



SUMPS-UP

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SUMP2.0 Topic guide: Electrification

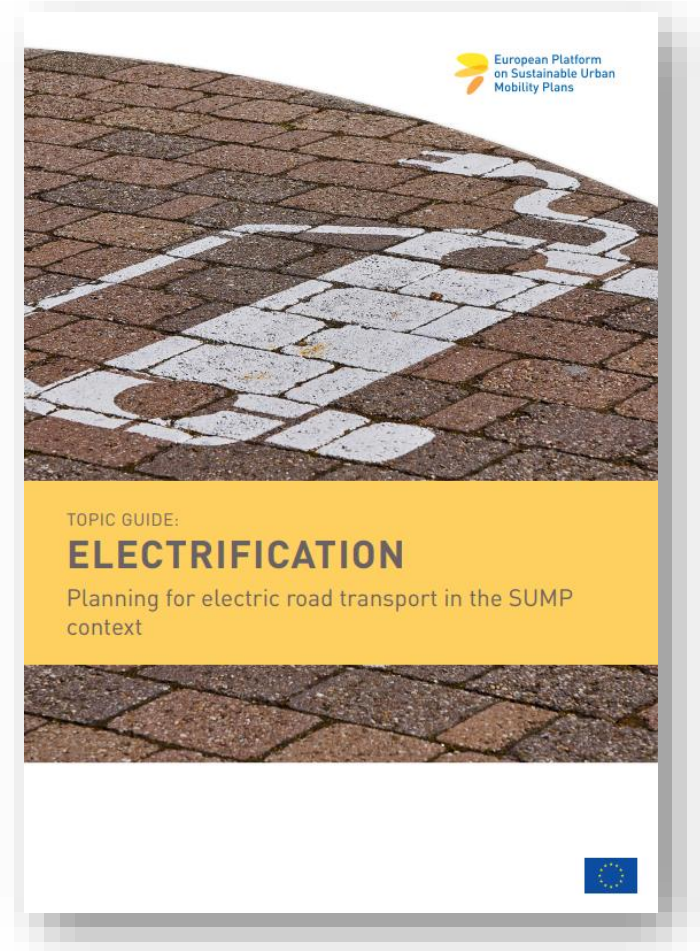
Planning for electric road transport in the SUMP context

SUMPs-Up mobility practitioners webinar 5: SUMP guidelines 2nd edition
22-10-2019

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Why this guide?

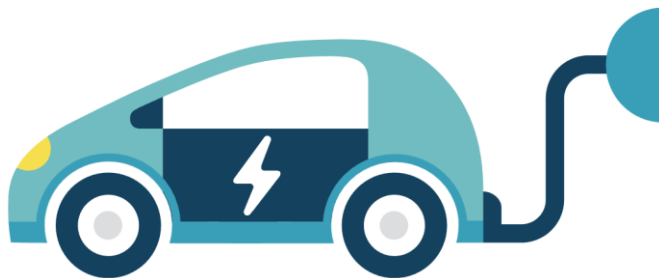
- **Emerging topic/technology which is increasingly implemented in cities...**
... still with some uncertainties and challenges
- **Electric mobility not covered in a SUMP guide, yet**
- **Electric mobility**
 - Specific planning challenges: different infrastructure (i.e. location, management/operation), different network of stakeholders, etc.
 - Adapted to the urban context: relative short distances, possibility of dense network of charging points
 - Complementary with other alternative fuels (and future guides?)



Objective of the guide

Support authorities in planning electric mobility solutions as an integral part of a SUMP process.

- Guiding mobility planning authorities in how the electrification of road transport can adapt to the eight main SUMP principles and can be integrated in the different steps of the SUMP cycle.
- Not a technical guide for the deployment of Alternative Fuels Infrastructure (AFI)

