

Training on SUMP

Module 3:
Case studies and
best practices

13.06.2018

Igoumenitsa

Simone Bosetti

TRT Trasporti e Territorio

Agenda

- 1. Introduction to SUMPORT Training Module 3: objectives and agenda**
- 2. Recap from previous training modules**
- 3. Relevant experiences and best practices at European level**
- 4. SUMP Self-assessment of SUMPORT cities**
- 5. Port cities specificities**
- 6. Next training session: feedback and fine-tuning**

Agenda

- 1. Introduction to SUMPORT Training Module 3: objectives and agenda**
2. Recap from previous training modules
3. Relevant experiences and best practices at European level
4. SUMP Self-assessment of SUMPORT cities
5. Port cities specificities
6. Next training session: feedback and fine-tuning

Introduction



TRT and our experience in Sustainable Urban Mobility Planning

- **TRT**: quantitative analysis, planning and economic assessment of transport systems and policies since 25 years
- Pioneer study on Sustainable Urban Transport Plans (SUTP) launched by the EC DG ENV in 2005
- Co-author of the **EU SUMP Guidelines “Developing and Implementing a Sustainable Urban Mobility Plan”**
- Key **EU projects dealing with SUMP**s: Eltis, European Urban Transport Roadmaps 2030, PUMAS, CIVITAS WIKI, BUMP (SUMP training activities to Italian cities), CIVITAS PROSPERITY, Urban Mobility Indicators
- Chair of the **Coordinating Group of the EU SUMP Platform**
- Design and evaluation of **urban and regional sustainable mobility plans** in Italy: Parma, Alessandria, Padova, Piacenza, Naples, Aosta, Sicilian Islands, Prato, Vicenza and Milan



Introduction

SUMPORT Training programme

MODULE		CONTENT
N.	One	Setting the scene <ul style="list-style-type: none"> • European policies on sustainable urban mobility • Basic concept and benefits of SUMP • EU support and guidance
Timing	July 2017	
Location	Valencia (ES)	
N.	Two	Introduction to the SUMP planning cycle <ul style="list-style-type: none"> • Preparation • Development • Implementation • Monitoring
Timing	December 2017	
Location	Koper (SI)	
N.	Three	Case studies and best practices <ul style="list-style-type: none"> • Relevant experiences at EU level • Workshop exercises: self-assessment
Timing	June 2018	
Location	Igoumenitsa (EL)	
N.	Four	Measure selection <ul style="list-style-type: none"> • Integrated packages of policy measures • Tools and approaches to select the best mix of measures • Workshop exercises: Urban Transport Roadmaps Tool
Timing	December 2018	
Location	Limassol (CY)	

Introduction

Objectives of Module 3

- To provide you with some **(best practice) examples** about the application of the SUMP concept and approach, for you to learn and get inspired
- To discuss (and have a better understanding of) both the **full planning process** and **specific components** of the SUMP process
- To check **where your SUMP stands** compared to the basic SUMP principles (maybe as homework if we have time constraints)
- To confirm if and **how port cities are different**
- To learn **what other port cities** are planning

Introduction

Agenda of Module 3: Case studies and best practices

10.30 – 11.30	Introduction: <ul style="list-style-type: none">▪ Objectives and agenda of training Module 3▪ Recap from previous modules Relevant experiences and best practices at European level: <ul style="list-style-type: none">▪ Vienna (AT), Vitoria-Gasteiz (ES), Bremen (DE), Turda (RO)
11.30 – 12.00	<i>Coffee break</i>
12.00 – 12.30	Presentation of Municipality of Igoumenitsa SUMP and sustainable mobility initiatives
12.30 – 13.30	Exercise: SUMP Self-Assessment of the SUMPORT cities (homework?) Port cities specificities: <ul style="list-style-type: none">▪ Key elements and links with the SUMP planning process▪ Exercise: discussion about the SUMPORT cities▪ Examples from other port cities: Aberdeen (UK), Antwerp (BE), Costanta (RO), Klaipeda (LT), Trieste (IT) and Funchal (PT)
13.30 – 14.00	Next training sessions: feedback and fine tuning

Agenda

1. Introduction to SUMPORT Training Module 3: objectives and agenda
2. **Recap from previous training modules**
3. Relevant experiences and best practices at European level
4. SUMP Self-assessment of SUMPORT cities
5. Port cities specificities
6. Next training session: feedback and fine-tuning

Recap from Module 1: the SUMP concept

WHAT IS A SUSTAINABLE URBAN MOBILITY PLAN?

A **Sustainable Urban Mobility Plan** is a strategic plan designed to satisfy the **mobility needs** of **people and businesses** in **cities and their surroundings** for a better quality of life.

It builds on **existing planning practices** and takes due consideration of **integration**, **participation**, and **evaluation** principles



Recap from Module 1: the SUMP concept

A CHANGE OF PARADIGM

Traditional Transport Planning	↔	Sustainable Urban Mobility Planning (SUMP)
Focus on traffic	↔	Focus on people
Primary objective: Traffic flow capacity and speed	↔	Primary objectives: Accessibility and quality of life, as well as sustainability, economic viability, social equity, health and environmental quality
Modal-focussed	↔	Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes
Infrastructure focus	↔	Integrated set of actions to achieve cost-effective solutions
Sectorial planning document	↔	Sectorial planning document that is consistent and complementary to related policy areas (such as land use and spatial planning; social services; health; enforcement and policing; etc.)
Short- and medium-term delivery plan	↔	Short- and medium-term delivery plan embedded in a long-term vision and strategy
Related to an administrative area	↔	Related to a functioning area based on travel-to-work patterns
Domain of traffic engineers	↔	Interdisciplinary planning teams
Planning by experts	↔	Planning with the involvement of stakeholders using a transparent and participatory approach
Limited impact assessment	↔	Regular monitoring and evaluation of impacts to inform a structured learning and improvement process

Recap from Module 1: the SUMP concept

SUMP MAIN CHARACTERISTICS



- A **clear vision, objectives and a focus on achieving measurable targets** that are embedded in an overall sustainable development strategy
- A **long-term vision and clear implementation plan**. A long-term strategy and a plan for short-term implementation, specifying the timing for implementation, clearly allocating responsibilities and identifying resources and finances
- A **participatory approach** that involves citizens and stakeholders from the outset and throughout the planning process
- A **pledge for sustainability** to balance economic development, social equity and environmental quality
- An **integrated approach** that considers practices and policies of different policy sectors, authority levels, and neighbouring authorities
- A **review of transport costs and benefits**, taking into account wider social costs and benefits

Recap from Module 1: the SUMP concept

BENEFITS

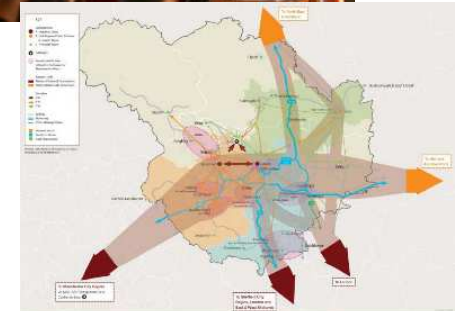
- **Improving quality of life.** Well-coordinated policies result in more attractive public spaces, improved road safety, better health, and less air and noise pollution
- **Saving costs - creating economic benefits.** Mobility is a major enabler for a local economy. A healthier environment and reduced congestion helps to substantially reduce costs to the local community and attract new businesses
- **Contributing to better health and environment.** More sustainable mobility directly translates into better air quality and less noise. Travelling more actively (by walking and cycling more often) is good for citizens' health
- **Making mobility seamless and improving access.** Sustainable urban mobility planning is an excellent tool to create multi-modal door-to-door transport solutions
- **Making more effective use of limited resources.** At a time when financial resources are limited, it is even more important to ensure that the solutions adopted make the most cost-effective use of the funds available



Recap from Module 1: the SUMP concept

BENEFITS

- **Winning public support.** Involvement of stakeholders and citizens is a basic principle of a SUMP. Obtaining a high level of "public legitimacy" reduces the risk of opposition to the implementation of ambitious policies
- **Preparing better plans.** An integrated and interdisciplinary approach to planning (with different departments bringing in their expertise) helps to put a mobility plan on a broader basis
- **Fulfilling legal obligations effectively.** Cities have to meet many, sometimes competing legal requirements. A Sustainable Urban Mobility Plan offers an effective way to respond through one comprehensive strategy
- **Using synergies, increasing relevance.** Urban mobility problems often span administrative boundaries, relate to multiple policy areas or concern a wide range of departments and institutions
- **Moving towards a new mobility culture.** As examples of many cities show, the outcome of continued sustainable urban mobility planning is a common vision of a new mobility culture



Recap from Module 2: SUMP Planning cycle



GUIDELINES
DEVELOPING AND IMPLEMENTING A
SUSTAINABLE URBAN MOBILITY PLAN

SUMP Guidelines

Online SUMP Guidelines

SUMP Glossary

SUMP Self-Assessment Tool

SUMP Guidelines

Foreword

Introduction

Phase I: Preparing well

Phase II: Rational and transparent
goal setting

Phase III: Elaborating the plan

Phase IV: Implementing the plan

Publication details

Annex A: Glossary

Annex B: Reference list

Annex C: Good practice examples

Annex D: Checklist

Annex E: Experts consulted in
workshops

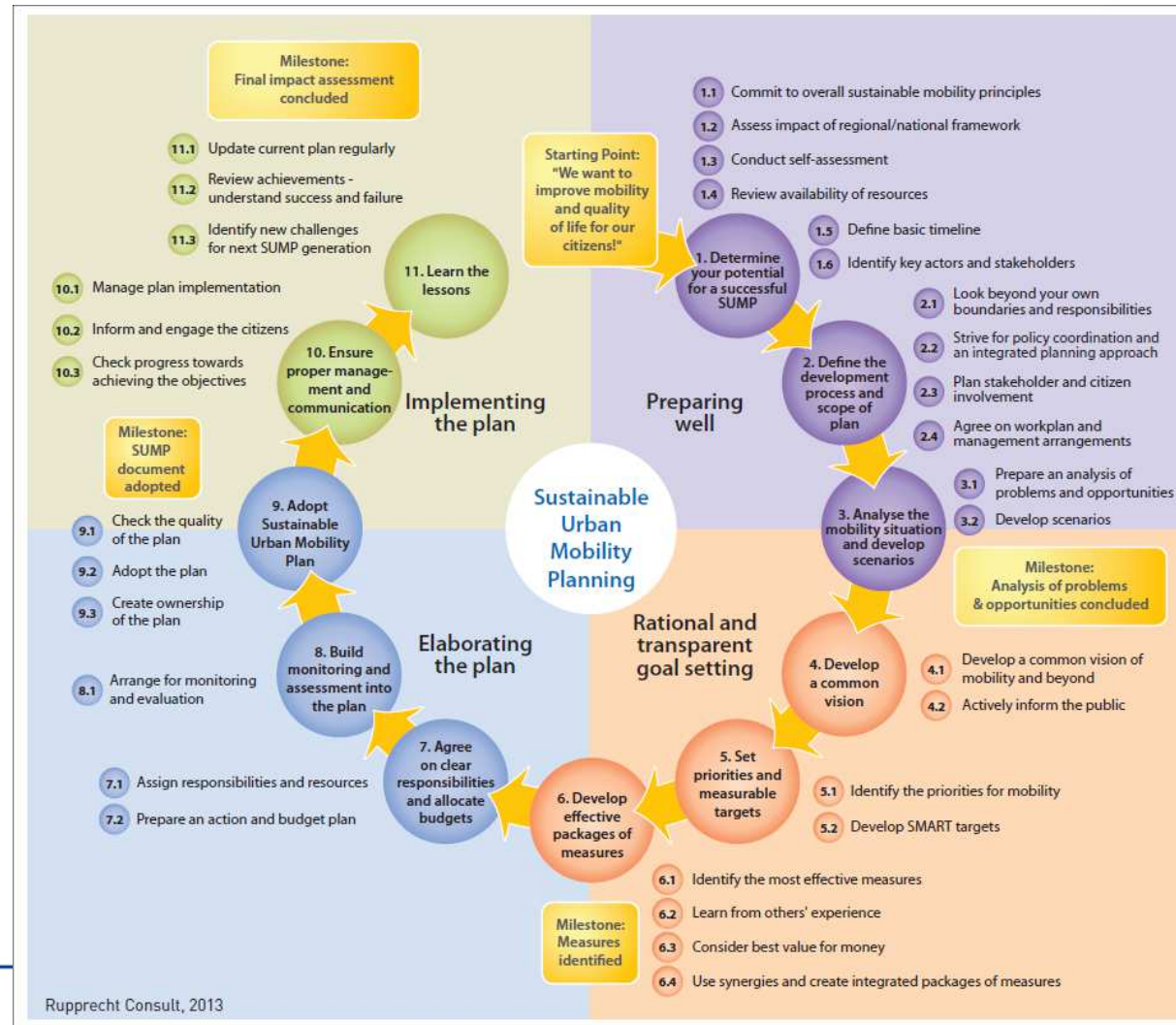
- Step 1:** Determine your potential for a successful SUMP
- Step 2:** Define the development process and scope of the plan
- Step 3:** Analyse the mobility situation and develop scenarios
- Step 4:** Develop a common vision
- Step 5:** Set priorities and measurable targets
- Step 6:** Develop effective packages of measures
- Step 7:** Agree on clear responsibilities and allocate budgets
- Step 8:** Build systems for monitoring and assessment into the plan
- Step 9:** Adopt the SUMP
- Step 10:** Ensure proper management and communication (when implementing the plan)
- Step 11:** Learn the lessons

<http://www.eltis.org/guidelines/sump-guidelines>

Recap from Module 2: SUMP Planning cycle

The Process

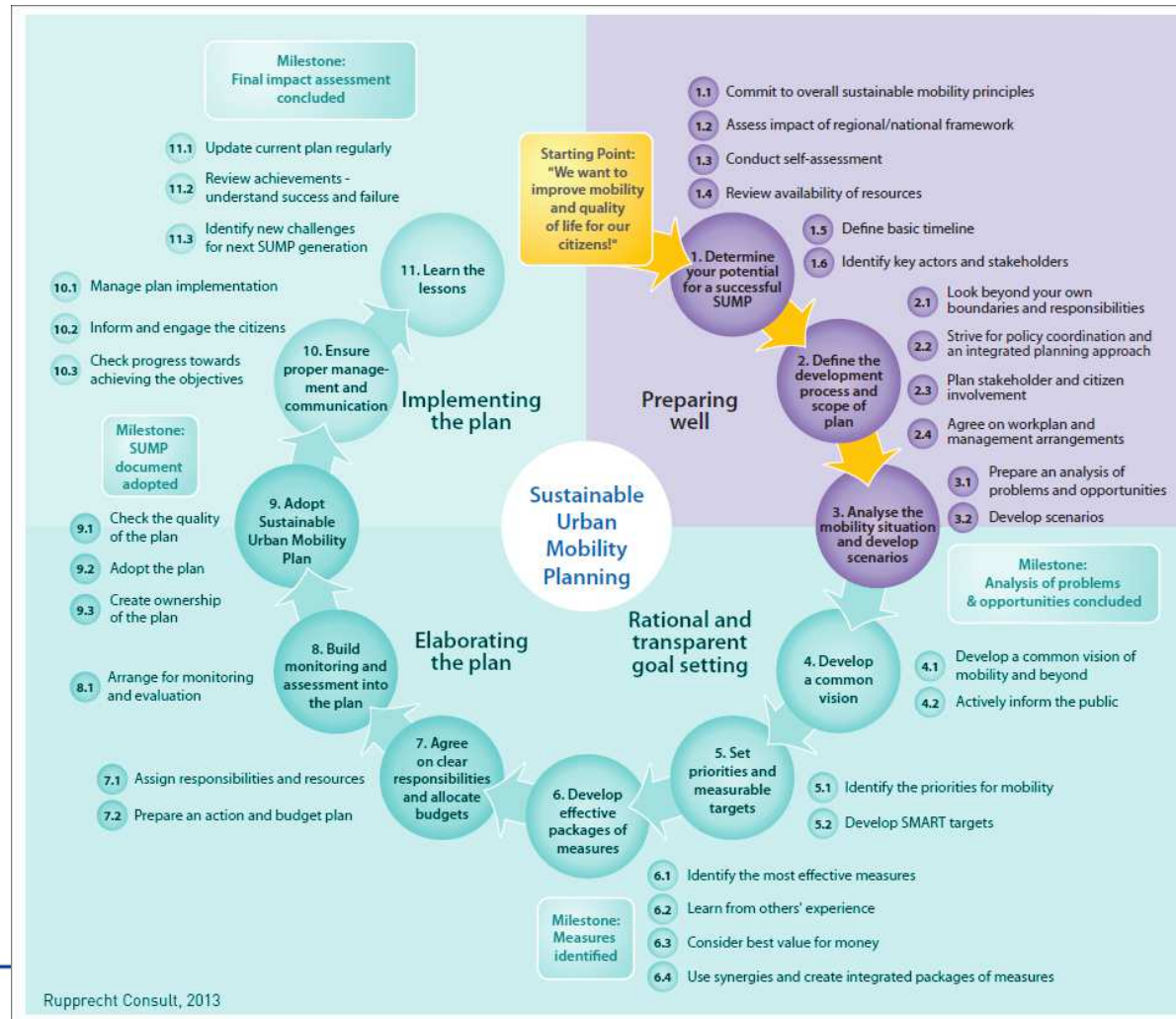
**4 PHASES,
11 MAIN STEPS
AND 32
ACTIVITIES**



Recap from Module 2: SUMP Planning cycle

The Process

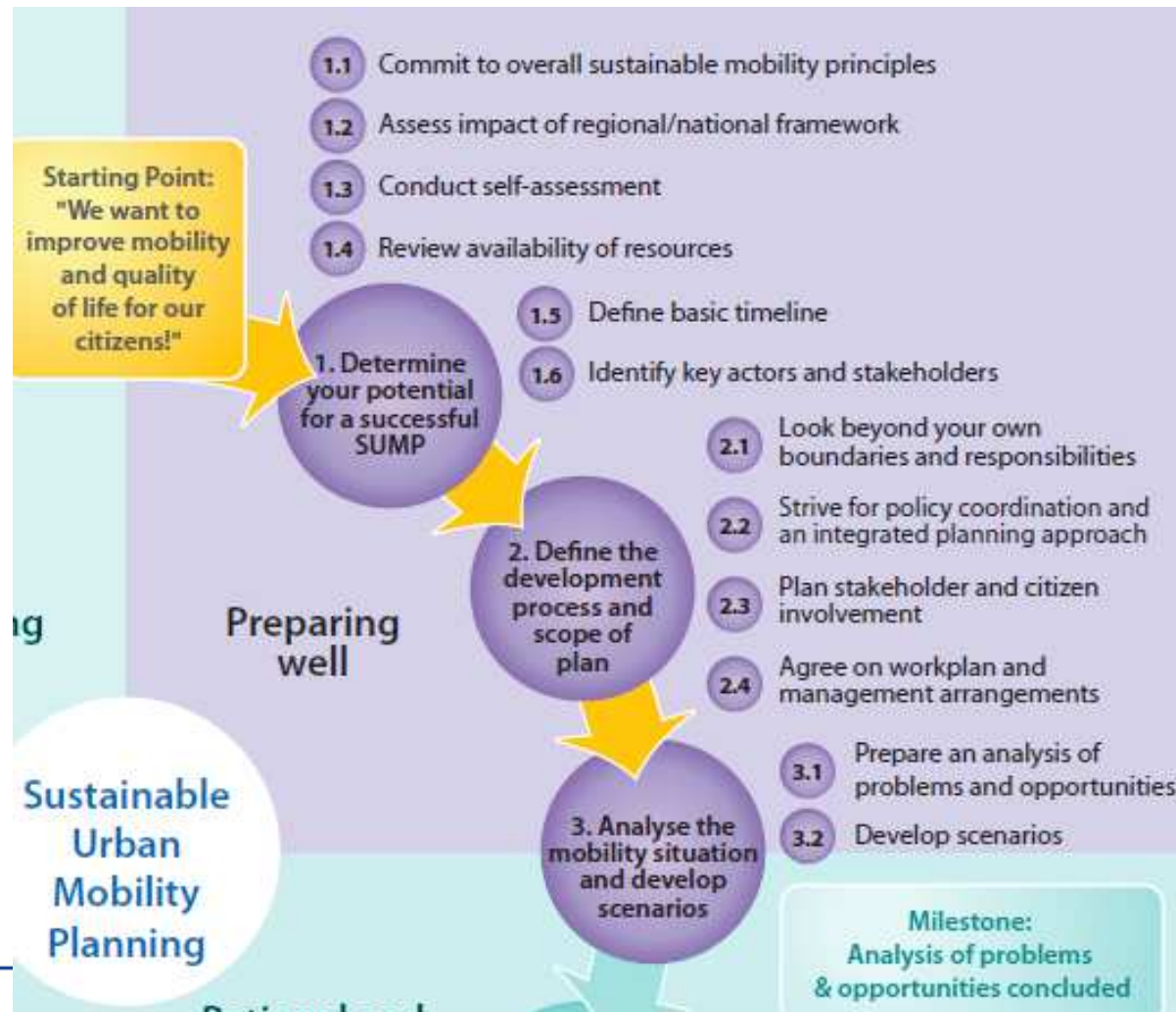
PHASE 1 PREPARING WELL



Recap from Module 2: SUMP Planning cycle

The Process

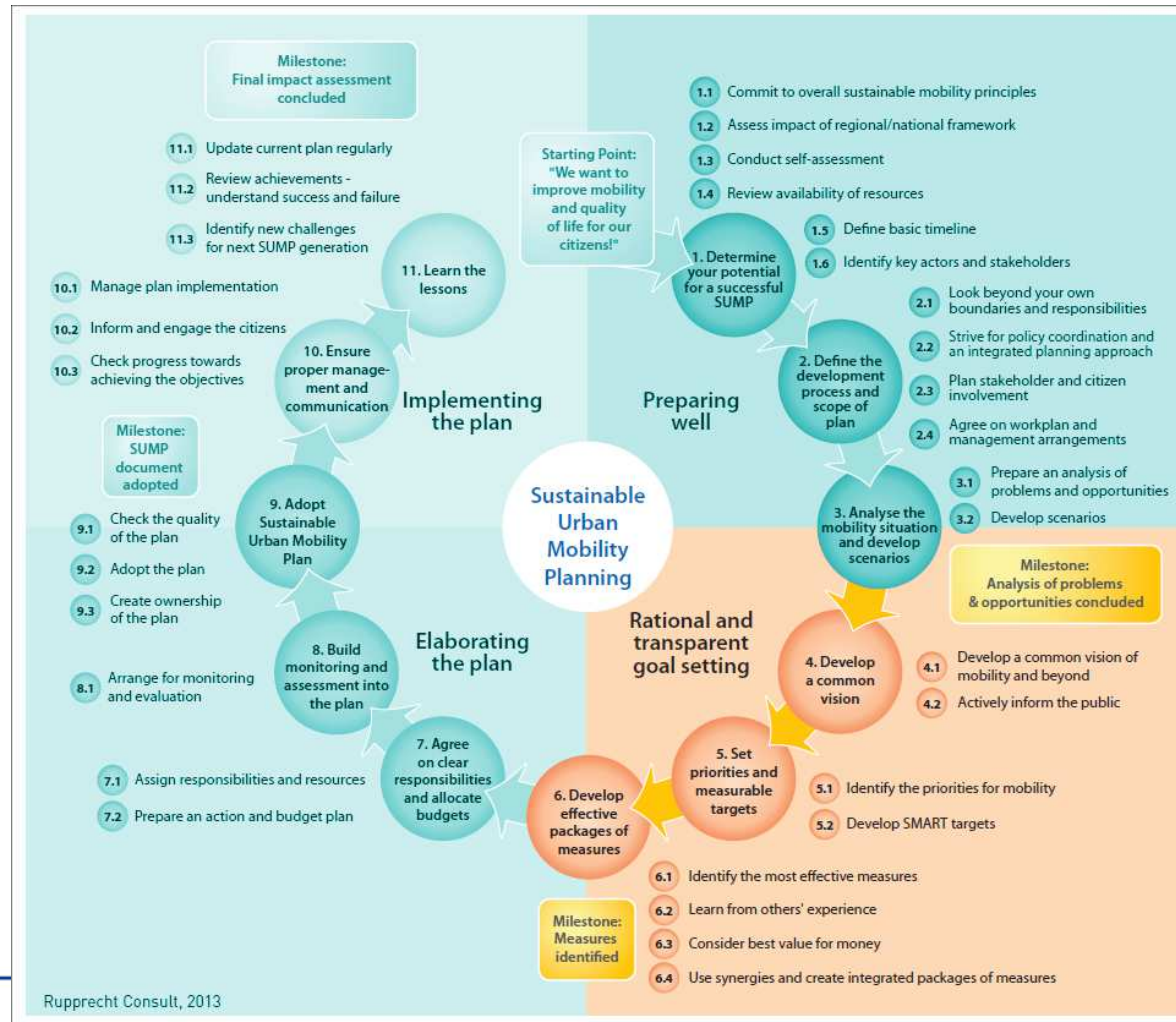
PHASE 1
PREPARING WELL
3 STEPS
12 ACTIVITIES



