



CHARACTERISTICS OF ATTRACTIVE URBAN MOBILITY SYSTEMS ON THE BASIS OF THE SUMP PRINCIPLES

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Special Central-Eastern European background



Understanding of the special scope of the Central-Eastern European context



Local circumstances – when planning, no „one size fits all” solutions, no global schemes, specific conditions must be considered

The heritage: CEE cities before 1990



- Centralised systems of CEE countries functioning in a similar way, but showing specific signs
- Big infrastructures with quantity based services
- Extended networks, continuous enlargement
- **Importance of the electric mobility** (metros, tramways, trolleybuses)



The heritage: CEE cities before 1990

Mass
production
IKARUS bus



http://www.old-ikarus.hu/amg/amg_406_gyar.jpg



<http://lazarus.elte.hu/h-sf-atlas/kep-hu/kadar/1122.jpg>



http://iho.hu/media/indomedia/cikkfoto/2011/01/110109_arc/01.jpg

Mass production – TATRA trams



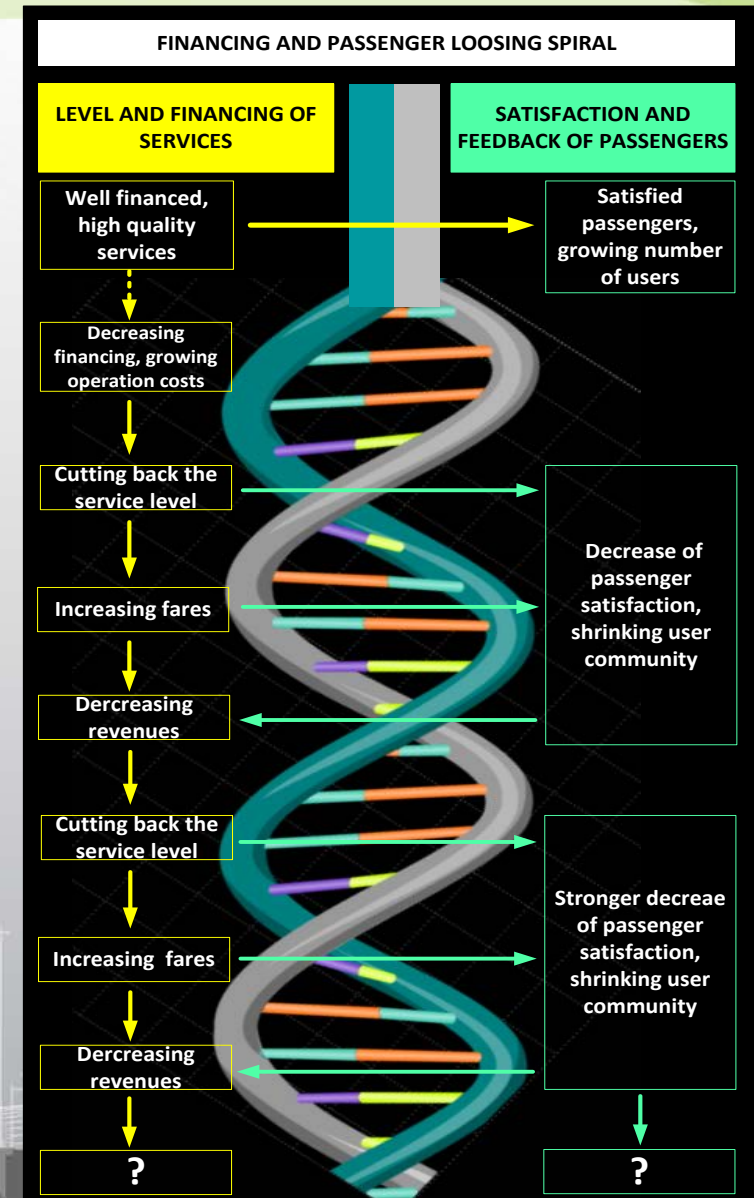
The transition: CEE cities after 1990

- Industrial and economic restructuring
- Lack of financial and infrastructural sustainability
- Lack of maintenance, increasing gap between needs and realisation
- Quickly growing fares
- Closing of lines, lost of passengers



The transition: CEE cities after 1990

- Car became a symbol of freedom, symbol of status
- Deteriorating modal-split, financing and passenger losing spiral
- Former market area had to meet the world market conditions
- Lack of investments compensating the depreciation
- Lack of big infrastructures (lack of money, positive impacts)



