Sustainable Urban Mobility Plans (SUMP)
Workshop – Analyse mobility situation

# Scoping of the SUMP
# State of play and lessons learned

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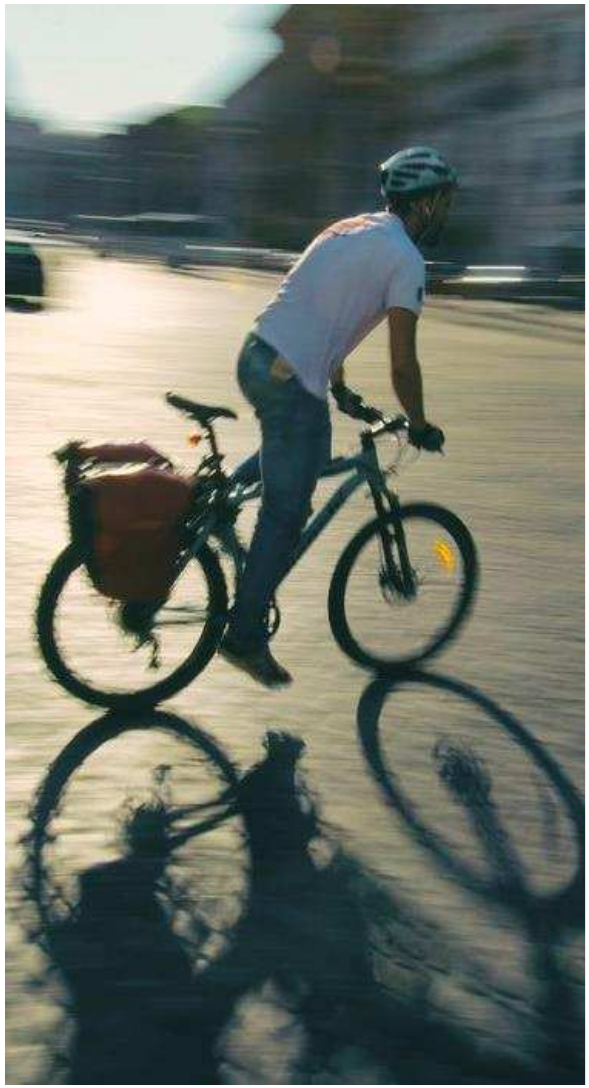
# Purpose

Remind and summarize the **key steps of the scoping phase** and share **JASPERS' experience with the 5 pilot cities**

# Content

1. Delimitation of the **Geographical Scope**
2. Setting up the **Working Structures**
3. Analysis of the **Strategic Background and Context**
4. Concept for **Wider Consultation Plans and Public Relations**
5. Preparation of the **Analysis of Current and Future Situation**
6. Identification of needed **Data and Analysis Tools**

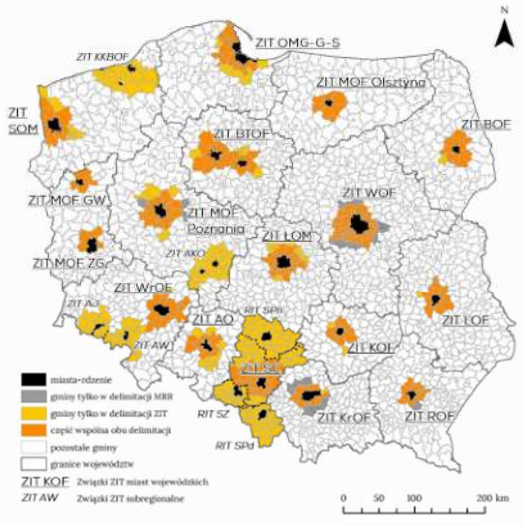


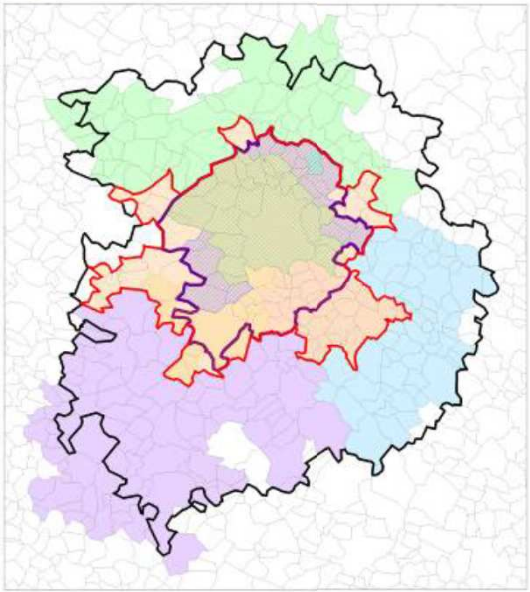
Scoping of the SUMP - State of play and lessons learned