Recap from Module 2: SUMP Planning cycle

The Process

PHASE 2 RATIONAL AND TRANSPARENT GOAL SETTING



Recap from Module 2: SUMP Planning cycle

The Process

PHASE 2 RATIONAL AND TRANSPARENT GOAL SETTING

3 STEPS

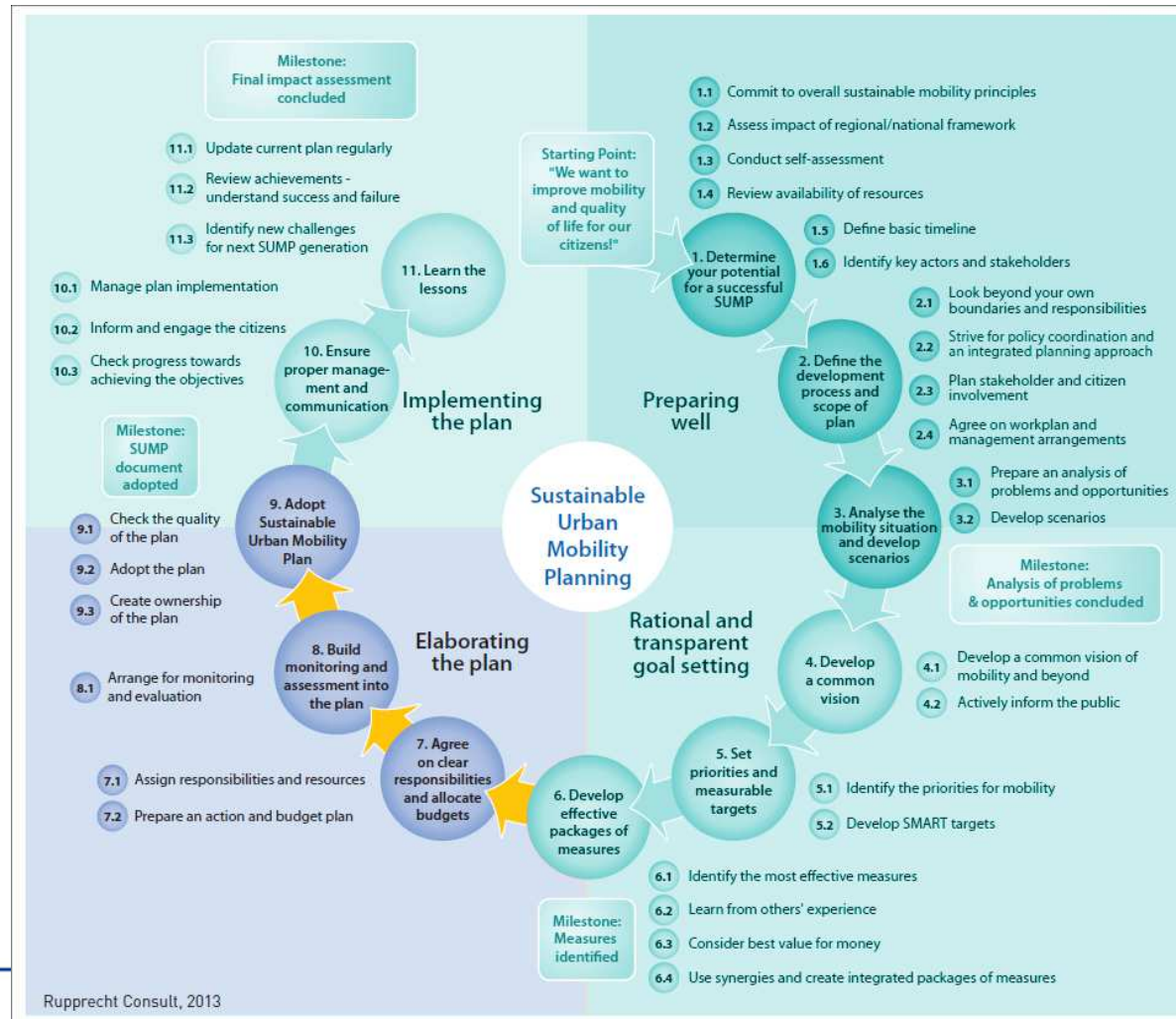
8 ACTIVITIES



Recap from Module 2: SUMP Planning cycle

The Process

PHASE 3 ELABORATING THE (ACTION AND BUDGET) PLAN



Recap from Module 2: SUMP Planning cycle

The Process

PHASE 3 ELABORATING THE (ACTION AND BUDGET) PLAN

3 STEPS

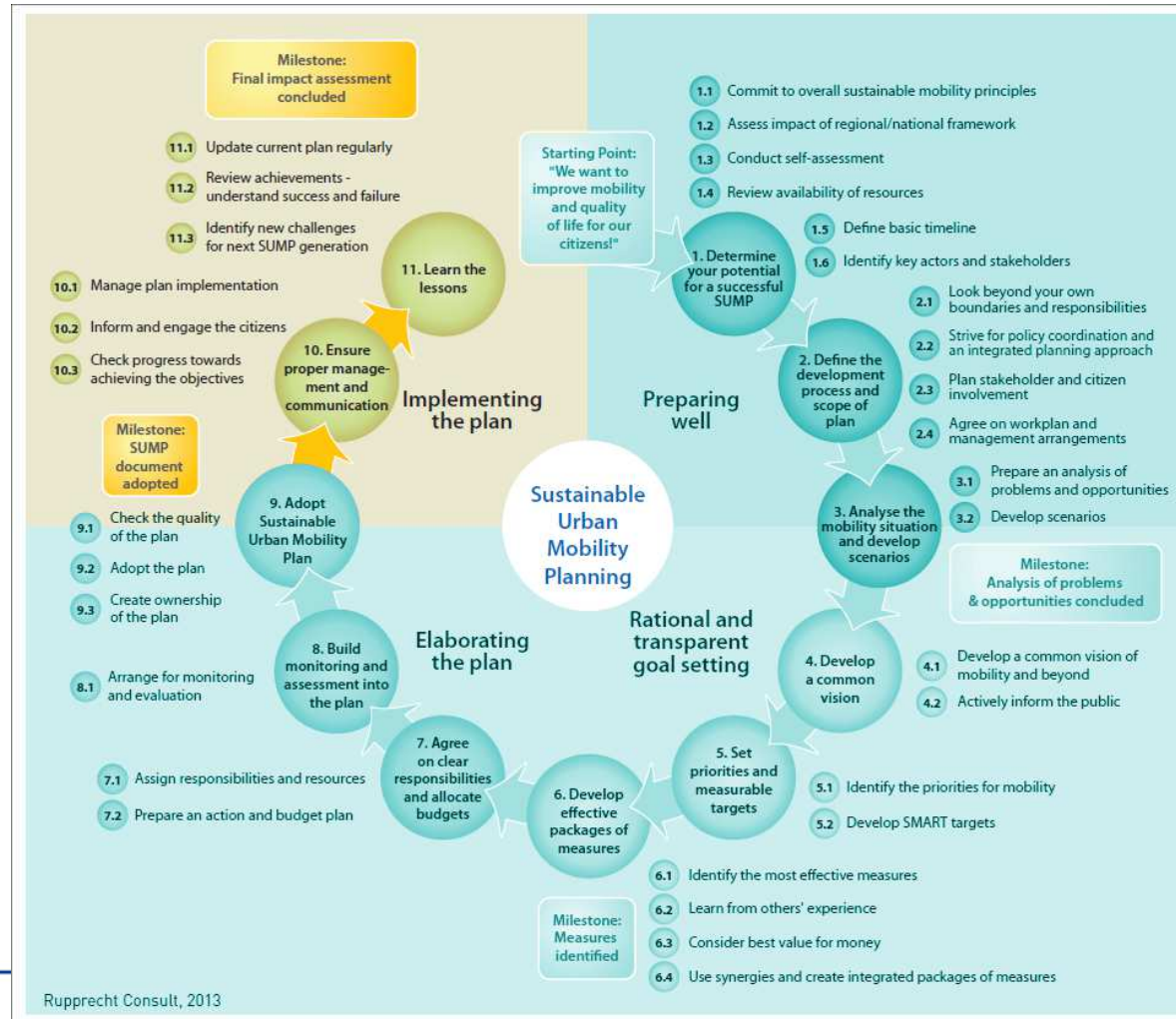
6 ACTIVITIES



Recap from Module 2: SUMP Planning cycle

The Process

PHASE 4 IMPLEMENTING THE PLAN



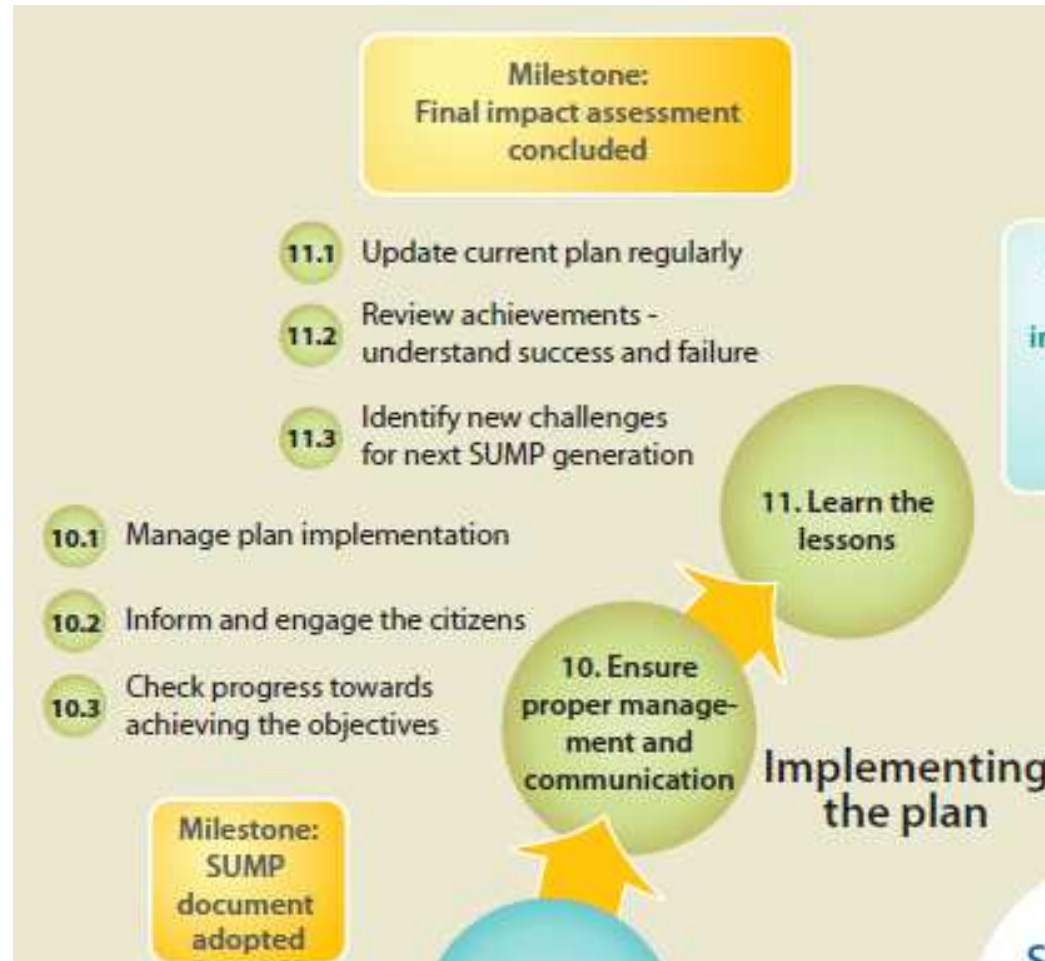
Recap from Module 2: SUMP Planning cycle

The Process

PHASE 4
IMPLEMENTING
THE PLAN

2 STEPS

6 ACTIVITIES

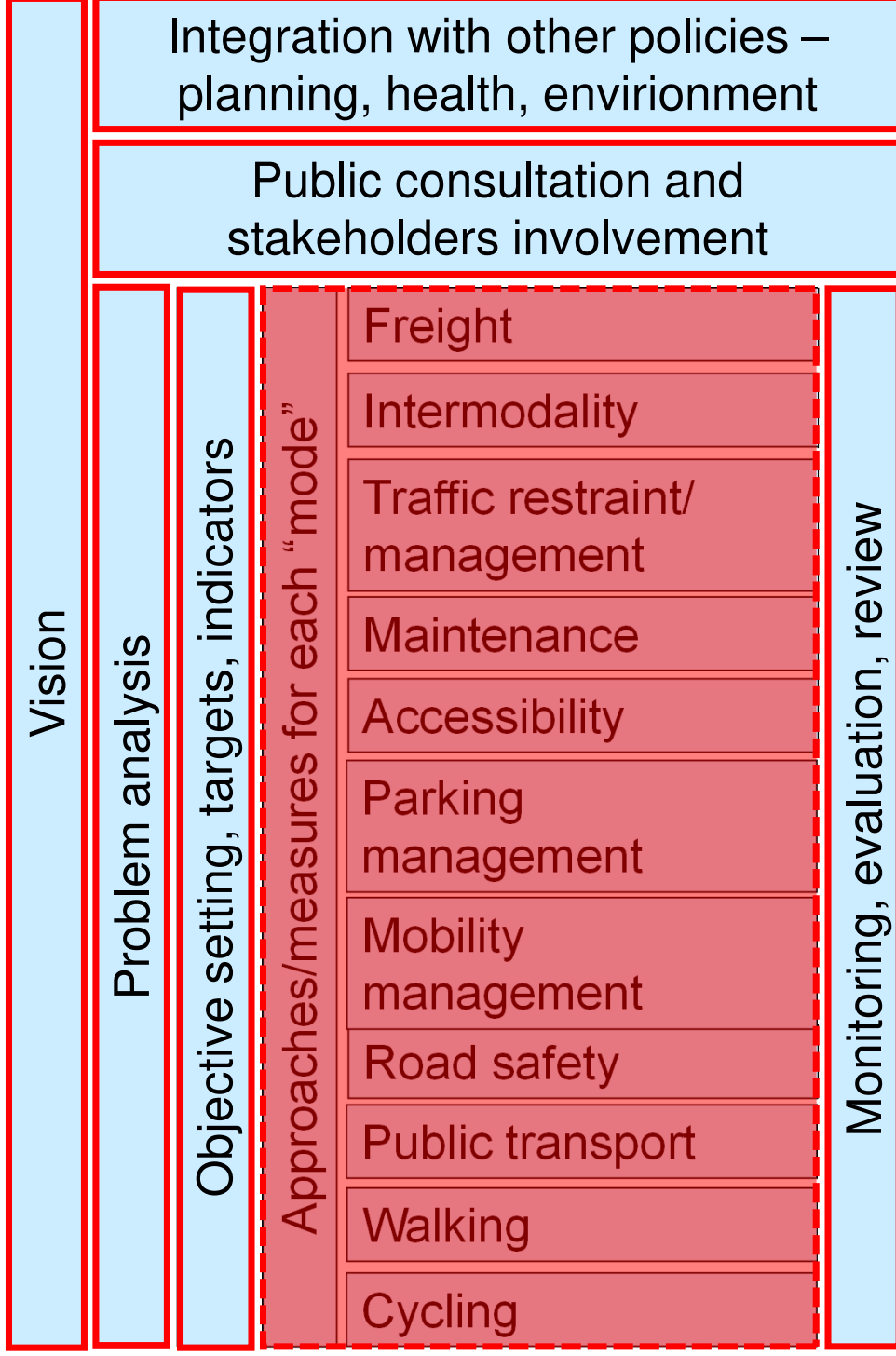


Agenda

1. Introduction to SUMPORT Training Module 3: objectives and agenda
2. Recap from previous training modules
3. **Relevant experiences and best practices at European level**
4. SUMP Self-assessment of SUMPORT cities
5. Port cities specificities
6. Next training session: feedback and fine-tuning

Relevant experiences and best practices

Structure of SUMP



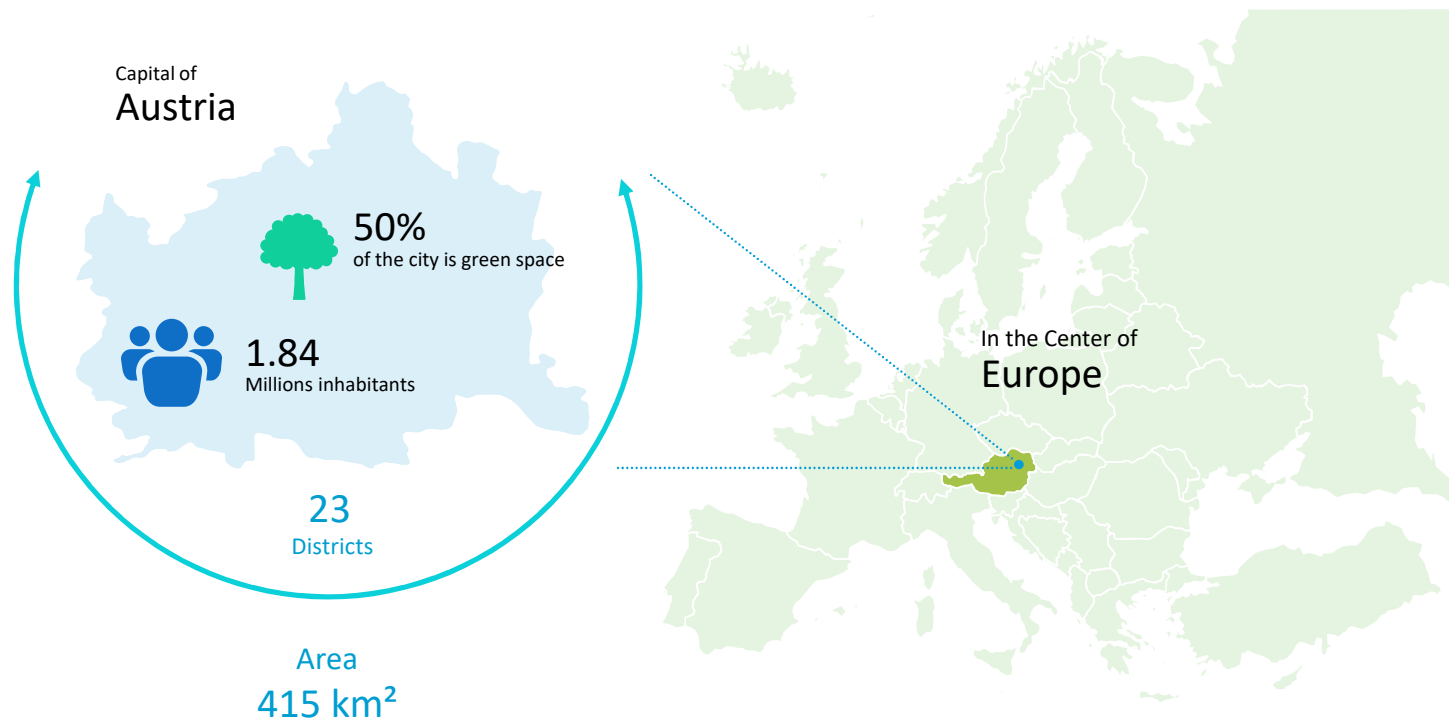
VIENNA



CHAMPION CITY

<http://sump-network.eu/interesting-sumps/>

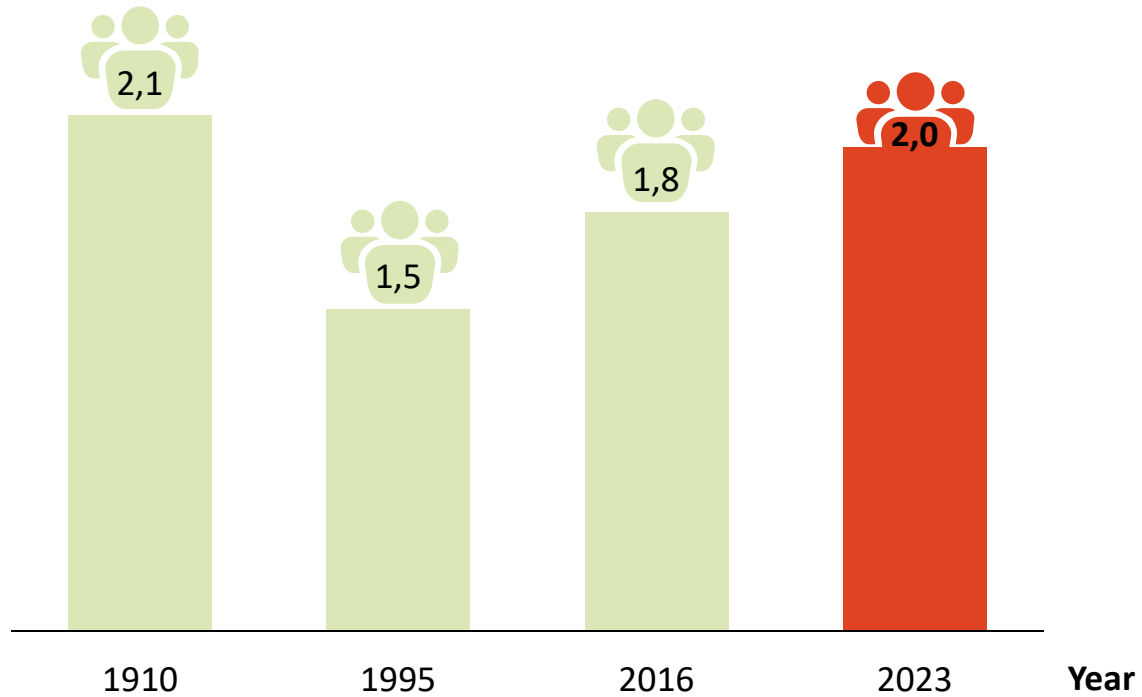
VIENNA: Background



VIENNA: Background

INHABITANTS IN VIENNA

in Mio.



VIENNA: Background

...A GROWING CITY AGAIN



VIENNA: Strategic framework

SMART CITY Framework Strategy



Urban Development Plan



SUMP Urban Mobility Plan



VIENNA: SUMP timeline

- Following up on the 2003 Transport Master Plan
- Detailing the Urban Development Plan “STEP 2025”

6/2013 01/2014 06/2014 01/2015 06/2015

preparation | setting up structures | involving stakeh. | political coordination | monitoring
contracting | collecting ideas | involving public | drafting text | dissemination

Launched

Autumn 2013

Approved

December 2014

VIENNA: SUMP vision

Defining principles

Agreeing on values

Describing qualities

Integration of modes

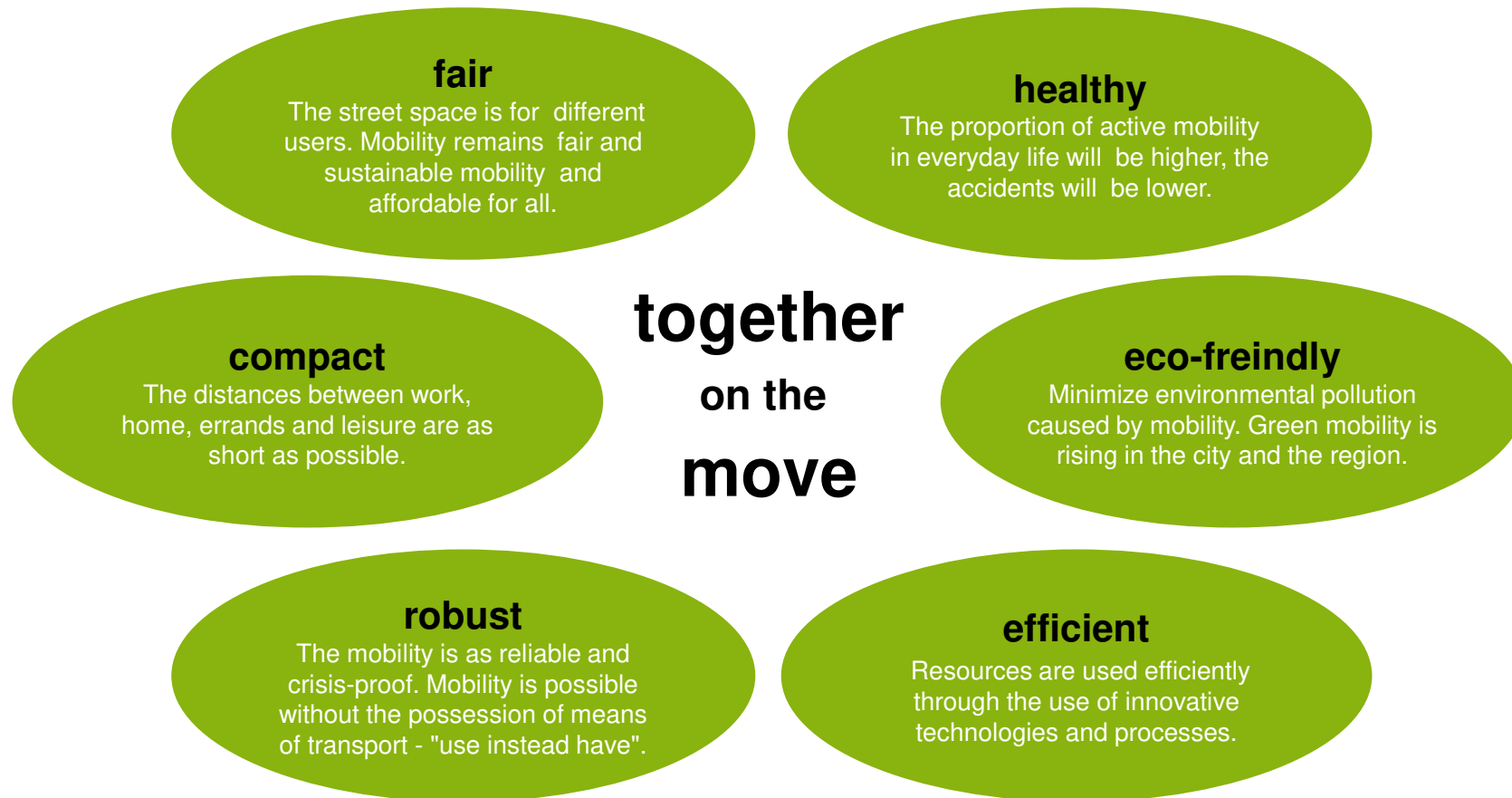
Multimodal usage

Interaction in public space

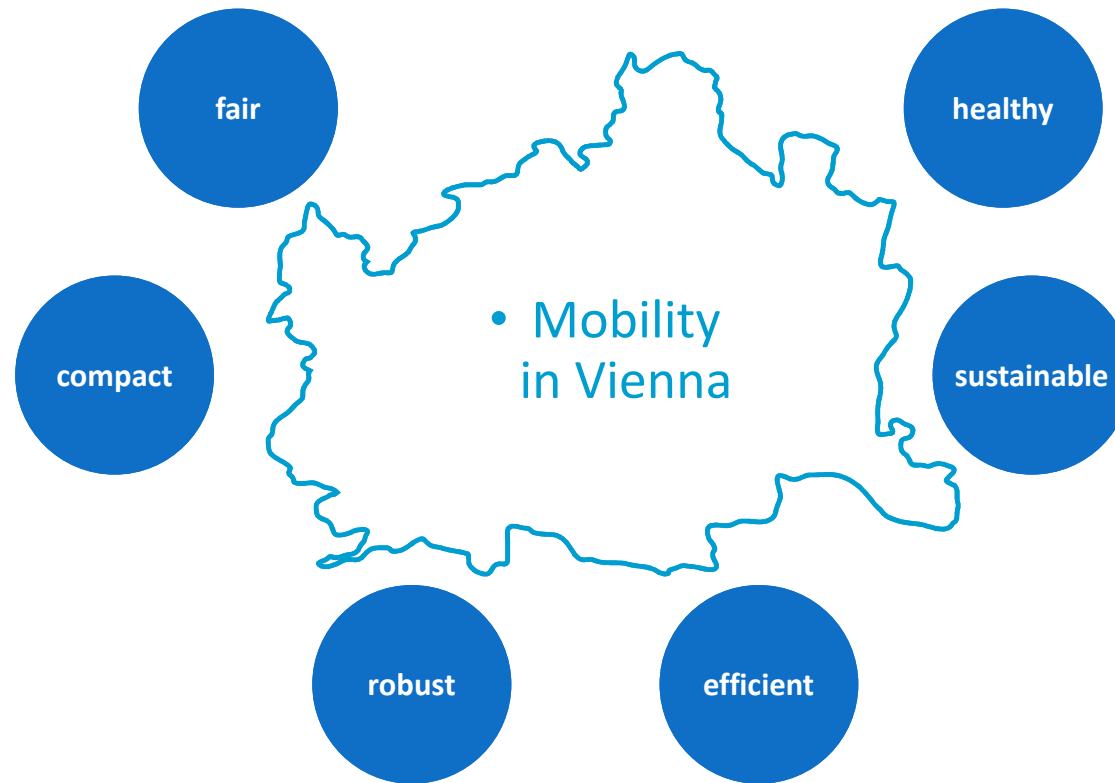
Setting up cooperation for implementation processes

VIENNA: SUMP vision

ANOTHER PARADIGM SHIFT...

