



PROSPERITY



RESOURCE PACK

Adopting the SUMP approach for small and mid-sized cities

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1 Introduction

This chapter provides a short introduction to the training theme, as well as to this resource pack.

About the training on adopting the SUMP approach for small and mid-sized cities

This training takes a closer look at the opportunities and challenges related to introduction of Sustainable Urban Mobility Plans (SUMP) to small and medium sized cities. SUMP are traditionally targeted at larger cities, normally above 100.000 inhabitants. However, half of European citizens live in smaller cities and towns, facing their own specific sustainable mobility and transport planning challenges. Therefore, the training offers a range of lessons learned and case studies from cities with less than 100.000 inhabitants and it uses practical exercises to show how SUM planning concept can be successfully tailored to cities and projects of all sizes.

The training targets representatives from the above mentioned smaller cities who are responsible for transport and mobility issues, national level representatives from concerned countries who are involved in developing and coordinating National SUMP programmes and National Focal Points who are also partners in CIVITAS PROSPERITY project.

This training provides a range of proves that SUMP approach is relevant for cities of all sizes. It presents lessons learned and case studies about experience with SUMP from smaller cities and practical exercises are used to show usefulness of SUM planning concept for different planning levels.

About this resource pack

This resource pack offers broader insight into the possibilities of using the SUMP approach on different levels (micro, local, regional, national) and equips the participants with the knowledge of its benefits as well as challenges and solutions. The training comprises four core sessions and a short introductory and concluding session. The core sessions are based on practical examples, discussion and group work to ensure high level of engagement of trainees and thus better uptake of the topic. The resource pack also offers several links to materials used for the preparation of this training and other relevant documents.

2 Introduction to the topic

This chapter presents and discusses relevant experience and lessons learned from Slovenia and two European projects on the preparation of SUMP in small and mid-sized cities, including evidence that SUMP works on different scales and typical advantages and challenges encountered during the SUMP preparation process.

Existing experience

There are already several examples and methodologies available of experience with SUMP for small and mid-sized cities. Slovenian experience covers three SUMP – one for a mid-sized city (Ljubljana, 280.000 inhabitants), one for a small city (Ljutomer, 10.000 inhabitants) and one for a region (Nova Gorica / Gorizia, 100.000 inhabitants in region). All presented cases faced some common challenges which included 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 and optimising car and freight traffic. To set the framework of SUMP planning, divers that helped the process, barriers that were faced and needed to be overcome and most importantly, lessons learned, are all listed for the three SUMPs. The key and positive message is that all three cities / regions have benefitted from the process.

Furthermore, two European projects that dealt with SUMP for smaller cities and their key relevant results are presented. One project is BUMP which aimed at strengthening the capacity for SUMP development in cities with 40.000 – 350.000 inhabitants. BUMP's main activities included training, coaching, exchange and capacity building. The other project is Poly-SUMP which developed a sustainable mobility planning methodology for polycentric regions. The methodology builds on EU SUMP Guidelines and was developed with the cooperation of 6 regions participating in the project.

Common messages that draw from the lessons learned of all presented examples are presented at the end of the session. Some of them can be associated with all levels of sustainable urban mobility planning while other are more closely associated with small and mid-sized cities. It also needs to be emphasized that regardless of the size of the city, national support to SUMP and sustainable urban mobility planning is of key importance.

3 SUMP steps – relevance and challenges for smaller cities

This chapter presents the key characteristics of the SUMP concept and thus provides a starting point for the discussion about the relevance and challenges of each step as well as order of activities in developing SUMP for smaller cities.

SUMP as a new planning concept

The European Commission has been widely promoting SUMP as a new planning concept able to address transport-related challenges and problems of urban areas in a more sustainable and integrative way as well as resulting in a wide range of benefits for the community. Since the negative impacts of transport affect cities of all sizes they can all gain from such approach. SUMP Guidelines (2011, 2014) to help cities with the preparation of SUMP were prepared, but they entail a very comprehensive planning process that might overwhelm smaller cities and towns with less resources. Methodological challenges of SUMP preparation process for smaller cities and ways to tackle them are at the core of this session.

