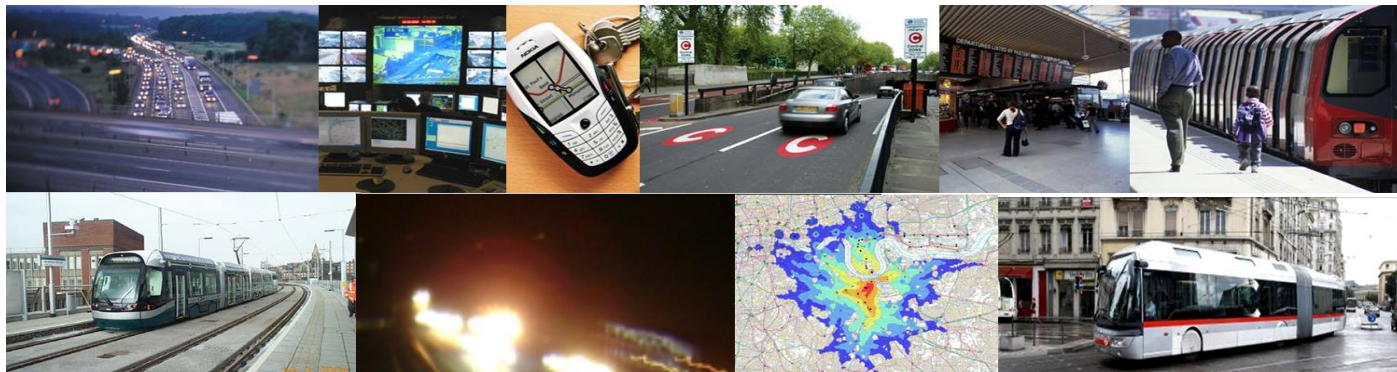


SUSTAINABLE URBAN MOBILITY PLAN TRAINING WORKSHOP

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 ?

Barriers
&
Drivers

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.

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:

Objective	Core Indicators
Mobility	<ul style="list-style-type: none"> • Modal split for journeys to work • Car ownership level
Efficiency	<ul style="list-style-type: none"> • Average time lost per person km / ton km by mode • Public transport punctuality
Environment	<ul style="list-style-type: none"> • CO2 emissions of traffic in city • Days exceeding critical levels
Equity & Social Inclusion	<ul style="list-style-type: none"> • Non-car accessibility to main services • Accessibility for disabled people
Safety	<ul style="list-style-type: none"> • Killed and seriously injured persons • Accidents by mode
Economic Growth	<ul style="list-style-type: none"> • GDP per capita

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*

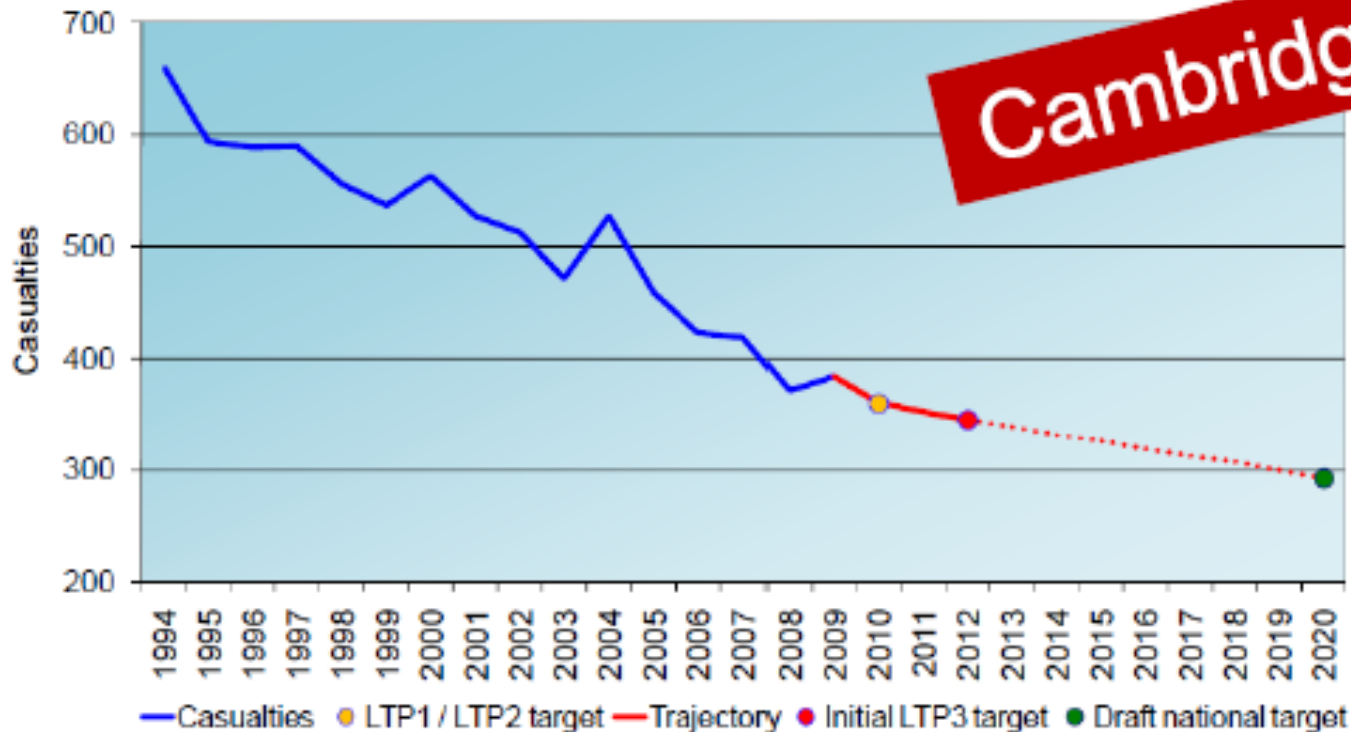
Targets are important!

