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University of Gdańsk

Monitoring &Evaluation Framework Developed by the SUMPs for BSR

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University of Gdansk

SUMPs for BSR webinar [online]

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Agenda

- Monitoring & Evaluation Framework for the sustainable urban mobility
- Different urban sizes, common challenges?
- Popular mistakes in M&E development
- Indicator Selector Tool
- Monitoring & Evaluation Plan Template
- Case studies
- Summary

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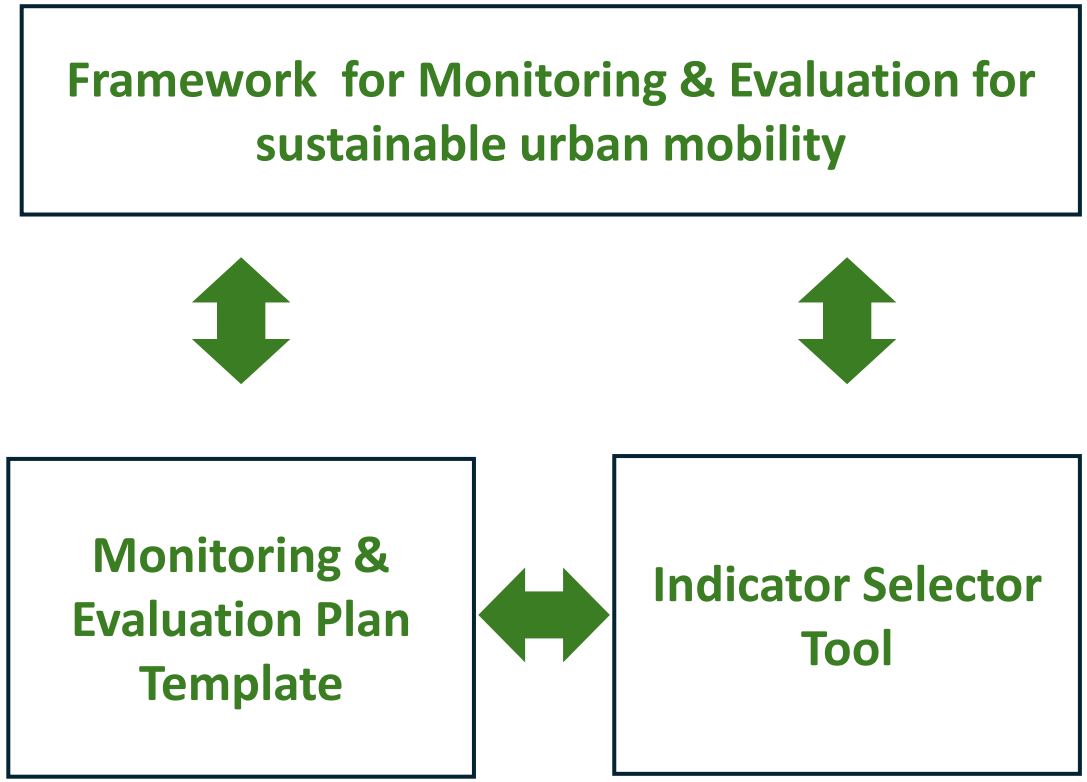
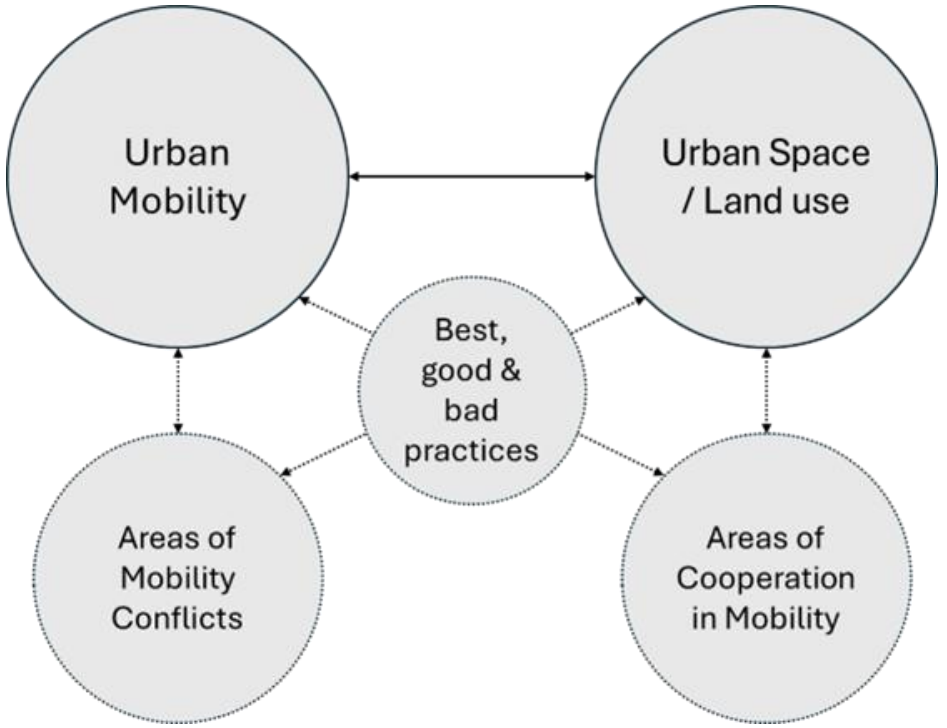
The framework to tackle the different city size challenge in the SUMPS for BSR project