# 1 - Geographical Scope

## In a nutshell…

- A SUMP needs to address the mobility needs of citizens
- People move without considering the administrative borders
- **The SUMP should cover the whole functional area and not only part of it**



## JASPERS experience

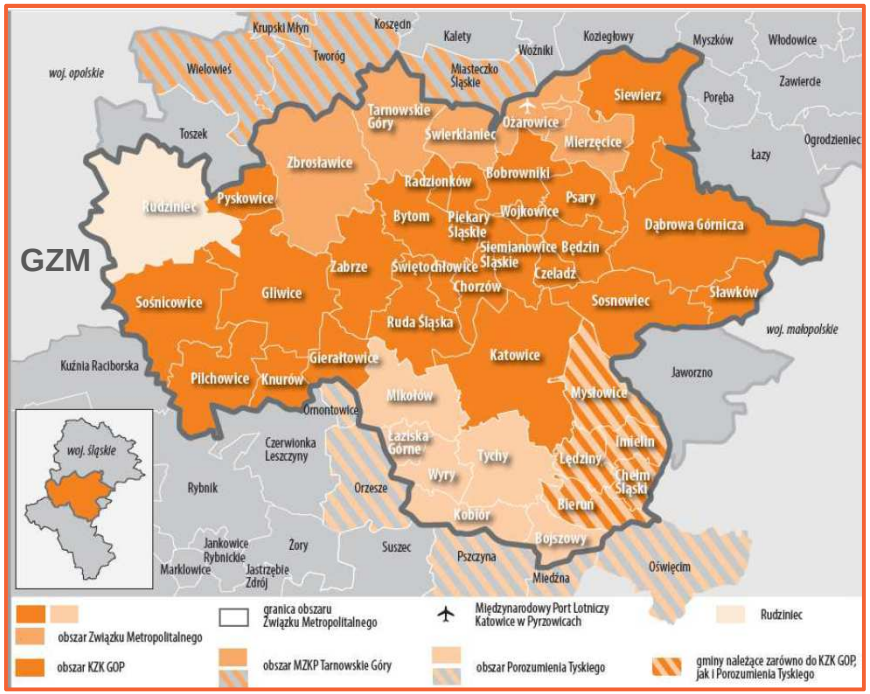
- The functional area generally goes beyond municipal borders
- Cooperation between municipalities can be difficult (especially when financing is at stake)
- Initiate dialogue, find common interests and define common objectives are key
- **A 2-levels approach can be defined:**
  - **Operational area,** where measures will be implemented
  - **Reflection area,** where analysis is made
- In any case, the operational area must be wider than the simple core municipality territory

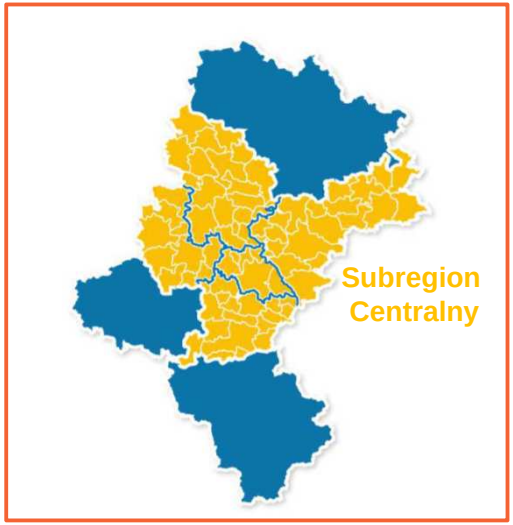
# 1 - Geographical Scope

**Focus on…**
**Definition of the geographical scope of the GZM SUMP**

- Górnośląsko-Zagłębiowska Metropolia = Authority responsible for the preparation of the SUMP
- Subregion Centralny is a key partner of the initiative (and initiator of the previous SUMP and transport study)
- Other Gminas (ex. Jaworzno) are associated to the initiative

