Joint LOW-CARB & ECCENTRIC webinar
17 September 2019

SUMPs for functional urban areas - where to start? Strategies and tools from the LOW-CARB project

W. Backhaus, Rupprecht Consult, Cologne, Germany

AGENDA

1. **Interreg CE project LOW-CARB**
2. Strategies and Tools

LOW-CARB: Capacity building for integrated low-carbon mobility planning in functional urban areas

Programme Specific Objective:
To improve capacities for mobility planning in functional urban areas to lower CO_2 emissions

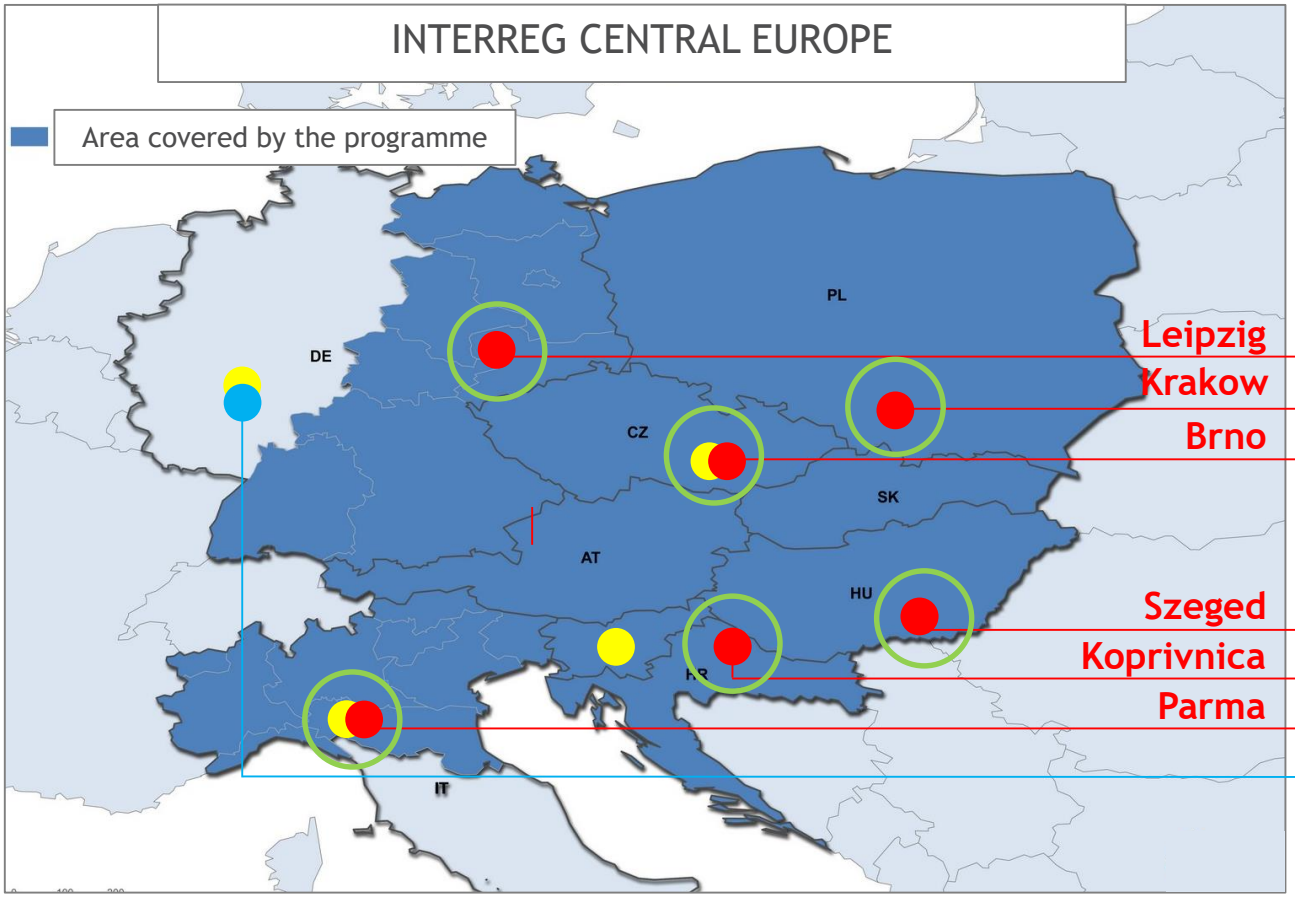
Project Main Objective:

LOW-CARB project aims to enhance capacities for integrated low-carbon mobility planning for functional urban areas in Central Europe.

Project Specific Objectives – with a focus on public transport:

- *Integrated low-carbon mobility planning* for functional urban areas
- *Capacity building* for integrated low-carbon mobility planning in FUAs
- *Pilot actions* for low carbon mobility in FUAs

INTERREG CE PROJECT LOW-CARB:
MAP OF PARTNERS



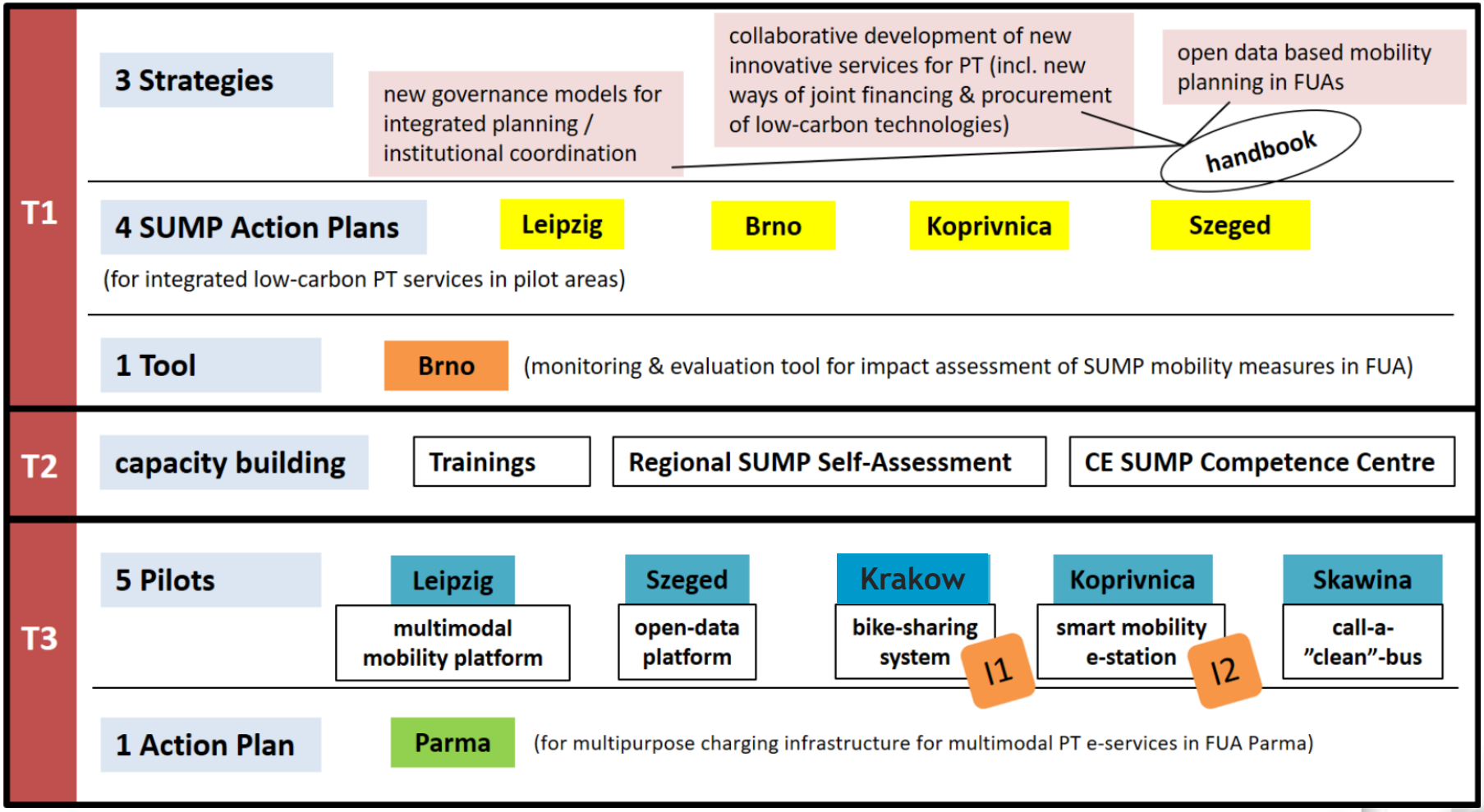
Leipzig	LVB,MDV,Leipzig + UIRS, VRS, WY
Krakow	Skawina + City of Krakow
Brno	City of Brno + DPMB, IDS JMK
Szeged	Szeged Transport Company
Koprivnica	City of Koprivnica, UNIN
Parma	TEP + City of Parma
	Rupprecht Consult (PM)

