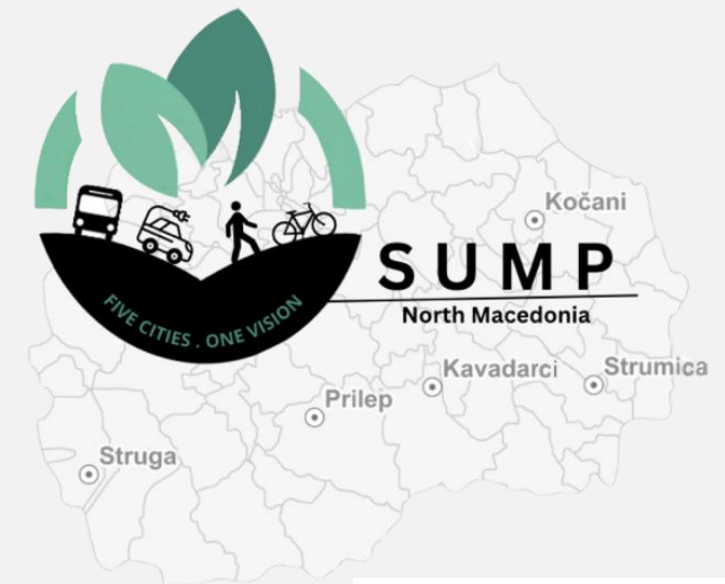


ACTIVITY 2: TRAINING ON DEVELOPING AND IMPLEMENTATION OF SUSTAINABLE URBAN MOBILITY PLANS (SUMP) for Decision Makers

Preparation, Planning & Diagnosis

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]





1. Introduction to SUMP

- Why mobility matters?
- Why SUMP matters for small and medium cities?

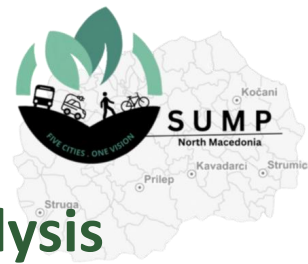
2. SUMP cycle and its phases

- Key elements of SUMP
- Challenges and how to address them?
- Examples

3. Key messages – Converting Challenges into benefits

4. SUMP resources

THE SUMP CYCLE

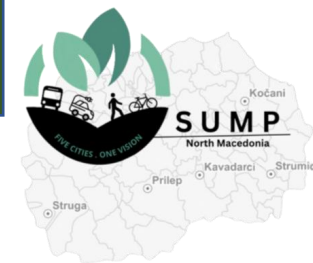


- P1 Preparation | Analysis
- P2 Strategy Development
- P3 Measure Planning
- P4 Implementation | Monitoring

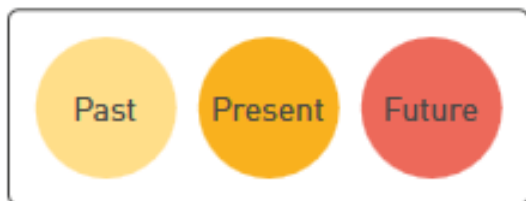
The whole cycle is still important to follow, but:

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

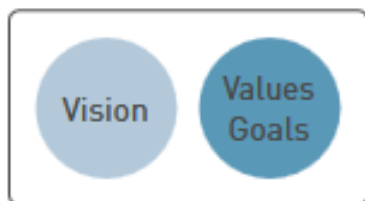
P1 – PREPARATION AND ANALYSIS



a. Diagnosis:



b. The future we want:



c. Action plan:



Milestone:
Decision to prepare
a SUMP

01

Set up
working
structures

What are our resources?

02

Determine
planning
framework

What is our planning context?

03

Analyse mobility
situation

What are our main problems
and opportunities?



Milestone:
Analysis of problems and
opportunities concluded



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P1 – PREPARATION AND ANALYSIS



What are our resources?

- Analyze all available (human, institutional, financial) resources for planning and set up appropriate working and participation structures.
- Decision makers need to ensure that the key institutions and policy makers to set up a core planning team.

