, when and how to work with mobility management	High (improve accessibility, promote active travel, promote public transport)	City administration	Develop mobility management plan	Year 1: Apr-Oct	Expert on behaviour change, traffic planner	30.000 €	Municipal budget + research project	Schools, universities, large employers, public transport operator
Improve pedestrian crossings on prioritised routes	---								

GOOD PRACTICES – Agree on responsibilities for actions



Thessaloniki, Greece

Population: ~320,000 inhabitants

Second-largest and one of the oldest cities in Poland

P3

A Mobility Forum to agree on responsibilities for actions

- After the adoption of the SUMP in 2014, the stakeholders involved in the implementation met in the Mobility Forum, which acted as a SUMP assembly.
- The Mobility Forum met for the first time in 2016 with the aim of presenting the progress of the various measures and discussing and identifying the way forward with all participants.
- Responsibilities were allocated, firstly according to jurisdiction and law provision and secondly according to the skills and capacity of organisations.
- The success of this informal Mobility Forum relied on the good will of participants. Therefore, Thessaloniki authorities advise to use a more binding framework to sustain the decisions for action planning.



Panoramic view of Thessaloniki's waterfront and the Thermaic Gulf



White Tower of Thessaloniki



Heptapyrgion



Arch of Galerius

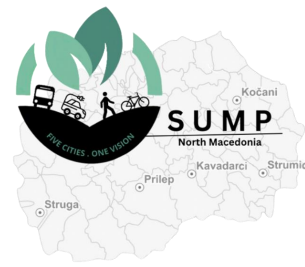


Church of Saint Demetrius



Aristotle Square

P4 – IMPLEMENTATION & MONITORING



How can we manage well?

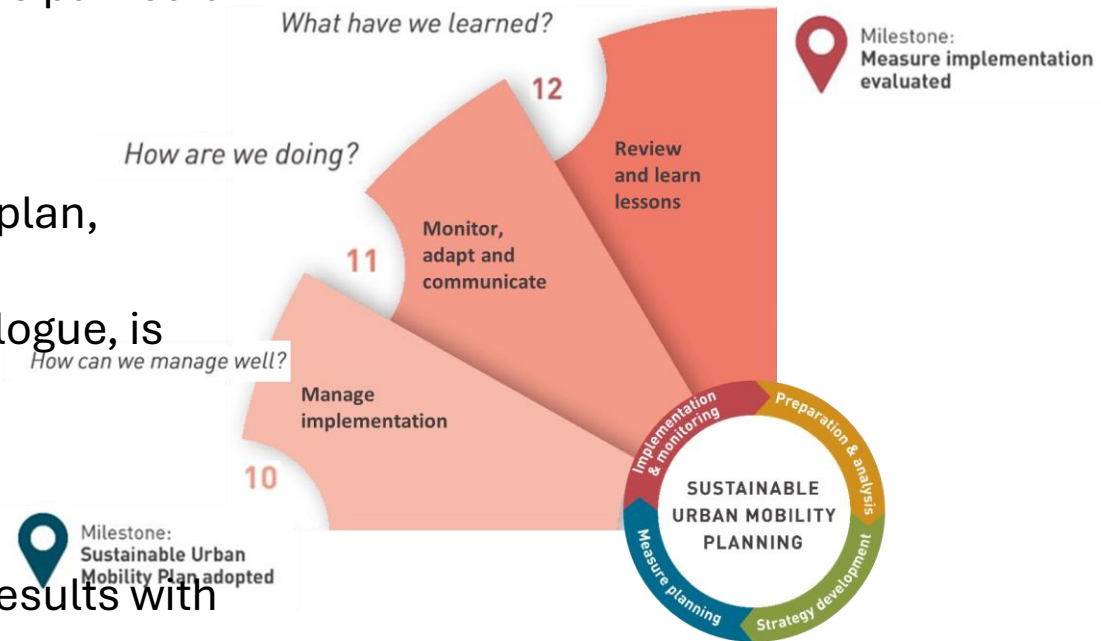
- The responsible departments/organisations should plan the technical details of their actions, undertake implementation and procure goods and services if needed.
- The overall coordination of the implementation process requires particular attention.

How are we doing?

- Systematic monitoring - whether things are going according to plan, allowing corrective action to be taken if needed
- Understanding public opinion, based on an active two-way dialogue, is crucial for a successful implementation process.

What have we learned?

- Reviewing successes and failures, and communicating these results with stakeholders and the public.
- Ideally, decision makers will take an active interest in understanding what has worked (and what has not)



Barcelona, Spain

Population: ~1.7 million inhabitants

Second-largest and one of the oldest cities in Poland

European funding and financing for renewing Barcelona's public transport

- The Municipality and public transport operator (TMB) of Barcelona can rely on a sound funding and financing plan to renew its bus fleet.
- The local transport operator received the financial support of ELENA (European Local Energy Assistance) which provided a grant of almost 1.5M€ to cover preparation studies (2011 – 2015) for a large-scale retrofit of diesels and CNG buses into hybrids.
- In 2019, the European Investment Bank (EIB) granted a loan of 73,5M€ to TMB to purchase 254 clean buses (fully electric, hybrid and CNG). The renewal of the public transport fleet contributes to the improvement of the air quality in Barcelona.



