Background for Cluster 4: integrated planning and Sustainable Urban Mobility Plans

The need for active participation of all sectors of society in consultation and discussion, relating to sustainable development and the planning of the future of the cities was already formulated in the Brundtland Report in 1987. It was soon recognised that sustainable mobility planning had to complement local Agenda 21 processes to address the impacts of growing traffic in cities.

Key to successful SUMP development is that they must integrate all modes used, they should consider the broader social, environment and economic aspects and they should have a strong participatory nature with a variety of stakeholders, local citizens and key interest groups being consulted.

Solution 4.1: general preparation of a SUMP

SUMPs will reduce and even avoid traffic, shift towards the use of sustainable modes and improve the different modes of transport. The drivers for successful SUMPs are existing experiences in improving the transport system in cities, political will of decision-makers, central funding mechanisms, synergies and optimisation of administrative processes, competitiveness of the urban area, public initiative, and legitimisation of infrastructure projects and decisions.

Solution 4.2: vision-building for future sustainable urban mobility

The scope of vision building is to define the goals for urban transport/mobility system in a city and its metropolitan region. It can be an efficient marketing tool for innovative transport and mobility measures. Well formulated, a vision has positive impacts on economic growth and jobs and the achievement of a city's climate targets. The scope of vision building is to define the goals for urban transport/mobility system in a city and its metropolitan region.

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Solution 4.3: participation (involving stakeholders and engaging citizens)

The scope for the participation strategy is city-wide but also geographically delimited areas of the city. The participation of actors from beyond city boundaries is equally relevant. Involving different government sectors helps to work across administrative boundaries.

Participation of stakeholders and citizens ensures better legitimacy for implementing urban transport and mobility measures. Capturing local knowledge ensures a sound decision making basis with resource efficient implementation.

Solution 4.4: participatory budgeting (PB) in SUMP context

Participatory budgeting was first implemented in 1989 in Porto Alegre City (Brazil) and is a leading case study in the world. The Federal Constitution paved the way for implementing participatory budgeting, establishing the democratic basis for resident-participation.

The process of participatory budgeting is quite simple, and yet complex, with three major steps: the Preparatory Meetings, the Regional and Thematic Assemblies, and the Municipal Assembly.

Preparatory annual meetings are hold at subareas of the metropolitan region; during these meetings citizens debate the municipal Investments Plan, the Accounts provided by

City Government from the previous year's work, and it will determine who will run for the Participatory Budgeting Council.

Solution 4.5: SUMP audit schemes and quality management

The SUMP audit and quality management schemes funded through European projects provide an assessment (snapshot) of the current situation of urban transport policies and their implementation. They envisage concrete improvements to the current planning processes, implementation processes and urban-transport measures selected. The audit and quality management schemes aim at increasing local capacity of transport related

staff in public services and at involving stakeholders.

Solution 4.6: measure/measure-package selection strategies

The solution seeks to get an overview of different options that contribute to the vision, objectives and targets of the overall SUMP. Measures and measure packages are implemented within the framework of the plan and have a high acceptance of stakeholders and citizens. It is the basis for decision-making for implementation of transport and mobility measures.

The impact of this solution is the final agreements on the transport and mobility measures to be implemented in the city. The solution is supported through available appropriate tools for measure selection. Experiences and tools for structured measure selection strategies are still limited. Lack of expertise and capacities in this area limits the possibility for structured transfer.

Solution 4.7: monitoring and evaluation of SUMP

The solution employs a wider range of evaluation methodologies, such as impact and

process evaluation, allowing the quantification of high level objectives such as climate change or quality of life, as well as specific objectives, such as change in modal split or cost benefit of measures. Measuring progress will help to 'lift' the plan to a higher level.

A clear understanding of the necessity of monitoring and evaluation is a prerequisite for assigning resources to such tasks. Access to evaluation expertise, for example through local academic organisations offering such services helps the implementation.

Solution 4.8: modelling and visualisation tools in SUMP

This solution supports the acquisition of mobility-relevant data and provides tools for visualising scenarios and planning options.

Elaborating scenarios for planning strategies supports participatory decision making. Applying visualisation tools in SUMP requires specific technical expertise. The experts need to have good knowledge of the advantages and limitation of tools (software). Modelling software solutions for traffic planning are widely applied and proven.

Solution 4.9: SUMP framework conditions

Sustainable urban mobility planning is embedded in a wider legal, economic and social context. This measure highlights framework conditions which facilitate and support the SUMP process. In turn, it helps to overcome legal barriers and harmonises them for more efficient planning.

The scope of this measure is to assess legal aspects as well as economic, social and environmental conditions. It puts the conditions into the planning context to immediately identify barriers and drivers of SUMP implementation.

Framework conditions are determined at local, regional and national levels, thus the involvement of actors from the various levels is required at the planning stages.

Solution 4.10: capacity building and training schemes in SUMP

A sustainable urban mobility planning process requires transport professionals with profound expertise in the planning process. This solution helps to build capacities of transport professionals in starting and implementing a SUMP process. Capacity building helps to inform politicians and decision-makers of the benefits and advantages of SUMP for the city.

Solution 4.11: engaging external support for SUMP development

Local authorities usually have to engage in external expertise for a sustainable urban mobility plan. This solution provides support to local and regional authorities in the tendering and outsourcing of the plan and/or planning steps. It will provide answers to the question of who is doing what in the planning process. The impact of this solution is the actual development and implementation of SUMP in a city.