Mobilise Your City

Webinar “Introducing sustainable mobility plans”

03/11/2020

Introducing sustainable mobility plans

1. Introduction (10’)
2. Introduction to sustainable mobility (20’)

Pool + Pause (5’)

3. Breakout groups (30’)

Pool + Pause

4. The SUMP developement process (30’)

Pause (5’)

5. From SUMP planning to implementation (20’)
6. Q&A (10’)
7. Wrap up (10’)

Mobilise Your City

1. Introduction

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Introduction

- ✓ Introductory words by Anne Chaussavoine (AFD)
- ✓ Short round of introduction of participants

Mobilise Your City

2. Introduction to sustainable mobility

Thomas Durlin - Cerema

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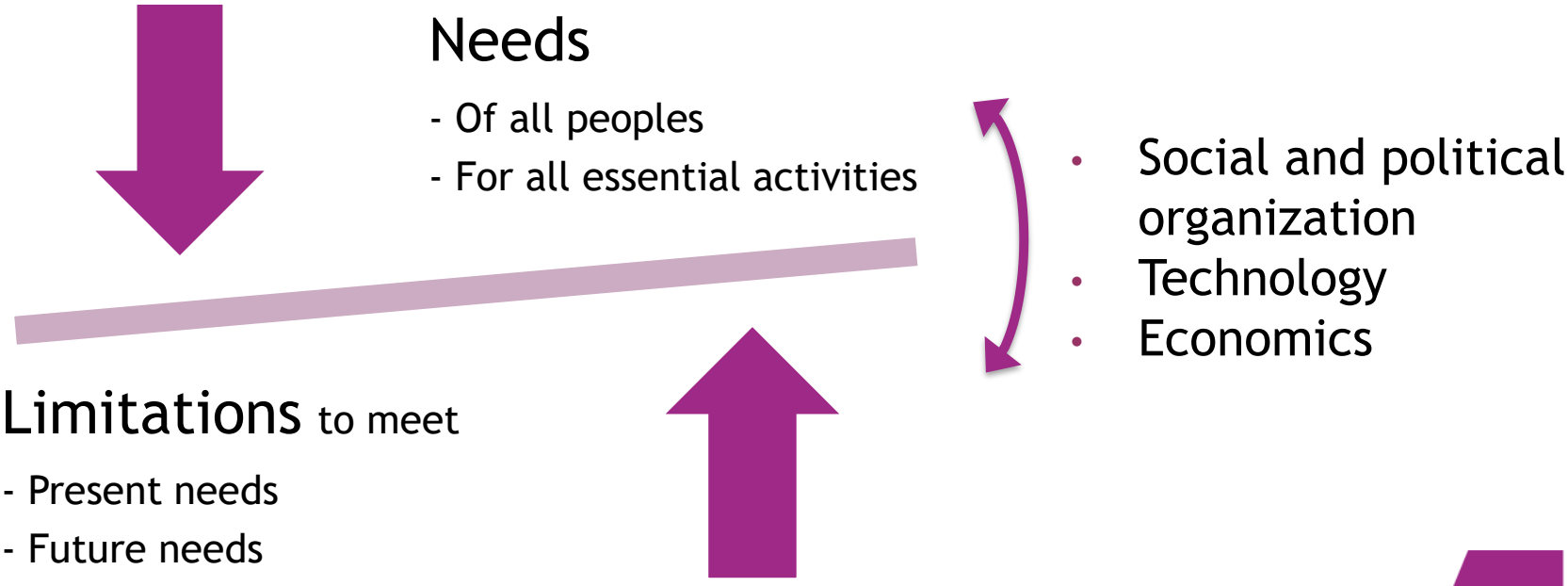
1. Introduction to sustainable mobility

- ✓ Sustainable development
- ✓ Sustainable mobility
- ✓ (E)ASI approach

A few words on Sustainable development

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs"

Brundtland Commission Report (1987)



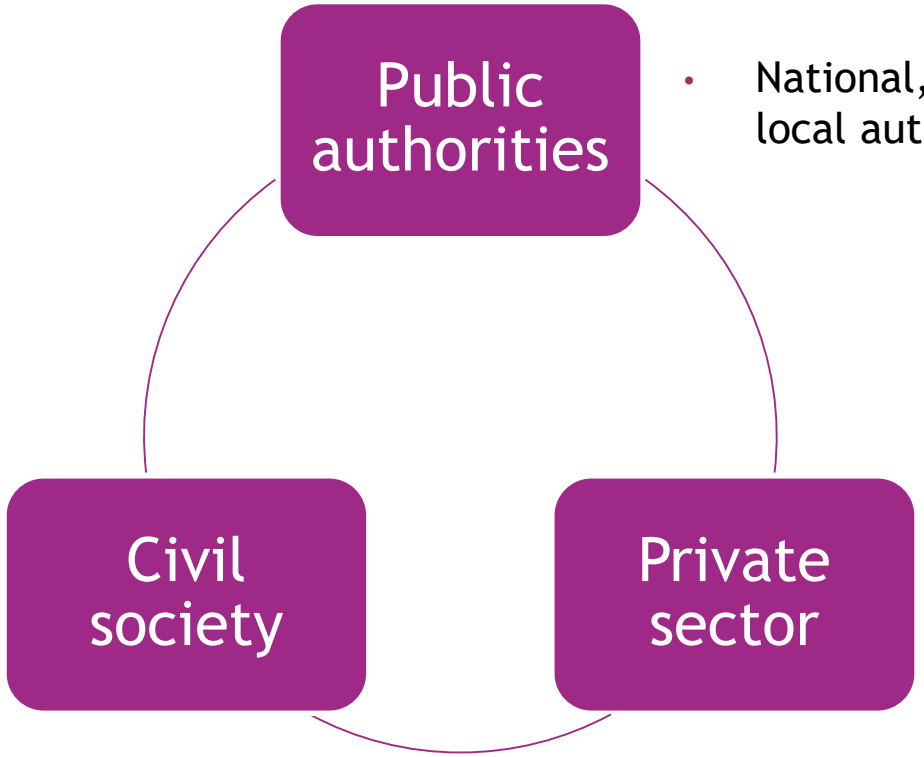
A few words on Sustainable development

Balance between social, environmental and economic pilars

A few words on Sustainable development

Balance between social, environmental and economic pilars

+ an adapted governance !



- National, regional and local authorities
- Associations
- ONG
- Citizens
- International, national and local companies

A few words on Sustainable development

17 sustainable development goals (SDG)

"A blueprint to achieve a better and more sustainable future for all by 2030"

A few words on Sustainable development

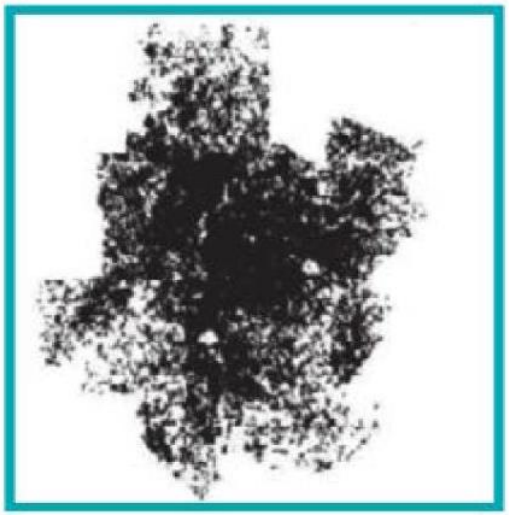
Sustainable mobility contributes to SDG

Source: MobiliseYourCity contribution to sustainable developement goals (SDG), 2020.