→ Operational area = GZM
→ Reflexion area = Subregion Centralny + associated gminas



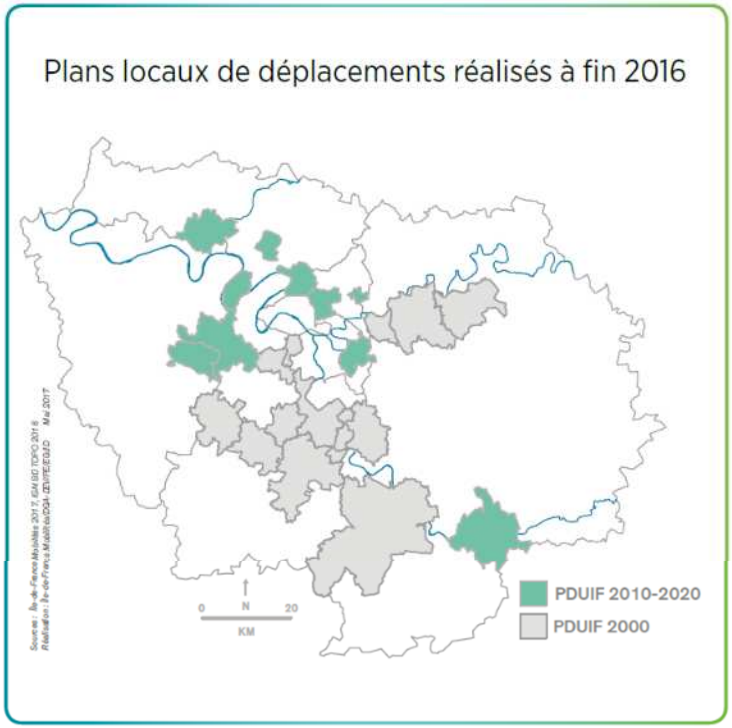



# 1 - Geographical Scope

**Focus on…**
**Mobility plans in part of a functional area – The Local Mobility Plans**

- SUMP is made at the level of a functional area
- But inside a functional area, a need can be identified for micro-level urban mobility planning (different from SUMP)
- This can be at the level of a district, a single municipality or a group of municipalities
- A Local Mobility Plan should be coherent with the SUMP of the concerned area
- The methodology can be simplified (for ex. less need of complex transport modelling) but the principles of such a plan can follow those of a SUMP
- Focus can be brought on local issues (for ex. through local consultations)

Example: Local Mobility Plans
within the Paris/IdF SUMP Functional Area

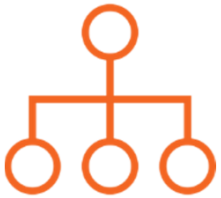



→ **Only part of JASPERS advices in this pilot program can be directly applied for Local Mobility Plans**

# 2 – Working Structures

**In a nutshell…**

- Working Structures need to be defined to ensure:
  - an efficient preparation of the plan
  - an adapted level of expertise
  - a regular validation of key steps



