

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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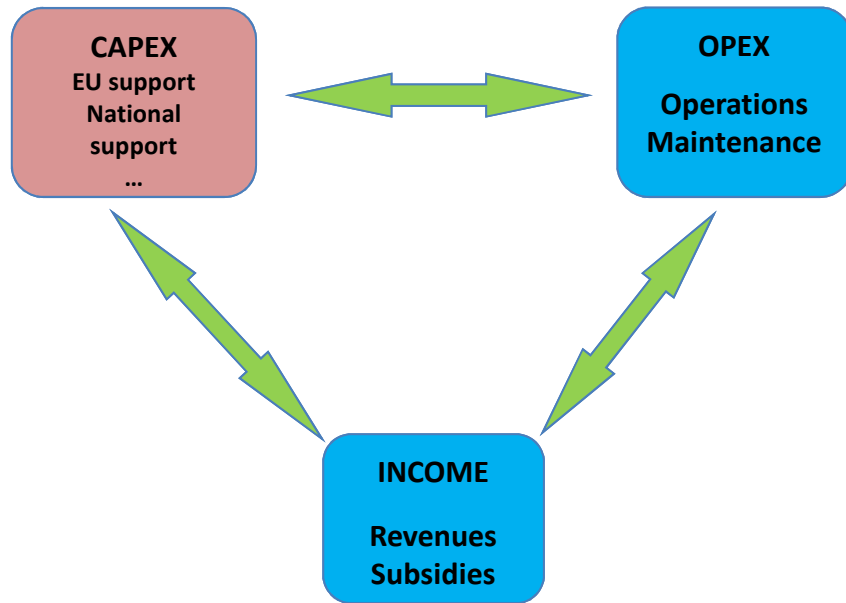
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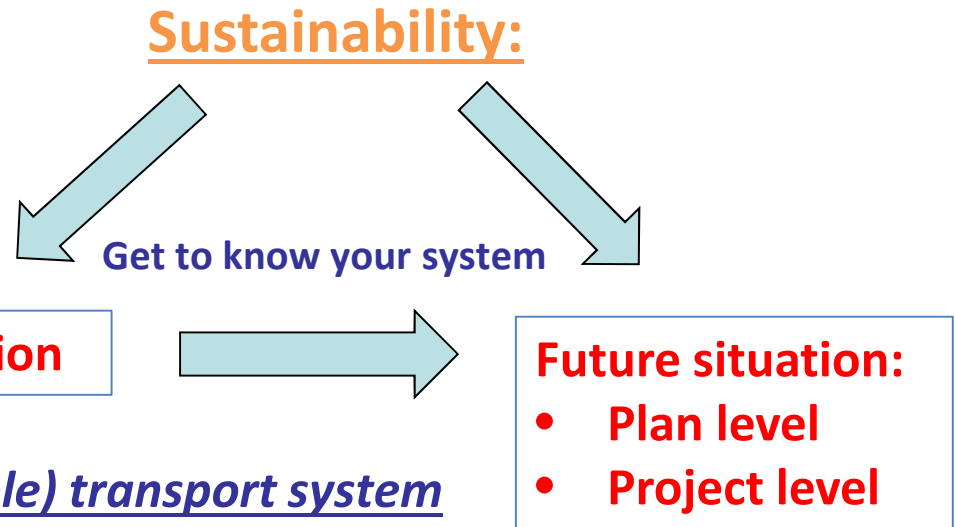
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Planning & Sustainability