Urban dynamics

Urban dynamics

- ✓ In 2050: 5,3 Billion peoples will live in cities, including 80% in emerging countries, 95% of urban growth in emerging countries
- ✓ Between 2000 and 2030, urban sprawl will increase by 72%



Atlanta

- ✓ Pop. : 5,25 millions
- ✓ 4 280 km²
- ✓ Emissions: 7,5 tons of CO2 per hectare per year (public and private transport)

Barcelona

- ✓ Pop. : 5,33 millions
- ✓ 162 km²
- ✓ Emissions: 0,7 tons of CO2 per hectare per year (public and private transport)

50 km

The traditional transport approach

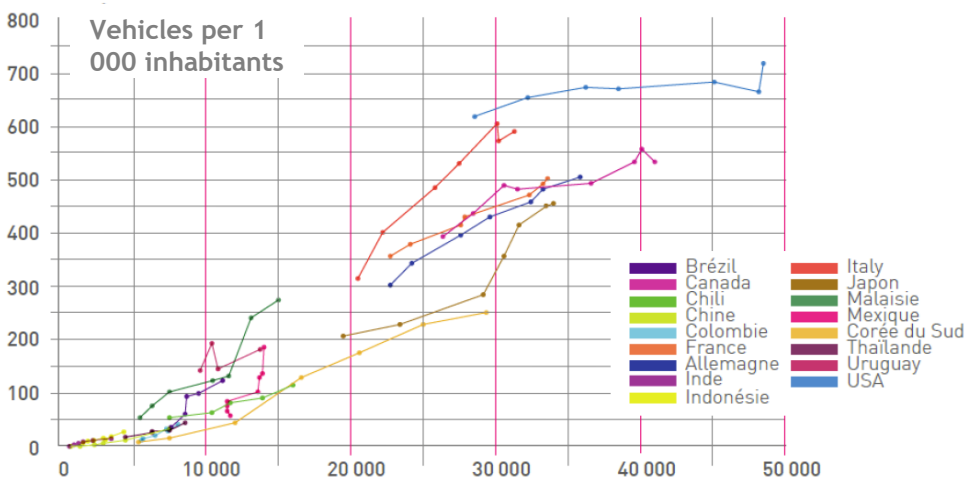
Economic growth implies an increase in mobility

+

Car-ownership tends to increase with GDP

→ Motorised and carbonised mobility

- ✓ Traffic is the key
- ✓ Mono-modal approach
- ✓ Infrastructure-based
- ✓ Project approach
- ✓ Transport only
- ✓ Short and middle terms
- ✓ For an institutional area
- ✓ Limited impact assessment



The traditional transport approach

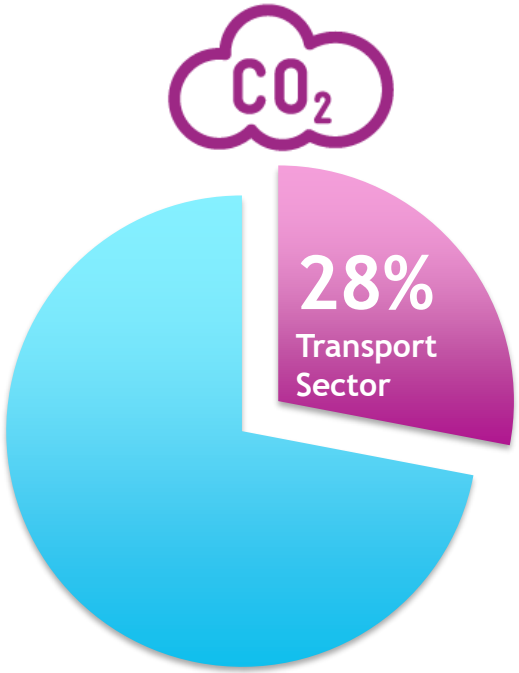
My home

My work

Fortunately…

I have a car!

Need to tackle urban transport emissions



50% CO_2 emissions from urban transport

2/3 of world population in cities in 2050

Urban transport is the sector with the **highest growth rate** and needs to be taken into account to achieve the 2-degree target

> 5 400 Billion USD / year = 2 UK GDP

Need to tackle congestion and road safety

- ✓ Road congestion: lost time, variations in travel times, fuel consumption, GHG and pollutant emissions, noise emission, stress, …

  → Economic, social and environmental costs

- ✓ Purely infrastructure-based solutions are inefficient
- ✓ Integrated approach including all modes (motorized modes, PT, actives modes, paratransit) and urbanism / mobility
- ✓ urbanism and mobility integration

> 850 Billions USD / year = GDP of the Netherlands

> 518 Billions USD / year = GDP of Nigeria GDP

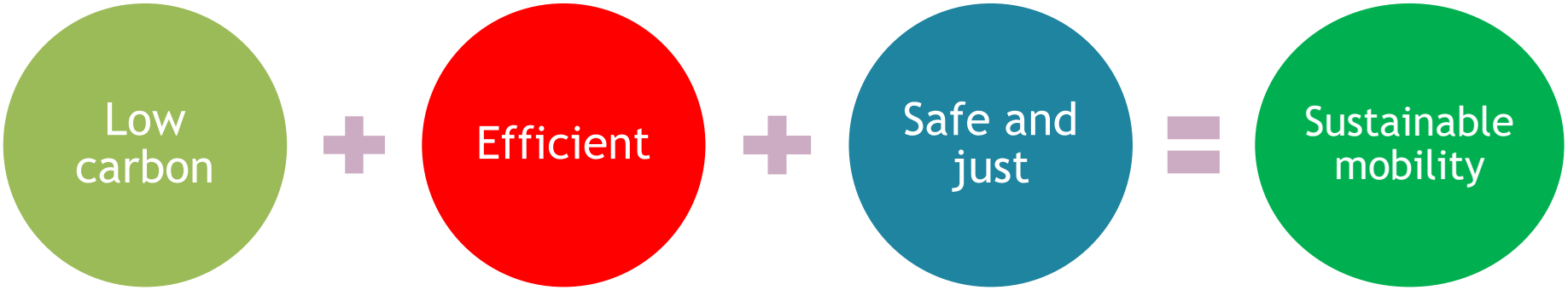
Working for equity

- ✓ Mobility is the key to jobs, services, education, health…
- ✓ Urban mobility can represent a high share of daily wages
- ✓ A car-oriented mobility policy is inequitable
- ✓ Public Transport and active modes for social equity

Informal modes can represent "*20 to 25 % of daily wages in rapidly growing cities such as Delhi (India),Buenos Aires (Argentina) and Manila (the Philippines), and as much as 30 % in Nairobi (Kenya),Pretoria (South Africa) and Dar es Salaam (Tanzania)*" *

* Source: UN-Habitat. (2013). *Sustainability challenges for urban mobility in Planning and design for sustainable urban mobility, Global report on human settlements 2013.*

The MobiliseYourCity vision for sustainable mobility



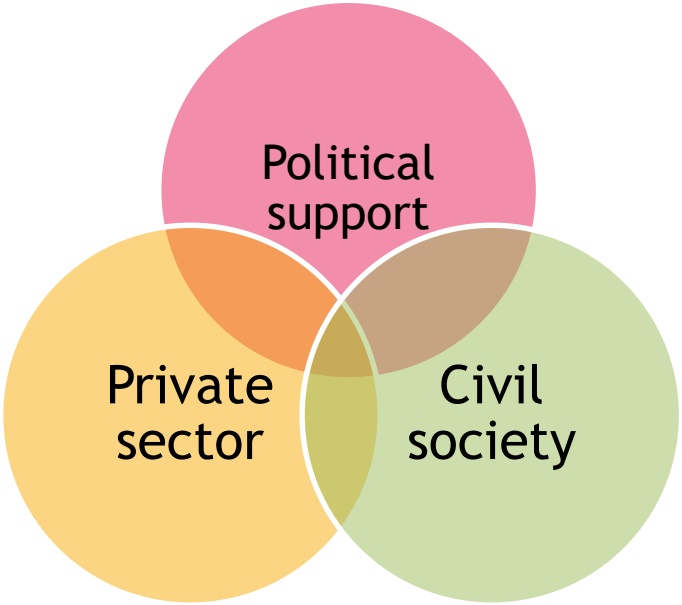
- ✓ People is the key
- ✓ All modes and all services contribute to the same goals
- ✓ At the scale of the functional area

Barriers to sustainable mobility

Barriers (and possible solutions) are as diverse as cities and urban transport system themselves

- ✓ Lack of budget for funding urban mobility
- ✓ Limited skilled staff resources
- ✓ No clear-cut responsibilities
- ✓ Traditional ways of transport planning focusing on infrastructure or individual projects
- ✓ Lack of stakeholder involvement
- ✓ Hardships in resolving target conflicts between different road users and urban functions
- ✓ Lack of vision and strategy for the future of mobility in your city
- ✓ …

