



RRU - Road, Rail and Urban Transport

CIVITAS FORUM 2013
CIVITAS ANNUAL CONFERENCE • 30 SEPTEMBER - 2 OCTOBER • BREST



- EuroMed Session -

SUMP Guidelines for the EuroMed Partner Countries

Work based on the original version of SUMP's guidelines elaborated by



Lorenza TOMASONI, EuroMed RRU - Junior Urban Transport Expert

PRESENTATION OVERVIEW

1. Guidelines for developing a SUMP – Short presentation
2. Why a Med-version?
3. Mains changes and additional information
4. What next?

1. SUMP guidelines Short presentation

An open-source documents

<http://mobilityplans.eu/index.php?ID1=8&id=8>

promoted by the EC

A new up-to-date version (September 2013)

Targets

- Accompany decision-makers and developers in the SUMP elaboration process
- Define a common methodology taking inspiration from European cities experiences
- Foster the link between SUMP and European policies on urban sustainable mobility
- Enhance the role of SUMP as an integrated planning tools whose results are not just around transport

The screenshot shows the ELTIS website interface. The header includes the ELTIS logo and navigation links: About Eltis | Helpdesk | Forum | Links | Login | English. The main content area features a large image of a tram and a 'Guidelines' dropdown menu. A red circle highlights the 'ONLINE CONSULTATION FOR SUMP GUIDELINES OPEN NOW' button. A blue circle highlights the download links for various versions of the guidelines: EN web version (4MB), EN print version (30MB), CZ web version (13MB), CZ print version (30MB), PT web version (4MB), and PT print version (15MB). At the bottom, there is a circular diagram titled 'SUMP ELEMENTS AND ACTIVITIES' showing the 11 steps of the SUMP process.

2. Why a MED version? (1)

→ Many shared concerns about urban mobility...

Traffic congestion – Parking policies – Old city preservation - Road safety and security – Public transport – Urban sprawl and need for land-use and transport coordination – Multimodal management – Accessibility and social justice – Accessibility and competitiveness of cities - ...

→ ...but different contexts....

- A very centralised governing system (one only transport authority in the region, Casablanca) and a larger attention to capital cities
- Lack of national regulation framework
- Weak and not effective planning tools
- Fast-growing car ownership (+4% per year)

→ Specific urban mobility concerns from southern Mediterranean cities to be taken into account



Traffic and multimodal management
Jableh, Syrie 2009



Parking management,
Tripoli, Lebanon 2010



Irregular transport
Sfax, Tunisia 2012

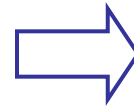
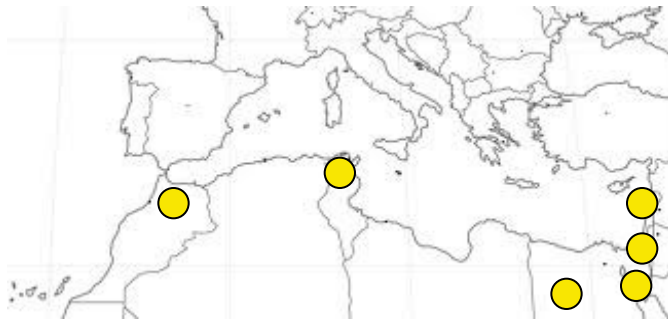
2. Why a MED version? (2)

→ A weak but growing-up planning tradition involving also minor cities

- Urban mobility plan of Marrakech (Morocco)
- Urban mobility plan for the Greater Amman (Jordan)
- Launching of the call for the development of the SUMP of Sfax (Tunisia)

Challenge → From traffic management to sustainable mobility plans

→ Some raising good-practices and projects



Examples from the South



Amman,
Jordan 2010

→ Ongoing initiatives promoting sustainable transport in the Mediterranean region to be largely enhanced



others...



