Evaluating SUMPs: Monitoring, impact assessment, benchmarking and indicators

Sustainable urban mobility indicators for European urban areas

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Content

• Importance of urban mobility indicators for SUMP
• Barriers and challenges for common indicators
• Indicator framework for European urban areas
Monitoring and evaluation (M&E) is a key requirement in the SUMP process

- M&E for a SUMP defines indicators for which data needs to be collected during and after implementation
- Indicators need to be linked to different SUMP elements
- Selection of indicators is complex and challenging
Indicator categories

- **Outcome Indicators**: reflect the achievement of SUMP objectives
- **Transport Activity Indicators**: (Intermediate Outcome) measure the success of SUMP strategies
- **Output Indicators**: provide information on the progress of transport interventions
- **Input Indicators**: measure the use of resources
- **Contextual Indicators**: provide information on external developments
## Example for indicators of different categories

<table>
<thead>
<tr>
<th>SUMP Element</th>
<th>Measured by</th>
<th>Outcome Indicator</th>
<th>Transport Activity Indicator</th>
<th>Output Indicators</th>
<th>Input Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective</strong></td>
<td>Reduce local air pollution from transport</td>
<td>Number of days exceeding critical air pollution levels</td>
<td>Share of walking and cycling trips</td>
<td>km of segregated cycle lanes built</td>
<td>km of segregated cycle lanes built</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>% completion of pedestrianisation of city centre</td>
<td>% completion of pedestrianisation of city centre</td>
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<tr>
<td><strong>Strategy</strong></td>
<td>Increase use of non-motorised modes</td>
<td></td>
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</tr>
<tr>
<td><strong>Instruments</strong></td>
<td>Build segregated cycle lanes</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Pedestrianise city centre shopping street</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Resources</strong></td>
<td>Investment and maintenance costs</td>
<td></td>
<td></td>
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</table>
Advanced sets of indicators developed by cities: Example Dresden’s M&E plan

- Dresden M&E Plan has been developed by the City Administration, Department of Transport Development Planning
- The matrix of 45 objectives and indicators shows both quantitative and qualitative objectives
- 65% of objectives are measurable with quantitative indicators
- Initial indicator list was being further qualified and shortened
Need for a common indicator framework

- to **track and understand the impact** of cities’ policies
- to allow policy makers in urban areas and at the national and European level to **track progress and to develop more effective and fact-based interventions**
- to enable cities **to benchmark** against other cities or compare to national / international data sets
Selection of existing urban mobility indicator frameworks and studies
Objective of the DG Move service contract “Sustainable Urban Mobility Indicators-SUMI”

• provide technical support to at least 53 EU urban areas to use a common set of indicators;
• develop a benchmarking functionality and integrate it into a tool developed by WBCSD;
• collect learnings to improve the indicators based on the concrete experience of cities; and
• to ensure the long-term and wide-spread use of an indicator framework and tool among European cities/urban areas of any size
SUMI indicator framework (1)

- The World Business Council for Sustainable Development (WBCSD) developed a set of 19 sustainable urban mobility indicators
- The online tool (http://www.wbcdsms.org)
  - analyses cities sustainable mobility performance;
  - identifies mobility solutions;
  - maps solutions; and
  - provides all information as pdf to support stakeholder communication in the city.
SUMI indicator framework (2)

• Indicator set should provide clear added value
• Indicator set is understandable for stakeholders and decision makers and takes into account available data sources
• Need to create commitment to provide data voluntarily
• Geographical focus of indicators will be on urban area
SUMI approach: Indicator mentors

- **Review of the existing WBCSD definitions** (methodology, indicator calculation method, practical advice) and WBCSD’s online tool
- **Provide support and coordination functions**, including capacity building activities to urban area coaches and city representatives
- **Serve as contact point for the urban area coaches** (function as “hotline” to urban area coaches, collect feedback from urban area coaches)
- **Contribute to the systematic feedback collection** and to participate in structured interviews
SUMI approach: Urban area coaches

- **Assist urban area representatives** in using the indicators and in identifying data sources.
- **Draft an inception strategy for each urban area**, incl. assessment of mobility data and experiences, planning of site visits, establishment of local contacts, suggestions for decision-making processes.
- **Hold face-to-face meetings with urban area representatives** to (1) clarify the project aims and the specific needs and (2) to finalise the calculation of indicators.
- **Complete a preliminary matrix** of available data versus indicators.
- **Monitor the progress** in indicators calculation.
- **Collect hands-on experience**.
- **Contribute to the systematic feedback collection** and to participate in structured interviews.
Cooperation with urban areas

• SUMI will cooperate in each member state with **one large and one small urban area**

• **Main tasks** for cooperating urban areas are
  • to cooperate with their urban area coach,
  • to gather the data for each indicator,
  • to fill in data sheets if data is already available throughout different city departments,
  • to collect data that is not (or only partly) readily available,
  • to conduct surveys or to acquire other data (with financial support of up to €5,000 per urban area)

• **Other cities / urban areas are invited** to cooperate with SUMI and to test the indicator set
Quality assurance through the scientific board, workshops and capacity building

- **Scientific board** comprising leading academics in the field to review SUMI findings and progress
- **Stakeholder workshops** dedicated to urban mobility expert groups
- **Consultation workshops** for European urban areas which were not directly involved in the indicator testing exercise
- **Webinars** to support representatives of urban areas and urban area coaches in the first phase of the project
- **E-courses** on indicator framework and tool
SUMI in a nutshell

- Service contract for DG MOVE
- Objective: help European urban areas using a common urban mobility indicator framework and to ensure long-lasting use of the framework in European urban areas
- Start date: 27.12.2017; end date: 26.12.2019
- Partners

  - Subcontractors: ECF (for the inclusion of an additional indicator "traffic safety active modes"), WBCSD, and as urban area coaches: CERTH (Greece), UIRS (Croatia), Zilina University (Slovakia), TRIVECTOR (Sweden), STRAFICA (Finland), Mobilissimus (Hungary), Uni Krakow (Poland) and TIS (Portugal)
- Total budget: 1,406,571€
Thank you!

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