Supports to sustainable mobility



- ✓ Enhanced quality of life and a city livable for all
- ✓ Efficient use of resources: the best projects with maximized global impacts, including interactions between different mobility services
- ✓ Systemic approach where different public policies converge
- ✓ Contribution to international and national objectives: GHG, SDG, …

(E)ASI approach

A tool for developping sustainable mobility

- ✓ Avoid
- ✓ Shift
- ✓ Improve
- ✓ Enable

(E)ASI approach
A for “AVOID”

Avoid or limit the increase in travelled kilometers

Limit travels

- The most sustainable mobility is when you don’t travel…

Promote short distance and actives modes

- If you need to travel, do in on short distances with active modes

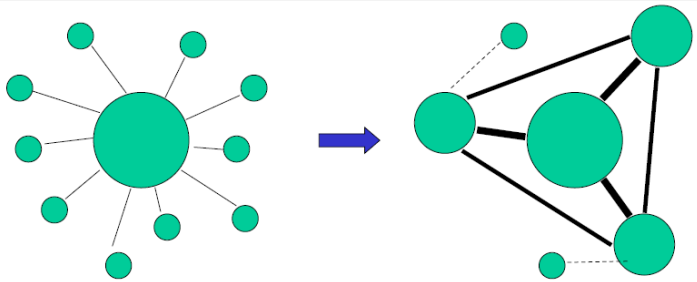
Use sustainable modes for long distance

- If you need to travel long distances, use sustainable modes

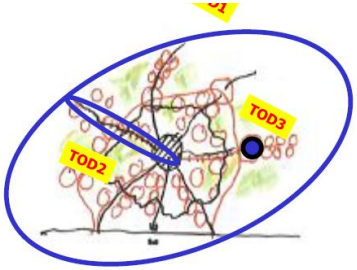
(E)ASI approach
A for “AVOID”

Avoid or limit the increase in travelled kilometers

- ✓ Diversity



- ✓ Density



- ✓ Design

Nice - France

(E)ASI approach
S for “Shift”

Shift to more sustainable transport modes

- ✓ Preserve and increase the use of modes that consume the least energy
- ✓ Shift travels with individual motorised modes to public transport and active modes

	 Traffic	 Bus	 Cycling	 BRT lane	 Walking	 Tramway	 Train
Capacity passenger/hour/direction	2 000	9 000	14 000	17 000	19 000	22 000	80 000
Energy intensity (MJ/passenger.km)	1.65-2.45	0.32-0.91	0.1	0.24	0.2	0.53-0.65	0.15-0.35
Fuel	Fossil	Fossil	Food	Fossil	Food	Electricity	Electricity

(E)ASI approach
S for “Shift”

Shift to more sustainable transport modes

- ✓ Promote active modes
  - ✓ Safe, continuous networks
  - ✓ Safe and preserved sidewalk
  - ✓ Make active modes efficient: create permeability across road and train infrastructures, across buildings, …
- ✓ Develop PT
  - ✓ Coverage of the whole functional area
  - ✓ Frequency and capacity
  - ✓ Level of service: comfort, safety, reliability
  - ✓ Affordable and integrated prices
- ✓ Limit the use of individual car
  - ✓ Regulatory action : speed limits, low-emission zones, congestion toll, vehicle registration licence, …
  - ✓ Car parking policy
  - ✓ Tax policy: fuel tax, licence, ...

(E)ASI approach
I for “Improve”

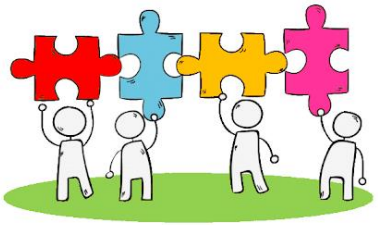
Improve the efficency of mobility

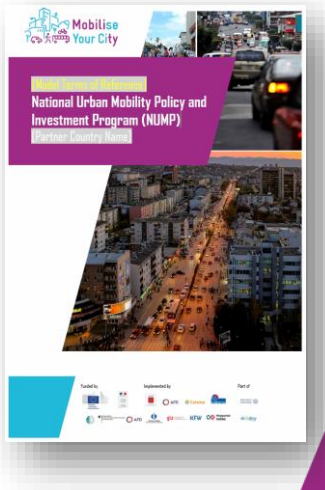
- ✓ Decrease congestion and increase the number of passengers per vehicle
- ✓ Improve energy efficiency of vehicles
- ✓ Promote new energy sectors: electric vehicles, renewable energies, …

(E)ASI approach
E for “Enable”

Create a framework where action is possible

- ✓ Competences are clearly defined
- ✓ An organisation is in charge of urban mobility planning
- ✓ Available human ressources and trained staff
- ✓ Financial ressources
- ✓ Public and private sectors are associated
- ✓ Concertation of civil society and citizens





! Coordination between national (regional) and local level !
→ **NUMP**: National Urban Mobility Policy and Investment Program

Poll 1

a. How sustainable is your mobility system today?

1. A nightmare for sustainability mobility
2. …
3. …
4. …
5. At the cutting edge of sustainability

b. How sustainable your mobility system could be in 5 years?

1. A nightmare for sustainability mobility
2. …
3. …
4. …
5. At the cutting edge of sustainability

Mobilise Your City

3. Break out groups

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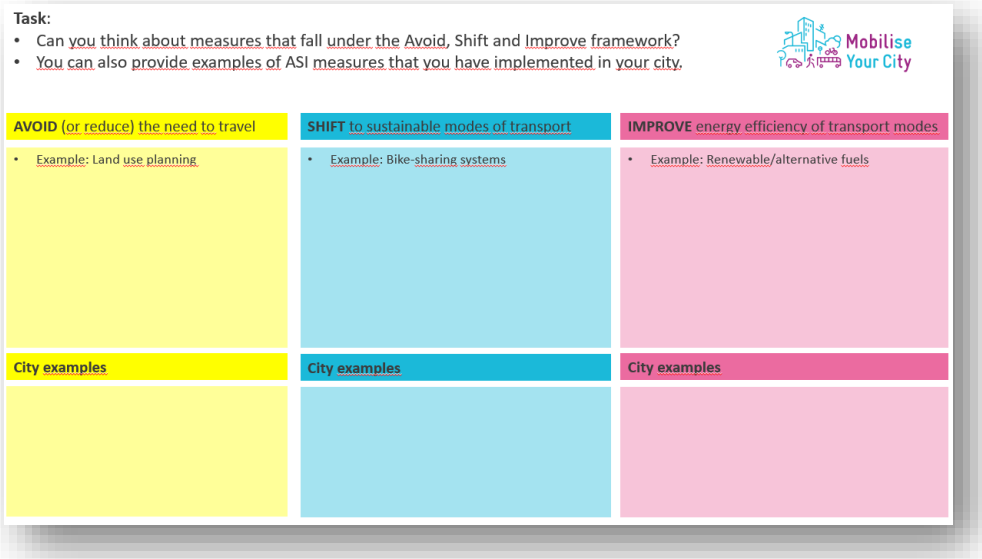
Break-out groups

Discussion:

- ✓ Can you think about measures that fall under the Avoid, Shift and Improve framework?
- ✓ You can also provide examples of ASI measures that you have implemented in your city.

Organisation

- ✓ 20 min in small groups
- ✓ 10 min for sharing results



Poll 2

“I have now identified (E)ASI measures that could be implemented in my city”

1. Not really
2. A few, but it will be difficult
3. Several measures that could be implemented
4. A bunch of measures that could be implemented

Mobilise Your City

4. SUMP elaboration phases

Thomas Durlin – Cerema
Prisca Lablonde TENE MBIMI - Communauté urbaine de Douala, Cameroun

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4. SUMP elaboration phases

- ✓ SUMP concept and comparison with traditional approach
- ✓ The specificities of MobiliseYourCity approach
- ✓ The SUMP development approach
- ✓ Case study: Douala – Cameroun, Prisca Lablonde TENE MBIMI

Sustainable urban mobility requires Sustainable urban mobility planning!

Sustainable mobility

Low carbon, efficient, safe and just mobility:

- ✓ People is the key
- ✓ All modes and all services contribute to the same goals
- ✓ At the scale of the functional area

≠

Traditional planning approach

- ✓ Traffic is the key
- ✓ Mono-modal approach
- ✓ Infrastructure-based
- ✓ Transport project by transport project approach
- ✓ Short and middle terms
- ✓ For an institutional area
- ✓ Limited impact assessment

The Sustainable Urban Mobility Plan

"A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles."