Consequences: run-down or abandoned infrastructures



Consequences: growing market of second-hand vehicles



The possibility: since the EU accession



- Opportunity to use the EU funds (ERDF, Cohesion Fund) for transport projects
- Financing of new developments, new infrastructures while operation is underfinanced
- **Development of infrastructures, vehicles or complex and smarter urban mobility projects based on strategies?**



The transition is not easy and takes time and patience producing lessons learned and not learned



Transition in thinking

- Similar symptoms, different starting points, different reactions
 - Each European city has its own starting platform and learning potential
 - Recognition and adequate reaction are needed
- Need for a new, mindsets-based urban mobility with real changes



The goal: attractive and smart urban mobility based on new mindsets



The vision



Attractive urban mobility systems - motivation

- Having a clear vision on our city's and mobility's future
- Understanding of the criteria for a SMART and sustainable urban context
- Need for decision makers' long term commitment -> Committed due to obligation or due to a consciousness led process?
- Unselfish urban and mobility policies
- Transparent planning processes



Attractive urban mobility systems – the approach

- Rescaling and reallocating the mobility surfaces
- Abandon the infrastructure based planning and thinking



Attractive urban mobility systems - synergy

- Synergy of urban and mobility planning
 - When building the vision and starting the approach
 - During the whole planning process
 - During the steps of decision making
- Consistency: short term goals and intents can't overwrite long term needs and long term thinking



Attractive urban mobility systems – „the Places”

- Mobility areas are also „Places”. Inside, outside.
- Mobility platforms are living surfaces of the urban texture
 - Urban mobility has a deeper meaning than the everyday routine, shows a spatial content.



Attractive urban mobility systems – the mutual acceptance

- Mutual and multilevel acceptance of the mobility stakeholders
 - In planning (manage the conflicts, different interests)
 - In decision making (no balancing solutions in favour of all mobility users, decisions must be made upon the vision)
 - In the reality (we are all mobility users, we use the same surfaces. Can we accept each-other?)



Attractive urban mobility systems – the Customer

- Customer must have the own feeling and conviction that the offered **alternative** is suitable
 - Level of services (fast, frequent, reliable)
 - Attractiveness (appearance)
 - Comfort, comparable to the car's advantages (Acclimatisation, heating, free places, passenger information system, cleanness, safety and security, complex barrier free solutions)
 - Affordability (integrated in fare system, integrated in operation)
 - Traffic priorities







BRON-ÉGLISE
TERRAILLON
Le Poste
Lycée Jean-Paul Sartre
P HOTEL DE VILLE

Commissariat de Police
Espace Albert Camus
Cinema les Alizés

Attractive urban mobility systems – the Customer

- Innovative adaptation of user friendly mobility to the differences of urban areas and places
- Developed communication platforms and professional use of social media
- High efficiency and punctuality of provided services and information



Viele Wege führen zum Ziel.
Qixxit findet deinen.



How the SUMP process can help the birth of a more sustainable urban mobility?



European focus on SUMP's

- 2009 Action Plan on Urban Mobility
 - To accelerate the adaptation and use of SUMP's by local and regional authorities
- 2011 Transport White Paper
 - Examining the possibility of a mandatory approach for cities
- 2013 **Together towards competitive and resource-efficient urban mobility**
 - **Concept for sustainable urban mobility plans** COM(2013) 913 final
 - New approaches in urban mobility planning
 - The SUMP concept considers the functional urban area
 - Cooperation across different policy areas and sectors (transport, land-use and spatial planning, environment, economic development, social policy, health, road safety, etc.); across different levels of government and administration
 - Balanced development and a better integration of the different urban mobility modes
 - EU-wide action on urban mobility needs to involve Member States



Sustainable Urban Mobility Plan (SUMP)

- **Strategic plan, planning culture and practice**
- **Planning for people** – avoiding the „only infrastructure” based approaches
- Based on existing good practices with integration and cooperation
- Participatory planning (involvement of stakeholders)