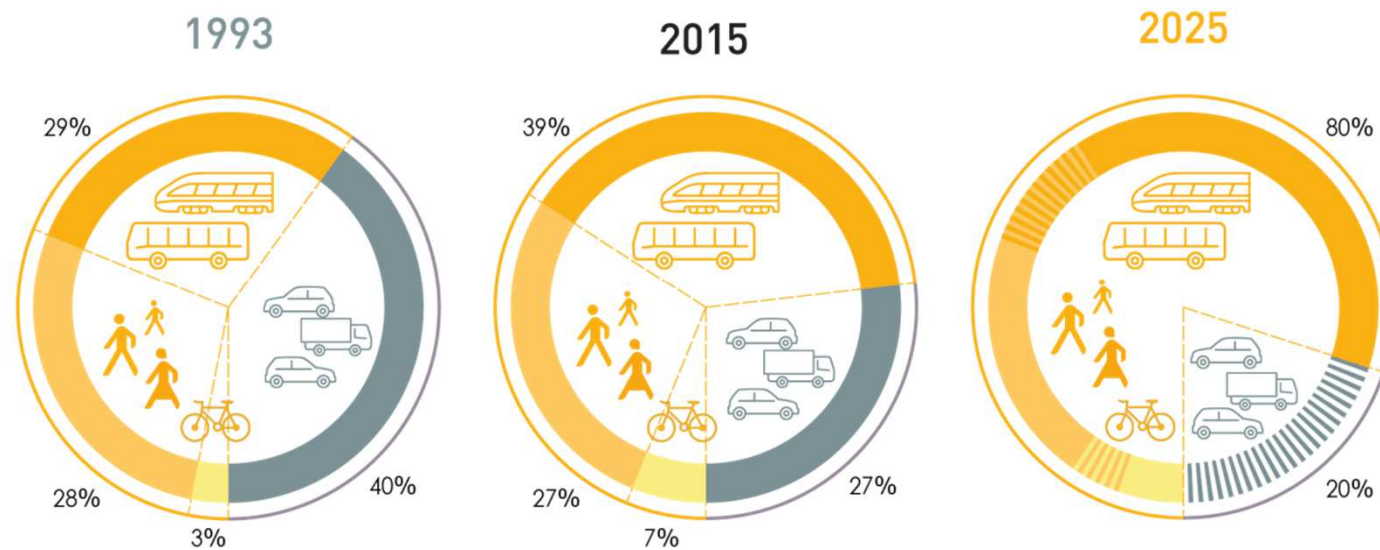


VIENNA: SUMP objectives



VIENNA: SUMP objectives

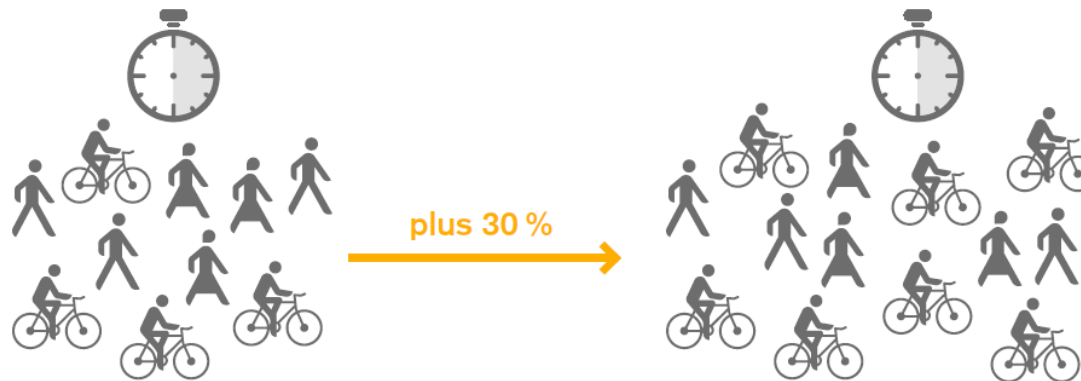
OBJECTIVES OF MOBILITY



Until 2025 public transport, walking and cycling should be increased to 80%.

VIENNA: SUMP objectives

HEALTHY AND FAIR



FAIR

IMPACT TARGET

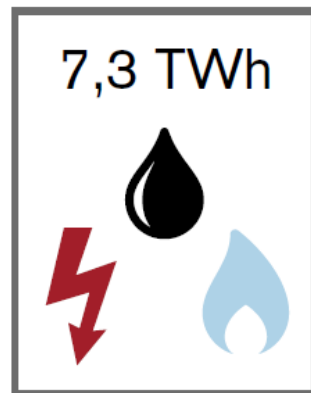
The share of space for cycling, walking and public transport is increasing in total in all conversion and street renewal projects.



VIENNA: SUMP objectives

EFFICIENT

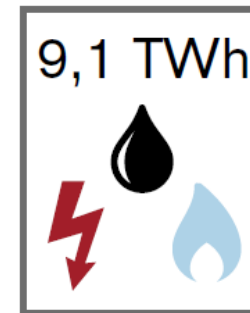
2010



minus
20 %



2025



VIENNA: SUMP measures

SHARING PUBLIC SPACE



VIENNA: SUMP measures

INFRASTRUCTURE FOR PEDESTRIANS AND CYCLISTS

**STROLLING
PROMENADES**

*Lighthouse-
projects
main routes*

**LONG-DISTANCE
CYCLING ROUTES**

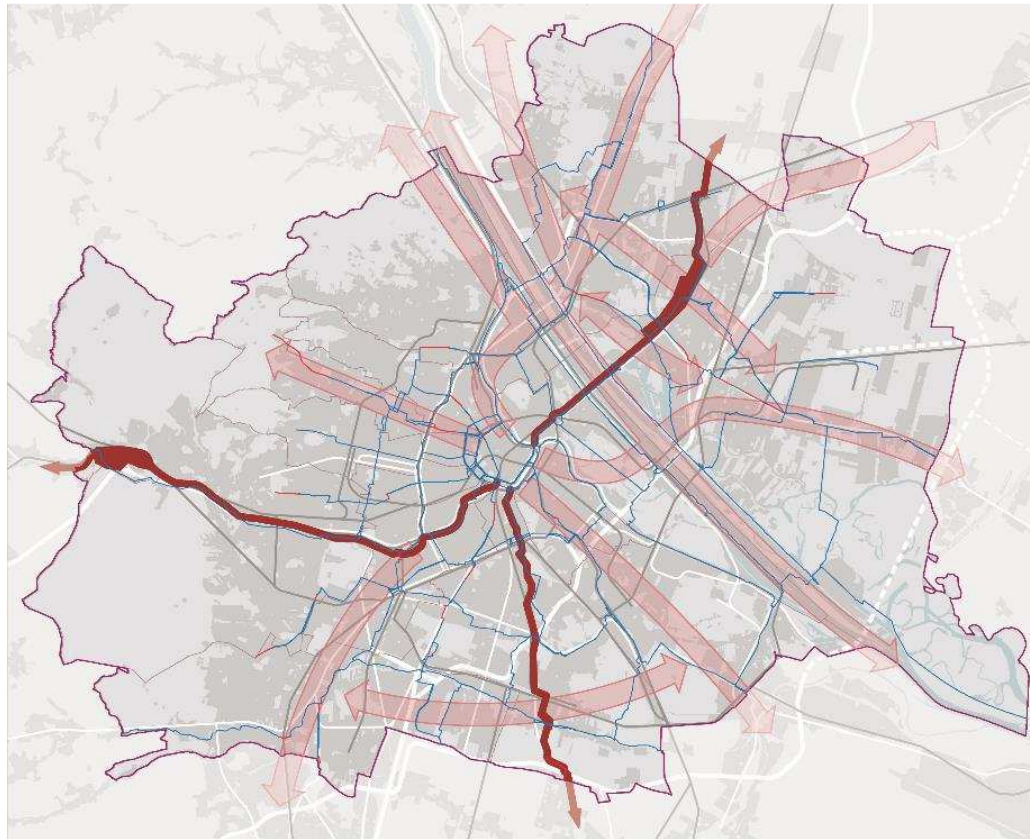
**VIENNA CITY
ROUTE NETWORK**

*Quality
Basic network*

**BACKBONE
CYCLING
NETWORK**

VIENNA: SUMP measures

LONG DISTANCE CYCLING ROUTES



— Basisrouten Bestand — Rad-Langstrecken
— Basisrouten Planung — Korridore für weitere Rad-Langstrecken-Planungen

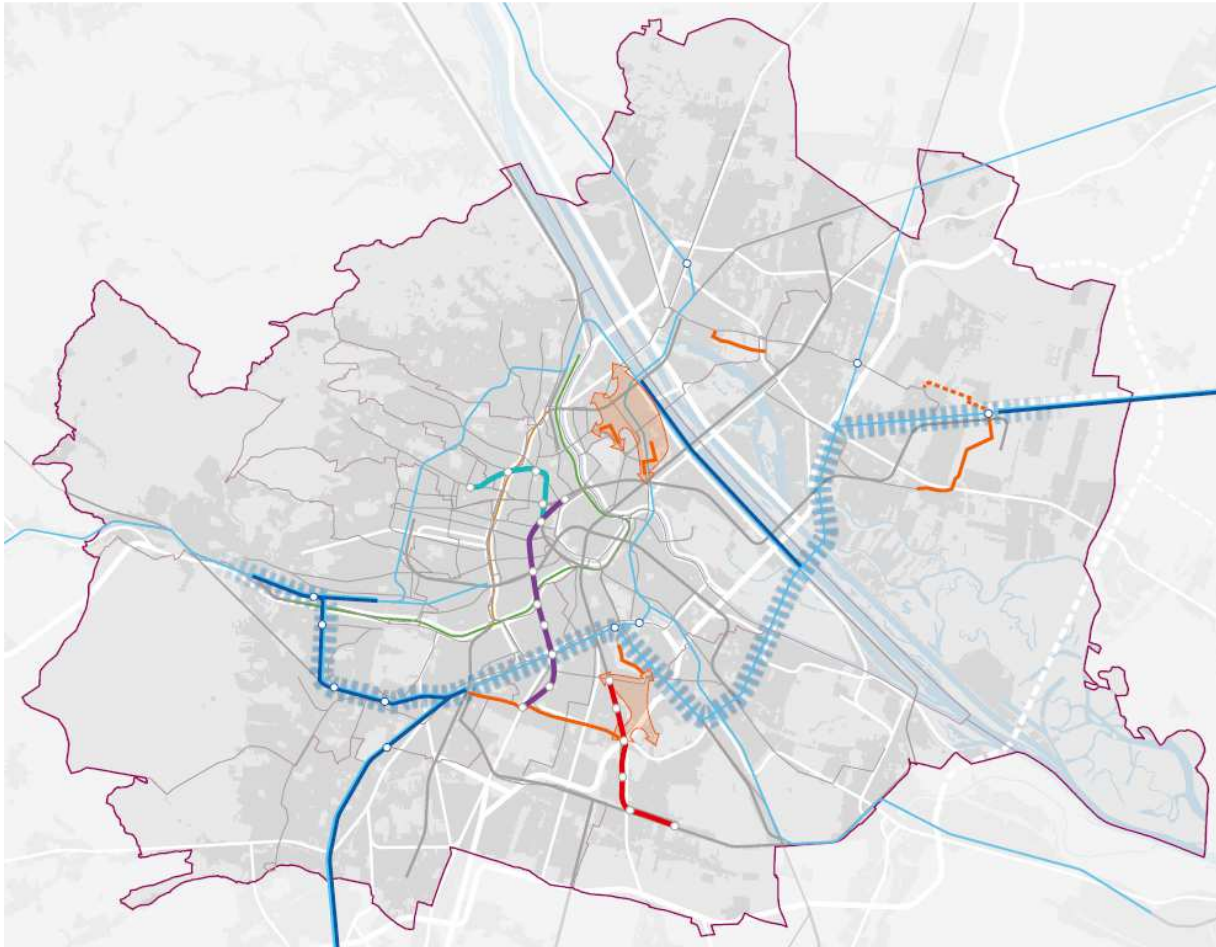
Cover large
distances quickly

1. level in
quality hierarchy

2018: southern route
Further ones 'till 2025

VIENNA: SUMP measures

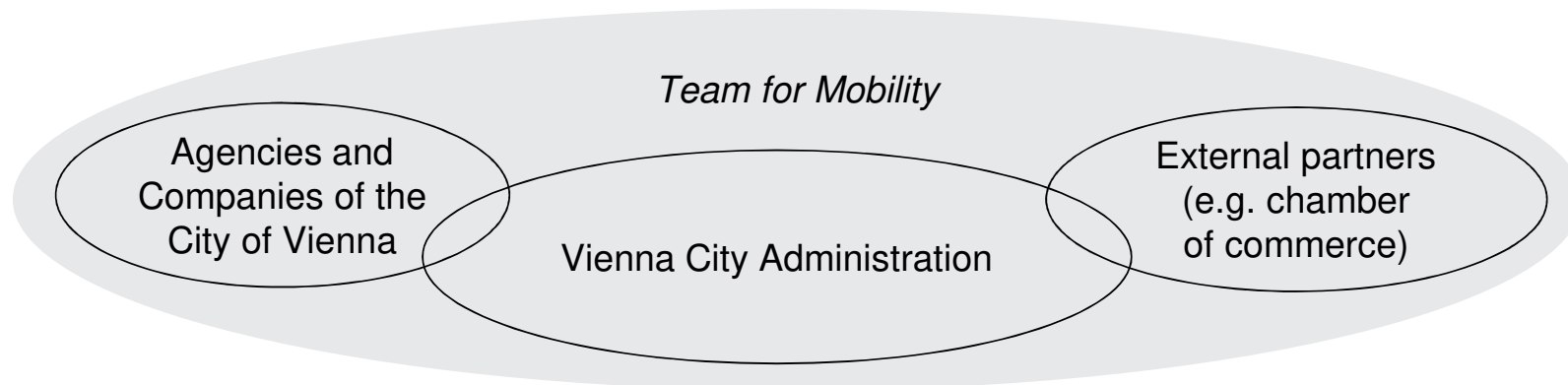
MASSIVE PT INVESTMENTS



VIENNA: Communication and participation

THE “TEAM FOR MOBILITY”

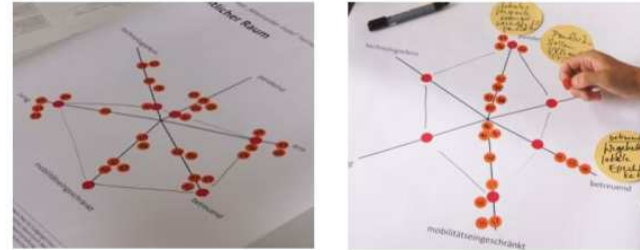
- Technical working group
- Core group to spin of implementation partnerships
- ~ 20-30 representatives from key institutions
- 6 meetings during elaboration of the plan
- 2 meeting to set up implementation processes
- Invitation to join the “open editing session”



VIENNA: Communication and participation

FAIRNESS CHECK

Diversity net



young persons

persons with restricted mobility

persons who are not familiar with technology

Target groups

commuters

persons affected by poverty

caregivers

Gender mainstreaming

Transport

Human rights

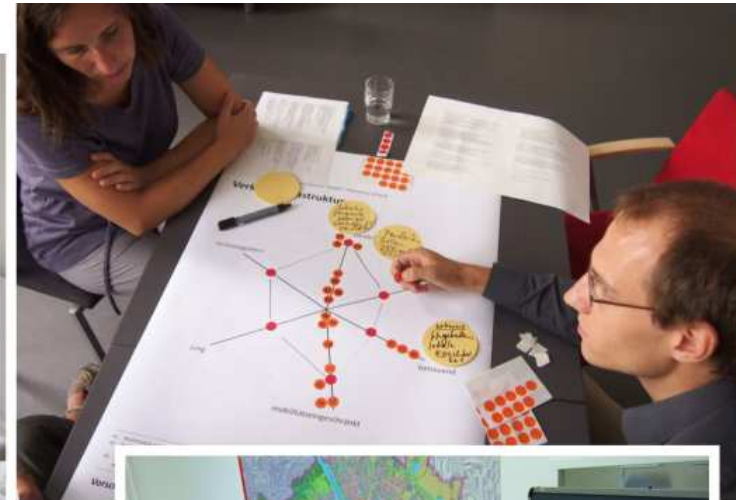
Disabilities

Inter-subjective and discursive method
with experts from the areas of

Citizen involvement

VIENNA: Communication and participation

FAIRNESS CHECK



VIENNA: Communication and participation

CITIZENS COUNCIL

- 800 randomly selected citizens invited
- ~ 12 Participants
- 1 Weekend of constructive work with neutral moderators
- Presentation and discussion of results with representatives from politics and administration



VIENNA: Communication and participation

SUMMARY OF ADVANTAGES

All three methods produced an effective outcome but still have proven to be comparatively easy and inexpensive to implement

Team for Mobility

- Creating a broad basis
- Involving implementers
- Focus on future processes

Fairness Check

- Constructive analysis
- 8-80 (and more) approach
- To avoid “forgetting” groups with special needs

Citizens Council

- Neutral, quality input
- Can help you with good arguments
- Focus on strong messages

Communication and Implementation

Transformation of the “Mariahilfer Straße”

traffic reorganization to provide new pedestrian zones
and shared space

VIENNA: Case study

THE IMPORTANCE FOR VIENNA



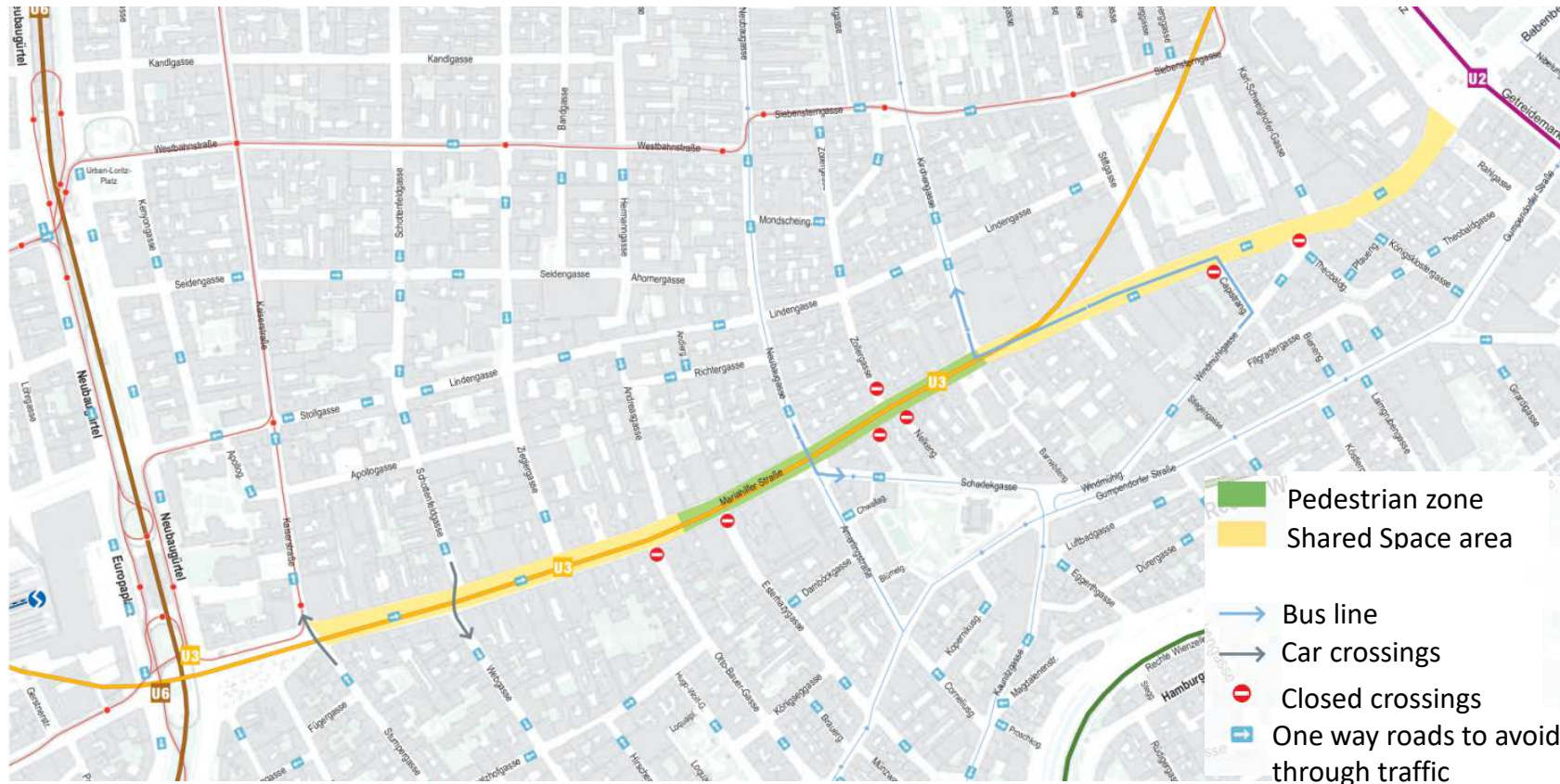
VIENNA: Case study

A STREET WITH HISTORY



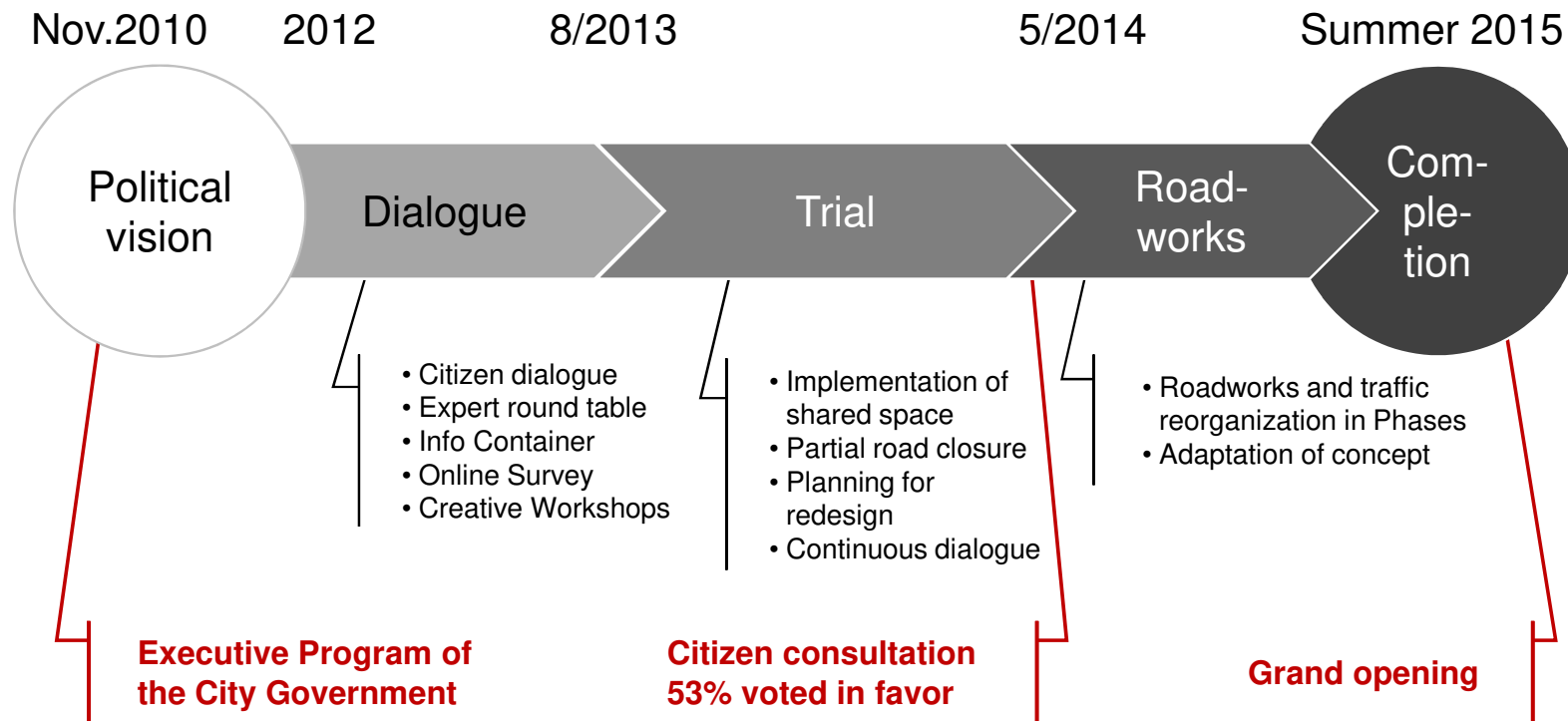
VIENNA: Case study

OVERVIEW



VIENNA: Case study

TIMELINE



VIENNA: Case study

TRIAL IMPLEMENTATION



VIENNA: Case study

ISSUES

FPÖ spricht von Minus in Höhe von 100 Mio. €

Jetzt tobt Riesenstreit um Umsatzzahlen auf Mahü

Fußgängerzone hin oder her – die Mariahilfer Straße ist Wiens beliebteste Shoppingmeile. Allein der Einzelhandel verzeichnet einen Umsatz von einer Milliarde Euro jährlich. Jetzt streiten Blau und Grün darüber, ob die Kaufleute ein Plus oder ein Minus einfahren.