3. Main changes and additional information

Guidelines for developing an SUMP are substantially made-up of two parts:

1. A GENERAL INTRODUCTIVE PART → Majors changes

Challenge: MANY SHARED PROBLEMS BUT DIFFERENT CONTEXTS....



New (+) or modified (M) paragraphs

- + About transport perimeter
- + About transport authorities
- M Benefits (made specific for southern med partners)
- M Policy background (made specific for southern med-countries)
- + State of the art of SUMP in Europe (2011)
- + Learn from experience
- + Essential requirements to get started

CONTENT

A new way of planning urban mobility	5
Sustainable Urban Mobility Plan – a definition	6
Benefits	7
Policy background	9
The project	10
About this document	11
The SUMP cycle in overview	12
Guidelines – SUMP Elements and Activities	13
Starting point: "We want to improve mobility and quality of life for our citizens!"	14
Element 1: Determine your potential for a successful SUMP	15
Activity 1.1: Commit to overall sustainable mobility principles	15
Activity 1.2: Assess impact of regional/national framework	17
Activity 1.3: Conduct self-assessment	19
Activity 1.4: Review availability of resources	23
Activity 1.5: Define basic timeline	29
Activity 1.6: Identify key actors and stakeholders	31
Element 2: Define the development process and scope of plan	35
Activity 2.1: Look beyond your own boundaries and responsibilities	35
Activity 2.2: Strive for policy coordination and an integrated planning approach	37
Activity 2.3: Plan stakeholder and citizen involvement	42
Activity 2.4: Agree on work plan and management arrangements	49
Element 3: Analyse the mobility situation and develop scenarios	51
Activity 3.1: Prepare an analysis of problems and opportunities	51
Activity 3.2: Develop scenarios	56
Element 4: Develop a common vision and engage citizens	62
Activity 4.1: Develop a common vision of mobility and beyond	62
Activity 4.2: Actively inform the public	65
Element 5: Set priorities and measurable targets	68
Activity 5.1: Identify the priorities for mobility	68
Activity 5.2: Develop SMART targets	70
Element 6: Develop effective packages of measures	74
Activity 6.1: Identify the most effective measures	74
Activity 6.2: Learn from others' experience	78
Activity 6.3: Consider best value for money	80
Activity 6.4: Use synergies and create integrated packages of measures	81
Element 7: Agree on clear responsibilities and allocate funding	84
Activity 7.1: Assign responsibilities and resources	84
Activity 7.2: Prepare an action and budget plan	85



3. Main changes and additional information

2. THE SUMP CYCLE → Minor changes but several new boxes

What's already going on? RAISING GOOD-PRACTICES AND ONGOING INITIATIVES IN FAVOUR OF URBAN MOBILITY...



New or modified paragraphs

M Activity 2.3 Engage citizens

+ Activity 3.1 Collect data – Plan surveys

+ Activity 5.3 Consistency between targets and monitoring indicators

New boxes (examples, tools, details, ...)

+ Euromed @ CIVITAS (Activity 1.1)

+ Tunisian National Framework (Activity 1.2)

+ Cost&time for developing an SUMP (Activity 1.3)

+ Focus on training sessions (Activity 1.4)

+ AODU of Casablanca (Activity 1.6)

+ How to get started? Lessons for Ljubljana

+ Jerusalem GPS system for surveys (Activity 3.1)

+ Amman vision on urban mobility (Activity 4.1)