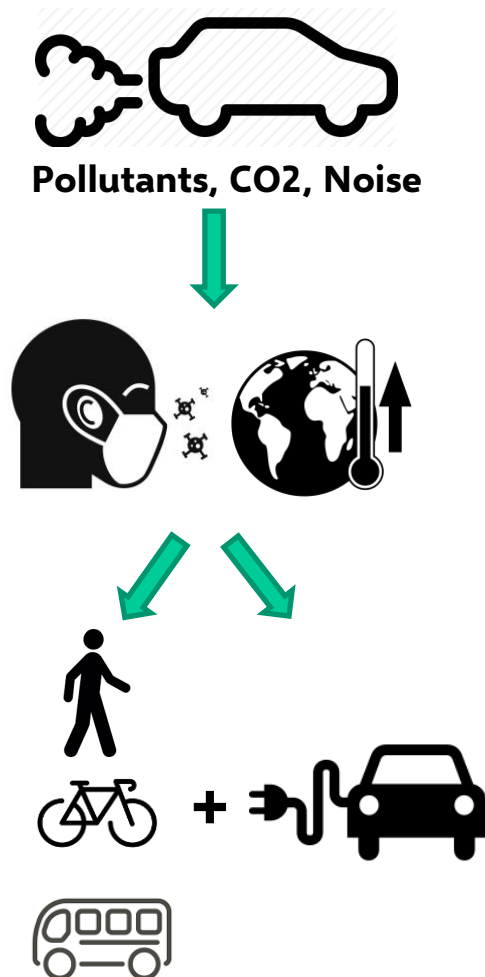


What is in this guide?

- **Introduction: why electric mobility?**
 - Decrease emissions: pollutants, greenhouse gas and noise
- **SUMP principles**
 - Raising questions on how electric mobility can adapt to themes such as institutional cooperation, citizens involvement, planning for all modes, etc.
- **SUMP Cycle**
 - Electric mobility in the (new) SUMP cycle.
 - Highlighting some key steps
 - Including specific paragraphs on the planning for charging infrastructure
- **Guidance on:**
 1. Transport sector-specific recommendations (PT, Urban freight, shared mobility, private mobility)
 2. Supporting policy measures: UVAR, parking, funding & financing, procurement and incentives & promotion

- City examples
- EU project examples
- References to other SUMP guides
- References to EU directives

The approach



- Cities must tackle some serious problems related to urban traffic, including the emissions of pollutants, greenhouse gases and noise
- These emissions are (for a large part) produced by vehicles engines
- These emissions have impacts on human health, climate change and quality of life.
- **Solution**
 - Modal shift (to e.g. active mobility, public transport and shared mobility)
- AND
- Decrease the emissions of road vehicles – including electric mobility
- **Therefore, electric mobility is a tool, not the objective.**
- **Because of the link with other sustainable mobility components, electric mobility must be integrated in sustainable urban mobility planning context.**

Electric mobility and the SUMP principles

**Involve citizens
and relevant stakeholders**

**Arrange for monitoring
and evaluation**

**Develop a long-term vision and
a clear implementation plan**

Assure quality

**Assess current and
future performance**

**Develop all transport modes
in an integrated manner**

**Cooperate across
institutional boundaries**

**Plan for sustainable mobility
in the 'functional city'**

Electric mobility and the SUMP principles

- **Raising questions - e.g.:**

- Which institutions and departments must be involved in electric mobility planning?
- How do institutional structures in local/regional authorities need to change to address planning for electric mobility? What are the most adapted cooperation methods/frameworks?
- How can cities facilitate/organise a participatory dialogue about a topic with still uncertainties and low levels of awareness?
- How should authorities engage with relevant stakeholders and citizens to encourage the use of electric mobility?

**Involve citizens
and relevant stakeholders**

Arrange for monitoring
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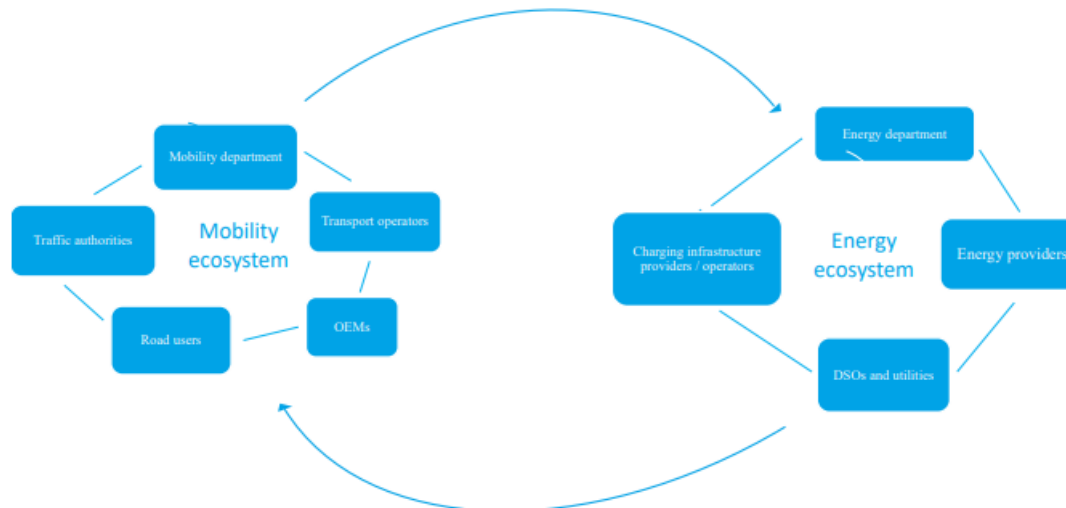
Develop all transport modes
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Electric mobility and the SUMP cycle

