



SUMPS-UP

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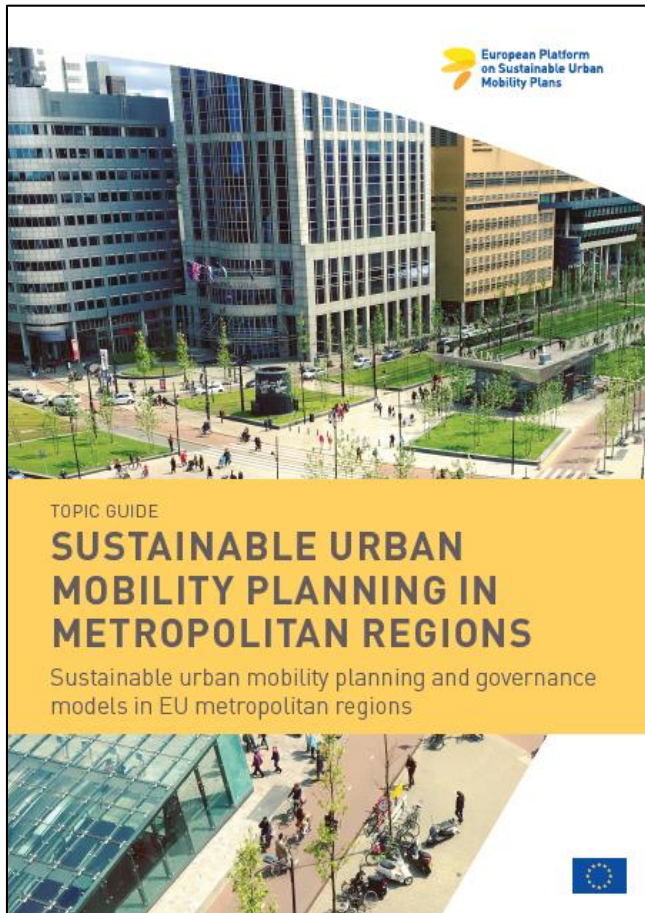
Sustainable urban mobility planning in metropolitan regions

22 October 2019

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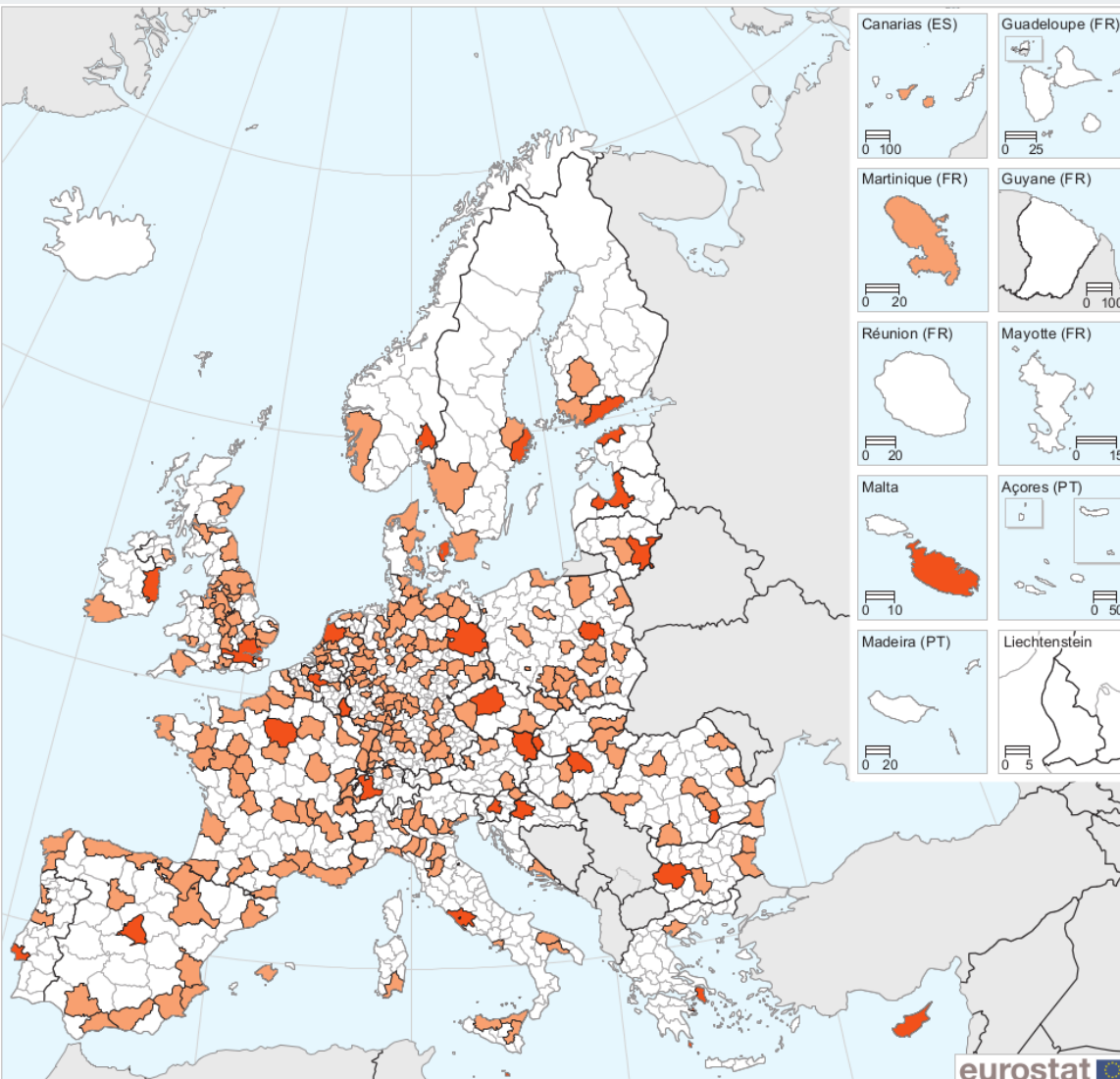
EUROCITIES

