**U·MOB MOBILITY INDICATORS SYSTEM 2020**

**Directions:**

The criteria are referred to results related to the course 2020-2021, when sending the info regarding mobility indicators.

The total score is calculated by adding the partial ones calculated per indicator from the criteria of the following tables. The maximum score is 200.

If the university has more than one campus, the criteria may be applied considering the global result as a whole or regarding a single campus (in this case, the campus must be identified).

1. **Sustainable mobility plan**

|  |  |
| --- | --- |
| There is a mobility plan in force, which is supported with defined responsibilities and funding | 20 |
| There is a strategy regarding sustainable mobility but there is no a plan with defined responsibilities and funding allocation | 10 |
| The university has not defined its strategy regarding sustainable mobility yet | 0 |

1. **University mobility manager**

|  |  |
| --- | --- |
| Mobility manager officially appointed by university management  | 20 |
| Manager developing some functions related to sustainable mobility at the university without an official appointment | 10 |
| Nobody developing this type of functions | 0 |

*Note 1: The Mobility Manager is responsible for planning and managing the mobility related to students and university staff, in order to foster sustainable transport modes (public transport, bicycle, walking) and reduce car use.*

1. **University mobility council**

|  |  |
| --- | --- |
| A university council has been constituted to deal with mobility issues, bringing together representatives of all involved areas who meet on a regular basis | 20 |
| Meetings within the university are held to deal with mobility issues when needed | 10 |
| Only occasional contacts take place among different areas to deal with mobility issues | 0 |

1. **Local authority’s mobility council**

|  |  |
| --- | --- |
| The university takes part in the mobility council constituted by the local authority, along with other mobility-related actors who meet on a regular basis | 20 |
| Meetings are held with mobility-related actors when needed | 10 |
| Only occasional contacts take place with local actors to deal with mobility issues  | 0 |

1. **Students/staff with option for smart working/teaching**

|  |  |
| --- | --- |
| Administrative staff and researchers have the chance to work on-line at least 2 days a week (40%)Students have the chance to attend on-line at least 40% classes  | 10 |
| Staff and students may work/attend classes on-line but less than 40% of their working/studying time | 5 |
| As a general rule, only researchers have the chance to work on-line a part of their working time  | 0 |

1. **Actions to increase the space for pedestrians and bikes at the expense of cars**

|  |  |
| --- | --- |
| The university implements a policy based on the progressive transformation of car lanes and parking areas into space for pedestrians and bikes, with specific actions implemented in the last three years (< 3 years) | 10 |
| The university implements a policy based on the progressive transformation of car lanes and parking areas into space for pedestrians and bikes, with specific actions implemented in the last five years (4-5 years) | 5 |
| No actions to transform car lanes and parking areas into space for pedestrians and bikes have been implemented in the last five years | 0 |

1. **Nº parking lots for cars per 1000 university members (except parking lots reserved for electric vehicles, people with reduced mobility or High Occupancy Vehicles)**

|  |  |
| --- | --- |
| <75 | 10 |
| 75-150 | 5 |
| >150 | 0 |

*Note 2: The term university members includes both personnel and students.*

1. **Regulation of car parking within the campus**

|  |  |
| --- | --- |
| Paid parking except for High Occupancy Vehicles or vehicles with low o zero emissions | 15 |
| Paid parking without benefits for HOV or low-emission vehicles | 10 |
| Paid parking and free parking available within the same campus/university | 5 |
| Free parking within the campus | 0 |

1. **Nº parking lots for bikes and e-scooters per 1000 university members**

|  |  |
| --- | --- |
| >150 | 10 |
| 75-150 | 5 |
| <75 | 0 |

*Note 2: The term university members includes both personnel and students.*

*Note 3: Within the campus.*

1. **Services as bus shuttle, car-sharing program, bike loan scheme or bike repair services provided by the own university for its members (students and personnel)**

|  |  |
| --- | --- |
| Bus shuttle | 5 |
| Car-sharing program | 5 |
| Bike loan scheme | 5 |
| Bike repair services | 5 |
| No service provided | 0 |

*Note 4: Add the score for each service.*

1. **Initiatives related to the purchase of goods/services by using sustainable mobility criteria**

|  |  |
| --- | --- |
| Policy for selection of suppliers considering proximity criteria (<100km) | 10 |
| Selection of services as maintenance, security, cleaning or distribution of goods considering the use of bikes or electric vehicles, or selection of vehicles for university fleet considering criteria of low o zero emissions | 5 |
| The university has not implemented this type of criteria | 0 |

1. **Campaigns/activities for increasing participation and raising awareness of university personnel and students**

|  |  |
| --- | --- |
| In addition to celebrate the Mobility Week once a year, the university launches other campaigns along the course, especially when the actions included in its mobility plan are implemented | 10 |
| As a rule, the university celebrates the Mobility Week once a year by means of different activities to involve students and staff | 5 |
| The university does not celebrate the Mobility Week on a regular basis | 0 |

*Note 5: The Mobility Week may be celebrated when the university considers more suitable according its own circumstances.*

1. **Modal split**

|  |  |
| --- | --- |
| Car use is low <20% | 20 |
| Car use is medium 20-45% | 10 |
| Car use is high >45% | 0 |

*Note 6: Data related to the last mobility survey.*

1. **Car occupancy index**

|  |  |
| --- | --- |
| Car occupancy index is high >1,5 | 5 |
| Car occupancy index is medium 1,2-1,5 | 3 |
| Car occupancy index is low <1,2 or this information is not available (not included in the last mobility survey) | 0 |

*Note 6: Data related to the last mobility survey.*