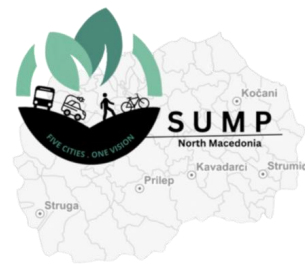
What is our planning context?

- Identify factors that will have an impact on the planning process, such as existing plans or legal requirements
- Analyze traffic flows to determine the geographic scope of the plan – and ensure that neighboring authorities and stakeholders are ‘on board’.
- A key task for decision makers at this point is to ensure that the ‘functional urban area’ serves as the planning area for the SUMP. This is often an institutionally and politically complex decision.

What is our planning context?

- Analyze the mobility situation from the perspective of all transport modes and relevant sustainability aspects by using an appropriate set of current data sources.





Challenges:

- Limited staff and internal expertise
- Lack of reliable and up-to-date data
- Weak stakeholder engagement at early stage
- Difficulty defining the planning area (FUA vs administrative boundary)
- Low political awareness or ownership

How to address them:

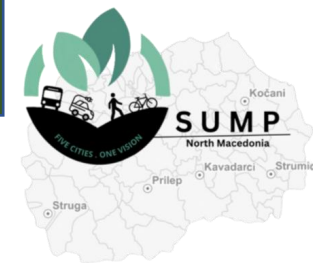
- ✓ Start simple: focus on key issues, not perfect data
- ✓ Use existing data sources (national stats, police, Google, PT operators)
- ✓ Set up a small, multidisciplinary core team (not too complex)
- ✓ Engage key stakeholders early (mayor, planners, police, schools, active groups, citizens)
- ✓ Define a realistic planning area (start local, expand gradually)



In small cities, the biggest mistake is trying to do too much analysis.

Focus on understanding your key problems clearly!

