

seminário
**MOBILIDADE
URBANA
SUSTENTÁVEL**
práticas e tendências



Sustainable Urban Mobility Planning

What are the experiences in Europe?

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Realização



WRI BRASIL





Sharing Opportunities for Low carbon Urban transporTation – SOLUTIONS

...supports the exchange on innovative and green urban mobility solutions between cities from Europe, Asia, Latin America and the Mediterranean

...wants to make a substantial contribution to the uptake of innovative and green urban mobility solutions across the world

www.urban-mobility-solutions.eu

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DE ENGENHARIA CIVIL

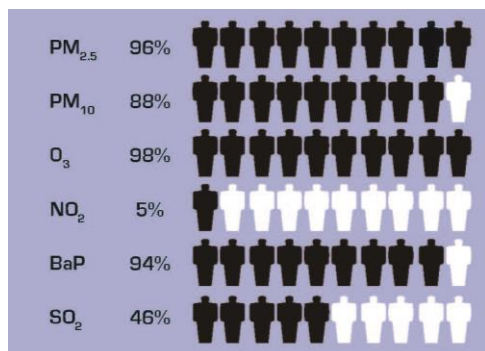
Mobili-T



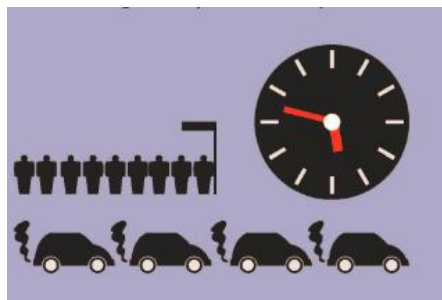
This project is funded by the Seventh Framework Programme (FP7)
of the European Commission.



Urban Transport in Europe



Exposure to air pollution



Commuting time spent in transport



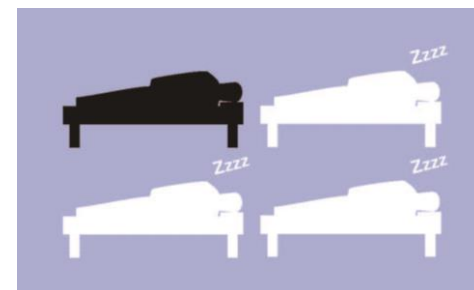
Share of all kilometres travelled by:
**WALKING + CYCLING
 + PUBLIC TRANSPORT**

Paris	87 %	Vienna	71 %
Barcelona	83 %	Valencia	67 %
Amsterdam	79 %	Berlin	60 %
Helsinki	75 %	Seville	60 %
Stockholm	75 %	Turin	59 %
Madrid	74 %	Stuttgart	49 %
Copenhagen	72 %		

Transforming urban mobility



Growing urban population



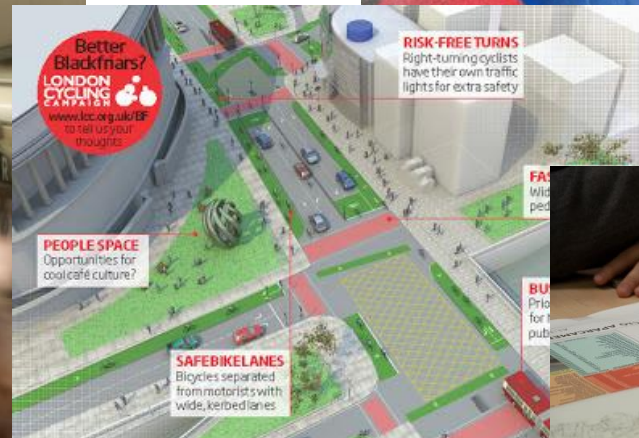
Exposure to night-time traffic noise

The challenges of urban mobility in Europe

- Severe congestion
- Urban mobility 23% of CO2 emissions from transport
- Struggle to meet legal requirements for ambient air quality
- Urban road accidents 40% of all road fatalities (approx. 11,000 per year)
- Balanced development and integration of different modes



