



## NISTO Core criteria

In the NISTO toolkit, the assessment of sustainability is carried out using a pre-defined set of criteria and weights. The NISTO core evaluation criteria used for the assessment of sustainability have been derived from the general objectives of urban mobility projects. The criteria reflect the most important impacts of urban mobility projects in the domains of economy, environment and society. This document gives an overview of the criteria, their weights and explains the meaning of the indicators that can be used to measure these criteria.

CRITERIA	EXPLANATION	INDICATORS	EXPLANATION
<b>ECONOMY</b>	The 3 pillars (Economy, Environment and Society) are equally important.		
<b>Economic activity (0.21)</b>	Economic (and business) change due to the realisation of the project	<i>Shop occupancy in the city</i>	The proportion of occupied shops is used as a simple way of determining how the local economy is performing.
		<i>Hotel occupancy in the city</i>	The actual occupancy of hotel rooms (monthly average) is an indicator of economic activity in the city.
		<i>Employment opportunities</i>	How many new full time equivalent (permanent) jobs will be created by the project internally (within the implementing organisation) and externally.
<b>Cost effectiveness (0.24)</b>	The overall balance of costs and revenues of investments and operations	<i>Investment costs</i>	These are the public and private costs for the initial set up of the scheme or project that is monitored. They can include for example construction costs, purchase of rolling stock, back office and website design etc.
		<i>Operating costs</i>	These are the public and private costs for maintenance and running the scheme, including for example repairs, staffing costs, fuel and other consumables.

		<i>Revenues</i>	These are the revenues for both public and private parties, generated by the project, e.g. by ticket sales, membership, user fees, subsidies, advertising.
<b>Reliability and travel time (0.31)</b>	Impact on the costs and punctualities of goods deliveries; impact on the travel time of business travellers	<i>Cost of deliveries and pickups</i>	The average amount of money paid by the shipper for shipping a product or service unit or entity to the receiver in the city.
		<i>Punctuality of deliveries and pickups</i>	Punctuality is defined as the percentage of pick-up and/or delivery times that are within an acceptable time slot or time window.
		<i>Travel time of business travellers</i>	Average travel time of travellers travelling for business purposes
<b>Public funding of transport (0.24)</b>	The level of public subsidies provided for transport investment and operation	<i>Level of transport subsidies for investments</i>	Percentage of public funding for investments, related to the project.
		<i>Level of transport subsidies for operating costs</i>	Percentage of public funding for operational costs related to the project.
<b>ENVIRONMENT</b>	<b>The 3 pillars (Economy, Environment and Society) are equally important.</b>		
<b>Land consumption (0.20)</b>	The proportion of land which is occupied by transport infrastructure contributing to the loss of green areas, habitats and causing visual impact	<i>Extent of land consumption by project implementation</i>	The proportion of land, which is occupied by transport infrastructure.
<b>Greenhouse gas emissions (0.21)</b>	Level of CO <sub>2</sub> emissions	<i>CO<sub>2</sub> emissions</i>	What are the Carbon Dioxide (CO <sub>2</sub> ) emissions for the project, also including any indirect effect like change due to modal shift from/to cars?
<b>Air quality (0.22)</b>	Concentration of particulate matter and NO <sub>x</sub>	<i>PM<sub>2.5</sub> emissions</i>	What are the particulates (PM <sub>2.5</sub> ) emissions for the project?
		<i>NO<sub>x</sub> emissions</i>	What are the nitrogen oxides (NO <sub>x</sub> ) emissions for the project?
<b>Resource use (0.20)</b>	Energy efficiency of transport vehicles	<i>Energy efficiency of vehicles</i>	What is the energy consumption of vehicles that are used in or affected by the project?
		<i>Proportion of alternative energy sources used</i>	What percentage of the fuel/energy used in the project comes from alternative sources

			(biofuel, electricity, hydrogen, non-fossil methane, natural gas)?
<b>Noise (0.17)</b>	Exposure to transport noise	<i>Perception of transport noise</i>	What is the perception of residents of transport related noise levels in their local area?
		<i>Exposure to transport noise</i>	Percentage of population exposed to traffic noise levels affecting well-being (greater than 40dBA)
		<i>Produced noise</i>	The overall noise produced by transport related to the project.
<b>SOCIETY</b>	The 3 pillars (Economy, Environment and Society) are equally important.		
<b>Safety (0.20)</b>	The risk of a person using the transport network being killed or seriously injured	<i>Number of accidents</i>	Total number of accidents per year per 100 km travelled for each transport mode (including walking and cycling)
		<i>Perception of safety</i>	How do transport users perceive safety when participating in traffic? (qualitative evaluation)
<b>Security (0.11)</b>	Crimes committed against transport users or transported goods	<i>Perception of crime and security</i>	What is the perception of crime per mode, including public transport, personal transport, walking and cycling?
		<i>Reported crime</i>	Reported crimes or incidents relating to public transport, car and bicycle theft and pedestrians
<b>Health of citizens (0.16)</b>	Physical and mental wellbeing of citizens	<i>Level of health of citizens</i>	The percentage of walking and cycling trips for travelling compared to the total amount of trips by all modes.
<b>Liveability (0.18)</b>	How well citizens and visitors feel in the public areas of the city	<i>Walkability and pedestrian friendliness</i>	Total length of pedestrian areas (walking paths, pavements) in % of the length of the whole transport network (roads)
		<i>Quality of urban space</i>	What are people's perception of the urban realm or character of the town? (qualitative evaluation)
<b>Equity (0.13)</b>	Provision of access to jobs and basic services for affected population groups, over which the	<i>Accessibility of employment</i>	The working age people living within 30 minutes travel time to nearest employment centre

	projects' effects are distributed (like citizens and visitors), irrespective of social and economic background	<i>Accessibility of healthcare</i>	The percentage of people living within 30 minutes travel time to nearest doctors and hospital
		<i>Accessibility of services</i>	The percentage of people living within 30 minutes travel time to nearest town centre or shopping centre
		<i>Accessibility of public transport stops and stations</i>	Percentage of people living within 5 minutes walking to public transport stop or station
		<i>Level of service from the nearest public transport stop or station</i>	How frequent is the daytime service from the nearest station or stop (number of services per hour during regular service)?
		<i>Cost of mobility</i>	The percentage of a person's income that is spent on transport. Calculated on a monthly basis.
<b>Socio-political acceptance (0.09)</b>	Citizens' satisfaction with the mobility policy or project	<i>Citizen's approval of/satisfaction with the mobility policy or project</i>	Overall level of satisfaction with mobility policy or the project by the citizens (qualitative evaluation).
<b>Accessibility for people with special needs (0.13)</b>	Accessibility for people with special needs (disabled, elderly and people with small children)	<i>Level of fully accessible services</i>	<i>Proportion of fully accessible services/stops /stations</i>