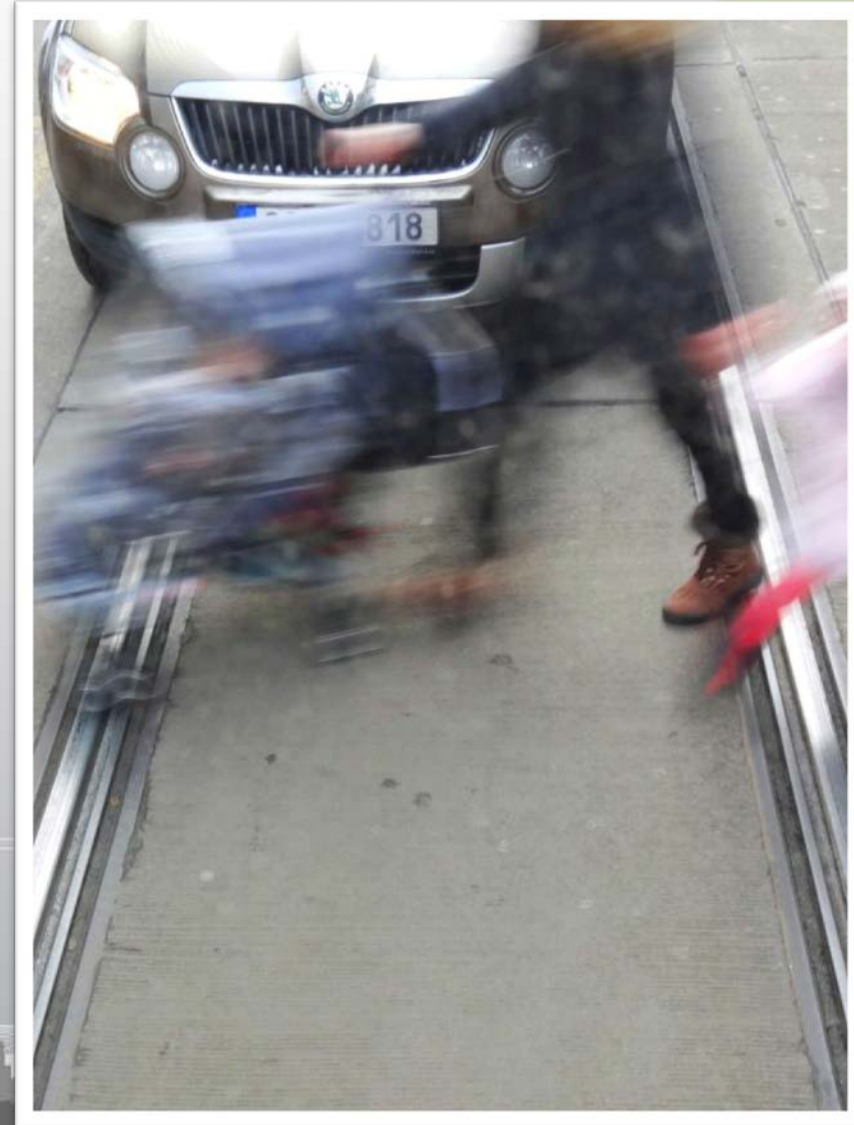
“If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.”

Fred Kent, Project for Public Spaces



Sustainable Urban Mobility Plans (SUMP)

- **Involvement of all stakeholders into the planning process -**
 - improving the acceptance and the support of the plan
- **Commitment to sustainability**
- **Integrated, looking beyond the borders:**
 - **Cross-sector approach instead of segmented policies**
 - **Cooperation among administrative levels (vertical and horizontal cooperation)**
- **Clear vision, exact and measurable goals**
- **Analysis of real costs and benefits, internalisation of externalities**



