

How should data gathering be approached in cities of different sizes?

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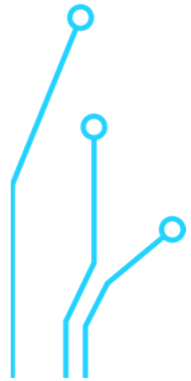
SUMI



Funded by the
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The SUMI data challenge

- EC's objective:
 - a common, methodically sound and practically **feasible indicator set** for EU cities
 - enable public authorities to **determine the current status of the city with regard to sustainable urban mobility** taking into account EC policies and targets
 - enable cities to **benchmark against other cities** and compare against national and international data sets.
- Data challenge
 - **Meaningful set of indicators**
 - **Consistent definitions and calculation algorithms** over the cities in line with standardised EU data formats and data sets available at the EU level
 - **Feasible collection of underlying representative data**



The SUMI data challenge

Different cities - different characteristics and opportunities

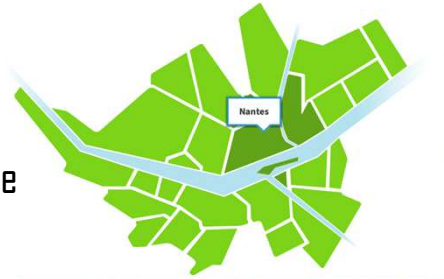
- Geographical structure
- Capacity to collect data: experience and resources
- Data collection history



The SUMI data challenge - geographical level of data

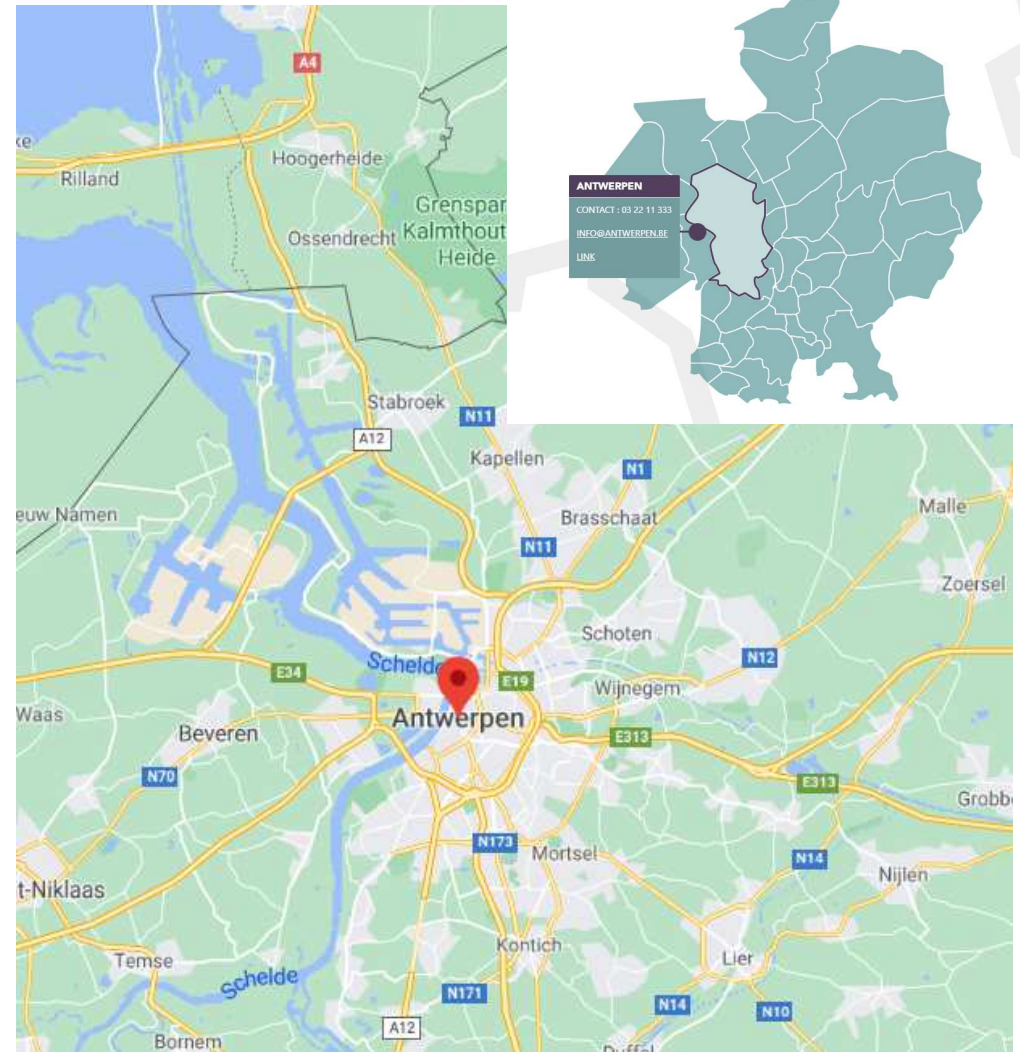
- The city – Functional Urban Area
 - **optimal goal:** collect data on the level of the FUA incl. the commuters catchment area

- definition of FUA not always applicable for smaller cities
- data available on city level, some data on the level of the urban area in some countries
- some data available on national level
- city level (administrative boundaries) most feasible for most cities and data



The SUMI data challenge - geographical level of data

- recommendations
 - City level as default geographical area
 - Possible to use also the Functional Urban Area
 - Transparent presentation - Benchmarking only between cities with the same geographical reference
 - Urban area level data should become the basis for the SUMI indicator set in the long term.
 - Smaller cities still possibility to use their city level - specific approach for some indicators e.g. modal-split of trips



representativeness

THE 50M data challenge - capacity and history

- Smaller cities
 - Limited focused data collection
 - Limited/no GIS systems
- Larger cities
 - Regular data collection campaigns
 - Use of traffic models
 - GIS systems
 - Dedicated people and skills
 - Budget ...
- General challenges
 - **Procurement of data**, especially with a long timescale and data needed high resources
 - **Sampling** in stead of overall collection of data: risks of limited representativeness
 - **New methods of collecting data**: apps, crowd-sourcing, citizens science
 - assessment of reliability thresholds (critical mass), representativeness, plausibility, quality, comparability, fraud etc.

The SUMI data challenge - capacity and history

- recommendations
 - Further **revision of definitions** to make the data collection more feasible especially for smaller cities
 - Allowing **different options to provide the basic data**
 - Extra analyse to define these options to assure a high likeliness that both options result in a similar indicator score
 - use of **sampled data**: systematically explore the options and , where justifiable, **specific guidelines on sampling criteria**
 - Crowd-sourcing as method for data collection as a valid form of data procurement.
 - Disclosure of data sources deviating methods should be mandatory
 - Legal requirements on private data owners to share data with the public sector



The SUMI data challenge - capacity and history

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The SUMI data challenge

- Additional observations
 - Optimal level of detail/flexibility of the indicator sheets and calculation methods
 - Support to the cities is important
 - Optimal choices in data collection and data processing towards the indicators
- Integration of City/FUA indicators is crucial for a good specific evaluation of mobility strategies (e.g. CIVITAS urban mobility approaches)



Thank you!

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