

# SUMPORT-Sustainable Urban Mobility in MED PORT cities

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- Topic: SUMPs in port cities. Passangers mobility
- Objectives:
  - ✓ Improving sustainable mobility planning capacities of the public sector promoting the concept of Sustainable Urban Mobility Plans
  - ✓ Integrating the sustainability approach within the long-term mobility planning of MED port cities, through the adoption and update of SUMPs
  - ✓ Providing concrete and efficient low-carbon mobility alternatives to MED port cities' citizens
- Duration: 30 months (Feb 2017- June 2019)
- Budget: €2,3 M
- Programme: European Commission. Interreg Med Programme



- 8 cities (6 countries)
- 10 partners



## Municipalities

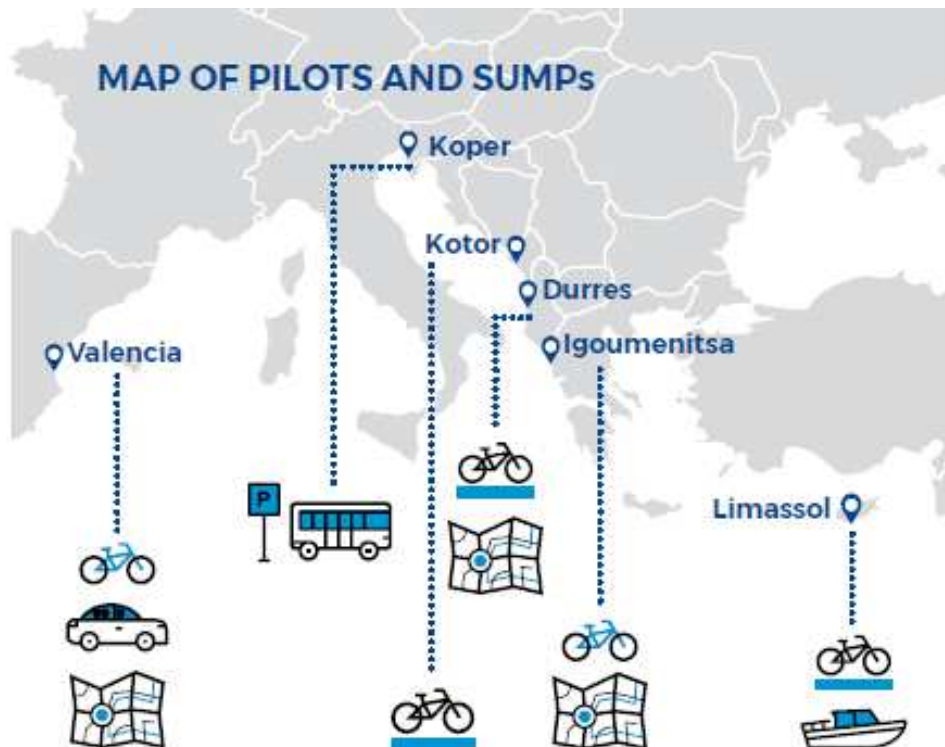


**LAS NAVES**



## Research Centres





Extension or creation of bicycle lanes



Bike sharing



Simulation of maritime transport: sustainable multimodal smart mobility



Carpooling system for port workers



SUMP elaboration, update or harmonisation



Infomobility to promote public transport: parking lots and busses equipped with sensors

## Project Management

- Managing administrative and financial issues
- Common methodologies
- Evaluation project results



## Project Communication

- Common methodologies
- Exchanging information
- Delivering information
- Coordination with horizontal projects and capitalization
- Contributing to Programme communication activities



## Testing

- Coordination of pilots
- Transferring Knowledge
- Preparing activities
- Implementation activities
- Evaluation of pilots



## Transferring

- Coordination
- Transferring tested processes
- Transferring knowledge





### E-bikes sharing system

Valenciaport Foundation will set up and test a system of e-bike sharing within the port premises. Such an innovative tool will allow wider environment-friendly mobility options in the port and in the city, decreasing pollution and emission of GHG and improving the quality of life of the citizens and of the working force of the port.



### Carpooling system

Valenciaport Foundation will test a car pooling system in the port, allowing workers of the port to share their own cars, reducing the number of vehicles with only one person onboard. This system is particularly useful for destinations with a high number of daily commuters, such as the journey home-workplace





Step 1

## SUMP of the Port of Valencia Updated

The Port of Valencia has already adopted a Port Sustainable Mobility Plan, containing an analysis of the mobility generated by the port and identifying measures for offsetting the negative impacts. Within SUMPORT, Valenciaport Foundation will update this planning tool taking into consideration the guidelines developed by the EC and ELTIS about SUMP, that will need to be adapted to a port

## Wayfinding study to improve the mobility of ferry and cruise passengers

### Wayfinding Enhancement Program for the Port of Valencia

**Stage 1:** analysis of the current conditions and opportunities for improvement, and Wayfinding strategy and Action Plan (Summer 2017)

**Stage 2:** pilot implementation (2017/18)

**Stage 3:** Action Plan roll-out and maintenance (2019 onwards)

CURRENT SCENARIO

FUTURE SCENARIO



## ACCESS

The access to the departing/arriving destination may not be clear to an unfamiliar traveller, due to the lack of information about type of travel (ferry/cruise) and differentiation between employee and regular passenger information.

## ARRIVAL/WELCOMING

Good travel experience begins with the welcoming that gives the sense of space of the environment. This aspect is missing at the port. In particular the North Access roundabout (gateway to the port) lacks of any arrival confirmation name or signage.

## ACCESSIBILITY

Step-free routes are available to PRM passengers accessing/egressing the AT terminal. However, in some sections urban furniture represents an obstacle for an easy movement.

## SIGNAGE/INFORMATION

The main aspects that need improvement in vehicle and pedestrian signage are:

- Positioning/visibility
- Continuity
- General information or maps

## ENVIRONMENT

Safety conditions need in some spaces some improvement, especially for pedestrian.

The environment lacks of visible elements that help to understand the different land uses of the port.

## EMT COORDINATION

Two main aspects that need a coordination with EMT are the identification of a consistent:

- Identification of the port on travel information (maps, leaflets website)
- Nomenclature (bus stop and destination names)





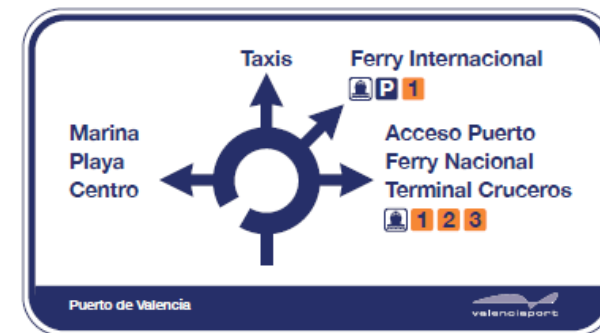
## Wayfinding strategy

### PRIORITY ACTIONS

#### VEHICULAR WAYFINDING

Develop and implement a vehicular wayfinding plan for the North Access roundabout.

Apply nomenclature/numbering system and potential colour-coding for Terminals



CONCEPT DESIGN - ILLUSTRATIVE ONLY

## Wayfinding strategy

### PRIORITY ACTIONS

#### GATEWAY SIGNAGE

Develop and implement a gateway signs at Acceso Norte, along control barriers and vehicular/ pedestrian access points to passenger terminals

#### PEDESTRIAN WAYFINDING

Develop and implement a pedestrian wayfinding plan to support the connection of AT terminal with EMT buses



CONCEPT DESIGN - ILLUSTRATIVE ONLY

# Thanks for your attention