- A system adaptable to the local context, and to harmonise and systemise M & E practices across BSR countries;
- The M&E Framework includes a template for an M&E plan and recommendations for cities of different sizes (very small cities (around 30,000 inh.), small (around 80,000 inh.), and medium (around 200,000 inh.) on how to establish a resource-efficient and feasible M&E process;
- The Framework also proposes key indicators that are recommended for all cities, as well as complementary indicators that can be selected based on the local context and availability of resources to match the policy mix used on local level.



Different urban sizes, common challenges

- Almost half (43 %) of the EU population resides in small urban areas with populations of between 5,000 and 50,000 inhabitants;
- The population of the Baltic Sea Region (BSR) totalled 106 million people, representing a quarter (24 %) of the EU population in 2020.
- The urban landscape in BSR is shaped by the smaller and medium-sized cities, which play a key role in creating spatial and social cohesion.
- There are 135 Functional Urban Areas (FUAs) in the BSR, representing 63% of its total population. Their role is particularly significant in areas with low population density, where they serve as important centres for socio-economic development;
- Although initiatives like "SUMP Guide for Smaller Cities and Towns" highlight the need for individualised approaches, little attention has been devoted in discussions to the differentiation of M&E frameworks among cities of different sizes.

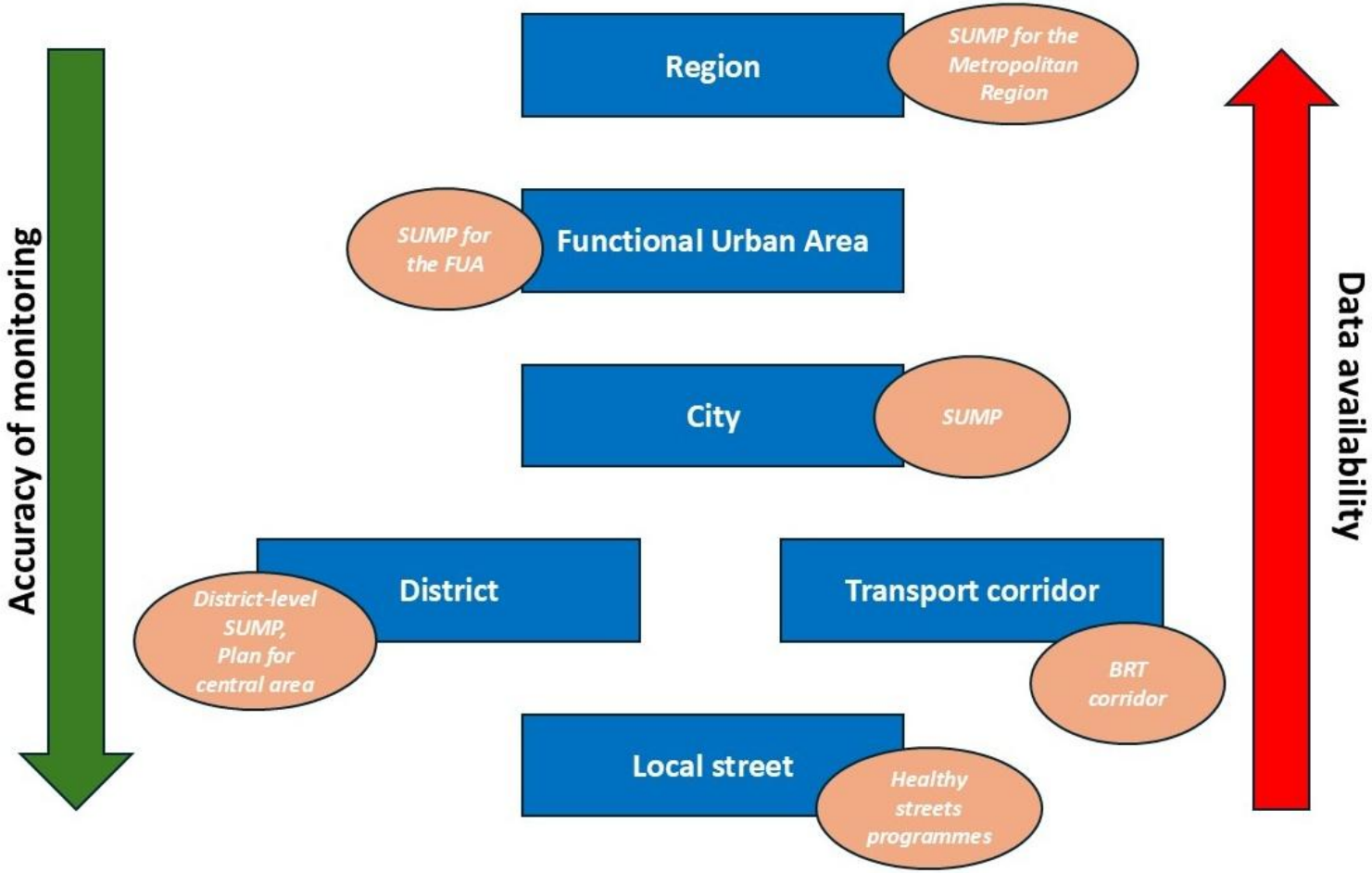


Selected mistakes in M&E development

Too many indicators	Too complicated indicators	No alignment between indicators and the objectives	Indicators not referencing the baseline	Too ambitious target values
Focus on irrelevant issues	Lack of qualitative evidence and user feedback	No reference to existing strategic documents	Using inconsistent methodologies	no clear ownership of responsibility
Lack of precise indication of the time intervals	Lack of ongoing and progressive collaboration with data owners	No data validation and quality assurance	Underestimating resources and costs	Focus on outputs rather than outcomes and impacts

Searching for a compromise between a very detailed approach and the feasibility of the document

- Accuracy;
- Completeness;
- Timeliness;
- Consistency;
- Reliability;
- Correctness;
- Availability;
- Relevance.



- Using available data instead of desired data;
- Using data without knowledge of the methodology;
- Relying on outdated data;
- Failing to update data despite significant events;
- Using partial data that cannot be generalised to the entire population.