Metropolitan regions' guide



- Offers support for sustainable urban mobility planning at metropolitan scale
- Provides a common definition, examples and guiding principles on different aspects and steps of the planning process
- Takes into account different institutional context conditions and governance structures

What is a metropolitan region?



- 28 capital city metropolitan regions
 - 249 other metropolitan regions
- ↓
- 59% of the EU population
 - 62% of EU employment
 - 67% of EU GDP

A variety of governance models



informal/soft
coordination



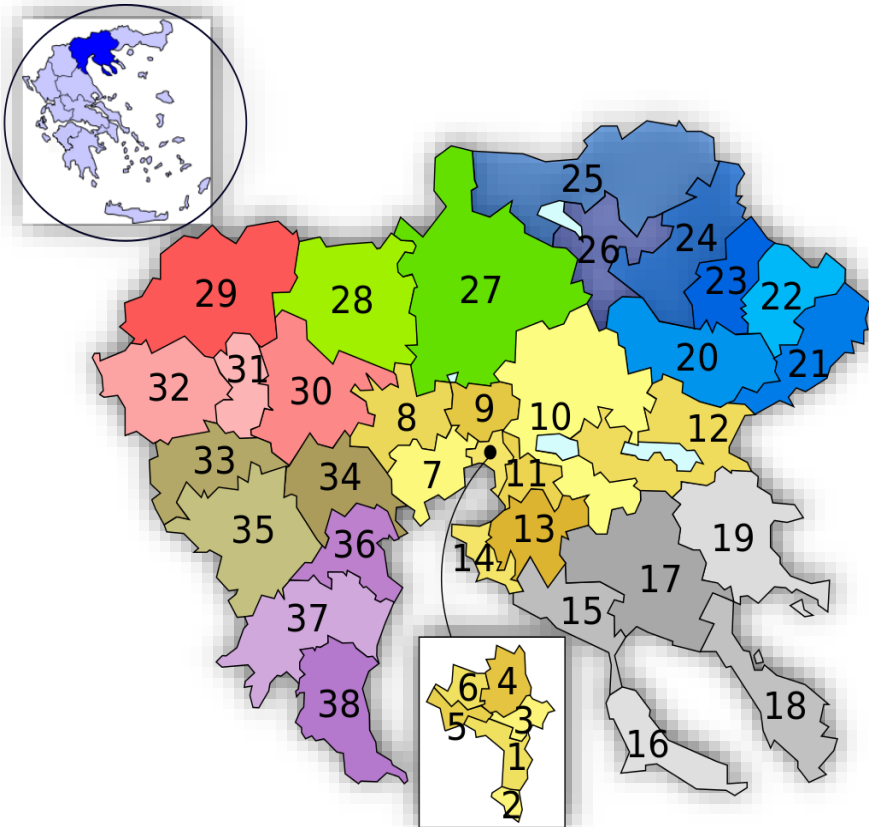
inter-municipal
structures



supra-municipal
authorities

Setting-up a soft cooperation scheme for SUMP development at metropolitan level

Region of Central Macedonia



Competence centre and observatory for sustainable mobility

Long-term funding strategy for transport investments

Metropolitan region of Oslo



Oslo package

- Toll Ring
- Investment programme

Public Transport

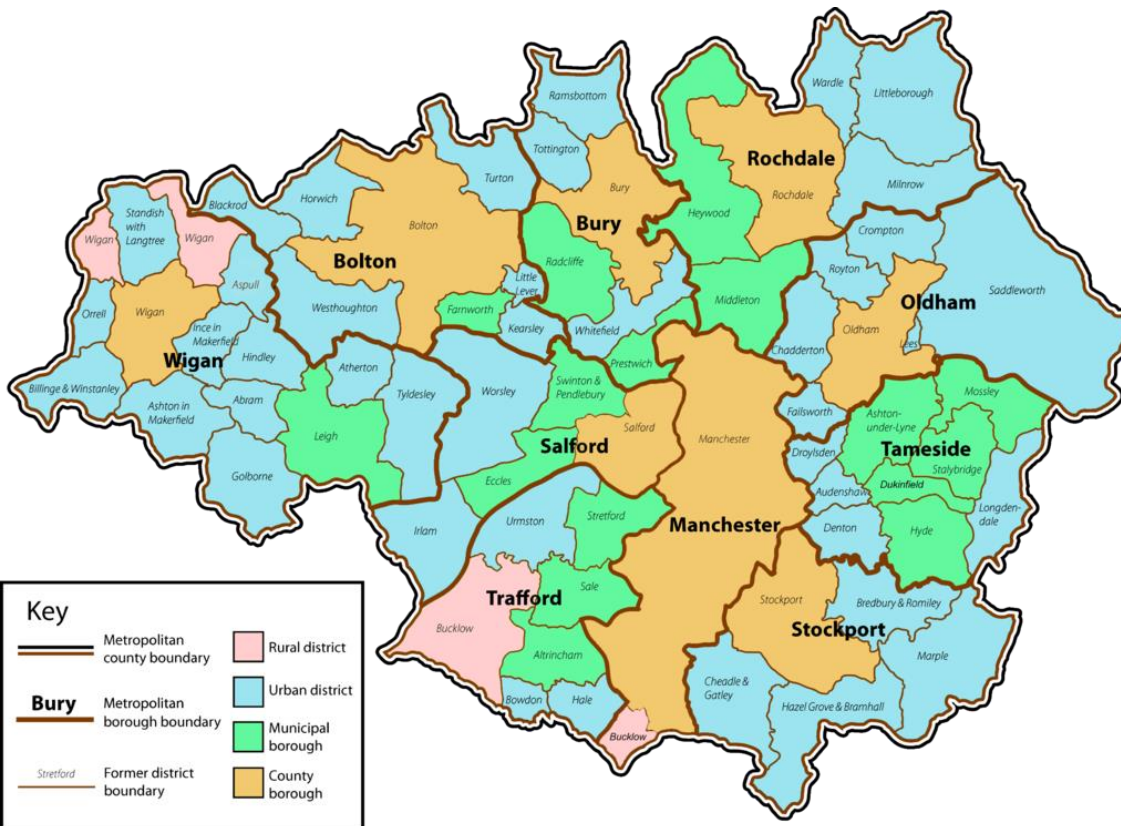
- Joint Venture
- All public transport

Regional Plan

- Land use and transport
- Legality

Creation of a transport authority to support transport delivery across the metropolitan region

Greater Manchester



Overview – Topic guide

References
to the
SUMP cycle

Step by step
guidance
adapted to
metropolitan
regions...

...based on
the practical
experience
of
metropolitan
regions

Concrete
good
practices
examples

SUSTAINABLE URBAN MOBILITY PLANNING STEPS IN METROPOLITAN REGIONS

Thessaloniki. According to this approach, the implementation of a mobility monitoring centre in a metropolitan region should follow seven steps (see Figure 11).¹⁸

The mobility monitoring centre is currently using Information and Communication Technology (ICT) solutions for collecting data at local, metropolitan and regional level. The tools and sensors have been installed by the Region of Central Macedonia (radars and traffic counting sensors), municipalities installed Bluetooth signal counters, whereas taxi associations and the public transport bus equipped themselves with GPS systems. The cooperation of these local authorities with the data administrator (Hellenic Institute of Transport) made this large amount of data easily available, drafting a shared picture of the state of mobility for the metropolitan area.

For its SUMP, the Ljubljana Urban Region (LUR) also collected data on regional bus and train passengers, on commuter flows, public transport speed, frequency and timetables to complement the analysis and have a clear understanding of how the public transport service could be improved.

