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| Standard Template for SUMP Report |
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2022

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STANDARD TEMPLATE FOR SUMP REPORT

# Executive summary

## Background of the SUMP

## Objective and scope

## Methodology

## Document structure

## Key results

## Conclusions and recommendations

# Process and management structure

## Context of developing the SUMP

## Process overview

1. The SUMP time horizon:
2. The SUMP study area:
3. Team and development process:

Basic element 1. Map of the functional area. Note: Source, Integrated Mobility Plan for   
Greater Ahmedabad Region 2031

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## Stakeholder involvement

Basic element 2. Stakeholders and their involvement in the SUMP process (Template). List the identified stakeholders and identify their level of involvement.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Involvement in SUMP process | Type of stakeholders | | | |
| **Political support** | **Transport network competence** | **Technical expertise** | **Public support** |
| Strong involvement | *City mayor* | *Public transport company* |  |  |
| Medium  involvement |  |  | *University* |  |
| Low involvement |  |  |  | *Police* |

# 

# Status Quo Analysis

* Description of the institutional, regulatory and financial framework
* Presentation of the main transport problems, opportunities, strengths and weaknesses based of a proper analysis of the data of all transport modes such as the following aspects:

## Institutional and regulatory framework

1. National policies and regulatory framework:
2. Local policies and regulatory framework:
3. Institutional capacities:

Basic element 3. Presentation of institutional and regulatory aspects. Note: Source, Lagos (Nigeria)   
Non-Motorised Transport Policy

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Description générée automatiquement

## Financial framework

### Budgetary and financial aspects:

Basic element 4. Presentation of projects in the past five years (table above) and of the planned projects (table below) (Templates).

**Presentation of projects in the past five years**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project / Activity | Implementation period | Responsibility | Funding source | Cost |
| *Extension of the bicycle network* | *2014-2017* | *City of …* | *Municipal budget and national funding* | *100.000$* |
| *…* |  |  |  |  |
|  |  |  |  |  |

**Presentation of planned projects (2-5 years)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project / Activity | Implementation period | Responsibility | Funding source | Cost |
|  |  |  |  |  |

## Planning framework

## Demographic data and urban development

## Mobility and transport

Basic element 5. Map of transport infrastructure

If an overall map of transport infrastructure is not available, maps with different transport aspects can be included (e.g. one map for rail, one map for streets etc.)

### Transport infrastructure

1. Inventory of transport infrastructure and transport services supply
2. Indicator on existing sustainable infrastructure
3. Mobility services

### Mobility demand and traffic

1. Mobility demand and traffic
2. Modal split

Basic element 6. Spatial analysis of road safety regarding accidents and fatalities

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Description générée automatiquement

### Active Mobility

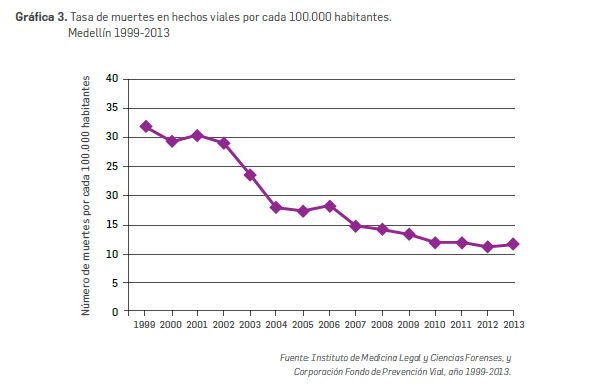
## Accessibility

## Road Safety

Basic element 7. Spatial analysis of road safety regarding accidents and fatalities

Detailed analysis on street level only if data is available

Basic element 8. Fatalities over time. Note: Source, Note: Source, Plan de Movilidad Segura de  
 Medellin 2014-2020



## Urban freight

## Social aspects of mobility

### Gender and mobility

### Other groups with specific mobility needs

### Transport poverty

### City Livability

## Environment

### Air pollution and GHG emissions data and analysis

### Noise

## New solutions for mobility and transport

## Baseline

Basic element 9. Analysis of the status (baseline analysis) of the transport system (Template)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Functions/ Transport mode | Modal share | Quality of infra-structure | 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%* |  |  |  |  |  |  |
| **Public transport (bus, tram, metro, train etc.)** | …. | *Good* | *Some bus stops need repair* | *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* |  |
| **Vehicle sharing (car, bicycle, e-scooter etc.)** | …. |  |  |  |  |  |  |
| **Private motorised transport (car, motorcycle etc.)** |  |  |  |  |  |  |  |
| **Multimodality (train station, interchanges)** | n/a |  |  |  |  |  |  |
| **Freight** | n/a |  |  |  |  |  |  |
| **ANALYSIS** |  |  | *Traffic safety needs to be prioritised* |  |  |  |  |

Basic element 10. MYC SUMP Core Indicators  
*Please provide the current baseline for each indicator.*

|  |  |
| --- | --- |
| MYC SUMP Core Indicators | Baseline |
| **Access to public transport (in %)** Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money | % |
| **Air pollution**  Mean urban air pollution of particulate matter (in mg PM2.5) at road-based monitoring stations | mg PM2.5 |
| **Road safety**  Fatalities by all transport accidents in the urban area on a yearly basis. As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident) | Pers. (in thousands) |
| **Modal split**  Share of public and non-motorised transport of total urban transport (in pkm -not trip) | % |
| **GHG emissions from transport [tonnes CO2 (eq.)/cap. per year)** Well-to-wheel GHG emissions by all urban area passenger and freight transport modes | MtCO2e  per year |

|  |  |
| --- | --- |
| Additional Indicators | Base line |
| **Commercial speed** Average speed of a mode of transport between the two terminals, including all operational stops | km/h |
| **Mobilised public and private funding** |  |
| Others **(city specific)** |  |