CONTENT

A new way of planning urban mobility	5
Sustainable Urban Mobility Plan – a definition	6
Benefits	7
Policy background	9
The project	10
About this document	11
The SUMP cycle in overview	12
Guidelines – SUMP Elements and Activities	13
Starting point: “We want to improve mobility and quality of life for our citizens!”	14
Element 1: Determine your potential for a successful SUMP	15
Activity 1.1: Commit to overall sustainable mobility principles	15
Activity 1.2: Assess impact of regional/national framework	17
Activity 1.3: Conduct self-assessment	19
Activity 1.4: Review availability of resources	23
Activity 1.5: Define basic timeline	29
Activity 1.6: Identify key actors and stakeholders	31
Element 2: Define the development process and scope of plan	35
Activity 2.1: Look beyond your own boundaries and responsibilities	35
Activity 2.2: Strive for policy coordination and an integrated	35
Activity 2.3: Plan stakeholder and citizen involvement	35
Activity 2.4: Agree on work plan and management arrange	35
Element 3: Analyse the mobility situation and develop sc	35
Activity 3.1: Prepare an analysis of problems and opportun	35
Activity 3.2.: Develop scenarios	35
Element 4: Develop a common vision and engage citizen:	35
Activity 4.1: Develop a common vision of mobility and beyo	35
Activity 4.2: Actively inform the public	35
Element 5: Set priorities and measurable targets	35
Activity 5.1: Identify the priorities for mobility	35
Activity 5.2: Develop SMART targets	35
Element 6: Develop effective packages of measures	35
Activity 6.1: Identify the most effective measures	35
Activity 6.2: Learn from others’ experience	35
Activity 6.3: Consider best value for money	35
Activity 6.4: Use synergies and create integrated packages	35
Element 7: Agree on clear responsibilities and allocate f	35
Activity 7.1: Assign responsibilities and resources	35
Activity 7.2: Prepare an action and budget plan	35
Element 8: Build monitoring and assessment into the plan	88
Activity 8.1: Arrange for monitoring and evaluation	88
Element 9: Adopt Sustainable Urban Mobility Plan	94
Activity 9.1: Check the quality of the plan	94
Activity 9.2: Adopt the plan	98
Activity 9.3: Create ownership of the plan	99
Element 10: Ensure proper management and communication (when implementing the plan)	101
Activity 10.1: Manage plan implementation	101
Activity 10.2: Inform and engage citizens	104
Activity 10.3: Check progress towards achieving the objectives	109
Element 11: Learn the lessons	111
Activity 11.1: Update current plan regularly	111
Activity 11.2: Review achievements – understand success and failure	112
Activity 11.3: Identify new challenges for next SUMP generation	114
Glossary	117

- + Targets&Solutions of the Marrakech mobility plan (Act. 5.2)
- + Multi-criteria analysis. An application in Cairo (Act. 6.1)
- + References for good-practices databases (Activity 6.2)
- + Table of contents of a SUMP. A French and an UK example.

3. Main changes and additional information

Example of added boxes (1)

IN : Element 1 - Activity 1.4 : Review availability of resources

TITLE: Human resources and skills - Training on SUMP in Ljubljana (June 2013) - An Euromed RRU initiative



Pictures from Euromed RRU training session on SUMPs (June 2013)

3. Main changes and additional information

Example of added boxes (2)

IN: Element 3 - Activity 3.1 : Collect data - Plan surveys

Title - The Jerusalem 2010/2011 GPS-assisted Household Travel Survey (Israel)

[...] The methodology of the 2010-2011 HTS consisted of a pre-sampling of about **4% of all households**, and surveyors conducting two visits to each household: recruitment and retrieval. Overall, compliance was around 70%, with over **8,000 households** completed (more than **30,000 individuals**).

[...] The **retrieval interview** was conducted a day following the travel day. It began by downloading the data from the GPS devices into a specially designed software – "tripbuilder", which showed for each respondent an activity log, in parallel to a map showing the processed GPS trace...

[...] Some individuals participated in **Stated Preferences (SP) surveys**, which were based on their actual trips. These SP extensions of the HTS consisted of choices among real or hypothetical alternatives...

The screenshot shows the GeoStats Trip Builder software interface. At the top, there are fields for date (22/07/2010), time (10:00), and location (Jerusalem). Below this is a map showing a GPS trace with numbered points (1, 2, 3, 4, 5, 6). To the right of the map is a table with columns for trip details.