3.2 Strategy development



The diagram illustrates the strategy development process as a circular flow with four main stages: 04. Build and jointly assess scenarios, 05. Develop vision and strategy with stakeholders, 06. Set targets and indicators, and 07. Milestone: Vision, objectives and targets agreed. The process is supported by two parallel activities: 01. Develop scenarios of potential futures and 02. Discuss scenarios with citizens and stakeholders. The final outcome is 03. Co-create common vision with citizens and stakeholders, which leads to 04. Agree objectives addressing key problems and all modes.

3.2.1 Step 4 - Build and jointly assess scenarios

The strategy development phase aims at agreeing on a common vision for the development of the metropolitan region, even beyond mobility, with citizens and stakeholders. It is based on a holistic approach of multi-sectoral (horizontal), multi-level (vertical) and cross territorial cooperation. Besides linking the SUMP development to other

¹⁸ For the in-depth good practice example, please consult the Good practice collection Annex.

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SUSTAINABLE URBAN MOBILITY PLANNING STEPS IN METROPOLITAN REGIONS

planning processes in the preparation and analysis phase, this complementarity should be pursued and achieved in the definition of a common vision and shared objectives. The biggest challenge to achieving horizontal and vertical integration of sustainable transport in metropolitan regions is the complementarity with local, regional or national environmental, land use and socioeconomic development plans. For this reason, the vision and objectives, as well as the future strategy and scenarios implementation, should always consider these cross-sectorial challenges.

As far as the multi-level integration is concerned, the most common case is the integration of goods and passengers' mobility (Sustainable Urban Logistic Plan - SULP - and Sustainable Urban Mobility Plan) in one single planning tool.

The metropolitan city of Bologna, for example, developed the two plans simultaneously and fully integrated the SULP in the SUMP strategy as a way to better achieve the overall objectives and vision for the metropolitan region while maximising the synergies.

On the other hand, cross territorial cooperation for the metropolitan SUMP is usually achieved through close cooperation between the metropolitan authority and the local areas, as well as the metropolitan authority and the region, in order to co-develop common and/or complementary visions and objectives. The Prague SUMP, for instance (see Box 5), is a case of soft cooperation where the city leads on the process and cooperates with the neighbouring municipalities and the Central Bohemian Region on specific steps, including the development of a common vision and the measure selection. By organising targeted workshops and

Box 5: Scenario selection through participatory approach¹¹

A half day workshop was organized with 57 stakeholders from the city and the Central Bohemia Region to agree on a common scenario for Prague and its agglomeration. Three different scenarios were prepared ahead of the workshop: Prague effective, which sees the future of mobility in a high-quality, interconnected and accessible network of integrated public transport, especially electric trains, trams and metro, Prague rational, a city of shorter distances based on sustainable and effective modes of transport such as on-street public transport or cycling, upgrading existing infrastructure with little focus on the interconnection with the Central Bohemian region, Prague liberal where the development of the road network will go hand in hand with the strong economic regulation of automobile traffic in the city centre and strong cycling and electric car investments. The 57 experts worked in six smaller groups to agree on a mobility vision for Prague and its surrounding areas, the workshop consisted of four steps:

1. Mobility scenarios vs. problems (30 min): to understand the prepared scenarios' definitions and connect them with the main pre-identified problematic areas (interconnection between Prague and its metropolitan region, capacity and reliability of the public transport system, accessibility and barriers for pedestrians and cyclists, overload and vulnerability of the road network, traffic impact on environment and public areas, ineffective processes and city administration).
2. Benefits and risks of mobility scenarios (40 min): to discuss the solution methods (different for each scenario) for each of the problematic areas, assess the benefits and risks for execution.

3. Discussion and selection of the preferred mobility scenario (60 min): to assess the mobility scenarios, select one and complement it to mitigate its risks, moving from the problematic issues to the assessment of all the mobility scenarios.

4. Common mobility vision (40 min): to report the results of the work of each group to the others and potentially have the groups confront each other.

Surprisingly, every round table voted for the 'Prague effective' scenario and some of them recommended to add some improvements from other scenarios, such as the upgrade of existing infrastructure and development of the outer freeway city ring.



Figure 12: Workshop's discussion. Source: IPR

^{11,12} For the in-depth good practice example, please consult the 'Good practice collection Annex'.

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Overview – Good practices Annex

Benefits of the good practice example

Steps to success

More examples from the same metropolitan region

Grouped by governance model

Metropolitan region description

Good practice	SUMP principles	SUMP steps
9. Metropolis of Grand Nancy		
Integrating SUMP with housing and development plans	Cooperate across institutional boundaries; Define a long-term vision and a clear implementation plan; Develop all transport modes in an integrated manner; Assure quality.	Step 2: Determine planning framework; Step 7: Select measure packages with stakeholders.

