

**Innovations in Sustainable  
Urban Mobility Plans for  
Low-carbon urban transport  
January 2017 – June 2021**



***InnovaSUMP project facilitates to take-up of Sustainable Urban Mobility Plans with innovations on travel behaviour, pricing and financing, planning for tourism and sustainable energy, towards low-carbon transport solutions***

**#innovaSUMP2021**

**Mr Konstantinos Giorkatzis, Mayor of Nicosia**

*Part of his welcome speech at the 5<sup>th</sup> SUMP Conference held in Nicosia Cyprus*



Nicosia is the only city in Cyprus that has and implements a Sustainable Urban Mobility Plan during the last couple of years. This mobility plan is part of our city's strategy for Integrated Sustainable Urban Development, which has been approved by the central government and is in the process of receiving funding through the Structural Funds for a series of great infrastructure and other projects that will be completed in the next years and will regenerate our city.

Nicosia, aspires to become a model sustainable mobility city in Cyprus and the neighboring region. Some of the key features of our mobility strategy include:

- The creation of a pedestrian friendly city
- The facilitation of high quality sustainable modes of mobility such as Public Transport, Cycling, Walking
- The increase of attractiveness and ease of use of Public Transport
- The re-allocation of road space to all models of transport to achieve an appropriate balance and finally,
- The creation of more open public spaces.

All of the above will significantly improve the quality of life of our citizens and that is the reason that we are proud to co-host this conference. Through this, we aim to focus on advances in sustainable mobility planning and policies, and introduce groundbreaking concepts that will provide innovative solutions for the implementation of urban mobility plans.

I would like to wish you a productive discussion and of course, I hope you will have a pleasant time in our beautiful, historic city. I am sure that we will have a productive cooperation and that the conference's results will be beneficial for all participants.

# 3rd Interregional Workshop in Nicosia

The purpose of the 3rd workshop was to investigate and analyse the possibilities of integrating the development processes of



the Sustainable Urban Mobility Plan and the Action Plan for Energy Efficiency at Municipality level, aiming at:

- the joint development of the content of measures related to urban mobility,
- complementing the Covenant of Mayors' commitments on sustainable urban mobility or drafting an updated and unified Pact,
- the combination of the consultation procedures of the Plans with the citizens and
- the sharing of resources in the implementation of the SEAP and SUMP measures

The Aristotle University of Thessaloniki, which has a consultative role in the project, made an extensive presentation in which it sought to clarify the characteristics, similarities and differences of the SEAPs and SUMPs and to propose an effective approach for the harmonization of the envisaged procedures of the two projects in the field overlapping, in the context of more efficient planning and exploitation of available resources.

Right after the partner cities presented the experiences and practices developed in this field, followed by a discussion and exchange of aspects and points of view, under the supervision and guidance of program coordinators, to identify the strengths of integration activities and the potential difficulties or threats.

The main conclusions that have arisen about the harmonization process of SUMPs and SEAPs are the following:

## **Initiation**

- Political support to the harmonization process is paramount.

## **Planning**

- Analyse the current way of working on the SEAP/SECAP and SUMP processes (initial assessment)
- Involvement of stakeholders

- Defining working plan

## **Implementation**

- Sharing data among departments. Lack of coordination among different departments in the same city quite often leads to collecting the same data twice, using different measurement units and standards for data storage. Relevant support from a range of local actors and stakeholders
- Reference years: The suggestion for harmonization is updating Monitoring Emissions Inventory and assessing the progress made by the SEAP/SECAP actions every two years and revise SUMP objectives and actions at the same time
- The harmonization team is advised to refrain from just copying and pasting the actions described in the existing SUMP into the SEAP and vice-versa. First of all, the consistency of the sections described in SUMP should be checked against the new harmonized objectives and some of the mobility actions included in the SEAP/ SECAP could be included in the SUMP.
- It is particularly important to plan a periodic review and a potential adaptation of SEAPs/SECAPs and SUMPs based on their harmonized monitoring results. It could happen that some of the measures of one plan affect measures of the other. It could be necessary to review the impact of such action by implementing a joint review of the two plans, recalculating the indicators and planning further and alternative measures to overcome the problem in order to reduce pollutant emissions and improve citizens' quality of life.
- Formal approval of plans

## **Monitoring**

- The harmonization process is monitored and measured regularly against the work-plan to ensure that it is within acceptable variance of costs, schedule and scope, and that risks and issues are continually monitored and corrective action taken as needed. The main purpose of monitoring and controlling activities is to be proactive in identifying (potential) issues ahead of time and taking corrective action.
- Harmonization report

## **Updating and continuation**

- Every 2 years (according to the SEAP/SECAP and SUMP harmonized monitoring plan) a joint review of the plans should be done by the harmonization team, following the same steps described for the initial harmonization.