10 project partners

7 associated partners

6 FUAs

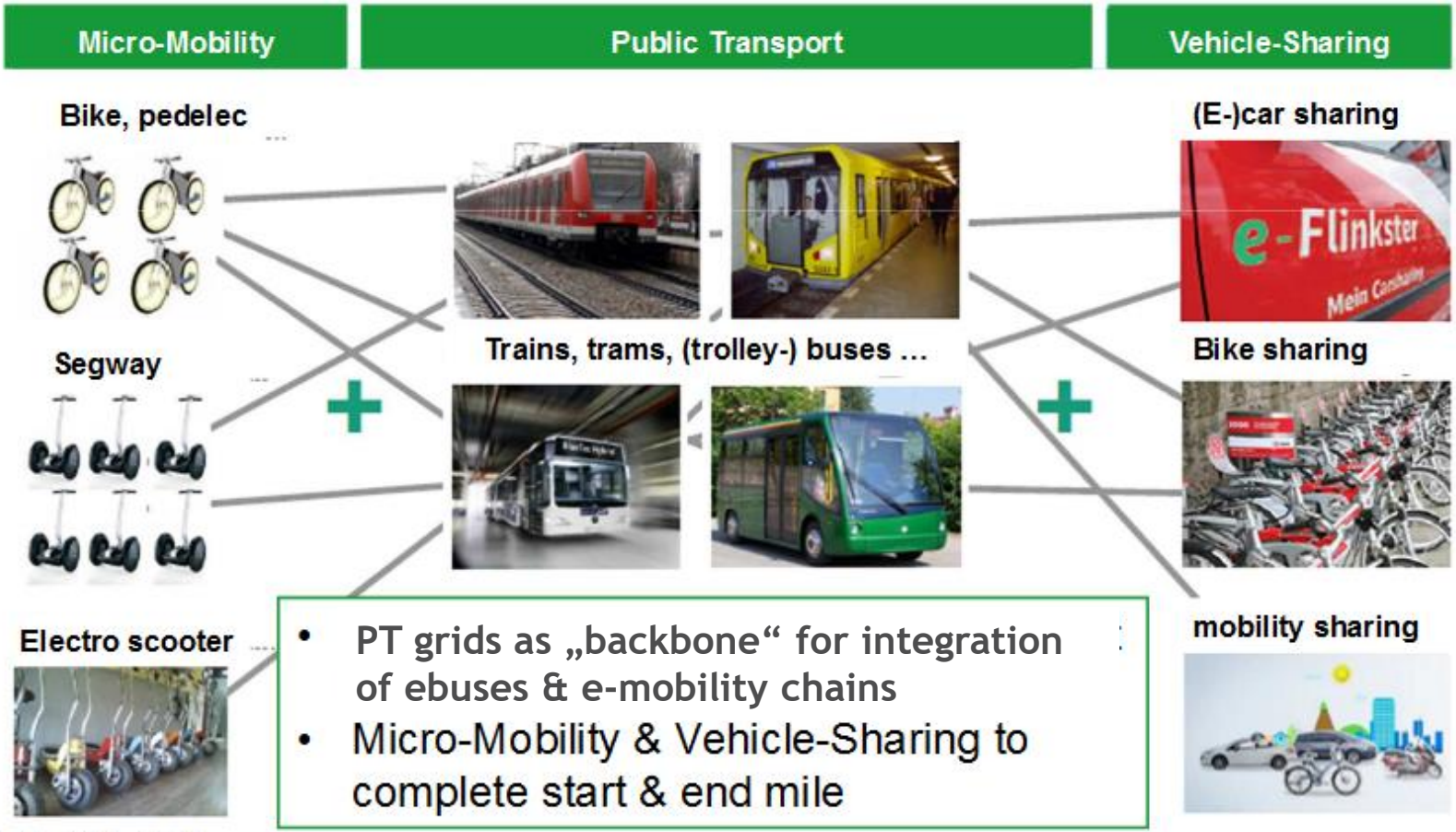
INTERREG CE PROJECT LOW-CARB:
WORK PACKAGE STRUCTURE



AGENDA

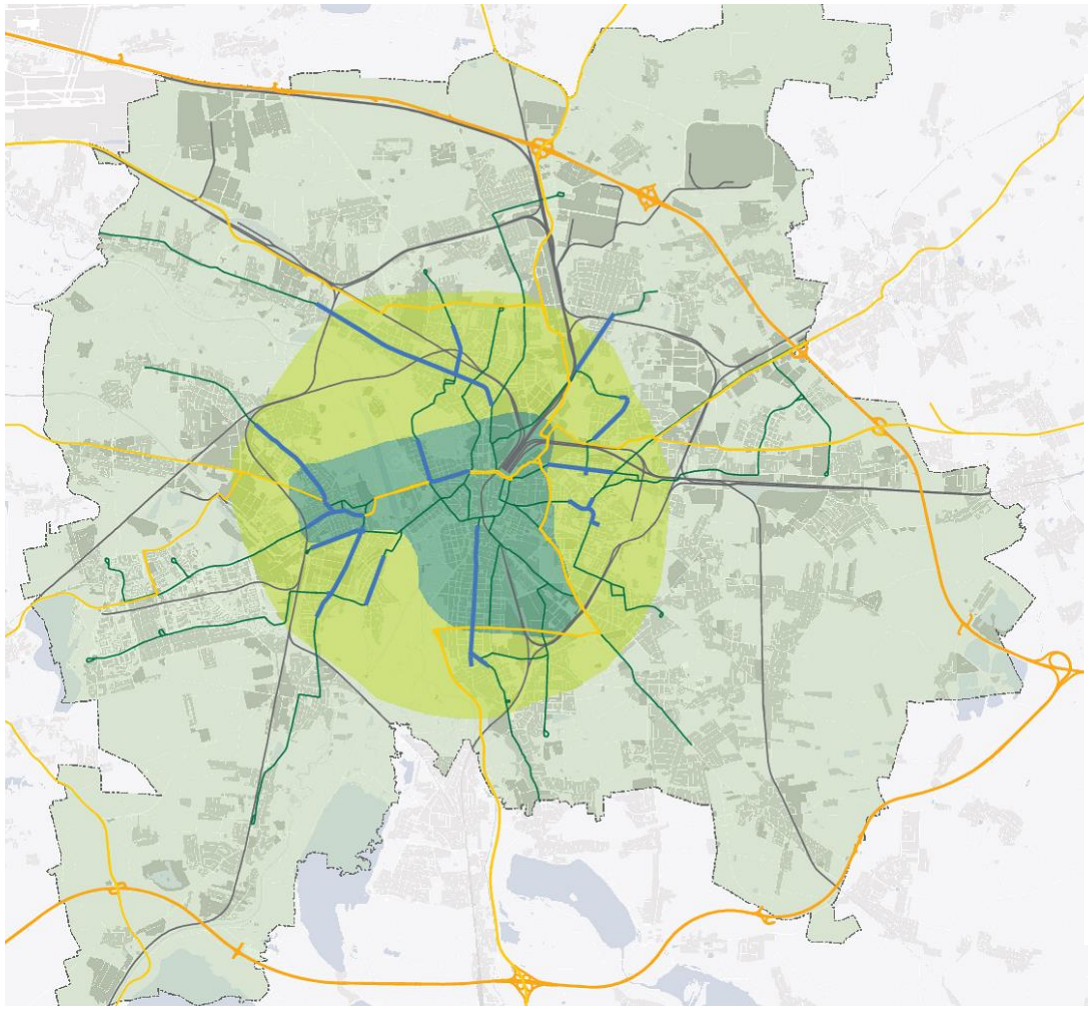
1. Interreg CE project LOW-CARB
2. **Strategies and Tools**

STRATEGY: PUBLIC TRANSPORT AS A BACKBONE FOR LOW-CARBON MOBILITY IN FUAS



Source: Spath, IAO, 2011

MOBILITY STRATEGY 2030 FOR LEIPZIG:
TECHNICAL CONCEPT SUSTAINABLE MOBILITY



Spatial action strategies:

Increase multimodal efficiency (extended city centre)

Environmental integration and strengthening mobility of the population (inner city)

