SOLUTIONS Training Kit Cluster 4: Integrated planning and Sustainable Urban Mobility Plans (SUMPs)

www.urban-mobility-solutions.eu

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About SOLUTIONS

SOLUTIONS aims to foster knowledge exchange and boost the uptake of innovative sustainable urban mobility solutions through the further exploitation of existing knowledge. The main focus of the SOLUTIONS project is on the exchange between cities from Europe, Latin America and the Mediterranean.

The project looks at the following thematic areas:

- public transport
- transport infrastructure
- city logistics
- integrated planning / sustainable urban mobility plans
- network and mobility management
- clean vehicles

Introduction to Cluster 4: Integrated planning and Sustainable Urban Mobility Plans

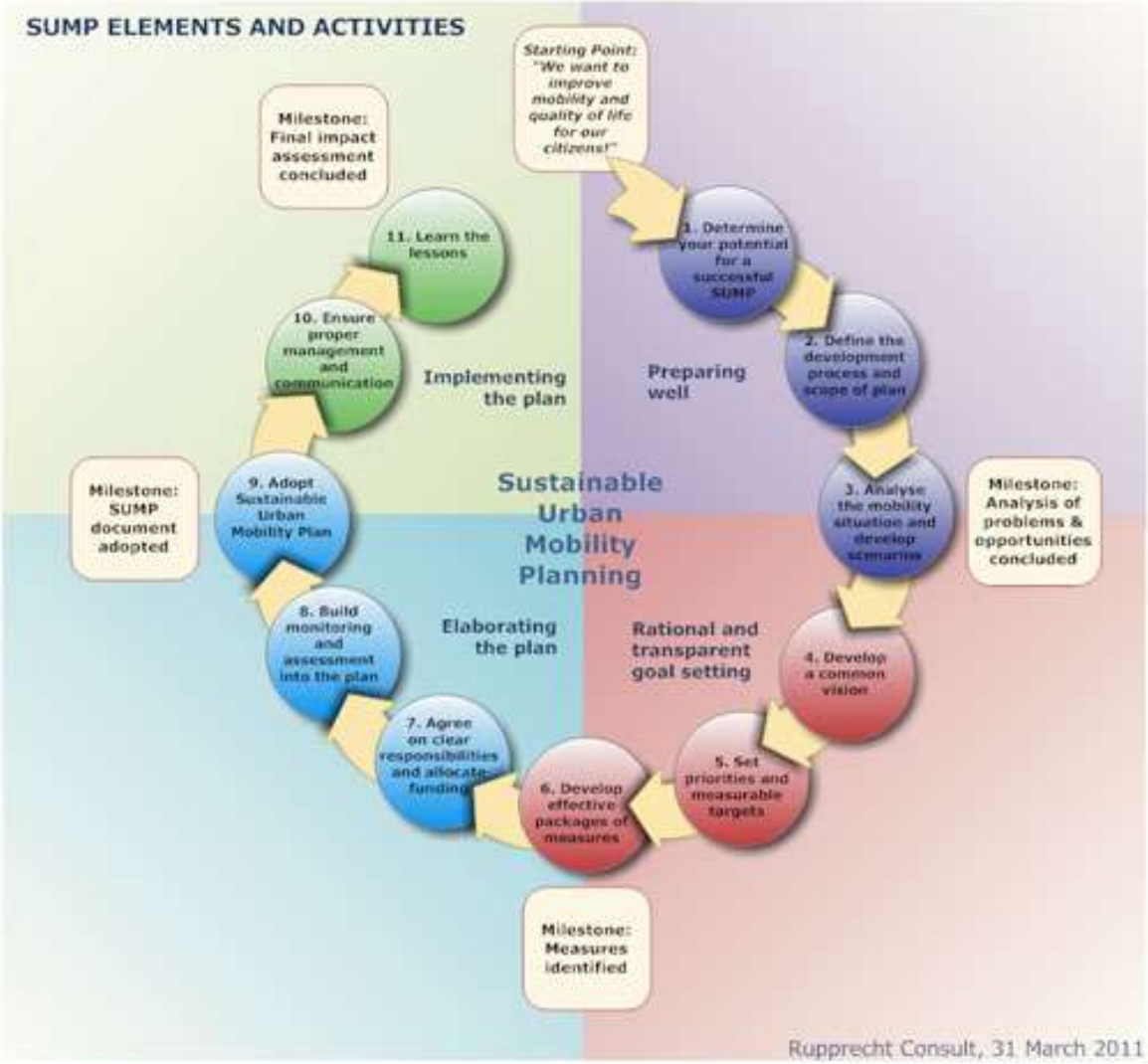
Integrated planning & SUMP: A diverse process with active participation of all sectors of society in consultation and decisions relating to sustainable development and the planning of the future of cities