- Which institutions and departments must be involved in electric mobility planning?
 - Make the mobility and energy ‘worlds’ meet
 - Mobility department, PT operators, private transport operators (e.g. taxis, urban freight operators, etc.), EV manufacturers, EV (potential) users and their representatives, etc.
 - Energy department, energy producers, grid operators, charging infrastructure operators, etc.



Electric mobility and the SUMP cycle

- **How do institutional structures in local/regional authorities need to change to address planning for electric mobility? What are the most adapted cooperation methods/frameworks?**
- Involvement of the energy departments/agencies across the geographical boundaries of the municipality.
- Not a single solution
 - Inclusion of the energy departments (and other relevant departments) in the municipal SUMP core team;
 - Regular ad-hoc meetings (e.g. weekly)
 - Cooperation within / Co-ownership on a e-mobility strategy
- An e-mobility platform / strategy?
 - Should be seen as a complement/annex to the SUMP
 - Helps to identify all e-mobility measures
 - Example of Barcelona: Electric Mobility Strategy 2018, with a clear reference to the SUMP and how e-mobility helps reaching the SUMP goals

Box 2: Development of an e-mobility strategy

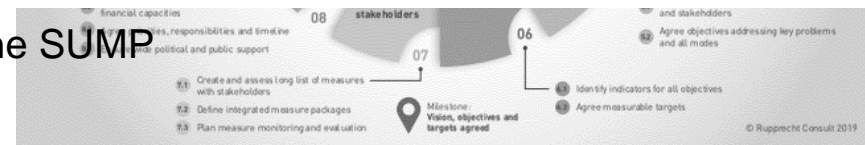
Best Practice Example

Because of its transversal character, e-mobility cannot always be a distinct chapter of a SUMP. When the electrification of transport is a major axis of a SUMP, it can touch upon several objectives and be present in a large number of measures. Developing a separate e-mobility strategy can therefore help gathering all relevant SUMP measures directly.

A separate strategy must be seen as a complement (or annex) to the SUMP and follow the same principles. It aims at clearly identifying those measures which are contributing to similar objectives, which will require the involvement of the same stakeholders and have a potential for synergies.

For instance, the Municipality of Barcelona has adopted an [Electric Mobility Strategy in 2018](#) which sets the main priorities for the development of e-mobility in the city for the period 2018 – 2024. A clear reference to the local SUMP and how e-mobility can help reaching the goals of the SUMP is made in the very beginning of the document.

Reference: Estratègia de MOBILITAT ELÈCTRICA, Plenari del Consell Municipal, March 2018, [in Catalan]
https://bcnroc.ajuntament.barcelona.cat/jspui/bitstream/11703/109244/1/180309_MG%20Estrat%C3%A8gia%20VE_CEUM.PDF



Electric mobility and the SUMP cycle

- **How can cities facilitate/organise a participatory dialogue about a topic with still uncertainties and low levels of awareness?**
- **Work in a recognisable framework (e.g. e-mobility platform / strategy).**
 - This helps to bring all stakeholders together
 - This helps to give stakeholders and citizens a feeling of ownership on the strategy and measures.
 - This helps to discuss the allocation of responsibilities, the timeline, etc.
- **Consultation and work with stakeholders and citizens at different stages in the planning process – from the definition of the problems, needs and solutions to the evaluation of the measures.**

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Best Practice Example

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Electric mobility and the SUMP cycle