The Indicator Selector Tool: the process of development

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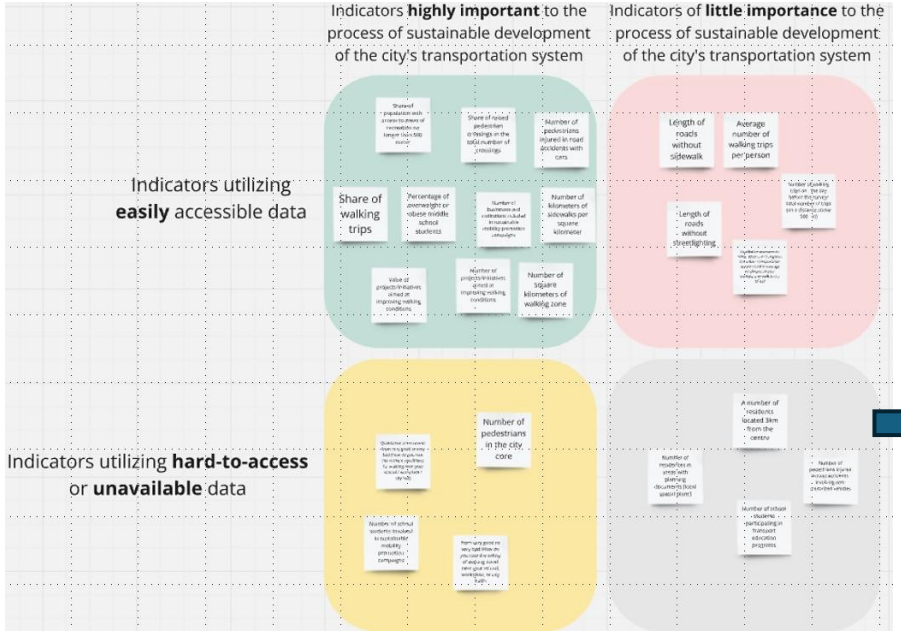
Draft of M & E framework, including ”baskets” of clustered indicators

Selecting strategic documents and project pilots

Selecting indicators (Eisenhower matrix)

Local M & E workshops with PP cities

Testing & validating a set of indicators: The Indicator Selector Tool



wia zmianę orientacji tekstu na
wą, stosową lub obrócenie
w odpowiednim kierunku.

Walking	Group I	Group II	Group III	Group IV
Number of pedestrians in the city core	29%	57%	14%	0%
Value of projects/initiatives aimed at improving walking conditions	57%	43%	0%	0%
Number of projects/initiatives aimed at improving walking conditions	86%	0%	14%	0%
Percentage of overweight or obese middle school students	25%	50%	25%	0%
Number of walking trips on the day before the survey/ total number of trips (on a distance above 500 m)	13%	75%	13%	0%
Number of residences in areas with planning documents [local spatial plans]	75%	0%	25%	0%
Number of school students participating in transport education programs	43%	14%	43%	0%
Number of school students involved in sustainable mobility promotion campaigns	57%	0%	43%	0%
Number of square kilometers of walking zone	71%	14%	14%	0%
Share of population with access to areas of recreation no longer than 500 meter	25%	0%	75%	0%
A number of residents located 3km from the centre	75%	0%	25%	0%
from very good to very bad (How do you rate the safety of walking travel near your school, workplace, or city hall?)	29%	57%	14%	0%
Average number of walking trips per person	14%	86%	0%	0%