Source: Recommendations for Sustainable Urban Mobility Plans (EU 2013)

The 8 European SUMP Principles

Plan for **sustainable** mobility in the entire **'functional city'**

The 8 European SUMP Principles

Plan for **sustainable** mobility in the entire **'functional city'**

Cooperate across institutional boundaries

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Involve **citizens** and **stakeholders**

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Involve **citizens** and **stakeholders**

Assess current and future **performance**

The 8 European SUMP Principles

Plan for **sustainable** mobility in the entire **'functional city'**

Define a long-term **vision** and a clear **implementation** plan

Cooperate across institutional boundaries

Involve **citizens** and **stakeholders**

Assess current and future **performance**

The 8 European SUMP Principles

Plan for **sustainable** mobility in the entire **'functional city'**

Define a long-term **vision** and a clear **implementation** plan

Cooperate across institutional boundaries

Develop all transport **modes** in an **integrated** manner

Involve **citizens** and **stakeholders**

Assess current and future **performance**

The 8 European SUMP Principles

Plan for **sustainable** mobility in the entire **'functional city'**

Define a long-term **vision** and a clear **implementation** plan

Cooperate across institutional boundaries

Develop all transport **modes** in an **integrated** manner

Involve **citizens** and **stakeholders**

Arrange for **monitoring** and **evaluation**

Assess current and future **performance**

The 8 European SUMP Principles

Plan for **sustainable** mobility in the entire **'functional city'**

Define a long-term **vision** and a clear **implementation** plan

Cooperate across institutional boundaries

Develop all transport **modes** in an **integrated** manner

Involve **citizens** and **stakeholders**

Arrange for **monitoring** and **evaluation**

Assess current and future **performance**

Assure **quality**

The European SUMP approach

Figure 1: Differences between traditional transport planning and Sustainable Urban Mobility Planning

Traditional Transport Planning		Sustainable Urban Mobility Planning
Focus on traffic	→	Focus on **people**
Primary objectives: Traffic flow capacity and speed	→	Primary objectives: **Accessibility** and **quality of life**, including social equity, health and environmental quality, and economic viability
Mode-focussed	→	**Integrated development of all transport modes** and shift towards sustainable mobility
Infrastructure as the main topic	→	**Combination** of infrastructure, market, regulation, information and promotion
Sectoral planning document	→	Planning document **consistent with related policy areas**
Short and medium-term delivery plan	→	Short and medium-term delivery plan embedded in a **long-term vision and strategy**
Covering an administrative area	→	Covering a **functional urban area** based on travel-to-work flows
Domain of traffic engineers	→	**Interdisciplinary** planning teams
Planning by experts	→	Planning with the **involvement of stakeholders and citizens** using a transparent and participatory approach
Limited impact assessment	→	Systematic **evaluation** of impacts to facilitate **learning** and improvement

Source: Guidelines For Developing and Implementing a Sustainable Urban Mobility Plan - Second Edition, 2019 (Eltis)

The MobiliseYourCity SUMP specificities

Specificities of the MobiliseYourCity geographies

1. Mobility as a basic service not yet always affordable for all

2. Often not adequate institutional framework for urban mobility, uncompleted devolution process

3. Lack of financial resources: need to focus on financially realistic proposals

4. Paratransit and walking as main transport modes currently in most MYC cities

5. Lack of data and monitoring systems

The MobiliseYourCity SUMP specificities

The MobiliseYourCity approach

1. Capacity building component

2. Strong emphasis on participatory process (Mobilise Days)

3. Promotion of digital tools

4. Enhanced GHG MRV methodology developed under MYC

5. Need comprehensive surveys set and transport modelling as usually not available yet

The European SUMP circle

Figure 9: The 12 Steps of Sustainable Urban Mobility Planning (2nd Edition) – A planner's overview

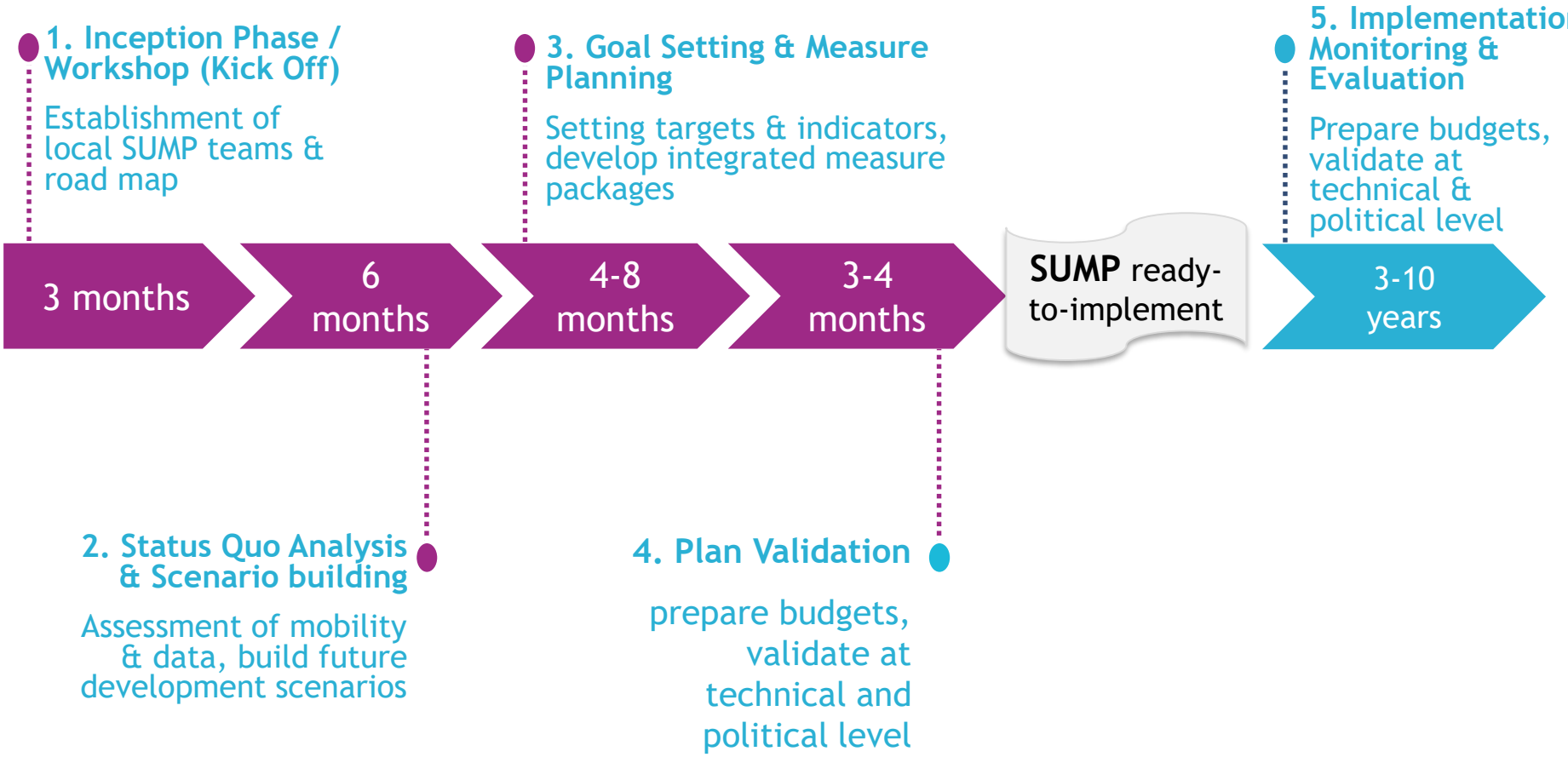
The European SUMP circle

The decision maker's overview

Figure 2: The 12 Steps of Sustainable Urban Mobility Planning (2nd Edition) – A decision maker's overview

