

TEACHING MATERIAL GUIDANCE

1) Title of the material

Mozos-Blanco, M.Á.; Pozo-Menéndez, E.; Arce-Ruiz, R.; Baucells-Aletà, N. The way to sustainable mobility. A comparative analysis of sustainable mobility plans in Spain. Transp. Policy 2018, 72, 45–54, doi:10.1016/j.tranpol.2018.07.001.

<https://www.sciencedirect.com/science/article/abs/pii/S0967070X17301300>

2) Which section of the SUMP it is relevant to?

The authors presented in the article the criteria for assessing the content of SUMPs and evaluated SUMPs in 38 Spanish cities, pointing out the strengths and weaknesses of the documents analysed. Therefore, the article can be linked especially to the first, fourth and twelfth parts of the SUMP circle, which deal respectively with: setting up working structures (in particular assessing opportunities and resources - **subsection 1.1.** and planning stakeholder and citizen involvement - **subsection 1.4.**), scenario building and joint evaluation (developing scenarios of possible futures - subsection 4.1.) and reviewing and learning lessons (analysing successes and failures - **subsection 12.1.** and considering new challenges and solutions – **subsection 12.3.**).

3) Which Mobility Manager knowledge this material is the most relevant to?

It is related to Development of Sustainable Urban Mobility Plans (section 3 of the Mobility Manager competencies).

4) Problem approached and content overview

The approach is to try to answer the question if and how SUMPs have brought about changes in transport management, city logistics and the transport behaviour of citizens and how these changes can be evaluated. The evaluation of mobility plans, their results and the comparison between cities and their evolution towards more sustainable mobility is a challenge in many cases today. SUMPs developed over many years in Spanish cities were evaluated. The main objective of this article is to present the results of a study carried out on 38 Sustainable Urban Mobility Plans in Spain and to compare these results. All cities are members of the Spanish Network of Smart Cities.

SUMPs are analysed in terms of identifying and evaluating the various proposed mobility measures included in the plans, how well they are defined, costs, implementation programmes, etc. This paper analyses the diagnosis of the mobility situation in each location according to the diagnostic document included in many SUMPs. A number of measures included in the plans have been analysed taking into account sixteen indicators such as accessibility, intermodality, pedestrians or public space design. SUMPs were also analysed for their completeness (e.g. whether the documents include a monitoring plan, budget and timetable). By comparing the results, a brief overview of the evolution of efforts to achieve more sustainable mobility in Spain was obtained. The presented



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research was summarised by proposing some guidelines for further analyses as well as for new SUMP to be developed in the next years in Spain.

The lack of homogeneity in the development of SUMP, their content, indicators and measures used creates problems when trying to analyse real changes in mobility and compare one city with another. The aim of the analyses presented in this article is to evaluate SUMP in Spain in terms of the type of measures included in each of them and the degree to which these measures have been defined. The article presents the results of a comparative assessment between cities regarding the degree of definition and development of SUMP and the proposed measures in each city, including estimated costs, associated schedules and monitoring methodology.

Evaluation criteria were defined including the degree of detail of the preliminary diagnosis and the process of public participation in its preparation and approval. Furthermore, the degree of definition of the monitoring programme, budget and timetable were analysed. In addition, analyses were made of the actions included in the plan, which were evaluated according to the proposed criteria.

5) Who could be interested in this material?

This article is aimed at students and people looking for a concise introduction to the development of SUMP and issues related to the assessment of the content and structure of urban mobility plans. Students specialised in mobility management will find guidance on which measures to take into account in urban mobility planning and how to evaluate SUMP and compare different SUMP. The article contains many references to scientific literature in the area of research on mobility management and mobility plan development. The measures described and the guidelines for developing SUMP can be helpful for those who prepare such documents.

6) What is worth mentioning as an innovative factor for the reader?

The article aims to provide an overview of the measures proposed by SUMP in Spain and a comparative assessment of their features in the Plan documents. It provides insight into preferences and modes of action and identifies common aspects and differences. It gives an idea of the diverse views on sustainable mobility and the capacity of different communities to act.

The article presents an interesting approach to assess the content of SUMP and to compare different SUMP with each other. The article points out the advantages and disadvantages of the approaches, the assumptions and content (measures included), the detail of the different SUMP and the implementation process.

The plans must include a monitoring programme with specific indicators to objectively look at changes in mobility trends. There is a gap in the evaluation process in the SUMP analysed. After investing huge resources in SUMP, Spanish cities are not able to determine whether their projects have been successful and whether the implemented actions and measures have contributed to changing the modal split or avoiding CO₂



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emissions. This is an important consideration for teams working on the development of SUMP, which points to a detailed approach to the adoption of cyclically measurable indicators to assess the changes assumed.

The authors of the article stress that SUMP should be about more holistic strategies that take into account not only mobility but also citizens' quality of life, short- and long-term impacts, the groups they affect and the social culture in which each measure is applied. Not only measures that focus on public transport but also the planning of the shape and layout of the city should be included.

Described measures may also be useful in the process of SUMP development. The article contains many references to the scientific literature on the SUMP. The paper and these references may be useful in the framework of projects and theses being developed.

7) Limitations

The article presents many of the criteria and measures used in the development of SUMP, however, it does not present indicators dedicated to each measure and criterion. The article contains several comparisons and evaluations of the structure and content of SUMP in different cities but at a low level of detail. The presented evaluation of the individual criteria may be perceived as too general and subjective.

Nevertheless, the approach to the topic and the measures considered, as well as the references to scientific literature, are a valuable source of inspiration for preparing SUMP or for research on the impact of different factors on mobility.

