TRAINING

Adopting the SUMP approach for small and mid-sized cities

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IN THIS PRESENTATION

INTRODUCTION | training objectives

INTRODUCTION TO THE TOPIC | experience | lessons learned

SUMP STEPS: RELEVANCE AND CHALLENGES FOR SMALLER CITIES | targeted discussion

CASE STUDIES | champion cities | measures

DOES SUMP APPROACH WORK ON A NEIGHBOURHOOD LEVEL? | group work exercise

CONCLUSION | feedback | key messages

REFERENCES | projects, initiatives, handbooks
PART I: INTRODUCTION

Training objectives
OBJECTIVES

Training participants will:

• Gain knowledge on SUMP development in small and mid-size cities;
• Gain knowledge on key challenges, opportunities and best practice examples of SUMP in small and mid-size cities;
• Gain practical knowledge on the use of SUMP approach on different levels (city, region, measure);
• Be able to transfer and disseminate new knowledge within their local context (to their colleagues, decision makers, stakeholders).
TARGET AUDIENCE

- City representatives from small and mid-size cities responsible for transport and mobility issues;
- National level representatives involved in developing and coordinating National SUMP programmes;
- National Focal Points – partners in CIVITAS PROSPERITY project.
TARGET AUDIENCE

Prevailing type of population settlement:

- High density urban clusters
- Small and medium towns
- Very small towns
- Other

According to ESPON there are 8,500 municipalities in EU with 10,000 to 100,000 residents, home to about 52% of European citizens.
EXPERIENCE OF UIRS

- Involved in SUMP since 2003,
- (Co)authors of 9 SUMP,
- Authors of national guidance on SUMP,
- Coordinators of national SUMP platform,
- Trainers for SI, CRO & Euromed,
- Partners in CH4LLENGE, EVIDENCE, PUMAS, PROSPERITY.
PRESENTATION OF TRAINEES

• Name
• Organization / city
• Country

• Field of work
• Experience with SUMPs
• Expectations from the training
PART II: INTRODUCTION TO THE TOPIC

Experience | Lessons learned
SESSION STRUCTURE

PART 1:
SUMP works well on different scales - 3 Slovenian cases

PART 2:
Characteristics of SUMP for smaller cities – advantages and challenges

PART 3:
Conclusions
PART 1:
SUMP works well on different scales - 3 Slovenian cases
3 SLOVENIAN CASES

**MID-SIZE CITY**
Ljubljana:
280,000 inhabitants

**SMALL CITY**
Ljutomer:
10,000 inhabitants

**REGION**
Nova Gorica / Gorizia:
100,000 inh. in region
COMMON CHALLENGES

• Establishing a system and formal framework for sustainable mobility planning and management
• Balancing the use of transport modes
• Reforming the public transport system
• Exploiting the potential of cycling and walking
• Optimising car and freight traffic
DRIVERS FOR SUMP PREPARATION
LJUBLJANA – DRIVERS 1/2

- Elements of SUMP implemented
- Sustainable objectives (SUMP in 2017)
• EU cofinancing
• Complementary measures in Civitas
• External advice
• EU experience (ELTIS, Civitas..)
LJUTOMER – DRIVERS

- Recognition on EU and national level
- Easier consensus due to smaller number of decision makers and practitioners
- Flexibility for quicker decisions and visible results
- Measures (even smaller) have bigger effect
- Strong community spirit and public support
NOVA GORICA / GORIZIA – DRIVERS

• Availability of funding and expert support from EU project – PUMAS;
• Previous activities in Nova Gorica;
• Ambitious local administration (Department for environmental protection).
SUMP PREPARATION BARRIERS
LJUBLJANA – BARRIERS 1/2

- No tradition with SUMP
- Traditional planning culture
- Opposition – „traditional“ experts
LJUBLJANA – BARRIERS 2/2

- Different understanding of SUMP
- Unsustainable trends for 20 yrs
- Poor adoption by the city
LJUTOMER – BARRIERS