Sustainable development of accessibility (outer city and economic centre north area)

Arterial roads: strengthen and maintain urban identity and quality of supply

Traffic network

Tram

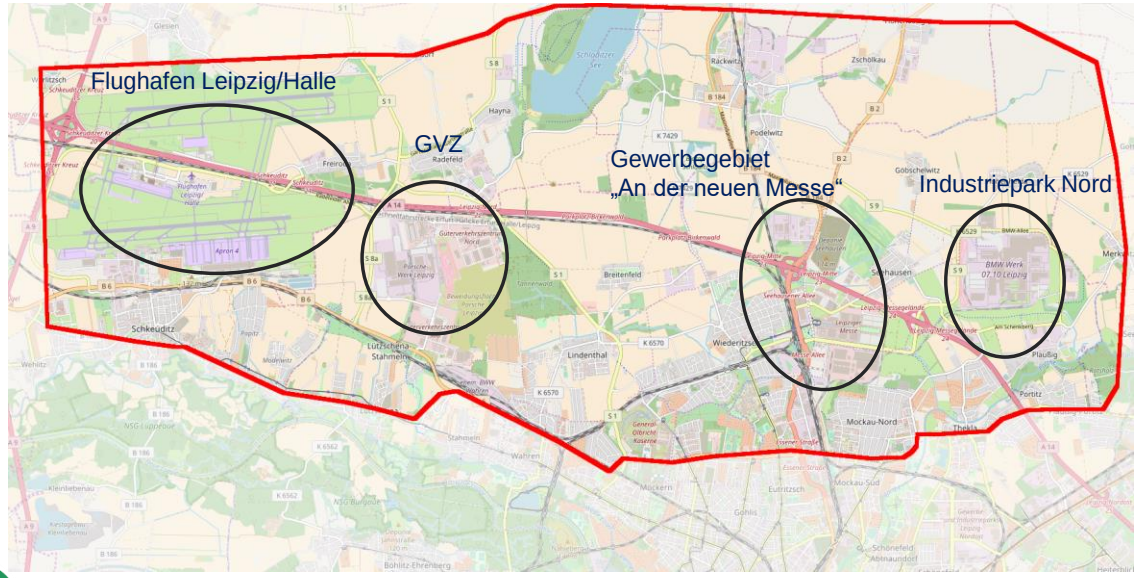
Subway

Supra-regional road connections and federal highway

LEIPZIG PILOT AREA:
ACTIVITIES BY LVB, MDV, CITY OF LEIPZIG

- Pilot implementation of multimodal mobility information systems and applications in industrial area „Nordraum“
- Challenges:
  - Ensure connections vs. need for multiple change-overs
  - User-friendly visualisation of traffic information

- Definition of key aspects and of project area (northern industrial area):



- Growing mobility demand due to plant extensions
- Integrated data platform to ensure connections at intersection points between different companies

IMPLICATION FOR PILOT AREA:
ACTIVITIES BY LVB, MDV, CITY OF LEIPZIG

Goal: Action plan for public transport in pilot area

- Promotion „Umweltverbund“
  (environmental alliance of public transport, cyclists, pedestrians; scenario 2030 objectives)
- Development of new forms of transport
  (e.g. ride pooling, autonomous driving, e-mobillty, bike&ride, …)
- Realisation of actions after 2020
- Pilot test: Innovative ways to inform passengers (from companies of northern industrial zone) to offer PT services / connection information

INFORM & ATTRACT

- Disrupt established mobility habits for commuters:
  - Move
  - Job change
  - …

Provide Information

- On time
- On site
- Easy to digest

@ home

Job interview

On-Site Information

Amtec Photos

SUMP CYCLE


Milestone: Measure implementation evaluated
Milestone: Decision to prepare a SUMP
12.1 Analyse successes and failures
12.2 Share results and lessons learned
12.3 Consider new challenges and solutions
12
Review and learn lessons
01
Set up working structures
1.1 Evaluate capacities and resources
1.2 Create inter-departmental core team
1.3 Ensure political and institutional ownership
1.4 Plan stakeholder and citizen involvement
02
Determine planning framework
2.1 Assess planning requirements and define geographic scope ('functional urban area')
2.2 Link with other planning processes
2.3 Agree timeline and work plan
2.4 Consider getting external support
03
Analyse mobility situation
3.1 Identify information sources and cooperate with data owners
3.2 Analyse problems and opportunities (all modes)
Milestone: Analysis of problems and opportunities concluded
04
Build and jointly assess scenarios
4.1 Develop scenarios of potential futures
4.2 Discuss scenarios with citizens and stakeholders
05
Develop vision and strategy with stakeholders
5.1 Co-create common vision with citizens and stakeholders
5.2 Agree objectives addressing key problems and all modes
06
Set targets and indicators
6.1 Identify indicators for all objectives
6.2 Agree measurable targets
Milestone: Vision, objectives and targets agreed
07
Select measure packages with stakeholders
7.1 Create and assess long list of measures with stakeholders
7.2 Define integrated measure packages
7.3 Plan measure monitoring and evaluation
08
Agree actions and responsibilities
8.1 Describe all actions
8.2 Identify funding sources and assess financial capacities
8.3 Agree priorities, responsibilities and timeline
8.4 Ensure wide political and public support
09
Prepare for adoption and financing
9.1 Develop financial plans and agree cost sharing
9.2 Finalise and assure quality of 'Sustainable Urban Mobility Plan' document
Milestone: Sustainable Urban Mobility Plan adopted
10
Manage implementation
10.1 Coordinate implementation of actions
10.2 Procure goods and services
11
Monitor, adapt and communicate
11.1 Monitor progress and adapt
11.2 Inform and engage citizens and stakeholders
Implementation & monitoring
Preparation & analysis
Strategy development
Measure planning
SUSTAINABLE URBAN MOBILITY PLANNING
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ACCESSIBILITY MAP

Travel range by time budget across different travel modes

Cross-platform (mobile)