מס' קודם	מס' הנוכחי	מקום	אמצעי	101 התעה	101 עזיבה	101 שרייה	מסרה	מאושר
1	2	בית	נהג מכוון...	03:00	18:48	18:33	15:33	<input checked="" type="checkbox"/>
2	3	קופת חו...	נהג מכוון...	19:00	19:00	0:00	0:06	<input checked="" type="checkbox"/>
3	4	בית	נהג מכוון...	20:23	20:35	0:12	0:12	<input checked="" type="checkbox"/>
4	5	מאי חש...	נהג מכוון...	21:23	21:41	0:17	0:17	<input checked="" type="checkbox"/>
5	6	בית	נהג מכוון...	21:52	02:59	5:07	5:07	<input checked="" type="checkbox"/>

See: Oliveira, S., Gurgel, M., Vovsha, P., Wolf, J. L., Birotker, Y., Givon, D., and J. Paasche. *GPS-Assisted Prompted Recall Household Travel Survey to Support Development of Advanced Travel Model in Jerusalem, Israel*. Presented at Transportation Research Board Annual Meeting, Washington, D.C., 2011. For abstract and contact info. see: <http://amonline.trb.org/12k03r/12k03r/1>

3. Main changes and additional information

Example of added boxes (3)

IN: Element 5 - Activity 5.2 : Develop SMART targets

TITLE: Targets & solutions of the Marrakech PDU (Morocco)

PDU targets

Satisfy the global transport demand ;

1. Foster soft mobility and walking in particular ;
2. Increase the use of public transport and improve inter-modality
3. Reduce environmental pollution.

Solutions for a durable and harmonious development

- Creation of new pedestrian areas
- Establishment of 4 new bus lanes (38km);
- Creation of new parks-and-ride or exchanging stations (car/taxi) in the suburban areas;
- Improve the hierarchic organisation of the road network ;
- Prevent crossing/transit traffic in the city centre ;
- Building of safe bike lanes ;
- Reorganisation of public parkings.

Source : Prefectorate of Marrakech (2013) - Contact: Mustafa Boulmane

Plan de Déplacements Urbains de la Ville de Marrakech

Marrakech Ville impériale

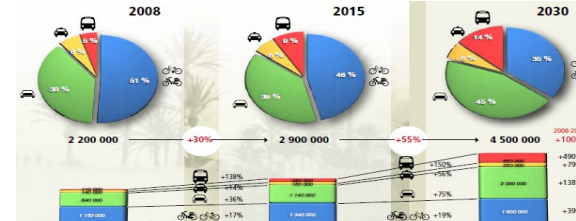
La ville de Marrakech connaît ces dernières années des problèmes relatifs aux déplacements urbains, de plus en plus accrus. Consciente de cette problématique, la ville de Marrakech a élaboré une étude du plan de déplacements urbains. Se basant sur un diagnostic de la situation existante (en 2008), le plan de déplacements urbains propose une stratégie d'organisation des déplacements à moyen long terme (2015 - 2030), prenant en considération l'ensemble des modes de déplacements existants (voiture particulière, transport en commun, deux roues et piétons), pour un coût global de 330 millions €.



Données de la ville (2008)

- Population (habitants) : 900.000
- Taux moyen de motorisation :
 - 120 Voitures pour 1.000 habitants
 - 240 Deux-roues pour 1.000 habitants
- 6 Millions de déplacements par jour (40% motorisé - 60% à pieds)

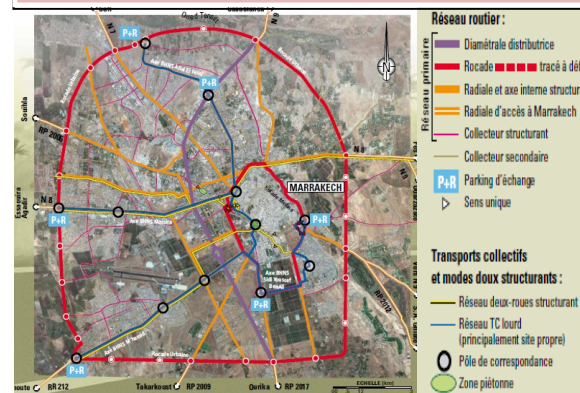
Gestion de la demande en déplacements motorisés (déplacements/jour)



Objectifs PDU

1. Répondre à la demande globale en déplacements ;
2. Favoriser la marche à pied ;
3. Augmenter la part modale des transport en commun en complémentarité avec les autres modes.