P1 – PREPARATION AND ANALYSIS



Online citizen participation to assess mobility situation



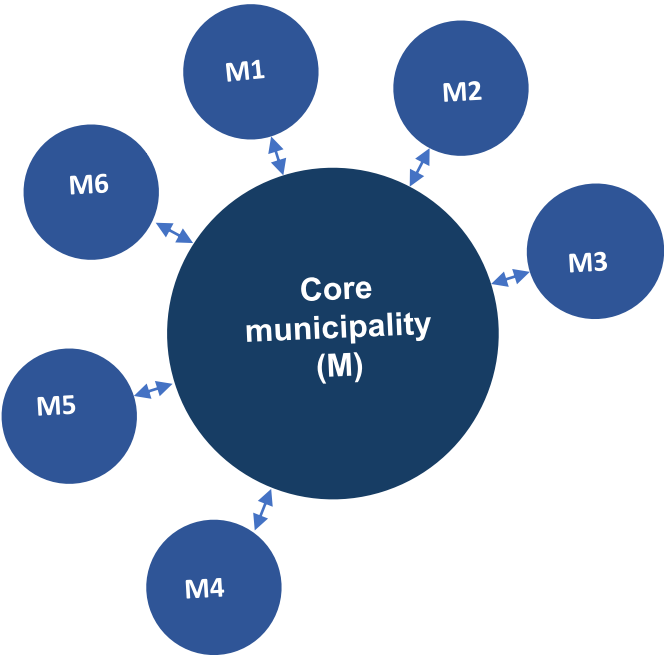
Status of the transport system

FUNCTIONS / TRANSPORT MODES	MODAL SHARE	QUALITY OF INFRASTRUCTURE	SAFETY AND LIVEABILITY	ENVIRONMENT AND HEALTH	EQUITABLE ACCESSIBILITY	STATUS OF MEASURE IMPLEMENTATION	MAIN RECOMMENDATIONS
Walking	12%	Poor	Many accidents on road crossings near schools	Less and less pupils walking to school	Some areas lack walkable access to parks and sports facilities	Low activity. New 'walk to school' campaign.	Traffic safety measures are needed
Cycling	7%	Medium	Cyclists often feel unsafe, attractive cycle paths in parks	Low use gives small benefits	Few cycling lanes along main roads	Efforts to mapping the bicycle network in progress. Low budget for new measures.	Increase city administration's budget for cycling measures
Public transport (bus, tram, metro, train, etc.)	16%	Good	Some bus stops need repair, feel unsafe in the evenings	New bus fleet has been installed, decreased impact on air quality	Reduced fare for unemployed, but infrequent buses to poor outskirts	High activity, public transport strategy planned.	Progress in right direction, keep on
Vehicle sharing (car, bicycle, e-scooter, etc.)	0.5%	Medium	E-scooters blocking footpaths	Low use gives small benefits	Sharing offers only available in the centre	No activity, purely privately driven field	Proper regulation and knowledge needed
Private motorised transport (car, motorcycle, etc.)	64.5%	Good	Many accidents with people that walk or cycle	High use of cars strongly impacts air quality and noise levels	Road networks covers all parts of the city well	High activity, new bypass is under construction.	Introduce measures to reduce car traffic in city centre when bypass is completed
Multimodality (train station, interchanges)	n/a	Good	New train station is attractive. Unreliable changes in off-hours incentivise car use	Main bus station is outside walking distance from main train station.	No Park&Ride offers in outskirts. Lack of secure bike parking for e-bikes at main interchanges.	Low activity	Involve location of interchanges and P+R and B+R in public transport strategy
Freight	n/a	Good	Heavy truck traffic in centre causes safety risk	Trucks in centre cause air and noise pollution	All industrial areas well connected	Low activity	Develop strategy to divert heavy goods traffic from centre
ANALYSIS	Car is the dominant transport mode	Walking and cycling infrastructure needs improvement	Traffic safety needs to be prioritised	Air pollution from cars and trucks is biggest problem	Improve bus connections to outskirts	Capacity needs to be strengthened in several fields	

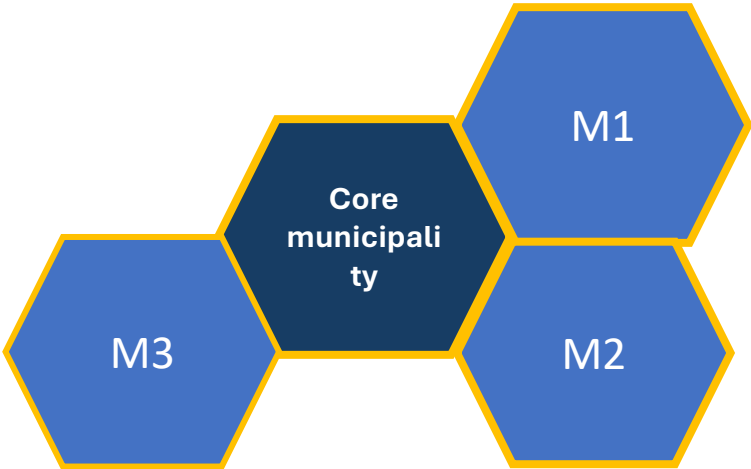


Different examples of collaboration

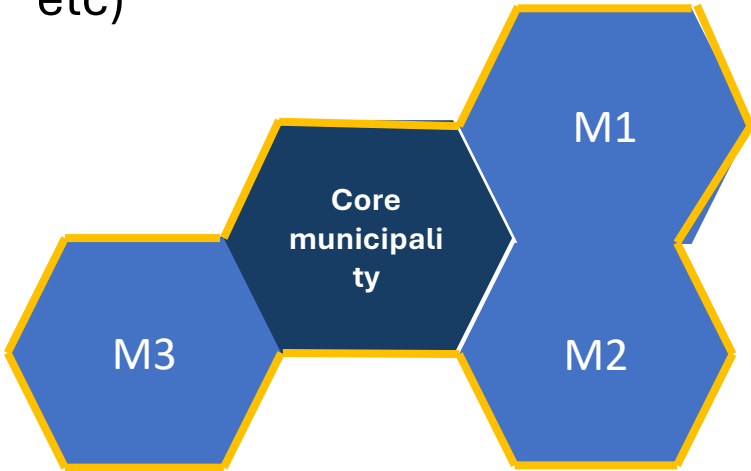
Small city (<50K inhabitants) as a core city with smaller satellite communities at a distance less than 1-hour commuting