Delivering sustainable urban transport to meet European targets





New generation of transport planning: Sustainable Urban Mobility Plan (SUMP) to plan for a livable city





SUMP – a concept strongly promoted by the European Union

To promote SUMP in European cities, the EU:

- ✓ provides policy framework
- ✓ offers funding for implementation & research and innovation
- ✓ facilitates the exchange of experience and best practice and
- ✓ aims at awareness-raising



	Budget (€ Mio) 2014	Budget (€ Mio) 2015 <i>provisional</i>
Call 'Mobility for Growth'		
1. Aviation		
2. Rail		
3. Road		
4. Waterborne		



The Urban Mobility Package (2013) sets the ground for SUMP

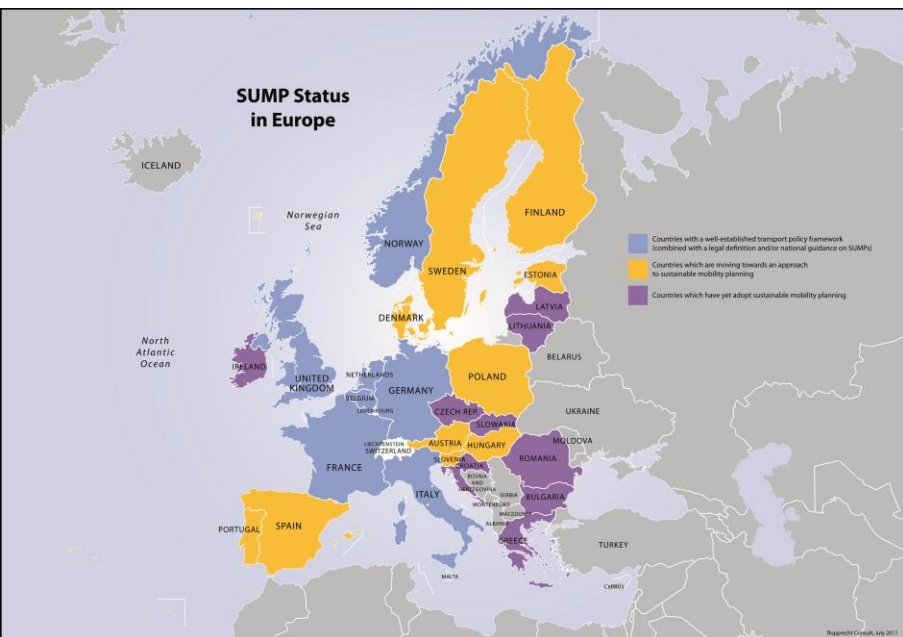


- Provides a basis for a continued debate across the EU
- Calls for action from the Member States
- Reinforces EU support
 - ✓ Exchange of experience and best practice
 - ✓ Funding for implementation
 - ✓ Funding for research & innovation (Horizon 2020)
- Gives further help for cities to develop SUMPs
- Gives recommendations for coordinated action in specific areas: Urban logistics, Urban access regulations, ITS deployment in urban areas, Urban road safety