Auf der Mahü wird ein Viertel aller Umsätze der Wiener Hauptverkaufstraßen gemacht. Für Vizebürgermeisterin Maria Vassilakou (Grüne) war die Umgestaltung notwendig, um die Mahü künftig konkurrenzfähig zu erhalten: „Ich bin überzeugt, dass die Geschäfte nun mehr Umsatz machen als vorher.“

Die FPÖ sieht das anders: Der FuZo-Test hätte ein Minus von zehn F verursacht – das 100 Millionen Euro. „Mit den 50 Millionen für den

VON MARTINA

gisch motivierte Bau könnte all Milje kosten“, i FPÖ-Verkehrss



Facebook-User wettern im Internet • Neubau-Chef überlegt rechtliche Schritte

Hasstiraden gegen Mahü-Radler

Rücksichtslose „Kampfradler“ auf der Mariahilfer Straße. Ein Pedalritter, der in den 13A kreischt, Rote Appel mitschreit – Radfahrer verursacht Unfall. Längst geht es auf der Facebook-Seite „Gegen Mariahilferstraßenbau“ nicht mehr nur um die Umgestaltung der meistdiskutierten Fußgängerzone Wiens.

Sachliche Postings sehen wohl anders aus. Die Seiten-Administratoren schreiben über „Grünrebellin“ und „Radanarchos“, stellen Videos von telefonierenden Radfahrern online und machen Stimmung gegen Vizebürgermeisterin Maria Vassilakou und Neubau-Chef Christian Weissinger, der

des G'sind endlich ausse- Oder „Der Bimlinger hat eine Visage, da öffnet sich der Taschenfidel von selber“, postet Julia A. Darunter sind auch übelste persönliche

VON ISABELLA KUBICEK

che Beschimpfungen gegen die beiden Politiker zu lesen. Gemeinsam mit „Admin Anita“ betreut Weissinger die Seite und bedauert die Beleidigungen: „Wir bemühen uns um eine anständige Diskussionskultur.“ Wieso dennoch Hetz-Postings online stehen? Der In-



Verwirrung auf dem Asphalt

Vertreibung des Verkehrs aus dem ingardies sorgt noch für Verwirrung am ersten Tag der umgestalteten Mariahilfer Straße in Wien für die Kündigung eines Musterverfahrens.

Bürgerprotesten (siehe Grafik) gilt es keine Fußgänger mehr. Der erste aber die Landnahme, die jeden Tag ungewöhnlich lange wartet. Von sechs bis 12 Uhr Vormittag dürfen nicht irgendwas stehen. Ansonsten sind die Fußgängerzone und der Asphalt gepflastert und zwar in einer unüblichen Kombination aus gelbem und rotem Langgestrich. Was viele (auch nicht wissen) nicht über der Fahrbahnrand markiert, gilt als Hilfe und Verkehrs-Mittel im ersten Tag der neuen Mahü. Die UBA mit dem UBAET, ein Musterverfahren an, weil

REPORTAGE

Die meisten Filme zeigen die Polizei aber auch mit Nachdruck. Vorher mussten die Verkehrspolizisten im Bereich zwischen Mariahilfer und Marmeladenplatz, also sowohl in der Fußgängerzone als auch in den Radfahrerbereichen

Rote Buslenker gegen grüne Route

13A. Studie der TU kritisiert derzeitige Linienführung und empfiehlt Fahrt durch die Neubaugasse

VON ELIAS NATHESSING

Auf dem Asphalt sind noch immer die grünen Linien zu sehen, mit denen die Polizei den Zusammenstoß markiert hat. Nach dem dramatischen Unfall zwischen einem Radfahrer und einem 13A-Bus der Wiener Linien auf der Mariahilfer Straße flammte nun der Kampf der roten Busgesellschaft gegen die von Neubaun grünen Radfahrer. Thomas Bimlinger erzwangene Route durch die Begegnungszone wieder auf.

Für Wiener-Linien-Betriebschef Leopold Wurm ist der Unfall kein Zufall: In seinem nach dem Unfall die Neuregung Capistranostraße, in einer halben Stunde habe ich den 48 Radfahrer gezählt. Genau einer hat bei dem Stoppchild gehäutert“, sagt Wurm. Ein Drittel habe zumindest nach rechts gesehen, ob ein Bus kommt. Man soll eine Appel das Stoppchild ersetzen, allerdings erst mit dem Umbau 2015. Für Wurm zeigt der Unfall ei-

ner: „Ein Buspass nicht in die Begegnungszone.“ Das zeigt auch eine Studie des Instituts für Verkehrswissenschaften der TU Wien, die den KURDE vorliegt. Die Forscher haben im Februar die neue Route der 13A mit einer Anzahl der 240 Meter langen Fahrt durch die Fußgängerzone fährt man jetzt 250 Meter durch die Begegnungszone überfahren, indem sich Bus, Fußgänger und Radler in der Quere begegnen, was sich zu um fast 50 Prozent verlängert. Dazu kommt der zusätzliche Zeitverlust.

Weitere Behinderungen Die Studienautorinnen kritisieren, dass Zwischenfälle zunehmen werden. Von den 13A sei nur ein Drittel der Überschneidung mit den zahlreichen Abbiegewegungen abzurufen. Die Autoren empfehlen daher die Route durch die Begegnungszone genau an beiden Richtungen. Waiser auf die Mähen der Busgesellschaft, „Wir

fordern schon lange die Linienführung durch die Neubaugasse. Aber auf uns wird ja nicht gehört“, sagt Wurm. Unterstützung bekommen er aus dem roten Marschall. „Auch wir werden die Route durch die Neubaugasse“, sagt Bezirkschef Markus Ruzmet-hart (SPÖ).

Doeh der grüne Bezirk Nöubau legt weiter sein Veto ein. „Wir haben damals eine Lösung ausverhandelt. Aus unserer Sicht hat sich daran nicht geändert“, sagt Bezirksvorsteherin Sabine Hübner-Gentzle-Hindlmeier



„In einer halben Stunde habe ich 48 Radfahrer gezählt. Genau einer hat bei dem Stoppchild gehäutert.“ Leopold Wurm Betriebschef der Wiener Linien

Ärger mit dem Nachtflugverbot

Das Nachtflugverbot

Überall in Wien, die Verkehrsbehörden der letzten Monate haben die Nachtflugverbote nicht umgesetzt. Die Wiener Linien sind die einzigen, die das Verbot umsetzen. Die anderen sind noch im Prozess. Die Wiener Linien sind die einzigen, die das Verbot umsetzen. Die anderen sind noch im Prozess.

Mariahilfer Straße neu



Schnelle Buser in Burgasse

Im nächsten Semester werden Bimlinger und Kaufmann die Neuregung der Mariahilfer Straße. Die neue Route wird ein generelles Niveau für alle. Was nicht bei den Radfahrern, wird „ausgeblendet“, was Vassilakou sagt. Für die Mariahilfer Straße beabsichtigt, eine Linie zu eröffnen, die von der Mariahilfer Straße bis zum Ende der Begegnungszone führt. Weil der über auch die Bus fährt, müssen Radfahrer in Fußgängerzone absteigen auf die Begegnungszone. Folien soll der Buser ist über - trotz Fahr-Verbot ist noch nicht.

Neubaun-Chef Bimlinger erklärt, „Auch das Tempo-30-Limit, das es nicht ein Regelverstoß in der Gegenrichtung ist. Bimlinger und Vassilakou gibt, das Buser dürfen nicht mehr als 30 Meter.“

VIENNA: Case study

COST

Trial phase: 850.000 €

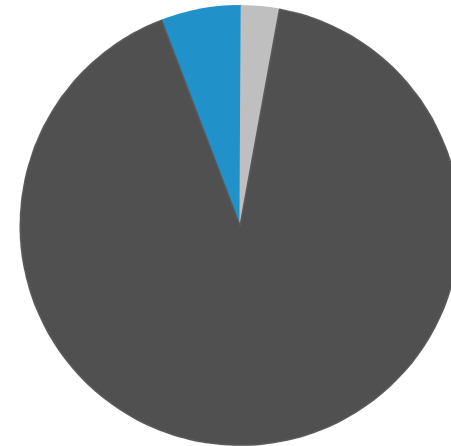
- Signs and road markings
- Traffic lights
- Pavement extensions in connecting roads

Citizen consultation: 532.000 €_(net)

Redesign & roadworks: 21.9 Mio. €

- Planning (~ 0,65 Mio. €)
- Replacement of road surface
- Adaptation of drainage system
- New street furniture
- New traffic signs and markings
- Guidance systems for blind people
- WiFi
- Lighting

... Renovation of SCS-Mall outside Vienna cost 150 Mio. €



VIENNA: Case study

EVALUATION

Ex-post evaluation 2015:

**Today 71% would vote in favor
of the redesign**

**55% of users say that respectful coexistence of modes works well or
exceptionally well**

VIENNA: Case study

A STREET WITH HISTORY AND FUTURE



VIENNA: Case study

TRANSFORMATION OF THE MARIAHILFER STRAÙE – LESSON LEARNT

- People need time to adopt to changes
- You can never talk enough
- Do it and be patient!

VIENNA: Case study

TRANSFORMATION OF THE MARIAHILFER STRAÙE – LESSON LEARNT

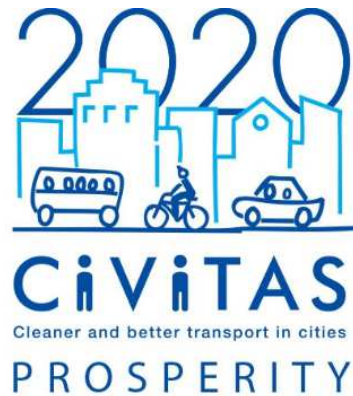
In the end what was a tipping point for the public opinion which lead to success?

- Nomination of a project coordinator
- Weekly meetings, internal and with stakeholders
- Communicate clearly, without „sugarcoating“:... „yes there will be dust, there will be road temporary closures, ...“
- Comply with the plan: „we said the first segment would be ready mid november for christmas shoopping, and it was ready on time, including all elements,,
- Large projects like this need extremely active information to the public and stakeholders

VITORIA-GASTEIZ



The Sustainable Urban Mobility Plan of
Vitoria Gasteiz
Summary (EN)



CHAMPION CITY

<http://sump-network.eu/interesting-sumps/>

Authors:

Aitor Albaina Vivanco aalbaina@vitoria-gasteiz.org
and
Juan Carlos Escudero jcescudero@vitoria-gasteiz.org

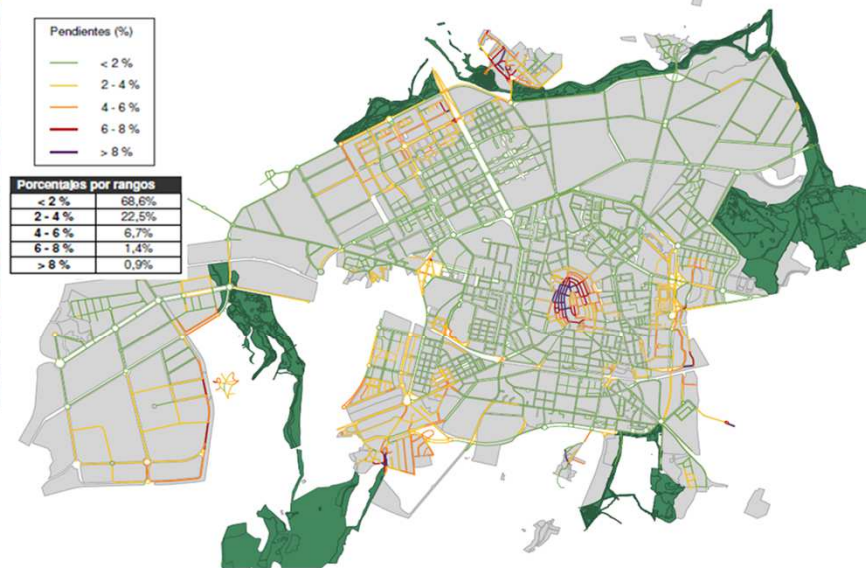
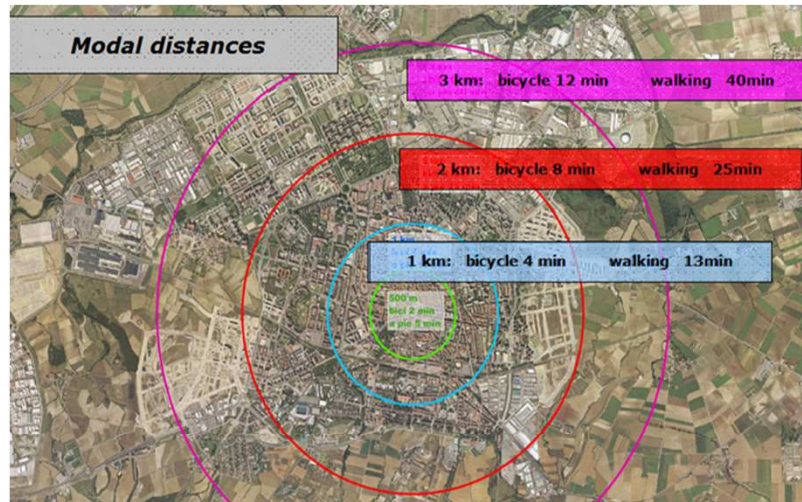
VITORIA-GASTEIZ: Background

- Administrative Capital of the Basque Country
- 246,042 inhabitants
- 276.81 km²
- ~50 m² green space per capita
- 46 homes/ha
- ~100 inhabitant/ha (residential areas)
- A city where everything is at hand, accessible on foot and by bicycle



VITORIA-GASTEIZ: Background

A SMALL, COMPACT AND FLAT CITY: OPTIMUM FOR ACTIVE MOBILITY



Mechanical ramps have improved access to the medieval quarter.

Slope map.
Source: Sustainable Mobility and Public Space Plan of Vitoria-Gasteiz

VITORIA-GASTEIZ: Background

SUSTAINABLE MOBILITY: A COMMITMENT BY TRADITION...

The kingdom of walking

- The car free area started in 1976, and in 1993 reached up to 40,000 square meters and up to more than 20 streets
- In this period, the number of cars grew by 50%
- Some of the pedestrianized streets registered up to 25,400 vehicles a day before to free them from the cars
- Nowadays the pedestrian zones reach up to 500,000 square meters



VITORIA-GASTEIZ: Problem analysis

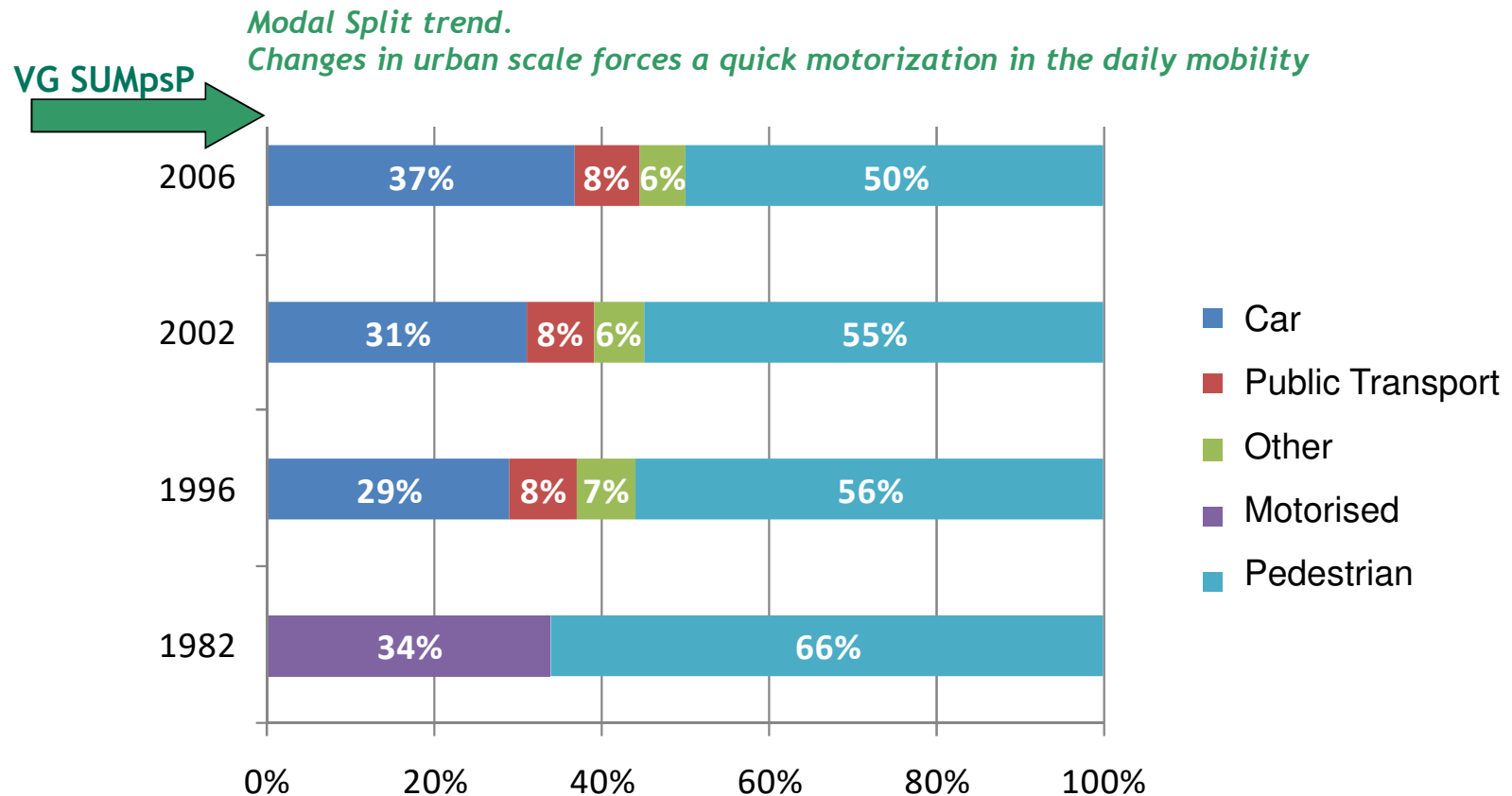
THE NEED FOR A SUMP

Threats

- At the beginning of the 21st century, the accelerated growth of the city was altering its scale and structure, and therefore making pressure on the way people moved, at that time still mainly on foot
- There was a growing concern regarding the city's urban mobility system in both the society and public management bodies
- Because of this, a process of reflection and action regarding the system was initiated with the aim of providing a framework of coherent objectives, strategies and actions in order to face the detected and foreseen issues

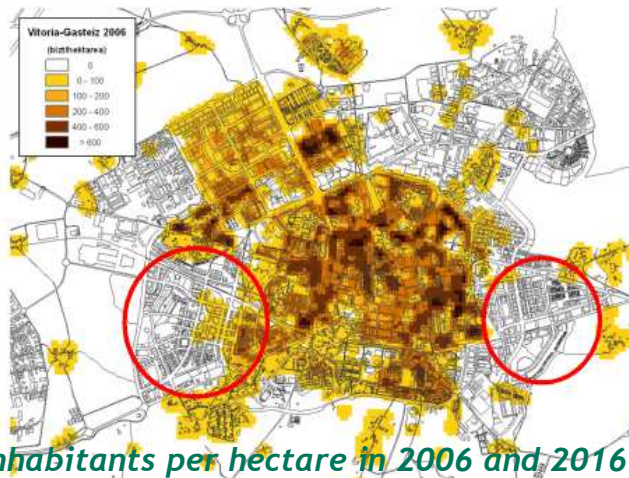
VITORIA-GASTEIZ: Problem analysis

SUSTAINABLE MOBILITY: A COMMITMENT BY CONVENIENCE...

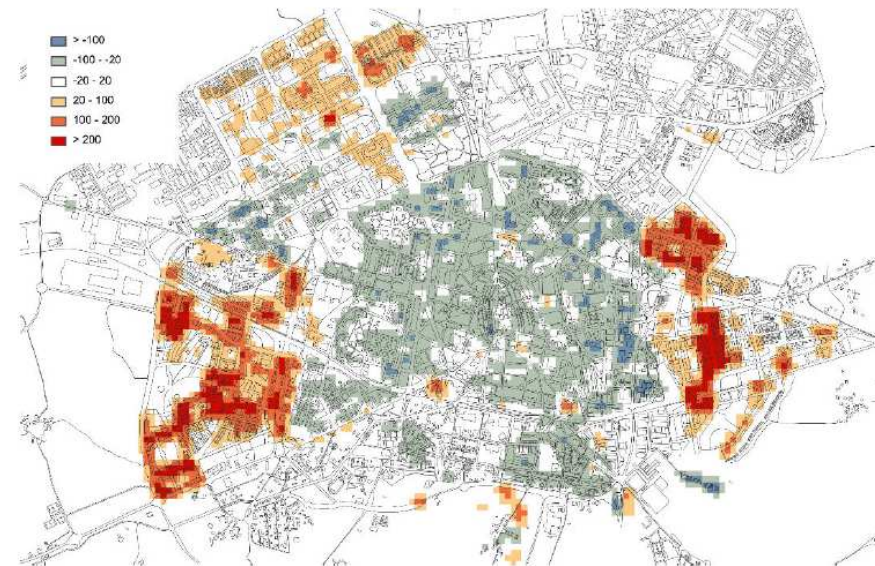


VITORIA-GASTEIZ: Problem analysis

SUSTAINABLE MOBILITY: A COMMITMENT BY CONVENIENCE...



Current Master Plan (2003) programmed a major urban development in the short to medium term. In the last decade, about 16,000 homes have been built, expanding the city in another 9 million square meters.