Small city (<50K inhabitants) as part of an urban agglomeration yet no Metropolitan Authority



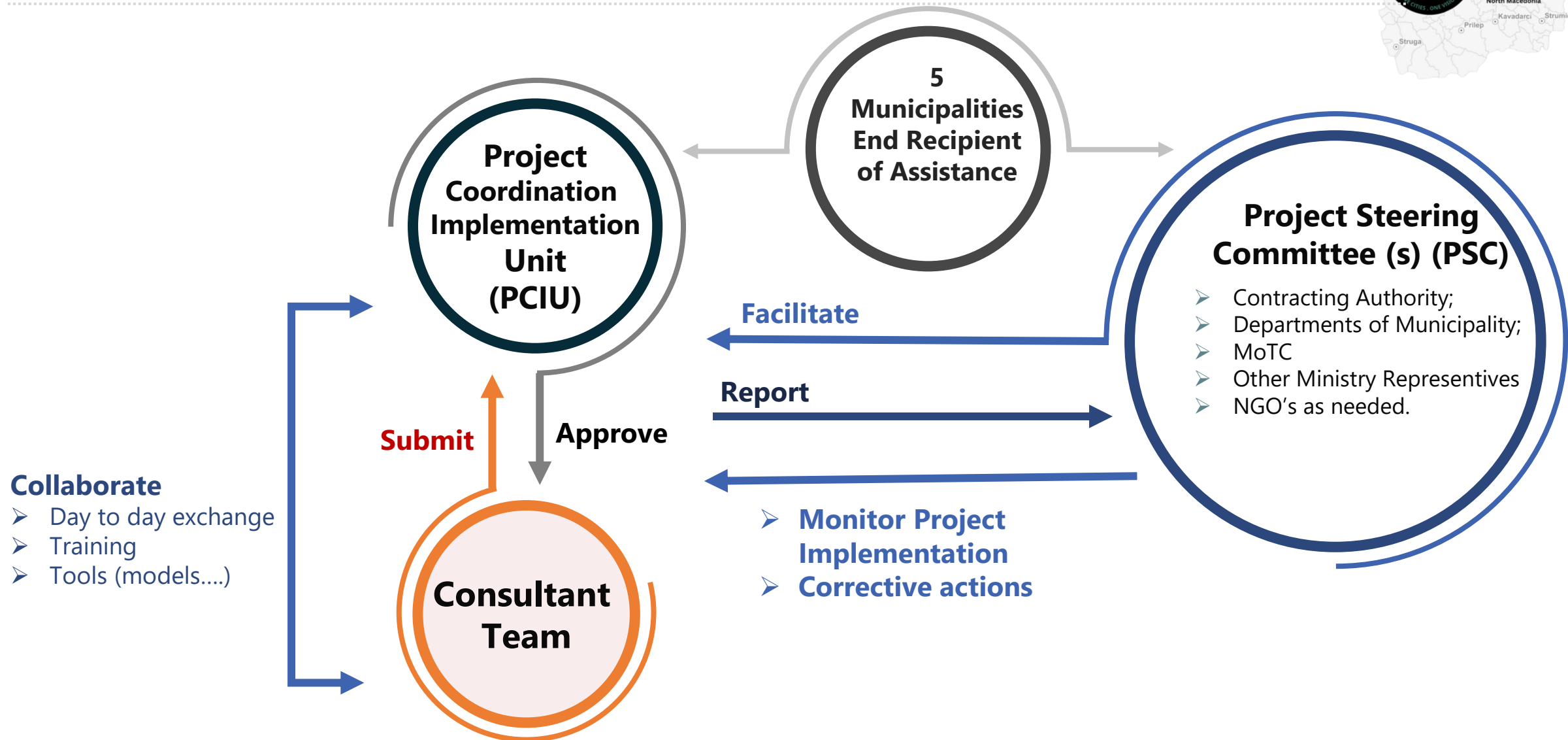
Small city (<50K inhabitants) as part of an urban agglomeration (having boundaries between them) and with different authorities responsible for transport infrastructure and operation (road networks, PT etc)