SUMP Planning Practices in European Countries

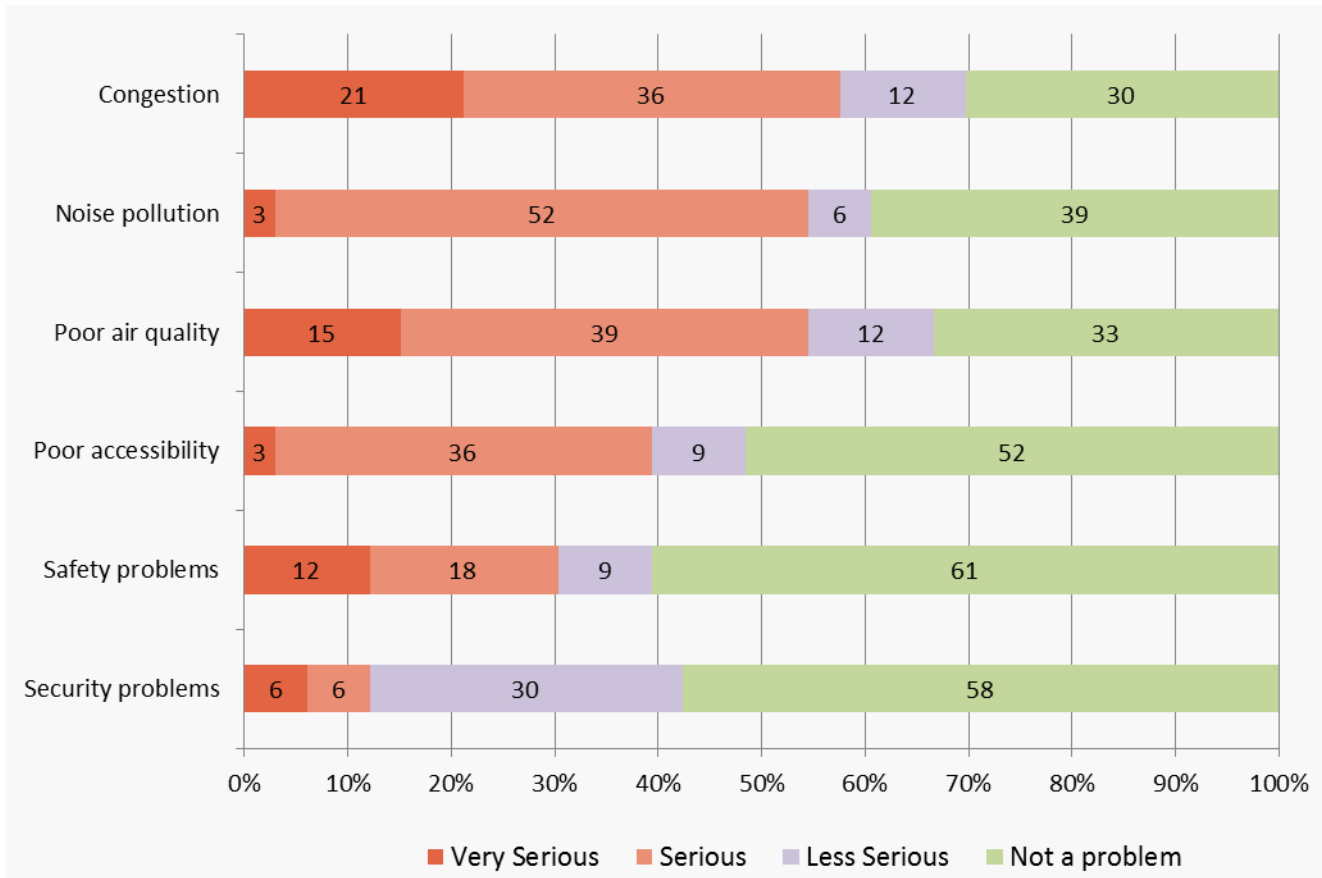
- The national level is typically responsible for setting up the policy, legislative and funding framework
- National policy can significantly impact the ability of local entities or cities to act on mobility issues
- France, Flanders (Belgium) and England&Wales are examples for a strong national policy, recently also Romania has enacted a SUMP legislation
- The UMP calls for stronger efforts on the national level



Country	Legally defined	National Guidance	Plans in Place	Sustainability objective	Public involvement	Linked with finance
Belgium (Flanders)	Legal frame, but not mandatory*	Yes*	Yes, widely applied*	Yes*	Yes, obligatory*	Yes*
England¹	Yes, mandatory*	Yes*	Yes, widely applied*	Yes*	Yes*	No*
France	Yes, mandatory*	Yes*	Yes, widely applied*	Yes*	Yes, obligatory*	Yes*
Germany	No*	Non-binding guidance in 2012*	Voluntary, some good examples	Not officially, but widely applied*	Voluntary, many examples	Yes*
Italy	Yes*	Yes*	Yes*	Yes*	Yes*	Yes
Netherlands	No*	Yes*	Yes*	To some extent*	Yes	Yes*
Norway	No*	No	Yes	Yes*	Yes*	Yes*