- Sector Sustainability
- Absorption of available EU funds

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



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



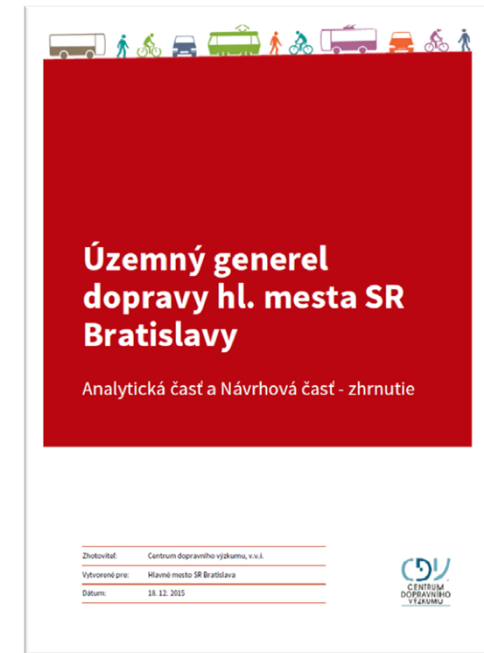
The Functional Region concept

- **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



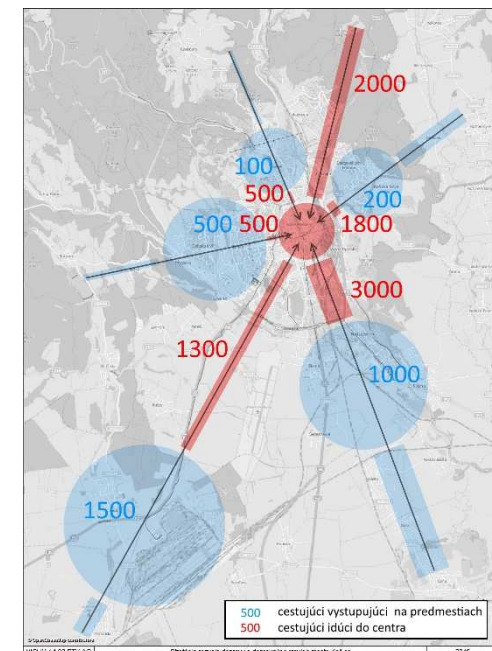
SK example: Bratislava

- 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:
 - prepared 2013 – 2015, incl. SEA, approved 2016
 - 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



