SUSTAINABLE URBAN MOBILITY PLAN TRAINING WORKSHOP

Module 7 – Monitoring & Evaluation
Sustainable Urban Mobility Plans: Monitoring & Evaluation

- Monitoring and evaluation core element of a SUMP
- Essential management tools to keep track of the planning process and measure progress:
  - Identify barriers and drivers for UMP measure design and implementation
  - Learn from planning experience – what works well and not well.
  - Option to “repackage” measures in order to achieve targets more efficiently
  - Proof of the effectiveness of the SUMP and its’ measures

What did not work?

What worked well?

Amendment
Sustainable Urban Mobility Plans: Monitoring & Evaluation

- Key steps in monitoring, appraisal and evaluation are
  - Definition of objectives
  - Definition of performance indicators
  - For appraisal (ex-ante evaluation)
    - Determining a do-minimum base against which to assess the proposal
    - Predicting the effects of the proposal
  - For evaluation (ex-post evaluation)
    - Measuring the before conditions
    - Measuring the after conditions
  - Analysis, interpretation and, if appropriate, assessing value for money.

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Sustainable Urban Mobility Plans: Monitoring & Evaluation

• Planning phase:
  – Objectives and targets
  – Performance indicators
  – Responsibilities, resources, time scales

• Monitoring and Evaluation Plan:
  – Implementation and monitoring phase
  – Measuring the before conditions
  – Measuring the during/after conditions
  – Reporting

• Evaluation phase:
  – Determining a ‘without’ base against which to assess the proposal
  – Analysis, interpretation and, if appropriate, assessing value for money
## Sustainable Urban Mobility Plans: Monitoring & Evaluation

- Typical SUMP core indicators:

<table>
<thead>
<tr>
<th>Objective</th>
<th>Core Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility</td>
<td>• Modal split for journeys to work</td>
</tr>
<tr>
<td></td>
<td>• Car ownership level</td>
</tr>
<tr>
<td>Efficiency</td>
<td>• Average time lost per person km / ton km by mode</td>
</tr>
<tr>
<td></td>
<td>• Public transport punctuality</td>
</tr>
<tr>
<td>Environment</td>
<td>• CO2 emissions of traffic in city</td>
</tr>
<tr>
<td></td>
<td>• Days exceeding critical levels</td>
</tr>
<tr>
<td>Equity &amp; Social Inclusion</td>
<td>• Non-car accessibility to main services</td>
</tr>
<tr>
<td></td>
<td>• Accessibility for disabled people</td>
</tr>
<tr>
<td>Safety</td>
<td>• Killed and seriously injured persons</td>
</tr>
<tr>
<td></td>
<td>• Accidents by mode</td>
</tr>
<tr>
<td>Economic Growth</td>
<td>• GDP per capita</td>
</tr>
</tbody>
</table>

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Sustainable Urban Mobility Plans: Monitoring & Evaluation

• Important to focus on SUMP outcomes not outputs:
  – *Output (action taken)*: newly constructed infrastructure
    • x km bicycle lanes or new transport and x new bus services in operation
  – *Outcome (impact of action)*: real and measurable improvements in quality of life/transport services
    • Congestion (vehicle delay) or the number of new cycling trips.

• Is there a work plan for monitoring and evaluation activities established within SUMP – includes regular data collation and evaluation tasks?

• Arrangements in place for ex-ante evaluation (checking how well a scheme or strategy performs) assists to make choices between options?
Sustainable Urban Mobility Plans:  
*Rationale for SUMP Target Setting*

- Setting SUMP targets important to demonstrate clear desire to achieve degree of change within a given timeframe:
  - Assess whether an adopted measure achieves desired outcomes
  - Essential for monitoring and evaluation purposes
  - Transparency and clarity on what SUMP aims to achieve city transport and mobility
Sustainable Urban Mobility Plans:  
*Rationale for SUMP Target Setting*

**Targets are important!**

- Define and adopt targets that allow monitoring of progress towards achievement of the objectives
- Establish a key reference point for assessing efficiency and effectiveness of the measures
- Involve key stakeholders in developing quantitative and qualitative targets – have they been involved?
- Are localised urban targets included to reflect different transport patterns /opportunities (a part of a city etc.)
- Include trajectories or milestones to monitor progress...helps understand over the plan what is expected to happen
Sustainable Urban Mobility Plans: Cambridge Performance Monitoring