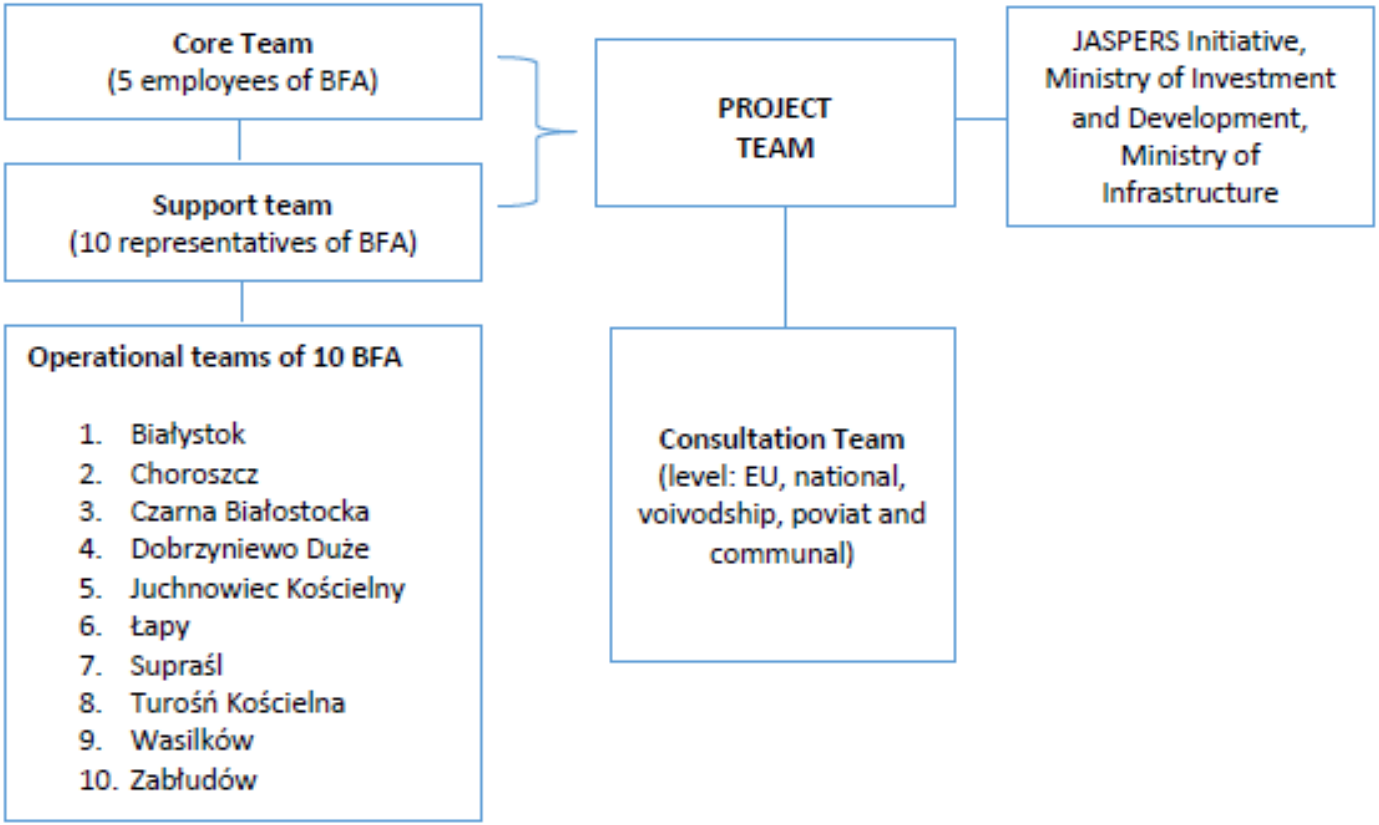
**JASPERS experience**

- Different groups need to be established:
  - **a Steering Group** – following the process and ensuring political validation of key steps
  - **a Core Working Group** - meeting on very regular basis and preparing the SUMP with the support of consultants as required
  - **Stakeholder Groups** – defined based on needs (with surrounding municipalities/territories, technical group on public transport with operators, business group…)

  \+ Wider consultations (cf. Part 4)

# 2 – Working Structures

**Focus on…**
**Organizational structure of BOF for the SUMP**



# 3 – Strategic Background and Context

**In a nutshell…**

- Identification and assessment of existing strategic documents allow to:
  - Understand how the SUMP will have to fit into the existing strategic context
  - Identify *existing data and analysis* (avoid doubling existing work)
  - Learn from previous experiences (such as pre-existing SUMP or transport plan)

**JASPERS experience**

- These documents are not only those existing at the functional area level but also at a micro-level (municipalities) or macro-level (regional, national,…)
- This exercise can be the opportunity to contact the authors of these documents and develop cooperation

# 3 – Strategic Background and Context

**Focus on…**
**Fit the SUMP of Konin in the continuity of the City Strategy**

- Ensure continuity in the definition of objectives and mesures
  *Ex: Strategic actions "Ecological infrastructures" and "People friendly urban space"*

- Learn from the experience of preparation of the City Strategy (what worked, what didn't)
  *Ex: Creative multi-stakeholders events, such as an outdoor happening (with 400 pers.) or mega-workshops (200 pers.).*