# Working Group “Integration of SEAP and SUMP processes”

*Date: 16th May 2018*

Sustainable Energy Action Plans (SEAPs) have a longer implementation than Sustainable Urban Mobility Plans (SUMPs) and are more widespread with 3700 SEAPs already being institutionalized in the EU. The integration of SUMPs and SEAPs can benefit both plan and in particular in the case of cities that are keen on elaborating them simultaneously. The aim is a harmonized methodology between SUMP and SEAP in order to achieve the necessary integration

Sustainable Energy Action Plans are already an established practice and approach to the effort to meet the energy objectives linked to sustainable development at Municipal level. It is well known that a significant proportion of energy consumption and emissions of greenhouse gases and greenhouse gases comes from the transport system (about 23% of greenhouse gas emissions).

The process of drafting, and in part the content of SEAPs, has a variety of similarities with the development procedures and the content specifications of SUMPs. InnovaSUMP is going to investigate and propose the possibilities to unify the development processes of these two Schemes at the Municipality level.

Some of the issues that could be combined could be the following: (a) jointly development of the measures packages related to urban mobility; (b) complementing the Covenant of Mayors with elements related to sustainable urban mobility or drafting an updated Pact; (c) combining the consultation procedures of the Plans with citizens and stakeholders; and (d) sharing resources and data in the implementation of the SEAP and ESDP measures.



## Sustainable Energy Action Plans

*Actions to improve:*

- Energy efficiency
- Integrate and increase Renewable Energy Sources



In both public and private sector of the Municipality to upgrade living conditions

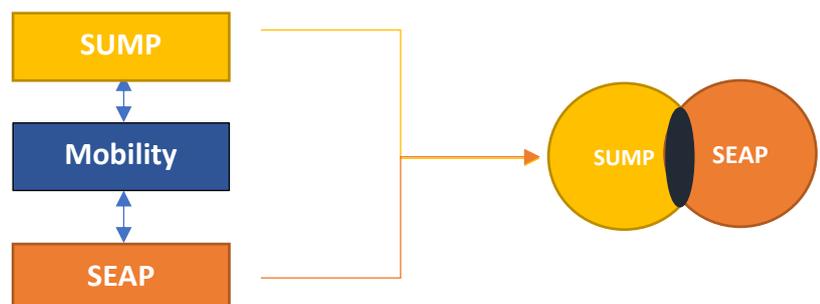
*Strategic plan to satisfy:*

## Sustainable Urban Mobility Plans

- Mobility needs of people and businesses in cities and their surroundings



A better quality of life of the citizens



# The 5th European Conference on Sustainable Urban Mobility Plans

During the first two days of the 3<sup>rd</sup> Workshop in Nicosia, InnovaSUMP's meeting was combined with the participation of all project partners at the 5th European Conference on Sustainable Urban Mobility Plans held in Nicosia. At the conference there was an active presence of InnovaSUMP with a stand where banners and posters of the project had been set up and information brochures about the subject and the objectives of the project were discriminated. At the same time, representatives of InnovaSUMP were informing the guests and the participants of the conference about the main results so far and about the next planned actions.

The main conclusions that emerged from the 5th conference were the need to revise the methodology for the development of a SUMP. An analysis of the results of the conference will play an important role in the R & D processes of SUMPs. Some challenges - needs are summarized below:

1. Cross-border mobility
2. Better and more efficient design
3. Simplicity. Especially when involving stakeholder and decision-makers
4. Introduction of the concept of the functional area and the surrounding areas of the cities
5. Improving skills and knowledge (changing attitudes and behavior of mobile workers and raising awareness about mobility)
6. Automation is a crucial issue. Although it is too early to have guidance.
7. Main focus on MaaS (complexity in freight transport) Due to the differences between the supply chain and passenger mobility, many have suggested that they be dealt with separately. France is a case where there is a comprehensive plan for passenger and freight transport, but different action plans.
8. A major problem brought to the forefront by the conference is the gap between the national regulations and the European directives on SSBS. Each country has its own laws and this is a problem for the highest government levels in the EU. There is also a significant gap in the quality assessment of sustainable urban mobility plans.
9. Finally, we must move on to the processes of co - creation and not just the simple participation of citizens.