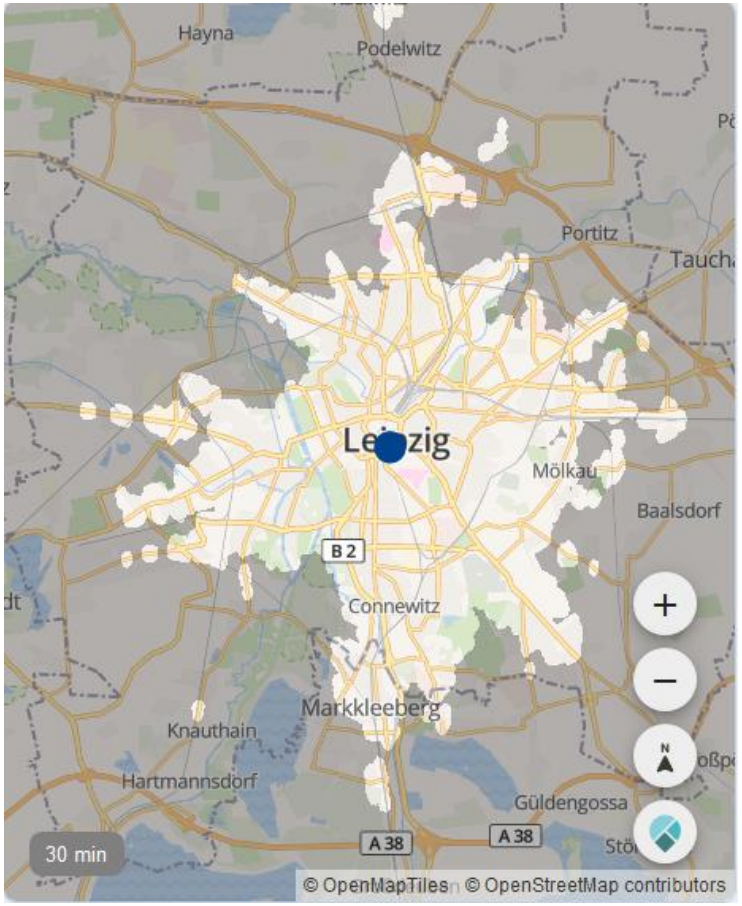
Multi- & Intermodal

- Pedestrian
- Bike
- PT + pedestrian
- PT + bike
- Car

Itinerary

CO2-calculator

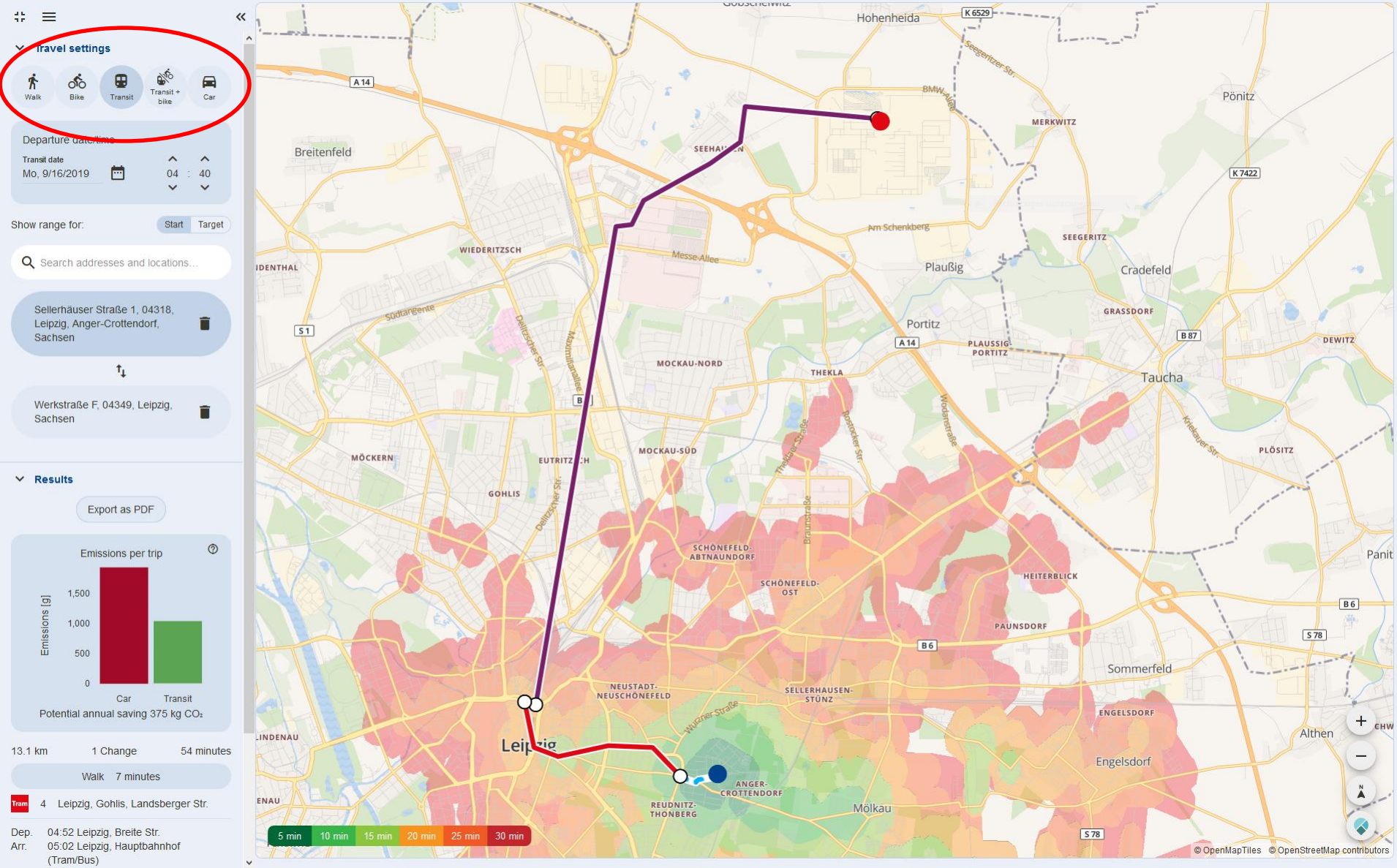
Coloured mode



Targomo

YOUR JOURNEY TO WORK

Interreg CENTRAL EUROPE
European Union European Regional Development Fund
LOW-CARB



YOUR JOURNEY TO WORK

Interreg CENTRAL EUROPE
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LOW-CARB

Show range for: Start | Target

Search addresses and locations...

Sellerhäuser Straße 1, 04318, Leipzig, Anger-Crottendorf, Sachsen

Werkstraße F, 04349, Leipzig, Sachsen

Results

Export as PDF

Emissions per trip

Potential annual saving 375 kg CO_2

13.1 km | 1 Change | 54 minutes

Walk 7 minutes

4 Leipzig, Gohlis, Landsberger Str.

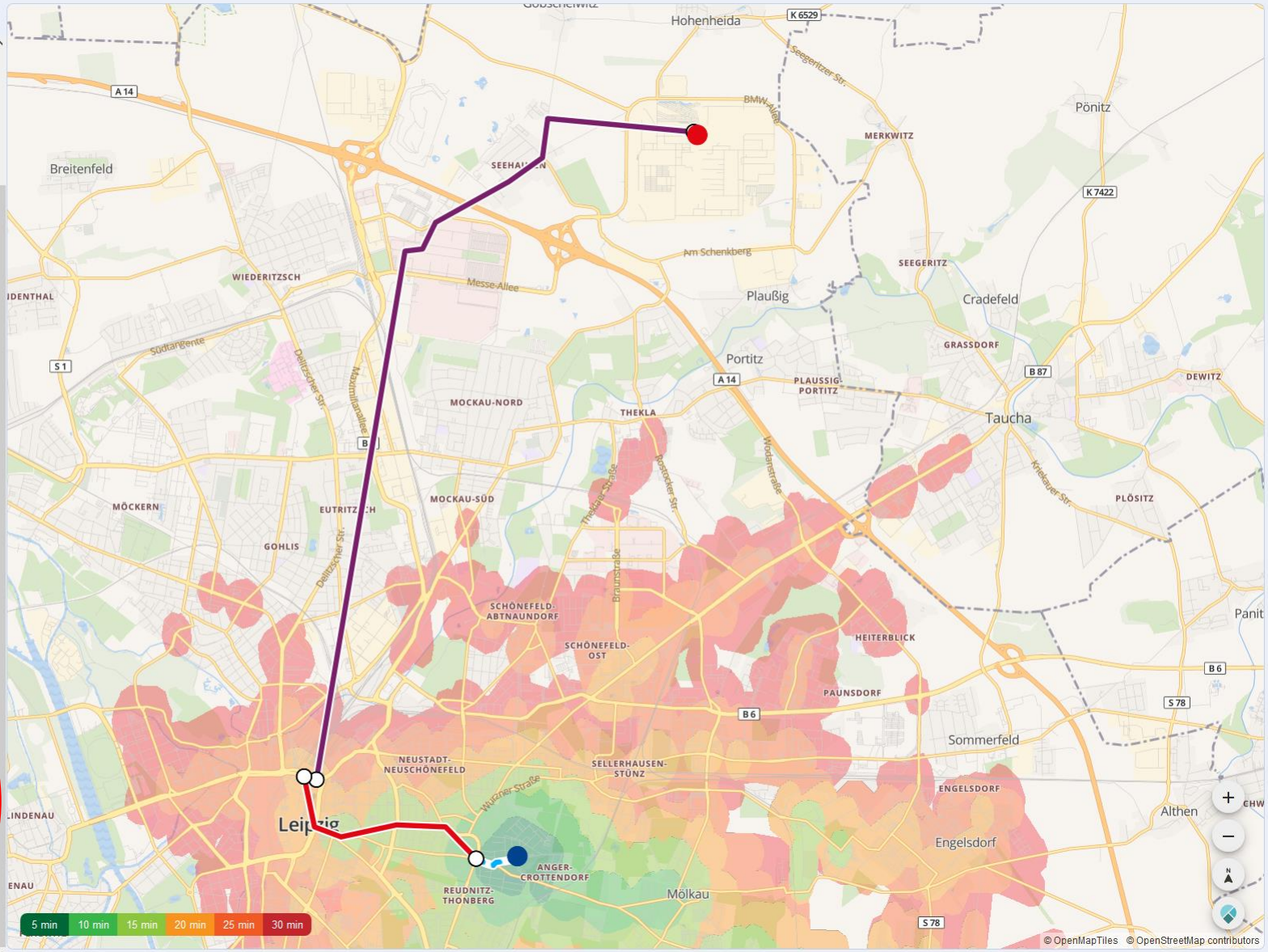
Dep. 04:52 Leipzig, Breite Str.
Arr. 05:02 Leipzig, Hauptbahnhof (Tram/Bus)