- Money for implementation
- Traditional approach to transport planning and design on national roads
NOVA GORICA / GORIZIA – BARRIERS

- Difficulties with coordination body
- Limited cooperation
- Language barriers
- Different planning systems and cultures
- PT is a main topic, though limited responsibilities
SUMP PREPARATION IN SMALL AND MID-SIZE CITIES:
LESSONS LEARNED
LESSONS LEARNED - LJUBLJANA

- Early support & ownership
- Traditional experts
- Media & NGO’s
- Capacity building & international expertise
- IT WORKS!
LESSONS LEARNED - LJUBLJANA
LESSONS LEARNED - LJUBLJANA
LESSONS LEARNED - LJUTOMER

- Inclusive & productive
- Mayor’s support & early ownership
- Involvement of stakeholders
- Limited city capacities
- Influence from higher levels
- Regional SUMP as a solution for some challenges
- Continuous process – 2nd SUMP
Joint/regional SUMP is a better solution for:

- Regions with polycentric structure of the region
- Smaller cities with capacity problems
- Strong influence from higher levels of governance
PART 2:
Characteristics of SUMP\s for smaller cities – advantages and challenges
„Developing SUMP in medium and small cities“

- Key objective: to strengthen the capacity for SUMP development
- >100 cities with ca. 40.000 – 350.000 inhabitants involved

Main activities:
- training, coaching, exchange and capacity building
- examples of good practice and instruction guides

Challenges of SUMP development in small and mid-size cities

- Lack of information
- Not mandatory
- Lack of resources
- Underestimate the problem
- Difficult access to funds
- Lack of mobility department

Source: BUMP project, Lessons learnt while coaching cities, 2016
Some lessons learned:

- Number of inhabitants can be misleading since smaller cities can have high number of tourists or commuters
- Not so complex transport system equals less effort needed to analyze mobility situation and better informed staff
- Usually more intensive public and institutional involvement
- Next to funding capacity building activities are of greatest value
PROJECT Poly-SUMP, 2012-2014

„Polycentric Sustainable Urban Mobility Plans“

• Key result: sustainable mobility planning methodology for polycentric regions that builds on EU SUMP Guidelines

• 6 test regions

Source: Poly-summ project website: http://www.poly-summ.eu
Definition of a polycentric region

MONOCENTRIC CITY REGIONS

Threshold: Capital city > 200,000 inhabitants

POLYCENTRIC CITY REGIONS

High
Capital/largest city (< 200,000 inhabitants)

Intermediate Cities (medium-to-small size)

Threshold: Cities' size > 5,000 inhabitants

Polycentric medium density settlement

Low density settlement

Methodology stages:
1. Prepare well by understanding your region (regional profile tool)
2. Create common ground and vision >> a well-balanced group of stakeholders is the most delicate and difficult step in the process
3. Use the outcomes and elaborate the plan

The Poly-SUMP Methodology can help develop a regional vision and create momentum toward SUMP development.

As well as developing mobility plans, regions have also used the Poly-SUMP methodology to:

- Develop a new framework for existing regional policies;
- Refine actions in existing plans;
- Benchmark against other regions;
- Form new working and/or lobbying groups;
- Create momentum to initiate new processes;
- Raise the profile of mobility issues in the region.

Source: Poly-summ project website: http://www.poly-sump.eu
PART 3: Conclusions
CONCLUSIONS

GENERAL

- SUMP works well on all scales
- Initial ownership is crucial
- Guidelines are only a framework
- Higher level support boosts the take up
- Lack of knowledge and expertise
- Unclear legal status of SUMPs
- Involvement from the national level
CONCLUSIONS

SMALL AND MID-SIZED CITIES

• Inclusive and productive SUMPs
• No strategic mobility planning
• Changes in planning practice
• Limited capacities
• Influence from higher levels
• Regional SUMPs as solution
CONCLUSIONS

SUPPORT FROM THE NATIONAL LEVEL IN SLOVENIA

• National SUMP guidelines (adapted from EU)
• National SUMP platform
• National tenders:
  • 2014-2020, 71 mio € (Cohesion Fund & EU Fund for Regional Development)
  • SUMP preparation and measure implementation
  • compulsory M&E of SUMP implementation impacts
• Future plans:
  • SUMP guidelines renewal
  • development of national SUMP audit scheme
  • upgraded SUMP platform
PART III: SUMP STEPS – RELEVANCE AND CHALLENGES FOR SMALLER CITIES

Targeted discussion
SESSION STRUCTURE

PART 1:
Background – SUMP concept characteristics

PART 2:
Discussion on activities of the SUMP planning cycle
What is a SUMP?