# 4 – Wider Consultation Plans and Public Relations

**In a nutshell…**

- Wide consultation brings:
  - Data for diagnosis
  - New ideas and concerns
  - Build trust
  - Reveal *barriers / anticipate conflicts*
  - Transparency and accountability
  - Quality and credibility

**JASPERS experience**

- There is no ready to use participation plan
- Many different types of consultation and participation processes exist
- Each city/territory has its own experiences

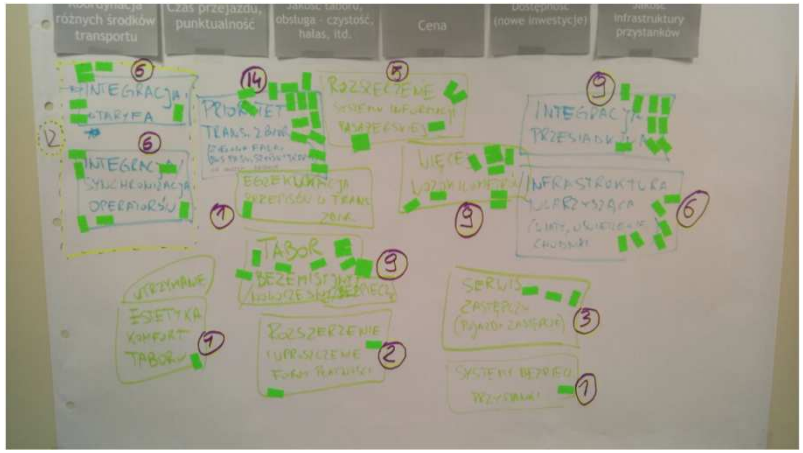
→ **Define clear objectives and build on experience!**

# 4 – Wider Consultation Plans and Public Relations

**Focus on…**
**The SUMP Consultation Plan of Obszar Metropolitalny Gdańsk Gdynia Sopot**

- Different groups of stakeholders identified: institutions, economic players, citizens
- Territorial organisation of the consultation by sectors
- Thematic workshops (ex: public transport, pedestrians and bikes, parking policies, mobility management)
- Multiple step process: first on identification of issues, then definition of objectives and elaboration of measures

- Still in definition process, using in particular the experience from Gdansk and Gdynia mobility plans



# 5 – Preparation of Analysis

**In a nutshell…**

- Define what kind of analyses need to be done in order to:
  - identify, prove and quantify problems/issues
  - set the plan objectives

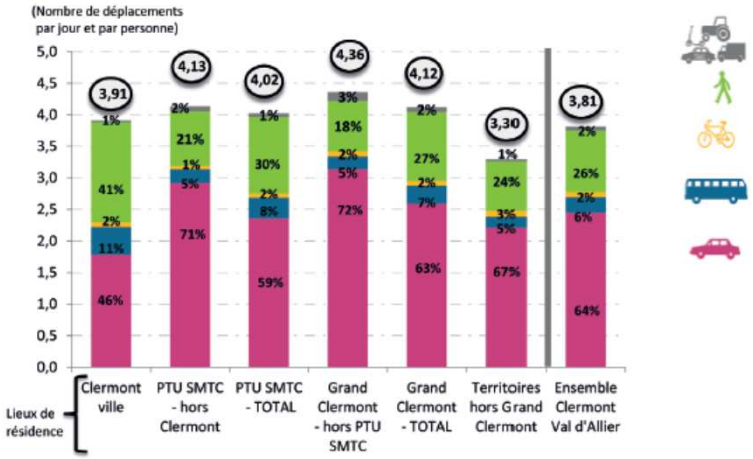
**JASPERS experience**

- A **SWOT assessment** can help to start the process
  - First within the members of the working group
  - Then with different stakeholders
-

# 6 – Identification of Data and Analysis Tools

## In a nutshell…

- Identify, list and assess the existing sources of
  - relevant data (ex: demand data, safety data)
  - analysis tools (ex: transport models)
- Define the missing data that needs to be collected



## JASPERS experience

- A lot already exists: communication with different stakeholders is key!
- Clear definition of needs before starting the collection process or the preparation of tools allows to save time and money
- Qualitative data should not be underestimated

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