Is Sustainable Mobility a Challenge for Polish Municipalities?

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Sustainable Urban Mobility Plans
European Practice

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Today’s topics

- SUMP: definition, features and purpose
- SUMP vs. traditional traffic planning
- SUMP planning cycle
- Advantages and challenges for local authorities
- Where can local authorities find guidance, information and support?
- BUMP & SIMPLA
SUMP: a definition

Strategic, long-term plan aiming to satisfy (quantity and quality) mobility needs of people and businesses by planning mobility of people and goods for a functional urban and sub-urban area with

a pledge for sustainability

(economic, technical, environmental, social)
SUMP: features

- **Systematic approach**: multi-level system of interactions between attractors and generators of mobility flows, supply and demand of solutions, a multitude of actors and stakeholders;

- **Inclusive approach**: building on existing practices and regulatory frameworks in Member States; seeking integration (horizontal, vertical) and participation; supporting a balanced development of all transport modes (public and private, motorized and non-, passengers and freight);

- **Structured approach**: vision, strategic objectives, actions, targeted goals, evaluation, development of scenarios, and monitoring system;
SUMP: purpose

Creating a sustainable urban transport system capable of granting

- **ACCESSIBILITY**;
- **SAFETY**;
- **EFFICIENCY** and **COST-EFFECTIVENESS** (direct/indirect, internal/external costs);
- **ATTRACTIVENESS** and **QUALITY** of the urban environment;
- **REDUCTION OF IMPACTS**: air and noise pollution, GHG emissions, energy consumption;
# SUMP vs. traffic planning

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<th>SUMP</th>
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SUMP: planning cycle

Context and framework analysis

Identification of problems and SMART* objectives
(*specific, measurable, achievable, realistic, time-scaled)

Choice of measures and indicators

Evaluation and development of scenarios

Implementation and monitoring
SUMP: advantages for local authorities

- Enhanced opportunities to get EU funding;
- Moving towards a new, participated and integrated mobility culture;
- Improving quality of life, health and environment;
- Making cities more attractive and returning urban spaces to citizens and visitors;
- Creating new economic opportunities.
SUMP: challenges for local authorities

SUMP’s FEATURES

(complex, demanding: long-term ‘s vision, objectives and measurable targets; horizontal and vertical integration; participatory approach; regular monitoring and evaluation);

Local authorities tend to develop and implement

- traditional traffic plans, compliant to national law requirements
- short- and mid-term measures with an immediate, visible impact
SUMP: challenges for local authorities

➢ CITY TYPOLOGY
• monocentric/polycentric/conurbations;
• small towns - major attractors of traffic;
• tourist destinations - major seasonal variations, etc.

➢ CITY SIZE & LOCATION
• in relation to territorial and administrative parameters ( = which and how many local authorities in a functional area);
• in terms of scope and reach of actions (e.g.: traffic congestion reduction - in a smaller city/town using a bypass; in a larger city resorting to a wider mix involving e.g. parking policies, MM, etc.);
SUMP: specificities for smaller cities (< 100.000)

ADVANTAGES

CLOSENESS: increased possibility to share objectives and indicators with the public; easier definition of stakeholders and organization of participation

SMALLER SCOPE: easier to conduct preliminary analyses; more focused action and more immediate efficacy on a limited territory; objectives more easily achievable due to smaller scope and less significant financial burden

LESS COMPLEX: relatively easier to involve different departments within the local authority (horizontal integration); shorter times for the elaboration of the plan and its sharing with stakeholders/citizens

DOORSTEP APPROACH: easier for political decision makers to reach consensus: there is a limited number of widely recognized problems and political debate normally focuses on how to tackle them; in a larger city more complex context and political decisions often focus on which problems to handle
CHALLENGES

RESOURCE SCARCITY: less resources available; can be more difficult to find funds

LOCALISM: sometimes extremely difficult to build a unified planning office dedicated to wide-scope planning (urban planning, mobility, environment)

DWARFISM: less power to influence the surrounding territory and to involve neighbouring local authorities than a larger city has

LESS LEVERAGE on complex systems such as

- **public transport** (rail to road interchange, connections between public transport in urban and sub-urban areas, public transport and cycling mobility, etc.);

- **social issues** (longer distance transport services crossing town boundaries for high school students, transport services for persons with reduced mobility/disability, towards health facilities, etc.);

- **economic issues** (home-work mobility for people working in another town/city, desynchronization of work schedules, wide-range car sharing initiatives, etc.)
Supporting local authorities tackle the challenges

**Guidance:** user-friendly, ready-to-use models and frameworks + best practices from similar size towns/cities;

**Assistance:** to adapt national/international experiences to be tailored for the local context;

**Capacity building:** to acquire know-how and share expertise;

**Support:** to raise awareness in political decision makers, facilitate processes and make funding available;

**Peer learning:** opportunities to share experiences for technical officers and political decision makers
BUMP: 4 steps towards sustainable mobility

- In-class training
- Mutual learning
- Coaching
- Study visits

177 senior technical officers trained in 87 communities (populations 40-350K; individual/aggregations)

4 international events (Trieste, Sofia, Budapest, Dortmund)

62 local authorities coached
36 SUMP during project lifetime

40 study visits to BUMP pioneers

www.bump-mobility.eu
BUMP: study visits

**Goal:** promoting good methodologies practices and outputs produced in the frame of the project

**60+** applications received

**From** Portugal, Italy, Spain, the Netherlands, Romania, Cyprus, Poland, Latvia, Slovenia, Croatia, Albania, Serbia, Macedonia, Bosnia Herzegovina

**32** study visits

8 replicating organizations interested in adopting and implementing BUMP’s methodologies and tools

**Coming up: all our SUMPs published in the website!**
Integrating SEAPs and SUMPs: it’s SIMPLA

www.simpla-project.eu
SIMPLA: Sustainable Integrated Multi-sector Planning

6 National Focal Points (NFPs)
Guidelines + online observatory
300 hrs in-class training
144 technical officers from 72 local authorities trained
6 webinars dedicated themes
600 new technical officers attending
1,900 hrs coaching
30 integrated plans (within project lifetime)
12 organizations enabled to replicate approach (12 new NFPs)
SUMP: guidance, information and support

Action Plan on Urban Mobility (2009)

Transport White Paper (2011)

Urban Mobility Package (2013)

ELTIS The urban mobility observatory & European Platform on SUMP

Guidelines ‘Developing and Implementing a Sustainable Urban Mobility Plan’ (available in several language versions)

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