Change 11 minutes

86 Leipzig, BMW/Tor 1

Dep. 05:13 Leipzig, Hauptbahnhof/Ostseite
Arr. 05:39 Leipzig, BMW Zentralgebäude

Walk 0 minutes



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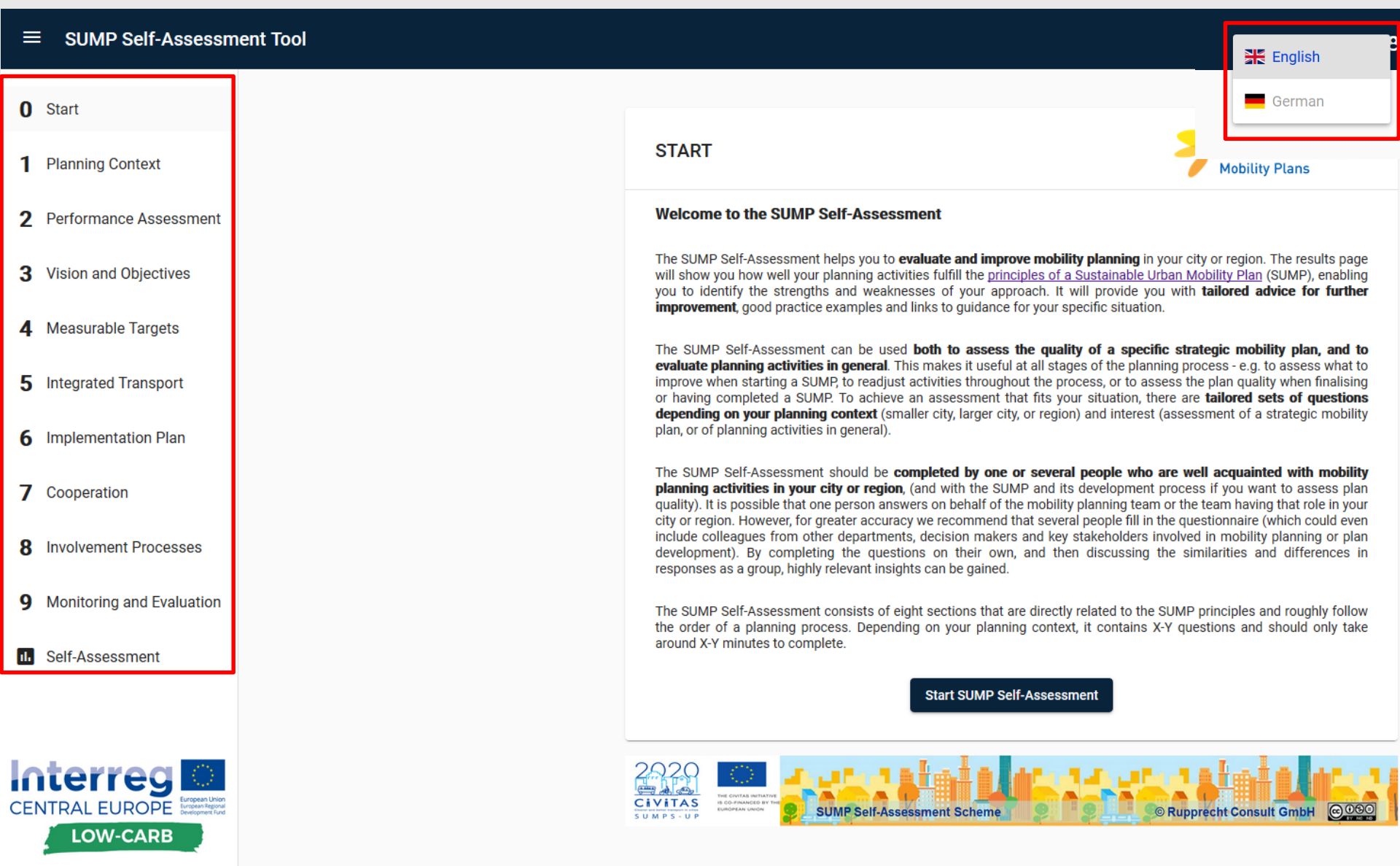
LOW-CARB TOOL: SELF-ASSESSMENT FOR FUAS

- Online questionnaire to **assess the strengths and weaknesses** of running and planned SUMP processes for FUAs
- Based on the main elements of the **SUMP planning cycle**
- Provides planning authorities & stakeholders with **feedback**, **best practice examples** and **references** to useful planning tools
- Developed in cooperation with H2020 SUMPs-up project; aspects of integrated low-carbon mobility planning for FUAs will be integrated by LOW-CARB
- Tool was tested with Krakow and Cologne FUAs