Issues: Take-up & transfer in different parts of the world remains challenging

Main focus: Put SUMP at the heart of urban mobility policies

SOLUTIONS for	Type of impact
General preparation of SUMP	Avoid, Shift, Improve
Vision building for future sustainable urban mobility	Avoid, Shift, Improve
Participation (Involving stakeholders and engaging citizens)	Avoid, Shift, Improve
Participatory budgeting in SUMP context	Avoid, Shift, Improve
SUMP audit schemes and quality management	Avoid, Shift, Improve
Measure / measures package selection strategies	Avoid, Shift, Improve
Monitoring and evaluation of SUMP	Avoid, Shift, Improve
Modelling and visualisation tools in SUMP	Avoid, Shift, Improve
SUMP framework conditions	Avoid, Shift, Improve
Capacity building and training schemes in SUMP	Avoid, Shift, Improve
Engaging external support for SUMP development	Avoid, Shift, Improve

Solution 4.1: General preparation of SUMP



Solution 4.1: General preparation of SUMP

Objectives and implementation

- Objective: create a comprehensive basis for long-term mobility planning in an urbanised area
- A Sustainable Urban Mobility Plan (SUMP) is applied for the entire urban area (including peri-urban / urbanised region)

Solution 4.1: General preparation of SUMP

Drivers

- Political will of decision makers
- Central funding mechanisms
- Synergies and optimization of administrative processes
- Competitiveness of urban area
- Public initiative & legitimization of infrastructure projects and decisions

Barriers

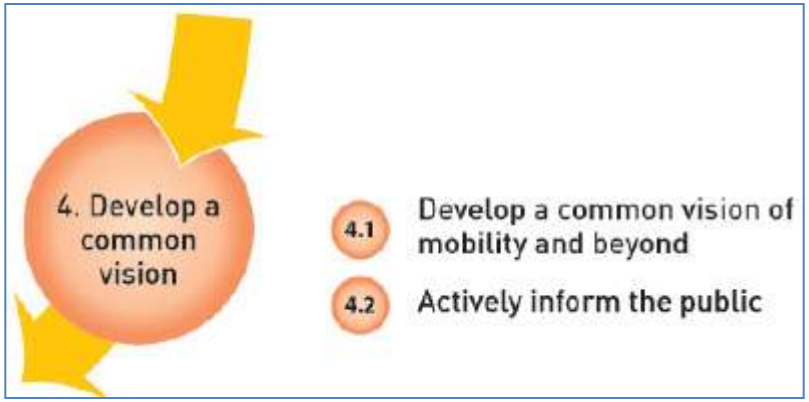
- Lack of capacities
- Lack of political support
- Silo thinking of transport professionals and planners
- Lack of resources
- No legal / regulatory / monetary requirements

Solution 4.1: General preparation of SUMP

Examples

- France: PDU (urban transport plans) compulsory for cities above 100 000 inhabitants
- UK: Local Transport plans
- Sucessful examples: Nantes, Lille (France); Leeds (UK); Lund (Sweden); Aalborg (Denmark); Ghent (Belgium); Aachen (Germany)
- Relevant EU projects: ELTIS, CIVITAS, CH4LLENGE, BUMP; ENDURANCE; Quest, ADVANCE, ECOMOBILITYSHIFT; PILOT; BUSTRIP; TIDE; PUMAS

Solution 4.2: Vision building for future sustainable urban mobility



SUMP Guidelines

Solution 4.2: Vision building for future sustainable urban mobility

Objectives and implementation

- Define the goals for urban transport / mobility system in a city and its metropolitan region
- Can be an efficient marketing tool for innovative transport and mobility measures
- Positive impacts on economic growth and jobs and the achievement of a city’s climate targets

Solution 4.2: Vision building for future sustainable urban mobility

Drivers

- Good visualisation and communication to the public
- High-level political support

Barriers

- short-term thinking of decision makers (electoral cycles)
- Confusion about the differences between objectives, targets and measures
- Bad communication of high-level objectives

Solution 4.2: Vision building for future sustainable urban mobility

Examples

- West Yorkshire (UK)
- Copenhagen (DK) cycling capital
- London congestion charging (UK)
- Stockholm (SE), alternative fuels
- Bogota (Colombia) 8-80 vision.