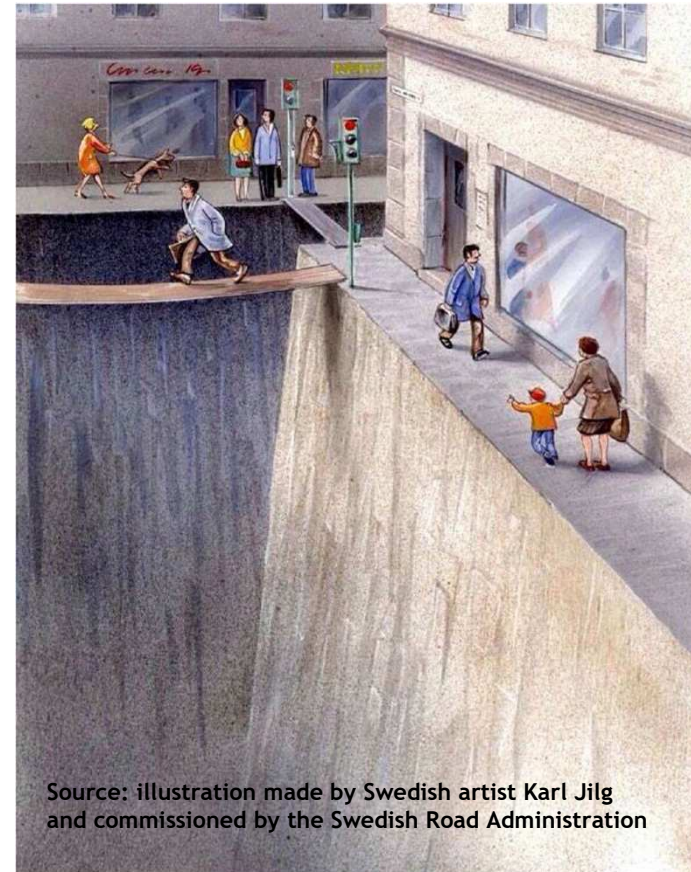


Evaluation of the density of the population in Vitoria Gasteiz in the period from 2006-2016

VITORIA-GASTEIZ: SUMP vision

SUSTAINABLE URBAN MOBILITY & PUBLIC SPACE PLAN

- **SUMpsP** since 2007
- Main motto: *“Giving back the Public Space to the people”*
- How? **Discouraging private vehicle use whilst, at the same time, improving public transport and promoting active mobility modes (walking/cycling)**



VITORIA-GASTEIZ: SUMP approach

THE SOCIAL CONSENSUS

Towards a successful Plan through citizen engagement

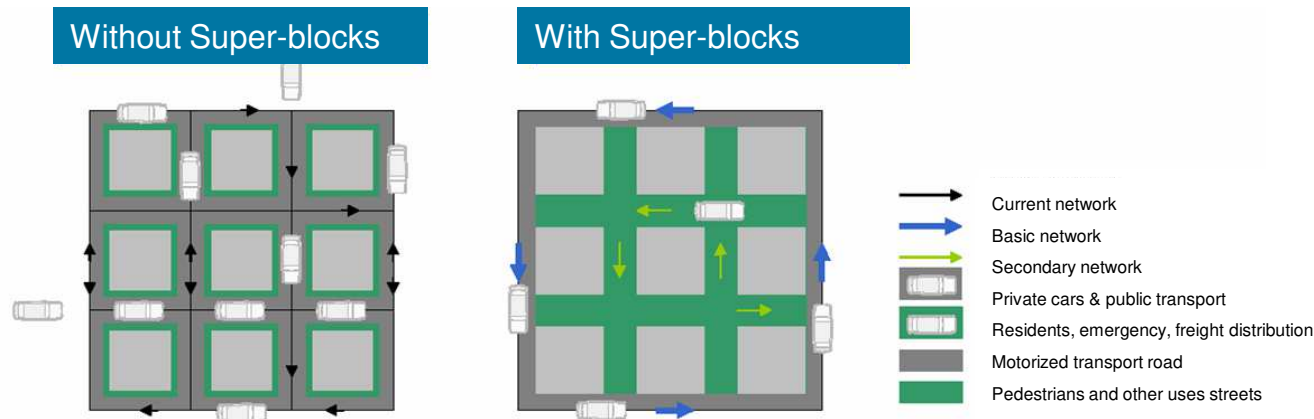
- Oct. 2006-Jan. 2007: three participatory workshops
- Citizens' Pact for Sustainable Mobility
- Signature. April 2007
- Plenary approval. September 2007 (political consensus)
- Social Council approval. July 2008



VITORIA-GASTEIZ: SUMP measures

A NEW URBAN CELL: SUPERBLOCKS AND MAIN ROADS

- The superblock is a key element of the mobility and public space strategy. Gives the public space back to the people from the private car
- A superblock is a new concept, a geographical space delimited by main corridors that covers several city blocks
- Private cars and public transport are kept outside the superblock while the inner streets are redesigned to be mainly used by pedestrians



VITORIA-GASTEIZ: SUMP measures

SUPERBLOCKS

- Vitoria-Gasteiz has reorganized the whole city in 77 superblocks
- With the scheme of the superblock is possible to create different and efficient networks for pedestrians, cyclists and motorized modes
- It gives back the public space to the people and foster social interactions at street-level



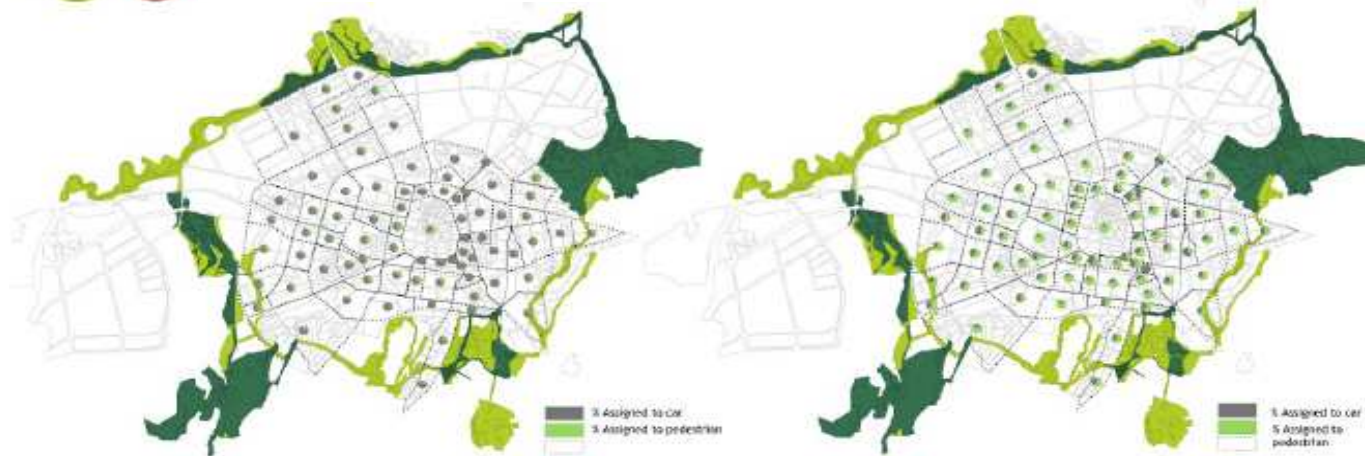
Superblocks proposal and 3 peripheral lines

VITORIA-GASTEIZ: SUMP measures

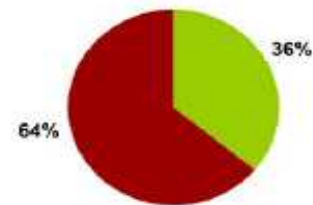
SUPERBLOCKS



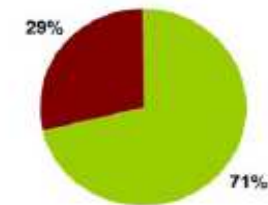
Allocation of public space



2006 Scenario



Superblocks' scenario



● Public space assigned to car
● Public space assigned to pedestrians

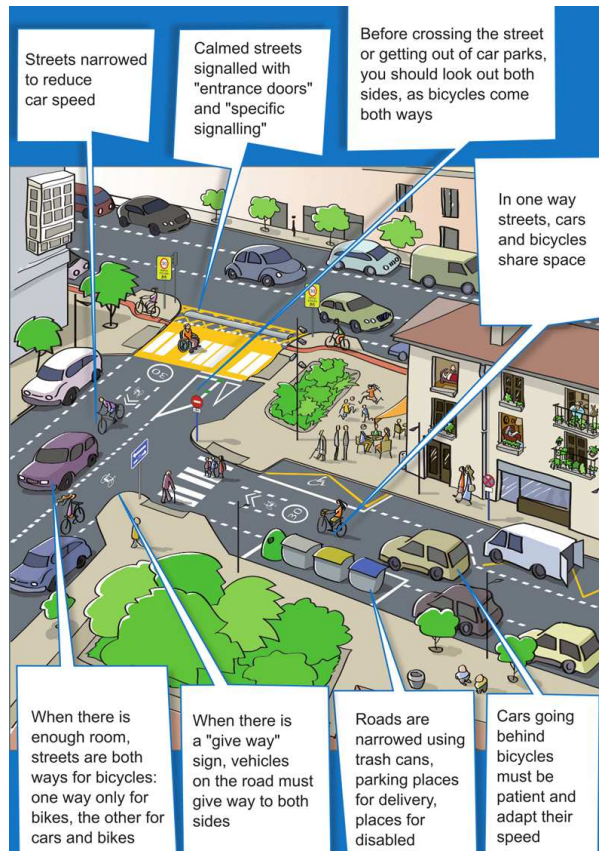
VITORIA-GASTEIZ: SUMP measures

SUPERBLOCKS



VITORIA-GASTEIZ: SUMP measures

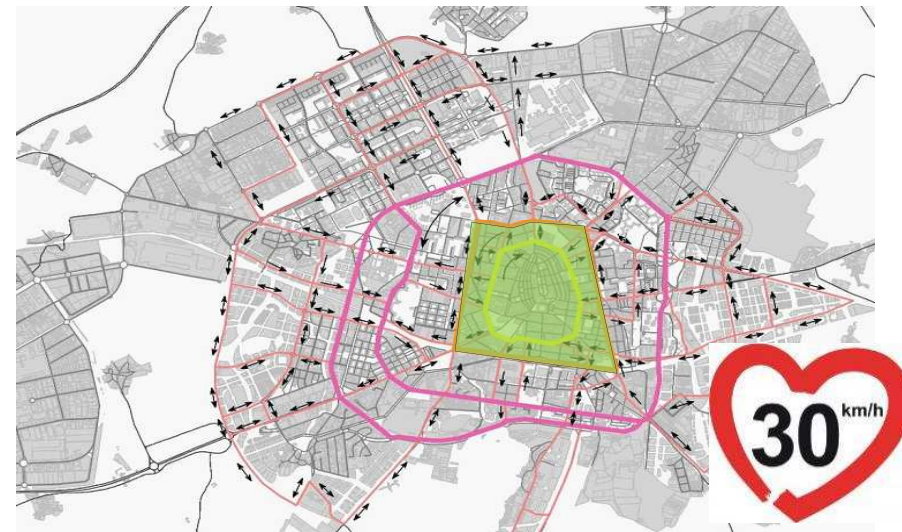
TRAFFIC CALMING



Budget constraints prevent completing the desired superblocks scheme (just 2 superblocks fully completed, central and Sancho el Sabio ones).

"Transitional" (low-cost) strategy: a traffic calming campaign in 47 streets (another 17 superblocks) of downtown with 3 objectives

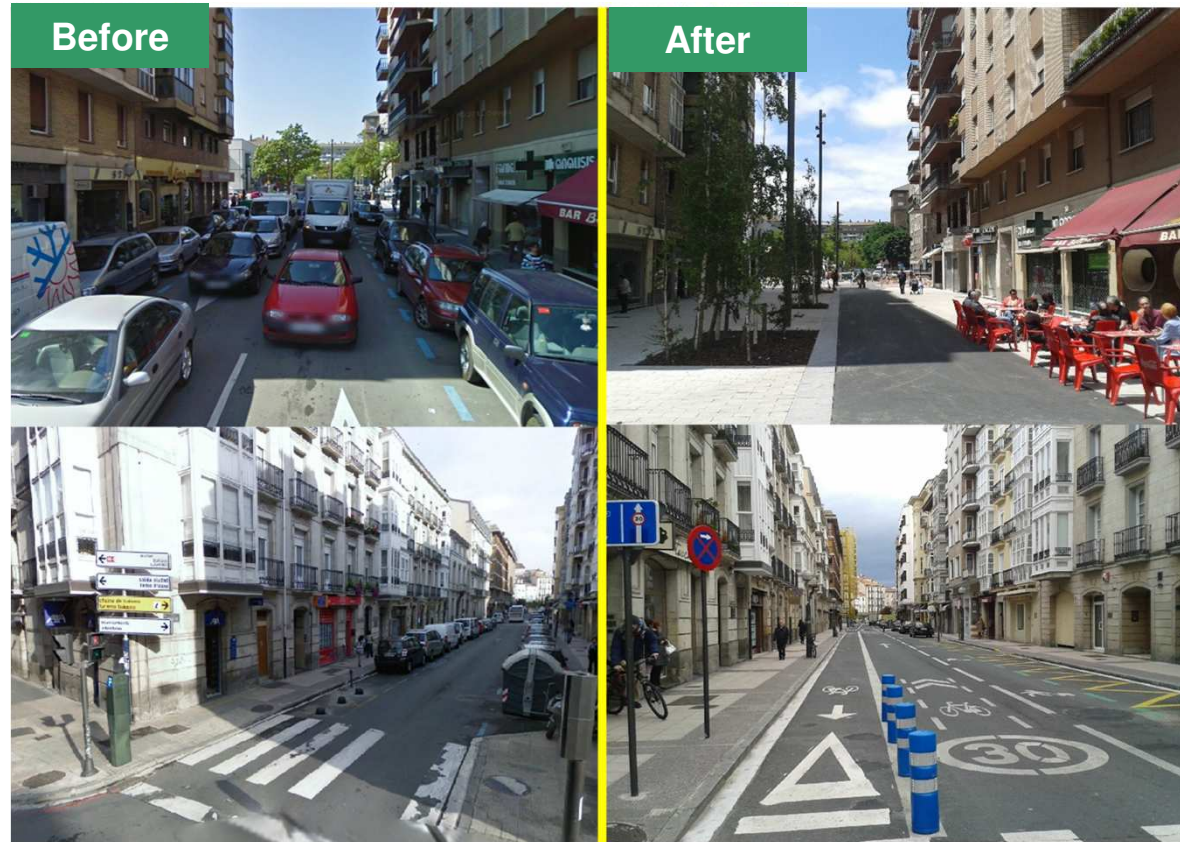
- *Improving road safety for pedestrian and cyclists*
- *Reduce emissions of pollutants*
- *Reclaim the space for pedestrians*



It represents a transition (functional superblock; 30 km/h) towards the superblock scheme (10 km/h)

VITORIA-GASTEIZ: SUMP measures

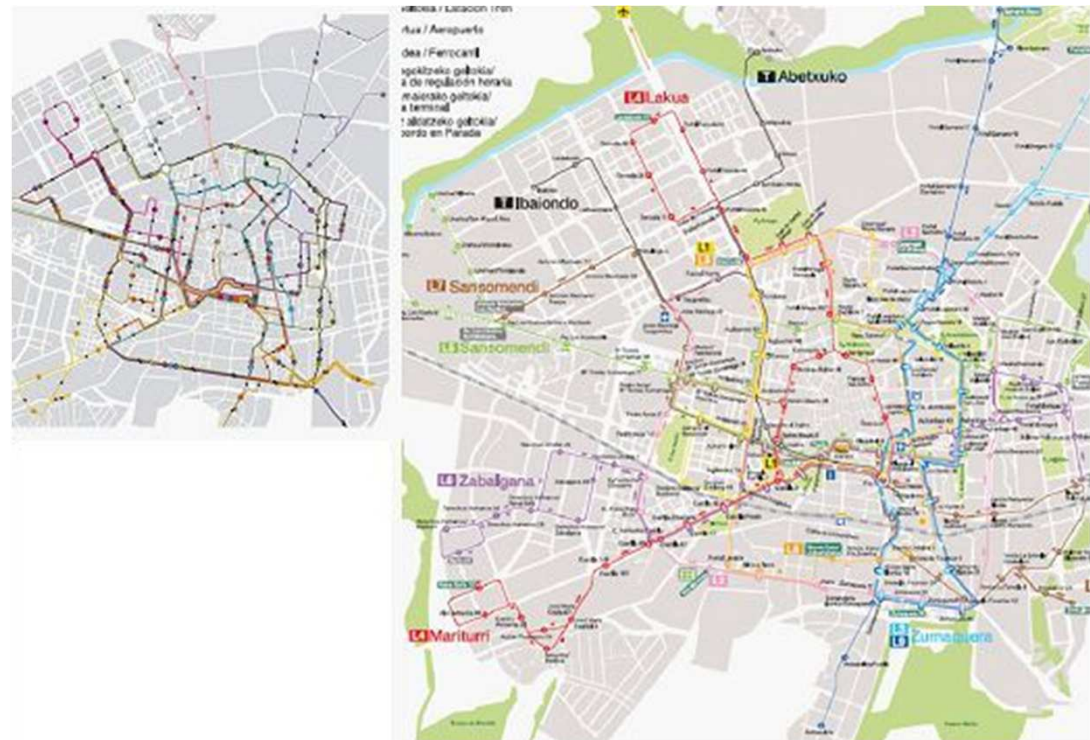
TRAFFIC CALMING



VITORIA-GASTEIZ: SUMP measures

A NEW PUBLIC TRANSPORT NETWORK

- In 2009 Vitoria-Gasteiz created a new bus&tram network
- The old one, based on 18 bus lines, was replaced by a totally new integrated grid based on 2 tram lines and 9 bus lines (currently 10)...
- ...which guaranteed better frequencies (10 minutes), better use of resources and access to any point of the city with one sole transfer.
- Part of a “Push & Pull” strategy...

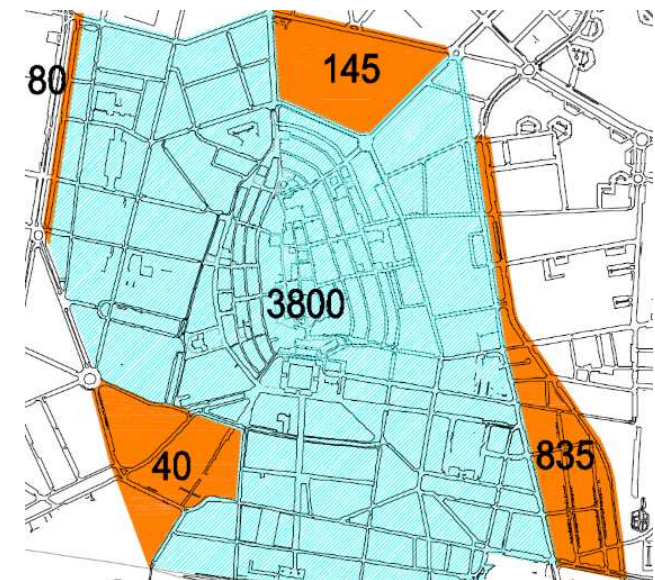
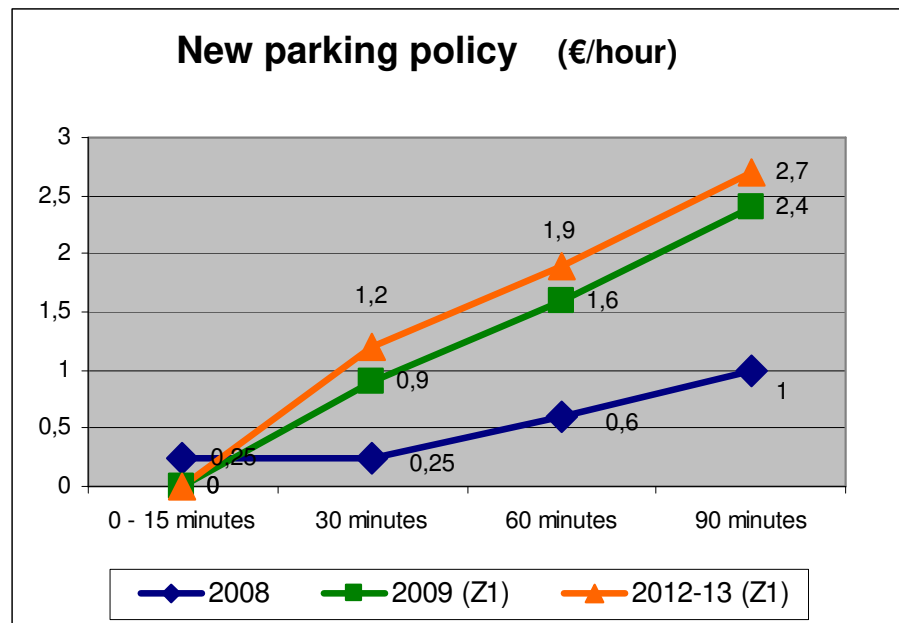


VITORIA-GASTEIZ: SUMP measures

A NEW ON-STREET PARKING POLICY

- ...because the very same day Vitoria-Gasteiz nearly tripled parking tariffs in the city centre (plus increased by ~30% the regulated area extension in the city centre)

Higher prices:

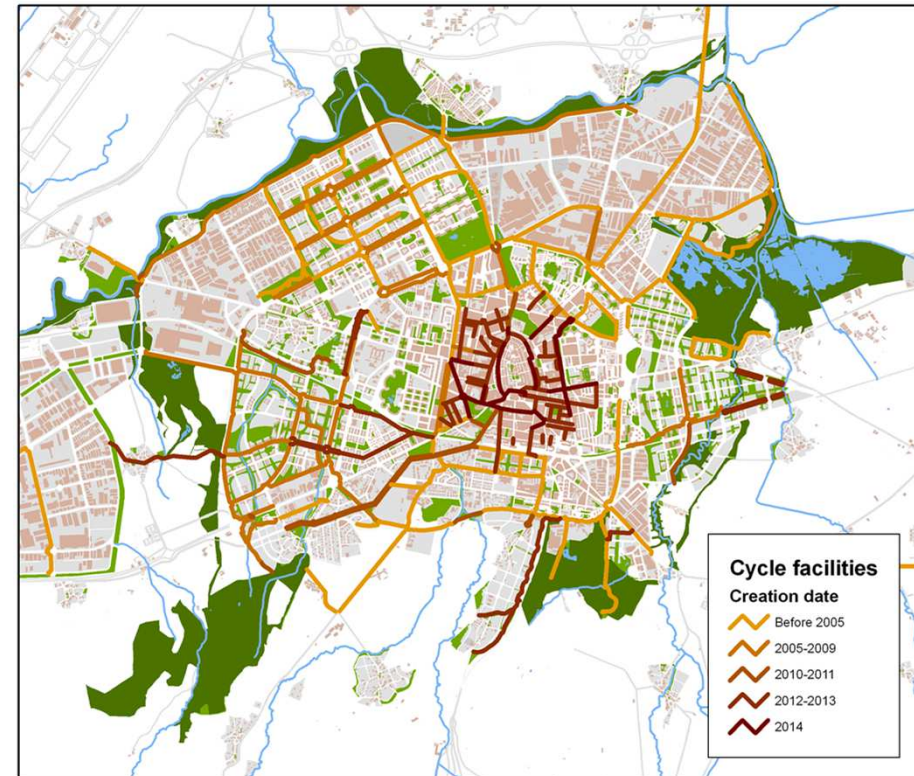


Extended area: 29%

VITORIA-GASTEIZ: SUMP measures

AN IMPROVED BICYCLE NETWORK

- Improved cycling infrastructure (~140 km)
- Contra-flow cycling lanes in one way streets
- Installation of parking lots (up to 5.000 places)
- Regulatory changes to promote cycling
- Access privileges to cargo-bikes
- Traffic calming measures
- Safe cycling courses for students and for adults
- Smart & Safe parking facilities



VITORIA-GASTEIZ: SUMP measures

AN IMPROVED BICYCLE NETWORK



Figure 19. Provision of cycling infrastructure (cycling lanes and bicycle parking)



VITORIA-GASTEIZ: Monitoring and evaluation

MAIN TECHNIQUES/APPROACHES

- SUMpsP evaluation report (2017)
- CIVITAS MODERN European project evaluation (2008-2012)
- TRANSBICI panel survey (2012-2014)
- Mobility surveys (2006, 2010, 2014)

Evaluation report of the
Sustainable Mobility and Public Space Plan and the
Master Plan for Cyclist Mobility of Vitoria-Gasteiz



2006-2016 A decade of changes in the mobility of
Vitoria-Gasteiz



VITORIA-GASTEIZ: Monitoring and evaluation

SUMPSP EVALUATION REPORT (2017)

- The main outcome regarding the monitoring and evaluation of our SUMpsP (2017)
- This document (**available online in English***) represents an evaluation exercise in order to aid when preparing the new phase of the city's SUMP and, in general, to improve future mobility in Vitoria-Gasteiz

Evaluation report of the
Sustainable Mobility and Public Space Plan and the
Master Plan for Cyclist Mobility of Vitoria-Gasteiz



2006-2016 A decade of changes in the mobility of
Vitoria-Gasteiz

* <http://www.vitoria-gasteiz.org/wb021/http/contenidosEstaticos/adjuntos/en/57/32/75732.pdf>

VITORIA-GASTEIZ: Monitoring and evaluation

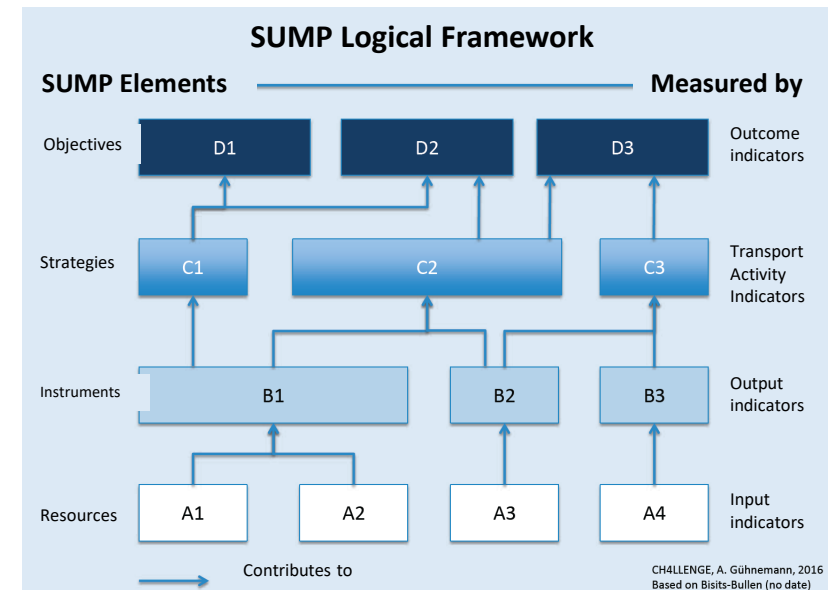
SUMPSP EVALUATION REPORT (2017)



- It follows the methodology proposed in the recent guide: '*CHALLENGE Monitoring and Evaluation Manual: Assessing the impact of measures and evaluating mobility planning processes*'

(www.sump-challenges.eu/file/365/download?token=C1nhiA3S)

- This guide structures information regarding the plans to be evaluated into **four blocks**: objectives, strategies, instruments/measures and resources, and associates a category of **indicators** to each block



Outcome indicators: measure the real impacts in relation to the established objectives.