Skyline of Barcelona



Sagrada Família Torre Glòries Arc de Triomf



Edificio Colón and La Rambla Venetian Towers and Palau Nacional



La Barceloneta Casa Milà

Piedmont region, Italy

P4

Joint Procurement of 19 urban electric buses

- The Piedmont Region applied a joint procurement approach to introduce electric buses into the fleets of regional transport operators.
- Five steps were taken: Project proposals requested from public transport operators; Market survey to identify suppliers; Pre-qualification phase with a call for offers from suppliers; Suppliers selected; Proposals requested from selected suppliers.
- The tender was awarded to BYD EUROPE B.V. who signed independent contracts with each of the involved public transport companies.
- The Region financed 90% and operators 10% of the bus purchasing cost. The expected savings of the Region are approx. € 50.000 over a period of 10 years and 769 tonnes of CO2 /year



Groningen, Netherlands

Population: ~ 245.000 inhabitants

Largest city in Northern Netherlands

Regional Public-Private partnership for coordination and cooperation of actions

- The SUMP in Groningen is rooted in a long tradition of sustainable planning for the city and the city-region.
- For coordinating the implementation of actions, Groningen has formally established an enabling body called Groningen Bereikbaar: A Public-private partnership for a sustainable and accessible Groningen.
- The body ensures that all parties cooperate effectively and coordinate their work on the various transport-related projects.
- The body has succeeded in gaining political support, increasing commitment and pooling the best available know-how from the public and private sector, academia, citizens and various different stakeholder groups.



Martini
Tower



Grote Markt Square



Groningen City
Theater



Aa Church/
Korenbeurs



Gasunie building



Goudkantoor

GOOD PRACTICES – Monitoring



San Sebastian, Spain

Population: ~188.000 inhabitants

P4

Interactive monitoring platform for SUMP

- San Sebastian uses a mobility monitoring platform to track the progress of SUMP measures.
- The digital tool is based on data provided by existing data collection systems, obtaining very precise and reliable estimations.
- Managers and decision makers can get an easy overview of the general status, while the application also allows them to go into more detail if they are interested.
- Progress is visualised in a simple form using traffic light colours to show whether or not the city is on track towards achieving the objectives of the SUMP, or even other municipal strategies, in the respective area.



La Concha bay



City Hall



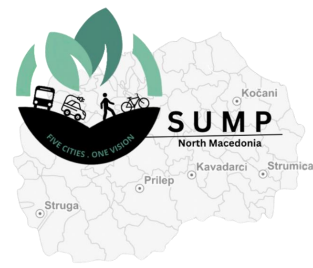
The Comb of the Wind



Beach of La Concha



GOOD PRACTICES – Share results and lessons learned



Ginosa (Italy)- 21.000, Rivas-Vaciamadrid (Spain) – 103.000, Kilkis (Greece) – 24,000

Exchanging knowledge in a European learning programme for cities

- The CIVITAS SUMP-Up SUMP Learning Programme 3 allowed small- and medium-sized cities to share knowledge and experiences through various activities.
- As a result of exchanges, Rivas-Vaciamadrid learned about the steps to select, prioritise, and describe measures and followed these to reorganise its public transport system.
- The SUMP working group in Kilkis referred to insights about stakeholder engagement, measure selection, monitoring, and evaluation to develop an effective implementation methodology.
- Ginosa plans to establish a SUMP working group, which would embed learning from the programme into the city's long-term strategies and thereby help foster a more sustainable Ginosa.