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.

Source: EU SUMP Guidelines, 2014
BACKGROUND

SUMP benefits:
• Improving quality of life
• Saving costs – creating economic benefits
• Contributing to better health and environment
• Making mobility seamless and improving access
• Making more effective use of limited resources
• Winning public support
• Preparing better plans
• Fulfilling legal obligations effectively
• Using synergies, increasing relevance
• Moving towards a new mobility culture

Source: EU SUMP Guidelines, 2014
Main elements of the concept for SUMP:s:
1. Goals and objectives
2. A long-term vision and clear implementation plan
3. An assessment of current and future performance
4. The balanced and integrated development of all modes
5. Horizontal and vertical integration
6. Participatory approach
7. Monitoring, review, reporting
8. Quality assurance

Source: Urban Mobility Package, 2013
BACKGROUND

SUMP Planning cycle

- Logical rather than sequential structure;
- Parallel activities, loops, horizontal activities

Source: EU SUMP Guidelines, 2014
**DISCUSSION**

**Starting Point:** "We want to improve mobility and quality of life for our citizens!"

**Milestone:** Final impact assessment concluded
- Update current plan regularly
- Review achievements - understand success and failure
- Identify new challenges for next SUMP generation

**Milestone:** SUMP document adopted
- Manage plan implementation
- Inform and engage the citizens
- Check progress towards achieving the objectives

**Implementing the plan**
- Adopt Sustainable Urban Mobility Plan
- Check the quality of the plan
- Create ownership of the plan
- Arrange for monitoring and evaluation
- Assign responsibilities and resources
- Prepare an action and budget plan

**Elaborating the plan**
- Build monitoring and assessment into the plan
- Agree on clear responsibilities and allocate budgets

**Rational and transparent goal setting**
- Develop a common vision
- Set priorities and measurable targets
- Identify the priorities for mobility
- Develop SMART targets

**Preparation well**
- Define basic timeline
- Identify key actors and stakeholders
- Look beyond your own boundaries and responsibilities
- Strive for policy coordination and an integrated planning approach
- Plan stakeholder and citizen involvement
- Agree on workplan and management arrangements

**Analyse the mobility situation and develop scenarios**
- Prepare an analysis of problems and opportunities
- Develop scenarios

**Discussion**
- Develop a common vision of mobility and beyond
- Actively inform the public

**Milestone:** Analysis of problems & opportunities concluded

**Milestone:** Measures identified
- Learn from others’ experience
- Consider best value for money
- Use synergies and create integrated packages of measures
PART IV: CASE STUDIES

Champion cities | Measures
SESSION STRUCTURE

• Ljutomer SUMP
• Typical challenges and measures to overcome them
LJUTOMER SUMP
LJUTOMER SUMP

- Ljutomer: 3,300 inhabitants; 12,000 in municipality
- 1st SUMP in 2012, renewal in 2017
LJUTOMER SUMP

SUMP 2012 Award finalist: The Municipality of Ljutomer

https://www.youtube.com/watch?v=7v6X4J02r3g
LJUTOMER SUMP

Part 1:

• Clear vision shared by key stakeholders
• 5 strategic objectives
• Key achievements from the first SUMP
• Key challenges and opportunities for further improvement of mobility situation in municipality
Part 2:

- **5 thematic pillars:**
  - integrated mobility planning,
  - walking,
  - cycling,
  - public transport,
  - motorized transport
- **Challenges, achievements, vision**
- **Specific targets**
- **Description of measures**
Part 3:
• Action plan with detailed information on measures:
  • short description,
  • cost of implementation,
  • complexity of implementation,
  • responsibility for implementation,
  • deadline for implementation,
  • other comments.
LJUTOMER SUMP
Examples of implemented measures

1. Bridge connecting Railway station and Secondary school
LJUTOMER SUMP
Examples of implemented measures

LJUTOMER SUMP
Examples of implemented measures

2. Participatory neighbourhood redesign (2016)
LJUTOMER SUMP
Examples of implemented measures

LJUTOMER SUMP
Examples of implemented measures

4. Segregated cycling lane to a nearby town (2015)
5. Tourist attraction site design concept (2017)
5. Tourist attraction site design concept (2017)
TYPICAL CHALLENGES AND MEASURES TO OVERCOME THEM
TYPICAL CHALLENGES

LIMITED RESOURCES
CAR-ORIENTED COMMUNITIES
PUBLIC TRANSPORT
LIMITED RESOURCES

- Smaller budgets
- Fewer people to work on SUMP
- Less specialized staff

Solutions:
>> EU funding schemes
>> National funding schemes
>> Training and experience from EU projects
>> Support from external consultants
Cohesion policy

- EU's main investment policy
- budget >350 billion € for 2014 - 2020

Note: Cohesion Policy allocations include: ERDF, ESF, CF and YEI (Youth Employment Initiative)

Source: European Commission
LIMITED RESOURCES

Civitas learning centre and Mobility Academy

- Webinars, e-courses and other materials from EU projects
- Implemented and forthcoming
- Some in several languages
- [http://civitas.eu/learning-centre](http://civitas.eu/learning-centre)
- [https://www.mobility-academy.eu/](https://www.mobility-academy.eu/)
LIMITED RESOURCES

Eltis – the urban mobility observatory

• Platform for exchange of information, knowledge and experiences in the field of sustainable urban mobility in EU
• Some content in several languages
• http://www.eltis.org/
LIMITED RESOURCES

Conferences, trainings, newsletters

- http://www.eltis.org/participate/events
- http://civitas.eu/events
- http://www.polisnetwork.eu/events2/events

4th European Conference on Sustainable Urban Mobility Plans
29 – 30 March 2017 | Dubrovnik, Croatia
CAR-ORIENTED COMMUNITIES

• Lack of infrastructure for walking and cycling / lack of space
• Perception of distance
• Health issues

Solutions:
>> Prioritization, shared space, street-scape redesign
>> Walking and cycling events and campaigns
>> Awareness raising on: actual distances, health benefits of travel behaviour change
Neighbourhood redesigns: Mechelen (85,000), Belgium
CAR-ORIENTED COMMUNITIES

Neighbourhood redesigns: Kalamata (55,000), Greece
CAR-ORIENTED COMMUNITIES

Neighbourhood redesigns: Venray (43.000), Netherlands
CAR-ORIENTED COMMUNITIES

Neighbourhood redesigns: Ljutomer (12,000), Slovenia

2014

2016
Traffic Snake game campaign

- Making home-school trips more sustainable
- Well developed methodology, popular among schools
CAR-ORIENTED COMMUNITIES

European mobility week
• Awareness raising
• Temporary and permanent measures
• EU-wide initiative
Incentives for walking and cycling / perception of distances

- Radius maps
CAR-ORIENTED COMMUNITIES

Incentives for walking and cycling / perception of distances

- Time or distance signs
CAR-ORIENTED COMMUNITIES

Incentives for walking and cycling / perception of distances

- London walking tube map
- Inspiring customized signs
PUBLIC TRANSPORT

• In many cases too costly to provide regular PT
• Rising proportion of elderly citizens

Solutions:

>> Transport-on-demand
>> Community- or volunteer-driven services
>> Integration with e.g. school buses
>> Decentralized agency
Siilinjärvi Service Line, Finland