Solution 4.3: Participation (Involving stakeholders and engaging citizens)

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Objectives and implementation

- Key component of sound sustainable urban mobility planning
- Ensure broad acceptance of transport and mobility measures
- City-wide strategy, but also focusing on certain areas
- Should involve actors from outside the city as well
- Capturing local knowledge ensures a sound basis for decision making with resource efficient implementation

Solution 4.3: Participation (Involving stakeholders and engaging citizens)

Drivers

- Many stakeholders already have experiences with Local Agenda 21 processes and are familiar with consultative and participatory processes

Barriers

- Lacking interest of citizens and stakeholders in being involved in workshops and round tables
- Unfavourable conditions from the side of the decision makers
- Stakeholder groups may oppose proposed changes and boycott a participatory process
- urban freight stakeholders are often difficult to engage

Solution 4.3: Participation (Involving stakeholders and engaging citizens)

Examples

- Bath (UK); Gent (BE)
- Round tables with stakeholders in Berlin; Dresden; Aachen (DE)
- Barcelona (ES) social pact
- Bremen (DE) planning application
- EU projects: GUIDEMAPS, ELTIS Plus, Fiets van Troje, and CH4LLENGE

Solution 4.4: Participatory budgeting (PB) in SUMP context

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Objectives and implementation

- Allow citizens to identify, discuss, and prioritize public spending projects
- Allow citizens to decide on how to allocate part of a municipal or public budget for which priorities
- Three major steps: (1) Preparatory Meetings, (2) Regional and Thematic Assemblies, (3) Municipal Assembly

Solution 4.4: Participatory budgeting (PB) in SUMP context

Drivers

- Helps to prioritise strategies and measures identified in the sustainable urban mobility and transport planning process

Barriers

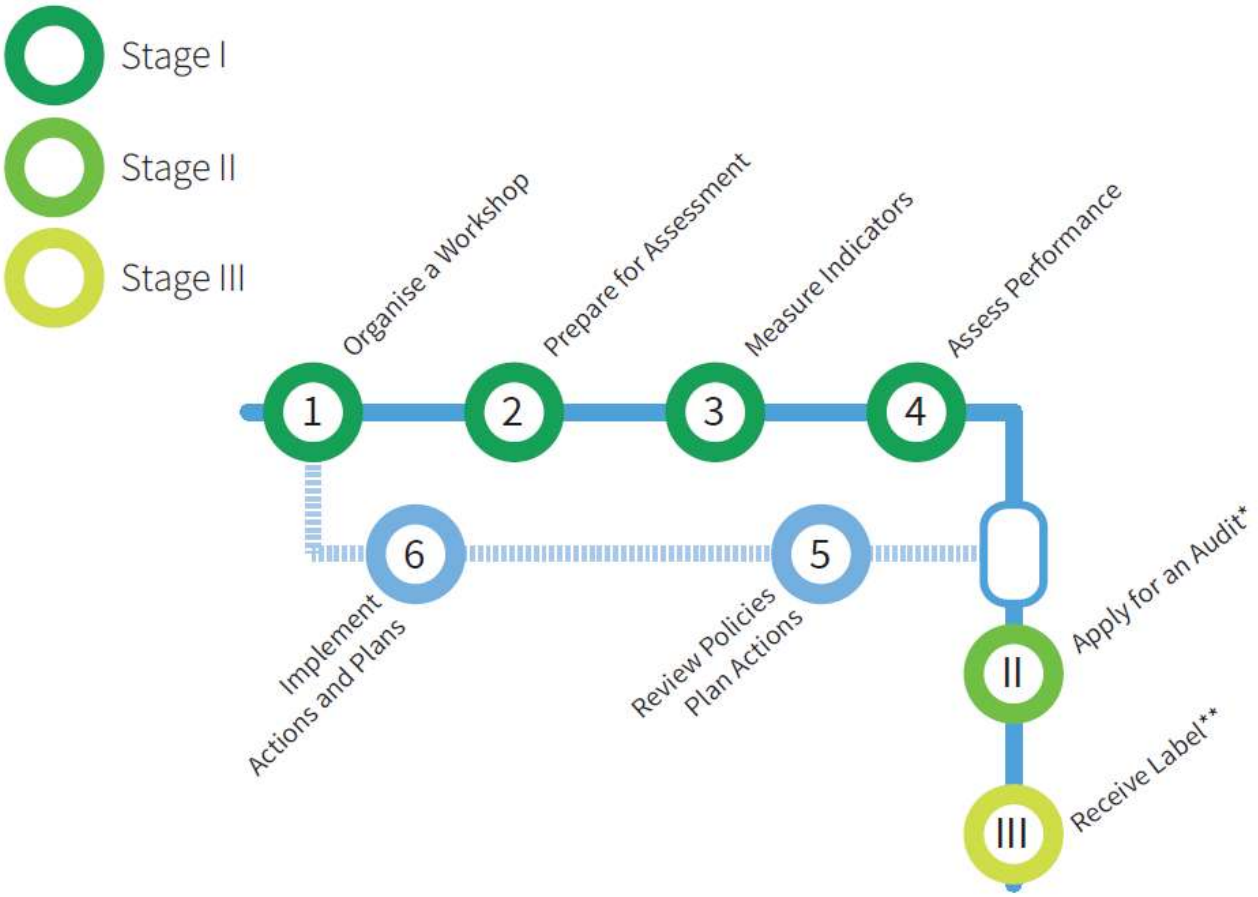
- Challenge is to involve disadvantaged sectors of society in the process