- **How should authorities engage with relevant stakeholders and citizens to encourage the use of electric mobility?**
- **Communication and incentives:**
 - A single ‘face’ for the public (a neutral or user-friendly body: the municipality or an EV association)
 - A single brand. Example from Amsterdam
 - Communicate on the different concrete benefits for people (free parking, free charging, access to LEZ, etc.)
 - Communicate on the different subsidies available (municipal and other)
- **Lead the way and make e-mobility visible (e.g. municipal fleet, buses, shared mobility, etc.)**

Best Practice Example

Amsterdam elektrisch

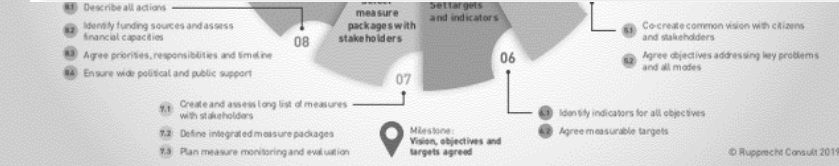
Box 10: Branding e-mobility in Amsterdam

The City of Amsterdam has been particularly good at branding e-mobility. For the Dutch municipality, the best advertisement for e-mobility is to enhance its visibility in the city streets by creating a logo.

The “electric plug” logo was first launched by the municipality of Amsterdam and can now be found on many devices and vehicles in the city: charging stations, information signs, cars, trucks and even river boats – both public and private.

The municipality encourages all users and promoters of e-mobility to display this logo. Many companies and other Dutch (and foreign) cities and regions have already adopted and adapted the logo. While the red logo is the symbol for “Elektrisch Amsterdam”, other logos have been created to give visibility to e-mobility in other places.

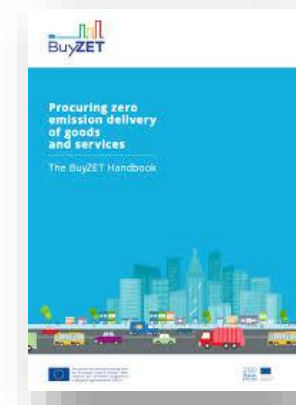
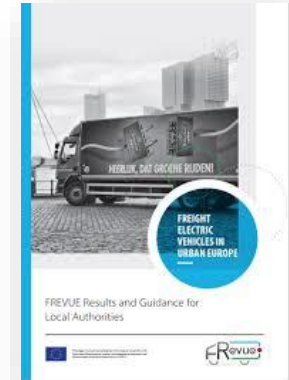
Reference: Municipality of Amsterdam,
<https://www.amsterdam.nl/parkeren-verkeer/amsterdam-elektrisch/logo/>



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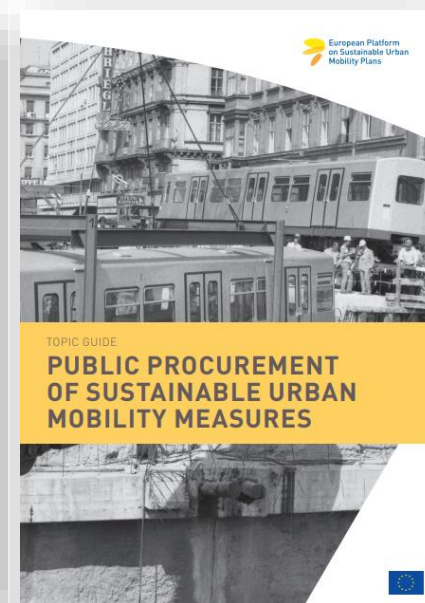
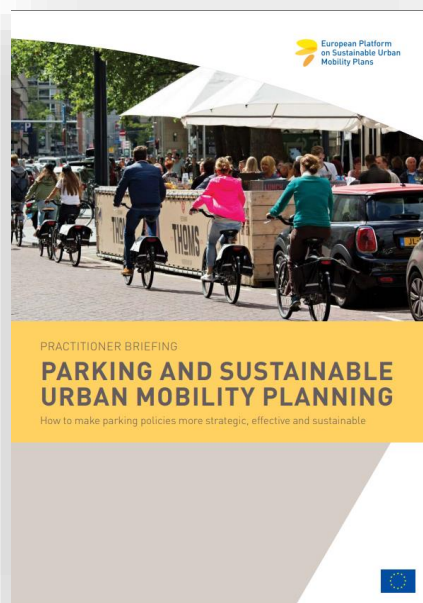
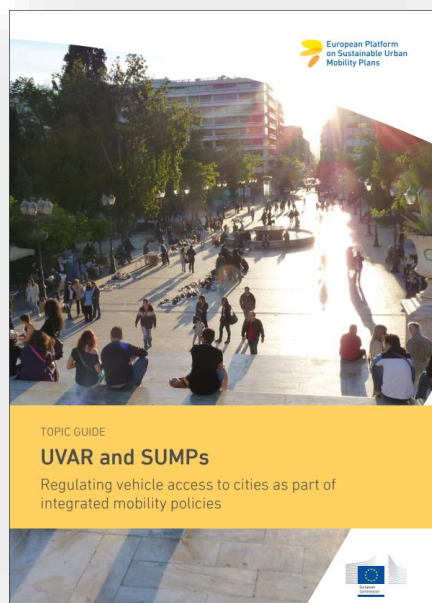
Example of sector-related recommendations: planning for electric urban freight

