



REFORM
Interreg Europe



 European Platform
on Sustainable Urban
Mobility Plans

SUMP in Europe: best practices and multi-level governance

The European Reality of SUMP

Polis, Rue du Trône 98, Brussels
Thursday 26th October 2017

REPORT



Context

The conference takes place in Brussels at Polis office and is organised back-to-back with a meeting of the PUM (Partnership on Urban Mobility).

The conference is organised by Interreg REFORM with the cooperation of the PUM and the European Platform on Sustainable Urban Mobility Plans.

Audience

The conference was designed specifically for European cities and regions starting with the SUMP development process, including the cities of the four REFORM regions. Many cities and regions (and representatives of their EU offices in Brussels) as well as mobility consultants, national and EU stakeholders attended the conference.

Agenda

Thursday 26th October 2017	12.30-13.30	Welcome lunch
	13.30-13.40	Welcome & Introduction Katerina Chrysostomou, CERTH, REFORM coordination team
	13.40-14.00	Policy developments in European urban mobility - focus on SUMPs Piotr Rapacz, DG MOVE
	14.00-14.45	The SUMP guidelines: a powerful tool for local action Siegfried Rupprecht, Rupprecht Consult
		Mind the gap: the EU Cities' needs with regards to SUMP deployment Peter Staelens, EURO CITIES on behalf of SUMP-UP
	14.45-16.00	Discussion
		SUMP Case studies – Successfully implemented SUMPs Mia Crowther, Transport for Greater Manchester (REFORM) Paul Alzer, Parkstad Limburg (REFORM) Verena Wagner, City of Karlsruhe (PUM) Alicja Pawłowska, City of Gdynia (PUM)
	16.00-16.15	Q&A
16.00-16.15	Coffee break	
16.15-17.30	SUMPs: which role for the regional level ...and the national level Eleonora Tu, ITL (REFORM)	
	Katerina Chrysostomou, CERTH, REFORM Coordination team	
17.30	Discussion	
	End of meeting	



Presentations

Introduction by Ivo Cré, Polis

Presentation available online

Presentation of the SUMP context in Europe, the four policy layers: EU, National, Regional & Local and the interactions between all layers.

Objectives of the meeting are to provide information and share experience with cities and regions and to collect feedback from all policy levels. Speakers (and attendees) are invited to give suggestions for answering three questions : Better regulations ? Better funding ? Better knowledge exchange?

Suggestions are available on p.9 and p.10

REFORM presentation by Katerina Chrysostomou, CERTH, REFORM coordination team

Presentation available online

Presentation of the Interreg REFORM project including the partnership, the objectives and the SUMP approaches in the REFORM regions.

Policy developments in European urban mobility - focus on SUMPs by Piotr Rapacz, DG MOVE

Presentation available online

Presentation of the policy framework and the objectives of the EU: 50% less fuelled cars by 2030 and no fuelled cars by 2050; CO2-free city by 2030 and a cut in road fatalities. SUMP is core concept of the 2013 in the urban package to achieve these targets.

Presentation of various directives and initiatives: Clean vehicle directive (review in November 2017), Alternative fuel infrastructure directive, Clean bus deployment initiative.

Presentation of the actions of DG MOVE on the urban access regulations: new website to centralise all the zones in Europe.

Presentation of funding possibilities: more money to fund urban mobility: ESIF, H2020 (CIVITAS), TEN-T, etc. and the corresponding call for projects.

Presentation of CIVITAS and its different facets, presentation of Eltis and European Platform on Sustainable Urban Mobility Plans. Next SUMP conference: 14-15 May in Nicosia, Cyprus

Some of the areas to be better cover in SUMPs: e-mobility, MaaS, CAD, ITS, HEAT, urban freight, regional SUMP development and financing.



The SUMP guidelines: a powerful tool for local action by Siegfried Rupprecht, Rupprecht Consult

Presentation available online

Presentation of the SUMP guidelines (as one of the authors) and the definition of SUMP. SUMP is a complex concept which covers different areas including the vision, the coverage of the whole urban area, participation, monitoring, accessibility, quality of life and cooperation. The goal is to create the city in which we want our children to grow in. For this, cooperation is very important.

The SUMP concept corresponds to the new approach of urban mobility planning, e.g.