Figure 5.2 Indicator LTP 01: People killed or seriously injured in road traffic accidents in Cambridgeshire

Initial target:
No more than 345 people killed or seriously injured in 2012.
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Relevant Target</th>
<th>Data Source and Collection Techniques</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Mandatory M1</td>
<td>Use of Accession modelling suite</td>
<td>Updates produced annually and/or during services changes</td>
</tr>
<tr>
<td>Bus punctuality</td>
<td>Mandatory M2</td>
<td>Roadside Surveys and RTPI system</td>
<td>Updates produced annually</td>
</tr>
<tr>
<td>Satisfaction with local bus services</td>
<td>Mandatory M3</td>
<td>Information supplied by ODPM. Supplemented by Metro market research</td>
<td>Data produced every 3 years</td>
</tr>
<tr>
<td>Annualised index of cycling trips</td>
<td>Mandatory M4</td>
<td>A representative selection of sites across West Yorkshire have been chosen to reflect a variety of cycling environments. Both on and off road sites are monitored. Data collected both automatically and manually</td>
<td>Automatic sites collect data continuously. Manual counts undertaken in neutral months</td>
</tr>
<tr>
<td>Average journey time per person mile on key routes</td>
<td>Mandatory M5</td>
<td>14 routes have been selected across West Yorkshire. Occupancy, flow and journey times undertaken on each route</td>
<td>Annual counts carried out in neutral months</td>
</tr>
<tr>
<td>Change in peak period traffic flows to urban centres</td>
<td>Mandatory M6</td>
<td>Automatic Traffic Counts (ATC) on five urban centre cordons</td>
<td>Annual counts carried out in neutral months</td>
</tr>
<tr>
<td>Mode share of journeys to school</td>
<td>Mandatory M7</td>
<td>Method of collection deferred until 2007</td>
<td></td>
</tr>
<tr>
<td>Satisfaction with LTP funded public transport facilities</td>
<td>Local L1</td>
<td>Market research surveys</td>
<td>Scheme by scheme assessment</td>
</tr>
<tr>
<td>Cycling trips to urban centres during the morning peak</td>
<td>Local L2</td>
<td>Mode split surveys into five main urban centres across West Yorkshire</td>
<td>Annual counts carried out in neutral months</td>
</tr>
<tr>
<td>AM peak period mode split to urban centres</td>
<td>Local L3</td>
<td>Mode split surveys into five main urban centres across West Yorkshire</td>
<td>Annual counts carried out in neutral months</td>
</tr>
<tr>
<td>Peak period rail patronage</td>
<td>Local L4</td>
<td>Peak period surveys at Leeds rail station</td>
<td>Annual counts carried out in neutral months</td>
</tr>
<tr>
<td>Patronage on Quality Bus Corridors</td>
<td>Local L5</td>
<td>Electronic ticket machine data on selected routes</td>
<td>Scheme by scheme assessment</td>
</tr>
<tr>
<td>Number of pedestrians KSI in road traffic collisions</td>
<td>Local L6</td>
<td>STATS 19 Data</td>
<td></td>
</tr>
</tbody>
</table>
Urban Mobility Plans:  
City of York Performance Monitoring

• Performance monitoring:
  • Capital programme manager to closely scrutinise delivery programme
  • Strong set of LTP indicators identified to performance:
    • Indicators measure *direct level of success of Plan* (levels of cycling or number of bus passenger journeys)
    • Indicators measuring the *indirect impact of policies* in the LTP (Such as area-wide traffic volumes or bus punctuality.)
    • All indicators are related to specific outcomes
Monitoring and evaluation at core Bremen’s SUMP

Ex-ante evaluation city adopted 3-stage process:

- Analysis of strengths, weaknesses, opportunities and threats (SWOT):
  - based on a sound database and a wide public consultation via the internet.
- Scenario analysis: 5 scenarios analysed supported by modelling
- Cost-benefit analysis
For info or further questions on this workshop and the activities of the JASPERS Networking Platform, please contact:

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