- Specific areas of electric mobility
- Less strictly related to SUMP cycle
- Focus on Urban Freight
 - (in)direct influence of planning authorities
 - Contribute for a large share of traffic emissions
- Examples of guidance (measures and regulations)
 - **Economic and financial advantages:** exemption of payment of road charging schemes, free parking
 - **Regulatory and operational measures:** preferential treatment in traffic limited zones, longer (un)loading time windows, (un)loading areas reserved for EFVs.
 - **Charging infrastructure:** Public (fast) charging stations in combination with a priority reservation system
 - **Leading by example:**
 - Electrifying the public fleets of service vehicles (waste collection, service vehicles, etc.)
 - Deliveries with zero-emission procurement (example of Oslo/BuyZET)



Supporting policy measures

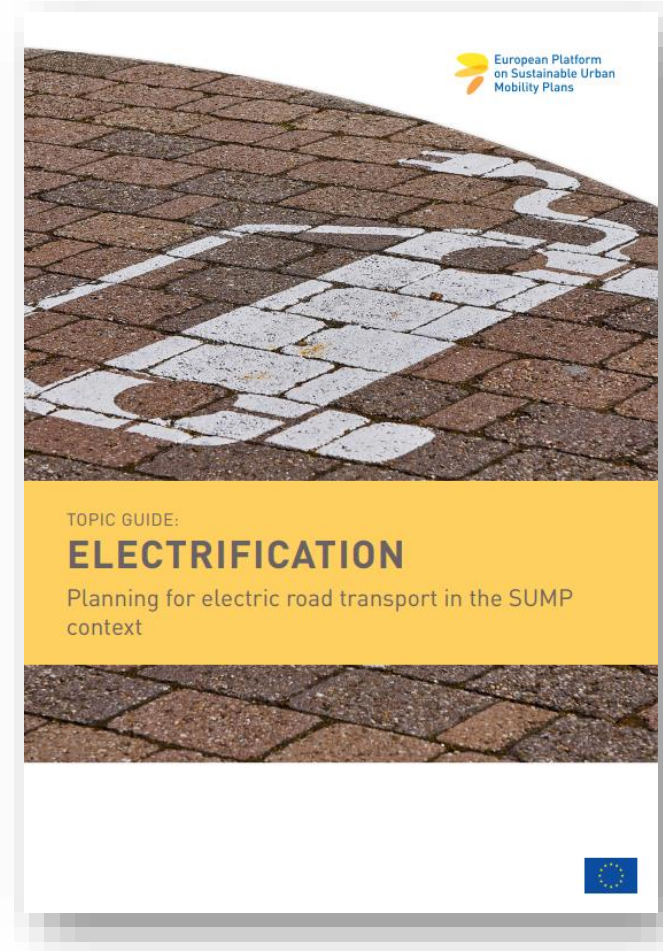
- Integration of measures, in a SUMP context
- Measures which can reinforce each other
- Link with the other SUMP topic guides



More information

- Topic guide available on Eltis

https://www.eltis.org/sites/default/files/electrification_planning_for_electric_road_transport_in_the_sump_context.pdf



Thank you!

Any questions?

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With Wolfgang Backhaus & Henning Günter (Rupprecht Consult)