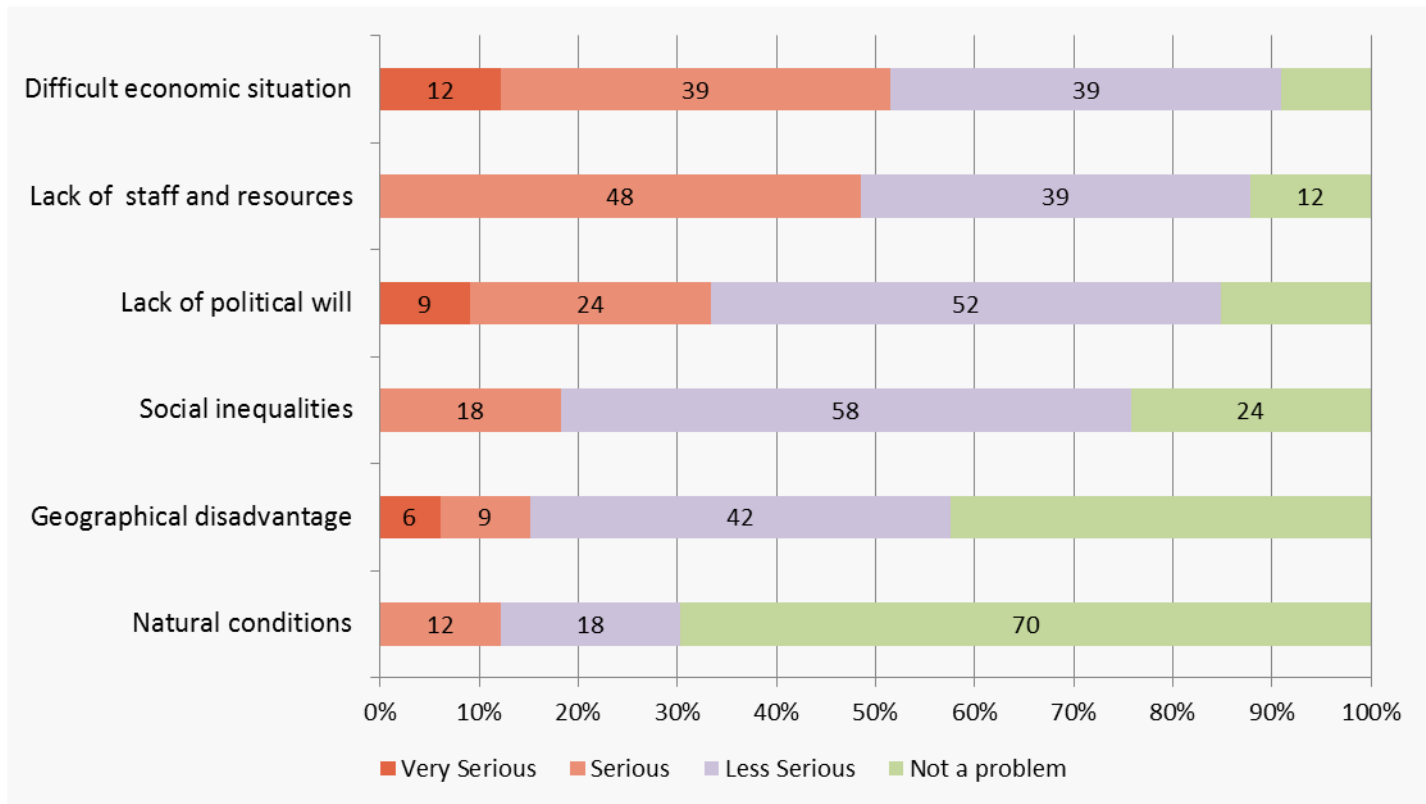
1) There is no common UK approach. Different arrangements apply to Wales, Scotland and Northern Ireland as transport is a devolved matter. Wales also belongs to the countries with a well-established transport planning framework (Transport Wales Act 2006/ Official guidance). The Scottish system is more akin to the countries which are moving towards an approach to SUMP. Northern Ireland belongs to the countries which yet have to adopt SUMP.