Solution 4.4: Participatory budgeting (PB) in SUMP context

Examples

- Porto Alegre (Brazil), since 1989
- Applied in many other Brazilian cities
- Concept has spread across Latin America,
- Cities in France, Italy, Germany and Spain

Solution 4.5: SUMP audit schemes and quality management



Solution 4.5: SUMP audit schemes and quality management

Objectives and implementation

- Provide an assessment (snapshot) of the current situation in urban transport policies and their implementation
- Increase local capacity of transport related staff in public services and at involving stakeholders
- Auditing (assessing the current situation against a list of indicators)
- Self-assessment (local stakeholders are involved by evaluating the current situation)
- Action planning (providing solutions to remediate on-going problems in networks)

Solution 4.5: SUMP audit schemes and quality management

Drivers

- Cities' will to change its urban transport policies
- Involvement of local stakeholders creates ownership and legitimation for future action
- Trustworthy, local language auditors can create local momentum for change

Barriers

- Lack of available data
- Limited experience in stakeholder involvement
- Limiting the quality management scheme to a one-time application

Solution 4.5: SUMP audit schemes and quality management

Examples

- QUEST and ADVANCE audit schemes (100+ European cities involved)
- www.quest-project.eu,
- www.eu-advance.eu
- www.ecomobility-shift.org

Solution 4.6: Measure / measures package selection strategies

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Objectives and implementation

- Identify suitable measures and establish mutually reinforcing packages of measures for better economies of scale
- Get an overview of different options that contribute to the vision, objectives and targets of the overall SUMP
- Implemented within the resource framework of the plan

Solution 4.6: Measure / measures package selection strategies

Drivers

- Need to implement agreements on transport and mobility measures

Barriers

- Lack of expertise and capacities in the area

Solution 4.6: Measure / measures package selection strategies

Examples

- Measure generator developed by ITS Leeds (UK)
- Project examples: CH4LLENGE and CIVITAS

Solution 4.7: Monitoring and evaluation of SUMP

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Objectives and implementation

- Objective: Build a suitable monitoring and evaluation arrangement into the SUMP
- Applied to various steps, such as the vision building, participation, measure selection and implementation & assessment of the entire plan
- Helps to identify barriers and drivers for measure design and implementation
- Help ‘lift’ the plan to a higher level

Solution 4.7: Monitoring and evaluation of SUMP

Drivers

- Clear understanding of the necessity of monitoring and evaluation
- Access to evaluation expertise (e.g. academic organizations)