Transport activity or intermediate result indicators: describe changes in the transport system which may be related to the success of the strategies.

Output indicators: measure the degree in which the instruments or measures have been implemented.

Input indicators: provide information on the quantity of resources required to carry out the plan, including the costs.

VITORIA-GASTEIZ: Monitoring and evaluation

SUMPSP EVALUATION REPORT (2017)

- The data collected for evaluation purposes are of two types: a detailed **list of indicators** & a series of **interviews** (to qualitatively contrast the data gathered with the different indicators)
- A long list of **indicators** was extracted from several projects, including DISTILLATE, ADVANCE / QUEST, PROPOLIS, Cost Action 356, CityMobil (Marsden et al., 2007), as well as from recent scholar literature
- The indicators selection was based on two main criteria: **relevance/suitability** and **availability/calculation easiness**
- Regarding **interviews**, interviewed people were local mobility technicians and other people who work in areas related to the municipality's mobility, both in other public administrative levels and in private companies and associations

VITORIA-GASTEIZ: Monitoring and evaluation

SUMPSP EVALUATION REPORT (2017)

SUMP Element		Measured by	
Objective	Reduce local air pollution from transport	Number of days exceeding critical air pollution levels	Outcome Indicator
Strategy	Increase use of non-motorised modes	Share of walking and cycling trips	Transport Activity Indicator
Instruments	Build segregated cycle lanes	Km of segregated cycle lanes built	Output Indicators
	Pedestrianise city centre shopping street	% completion of pedestrianisation of city centre	
Resources	Investment and maintenance costs	Transport investment and maintenance costs for new / improved infrastructure	Input Indicators

VITORIA-GASTEIZ: Monitoring and evaluation

SUMPSP EVALUATION REPORT (2017): INTERVIEWS

1. Objectives of the sustainable mobility policies

From the beginning of the change process in the mobility of Vitoria-Gasteiz (2006), which lead to the PMSEP in 2008,

- Which objectives have been achieved, and to what extent?
- What objectives are still not achieved, or are not fully achieved?
- Are your expectations fulfilled? To what extent?

2. Results of implemented policies

- Which ones have been the benefits (if any)? (from the perspective of the citizens, the institutions and from your own perspective)
- Did you perceive negative results?

3. Evaluation of the implementation process

- Which was the coordination among institutions and inside the local authority, and with other planning tools, during the implementation process?
- What blockers did you find when implementing foreseen actions?
- What did you learn during the process?

4. Challenges and threats

- Which are the challenges to be solved for the future planning tools?
- Are there risks or threats that could potentially threaten the success or efficiency of the foreseen actions?

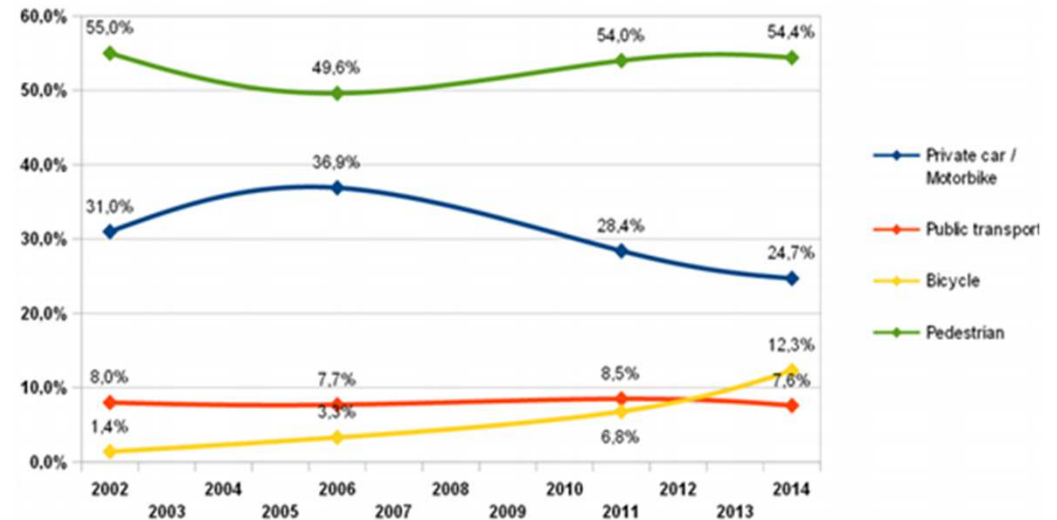
5. Global evaluation of implemented policies

Free comments about the sustainable mobility policies developed in the last 10 years (2006-2016).

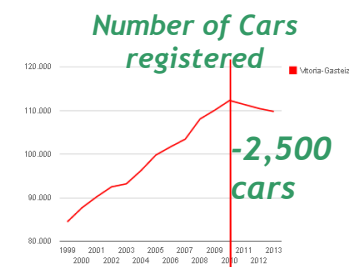
VITORIA-GASTEIZ: Monitoring and evaluation

MAIN RESULTS

- VG succeeded in reversing the rising trend in private car use, raising the pedestrian share to 2002 levels and increasing the use of bicycle
- Walking modal split increased from 49.9 up to 54.4% (~2002 levels)
- Bicycle modal split increased from 3.4 (2006) up to 12.3% (2014; currently >13%)
- Private cars modal split went from 36.6% (2006) down to 24.7%
- ↓9.5 % CO2 emissions in transport (by 2011)
- ↓8.9% energy consumption in transport (by 2011)



Trips		2006	2011	2014
General Modal Share	Pedestrian	288.141	447.911	495.427
	Bicycle	19.051	56.400	111.851
	Public Transport	45.045	70.854	69.491
	Car or motorbike	214.224	236.008	224.892
	Others	14.875	18.653	9.665
		581.336	829.826	911.326



VITORIA-GASTEIZ: Monitoring and evaluation

TRANSBICI PANEL SURVEY

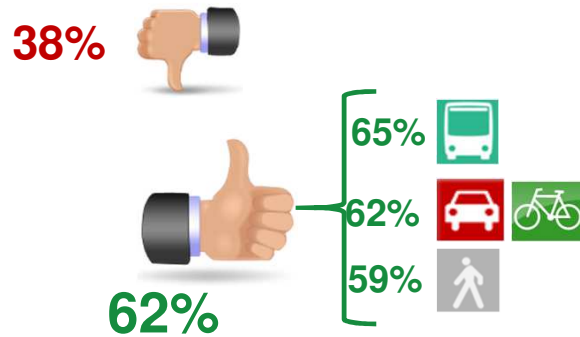
- The TRANSBICI project had a multidisciplinary approach: modelling mobility behaviour, psychological aspects of travel choice and city characteristics that facilitate cycle use
- The proposed methodology was a combination of Transport Economics, Urban Geography and Social Psychology methods and techniques
- **A panel survey (2012-2013-2014)** served as a tool to monitor behavioural changes and changes in the perception of citizens about the implementation of a new measure (2013) to promote cycling and to reduce car speed in the streets: the application of a traffic calming scheme in 47 streets of the city centre
- The three consecutive surveys were made among **a group of 358 persons (always the same group)**



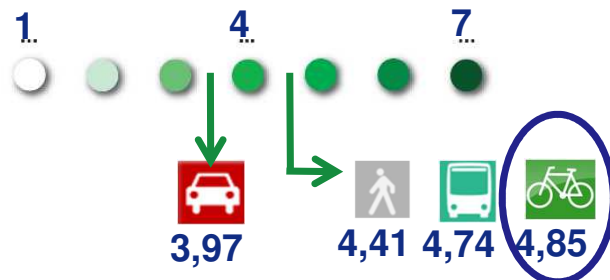
VITORIA-GASTEIZ: Monitoring and evaluation

TRAFFIC CALMING (TRANSBICI PANEL SURVEY)

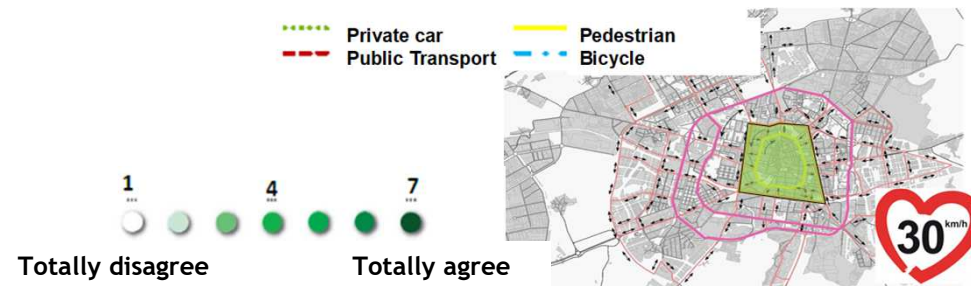
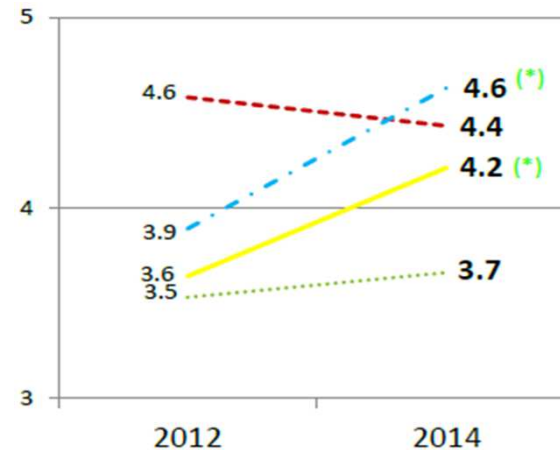
Have you noticed the traffic calming in the 47 streets of the city centre?



Do you consider the traffic calming a useful measure?

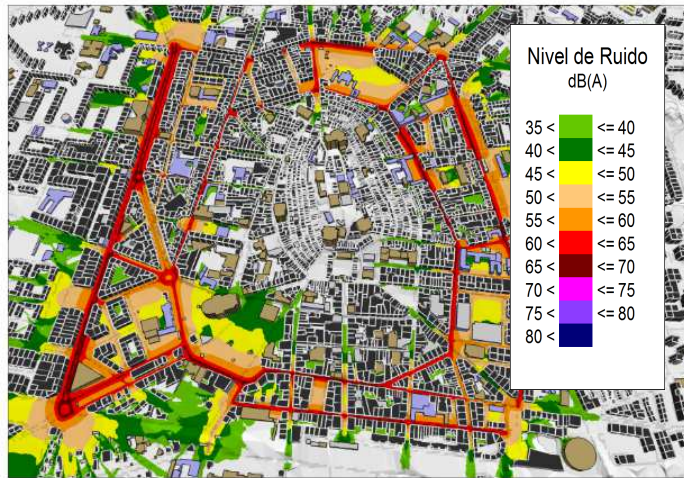


The traffic conditions would allow me to commute to work/study by bike sharing the road with the cars?

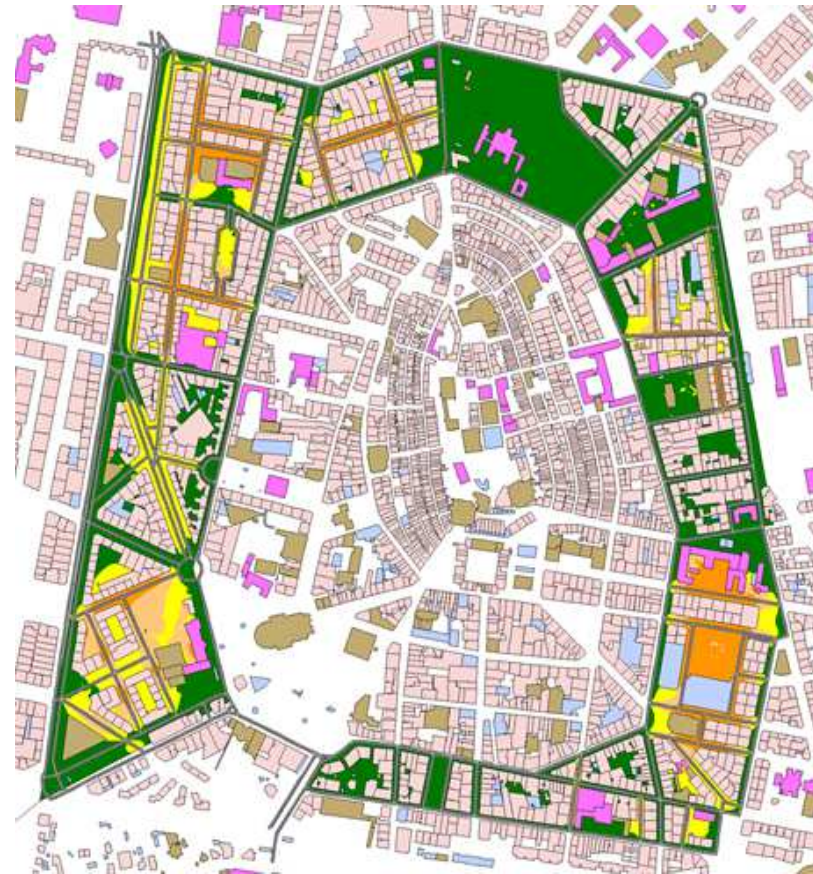
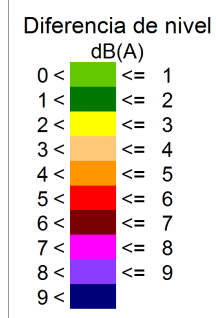


VITORIA-GASTEIZ: Monitoring and evaluation

TRAFFIC CALMING (MODELLED DATA)

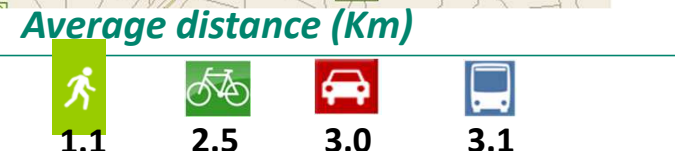
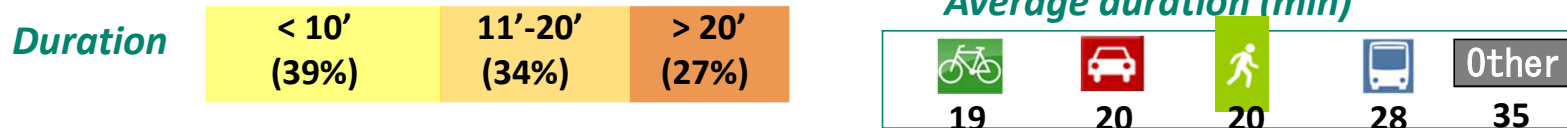


Reduction in the noise levels in the pilot area after the implementation of the traffic calming measure (modeled).



VITORIA-GASTEIZ: Monitoring and evaluation

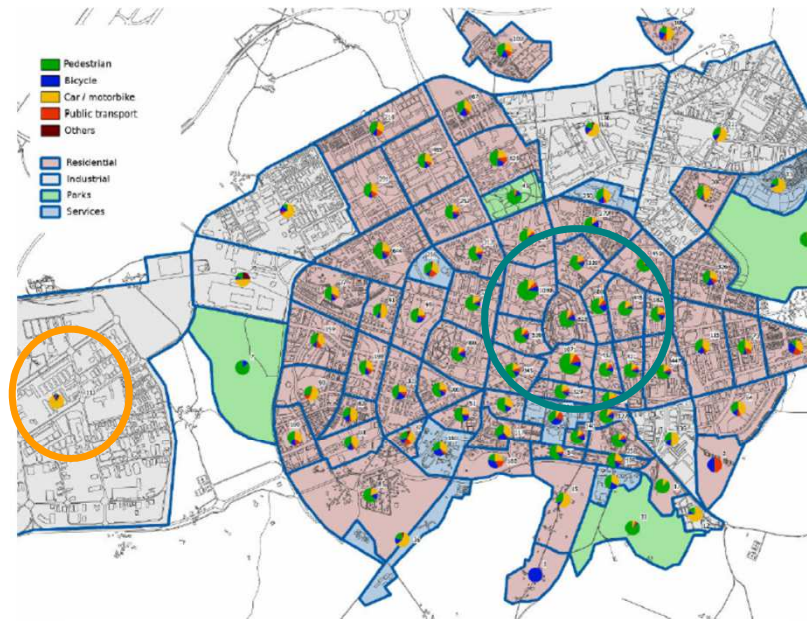
MOBILITY SURVEYS (2014)



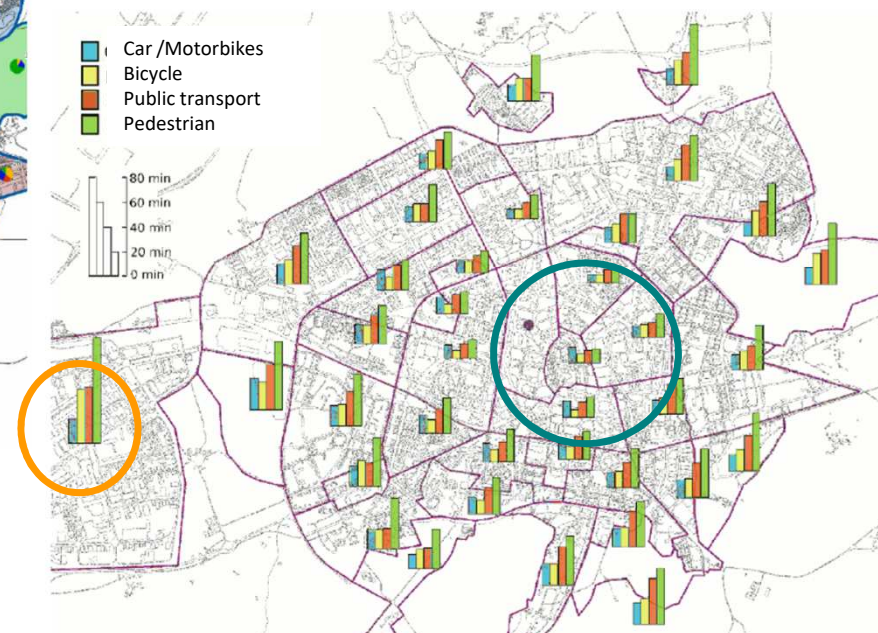
Source: 2014 Mobility survey (Fig.: mobility pattern -trips- for a typical working day in VG)

VITORIA-GASTEIZ: Monitoring and evaluation

MOBILITY SURVEYS (2014)



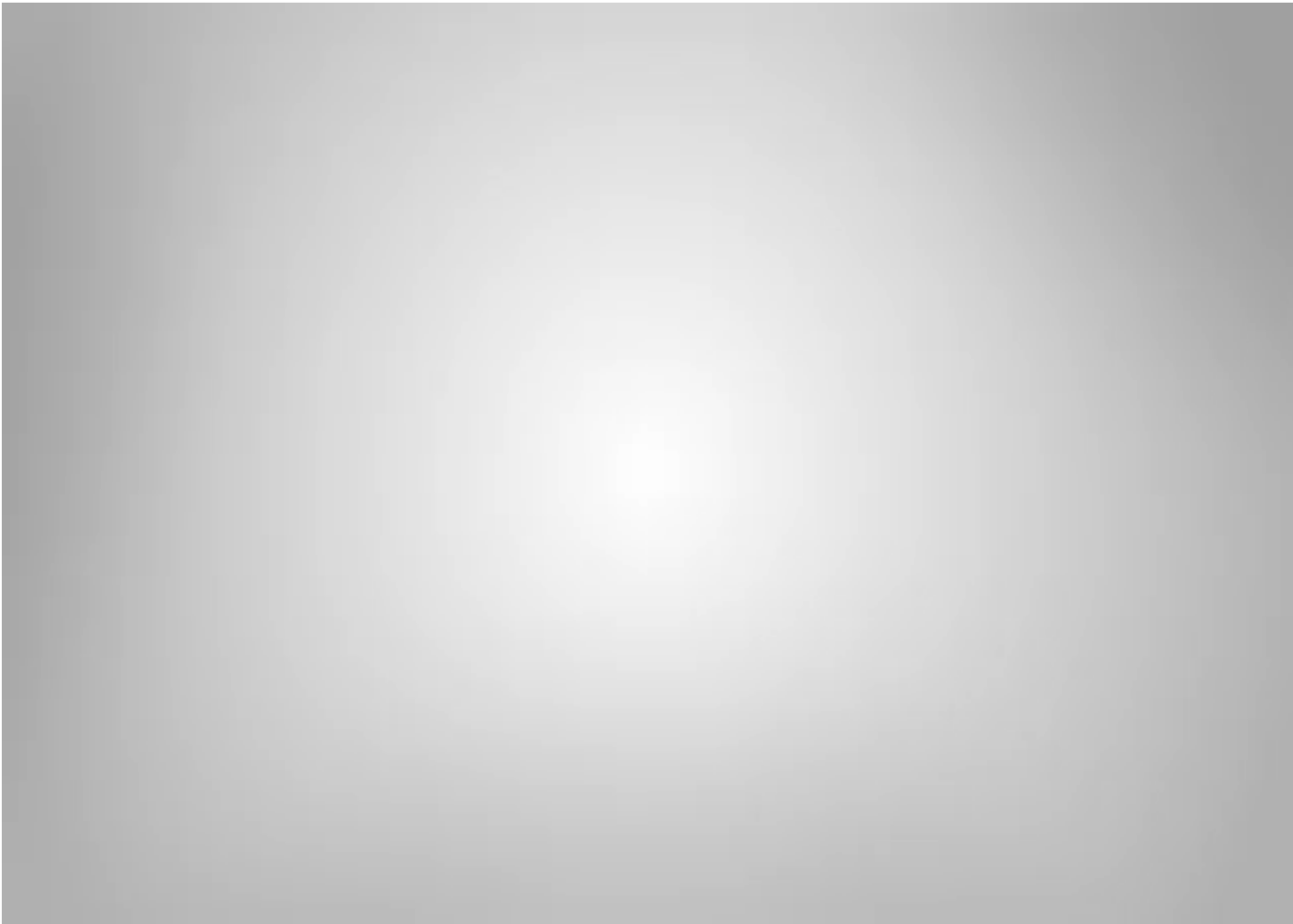
Modal split per destination of the city (source EDN 2014)



Average journey time (in minutes) to the population centre of the city, using the main modes

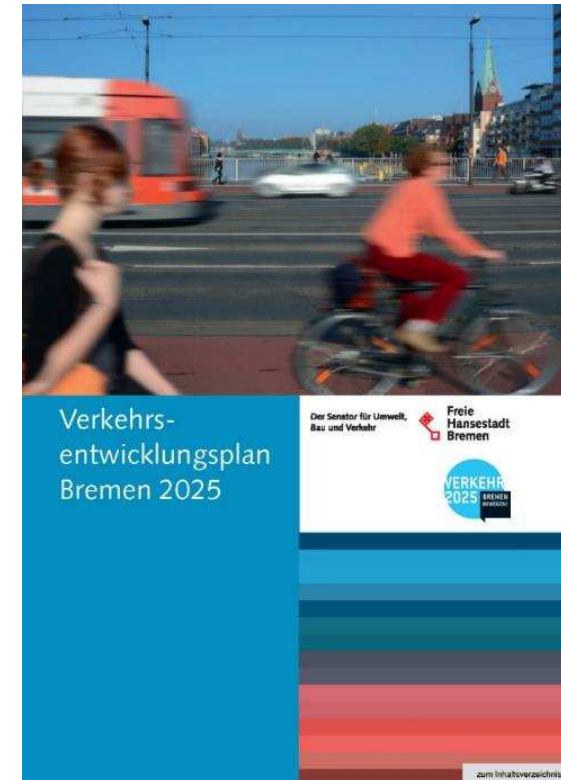
BREMEN

SUMP Award



BREMEN: SUMP objectives

- improving the quality of life in the city by optimising the transport system
- reducing the negative impacts (safety risks, pollution, noise, CO2-emission, space consumption etc.)
- preparing an integrated development for the city of Bremen