- 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

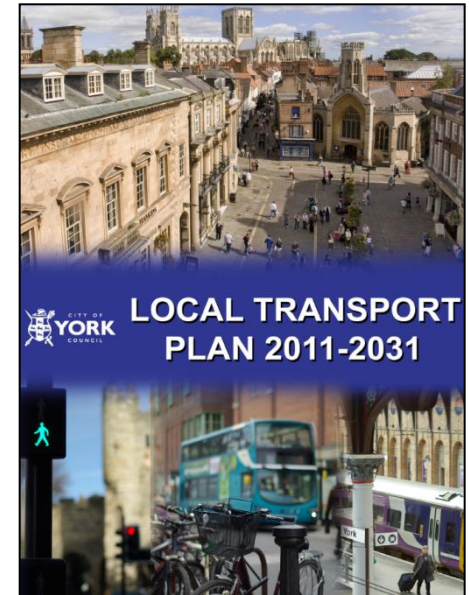
Initial target:
No more than 345 people killed or seriously injured in 2012.



INDICATOR	RELEVANT TARGET	DATA SOURCE AND COLLECTION TECHNIQUES	TIMESCALE
Accessibility	Mandatory M1	Use of Accession modelling suite	Updates produced annually and/or during services changes
Bus punctuality	Mandatory M2	Roadside Surveys and RTPI system	Updates produced annually
Satisfaction with local bus services (BVPI 104)	Mandatory M3	Information supplied by ODPM. Supplemented by Metro market research	Data produced every 3 years
Annualised index of cycling trips	Mandatory M4	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	Automatic sites collect data continuously. Manual counts undertaken in neutral months
Average journey time per person mile on key routes	Mandatory M5	14 routes have been selected across West Yorkshire. Occupancy, flow and journey times undertaken on each route	Annual counts carried out in neutral months
Change in peak period traffic flows to urban centres	Mandatory M6	Automatic Traffic Counts (ATC) on five urban centre cordons	Annual counts carried out in neutral months
Mode share of journeys to school	Mandatory M7	Method of collection deferred until 2007	
Satisfaction with LTP funded public transport facilities	Local L1	Market research surveys	Scheme by scheme assessment
Cycling trips to urban centres during the morning peak	Local L2	Mode split surveys into five main urban centres across West Yorkshire	Annual counts carried out in neutral months
AM peak period mode split to urban centres	Local L3	Mode split surveys into five main urban centres across West Yorkshire	Annual counts carried out in neutral months
Peak period rail patronage	Local L4	Peak period surveys at Leeds rail station	Annual counts carried out in neutral months
Patronage on Quality Bus Corridors	Local L5	Electronic ticket machine data on selected routes	Scheme by scheme assessment
Number of pedestrians KSI in road traffic collisions	Local L6	STATS 19 Data	

Urban Mobility Plans: *City of York Performance Monitoring*

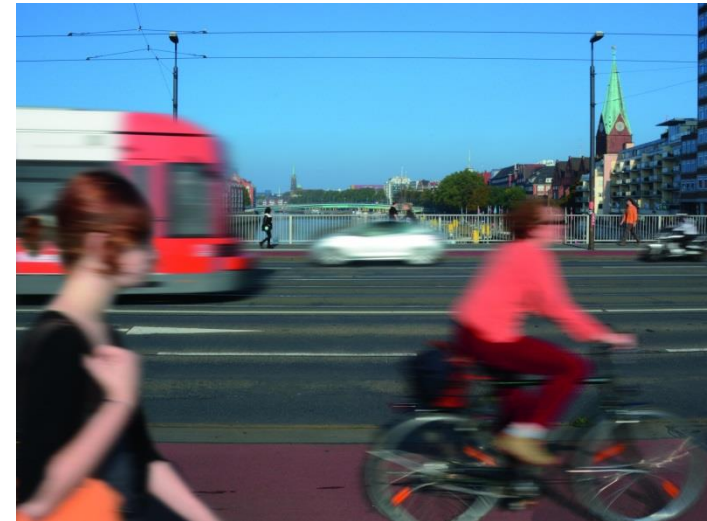
- Performance monitoring:
 - Capital programme manager to closely scrutinise delivery programme
 - Strong set of LTP indicators identified to performance:
 - Indicators measure *direct level of success of Plan* (levels of cycling or number of bus passenger journeys)
 - Indicators measuring the *indirect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



Urban Mobility Plans:

Bremen UMP Monitoring & Evaluation

- 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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