This symbol indicates points of political involvement during the SUMP process

The MobiliseYourCity SUMP development approach

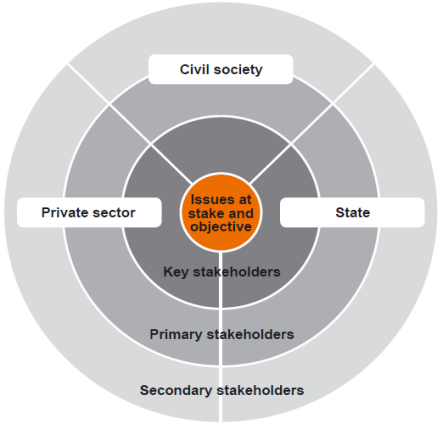


Source: Annotated Outline for Sustainable Urban Mobility Plans (SUMP) - SUMP development guidance resources for developing and transition countries, MobiliseYourCity, 2020

1. Inception Phase

Establishment of local SUMP teams & road map

- ✓ Within the local authority in charge of the SUMP: political and technical SUMP leaders, local expertise,
- ✓ Stakeholders involvement: identification of relevant stakeholders at the scale of the functional area, public/private sectors and civil society, mobility/urbanism/energy/…,
- ✓ Pre-status quo analysis: list of available studies, important on-going projects, …
- ✓ Road map for the SUMP elaboration and implementation
- ✓ Kick off event: to initiate cooperation and share ambition for the SUMP project
- ✓ Decision of the local authority: the legal start of the process, could include global objectives, road map, rough estimation of available founds,



Example of stakeholder map, Source: TRANSfer NAMA tool box

2. Status Quo Analysis & Scenario building

→ Objective: provide all inputs required to be able to
- take sound and shared decisions
- to develop a sound action plan

1. Description of the institutional, regulatory and financial framework

2. Presentation of the main transport problems, opportunities, strengths and weaknesses

2. Status Quo Analysis & Scenario building

→ Objective: Provide all inputs required to be able to
- take sound and shared decisions
- to develop a sound action plan

1. Description of the institutional, regulatory and financial framework

- Institutional and regulatory framework: relevant local and national policies and legislation, assessment of the roles and relations of public and private entities in the public transport system, institutional capacities

- Financial framework: financial capacities of local authorities, transport authorities, operators, description of national and sub-national funding schemes for urban mobility. Identification of other funding sources

- Planning framework: mapping of existing plans related to transport at different levels (national, regional, local, district) and scope (e.g. road, rail, public transport) developed by sectors

2. Presentation of the main transport problems, opportunities, strengths and weaknesses

2. Status Quo Analysis & Scenario building

→ Objective: provide all inputs required to be able to
- take sound and shared decisions
- to develop a sound action plan

1. Description of the institutional, regulatory and financial framework

2. Presentation of the main transport problems, opportunities, strengths and weaknesses

based on a sound analysis of data from all transport modes in the following areas:

- ✓ Demographical data and urban development
- ✓ Mobility and transport: Transport infrastructure and transport services supply, Mobility demand and traffic, active mobility
- ✓ Accessibility
- ✓ Road safety
- ✓ Urban freight
- ✓ Social aspects of mobility: gender and mobility, other groups with specific mobility needs, transport poverty, city livability
- ✓ Environment: local air pollution, GHG, noise
- ✓ New solutions for mobility and transport

→ **Baseline** summary, challenges and opportunities

3. Goal Setting & Measure Planning

Setting targets & indicators, develop integrated measure packages

1. A vision for urban mobility and a strategic framework for the direction of the SUMP: city-specific and depending on local context and aims, it could include modal split, accessibility, quality of life, emission, safety, …

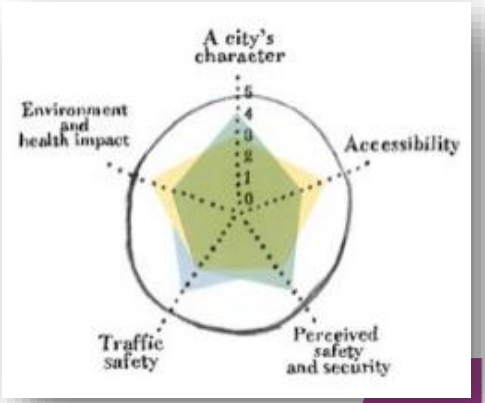
2. Formalised objectives of the SUMP, measurable targets and indicators: enable to monitor progress towards each objective, easily measurable and understandable

3. List(s) of measures and/or measure packages: packages to benefit from synergies, groups by type of measure, by acceptability, by objective or challenge, by geography, by costs, and/or by bundling for external financing, or around bigger projects

4. Short- and long-term scenarios, including the selected scenario and business-as-usual scenario: illustrative scenario description (rationale, main impacts) + traffic forecast modelling results if available, multi-criteria comparison

The 5 MobiliseYourCity Core indicators:

- Access to public transport
- Air pollution
- Road safety
- Modal split
- GHG emission from transport



Source, Transport for an attractive city, TRAST

4. Plan Validation

Selected scenario and actions

- ✓ Detailed description of the selected scenario: cost estimation, required feasibility studies for implementation, expected impacts …
- ✓ Selected measures: the list of prioritised measures, for short, medium and long term,
- ✓ Cost estimates for a realistic and fundable short-term (5 years) priority action plan: financing needs and revenues in short, medium and long term for each actions, including operation, enforcement and maintenance, and any funding shortfalls
- ✓ Implementation planning and funding: funding sources, financing plan for all measures, implementation schedule,
- ✓ Capacity developement strategy: for people, organisations and society, required to secure the implementation of the SUMP and the shift towards sustainable mobility
- ✓ Monitoring and reporting: monitoring management, core indicators and other indicators

Official plan validation

- ✓ Validation according to local laws to give SUMP its official status: possibly integrating final stakeholder involvement and results of participatory process, …

Case study 1

Communauté urbaine de DOUALA (Cameroun)

[Prisca Lablonde TENE MBIMI]

Poll 2

a. How sustainable is your mobility system?

1. A nightmare for sustainability mobility
2. …
3. …
4. …
5. At the cutting edge of sustainability

b. How sustainable your mobility system could be in 5 years?

1. A nightmare for sustainability mobility
2. …
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Mobilise Your City

5. From SUMP planning to implementation

Thomas DURLIN – Cerema
Arnauld Philippe NDZANA – Communauté urbaine de Yaoundé, Cameroun

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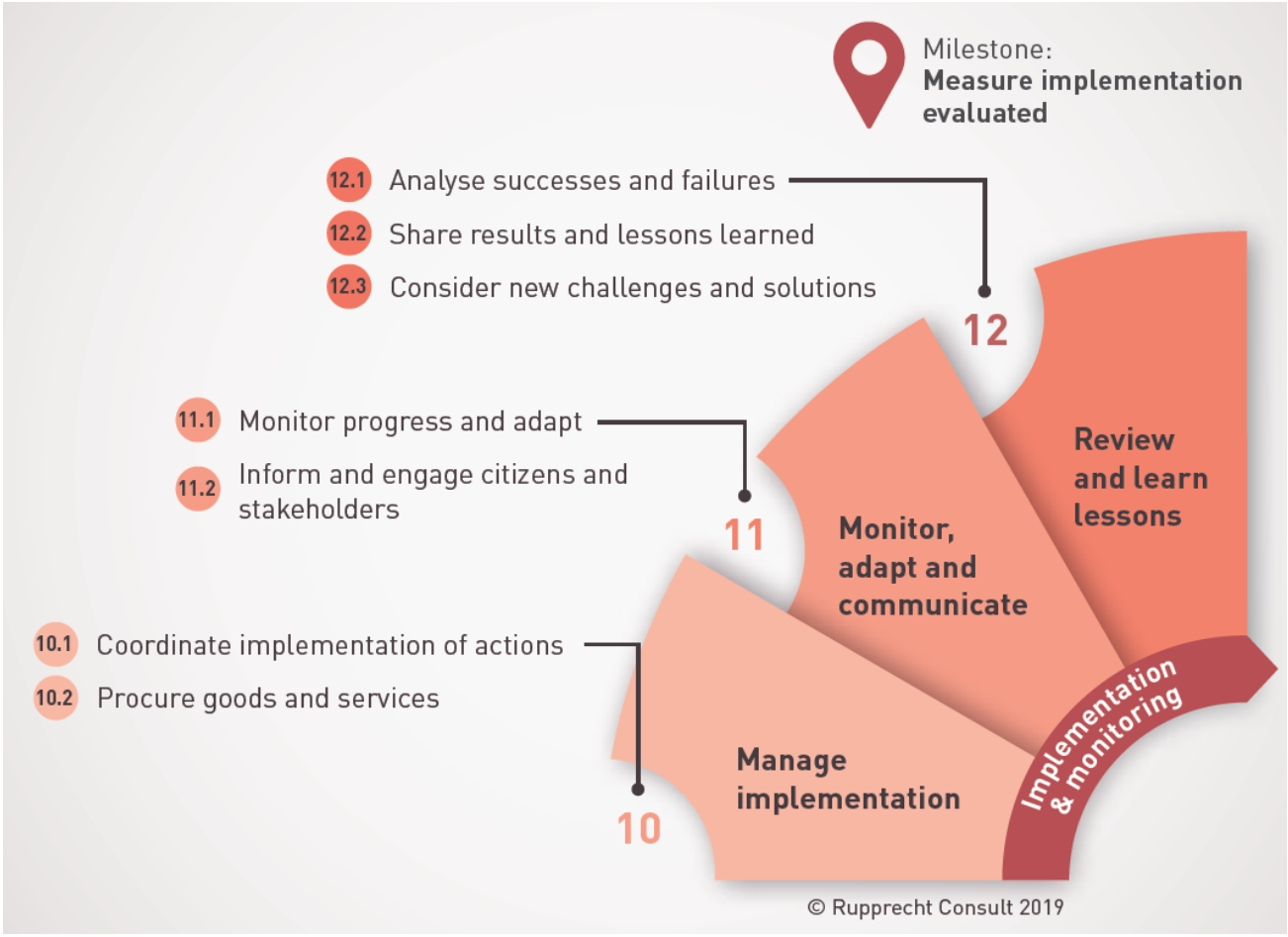
4. From SUMP planning to implementation