SUMP Self-Assessment Tool
English
German
0 Start
1 Planning Context
2 Performance Assessment
3 Vision and Objectives
4 Measurable Targets
5 Integrated Transport
6 Implementation Plan
7 Cooperation
8 Involvement Processes
9 Monitoring and Evaluation
Self-Assessment
START
Mobility Plans
Welcome to the SUMP Self-Assessment
The SUMP Self-Assessment helps you to evaluate and improve mobility planning in your city or region. The results page will show you how well your planning activities fulfill the principles of a Sustainable Urban Mobility Plan (SUMP), enabling you to identify the strengths and weaknesses of your approach. It will provide you with tailored advice for further improvement, good practice examples and links to guidance for your specific situation.
The SUMP Self-Assessment can be used both to assess the quality of a specific strategic mobility plan, and to evaluate planning activities in general. This makes it useful at all stages of the planning process - e.g. to assess what to improve when starting a SUMP, to readjust activities throughout the process, or to assess the plan quality when finalising or having completed a SUMP. To achieve an assessment that fits your situation, there are tailored sets of questions depending on your planning context (smaller city, larger city, or region) and interest (assessment of a strategic mobility plan, or of planning activities in general).
The SUMP Self-Assessment should be completed by one or several people who are well acquainted with mobility planning activities in your city or region, (and with the SUMP and its development process if you want to assess plan quality). It is possible that one person answers on behalf of the mobility planning team or the team having that role in your city or region. However, for greater accuracy we recommend that several people fill in the questionnaire (which could even include colleagues from other departments, decision makers and key stakeholders involved in mobility planning or plan development). By completing the questions on their own, and then discussing the similarities and differences in responses as a group, highly relevant insights can be gained.
The SUMP Self-Assessment consists of eight sections that are directly related to the SUMP principles and roughly follow the order of a planning process. Depending on your planning context, it contains X-Y questions and should only take around X-Y minutes to complete.
Start SUMP Self-Assessment
Interreg
CENTRAL EUROPE
LOW-CARB
2020
CIVITAS
SUMPS-UP
SUMP Self-Assessment Scheme
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SUMP Self-Assessment Tool
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Self-Assessment
Interreg CENTRAL EUROPE
LOW-CARB
Planning Context
European Platform on Sustainable Urban Mobility Plans
Do you want to assess a strategic urban mobility plan that qualifies as a SUMP (or the equivalent in your country, e.g. Verkehrsentwicklungsplan, Plans de Déplacements Urbains, Local Transport Plan, Piano Urbano della Mobilità o dei Transporti, ...)?
A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businessess in cities and their surroundings for a better quality of life. It build on existing planning practices and takes due consideration of integration, participation, and evaluation principles.\nN.B. Cities and regions can have different setups of strategic plans. While some integrate all aspects into one comprehensive plan, others have a relatively short overarching plan that refers to separate sectoral or regional plans (e.g. public transport plan, cycling strategy or air quality plan). If the latter is the case in your city or region, please also think about the content and development process of sectoral or regional plans that are closely linked to the SUMP when answering the questions.
Yes, I want to assess a strategic mobility plan that is final or almost final (one comprehensive plan)
Yes, I want to assess a strategic mobility plan that is final or almost final (plan with closely linked sectoral or regional plans)
No, we have no such plan, I want to assess our mobility planning activities
Last
Next
SUMP Self-Assessment Scheme
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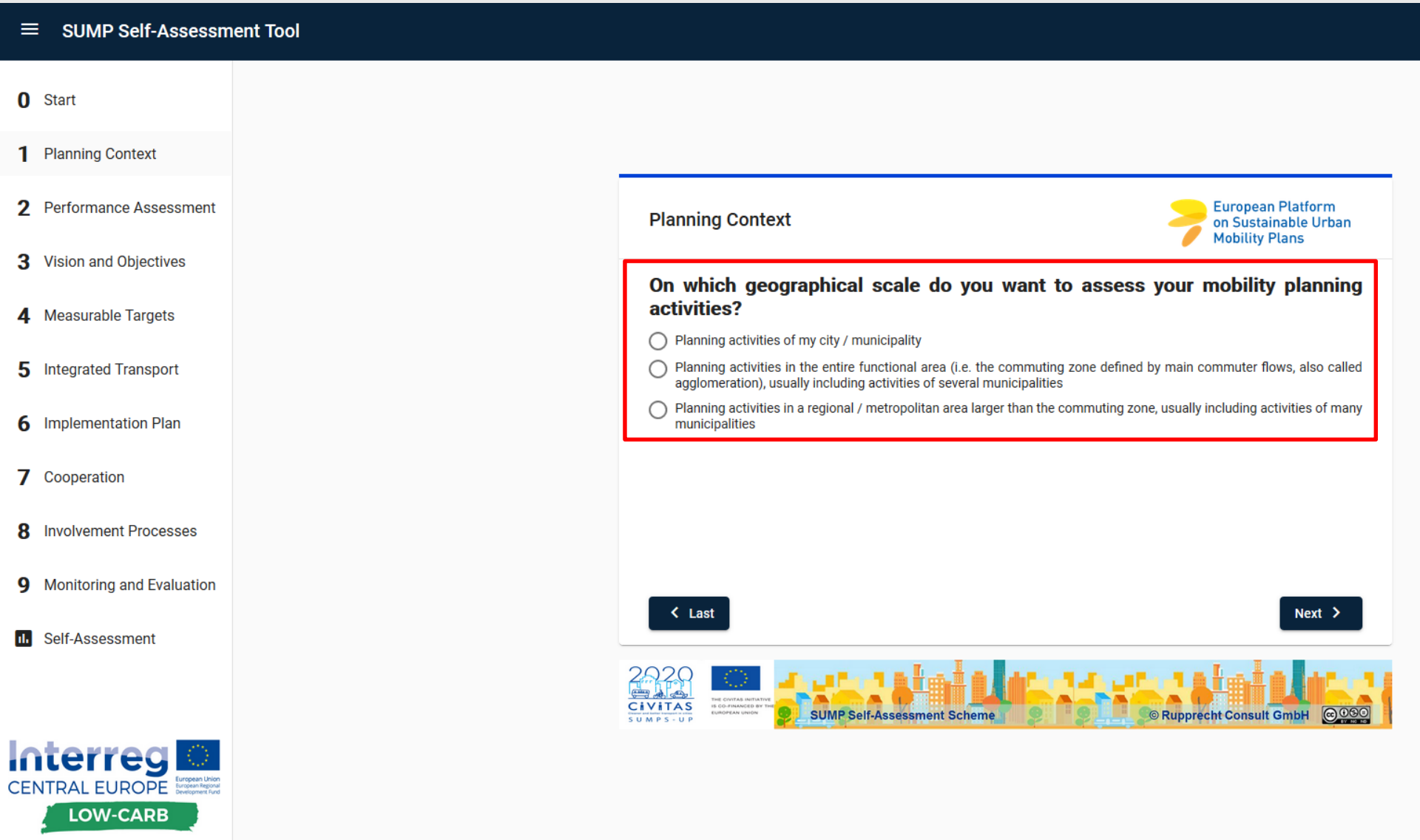
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Self-Assessment
Planning Context
European Platform on Sustainable Urban Mobility Plans
On which geographical scale do you want to assess your mobility planning activities?
Planning activities of my city / municipality
Planning activities in the entire functional area (i.e. the commuting zone defined by main commuter flows, also called agglomeration), usually including activities of several municipalities
Planning activities in a regional / metropolitan area larger than the commuting zone, usually including activities of many municipalities
Last
Next
SUMP Self-Assessment Scheme
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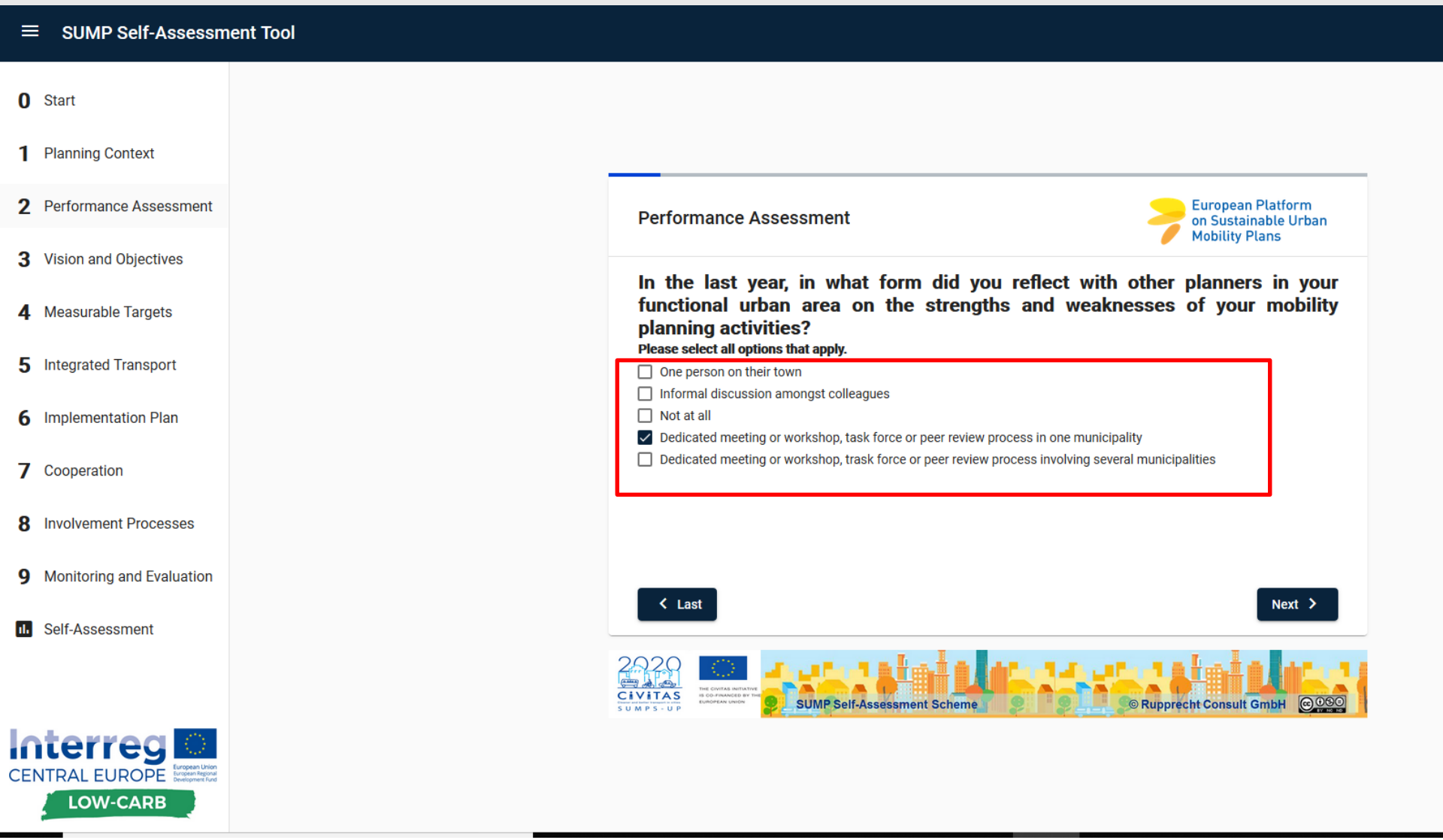
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Self-Assessment
Performance Assessment
European Platform on Sustainable Urban Mobility Plans
In the last year, in what form did you reflect with other planners in your functional urban area on the strengths and weaknesses of your mobility planning activities?
Please select all options that apply.
One person on their town
Informal discussion amongst colleagues
Not at all
Dedicated meeting or workshop, task force or peer review process in one municipality
Dedicated meeting or workshop, trask force or peer review process involving several municipalities
Last
Next
SUMP Self-Assessment Scheme
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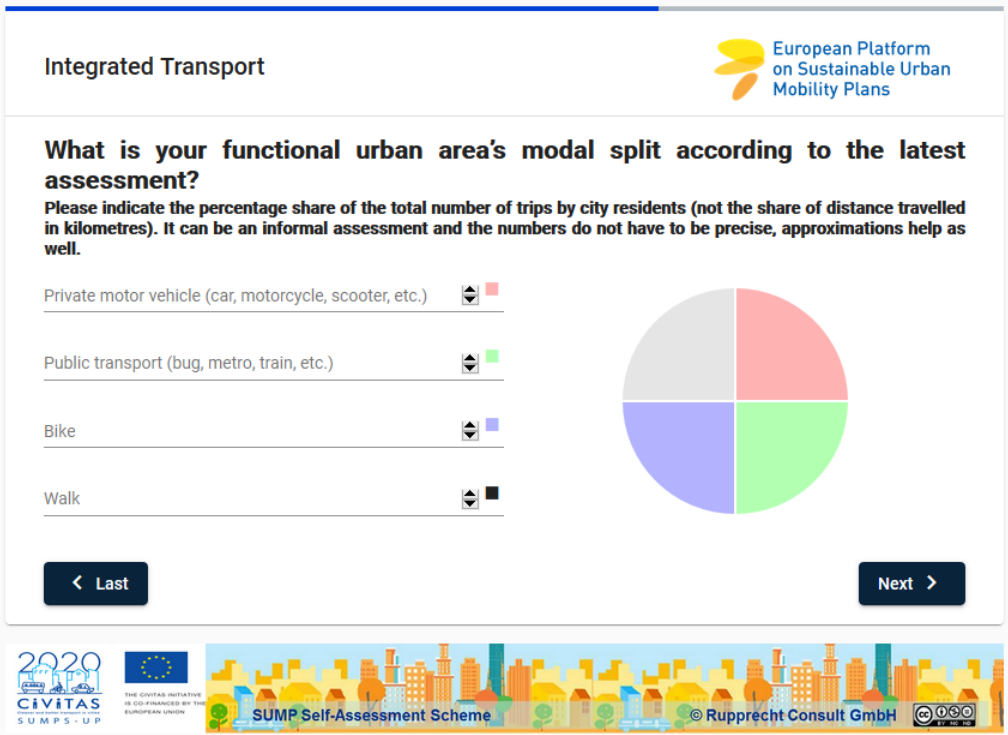