Key elements of the SUMP concept

For a successful optimization of the SUMP preparation process cities must understand which are the key elements of the concept for SUMP as set out in the Urban Mobility Package (2013). They are of key importance for bringing about the change in transport planning and are as follows:

1. Goals and objectives

Every SUMP is based on a set of clear and well-structured goals and objectives that aim at improving the accessibility of urban areas and providing high-quality and sustainable mobility and transport to, through and within the planning area.

2. A long-term vision and clear implementation plan
A SUMP's vision embodies the ideal state of transport and mobility infrastructure and services in long-term future. Implementation plan, on the other hand, covers short-term implementation of the strategy, specifying the timing for implementation of measures, allocation of responsibilities and required resources and finances.
3. An assessment of current and future performance
The current situation of the transport system should be assessed in line with the vision and objectives, but also optimized so that it does not exhaust city's resources. It must establish a baseline against which future progress and performance can be measured and define SMART targets to guide the implementation of the plan.
4. The balanced and integrated development of all modes
A SUMP fosters a balanced development of all relevant transport modes, while encouraging a shift towards more sustainable modes. The plan puts forward an integrated set of technical, infrastructure, policy-based, and soft measures to improve performance and cost-effectiveness with regard to the declared goal and specific objectives.
5. Horizontal and vertical integration
High level of co-operation, co-ordination, consultation and capacity building between different levels of government and relevant authorities must be part of the development and implementation of a SUMP.
6. Participatory approach
Transparent and participatory approach is at the core of the SUMP concept. All relevant actors – citizens and stakeholders – should be involved throughout the development and implementation of the plan to ensure a high level of understanding, acceptance and support.
7. Monitoring, review, reporting
The progress towards the goals and specific objectives of the SUMP and meeting its targets should be assessed regularly on the basis of the selected indicators. Appropriate action should be taken to ensure timely access to the relevant data and evaluation reports should provide the basis for a review of implementation as well as be communicated to the public.
8. Quality assurance
National level authorities and municipalities should have mechanisms and sufficient knowledge to ensure the quality and validate compliance of the SUMP with the requirements of the SUMP concept.

The main elements of the SUMP concept are part or are tightly intertwined with the activities of the SUMP planning cycle. Thus, the second aim is to discuss relevance of these activities for smaller cities and their order in the process. Cities that have themselves already prepared SUMPs have already noted that not everything has to be done in same sequence as in the circle. For example, while budgeting and funding is the core part of the SUMP in many cities, it can also be that the SUMP itself can act as a mechanism to secure funding in future in other cities. Also the milestone "SUMP document adopted" can be misleading. Political commitment to the plan has to be established at the very beginning of the process and then continually reinforced until the adoption of the plan and afterwards to ensure plan's political support in the implementation phase. Participants are therefore guided through the SUMP planning cycle to build on this and

identify and discuss relevance and challenges of each step as well as order of activities in developing SUMP for smaller cities.

4 Case studies

This chapter showcases examples of SUMP development and implementation in smaller cities (here Ljutomer which can be replaced by another local or foreign example). These are complemented with examples of characteristic challenges of small and mid-sized cities and typical measures used to overcome them.

Small city with successful SUMP

Since the best and most effective way to transfer new planning approach is from experience of a similar city or authority, examples of SUMP in smaller cities are discussed in this session. Proven methods and approaches are presented and characteristic challenges of small and mid-sized cities with typical measures used to overcome them are described.

Slovenian flagship of SUMP development for a small city is Ljutomer with 3.300 inhabitants in city itself and 12.000 in the whole municipality. Ljutomer's first SUMP was prepared as a national pilot for small cities in 2012. The city applied for the 2012 SUMP Award and ended up as one of the three finalists. Success of the first SUMP was one of the key reasons for further implementation of measures and focus on sustainable mobility and led to a renewal of the SUMP in 2017 within a national tender. Today, Ljutomer remains the leading Slovenian municipality of its size in the field of sustainable urban mobility planning.

Common challenges

As proven in the case of Ljutomer and other examples from smaller cities throughout Europe, this group of cities faces some common challenges. Most often mentioned are limited resources, car-oriented communities and public transport.

