

## TEACHING MATERIAL GUIDANCE

### 1. Title of the material

*New framework for monitoring urban mobility in European cities*

<https://pdf.sciencedirectassets.com/308315/1-s2.0-S2352146517X00069/1-s2.0-S2352146517303629/main.pdf>

### 2. Which section of the SUMP it is relevant to?

This paper's aim is to set up a framework for monitoring urban mobility by a criteria set which helps determining indicators from general objectives through urban (mobility) objectives. Indicators set up this way should be suitable to benchmark and compare progress of urban areas across the EU, paying special attention to integrated approach while defining the methodology.

Therefore, the material in this article may be useful for SUMP clause 6.1.

### 3. Problem approached and content overview

According to the opinion of the European Economic and Social Committee an effective, efficient and sustainable transport policy should be based on ongoing monitoring of the results achieved and on swift adjustments of measures that are not working at local and regional level. One of the interventions is the improvement of quality and availability of data and statistics for urban transport systems operations and decision making at local, regional, national and EU level. This paper pays special attention to the integrated approach while selecting suitable indicators for policy objectives, expressing that SUMP are about fostering a balanced development and a better integration of the different urban activities, including mobility modes. This planning concept highlights that urban mobility is primarily about people; emphasizing citizen and stakeholder engagement, as well as fostering changes in mobility behaviour.

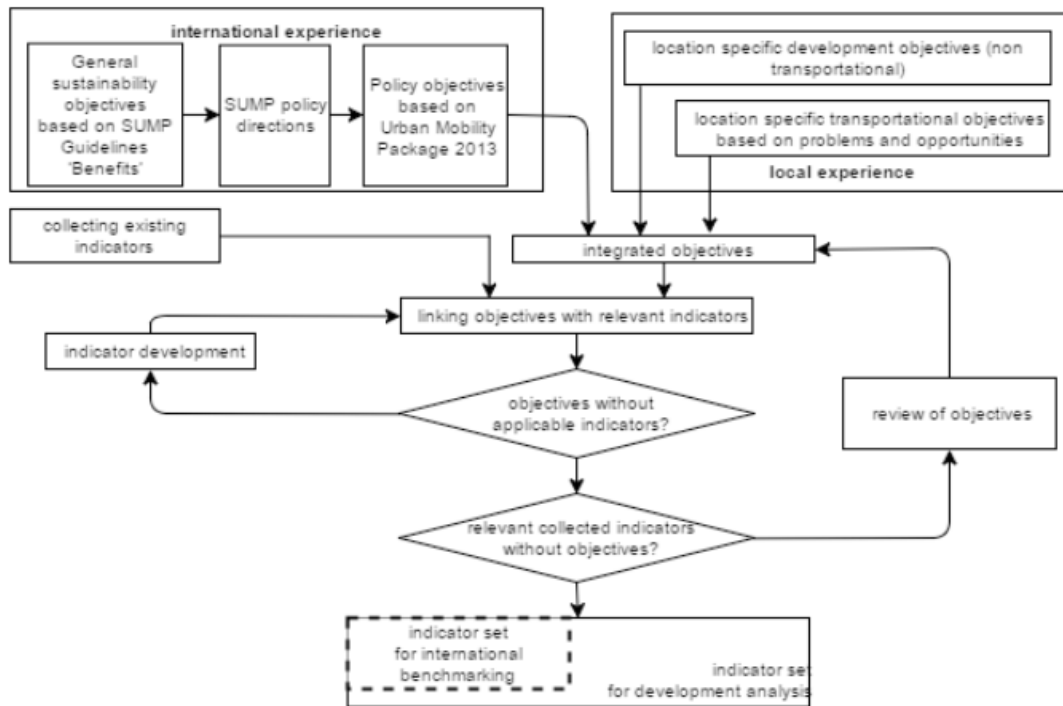
The collection of SUM indicators need to be carried out following a top-down approach. In order to capture the integrated approach of SUMP, a three level set of objectives system has been elaborated:

- general objectives,
- sustainable city objectives
- sustainable urban mobility objectives.

The general sustainability objectives are defined as a mix of liveability, health, social equity, environmental quality and viable economy aspects: quality of life, economic benefits, better health and environment, improving access, effective use of limited resources, winning public support, preparing better plans, fulfilling legal obligations, using synergies and new mobility culture.



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Flow chart of indicator set development

At a next step the sustainable city level objectives are considered. SUMP can be built on local transport-based problem solutions, as a third leg the SUMP have to contribute eminently to the policy development objectives of a given city. These parts of the SUMP are locally oriented, can be different from those of other cities and are necessarily not easily comparable between cities. What an indicator can measure in such cases is not the outputs and results of stand-alone interventions, but rather the degree of the policy integration: whether the goals are derived from wider city development objectives or are just limited to the transport aspects.

In order to capture the role and function of the SUMP, further sub-levels of principles are needed for the selection of indicators.

According to the above principles, the main sustainable urban policy objectives are the followings:

- sectorial integration (integration of the transport development into the (sustainable) urban policy together with other sector's development),
- territorial integration (city core, greater city and surrounding non-urban area), and
- modal integration (balanced development and a better integration of the different urban mobility modes),
- the principle of participation and citizen and stakeholder engagement.

As a third basis, the urban mobility-oriented objectives are taken into account, as formulated in the 2013 Urban Mobility Package: (COM (2013) 913 final)

- Increase the modal share of walking, cycling and public transport;



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- Reduce emissions from transport, both public and private, and both passenger and freight transport; □ Reduce congestion;
- Increase road safety;
- Ensure urban freight transport receives equal attention to urban passenger transport;
- Promote the use of Intelligent Transport Systems as enabler to the other policy objectives.

### 4. Who could be interested in this material?

Students and those looking for review of problems related to the SUMP indicators choice.

### 5. What is worth mentioning as an innovative factor for the reader?

This paper highlights the levels of evaluation that belongs to urban (sectorial, territorial and modal) integration, and points out what kind of indicators (new and already existing) should be related to that and how. It is important to have available data, but the collection of new data fitting the new aims, and the creation of new indicators are necessary, too. Besides the output indicators, there must be more attention given to program-level result indicators pointing to higher aims. Regions with different levels of development need to be compared regarding the correspondence (and its extent) between their set of urban development goals and their transport measures. Therefore, comparability has to be provided within this frame, which requires a paradigm shift. In support of the new approach (sustainable city, suitable sectors including transport) the evaluation of results and the related database must change as well. This integrated approach has to be applied while planning, and has to be realized through feed-back, evaluation, monitoring and in the selection of the indicators too.

The paper emphasizes that the previous monitoring methods have to be complemented by the measures of sectorial integration. This process should answer the question whether the transport development corresponds (and to what extent) with the integrated urban development targets and the transformation of urban functions.

### 6. Limitations

The work is rather general in nature and only indicates the course of action.