Indicator Selector Tool

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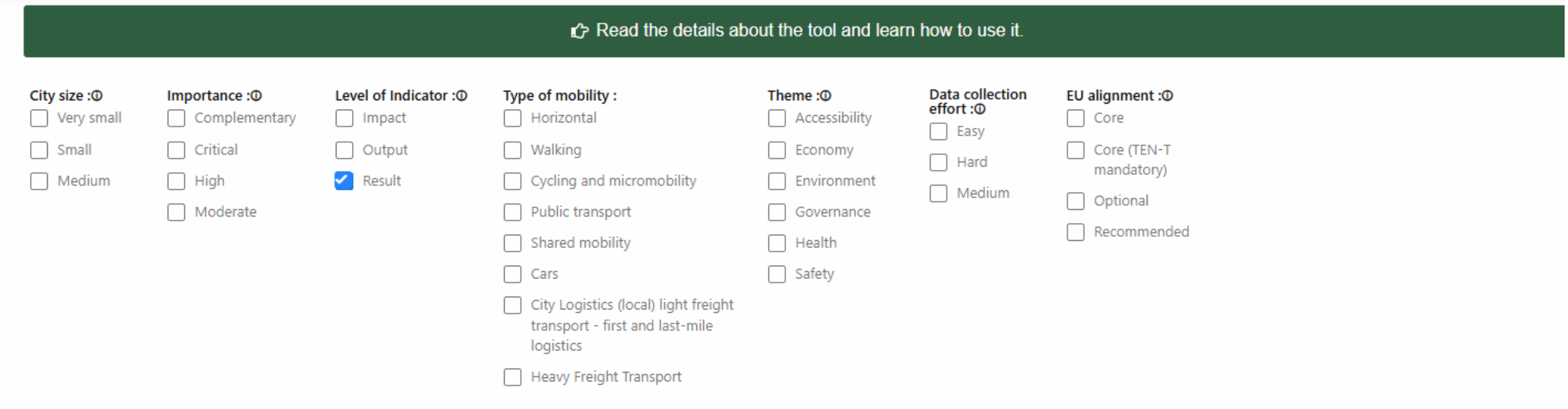
- A database of selected indicators to support cities;
- Developed over the last year with collaboration with City Partners and Crossboarder Advisory Group;
- Validated through the Eisenhower matrix (importance and data availability);
- Clustered into several thematic topics;
- The possibility of preselecting indicators based on various criteria.

https://bsr-sump.eu/tool/



You can export your preselected indicators to pdf file

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Monitoring & Evaluation Plan Template

M & E Plan Template

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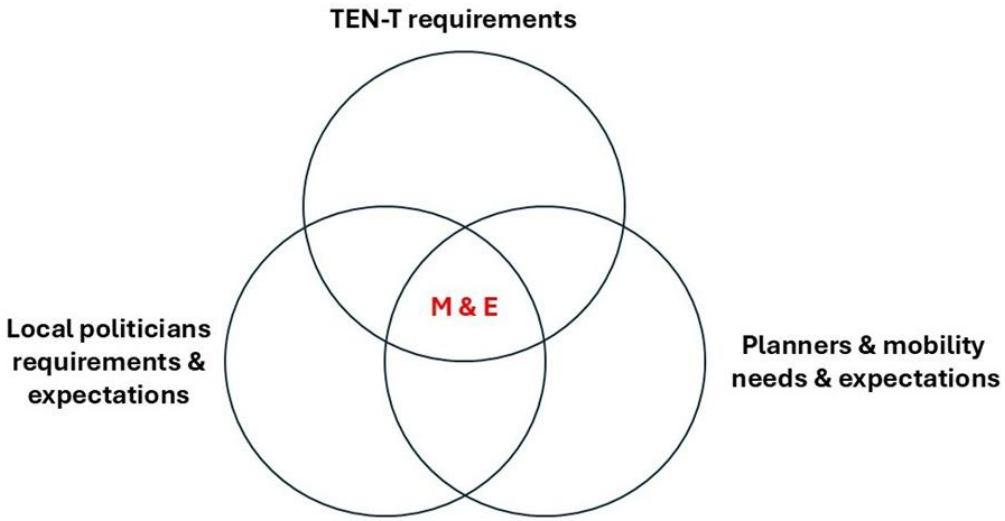
It offers:

- a clear structure for designing or improving a local M&E plan,
- flexibility for cities of different sizes and capacities,
- strong emphasis on active mobility indicators,
- a practical guide complementing the Indicator Selector Tool and the M&E Framework,
- examples drawn from the BSR region.

It can be used to:

- create a standalone M&E plan,
- update or improve the monitoring section of an existing mobility plan,
- serve as a checklist for cities with a functioning SUMP,
- support internal evaluation of current practices and resources,
- guide cooperation between planners, management, and decision-makers.