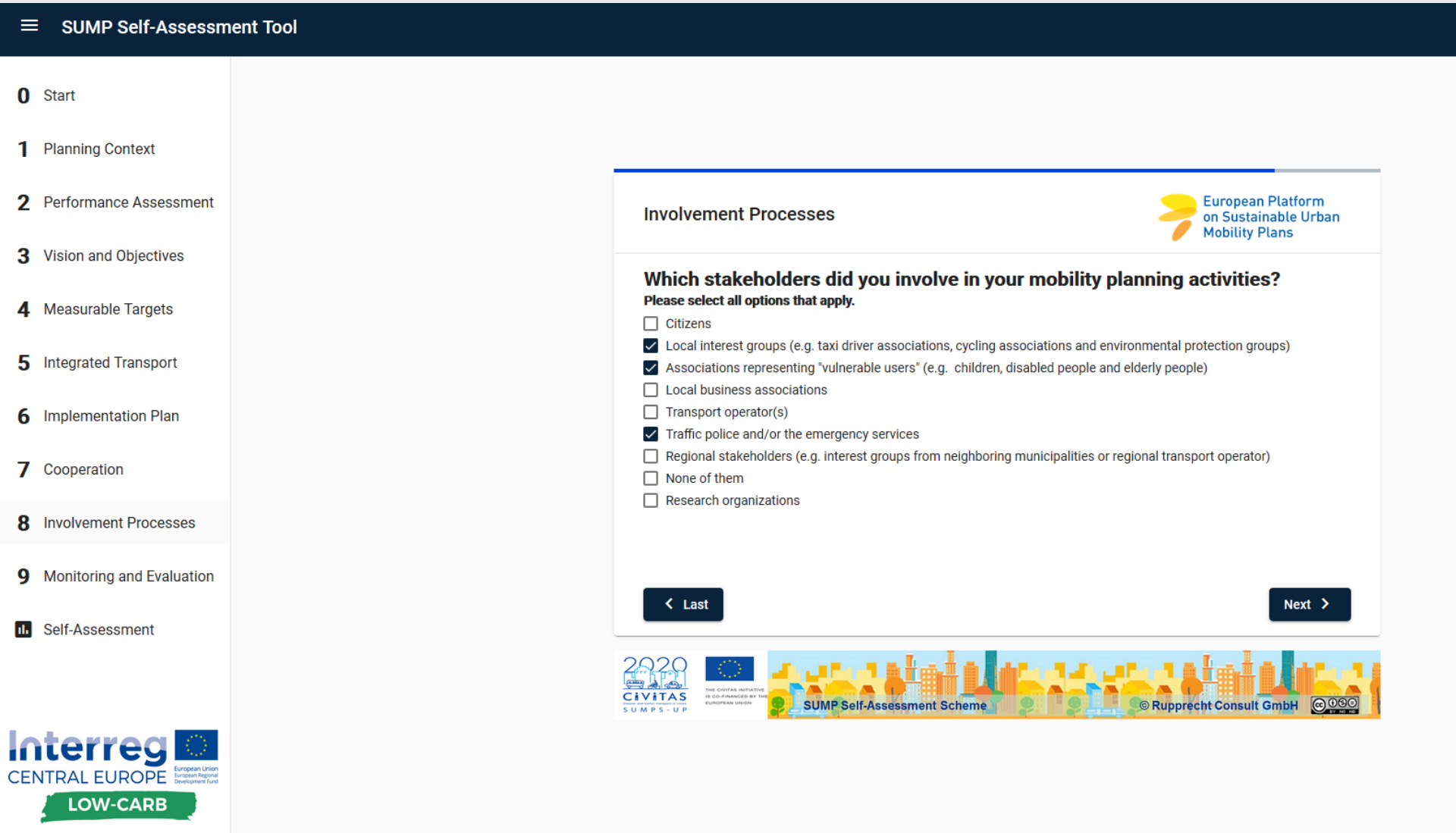
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Involvement Processes
European Platform on Sustainable Urban Mobility Plans
Which stakeholders did you involve in your mobility planning activities?
Please select all options that apply.
Citizens
Local interest groups (e.g. taxi driver associations, cycling associations and environmental protection groups)
Associations representing "vulnerable users" (e.g. children, disabled people and elderly people)
Local business associations
Transport operator(s)
Traffic police and/or the emergency services
Regional stakeholders (e.g. interest groups from neighboring municipalities or regional transport operator)
None of them
Research organizations
Last
Next
SUMP Self-Assessment Scheme
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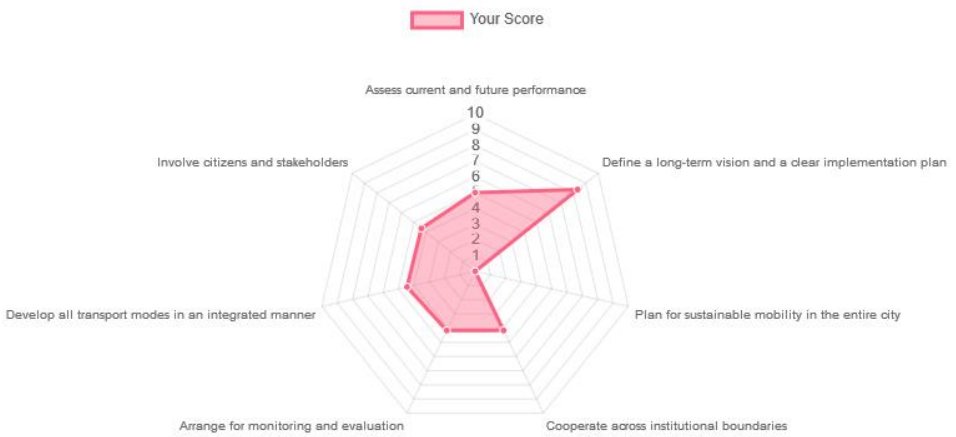
Self-Assessment

European Platform on Sustainable Urban Mobility Plans



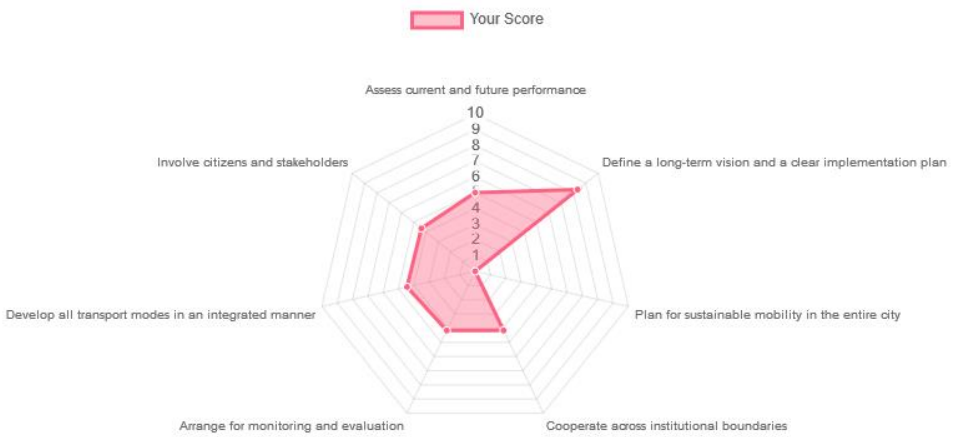
- Arrange for monitoring and evaluation
- Assess current and future performance
- Cooperate across institutional boundaries
- Define a long-term vision and a clear implementation plan
- Develop all transport modes in an integrated manner
- Involve citizens and stakeholders