# InnovaSUMP Factsheets

*InnovaSUMP facilitates the take-up of Sustainable Urban Mobility Plans with innovations on travel behaviour, pricing and financing, planning for tourism and sustainable energy, towards low-carbon transport solutions.*

*The InnovaSUMP factsheets are elaborated by the advisory partner of the project **Aristotle University** and their aim is to show a brief review of the results and main conclusions of the workshops that have already taken place.*

## Inclusion of travel behavior research and potential user response analyses

### Synopsis of results

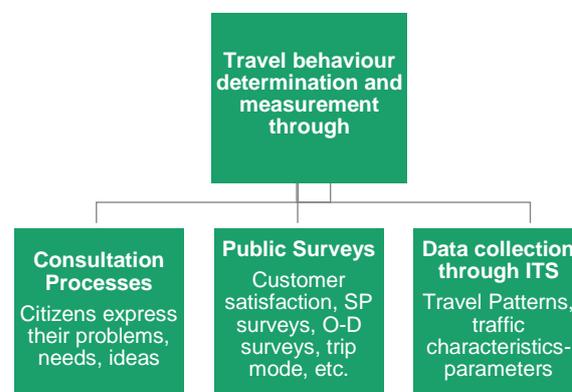
### Citizens and mobility

Integration of travel behavior research and analysis in the SUMP process should take into account the following:

- Efficient mobility management influences the mobility behavior of traffic participants by information, advice and a well-coordinated range of services. Encouraging modal shift and physical activity by offering various types of incentives (e.g. travel discounts, passes), support (e.g. cycle training), useful information (e.g. maps, timetables), education and motivation
- Offer solutions and inspire to new travel behavior in everyday life for both individuals and business. Examples include encouraging school, workplace, community and individualized travel planning; improving public transport (including improvements to information provision and ticketing); promotional / marketing activity such as travel awareness campaigns; supporting and promoting cycling and walking (including infrastructure improvements and cycle training for both adults and children); setting up websites for car share schemes; establishing car clubs and encouraging various forms of tele-working.
- Travel behaviour and traffic development through travel surveys and traffic calculations for all modes of transport after the implementation of a SUMP should always be monitored in an attempt to measure how many users, due to the policy and measures being implemented, adopted new attitudes and changed the way they travel. The analysis of the evolving travel behaviour can help the process of monitoring and evaluation of the implementation of a SUMP.
- Behavioral indicators can be the modal split, the number and percentage of people that use the bus.

### Potential measures for a change in travel behaviour:

- Push measures: mostly coercive, regulatory instruments pushing people away from car use, such as car-free zones, parking control, fuel taxation and other fiscal disincentives (congestion charging, road pricing)
- Pull measures: instruments attracting people to sustainable modes, such as PT/cycling/pedestrian infrastructure improvements, improved PT service quality, campaigns for awareness, personal travel planning



#### Barriers to inclusion of travel behavior research to the SUMP process

Consultation Processes	<ul style="list-style-type: none"> <li>• Lack of consultation culture</li> <li>• Limited experience in the organization of consultation workshops</li> <li>• Red tape issues</li> <li>• Citizens are not fully aware of their capabilities in the preparation stage</li> </ul>
Public Surveys	<ul style="list-style-type: none"> <li>• Limited resources</li> <li>• Non periodical measurements</li> <li>• Lack of specialized personnel</li> </ul>

### Conclusions

Mobility projects generally try to influence travel behavior and make people switch to, e.g. a shift from the use of car to the use of walking, cycling or public transport, a shift from owning a private car to using a car belonging to a car-sharing association, a shift from driving to work four days a week instead of five days a week.

The most important question to be answered when seeking a change in travel behaviour is how people shift to sustainable modes. Most of the time travel decisions are made based on individual's cost optimization while comparing trip-related characteristics amongst different means of transport.

Additionally, a necessary precondition of a behavioural change is the physical ability of individuals such as holding a driving license, owning a car, parking space availability and most of all the willingness to change based on the individual's personal characteristics.

Personal characteristics like age, sex, occupation, income, etc., may affect user's decision and transport-related preferences.

The need to address user's needs is also stressed in SUMP's during the phases of:

- ❖ planning stakeholders and citizen involvement,
- ❖ actively informing the public regarding the goals of a SUMP and
- ❖ informing and engaging citizens during the implementation of the final plan.

**Overall goal in mobility projects is typically to change individuals' travel behavior to more sustainable transport modes**

# InnovaSUMP Factsheets

## Planning for visitors sustainable mobility at tourist destinations

### Synopsis of results

### Mobility & Tourism

Tourism and mobility are strictly connected. Traditionally, tourism and transport have been considered separately and mobility has been as a prerequisite rather than an integral part of the tourist activity.