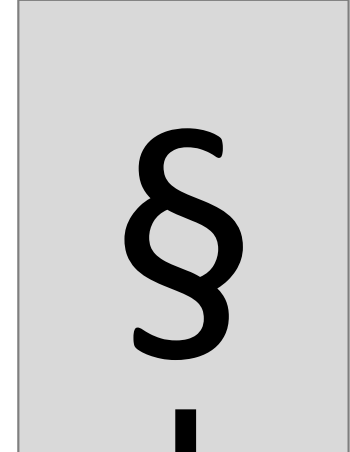
SK approach/methodology

- SUMP are 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

European Platform
on Sustainable Urban
Mobility Plans

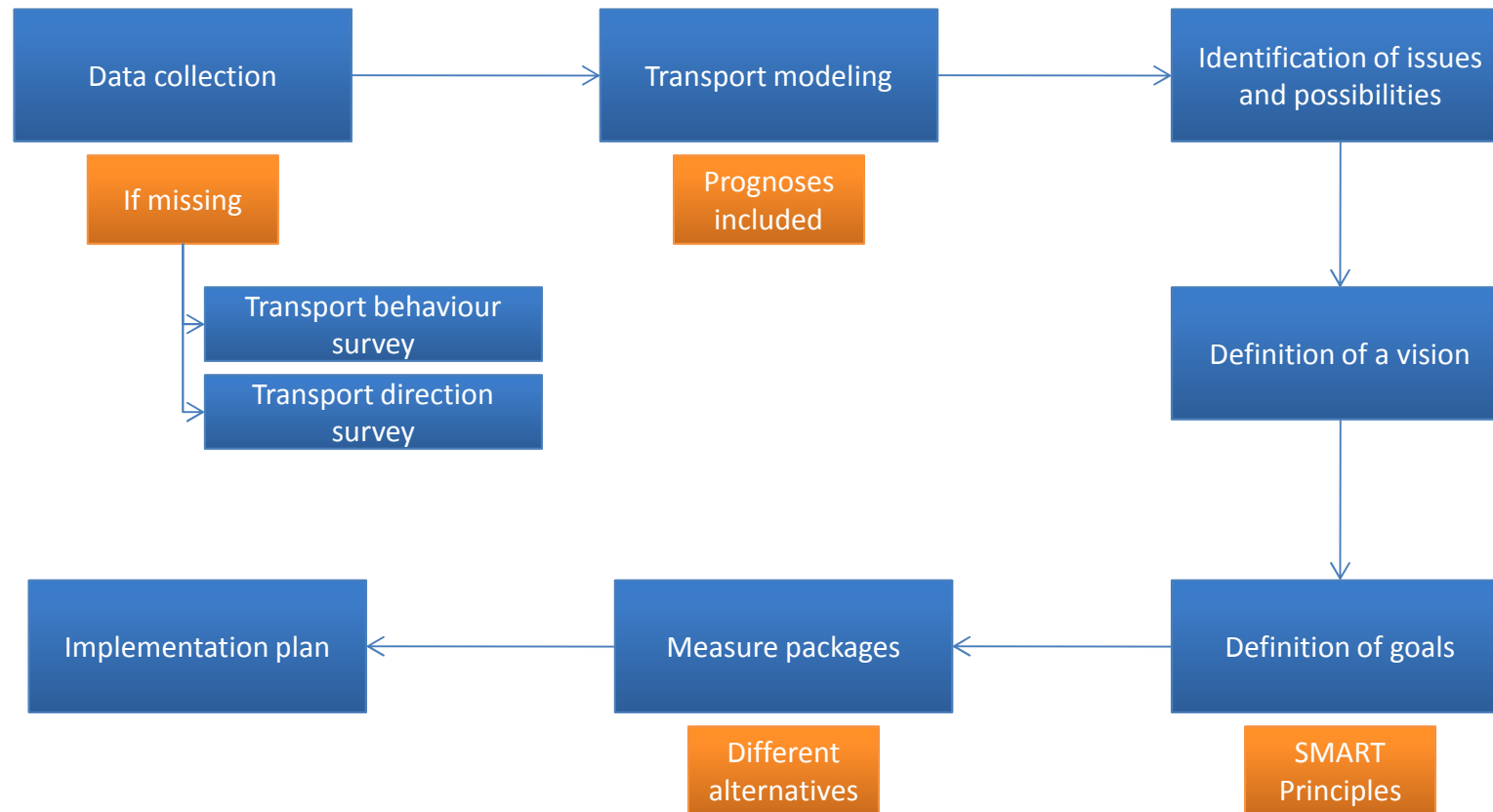


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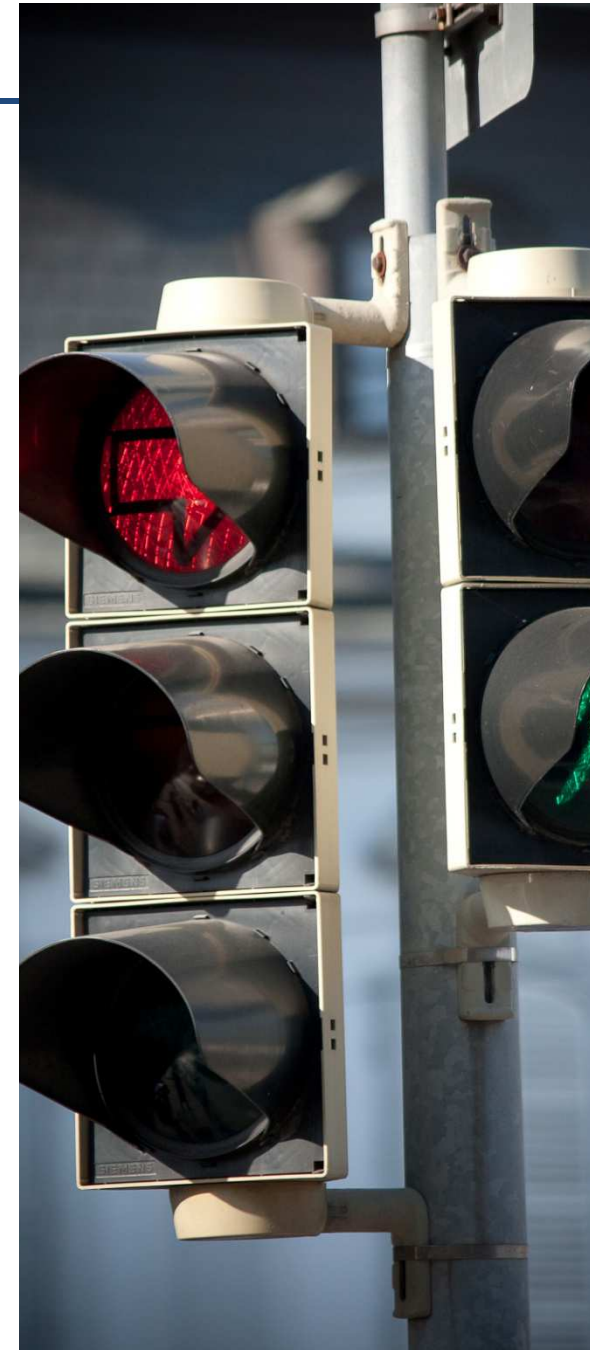
SK approach/methodology

- Process of SUMP's preparation:



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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