Barriers

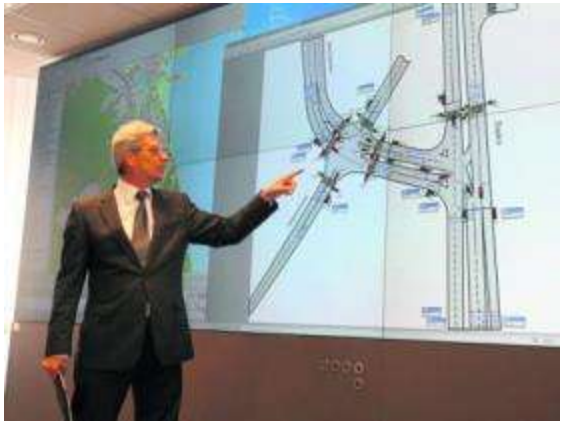
- Monitoring and evaluation is often given lowest priority in the mobility planning process
- Lack of expertise, lack of structured data and lack of quantified objectives

Solution 4.7: Monitoring and evaluation of SUMP

Examples

- Toulouse (FR); Dresden (DE); West Yorkshire (UK), Ghent (BE).
- Reference projects: CH4LLENGE, CIVITAS, QUEST and ENDURANCE

Solution 4.8: Modelling and visualisation tools in SUMP



Tristar in Gdynia (Poland)

Solution 4.8: Modelling and visualisation tools in SUMP

Objectives and implementation

- Supports the acquisition of mobility relevant data and provides tools for visualizing scenarios and planning options
- Modelling and visualisation can be applied a various levels:
    - Macro-level for entire city
    - Meso-level for mobility corridors
    - Micro-level for specific traffic design

Solution 4.8: Modelling and visualisation tools in SUMP

Drivers

- Requires specific technical expertise
- Experts need to have good knowledge about the advantages and limitation of tools (software)

Barriers

- Lack of understanding of modelling in the context of mobility planning
- Modellers often follow a technocratic approach and have exclusive focus on the engineering part of tools

Solution 4.8: Modelling and visualisation tools in SUMP

Examples

- Gdynia (PL) TRISTAR; Aachen (DE)
- Modelling tools are PTV VISUM transport modelling and PTV VISSIM traffic simulation.

Solution 4.9: SUMP framework conditions

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Objectives and implementation

- Helps to overcome legal barriers and harmonizes them for more efficient planning
- Framework conditions are being determined at local, regional and national levels
- Involvement of actors from the various levels is required at the planning stages

Solution 4.9: SUMP framework conditions

Drivers

- Support through a clear national policy framework and conditionality

Barriers

- Inadequate or no national guidance and regulation for an SUMP process

Solution 4.9: SUMP framework conditions

Examples

- Guidelines for preparing PDUs (France) and LTPs (UK)
- ELTIS guidelines for SUMP

Solution 4.10: Capacity building and training schemes in SUMP

AENEAS training workshop

Solution 4.10: Capacity building and training schemes in SUMP

Objectives and implementation

- Helps to build capacities of transport professionals in starting and implementing a SUMP process
- Helps to sensitize politicians and decision makers towards the benefits and advantages of SUMP for the city
- Scope of the solution is across local / regional government institutions, but also service providers

Solution 4.10: Capacity building and training schemes in SUMP

Drivers

- Available planning expertise in local and regional administrations
- Education and research institutions providing such services that exist in the city

Barriers

- Classical engineering focus of planners and their unwillingness to ‘look beyond borders’

Solution 4.10: Capacity building and training schemes in SUMP

Examples

- DYN@MO Baltic SUMP competence centre
- SUMP capacity building under ELTIS
- SUTP of GIZ in Asia

Solution 4.11: Engaging external support for SUMP development

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Objectives and implementation

- Provide support to local and regional authorities in tendering and outsourcing of the plan and/or planning steps
- Provide answers to the question of who is doing what in the planning process
- Impact: actual development and implementation of a SUMP in a city

Solution 4.11: Engaging external support for SUMP development

Drivers

- Local and regional administrations have experiences in outsourcing services to external suppliers and service providers

Barriers

- Risk of engaging tenderers with a rather technocratic approach without looking at the required aspects of SUMP
- Only scattered standards on tendering procedures and documentation

Solution 4.11: Engaging external support for SUMP development

Examples

- preparation of PDUs in France
- LTPs in UK
- Verkehrsentwicklungspläne in Germany
- Planning experience in Brazilian cities

Thank you!

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