Limited resources are manifested on several levels. Smaller cities have smaller budgets, there are fewer people available to work on SUMP and the staff is generally less specialized since one person must usually cover several planning and management areas. The challenge is most often tackled by applying to EU and national funding schemes, hiring external consultants and participating in EU projects which offer training, capacity building and exchange of experience.

Smaller cities have unfortunately often very car-oriented communities despite generally shorter travel distances. This is often due to lack of infrastructure for sustainable travel modes (walking and cycling) and perception of distances and it furthermore negatively affects public health. Solutions more often include soft measures like awareness raising events and campaigns to encourage walking and cycling and promote their positive impacts. However, some cities have already implemented hard measures as well and introduced prioritization for sustainable travel modes, shared space and different types of street-scape redesign.

Public transport is third most common challenge of smaller cities. In many cases, it is too costly for them to provide regular public transport due to small number of even potential users as well as often large areas that need to be covered. On the other hand, these cities face the same demographical changes as other larger municipalities of which the rising number of elderly citizens is most closely connected to public transport. Despite the difficult situation there are already numerous good and working practices documented. They include solutions like transport-on-

demand, Community- or volunteer-driven services, integration with school buses and setting up a decentralized agency.

5 Does SUMP approach work on a neighbourhood level?

This chapter explains shortly the aim of the group work exercise and includes handouts for participants and support for the trainer.

Group work exercise

The aim of this group work exercise is to guide participants through a planning process for a project on a neighbourhood level using main elements of the concept for SUMP. Participants have to elaborate a step-by-step plan for transport and mobility improvements around a given school. The aim of the exercise is to show the usefulness of the SUMP approach on different scales – from street, school or neighbourhood through city or municipality and to region.

Participants should be distributed into groups of 3-4 people maximum. Ready-to-use printouts for implementation of the group work can be found in the document “Training Concept”.

6 Further reading

This chapter provides several links to materials used for the preparation of this training and other relevant documents

BUMP (2016): Developing SUMPs in medium and small cities

BUMP project report on lessons learnt while coaching cities in the frame of the BUMP project. The report contains useful information about experience of BUMP project from working with medium size cities' SUMPs (40.000 and 350.000 inhabitants).

Source: <http://www.bump-mobility.eu/Download.ashx?url=/media/93314/lessons-learnt-while-coaching-cities.pdf>

ENDURANCE (2016): Sustainable mobility in small cities and rural areas

ENDURANCE e-update about relevance of SUMP methodology for smaller cities represents an excellent summary of the training topic with links to further information.

Source: http://www.epomm.eu/newsletter/v2/content/2016/0216/doc/eupdate_en.pdf or <http://www.epomm.eu/newsletter/v2/eupdate.php?nl=0216&lan=en>

EPTA (2014): Public transport in small and medium-sized cities

The EPTA Project Position Paper is designed to assist rural areas and small to medium-sized cities who want to improve their public transport.

Source: <http://www.eltis.org/sites/eltis/files/trainingmaterials/position-paper-en.pdf>

PLEVNIK A. (2015): Rising to the challenge.

Paper for the journal "Thinking Cities" draws a picture of the progress Slovenia's cities and regions have made towards SUM planning. It describes the evolution of SUMP in Slovenia and their testing on a smaller scale.

Source: <http://www.polisnetwork.eu/uploads/Modules/PublicDocuments/thinking-cities---spring-2015---web.pdf>

PLEVNIK A., DEMŠAR - MITROVIČ P. (2015): SUMP support actions taken by the national government in Slovenia

Presentation includes information on SUMP development in Slovenia. It was presented at the 2nd European Conference on SUMP in Bucharest.

Source: http://www.eltis.org/sites/eltis/files/17-06-2015_plevnik-sump_slovenian_national_support.pdf

Poly-SUMP (2014): The Poly-SUMP Methodology - How to develop a SUMP for a polycentric region

The guidelines introduce the methodology on how to develop a SUMP for a region with a polycentric profile and crossing administrative boundaries. The methodology can be useful for small towns and cities in polycentric regions.

Source: <http://www.poly-sump.eu/fileadmin/files/tool/PolySUMP-SUMP-guidelines-FINAL.pdf>

7 Contact main trainer



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