Multiple inter-related problems in cities



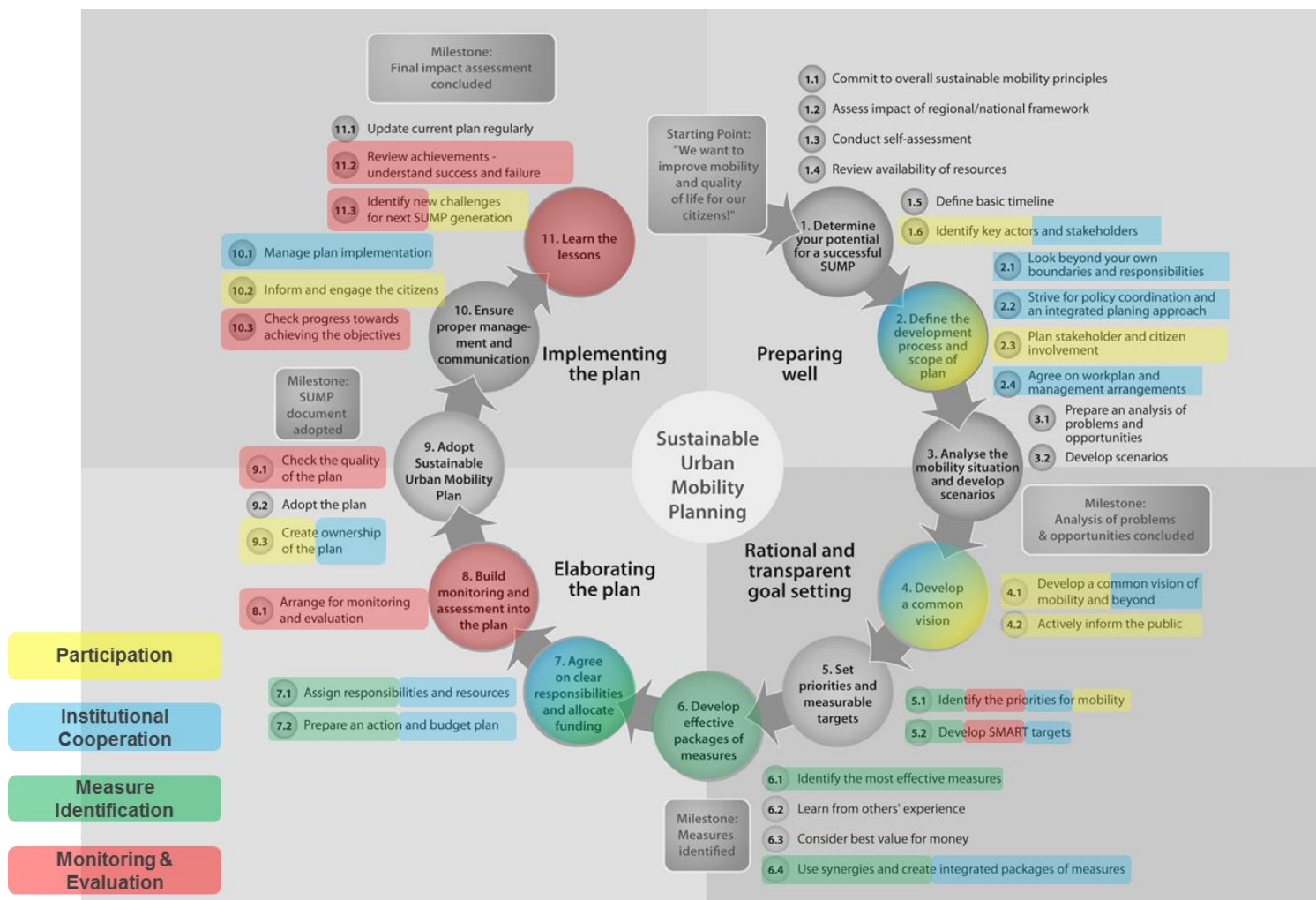
Source: Online survey of CH4ALLENGE Cities in 2013 (N=33)