- One minibus
- Primary use: two day-centres, four hours per day
- Secondary use: dial-a-ride service for public users
- Dial-a-ride serves different areas on different week days (over 500 km2, population density of 38 per km2)
- Normal bus tickets and smart cards
- Financed by: fare revenue (ca. 30 %), central government, municipality and provincial government

Source: Eltis case studies
FlexiTEC service, Arlon, Belgium

- On-demand transport complementary to regular PT (available when there is no other option)
- Reservation through mobility forum
- Same price as regular bus
- 2-year pilot project
- 3 partners: municipality, mobility forum, PT operator

Source: EPOMM newsletter February/2016; service info sheet
PTA model for medium or small cities / urban areas

- Only essential activities
- Less staff needed
- Less costs
- More flexible and responsive

Source: EPTA project, Position paper & guidelines, 2014
CONCLUSION

• Learn from others
• Adapt to your needs
• Share experience
PART V: DOES SUMP APPROACH WORK ON A NEIGHBOURHOOD LEVEL?

Group work exercise
SESSION STRUCTURE

• Group work - practical exercise for a small scale traffic and mobility management project in a neighbourhood
  – 3-5 people in a group
  – Each group has to elaborate a step-by-step plan to improve traffic situation in the school area

• Common discussion

• Conclusions
• City with 300,000 inhabitants
• Modal split: 20% walking, 15% bicycle, 15% bus, 50% car
• City hired a consultancy (you) to solve a particular problem
SITE DESCRIPTION

- Primary school with adjacent playgrounds
- High density residential neighbourhood, services, public transport
- 30 km/h through road, 50 km/h nearby road, no parking regulation
- Complaints about speeding in front of the school
- 75% of children driven to school – problematic peak hours
- Low safety level
- Walking and cycling – basic infrastructure in place, in places mixes with cars
OBJECTIVES

- Cut driving speeds;
- Cut congestion in peak hours and through traffic;
- Improve safety;
- Encourage use of sustainable travel modes (modal split of children)
• You are the project team (consultant, city representative, school representative);
• Discuss questions on the printout within your group;
• Fill-in the table
DISCUSSION

• How do you feel about the process - is it different from your experience?
• Did you miss any step or topic?
• Was something unnecessary?
CONCLUSION

SUMP Planning cycle
Main elements of the concept for SUMPs:
1. Goals and objectives
2. A long-term vision and clear implementation plan
3. An assessment of current and future performance
4. The balanced and integrated development of all modes
5. Horizontal and vertical integration
6. Participatory approach
7. Monitoring, review, reporting
8. Quality assurance

Source: Urban Mobility Package, 2013
CONCLUSION

- SUMP approach works on different scales:
  - Region
  - Municipality
  - City
  - Neighbourhood
  - School
  - Crossroad
PART VI: CONCLUSION

Feedback | Key messages
FEEDBACK FROM TRAINEES

Did the training meet your expectations?

What inspired you most?

Will the knowledge gained help you in your daily routine?
KEY MESSAGES

• Small and mid-size cities can develop quality SUMPs

• SUMP approach works on different planning levels

• Many good practice examples in place

• EU support (projects, funding)
REFERENCES

Projects | Initiatives | Handbooks
There are plenty of resources available

European Platform on SUMP | www.eltis.org/mobility-plans
CIVITAS PROSPERITY | www.sump-network.eu
CIVITAS SUITS | www.suits-project.eu
CIVITAS SUMP | www.sumps-up.eu
ADVANCE | www.eu-advance.eu
CH4LLENGE | www.sump-challenges.eu
ENDURANCE | www.epomm.eu/endurance
EVIDENCE | www.evidence-project.eu
Poly-SUMP | www.poly-sump.eu
Urban Transport Roadmaps | www.urban-transport-roadmaps.eu
CIVITAS e-courses | www.civitas.eu
Your One-Stop-Shop

CIVITAS PROSPERITY is a member of the European Platform on Sustainable Urban Mobility Plans and produces a number of technical reports and other strategies to provide insights on SUMP.

Find out more at www.eltis.org/mobility-plans and www.sump-network.eu

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