Traffic → people

Traffic flow → accessibility and quality of life

Single mode (cars) → intermodal

Infrastructure → mix of information, financing, infrastructure, measures, etc

Short term → long term

City → functional area

Transport engineers → interdisciplinary

Experts → cooperation

Presentation of the SUMP Cycle and the various tools and projects available: Solutions: CH4ALLENGE, SUMP-UP, Eltis, self-assessment tool (a version for regions to be created), CiViTAS SUMP inventory tool.

Questions:

- Shall we have a SUMP or a single city plan in which mobility is included?

The objective is to have a plan as integrated as possible but also has to be pragmatic. A SUMP is already an integrated plan. A solution is to use a hierarchy principle which indicated that the SUMP is developed in order to achieve the goals of the city plan.

- Question on the feasibility of SUMP-UPs and the possibility to comply with rules and concepts such as the long-term vision, cooperation, interdisciplinary approach, etc.

The SUMP is an evolving plan, so it is possible to improve it, so it is important to start with the first steps and measures. Improvements can always be made later.

The regions can have a role to play in order to support cities and also as a source of inspiration.



Mind the gap: the EU Cities' needs with regards to SUMP deployment by Peter Staelens, EUROCITIES

Presentation available online

Presentation of the cities' needs survey, conducted by the SUMP-UP project. Presentation of the methodology and objectives.

Results:

- big difference between countries in the SUMP adoption rate, the type of support needed as well as the focus of areas.
- drivers for influencing the SUMP depend on countries, the funding is clearly one of the first drivers in all countries.
- barriers are many: cooperation, new transport technologies, political will, lack of data.
- tools to be used are needed but examples and peer-to-peer are more appreciated.

Questions:

Question on legislative framework: a regulatory (or guidelines) does not exist in all European countries. A regulatory framework is an important stimulus for developing SUMP.

There is a debate on the necessity to have regulation on SUMP. It needs to be done correctly, not just tick a box. On the long term, it is better to communicate, give relevant and important messages about the reasons of developing SUMP and to repeat them often.

SUMP Case studies – Successfully implemented SUMP, Mia Crowther, Transport for Greater Manchester (REFORM)

Presentation available online

Presentation of Greater Manchester's SUMP. Regional approach: all districts decided to have a single plan.

Focus on the transport needs, and not on the transport modes; focus on monitoring and evaluation.

Flexible plan which allows changes and improvements.

Questions:

Question on the institutional framework: the local combined authority and the local enterprise partnership, both endorse the SUMP. It is included in the cooperation process.

Question on the budget and resources: the plan has been drafted by TfGM staff only, the only external help has been for the design and communication.



How to incorporate new mobility solutions/modes in the plan? Give as much flexibility to the plan as possible.

Question on cooperation: the rule is to accept all new mobility actors (e.g. dockless bike-sharing operators) as long as they respect the core values of the SUMP.

SUMP Case studies – Successfully implemented SUMPs by Paul Alzer, Parkstad Limburg (REFORM)

Presentation available online

Regional approach: a shared diagnosis on mobility, shared values, shared goals and milestones.

How to plan for the future? Discussion in groups.

A vision adopted with a clear direction but no action plan adopted. The action plan is to be developed in REFORM.

Questions:

Question on the cross-border aspect: the cross-border aspect is a core part of the SUMP and is integrated since the beginning of the process. The SUMP covers the whole functional area.

SUMP Case studies – Successfully implemented SUMPs by Verena Wagner, City of Karlsruhe (PUM)

Presentation available online

Different volumes of the SUMP: the vision, the objectives and the plan

The sustainable approach follows this line: Avoid > Shift > Improve

Objective 2025: + 3% pedestrian, + 2% cycling and + 4% Public Transport; this is ambitious but feasible.

Acceptance: there is a forum which met 7 times during the elaboration of the plan. The forum has an inner and an outer circle - without decision power for the outer circle. In the inner circle, there are mobility stakeholders, employers, authorities and associations. In the inner circle: politicians and the administration.

Monitoring: regular report to the city council, every two years.

Questions:

Question on German guidelines: it does exist, it has been developed by Giz in 2014.

In Karlsruhe, they started with a city development plan, and wrote in this plan that a SUMP was needed.



Question on citizens' consultation: Not a good feedback rate from citizens. Because of low participation, consultation was limited.

SUMP Case studies – Successfully implemented SUMPs by Alicja Pawłowska, City of Gdynia (PUM)

Presentations available online

First anniversary of the SUMP in Gdynia.

One of the main driver: being part of the project CiViTAS Dynamo. Later, the CH4ALLENGE project helped to get up-to-date information and to continue with the process.