- ✓ The implementation phase [Thomas DURLIN]
- ✓ Case study 2: Communauté urbaine de Yaoundé (Cameroun) [Arnauld Philippe NDZANA]

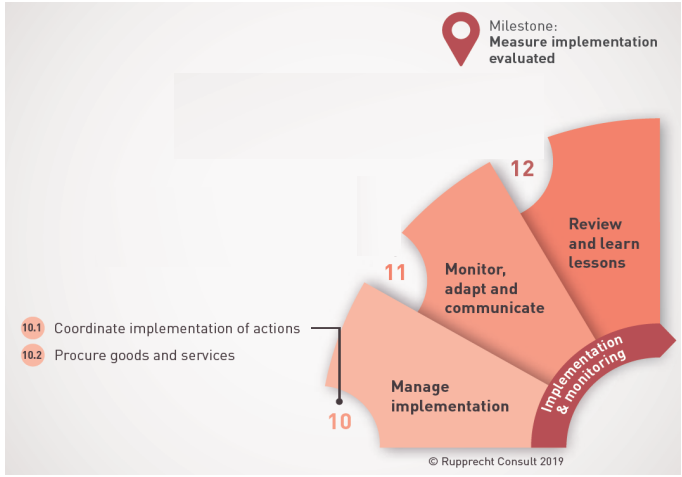
The last phase: Implementation & monitoring



Source: European Guidelines for developing and implementing a Sustainable Urban Mobility Plan - 2019

The last phase: Implementation & monitoring

Manage implementation



Coordinate implementation of actions

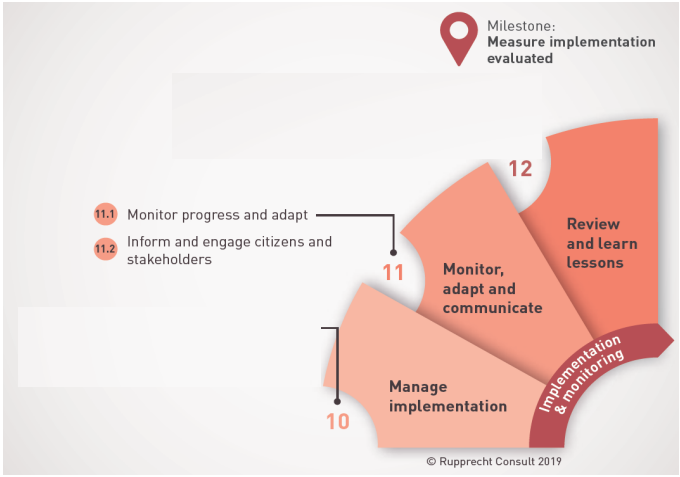
- ✓ Formalise the roles of actors involved in measure implementation
- ✓ Ensure sound coordination among all parties involved
- ✓ Facilitate an efficient and effective implementation process and sequence
- ✓ Address potential risks
- ✓ Ensure transparency of implementation

Procure goods and services

- ✓ Ensure effective and timely procurement of all goods and services needed for the implementation of actions
- ✓ Minimise negative social and environmental impacts of purchasing decisions
- ✓ Facilitate the diffusion and promotion of new sustainable technologies and services

The last phase: Implementation & monitoring

Monitor, adapt and communicate



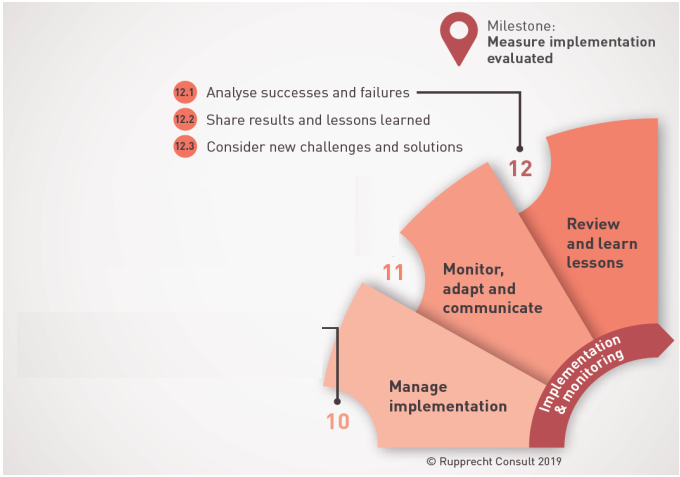
Monitor progress and adapt

- ✓ Identify problems, bottlenecks and other challenges for on-time implementation
- ✓ Keep track of progress towards achieving the targets
- ✓ Adapt to new technological, legal, funding or political developments
- ✓ Adapt and optimise the implementation process

Inform and engage citizens and stakeholders

- ✓ Make effective use of resources by taking advantage of both the expertise of professionals and the on-theground knowledge of citizens - to achieve the best results possible
- ✓ Increase ownership of measures by involving citizens as much as possible in the monitoring and implementation process
- ✓ Ensure residents are aware of the implications of the changes that are coming to their city, describing the benefits and offering options where changes in daily travel habits will be possible or required

The last phase: Implementation & monitoring



Review and learn lessons

Analyse successes and failure

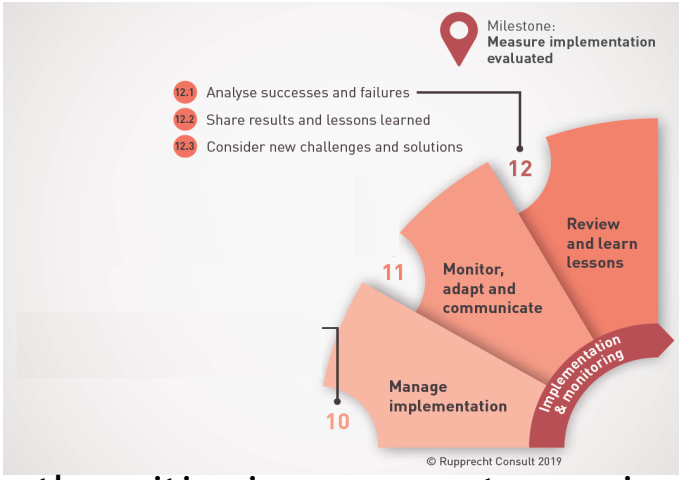
- ✓ Evaluate the planning process, the SUMP and its implementation with an eye to understanding what led to successes and failures
- ✓ Enhance your understanding of the Sustainable Urban Mobility Planning process and overall measure impact with the help of citizens and stakeholders
- ✓ Gather lessons for the preparation of the next SUMP generation