BREMEN: SUMP measures

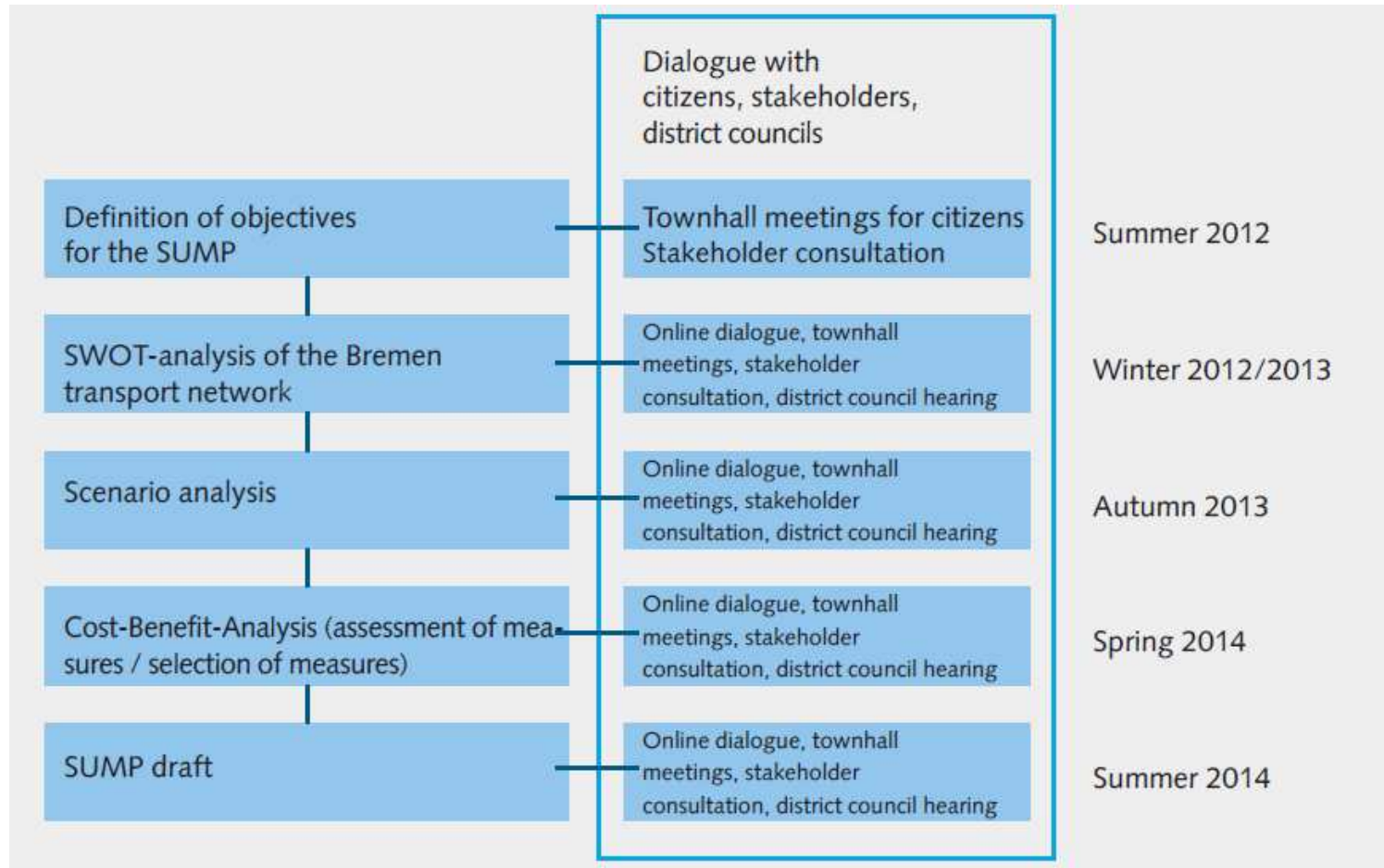
The SUMP covers all modes of transport and all transport networks (passenger, freight):

- walking
- cycling
- car traffic
- public transport (bus, tram, railway)

The SUMP includes a forecast for the year 2025 and covers a broad cross-modal spectrum of measures:

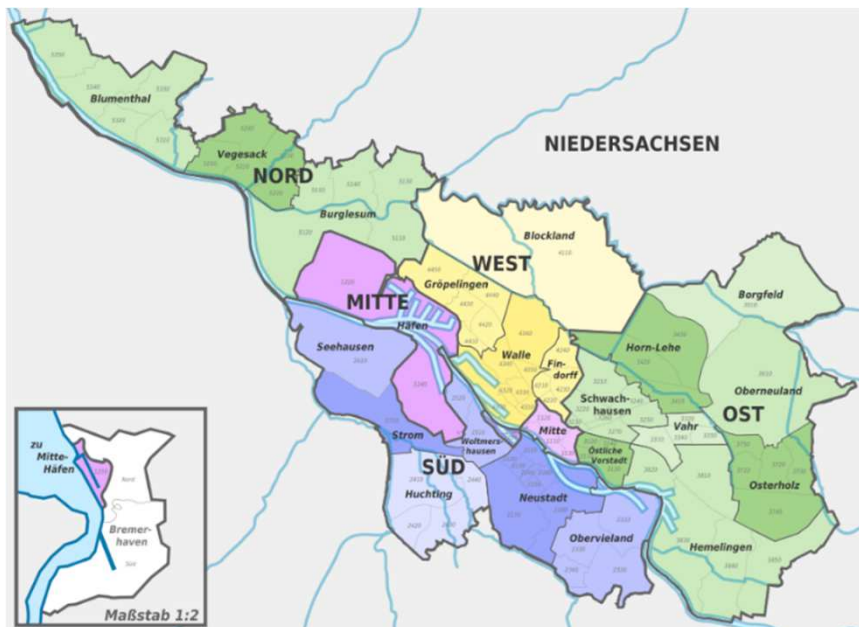
- Infrastructure
- traffic control and traffic management
- Information and advice
- interaction between the transport modes
- interaction with the environment, spatial planning and urban development

BREMEN: Communication and participation



BREMEN: Communication and participation

22 district councils (local parliaments)



- Stakeholders receive consolidated drafts of documents
- They review the documents and propose changes
- Stakeholders that are consulted can be:
 - Professional associations (e. g. chamber of commerce)
 - NGO (e. g. cyclists association, motorists association)
 - Companies (e. g. railway operators)
 - Neighbouring municipalities
 - Public agencies
 - Public services (e. g. emergency services, network providers)
- The administration then makes a proposal which of these amendments should be accepted and which rejected not. The final decision about this lies with the parliament.

BREMEN: Communication and participation

Publicity is important!

VERKEHR
2025 BREMEN
BEWEGEN!

ENTWERFEN SIE MIT UNS
DEN BREMER
VERKEHRSENTWICKLUNGSPLAN

www.bremen-bewegen.de

Der Senator für Umwelt,
Bau und Verkehr

Freie
Hansestadt
Bremen

WO LÄUFT
ES RUND?

WO LÄUFT ES
VERKEHRT?

Posters & postcards

BREMEN: Communication and participation

Gathering information through crowdsourcing

VERKEHR 2025 BREMEN BEWEGEN!

IHR WISSEN, IHRE IDEEN. ENTWERFEN SIE MIT UNS DEN BREMER VERKEHRSENTWICKLUNGSPLAN. SCHON 4183 BEITRÄGE UND 9338 KOMMENTARE. HEUTE LETZTER TAG! BITTE BEACHTEN SIE DIE SPIELREGELN.

IHRE MEINUNG

- DAS WURDE BISHER GESAGT
- WARUM MITMACHEN?
- EIN DIALOG IN VIER RUNDEN
- TERMINE DER BÜRGERFOREN
- FRAGEN UND ANTWORTEN
- SPIELREGELN

RUNDE 1: SAGEN SIE UNS DIE MEINUNG

- 1 WÄHLEN SIE AUS**
HIER LÄUFT'S VERKEHRT | HIER LÄUFT'S RUND
- 2**
Schreiben Sie hier auf, wo es verkehrt/rund läuft
- 3 THEMA AUSWÄHLEN**
Auto & LKW
- 4 OPTIONAL: ORT FESTLEGEN**

WEITER

BREMEN BEWEGEN

Impressum
Datenschutzbestimmungen
Kontakt

Vielen Dank für Ihr Interesse an BREMEN BEWEGEN.

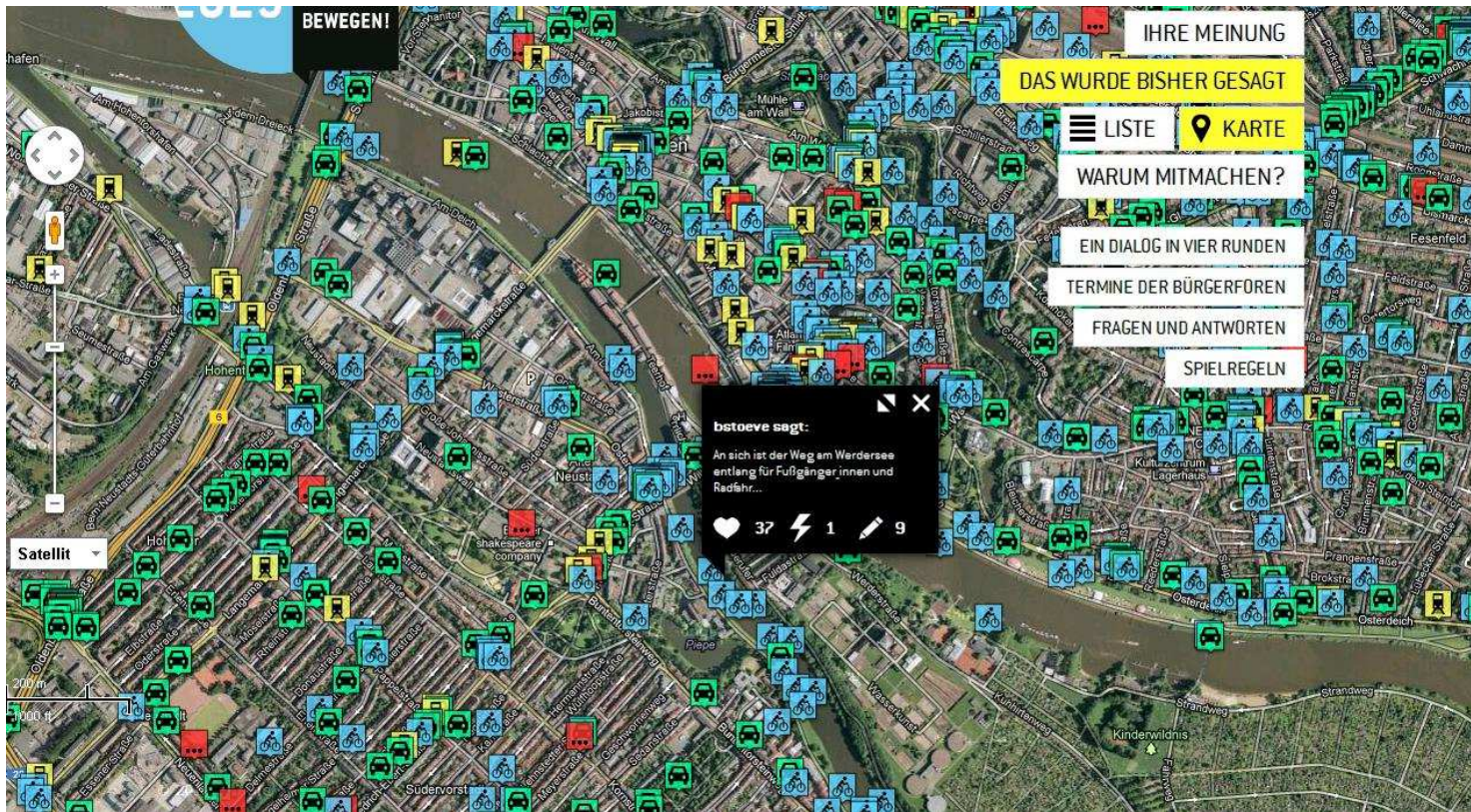
Wenn Sie mehr erfahren wollen, kontaktieren Sie uns unter vep@bau.bremen.de



Freie Hansestadt Bremen
Der Senator für Umwelt,
Bau und Verkehr

BREMEN: Communication and participation

Public participation online

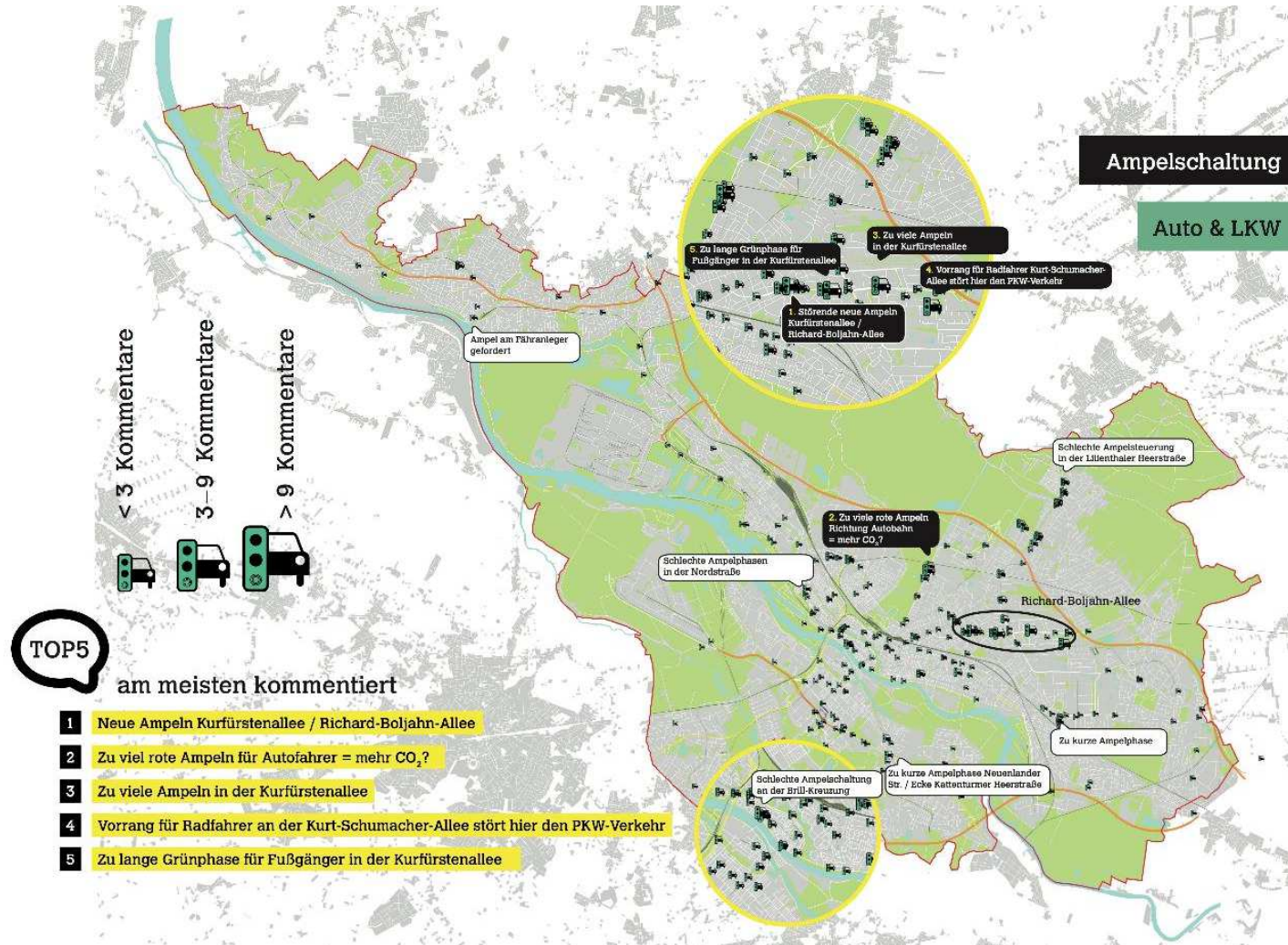


Map view of proposals made by citizens

BREMEN: Communication and participation

Online consultation

Problems with traffic lights (car traffic)



TURDA

SUMP Award



TURDA: Background

North-west of Romania, Transilvania, in Cluj county



Key facts:

- 57.000 inhabitants
- 30 km from Cluj Napoca – regional center
- Ancient history (roman castrum of Potaissa)
- National balneoclimateric spa city
- Salt mine – most visited touristical objective in Trasilvania, with 600.000 tourists last year
- Direct connection to the highway network

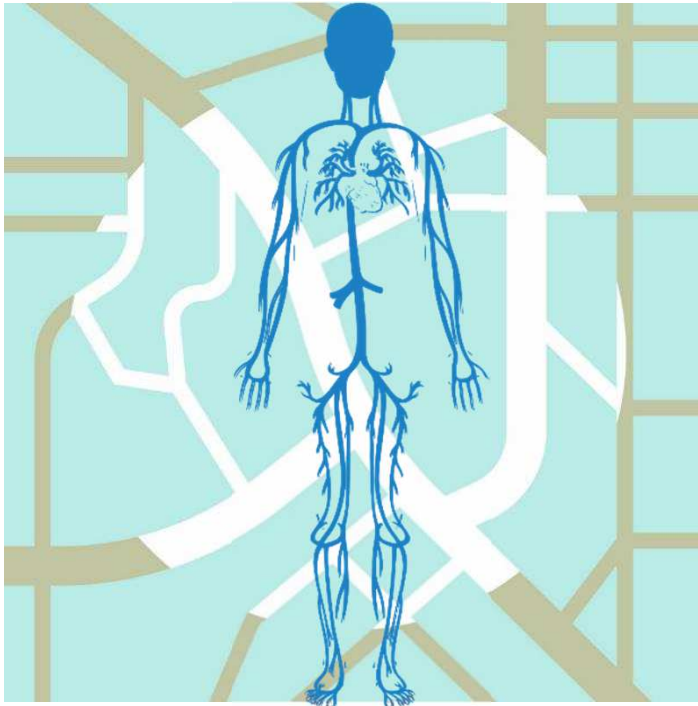
TURDA: SUMP approach

SUMPS FOR SMALLER CITIES

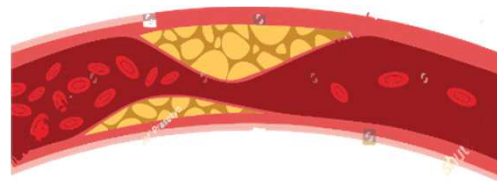
- Smaller cities face similar problems like large cities
- There is no magical solution for all cities
- You have to adapt and best practices suitable for the city, to have a tailor-made approach
- The main challenge for small cities is the access to financial resources
- Therefore, innovative and soft measures can have a big impact on the mobility of small cities
- Always use a mix of hard investments (infrastructure) with several soft measures (organizational, actions)

TURDA: SUMP approach

The City as a Human Body



HUMAN BODY



CLUGGED VEINS

CITY



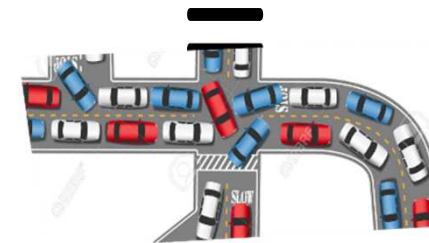
More roads



More parking space



No room for public space



CLUGGED ROADS

TURDA: SUMP approach

**First solution:
new veins/larger veins, by-passes
= larger streets / more parking spaces in the center**

In the end, the result is the same



Even if there is a healthier approach, the
body will get old (reach the max capacity)



TURDA: SUMP approach

Second solution
healthy way of life = soft measures in place

This is why we have to think of
sustainable and integrated
mobility solutions



IT IS ABOUT KEEPING A LONGER LIFE AS POSSIBLE

IT IS ABOUT KEEPING THE TRANSPORT CAPACITY AS LONG AS POSSIBLE

TURDA: SUMP approach

Second solution

new actions in day-to-day life = innovation in mobility

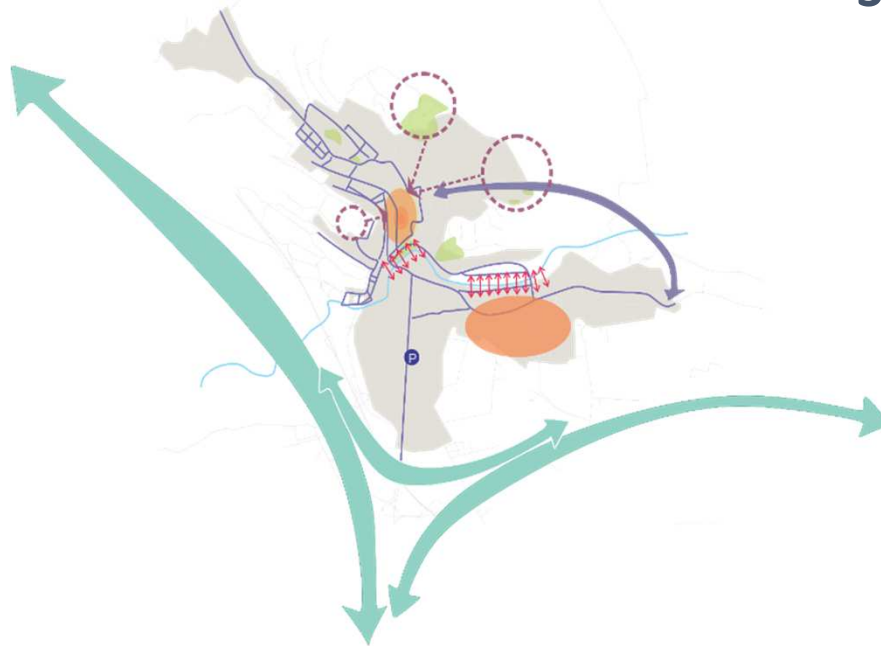
- Mixed infrastructure
- Multimodality / MaaS
- Shared mobility
- Last-mile solutions
- On-demand solutions

IT IS ABOUT BETTER QUALITY OF LIFE

IT IS ABOUT BETTER QUALITY OF THE CITY AND URBAN ENVIRONMENT

TURDA: SUMP vision

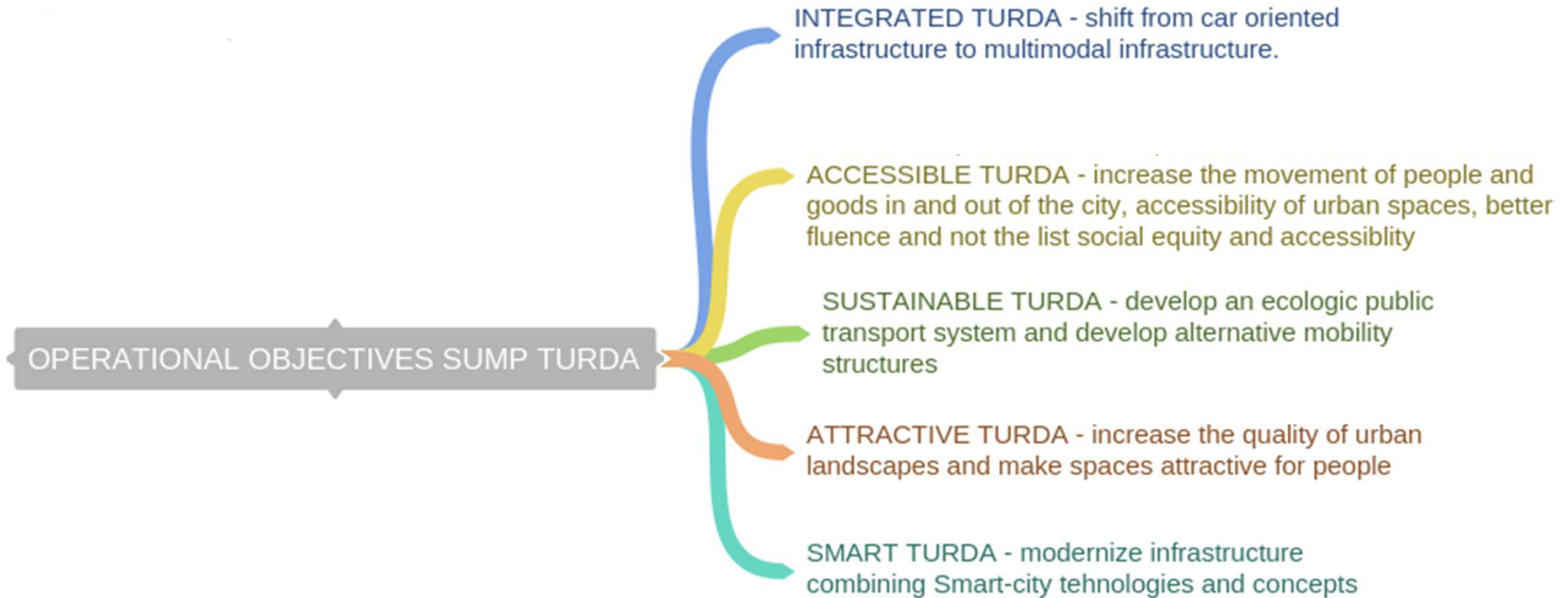
SUSTAINABLE-COMPETITIVE-CONNECTED



- **Environmentally friendly city**
- A modern infrastructure network built on **integrated mobility axes**
- **Clean and green urban areas**
- A city that capitalizes on its anthropic and natural potential
- A city that assumes and promotes, through **accessibility and visibility, historical heritage**
- **A city that affirms its local identity** at a regional and national level
- A **dynamic and modern urban center**, at the intersection of the main corridors of national and European mobility



TURDA: SUMP objectives



TURDA: SUMP measures

SHARED MOBILITY

- **Bike-sharing:** 27 rental stations, a fleet of 356 bicycles, a total of 200 daily users, of which 10% will use complementary local public transport system
- It will contribute 6.3% increase the modal velo quota and lead to a 3.8% decrease in CO2 and NOx emissions

- **Car pooling integrated with smart-parking** in the central area and complementary to the parking policy in the central area: 1,000 daily users by 2023
- It will lead to a 25% decrease in the number of cars in the central area - will contribute 1.3% lowering the modal share and leading to a 2% decrease in CO2 and NOx emissions