P4

SUCCESSFUL LOCAL STORIES

SORIA – SPAIN

Small provincial capital in inland Spain
Located in the “**Empty Spain**” region

Demographic decline

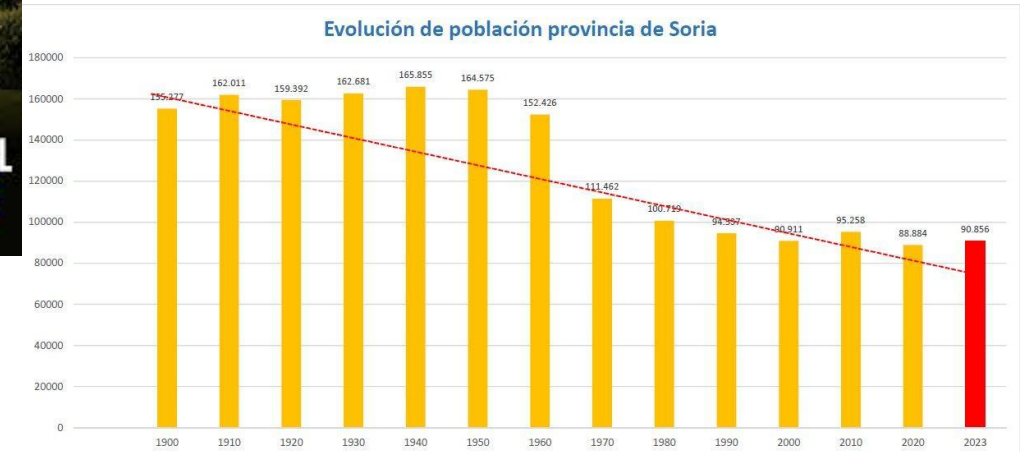
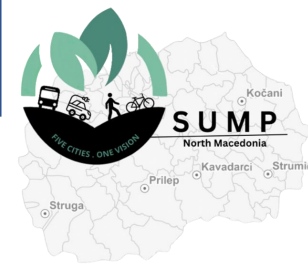
Population fell from ~150,000 to ~90,000 over the 20th century

Ageing population

High share of elderly population
Youth outmigration

Territorial imbalance

Extremely low population density
Many municipalities below 5 inh./km²



SUCCESSFUL LOCAL STORIES

SORIA – SPAIN

How Did Soria Respond?

1. Quality of Life Strategy

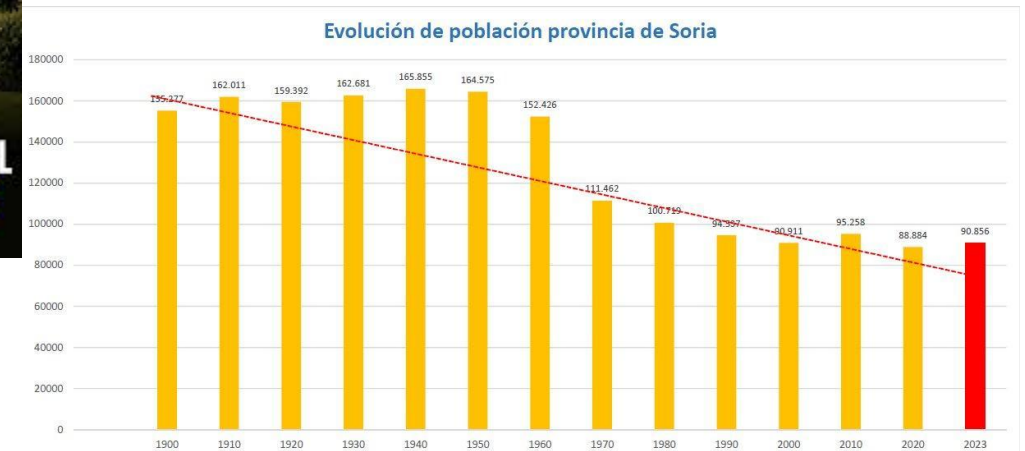
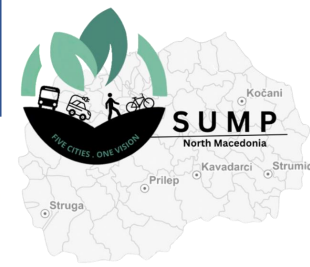
- ✓ Safe and pedestrian-friendly city
- ✓ Strong public spaces
- ✓ High environmental quality
- ✓ Human-scale urban model

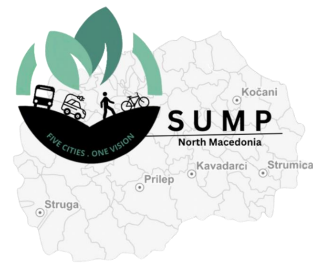
2. Investment & Regeneration

- ✓ EU-funded urban regeneration projects
- ✓ Restoration of public spaces and heritage
- ✓ Support for local businesses and tourism

3. Education & Innovation

- ✓ University campus and student attraction
- ✓ Cultural activities and local identity
- ✓ Positioning Soria as an attractive place to live





- SUMP Guidelines for Decision Makers: https://urban-mobility-observatory.transport.ec.europa.eu/document/download/b75c2af6-c3b9-4e9c-a579-f3ec356c0337_en?filename=sump_decision_makers_summary.pdf
- SUMP Guide for Smaller cities and towns: <https://civitas.eu/tool-inventory/sump-guide-for-smaller-cities-and-towns>
- Adaption of SUMP process for small and medium cities: <https://jaspers.eib.org/files/activities/2025/eibjaspers-sump-trainings-booklet.pdf>
- <https://www.espon.eu/sites/default/files/2024-05/working-paper-small-and-medium-sized-towns-and-cities.pdf>
- SUMP Good practices: <https://changing-transport.org/sump-good-practices/>



THANK YOU...

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