Share results and lessons learned

Consider new challenges and solutions

The last phase: Implementation & monitoring

Review and learn lessons



Analyse successes and failure

Share results and lessons learned

- ✓ Find opportunities to share your lessons learnt with other cities in your country, region or language area (and beyond, if possible)
- ✓ Find opportunities to learn from the experience of others in your country, region or language area (and beyond, if possible). This could be on the SUMP content, process or measures
- ✓ Be willing to share less positive experiences openly as well as - importantly - what you learned from them and how you would do things differently the next time

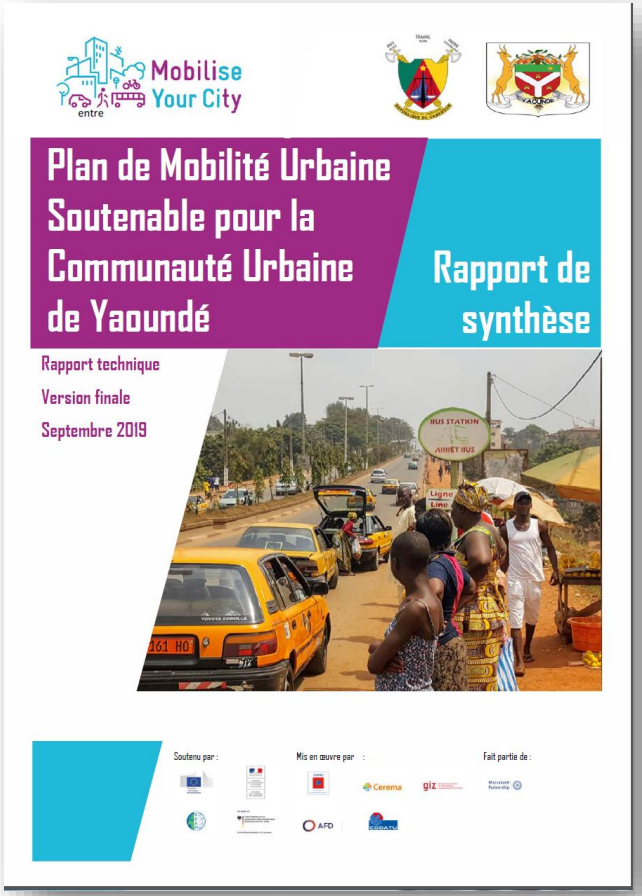
Consider new challenges and solutions

- ✓ Get prepared for the next planning round.
- ✓ Reflect on experiences in the current planning cycle
- ✓ with a view to new challenges ahead

Case study 2

Communauté urbaine de YAOUNDE (Cameroun)

Arnauld Philippe NDZANA



Mobilise Your City

6. Questions and answers

- Alexandra Cedeño – INTRANT, Santo Domingo
- Prisca Lablonde TENE MBIMI - Communauté urbaine de Douala
- Arnauld Philippe NDZANA – Communauté urbaine de Yaoundé

Webinar “Introducing sustainable mobility plans”

03/11/2020

Mobilise Your City

7. Wrap-up

Thomas DURLIN – Cerema

Webinar “Introducing sustainable mobility plans”

03/11/2020

MobiliseYourCity resources

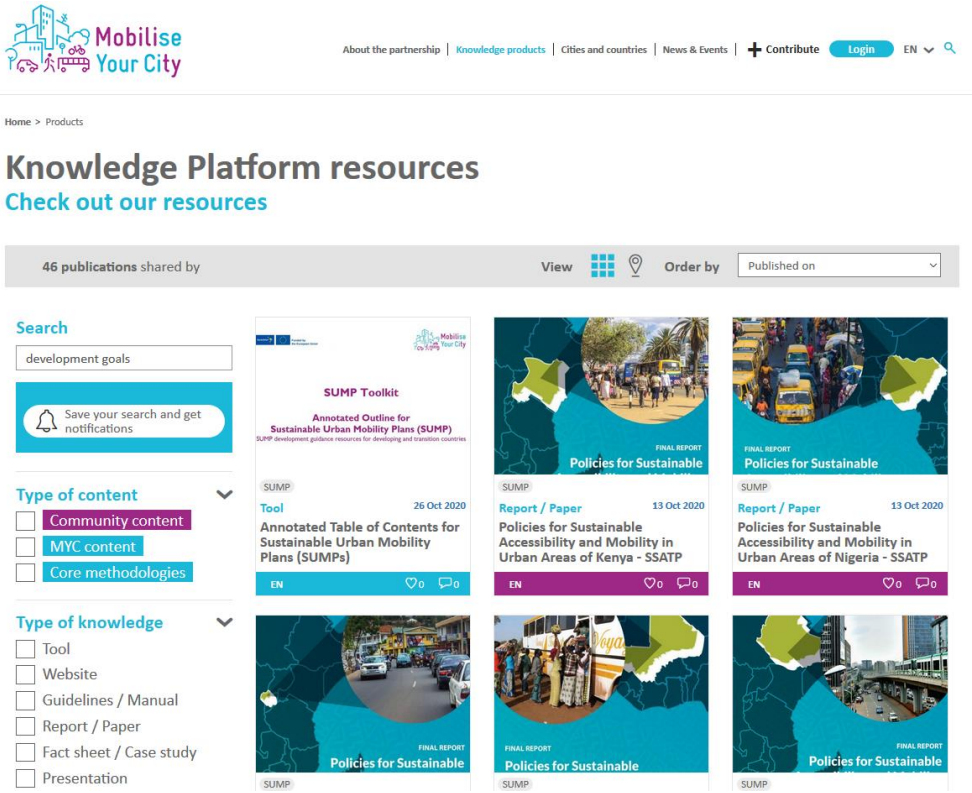
MobiliseYourCity resources : Knowledge Platform resources

https://mobiliseyourcity.net/knowledge-products

46 publications so far

Different filters

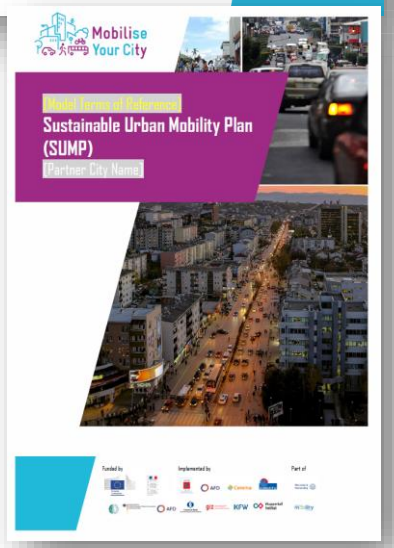
- ✓ Type of content
- ✓ Type of knowledge
- ✓ Language
- ✓ Topic
- ✓ Scope
- ✓ Institution
- ✓ Geography



You can contribute!

MobiliseYourCity resources

Selection of a few resources



SUMP approach

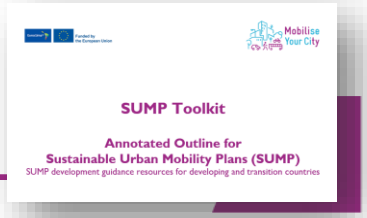
- ✓ MobiliseYourCity SUMP factsheet

  https://mobiliseyourcity.net/mobiliseyourcity-sump-factsheet

- ✓ MobiliseYourCity SUMP ToR

  https://mobiliseyourcity.net/mobiliseyourcity-sump-model-terms-reference

- ✓ Annotated Table of Contents for Sustainable Urban Mobility Plans (SUMPs)
  https://mobiliseyourcity.net/annotated-table-contents-sustainable-urban-mobility-plans-sumps



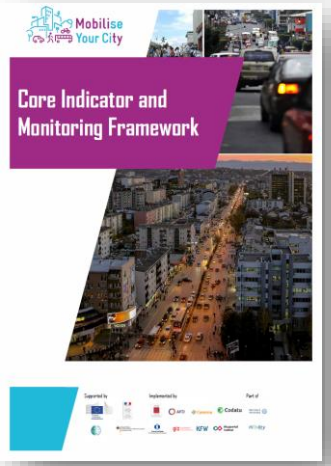
MobiliseYourCity resources

Selection of a few resources

MRV and GHG emissions

- ✓ Core Indicator and Monitoring Framework

  https://mobiliseyourcity.net/sites/default/files/2020-06/MYC%20Core%20Indicator%20and%20Monitoring%20Framework%20EN%20v1_4.pdf