2. Informal and soft cooperation

2.1 Region of Central Macedonia

Region of Central Macedonia (RCM) is one of the thirteen administrative regions of Greece, consisting of the central part of the geographical and historical region of Macedonia. With a population of almost 1.9 million, it is the second most populous region in Greece. Along with East Macedonia and Thrace, it is supervised by the Decentralised Administration of Macedonia and Thrace, based in Thessaloniki. The region, whose offices are housed in its capital city of Thessaloniki, is divided into seven regional units. These are further subdivided into 38 municipalities. The capital city, together with 11 other municipalities constitutes the Metropolitan Unit of Thessaloniki. The Thessaloniki Metropolitan Unit of the Region of Central Macedonia carries out metropolitan responsibilities as part of the regional operational programme. These responsibilities are in the areas of environment and quality of life, spatial planning and urban renewal, transport and mobility, civil protection and security, which go beyond the municipal administrative boundaries. The deputy-head of the Region (acting as the Governor of the Metropolitan Unit) and the fifteen members of the metropolitan committee (elected members of the Regional Council) constitute the Metropolitan Unit of Thessaloniki.

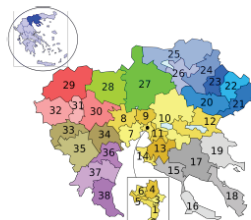


Figure 1: Region of Central Macedonia. Source: CERTH - HIT

Currently, the major cities of RCM have started the development of their local SUMPs under the so-called Green Fund allocated by the Greek Ministry of Environment for SUMP preparation and implementation.

INFORMAL AND SOFT COOPERATION

2.1.1 Setting-up a soft cooperation scheme for SUMP development at metropolitan level¹

BENEFITS

- Applies to all the types of metropolitan governance;
- Tackles mobility issues arising at various local areas;
- Better integrates the metropolitan SUMP with the different needs and planning tools of the local areas (municipalities);
- Improves effectiveness of the measures' selection and implementation processes;
- Ensures homogeneity of different planning instruments;
- Transfers technical skills that are available for the local sustainable mobility planning;
- Integrates all the data that is needed for metropolitan SUMP.

The Region of Central Macedonia set up a soft coordination structure in the form of a competence centre and an observatory for sustainable mobility for the coordination of the SUMPs that are currently being developed in the municipalities of the Metropolitan Unit of Thessaloniki.

The RCM is currently developing, under its independent directorate for innovation and entrepreneurship support, and in cooperation with the Hellenic Institute of Transport, a competence centre to support all municipalities of the region that are under such a process, as well as a sustainable urban mobility observatory at metropolitan level.

The objective of the competence centre is to provide technical support concerning SUMP development, implementation and monitoring and at the same time to act as a communication channel between the stakeholders for exchanging experiences and good practices.

Additionally, at metropolitan level, the sustainable urban mobility observatory is being set up to gather and analyse all the data related to urban mobility of the metropolitan area. The aim of the observatory is to ensure the complementarity of the local plans, to collect and analyse

data that are being gathered at local level, and to develop accessible and up-to-date databases, including monitoring indicators, in order to support the implementation of the metropolitan mobility planning as well as the regional strategy for sustainable mobility.

STEPS TO SUCCESS

- Ensure political support and agreement between the different levels of local and regional governance;
- Formalise the agreement between the municipalities and the regional or metropolitan body;
- Offer a platform for communication and knowledge sharing;
- Make sure that the technical skills at metropolitan or regional level are also transferred to the participating municipalities;
- Evaluate the quality of final local SUMPs and their impact on the overall metropolitan SUMP.

2.1.2 A participatory process for the development of the metropolitan sustainable urban development strategy²

BENEFITS

- Applies to metropolitan areas without formal supra-municipal authorities;
- Enhances collaboration and trust among a range of local authorities in a metropolitan region;
- Engages different local authorities, citizens and a variety of stakeholders from the early stages of a development strategy;
- Sets the basis for initiating a planning process at metropolitan scale where a formal supra-municipal authority does not exist.

In June 2017, the Region of Central Macedonia published the 'Strategic Plan of Sustainable Urban Development of the Metropolitan area of Thessaloniki for 2014-2020 (SPSUDI)'. This is an ambitious strategy aiming to create a new roadmap for the ongoing development of the

¹ Interreg Europe Project REFORM (2018)

² Interreg Europe Project REFORM (2018)

Metropolitan regions guide



[Metropolitan regions guide](#)



[Annex: good practices collection](#)

Thank you!

For further information:

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