Gdynia followed the SUMP Cycle as the simplest way to start and go through the SUMP planning.

There is a mobility vision: quality of life, economy, environment and energy; accompanied with operational goals, not per mode, to avoid work per silo.

Gdynia is now elaborating a SULP: Sustainable Urban Logistics Plan.

Questions:

Question on integrated planning in the region: In an ideal world, there would be a regional SUMP. For practical reasons, it does not exist yet.

Remark on gamification: Apps and gamification would be very good to give to people an idea of what the SUMP is about. It is also important to take some people as ambassadors, people who are able to talk to the public (in simple words) and who are considered neutral.

Question on cooperation: Don't simply invite people, give them a role!

SUMPs: which role for the regional level ...and the national level by Eleonora Tu, ITL (REFORM) and Lucia Canellini, Regione Emilia Romagna (RER) in Brussels

Presentation available online

Regional level

The goal of the region is to integrate mobility and then to create a culture of sustainable mobility and planning.

In the Regional Operational Plan (ROP), there is an axis on mobility:

- Renewal of rolling stock (new technology, ITS, e-mobility, etc.) and cycling infrastructure.



National context: RER is at the forefront for SUMP in Italy: in 2015, the region published SUMP guidelines. Guidelines are set as minimum requirements. Each municipality with more than 50,000 inhabitants has to apply them.

SUMP status in RER: Out of 12 cities, 11 cities have a draft plan, 1 city has a SUMP adopted (Parma). Regional funding is available for complying with the guidelines. All cities will have to adopt a SUMP by 2018.

ROP investment for Sustainable Mobility is another source of funding for cities. There is the possibility to use a total of over 8 million euros: 5 million for bike lanes, 3 million for other measures (including zone 30, limited traffic zones, requalification of bus stops, improvement of accessibility, etc.).

National level

RER is active at the national level, in the technical committee in charge of writing the national guidelines. In Italy, cities with more than 100,000 inhabitants will have to adopt a SUMP within 24 months, covering a ten-year period. Monitoring every 2 years is also mandatory.

The national guidelines are built on the European guidelines and the regional experiences.

Local level: Faenza, Monica Visentin, Faenza Municipality

Strategic planning important for sustainable local development, in coherence with EU, national and regional levels.

Next step: finalisation of the mobility plan and adoption of the SUMP in the 2nd part of 2018. Afterwards, a broader mobility plan for the functional area will be prepared.

Questions:

Question on the obligation to have a SUMP and the effect on their quality.

The aim was to put all cities on the same level and this accompany a 'natural' process already started before. The obligation is the most simple and effective way to get it done. As for the quality of the SUMPs, guidelines set some KPIs and quality-check.

SUMPs: which role for the regional level ...and the national level by Katerina Chrysostomou, CERTH, REFORM Coordination team

Presentation available online

In Greece, the national level assessed the maturity of municipalities for adopting SUMPs. The results showed that cities were not mature enough.

SUMP guidelines are a good basis for Greek cities but they need to be adapted to the national context. A committee for drafting the guidelines (from 3 ministries: infra and transport, environment and energy



and Internal affairs) has been set up. The process started in September 2016; and in June 2017, guidelines were delivered. They give more information about a series of details, including responsible bodies, intervention areas, data collection, the document structure, etc. The SUMP cycle has been adapted and simplified. Steps haven't been removed but merged so it's easier to use at the local level, in Greece. And four specific challenges have been identified (the same as in the project CH4ALLENGE)

Questions:

Slovenia: In Slovenia, they tried to avoid the four-step model described in Greece but except this, the process of adapting the guidelines is very similar.

Conclusion

Maël Martinie (CEREMA) presented the project MobiliseYourCitie which focuses on the adoption of SUMP in developing countries and cities. Currently 27 cities in 9 developing countries are participating. European cities are welcome to become peers/twins.

Suggestions of speakers

Better regulations

- National frameworks
- Guidelines at national level
- Clearer definition of SUMP (content and process)
- SUMP elaboration process to be more visible
- Regional competence centres

Better funding

- SUMP development/adoption obligatory for subsidy
- Funding for SUMP preparation
- Regional funds for SUMP (ROP)
- Funding for SUMP evaluation AND renewal
- Use money to install good practices and standards



Better knowledge exchange

- Only one database online, please!
- Workshops for cities
- SUMP's and measures un English to help what other cities do
- Start from best practices
- Funding for take-up and exchange projects
- Implementation of measures related to conventional modes and selection of measures for new mobility services