Réseau multimodal projeté



1. Création de zones piétonnes
2. Mise en place de 4 axes forts bus principalement en site propre (env. 38km);
3. Création de pôles de correspondance périphériques (not. bus/taxis) ;
4. Mise en place d'une hiérarchie cohérente du réseau routier ;
5. Protéger la ville et le centre ville contre le trafic de transit ;
6. Aménagement d'un réseau cyclable sécurisé ;
7. Réorganisation du stationnement public ;
8. Diminuer les nuisances environnementales.

Coût estimatif global
330 Millions €

3. Main changes and additional information

Example of added boxes (4)

IN : Element 6 - Activity 6.1 : Identify the most effective measures

TITLE - Upgrading and Extension of Heliopolis Tram from Stadium in Heliopolis to American University in New Cairo City - Application of a **multi-criteria analysis** for selecting effective measures (Egypt)

Figure 1: Steps involved in multi-criteria analysis

1	Select the field of application and determine the intervention rationale
2	Choose the negotiation/judgement group
3	Choose the technical team responsible for supporting the judgement team group
4	Establish the list of competing activities to be included in the analysis
5	Determine judgement criteria
6	Determine each criterion's relative weight
7	Formulate a judgement per criterion
8	Aggregate judgements

One of the six measures of a major investment plan for transport (730\$ M)

Three main alternatives:
 → Fully segregated modern LRT
 → Partially segregated LRT
 → Monorail system



How to chose?

1. Review of the previous studies and current projects
2. Interviews of experts
3. **MULTICRITERIA ANALYSIS**

Source: Greater Cairo Transport - Regulatory Authority (GCTRA) Ministry of Transport

Contact: Mohamed Elfaramawy Elesawey – Executive president

Indicator Name, Measurement and Units	Indicator Weight	Value		
		Light Rail	Super Tram	Monorail
Economic Indicators		0.40	0.32	0.25
Capital Cost (M \$/KM)	0.4	1.00	0.69	0.56
Operating & Maintenance costs (M \$/y)		1.00	0.93	0.87
Construction period (years)		1.00	0.75	0.50
Expected passenger Tariff (LE/trip)		1.00	0.83	0.56
Demand Indicators		0.08	0.15	0.10
Future Max. Capacity (Passengers/h)	0.15	0.50	1.00	0.67
Future Max. Capacity (Passengers/d/dir)		0.75	1.00	0.46
Operation/Level of Service Indicators		0.20	0.20	0.20
Average operational speed (km/h)	0.25	0.55	0.78	1.00
Average Distance between stations (M)		0.75	1.00	0.75
Peak headway (minutes)		1.00	0.75	1.00
Passenger boarding and Alighting comfort (%)		1.00	0.50	0.50
Integration with other transport modes (yes/No)		1.00	0.75	0.50
Impact on road traffic on thru traffic		0.50	1.00	0.75
Impact on road traffic on turning movements at intersections		0.75	0.50	1.00
Interruption with road traffic (yes/no)		0.75	1.00	1.00
Safety & Environment Indicators		0.20	0.20	0.19
Potential risk of accidents (%)	0.1	0.50	1.00	1.00
Rescue and Evacuation (%)		1.00	0.75	0.50
Noise impact (decibel)		0.75	0.75	1.00
Visual Intrusion (Y/N)		1.00	0.75	0.50
Land Use Indicators		0.00	0.00	0.10
Potential use of current ROW	0.1	0.00	0.00	1.00
Overall Score		0.875	0.870	0.839

