Workshop on Implementing the Urban Agenda for the EU: A Smart City Approach

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Session III – Living the Smart City
(Smart) Urban Mobility: Approach & Examples

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Planning & Sustainability

- Sector Sustainability
- Absorption of available EU funds

-> How do we achieve an effective and financially sustainable transport system – with the help of EU funds?

Sustainability:

Get to know your system

A “smart city” needs a “smart” (sustainable) transport system

-> it all starts with an appropriate planning of our system
-> good projects need good strategies/plans
Transport Strategy/Plan

Principles
- Based on economic and social developments
- Covering the whole sector (inter-modality) & “functional regions”
- Long term process
- Strategy should be independent from funding

Simple philosophy
- Data – Analysis/Hypothesis – Objectives – Measures – Projects

In three layers
- Organisation – Operation and Infrastructure
The Functional Region concept

- **Homogeneous area** / independent from administrative borders:
  - defined by mobility relationships (e.g. within which the majority X% of commuting trips or O/Ds take place)
  - focused on gravitational centroids
  - could be (also) a metropolitan area/agglomeration, etc.

- **Transport is a result of economic and social activities** → the transport plan does not plan them but...
  - Adjusts the transport system to them
  - Supports sustainable social and economic development
  - Transport is (one of the main tools) to boost economic and social growth

- FR defined in the National Transport Plan and based on traffic model → can be overlapping

- FR should be the main reference for local transport plans → avoid smaller towns alone

- Outcomes of local/regional plans with national relevance → one of the inputs for the preparation of the National Transport Plan, complementing the national sectorial plans/analyses
SK example: Bratislava

• Population: 432 801, metro area: 659 578

• Previous master plan:
  – list of wishes – usable for land use plan purposes only, not for justification of projects
  – not real transport strategy

• New master plan:
  – link between analysis, objectives and measures
  – projects tested in transport model

• Example of the linkage:
  – Issue: Low travel speed of public transport
  – Specific goal: Shift of transportation services to trams especially in the central area (except other with the goal to reduce emissions produced by traffic in the most burdened areas) by 2030
  – Measure: Preference of public transport in areas with high demand for transportation
  – Result: All modernized tram tracks will be equipped with priority of trams at crossings; separate project improving signaling is being prepared
SK example: Košice

- Population: 240,688, metro area: 555,800

- Previous master plan:
  - obsolete (prepared in 1984)

- New master plan:
  - prepared 2014 – 2015 incl. SEA, approved 2016
  - based on national transport strategy
  - link between analysis, objectives and measures
  - projects tested in transport model
  - accent on sustainable transport modes and also organizational and operational areas

- Some non-regret projects funded from EU funds were supported in Bratislava and Košice prior to developing new strategies

- All new projects must comply with new strategies
SK approach/methodology

- SUMP is required by both main Slovak OPs for funding transport projects.
- Common methodology was prepared taking into account several sources:
  - Guidelines: Developing and Implementing a Sustainable Urban Mobility Plan (SUMP methodology)
  - The Poly-SUMP Methodology: How to develop a Sustainable Urban Mobility Plan for a polycentric region (Poly-SUMP methodology)
  - ToRs in some cities in Slovak Republic (2013 – 2015)
  - Law regulation on spatial planning
  - Recommendations of Jaspers
- Extent of SUMP is based on population:
  - Cities with population over 50,000 and regions should prepare a full version of plan whereas
  - Other cities can prepare a lite version of plan or can be part of the „regional“ SUMP
SK approach/methodology

- Process of SUMPs preparation:

- Data collection
- Transport modeling
- Identification of issues and possibilities
- Measure packages
- Implementation plan

If missing:
- Transport behaviour survey
- Transport direction survey

Prognoses included:
- Different alternatives

Definition of a vision

Definition of goals

SMART Principles
SK – remarks / lessons learned

• It is necessary to promote **importance of SUMP** (it is useful not only for funding projects from EU funds, but sustainable strategy is important for all decisions in transport system)

• Good **management** during preparation of SUMP is a must

• An **action plan** with responsibilities and timeline should be included

• **Implementation of the plan** has to be managed and periodically evaluated

• **Implementation team** should be created during preparation of SUMP at the latest

• **All measures** should be implemented (not only those related with EU funding)

• Other actions are necessary in order to **make SUMP binding** also for police and other local governments

• **Updates** of SUMP are necessary
Concluding Remarks

- Urban mobility is a complex issue, which needs appropriate strategic planning.
- An urban mobility plan is:
  - A **strategic document** for pursuing transport/mobility goals related to socio-economic objectives and integrate local mobility with **other planning documents**.
  - A **working framework** for shaping intervention measures.
  - A **long term commitment** to ensure stability and continuity in the development of transport/mobility strategies.
  - A **planning instrument** to identify and solve deficiencies in the transport system and/or valorize positive experiences/opportunities, and eventually identify and select projects.
- **It is not (or should not be):**
  - A **formal exercise** to fulfill legal requirements.
  - A **mere description** of the status-quo.
  - A **wish-list** of projects disconnected from real needs of the society.
- Transport is a result of economic and social activities and one of the main tools for their development.
- Necessary to plan beyond administrative borders (“functional regions/areas”).
- Necessary to ensure a correct implementation of the plan.
„Mobility planning is nothing else then applying common sense... done by qualified experts with significant experience ...”

Thank you for your kind attention......

SK MoT and JASPERS Transport Team Vienna
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