Reduced opportunities for action in European cities



Source: Online survey of CH4ALLENGE Cities in 2013 (N=33)

Challenges for a city in the SUMP process



Source: Rupprecht Consult 2013

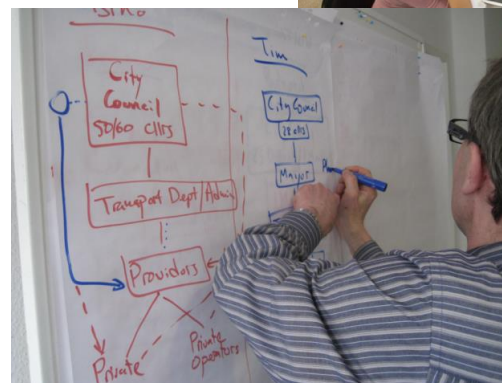


Participation in SUMP development



Usually...

- lack of political will and low priority given to participation
- limited financial and personnel capacities
- low interest and awareness of strategic transport planning among citizens and stakeholder groups



How to move forward?

- develop a local participation guideline and a dedicated participation plan;
- select participation formats carefully with respect to capacities, target groups and planning phases, and
- critically analyse participation procedures

86%

"We have a **general engagement strategy** for participation processes."

57%

"Our engagement strategy is **politically approved**."

14%

"There is **no engagement strategy** in my city."

86%

"The engagement strategy is **indeed useful** for carrying out a participation process."

29%

"We have an **engagement strategy** for transport planning."

0%

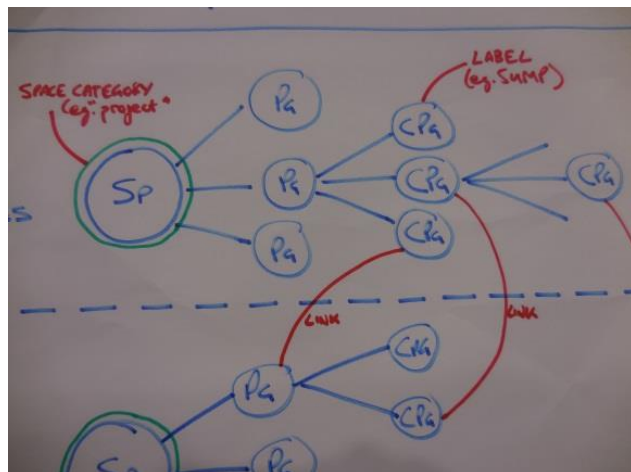
"The engagement strategy does not really help us in carrying out a participatory planning process."

Usually...

- initiating authority does not have all planning competences that other 'institutions' have; lack of partnerships; operational problems

How to move forward?

- Build new institutions; build local partnerships on functionality of institutional partners; use tools to assign responsibilities across partners throughout the plan development and delivery (e.g. RASCI matrix)



Usually,....

- limited availability of knowledge of measures, and limited evidence on performance, especially in specific city contexts, is a barrier to effective measure selection

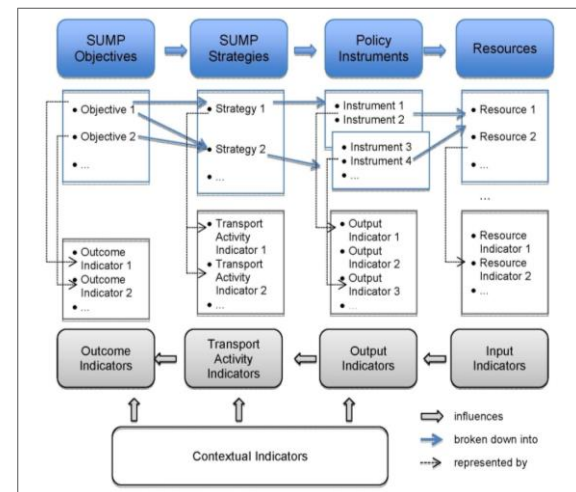
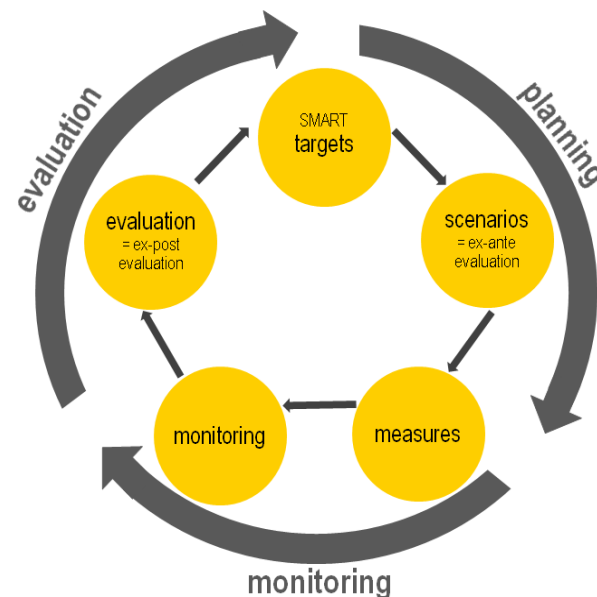