THE SUMP CYCLE

11 steps, 32 activities

I. Preparation

Step 1: Determine your potential for a successful SUMP

Step 2: Define the development process and scope of the plan

Step 3: Analyse the mobility situation and develop scenarios

II. Goal setting

Step 4: Develop a common vision

Step 5: Set priorities and measurable targets

Step 6: Develop effective packages of measures

III. Elaboration

Step 7: Agree on clear responsibilities and allocate budgets

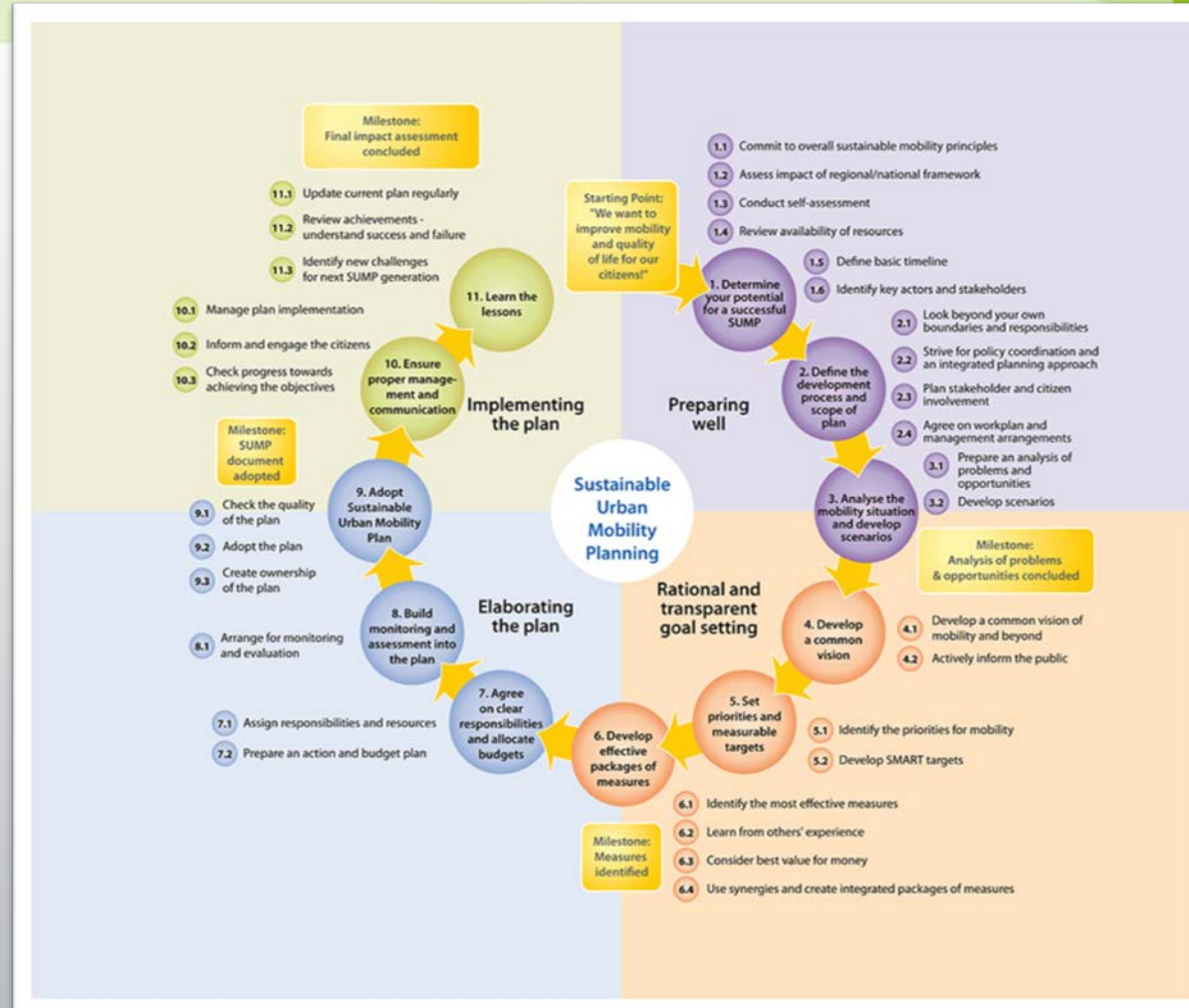
Step 8: Build systems for monitoring and assessment into the plan

Step 9: Adopt the SUMP

IV. Implementation

Step 10: Ensure proper management and communication (when implementing the plan)

Step 11: Learn the lessons



From goal setting to measures: „all you can eat or daily meal” ?



- **Vision oriented efficient measures** to be set up, reflecting to the higher level strategies
- **Clear vision, clear goal setting, clear priorities**
- Focus: more a **daily meal** than a complex „all you can eat” dream menu without real priorities
- Integration: more the **coherent and well connected measures** than separated project puzzles



Sustainable Urban Mobility Planning as a successful tool – what we need?

- **Legislative background** (is there a common framework on local, regional, national or EU level?)
- **Real commitment of decision makers** and credibility – if no, implementation is uncertain
- **Financing background** (who pays for the plan, role of the local and national levels)
- **Time and resources for the planning process**



Sustainable Urban Mobility Planning as a successful tool

- **SUMP** is a useful and innovative tool **but not a goal** to achieve – avoiding mass production of SUMP's.
- **Not a magic pill, but a useful guideline** to canalise the smart thinking on mobility
- **Improving and supplementing the existing methodologies**, strengthening the planning processes step by step
- Additional plan to the existing ones, **synthetizing and improving the mobility context**, leading towards the vision





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Thank you for your attention!

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