

Webinar 2: Data collection for SUMP

February 20th, 2019 10:00 - 11.30 CET

Q&A Session

Questions to Andreas Nordin , City of Malmö

<p>In which department at Malmö municipality do you develop the SUMP? Or are there several departments working together?</p>	<p>Several departments are working on it together, has to be a broad consortium. Street and parks department (PM) has the overall management of the process but also, city building, environmental office have been closely involved. The plan was adopted by highest political level, has to be same level as comprehensive plan.</p>
<p>Did the city afford the whole amount of money for the data collection (EUR 170.000)? If not, which funding did Malmö receive?</p>	<p>The city pays for it.</p>
<p>Do you pay old people and students for data collection or are they volunteers? In case yes, how much?</p>	<p>Elderly people have received some compensation for the work.</p>
<p>Who does the evaluation of the mass amount of data? You outsource to consultancies, universities?</p>	<p>We update the evaluation and adapt it to relevant project by our selves in the city but we outsource the big data collection and report being done every 5 years to consultancies.</p>
<p>Would you consider e-hailing and car sharing as public transport or as private vehicles?</p>	<p>We have no official stance, however they cant use public transport lanes and according to rules and regulations they are private vehicles.</p>
<p>Malmö: what is the size of the different parts of the city (for defining the model split)? Can this be done by neighbourhood, or district?</p>	<p>The areas are differentiated by building structure, existing infrastructure and density. Areas vary in size. In Malmö we split the city into 15 areas. Read more about this in our sump: www.malmo.se/tromp on page 31-33.</p>
<p>by using the app, don't you loose certain social groups, like the elderly????</p>	<p>Yes, and therefore the comparison with the traditional survey is important. At least for the next 5 years a double survey will be made. With traditional survey e.g. elderly</p>

	can be reached easily, but yes this is a problem to overcome.
why is bike traffic going down?	Mainly because such big improvements has been made to public transport (trains, busses) lately
What about city distribution of freight? You cant make a SUMP without that included. people need goods	Totally agree that this is important topic and has been big issues for Malmö and there has been lot of discussion about it in last SUMP. It is complex to compare freight to transport of persons so I would recommend that you do the freight part of the SUMP as a supplement unless you are experienced at the SUMP process.
I don't see the economy reflected in the sumps, companies, etc.	The economy is not supposed to set the frames for the SUMP, rather the other way around. The economical, environmental and social sustainability all contribute to the economy of the city. The companies are active partners in the cityplanning but should not form the SUMP.
What sort of marketing campaign does Malmo use for SUMP?	No marketing for the SUMP as such apart from the implementation of mobility management campaigns connected to the SUMP
can you give an example for crowd sourcing of collectopn of data?	For example the city od Gothenburg has used crowdsourcing to collect cycling data. Here is more information https://en.trivector.se/article/crowdsourcing-cycling-data-800-cyclists-in-göteborg-help-to-collect-data-about-how-they-cycle/ about this examples. Often is is collected with mobility apps.
Are people available to make a travel diary? Do you use any incentives for motivating people to engage and participate in the Travel diary survey?	It's tricky to get people motivated to volunteer. When it comes to the survey with app volunteers received a powerbank as compensation. Otherwise the city tries to moticate them that with the minimum effort they can help to plan the city. Sometimes some communities are very active like bikers, but cannot use data just from one group. In general give away goodies are costly.

Which is the answer rate to the survey that you have in general?	Around 35-37 %.
where can i see how accessability was measured in Malmo?	If you email me I will put you in contact with one of our experts.
Have you any strategy to introduce changes in the streets due to autonomous cars?	No, not at this time.
What is the difference between a action plan and a programme? For Andreas Nordin	Programme is a more strategic document which guides planning but dosnt have budget. Action plan has budget and a number of defined measures.
For Andreas: did your organisation develop the app for survey 2018? Is it available for other regionas?	A consultancy developed the app. It would be too expensive and time consuming for the municipality. The consultancy can sell it for other users as well. Next time Malmö can use other service is somebody develops a better app. It is good that there is competition between consultancies so that they are encouraged to develop their services.
To Andreas: I wonder about the impact of weather in the choices of citizens. Thank you.	The people of Malmö are not so sensitive to poor weather conditions since we are used to it. Even in winter time we see only a small decrease in bike usage.
To A. Nordin: Have you tried targeted travel surveys based e.g. on demographics, car ownership etc.?	The city does targeted surveys in some neighborhoods. Sometimes targeted mobility managemem campaign to e.g. car users type "how short is your most ridiculous car trip", but the city does not want to pinpoint anybody and make them feel guilty about their choices.
Question for Andreas: Why is there no target for increasing walking? (it is in the end the cheapest and most sustainable mode)	We want to have this goal but in order to set a goal we would like to see a possible way to achieve it. Currently we cannot affect the share of walking enough by any of our measures, it has more to do with retail and service provided in the city.
Question to Malmö: Is there any data that you find important but that you are missing ?	Not that I can think of now.

<p>Malmö: Would be interesting to hear more about target-based computer modelling?</p>	<p>I am afraid you have to wait for the result of the SUMP-UP project where we will have the result of our model.</p>
<p>I have a question regarding current presentation. I want to know which softwares are used for traffic modelling which was just shown.</p>	<p>The software in the presentation was Emme and VISSIM. We also use Capcal, SIDRA and Dynameq depending on the scale.</p>
<p>Thanks for all the presentation. In your project, do you consider the potential of collecting data via the development of intelligent transport systems ?</p>	<p>We do not do this specifically through the project, but there are some other CIVITAS projects focusing on ITS and of course some of the cities involved in SUMP-UP might use it</p>

General questions

<p>Until when are the online courses (mobility academy) available online?</p>	<p>The e-courses will be available at least until the end of the project 2020, probably longer!</p>
<p>I clicked 'other' - I'm a consultant but here to represent Eltis (DG MOVE funded) and very interested in the presentations - and results of the polls you're doing (thank you)</p>	<p>Welcome! all presentations and recordings will be available afterwards. If you want to discuss more, please be in touch esther.kreutz@ubc.net</p>
<p>Where can we find the list of the 100 cities approached and who agreed to enter SUMP-UP?</p>	<p>We organised 5 learning programmes with around 20 cities each. The programmes 1-3 are finalised, 4 is going on and 5 i starting still. You find the info on the finalised programmes on the website www.sumps-up.eu</p>

I am based in New Zealand and I am very interested to understand whether SUMP or anything similar have been applied outside Europe.

I only know that some Russian and Ukrainian cities are now adapting the SUMP concept, otherwise I am not aware of a similar scheme.....but the concept as such is of course not limited to European countries! The concept that we promote is just based on EU context and we work across Europe with European funding.

Regarding the question on SUMPs applied outside Europe: In India there are 3 cities (Kochi, Ahmedabad and Nagpur) which prepare to set up a SUMP. Furthermore we (GIZ China) prepare to establish SUMPs within China.