Source: self-study based on the presentations from Project Partner Meeting in Gävle, March 2025

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Monitoring & Evaluation Plan Template structure

INTRODUCTORY PART	EVALUATION OF THE CURRENT M&E FRAMEWORK	FROM TARGETS TO POLITICAL DECISION-MAKING PROCESS	MANAGERIAL ISSUES
• CITY DESCRIPTION AND MOBILITY PICTURE • OBJECTIVES OF SUMP OR/ AND OTHER STRATEGIC DOCUMENTS	• REFLECTION ON THE CURRENT M&E PRACTICES • EVALUATION OF THE CURRENT INDICATORS • DATA GAPS	• SETTING TARGETS AND INDICATORS • M&E PROCEDURES • TRANSFORMING THE M&E FRAMEWORK INTO A POLITICAL DECISION-MAKING PROCESS	• COLLABORATION • TIMELINE • REPORTING • EVALUATION

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M & E Plan Template – selected elements

REFLECTION ON THE CURRENT MONITORING &EVALUATION PRACTICES

In most cases, we don't need to start our work from scratch. Even if a SUMP has not yet been developed, there are usually other documents that address various aspects of sustainable urban mobility. Answering the following questions will help assess whether a monitoring and evaluation process has been designed and is being implemented in relation to the existing document.

You can use this chapter to reflect on how M&E is currently conducted in your city. Use it to spot strengths, weaknesses and gaps. Cities and towns without experience can use it to identify the starting points or to extract other strategic documents related to transport and mobility.

PURPOSE:

To assess how the process of monitoring and evaluation of sustainable urban mobility has been carried out to date.

Do you have a monitoring and evaluation of the sustainable urban mobility process in place?

Does the current mobility plan have well-defined indicators? (i. e. SMART indicators)?

Are there units responsible for collecting and reviewing mobility data?

Do you regularly collect data across key areas, such as public transport, walking/cycling, air quality or traffic?

Do you use this data to guide decisions and/or update strategies?

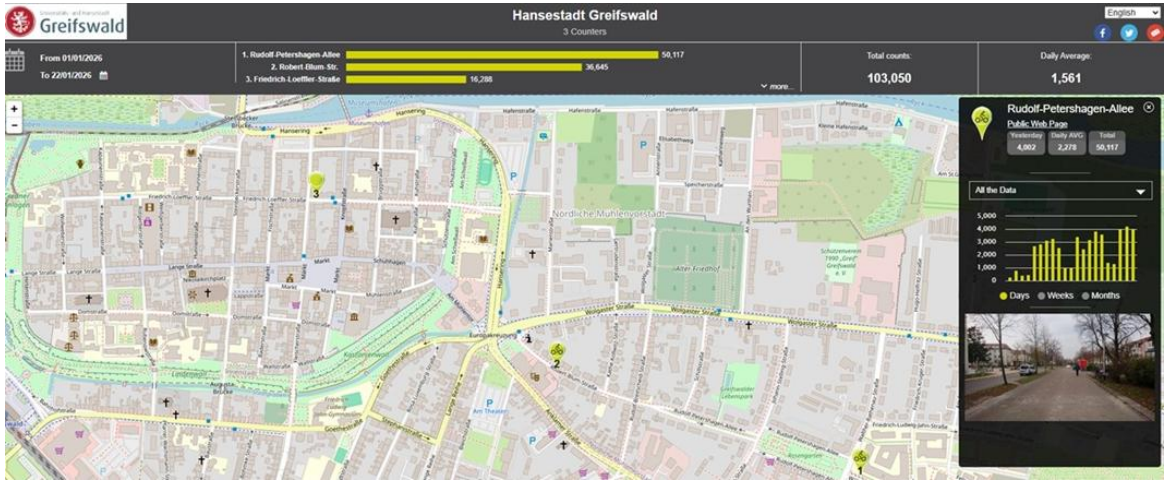
Do you cooperate with other departments, private/public operators, or residents to improve M&E (i.e. in case of data collection process)?