3. Main changes and additional information

Example of added boxes (5)

IN : Element 6 - Activity 6.2 : Learn from others' experiences

TITLE: How to find urban mobility experiences? Learn more about knowledge sharing platforms and exchange promoters

ELTIS

In brief : Eltis facilitates the exchange of information, knowledge and experiences in the field of urban mobility in Europe. It is aimed at individuals working in the field of transport as well as in related disciplines, including urban and regional development, health, energy and environmental sciences.

Type of information available : The news section offers a regular round up of latest local, regional and European transport news.

The events section offers a listing of upcoming events in the field of urban transport.

The case study section presents successful examples of urban transport initiatives and strategies giving you a insight into the factors of success.

The video section features outstanding examples of sustainable transport measures and approaches.

The tools section contains guides, handbooks and on-line tools, to support urban transport professionals in their work.

In addition Eltis offers a range of other services, including European policy reviews, funding sources, transport statistics, a photo library, training and education and job offers.

Website : www.eltis.org

How to find urban mobility experiences: knowledge sharing platforms and exchange promoters.

European Union, as other key actors of the urban transport at international level (e.g. UITP), is strongly engaged in developing physical and virtual spaces where sharing experiences. Here below is a short list of some of the European and mediterranean actors, networks and platforms that assemble (and make it accessible) information on urban mobility experiences.

CODATU – Coopération pour le Développement et l'Amélioration des Transport Urbains et Périurbains (France)

In brief : It is an international association that aims at fostering sharing and exchanging actions on scientific, technical, economical and social aspects as regards urban and suburban transport systems. CODATU promotes in particular exchanges between developing and industrialised countries.

Type of information available : CODATU regularly organises training sessions, thematic workshops and an international conference every two-years since 1980. Thematic publications on different aspects of urban transport are available for free download online.

Website : www.codatu.org

CMI – Centre for Mediterranean Integration of the World Bank in Marseille (France)

In brief : The CMI is a World Bank administered platform for multi-partner programs. It provides a platform for communities of practice focused on core development issues across the region to tackle critical challenges, collectively find actionable solutions, and in so doing, contribute to the prosperity of the region as a whole.

Type of information available : news on European and regional policies towards a Mediterranean integration (reports, press articles, position papers, etc.), training and regional events agenda and feedback, official communications.

Website : <http://cmimarseille.org>

CIVITAS INITIATIVE - City-Vitality-Sustainability

In brief : The CIVITAS Initiative was launched in 2002. Its fundamental aim is to support cities to introduce ambitious transport measures and policies towards sustainable urban mobility. The goal of CIVITAS is to achieve a significant shift in the modal split towards sustainable transport, an objective reached through encouraging both innovative technology and policy-based strategies.

Type of information available : European policies on sustainable urban mobility, profiles of cities members of the network, details on CIVITAS projects, mobility solutions resource centre, other events.

Website : www.civitas-initiative.org



4. What next?

- Finalisation of the Draft version of “EUROMED guidelines for developing and implementing a Sustainable Urban Mobility Plan in the Mediterranean Region”
- Assessment of consistency with the new up-to-date version of ELTIS original guidelines (if substantial changes) - Implement changes if necessary
- Consultation phase - Feedback from Euromed RRU southern partners countries on the Draft version of “EUROMED guidelines for developing and Implementing a Sustainable Urban Mobility Plan in the Mediterranean Region”
- Publication and launch of the final version
- Keep the EUROMED guidelines up-to-date with new initiatives and examples from the South
- Propose the EC to include some examples from the southern Mediterranean cities into the ELTIS examples database if some good practices are identified

Thank you!

For more information

lorenza.tomasoni@yahoo.it

Projet EUROMED RRU – Urban transport

Project manager : mohamed.mezghani@safège.com