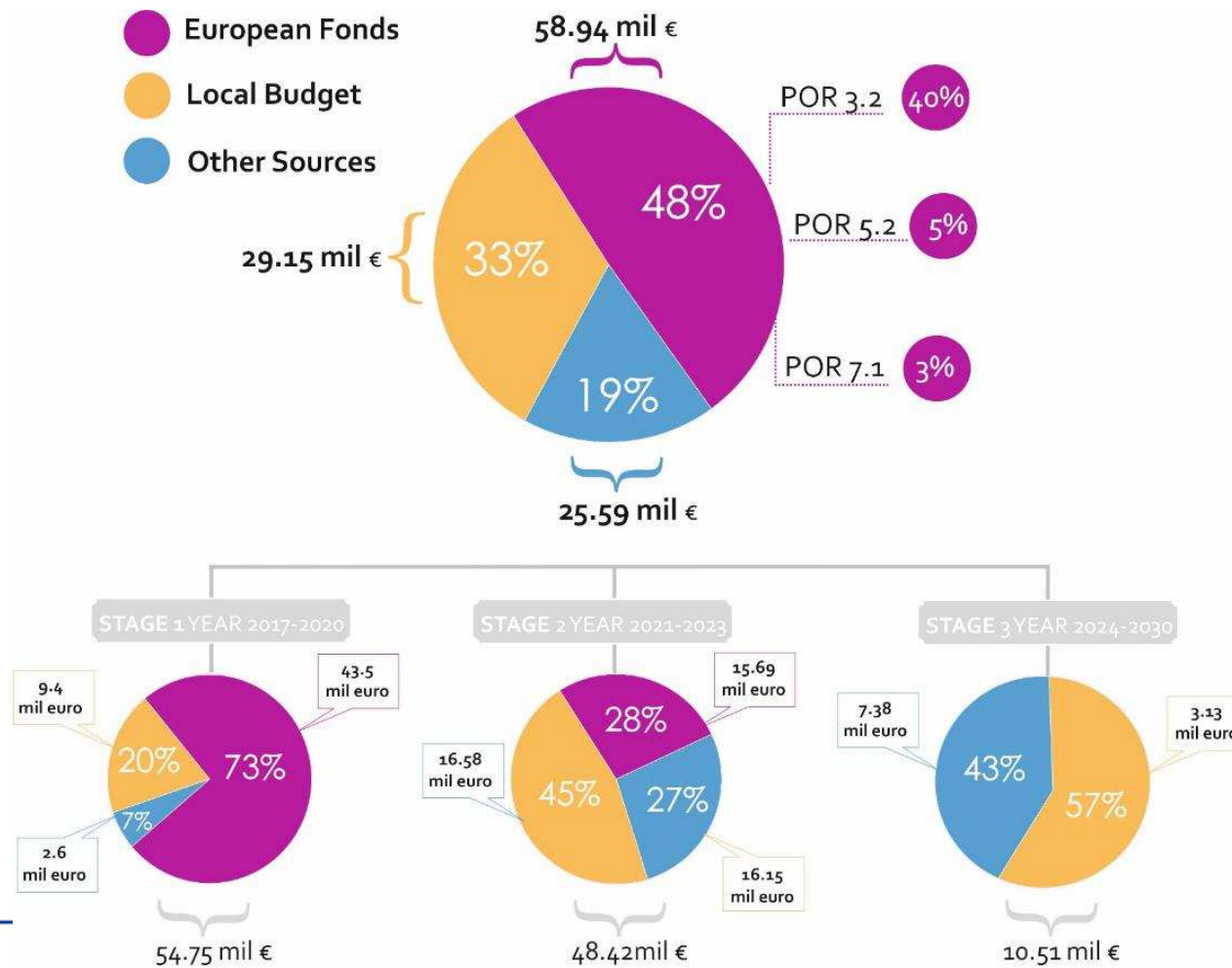
TURDA: SUMP measures

SHARED MOBILITY

- **Vending bike-sharing for local SMEs and start-ups:** a fleet of 10 vending-bikes, which will be used by at least 20 local entrepreneurs
- It involves an initiative to stimulate the eco-mobility of local products in the city, but at the same time to support young people who want to develop small businesses but do not have access to resources and infrastructure

- **Electric Car sharing** to facilitate mobility between Turda and Cluj or within the city: a fleet of 10 electric cars, business-to-consumer, managed by the car-sharing operator(Pony Car Sharing) in Cluj-Napoca (30 km)
- It will reduce by 0.5% the auto modal share and will lower with 0.2% the NOx emissions in the city

TURDA: SUMP financial strategy



Further resources

The [Mobility Plans portal](#) provides you with a wealth of information on how to develop and implement a SUMP, including:

- **Information** about the elements of a SUMP
- **Guidelines** on the process of developing and implementing a SUMP
- Selected **tools, guides, handbooks** and reports to support urban mobility professionals in their work
- **Case studies** that analyse selected local examples of the development and implementation of mobility plans
- A **Forum** on which Friends of Eltis discuss all matters related to sustainable urban mobility
- A **database** on the involvement of cities in EU activities related to sustainable urban mobility planning

The screenshot shows the Mobility Plans portal interface. At the top, there is a navigation bar with tabs for Home, Discover, Resources, Participate, and Mobility plans. Below this, there is a featured article titled "European Platform on Sustainable Urban Mobility Plans" with a sub-headline "Supporting the transition towards competitive and resource-efficient mobility systems in Europe's cities." To the right of this article is a sidebar with a "GUIDELINES" section containing buttons for "SUMP Guidelines", "Online SUMP Guidelines", "SUMP Glossary", and "SUMP Self-Assessment Tool". Below the featured article, there are two columns: "Mobility Plan case studies" and "Mobility Plan tools". The case studies section includes entries for "Carpooling as part of an integrated transport system in Toulouse (France)" and "Communication and participation in urban mobility planning in Vienna (Austria)". The tools section includes entries for "Planning sustainable urban logistics", "CHUMS Carpool Site Appraisal Tool", "CIVITAS Policy Note - Cities towards Mobility 2.0: connect, share and go!", "SUMP Institutional Cooperation Kit", and "SUMP Self-Assessment Tool".

www.eltis.org/mobility-plans

Further resources

Annual EU Conferences on SUMP

The EU SUMP Platform organises annual conferences to promote the concept of SUMP across the EU.

The conferences highlight the latest developments in urban mobility planning, foster the exchange of ideas and experiences and offer a networking opportunity:

1. [Sopot](#) (Poland) in 2014
2. [Bucharest](#) (Romania) in 2015
3. [Bremen](#) (Germany) in 2016
4. [Dubrovnik](#) (Croatia) in 2017
5. [Nicosia](#) (Cyprus) in 2018
6. Groningen (The Netherlands) in spring 2019



Further resources

The European SUMP Award

The European SUMP Award recognises local authorities that have developed a Mobility Plan that satisfies the diverse transport needs of people and businesses, whilst improving quality of life. The award highlights a different aspect of mobility planning in each edition:

- The 1st edition of the award opened in 2012 and recognised **stakeholder and citizen participation** in the SUMP process
- The 2nd SUMP Award edition looked at successful **territorial and policy integration**
- The 3rd SUMP Award recognised outstanding work regarding **monitoring and evaluation** of the SUMP
- The 4th SUMP Award focused at providing for **multimodality and intermodality**
- The 5th SUMP Award acknowledged the integration of **urban freight**
- The 6th SUMP Award focused on **shared mobility** in sustainable urban mobility planning

SUMP
Award

<http://mobilityweek.eu/sump-award/>

Agenda

1. Introduction to SUMPORT Training Module 3: objectives and agenda
2. Recap from previous training modules
3. Relevant experiences and best practices at European level
4. **SUMP Self-assessment of SUMPORT cities**
5. Port cities specificities
6. Next training session: feedback and fine-tuning

SUMP Self-Assessment

- An assessment of the **SUMP preparation process** and of the plan's content (only **checking whether essential policy areas are covered**, not their content)
- Ideally an **ex-post assessment**, after SUMP process has been finalised and the plan is approved, but can be used **during plan preparation** to check the likely compliance or to guide the development process
- **100 yes-no questions** structured along the nine steps required by the SUMP Guidelines for the completion of a SUMP
 - **Foundation Questions:** basic compliance requirements, minimum SUMP criteria
 - **Excellence Questions:** criteria particularly advanced cities might meet, awarding plans and processes of exceptionally high quality
- A system that allows **anonymous assessment** as well as comparison with peer cities; all city data fully confidential!

SUMP Self-Assessment Overview

Step 1 - Determine your potential for a successful SUMP

Step 2 - Define the development process and scope of plan

Step 3 - Analyse the mobility situation and general objectives

Step 4 - Develop a common vision and engage citizens

Step 5 - Set priorities and measurable targets

Step 6 - Develop effective packages of measures 1

Step 6 - Develop effective packages of measures 2

Step 7 - Agree on clear responsibilities and allocate funding

Step 8 - Build monitoring and assessment into the plan

Step 9 - Adopt Sustainable Urban Mobility Plan

Overall evaluation of the questionnaire

Step 1 - Determine your potential for a successful SUMP

At the beginning of the sustainable urban mobility planning process, it is necessary to determine the potential to elaborate a successful Sustainable Urban Mobility Plan. Framework conditions should be analysed including internal and external factors that have an impact on the planning process and plan implementation. For more information please read the section on Step 1 in the SUMP Guidelines

1. Have you, the responsible planning authority, made a formal commitment to make sustainable mobility principles the underlying basis for the SUMP?

Yes No

2. Has the city council reinforced its commitment to sustainable urban mobility by signing a covenant (e.g. the Covenant of Mayors) or joining a network (e.g. the CIVITAS Forum)?

Yes No

3. Have you reviewed relevant regulations and plans from the European, national and regional level that have implications for the SUMP?

Yes No

4. Have you reflected on the strengths and weaknesses of your existing local planning practices with regard to developing the SUMP?

Yes No


5. Have you used a peer-review methodology for analysing the strengths and weaknesses?

Yes No

SUMP Self-Assessment

Plan not a SUMP	Foundation SUMP	High Quality SUMP	Excellent SUMP
Plan not a SUMP 0-24 points	The planning process does not sufficiently comply with the SUMP concept and the resulting plan should not be considered a Sustainable Urban Mobility Plan.		
Foundation SUMP 25-49 points	A planning process based on the SUMP principles has been followed and the resulting plan meets the criteria of a Sustainable Urban Mobility Plan.		
High Quality SUMP 50-74 points	A planning process in strong compliance with the SUMP principles has been followed and the resulting plan is a Sustainable Urban Mobility Plan of high quality.		
Excellent SUMP 75-100 points	A planning process with a very good compliance with the SUMP principles has been followed and the resulting plan is a Sustainable Urban Mobility Plan of excellent quality.		

SUMP Self-Assessment



GUIDELINES
DEVELOPING AND IMPLEMENTING A
SUSTAINABLE URBAN MOBILITY PLAN

- SUMP Guidelines
- Online SUMP Guidelines
- SUMP Glossary
- SUMP Self-Assessment Tool

SUMP Self-Assessment Tool

Self-Assessment questionnaire (online tool)

Below you can find useful background information on the self-assessment tool including a PDF version of the questionnaire, an explanation of the concept and the scoring system. The presentations of the SUMP Self-Assessment from a webinar and from the official launch event are also available for download.

- Self-Assessment questionnaire (PDF version)
- How to navigate in the Self-Assessment Tool
- An introduction to the SUMP Self-Assessment Scheme
- Webinar: The SUMP Self Assessment Scheme
- Webinar presentation for download (PDF)
- Official launch of the SUMP Self-Assessment
- Discussion Forum

<https://www.mobility-academy.eu/course/index.php?categoryid=15>

SUMP Self-Assessment

Exercise

- Where does your SUMP stand?
- Is it compliant with the EU guidelines?
- Check it with the ELTIS SUMP Self-Assessment tool

<https://bit.ly/2H8lLXT>



Agenda

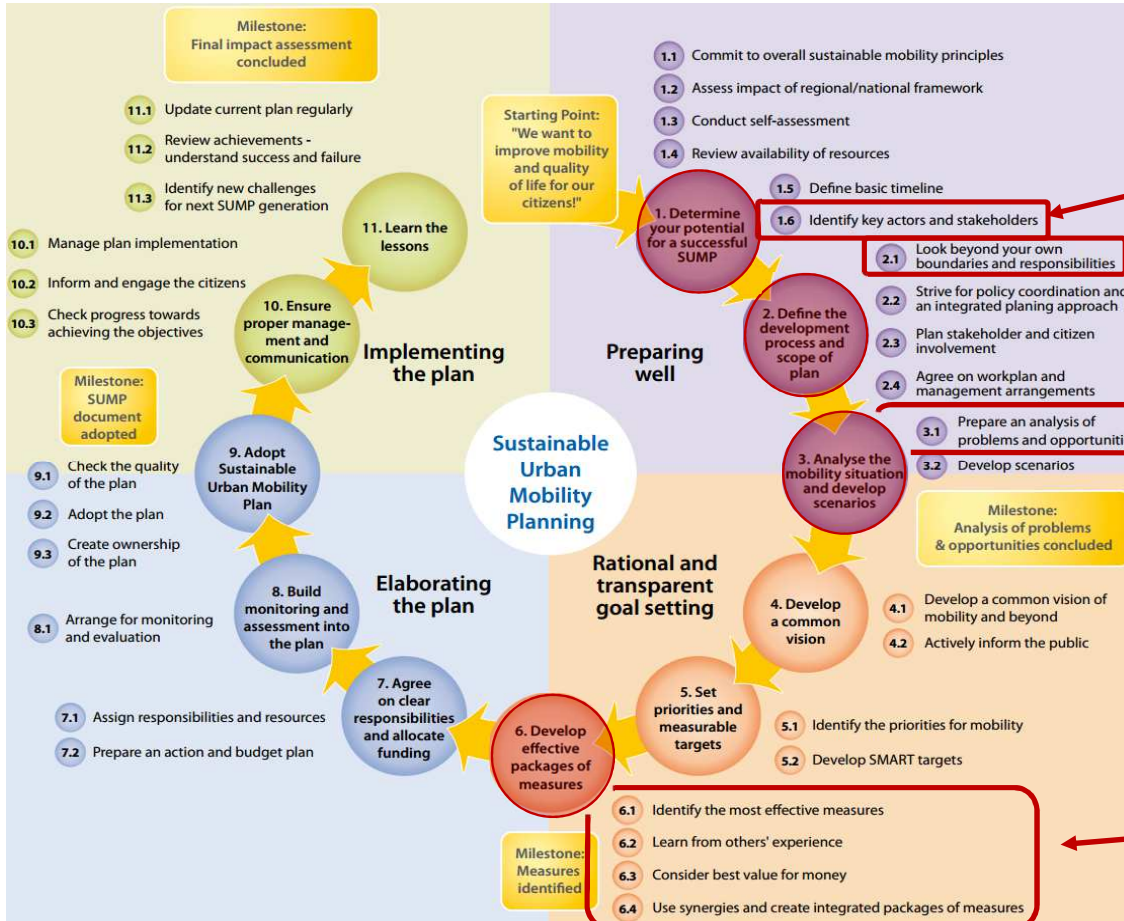
1. Introduction to SUMPORT Training Module 3: objectives and agenda
2. Recap from previous training modules
3. Relevant experiences and best practices at European level
4. SUMP Self-assessment of SUMPORT cities
5. **Port cities specificities**
6. Next training session: feedback and fine-tuning

Port cities specificities

KEY ELEMENTS

- **Integrating city- and port-related traffic flows** (both passengers and freight)
- Port as a **gateway** to the region/Country: long distance connections and crossing traffic
- Port as a **relevant (often main) trip attractor** (both for passengers and freight)
- **Cruise ship related traffic and touristic flows**
- **Touristic and leisure** trip purposes for non-local people and tailored transport solutions (cycling and walking measures, public transport, innovative solutions, etc.)
- **Spatial constrains:** city might be closed between sea and mountains
- **Land-use planning:** renewal and reuse of formerly port (customs) segregated areas and links with the city
- What else?

Port cities specificities



LINKS WITH THE SUMP CYCLE

Stakeholders and key actors involved in port-related issues

Long-distance transport corridors and involved authorities

What are the problems?
How to quantify them?

What can be set of integrated measures to tackle the port-related problems?

Port cities specificities

Discussion

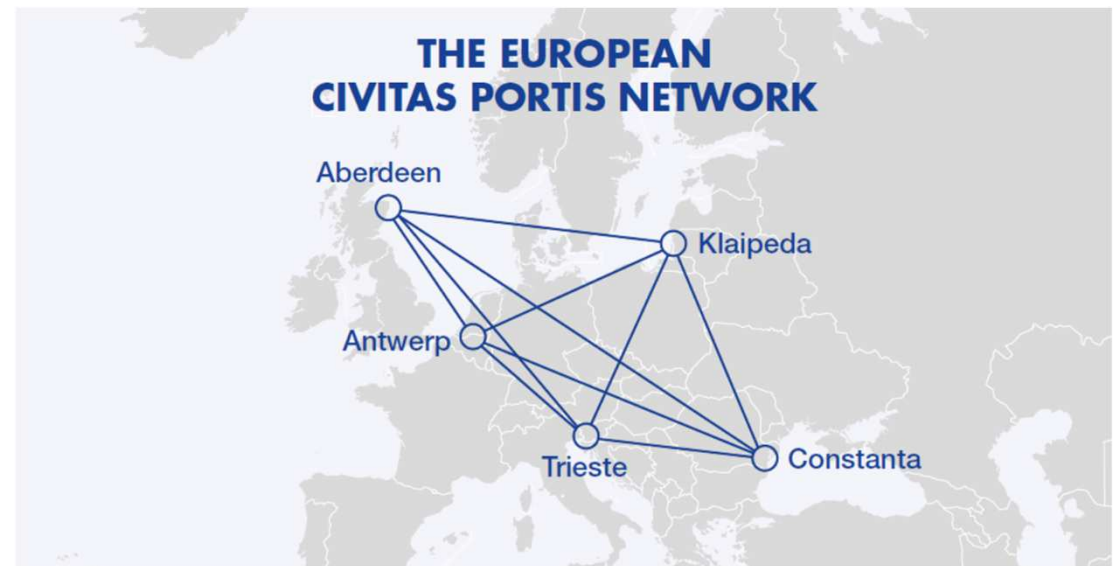
- Which elements are more relevant in your city?
- To what extent and how were they kept into account in your SUMP?

Exercise

- Which stakeholders are to be involved in the planning process?
- Which (package of) measures would you implement (are you implementing) to tackle the port-related issues?

CIVITAS PORTIS

- 5 EU cities currently (2016-2020) working together on sustainable mobility in terms of commuter's traffic as well as transport and logistics
- They work together on good, innovative and sustainable solutions to improve access to their cities and ports



<http://civitas.eu/portis>

CIVITAS PORTIS: ABERDEEN



Background

- Aberdeen (230,400 inhabitants) is Scotland's third largest city and has one of the highest rates of economic output per head in Europe
- Aberdeen Harbour, situated in the city centre, is one of the UK's busiest ports and plays a key role both in Europe and globally in both the energy sector and in commercial trading

Challenges

- Strong economic growth, high population growth along with **high car dependency and increased freight movements**
- **Old infrastructure**
- With major infrastructure works, **opportunity to redefine sustainable travel** and people's approach to travel
- Ambition to **reduce car use** and encourage alternative modes of travel

Measures

- The **SUMP will be updated to reflect the new Harbour Development**
- Aberdeen will investigate **new mobility lifestyles** including how to encourage active travel, the development of a roads hierarchy along the new Aberdeen Western Peripheral Route (AWPR), travel planning and development of a journey planning app
- **Demand management** will be explored as to how different demand management measures can play a role
- Explore **freight routing**, provide better information to freight operators and create planning guidance for a '**Freight Gateway**'

CIVITAS PORTIS: ANTWERP



Background

- Antwerp (522,000 inhabitants) is a thriving city in the North of Belgium
- Antwerp hosts Europe's second largest port by tonnage after Rotterdam, with some 208,423,920 tonnes of trade in 2015
- The Port is key to the city's economy and employs more than 62,500 people

Challenges

- Improving the **governmental cooperation** between the port and the city on sustainable mobility
- Creating a **more sustainable and healthier environment** in cities and ports
- Fostering a **better integration of transport infrastructure and mobility systems**
- Stimulating more efficiency and sustainability in **urban freight traffic**

Measures

- Several major **infrastructural works** in and around the city and the port area (e.g. new tramlines, cycling infrastructure, etc.)
- **Promotion of public transport and cycling** in order to guarantee the accessibility of the city and the harbor
- Physical and mind-set **barriers in the port are to be removed**, hence reducing car-dependency of commuters working in the port
- **Car and truck traffic** will be optimised in order to reduce the congestion level and improve life quality in the urban area

CIVITAS PORTIS: CONSTANTA



Challenges

- The economic profile of the area, which is mainly reflected by **port activity and tourism**, brings a significant contribution to traffic indicators, generating the specific challenges for mobility
- To improve mobility in Constanta area, focussing on the relation between city and the port, seeking to identify and "fix" the problems through **innovative measures**

Measures

- Improve the **institutional framework** to manage mobility problems, especially for City/Port relation
- Correlation of City's and Port's **strategic planning documents**
- Implementing measures for **promotion of public transport and alternative mobility means**, both sustainable and active (pedestrian, cycling)
- Promotion and implementation of **innovative measures** in the field of mobility, using **ICT and green transport**
- Detailed analysis of the traffic generated by economic activity and freight urban transport and development of a **freight distribution plan**

Background

- Constanta (317,832 inhabitants) is one of the most important economic, cultural and touristic urban agglomerations in Romania
- Located on the European Union's South – Eastern border, on the Black Sea shore
- Constanta is the second biggest urban agglomeration in Romania and represents an important junction for mobility

CIVITAS PORTIS: KLAIPEDA



Challenges

- Klaipeda faces challenges with **decreasing use of public transport, growing number of private cars** and high road accident rates
- Klaipeda thus aims to **gather and analyse data on mobility patterns and transport flows** to address the following issues: improve transport system, better understand transport flows, boost use of more alternative and active transport modes, improve knowledge of freight transport

Measures

- Enhancing **SUMP**
- Establishing a city & port **cooperation platform**
- Developing a **bike-sharing** system
- Modernising the **traffic management system**
- **Prioritising public transport** traffic
- Establishing an **integrated design for traffic informational signage**

Background

- Klaipeda is the third largest city in Lithuania (154,326 inhabitants) and its port is the only port in the country
- Port of Klaipeda is major ice-free port on the eastern coast of the Baltic Sea
- It is the most important Lithuanian transportation hub which connects sea, land and railway routes from East to West

CIVITAS PORTIS: TRIESTE



Background

- Trieste (203,825 inhabitants) is situated in a narrow strip of the Italian territory lying between the Adriatic Sea and Slovenia, at the intersection of maritime routes and on a TEN-T network
- Built mostly on a hillside, Trieste's urban territory lies at the foot of an imposing escarpment that comes down from the Karst Plateau towards the sea
- The recent acquisition of the Old Port

Challenges

- **Old and New Port areas need to be integrated within the city's mobility strategy**
- To provide **alternative soft mobility measures** to commuters' travels and inhabitants, enhancing the accessibility to the entire shoreline, so to simultaneously **improve the living quality in the urban area**
- To support the **booming cruise business** with sustainable measures and adequate services for tourists

Measures

- An integrated "City - Old & New Port" SUMP
- A **transport information platform**
- A **multi-governance technical office**
- Solutions for **soft-mobility**
- Testing of a **hybrid and innovative public transport system**
- **Sustainable mobility to cruising tourists**
- An **electric fleet** for the city administration

FUNCHAL - MADEIRA



Background

- Funchal (100,000 inhabitants) is the capital city of Madeira, Portugal
- 1.7 million visitors in 2016 (1.2 by air and 0.5 by cruise ship)

Challenges (tourism related)

- Many operators, low coordination
- Conflict between freight delivery and tourism (tourists demand peacefulness and delivery is often a noisy activity)
- Need to improve soft transport modes
- Traffic problem during major events

Measures

- Transport of **bicycles on buses** with racks
- **Green line**: enhanced PT service along the waterfront area, including refurbishment of several bus stops
- **Dial&Ride** buses in areas not served by traditional PT services
- **Park&Ride** facilities
- **Green credits**: reward scheme to promote sustainable mobility and tourism
- **Mobility planning for tourism related companies**

Agenda

1. Introduction to SUMPORT Training Module 3: objectives and agenda
2. Recap from previous training modules
3. Relevant experiences and best practices at European level
4. SUMP Self-assessment of SUMPORT cities
5. Port cities specificities
6. **Next training session: feedback and fine-tuning**

Introduction

SUMPORT Training programme

MODULE		CONTENT
N.	One	Setting the scene <ul style="list-style-type: none"> • European policies on sustainable urban mobility • Basic concept and benefits of SUMP • EU support and guidance
Timing	July 2017	
Location	Valencia (ES)	
N.	Two	Introduction to the SUMP planning cycle <ul style="list-style-type: none"> • Preparation • Development • Implementation • Monitoring
Timing	December 2017	
Location	Koper (SI)	
N.	Three	Case studies and best practices <ul style="list-style-type: none"> • Relevant experiences at EU level • Workshop exercises: self-assessment
Timing	June 2018	
Location	Igoumenitsa (EL)	
N.	Four	Measure selection <ul style="list-style-type: none"> • Integrated packages of policy measures • Tools and approaches to select the best mix of measures • Workshop exercises: Urban Transport Roadmaps Tool
Timing	December 2018	
Location	Limassol (CY)	



**Thank you
for your kind
attention**

Project co-financed by the European Regional Development Fund



project partners



Central European
Initiative



Institute for Transport
and Logistics



Durrës Municipality



City of Kotor



Fundación
Valenciaport



Municipality
of Koper



Aristotle University
of Thessaloniki



Region of Epirus
Regional Unit of Thesprotia
Region of Epirus



City of Limassol



Las Naves



-  TRT Trasporti e Territorio
-  Simone Bosetti
-  bosetti@trt.it
-  +39 02 57410380
-  <https://sumport.interreg-med.eu/>
-  www.facebook.com/SUMPORT
-  www.twitter.com/SUMPORT_MED
-  www.linkedin.com/groups/8612007

Project co-financed by the European Regional Development Fund