Interreg CENTRAL EUROPE European Union European Regional Development Fund

LOW-CARB

Self-Assessment

European Platform on Sustainable Urban Mobility Plans



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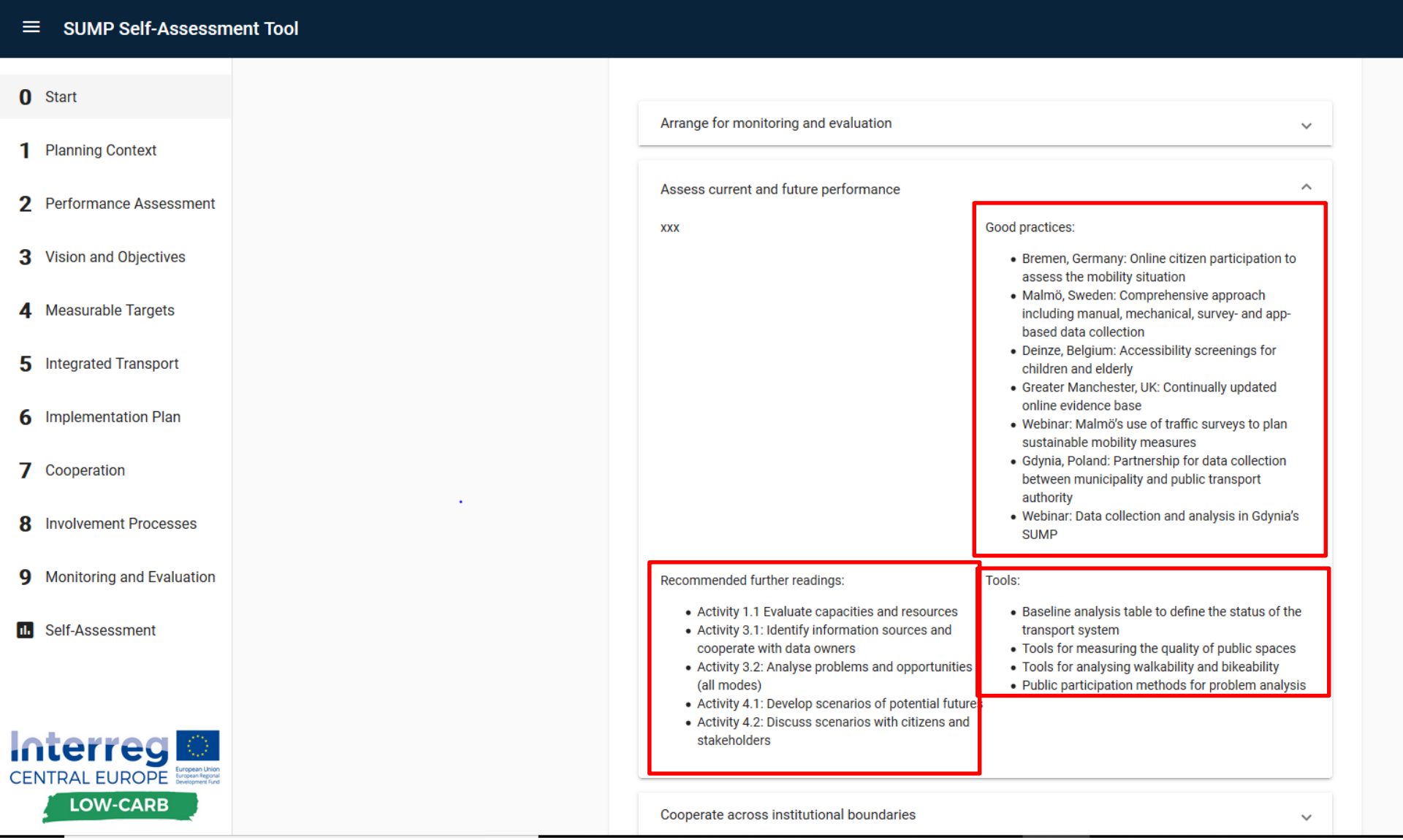
Interreg CENTRAL EUROPE European Union European Regional Development Fund
LOW-CARB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Self-Assessment
Arrange for monitoring and evaluation
Assess current and future performance
xxx
Good practices:
Bremen, Germany: Online citizen participation to assess the mobility situation
Malmö, Sweden: Comprehensive approach including manual, mechanical, survey- and app-based data collection
Deinze, Belgium: Accessibility screenings for children and elderly
Greater Manchester, UK: Continually updated online evidence base
Webinar: Malmö's use of traffic surveys to plan sustainable mobility measures
Gdynia, Poland: Partnership for data collection between municipality and public transport authority
Webinar: Data collection and analysis in Gdynia's SUMP
Recommended further readings:
Activity 1.1 Evaluate capacities and resources
Activity 3.1: Identify information sources and cooperate with data owners
Activity 3.2: Analyse problems and opportunities (all modes)
Activity 4.1: Develop scenarios of potential future
Activity 4.2: Discuss scenarios with citizens and stakeholders
Tools:
Baseline analysis table to define the status of the transport system
Tools for measuring the quality of public spaces
Tools for analysing walkability and bikeability
Public participation methods for problem analysis
Cooperate across institutional boundaries
Interreg
CENTRAL EUROPE
LOW-CARB

ASSESSMENT EXAMPLE - COOPERATION ACROSS INSTITUTIONAL BOUNDARIES

Congratulations! Your planning activities follow an integrated approach with a high degree of cooperation and consultation between different levels of government and appropriate authorities concerning development and implementation.

- Your results indicate a close exchange with relevant authorities at local and other levels of government (e.g. district, municipality, agglomeration, region, and Member State) as well as coordination of activities between authorities of neighbouring urban and peri-urban areas (covering the entire 'functional urban area').
- Your consultation and cooperation actions between departments ensures consistency and complementarity with policies in effected sectors (transport, land use and spatial planning, social services, health, energy, education, enforcement and policing, etc.).

MORE GOOD PRACTICES

- Lorem ipsum
- Lorem ipsum

You're on the right path! Your planning activities follow a moderately integrated approach with some degree of cooperation and consultation between different levels of government and authorities. However, there is room for improvement to better harmonize different planning development & implementation activities.

A more attentive approach is required to integrate your planning activities to achieve an adequate level of cooperation and consultation between different levels of government and appropriate authorities.

- Your results indicate insufficient exchange with relevant authorities at local and/or other levels of government (e.g. district, municipality, agglomeration, region, and Member State). Coordination of activities between authorities of neighbouring urban and peri-urban areas (covering the entire 'functional urban area') also requires greater attention.
- Your consultation and cooperation actions between departments is at risk of producing inconsistent and uncomplimentary plans with other existing policies in relevant sectors (incl. transport, land use and spatial planning, social services, health, energy, education, enforcement and policing, etc.). Coordination of activities between authorities of neighbouring urban and peri-urban areas (covering the entire 'functional urban area').

GUIDANCE RESOURCES

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GUIDANCE RESOURCES

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CONCLUSIONS:

- CE countries still have high modal split share of PT as starting position (Brno: SUMP is expecting 80% of sustainable transport use in 2050 with 56% for PT = >strategic goals are focused on improvement of the quality of the PT service)
- Potential to establish PT as a backbone for low-carbon mobility system for FUAs; combined with new trends, e.g. sharing, MaaS
- Need for stronger integration of PT into SUMP concept; new governance/cooperation and financing models are needed (e.g. company-based mobility management)
- Self Assessment as a starting point to initiate discussion, consensus and joint vision / objectives development; workshop format is rated as very helpful!

Thank you for your attention!

Visit us at the Civitas Forum!
2-4 October 2019, Graz, AT

Coordination team

Sarah Frimmel
Leipziger Verkehrsbetriebe (LVB) GmbH

Sarah.Frimmel@L.de

+49 341 4921745

W.Backhaus@rupprecht-consult.eu

+49 221 60605519