EVALUATION OF THE CURRENT INDICATORS

Indicators are the core of the monitoring framework. Their number, the data required for their calculation, and the calculation methods themselves mustn't become an end result. What matters most is that they enable the monitoring of the key elements and actions of sustainable urban mobility from the city's perspective. They should also reflect the size and specific characteristics of the city or functional urban area in question.

The purpose of this section is to help assess whether the indicators used by your city are practical, realistic and aligned with goals by answering the following questions:

Do your indicators align with the goals outlined in your mobility plan or strategy?
Do your indicators monitor progress?
Are your indicators measurable?
Are your indicators updated regularly? [Try to avoid indicators that depend on one-time studies or outdated sources].
Do your indicators cover key themes, such as active mobility, accessibility, or emissions? [Check if there are gaps in what you measure vs. what matters (e.g. quality of life, perception of safety, emissions from the transport sector)].
Is the data behind your indicators reliable, realistic, and clearly defined?
Is the category of "walking" or „walking trip" clearly defined?



Greifswald (Germany) uses permanent cycling measurement, which is available online

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M & E Plan Template: already tested by the Project partners city

Objective	Related Indicator	Indicator Description	Classification (Core/Specific)	Source of data	Baseline value	2026	2027	2028	Target Value	Responsible Party
Increase sustainable mobility	Share of trips using walking, cycling, or public transport	Proportion of all daily internal trips made using sustainable modes within the city	Core	National travel survey, city travel data	55% (2021)	60%	63%	65%	66% (by 2030)	Mobility Services unit
Reduce transport emissions	GHG emissions from road/street traffic	Greenhouse gas emissions from city's local road and street traffic, measured in CO_2-equivalent	Core	City environmental unit, urban emissions inventory	164 kt (2015); 144 kt (2023)	100 kt	90 kt	85 kt	82 kt by 2029 (-50%)	Environmental unit
Improve traffic safety	Serious injury accidents in traffic	Number of traffic accidents resulting in serious injury or death annually within the city	Core	Police, National Statistical Office, traffic safety database	Avg. 10/year (2017–2021)	7	6	5	5 (-50% by 2030), 0 by 2050	Traffic safety unit

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M & E Plan Template: already tested by the project partner cities: Cesis

Keeping it simple: Suggested M&E Indicators

1 Walking

- Pedestrian Injuries: Number of pedestrians injured in accidentsTarget: –30% by 2030Pedestrian
- Satisfaction: % of residents satisfied with walking conditionsTarget: 85%

2 Cycling

- Cycle Path Length/Density: km per km²; % of road network
- Cyclist Safety: Number of incidents/injuriesTarget: –30% by 2030
- Travel Time Ratio: Cycling vs CarTarget: Reduce gap

3 Public Transport

- Share of Trips by PT: Modal split, %
- PT Users: Annual ridership
- Accessibility: % of residents within 5–10 min walking distance to stops
- Bus Stop Quality: % with shelters
- PT Supply: Vehicle-km per capita; buses per 1,000 residents
- Fleet Modernisation: Share of zero-/low-emission buses (%)
- PT Safety: Accidents involving public transport

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Source: Madara Jenerte: Small City, Big Action: Developing Monitoring for Sustainable Mobility in Cesis. UBC Talks webinar, 10.2025

Summary

- The Monitoring & Evaluation Framework includes Selector Indicator Tool and Monitoring & Evaluation Plan Template;
- They have been developed in collaboration with cities, within the SUMPs for BSR Project;
- These tools help to develop, improve, and update an M & E scheme of cities of different sizes (very small, small and medium);
- We will use them during our workshop on 11.02.2026, therefore, please familiarise yourself with the Indicator Selector Tool at:

https://bsr-sump.eu/tool/

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Thank you!

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https://interreg-baltic.eu/project/sumpsforbsr

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SUMPs for BSR project, co-funded by the Interreg BSR programme, is supporting transition to sustainable urban mobility planning.