Usually,...

- practical using and experiences differs and few experiences with evaluation
- differing definitions for indicators
- little data, not connected to the SUMP and its objectives
- cost of collection of travel behaviour data missing monitoring and evaluation strategy

How to move forward?

- method for a more systematic process towards M&E and cost-effective data collection
- sharing best practice examples
- differ between M&E in big cities and smaller scale M&E in smaller cities
- differ between M&E of small measures (qualitative) and of bigger measures/ measure packages/ SUMPs (quantitative)





SUMP – Quality Assessment Scheme: Does your plan meet the quality criteria of the European Commission?

- 1 Goals and objectives
- 2 Long-term vision and clear implementation plan
- 3 Assessment of current and future performance
- 4 Balanced and integrated development of all modes
- 5 Horizontal and vertical integration
- 6 Participatory approach
- 7 Monitoring, review, reporting
- 8 Quality assurance

- SUMP quality assessment for City of Vienna, Cities of Braşov and Constanţa (Romania) conducted by Rupprecht Consult
- Self-assessment scheme will be available online on www.rupprecht-consult.eu in the beginning of 2015





Summary and conclusion

- There is strong evidence that cities need a more strategic and comprehensive planning approach like SUMP
- In comparison to other policy sectors SUMP has a lack in clear objectives and standardised tools
- **In Europe planning practices differ substantially between members states**
- Reasons are e.g. different planning cultures and different national policy framework
- There is also a **big difference in practice and experience between big and small cities**
- Besides the organisation of the planning process cities are facing a variety of different **challenges** like
 - ✓ **finding a common vision for transport and urban development**
 - ✓ **effective governance & leadership**
 - ✓ **long-term political commitment**
 - ✓ **strong links with land-use planning and**
 - ✓ **long-term funding commitment**

- A new sourcebook is presenting **practical solutions for the planning process and strategies to promote Urban Mobility Plans around the world.**
- It will be available soon at www.giz.de



Urban Mobility Plans National Approaches and Local Practice

Moving Towards Strategic, Sustainable and Inclusive Urban Transport Planning

Sustainable Urban Transport Technical Document #13

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DISCOVER
A glance back in time

DEVELOP
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OVERVIEW



→ CASE: WESTERN HARBOUR - MALMÖ

What was once a decaying industrial area is now the city of tomorrow. Malmö's Western Harbour has its own energy supply and waste treatment system, very few cars, and thousands of satisfied residents.

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→ PRACTICE MAKES PERFECT!

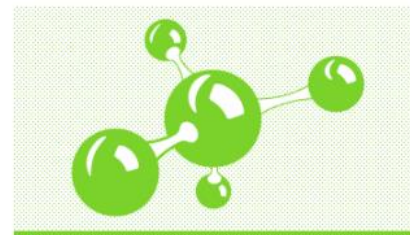


→ GET READY TO GO

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→ LET YOUR IDEAS EVOLVE!

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Muito obrigado!
Thank you for your attention!
Vielen Dank für Ihre Aufmerksamkeit!

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