P1 – PREPARATION & ANALYSIS

- **Resource constraints:** Limited budgets and staffing >> (Keep it simple and solid - KISS)
- **Data limitations:** Limited availability of robust data>> Use pragmatic, qualitative and available data sources
- **Stakeholder engagement:** Fewer actors and informal structures >> Leverage direct contact, trust and local relationships

WORKING STRUCTURE



WORKING STRUCTURE

- Overseeing the SUMP development progress,
- Support the project team within its work by ensuring a close cooperation between relevant stakeholders and project team as well as assuring transparency and visibility of the activities,
- Review and adoption of the deliverables related to SUMP development,
- Jointly discussing and identifying any critical points for in SUMP development, as well as propose remedial actions to be taken, to tackle identified problems.

PSC meeting
will be
organised in
every **2-3**
months.

PSC members
can be an
average of **5**
to 7 people.

PLANNING FRAMEWORK FOR THE SUMP

Study Area:

- Functional Urban Area (travel-to-work area)
- If no regional and national regulations for the geographic scope of a SUMP exist, the most suitable spatial coverage needs to be agreed by the stakeholders concerned and approved by the political body.

Legislation and Regulation

Thematic Plans:

- Noise
- Pollution
- Sustainable energy
- Environmental Impact assessment plans

Spatial Plans:

- Land Use Plans
- Zoning Plans
- Urban design plans

Financial and Legal status:

- Missions, Authorities and Responsibilities of Local and Central Governments in Urban Transportation Decisions
- Investment and Financing of Transport Infrastructure

Transport Plans:

- National Strategy for Transport Sector
- National ITS Strategy for the Republic of North Macedonia
- National Strategy for Sustainable Development for the Republic of Macedonia
- Regional and Local Plans
- Local Road Connectivity Project

PLANNING FRAMEWORK FOR THE SUMP

This framework includes the following:

- **Study Area Boundaries:** Ensuring alignment with existing Transport Master Plans.
- **Geographical Context:** Positioning the city within international, national and regional environments.
- **Historical Evolution:** Understanding the historical growth and development patterns of cities.
- **Demographic and Socio-Economic Profile:** Analysing the population structure and economic dynamics in each city.
- **Existing Planning Practices:** Review of existing strategies, planning documents and other relevant materials.

Report for TASK 1.1. (3 Months)



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Task 1.1 – Expectations From the Beneficiary Side

- ✓ Identification of the PSC Members from the Municipality Side (inter departmental technical experts, relevant stakeholders,
- ✓ Identification of the relevant stakeholders for stakeholder and citizen engagement plan
- ✓ Reviewing the Urban Functional Area Borders
- ✓ Sharing the Current Development (Urbanistic) Plans
- ✓ Following up the Project process through various communication tools (e-mail group, whatsapp group)

Discussion Questions



? What is the biggest mobility challenge in your city today?

? Which SUMP phase would be most difficult for your municipality?

? What is one local strength that could support the SUMP process?

? Which stakeholders should be involved from the very beginning?

? What is one realistic quick win for your city?

? What should come first in your city: better analysis, stronger strategy, or faster implementation?

SUMP RESOURCES



- SUMP Guidelines: <https://www.eltis.org/mobility-plans/sump-guidelines>
- SUMP Topic Guides: <https://www.eltis.org/mobility-plans/topic-guides>
- SUMP Practitioner Briefings: <https://www.eltis.org/mobility-plans/practitioner-briefings>
- SUMP Self-Assessment: www.sump-assessment.eu
- Mobility Academy: <https://www.mobility-academy.eu>
- 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>



THANK YOU...

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