# Vision and objectives

## Vision

## Objectives, targets, and indicators

# 

**Basic element 11.** SUMP strategic indicators and targets (Template)

|  |  |  |  |
| --- | --- | --- | --- |
| Indicators | Baseline | Business as Usual 2030 (2040/2050) | Target 2030 (2040/2050) |
| **Access to public transport**  Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money | % | % | % |
| **Air pollution**  Mean urban air pollution of particulate matter (in mg PM2.5) at road-based monitoring stations | mg PM2.5 | mg PM2.5 | mg PM2.5 |
| **Road safety**  Fatalities by all transport accidents in the urban area on a yearly basis. As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident) | Pers. (in thousands) | Pers. (in thousands) | Pers. (in thousands) |
| **Modal split**  Share of public and non-motorised transport of total urban transport (in pkm -not trip) | % | % | % |
| **GHG emissions from transport [tonnes CO2 (eq.)/cap. per year)** Well-to-wheel GHG emissions by all urban area passenger and freight transport modes | MtCO2e  per year | MtCO2e  per year | MtCO2e  per year |

## 

## Planned and proposed measures

## Identification of integrated packages of measures

## Short- and long-term scenarios

### Business-as-usual scenario (BAU)

### Alternative sustainability scenarios

1. Scenarios description:
2. Traffic forecast modelling results:
3. Multi-criteria comparison of scenarios:

# Selected scenario and actions

## Selected scenario

## Selected measures

**Basic element 12.** Description of selected measures and measure packages in an action table (Template)

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1. Measure | 1. Description of measure | 1. Connection to SUMP targets | 1. Actions within a measure | 1. Implementation period | 1. Resources needed | 1. Costs | 1. Funding source | 1. Stakeholders involved |
| *Segregated cycle facilities* | *Marked lanes and tracks along major urban streets* | *Very high (improve accessibility, increase road safety, promote active travel, reduce air and noise pollution)* | *Analysis of bicycle lanes needed* | *Year 1: Jan-May* | *2 traffic and city planners* | *30.000$ + 20% of fulltime from traffic planner* | *Municipal budget* | *Bicycle associations* |
| *Develop a bicycle network plan* | *Year 1: May-Dec* | *4 traffic and city planners* | *40.000$* | *Municipal budget* | *Bicycle associations, neighbouring municipalities* |
| *Plan and construct bicycle lanes* | *Year 2-5* | *Planners, developers* | *500$/m* | *Municipal budget + national funding* | *Construction companies* |
| *Develop mobility management plan* |  |  |  |  |  |  |  |  |
| *…* |  |  |  |  |  |  |  |  |

## Cost estimates

**Basic element 13.** Estimation of costs per measure (Template)

|  |  |  |  |
| --- | --- | --- | --- |
| Measure | Actions within a measure | Implementation period | Costs |
| Segregated Cycle Facilities | *Analysis of bicycle lanes* | *Year 1: Jan-May* | *30.000$ + 20% of fulltime from traffic planner* |
| *Develop a bicycle network plan* | *Year 1: May-Dec* | *40.000$* |
| *Plan and construct bicycle lanes* | *Year 2-5* | *500$/m* |
| Rapid Bus Transit |  |  |  |
|  |  |  |

## Implementation planning and funding

### Funding sources

### Financing plan

### Implementation schedule

Basic element 14. Measure description., 2017.



Source: PMUS Lorca. Plan de Movilidad Urbana Sostenible movilidad Piura, 139, catalogue of actions, costs and financing (this figure shows 2 of 8 pages)

Basic element 15. Presentation of costs and financing for every measure. Note: Source, Plan de movilidad Piura, 139, catalogue of actions, costs and financing (this figure shows 2 of 8 pages)

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## Capacity development strategy

Basic element 16. Capacity Development Strategy. Note: Source: Capacity Development Strategy - MobiliseYourCity Africa Community of Practice

To be added as soon as published

# Monitoring & Reporting

## Core indicators

## Other indicators

## Monitoring management

Basic element 17. Monitoring (Template)

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| MYC SUMP Core Indicators | Base line | Target 2030 (2040/2050) | Application area | Data collection/ Monitoring method | Frequency | Responsibility |
| Access to public transport | % | % | City |  |  |  |
| Air pollution | mg PM2.5 | mg PM2.5 | City centre | Air quality measuring station (PM2.5 and NOX) | Data collected on daily basis, monthly report | Environmental department |
| Road Safety (number of traffic fatalities) | Pers. (in  thousands) | Pers. (in thousands) |  |  |  |  |
| Modal split (in pkm -not trip) | % | % |  |  |  |  |
| GHG emissions from transport | MtCO2e  per year | MtCO2e  per year |  |  |  |  |
| Additional Indicators | | | | | | |
| Commercial speed | km/h | km/h |  |  |  |  |
| Mobilised public and private funding |  |  |  |  |  |  |
| Others (city specific) |  |  |  |  |  |  |
| … add as needed |  |  |  |  |  |  |

# Appendix

## List of contributors to the SUMP development

## Timetable of SUMP development

## Data collection methods

## Participation summary

## Description of scenarios

## Long list of potential measures

## Traffic model report

## Data reporting timetable

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## Glossary

## Area plans and future development charts