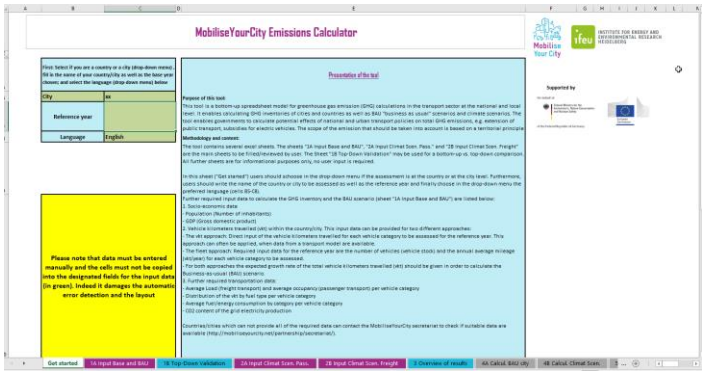


- ✓ Monitoring and Reporting Approach for GHG Emissions

  https://mobiliseyourcity.net/sites/default/files/2020-09/MYC%20MRV-GHG%20Guidelines%202020-Final_0.pdf

- ✓ MobiliseYourCity Emissions Calculator

  https://mobiliseyourcity.net/mobiliseyourcity-emissions-calculator

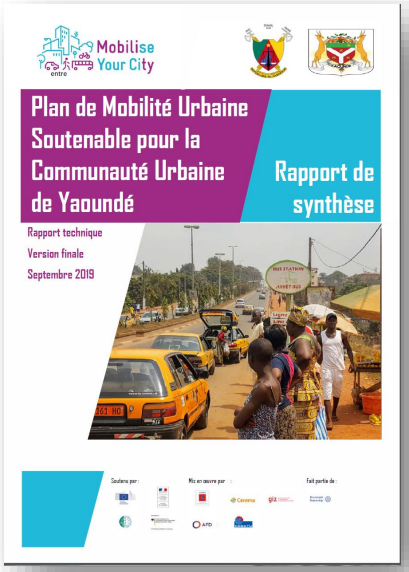


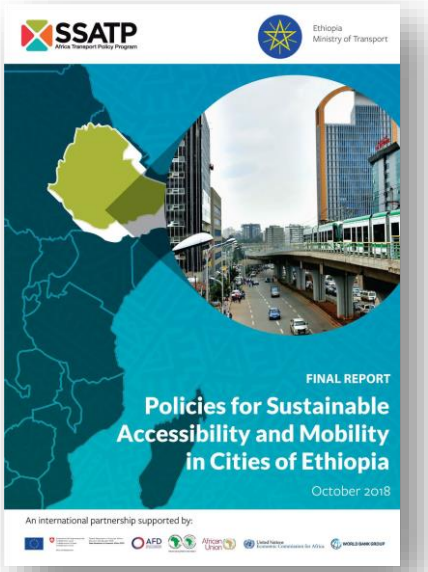
MobiliseYourCity resources

Selection of a few resources

And much more…

- ✓ Community content
- ✓ Webinars
- ✓ …





European Resources: Eltis

The SUMP Guidelines and the Decision makers summary

https://www.eltis.org/mobility-plans/sump-guidelines

European Resources: Eltis

Thematic guides (2014-2018)

SUMPS-Up (2018)
- Action plans
- Measure integration

CH4LLENGE (2016)
- Participation
- Monitoring and evaluation
- Measure selection
- Institutional cooperation

Poly-SUMP (2014)
- Polycentric regions

European Resources: Eltis

Thematic guides (2014-2018)

- Funding & financing
- Procurement
- Metropolitan regions

- Safety
- Health

- Energy (SECAPS)
- National support

European Resources: Eltis

Thematic guides (2014-2018)

- Logistics
- Walking
- Cycling
- Mobility as a Service
- Sharing

- Electrification
- Access regulation
- Automation

… and more is coming!

European Resources: Eltis

Civitas tool inventory

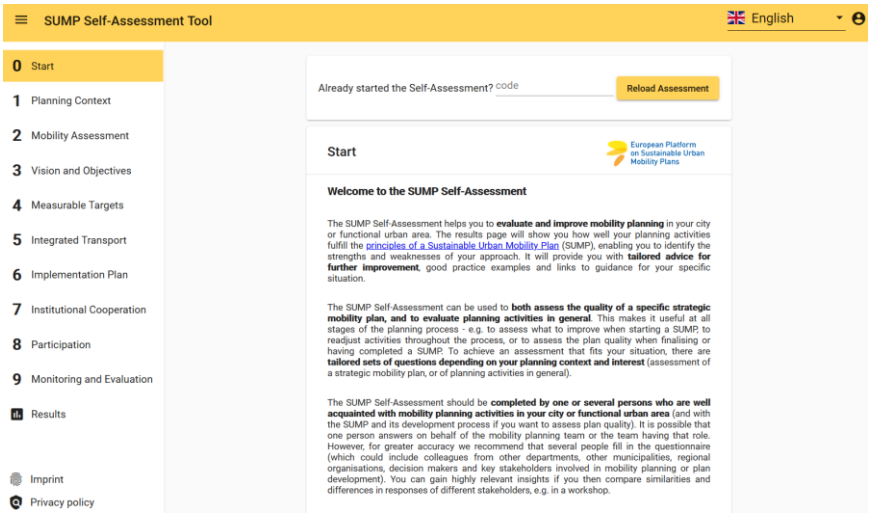
230 references

http://civitas.eu/tool-inventory

European Resources: Eltis

The self-assessment tool

Assess the quality of your mobility planning activities

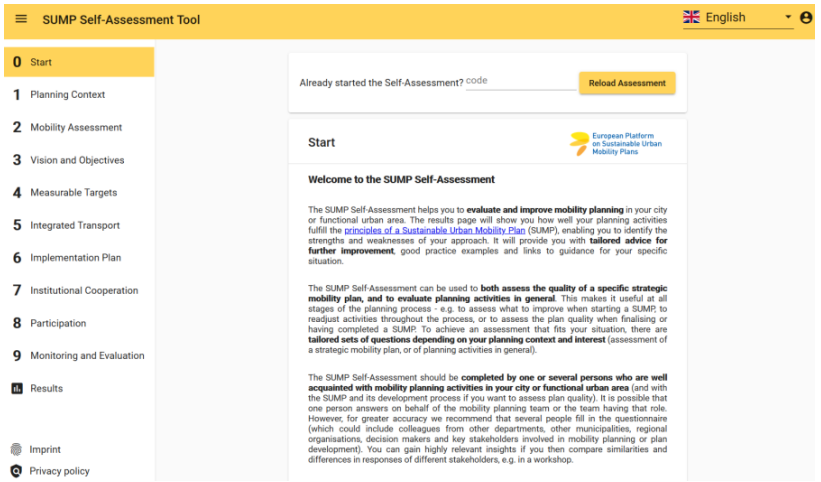


- ✓ For assessment of existing SUMP or for planning activities in general:
  - ✓ Identify the strengths and weaknesses of your approach
  - ✓ Get **tailored advice for further improvement**, good practice examples and links to guidance for your specific situation
- ✓ 8 sections, 30-45 questions, 20 to 30 minutes, 10 languages
- ✓ A support for discussion:
  - ✓ Several collegues or partners fill the questionnaire together
  - ✓ Several collegues or partners fill their own version and results are compared during a workshop

https://www.sump-assessment.eu/English/start

The self-assessment tool

Your exercice!



- ✓ Go to https://www.sump-assessment.eu/English/start
- ✓ Fill the questionnaire for your city
- ✓ **Save the code s**o that the result can be shared !
- ✓ If there are several participants from the same city,
  - ✓ fill one questionnaire per participants and compare the answers:
  - ✓ or fill one single questionnaire all together: a good opportunity to share your different visions!

Cerema

www.cerema.fr

Contact: thomas.durlin@cerema.fr

Mobilise Your City

www.mobiliseyourcity.net

Contact: contact@mobiliseyourcity.net

Follow us on Twitter:
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