#### Mobility for Citizens Vs Mobility for Tourists

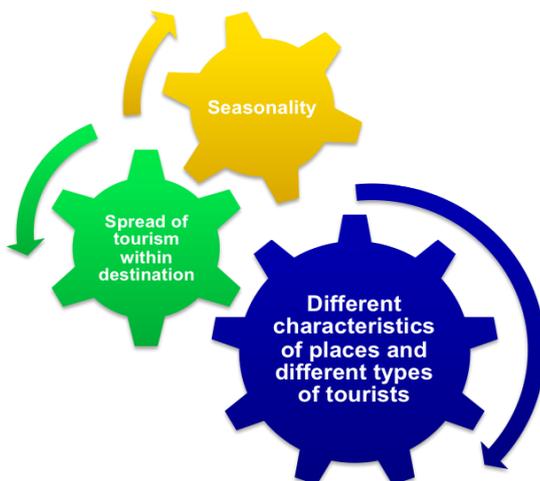
##### Citizens

- Traffic take place in certain times during the day
- Use of more sustainable modes of transport (PT, walking & cycling)
- Better information and awareness of the local transport system

##### Tourists

- Traffic often peaks at particular seasons and times of the week
- Particular mobility needs (e.g. travel between transport terminals, accommodations, restaurants and shops, tourists attractions, etc.) and baggage requirements
- Cross-border connections
- More private car use

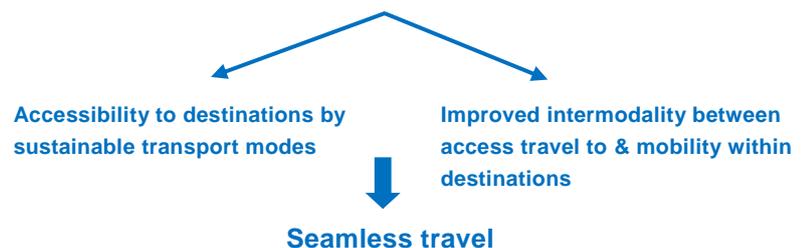
Touristic areas face a multitude of challenges related to mobility:



**During peak tourist season, the influx of visitors can double the population**

### Planning at tourism destinations

Incorporation of planning for visitors at tourism destinations, for sustainable mobility of tourists, particularly at peak demand resorts



### Integration of planning for tourists in the SUMP Process

- ❖ SUMPs should indicate possible sustainable strategies and measures to reduce the impacts of tourist flows
- ❖ Strategies could be balanced between pull measures (incentives) and push measures (restraints)
- ❖ The integration between tourism development goals and urban planning targets would maximize positive aspects of tourism and minimize the impacts of tourist flows
- ❖ Transportation can be a critical element of the operation of visitor attractions and of supporting activities
- ❖ Appropriate solutions for balancing the traffic needs of different traveller groups during peak tourism seasons

### Existing good practices

The main challenge is to retain and enhance a city that is liveable for local inhabitants whilst maintaining accessibility for tourists. General issues that afflict mobility in cities with high numbers of tourists:

- streets and spaces designed and built before the advent of motor vehicles
- the need for the preservation of monuments and buildings
- high costs for “last-mile” city logistics in congested and/or pedestrianised zones;
- transport that caters for tourism rather than commuting

### Conclusions

- ❑ Transport and tourism authorities must work on a comprehensive understanding
- ❑ Close cooperation between stakeholders is a prerequisite for the achievement of improved mobility solutions
- ❑ Customer-oriented choice of high quality, healthy and environmentally friendly, energy efficient and carbon neutral means of transport
- ❑ Implementation of tourism mobility management is of key importance

## Next Steps

### Devon Study Tour - September 12th -13th 2018

The Study tour will be linked to the SC and will be organized for local authority staff, policymakers, stakeholder group members, in order to exchange experience and to familiarize themselves with the new technologies and innovative measures for sustainable mobility solutions.



A joint meeting after the Study Tour will take place, coordinated by experts from Advisory partner AUTH and representatives of all partners will participate. During the meeting, surveys, studies and analyses will be presented in order to discuss the findings of other case studies with similar topic. AUTH will start providing partners with Technical assistance and Peer reviews on specialized newly emerging technologies and policies.



### Exchange of experience

Staff exchanges will take place between local authorities on specific topics, such as identification of packages of effective measures, consultation procedures, stakeholder engagement, etc. It is certain that networking and exchange of experience on best practices and failed approaches amongst local authorities and transport authorities needs to be further facilitated, documented and promoted. Proposals from networked groups of local authorities should include instruments and mechanisms for information exchange to assist them in preparing and implementing SUMPs. Each partner will be involved in the staff exchange programme with at least one staff member (either donor or beneficiary of specific topic, best practice and / or policy). In total at least 9 staff exchange visits are envisaged. Each staff exchange visit will last at least one week.

## InnovaSUMP partners

The InnovaSUMP project consists of nine partners from eight EU countries. Leading partner is the Municipality of Nicosia and Aristotle University is the advisory partner.



Δήμος Λευκωσίας  
Nicosia Municipality

<http://www.nicosia.org.cy>



<http://www.praha.eu>



<https://new.devon.gov.uk>



<http://www.comune.ra.it>



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VISEU

<http://www.cm-viseu.pt>



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<http://www.primaria-iasi.ro>



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