Sustainable Integrated Multi-sector Planning

An introduction to SUMPs

AREA SCIENCE PARK

Luca Mercatelli

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SUMP: Sustainable Urban Mobility Plan

Strategic plan

- introduced by

White Paper on Transport (2011)

Urban Mobility Package (2013)

- further supported (among others) in

Urban Agenda (2015)

Emphasises the importance of SUMPs in achieving EU targets regarding CO2 emissions, noise, air pollution and accident reduction; considers that the development of SUMPs should be an important element to be considered in financing EU projects in the area of urban transport

European Strategy for low-carbon mobility (2016)

Commitment by EC:

- SUMP Coodinating Group
- Annual EU conferences (Sopot 2014; Bucharest 2015; Bremen 2016; Dubrovnik 2017; Nicosia 2018; Groningen 2019)
- Annual SUMP Award

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S.U.M.P.

‘Sustainable’

Technical sustainability: sustainable mobility

Social sustainability: equity, safety

Environmental sustainability: reduction in polluting emissions/GHGs, energy and soil consumption

Economic sustainability: efficient and effective use of (public) resources

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S.U.M.P.

‘Urban’: in an area belonging to a city or town

- population

Urban centre sizes in population	
S	between 50 000 and 100 000
M	between 100 000 and 250 000
L	between 250 000 and 500 000
XL	between 500 000 and 1 000 000
XXL	between 1 000 000 and 5 000 000
Global city	of more than 5 000 000
Source - EC: ‘CITIES IN EUROPE THE NEW OECD-EC DEFINITION’ Lewis Dijkstra, Hugo Poelman (2012)	

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S.U.M.P.

Traditional Transport Planning	Sustainable Urban Mobility Planning
Focus on traffic	Focus on people
Traffic flow capacity and speed	Accessibility Quality of life Sustainability
Modal-focussed	Balanced development of transport modes
Sectorial planning document	Sectorial planning document consistent with and complementary to related policy areas (land use and spatial planning; social services; health; etc.)
Short- and medium-term delivery plan	Long-term vision and strategy
Related to an administrative area	Related to a functioning area based on travel-to work patterns
Planning by experts	Planning with stakeholders

(2014)]

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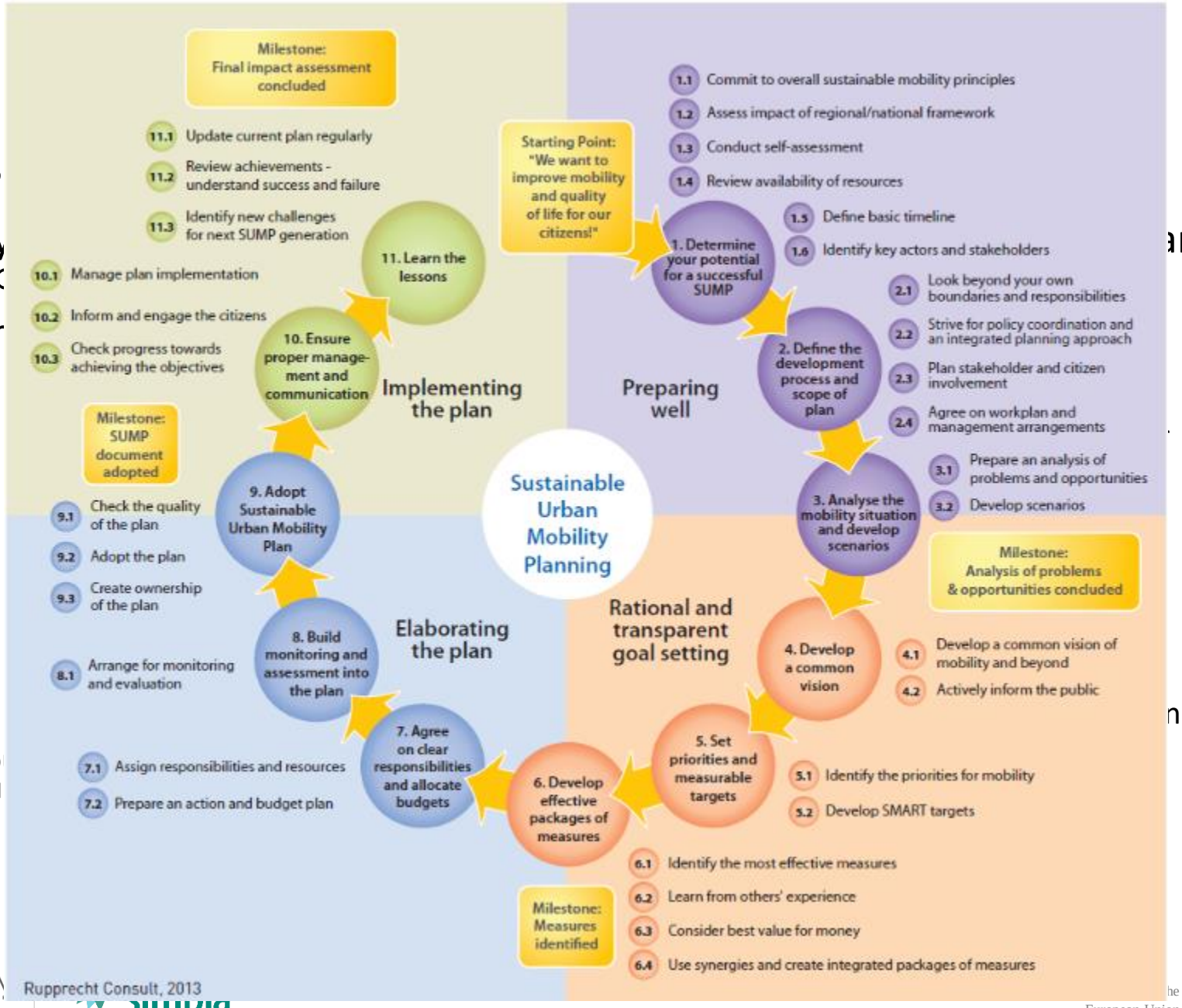

Rupprecht Consult, 2013

SUMP: constituting elements

Definition of actions

Balance between

Context analysis (SWOT)

Participatory process

External limitations

Feasibility

Elaboration of scenarios

ASI Strategy

SMART indicators

SUMP: constituting elements

Definition of actions

Elaboration of scenarios

Do-nothing

Participatory process

External limitations

Business as usual

Feasibility

Plan implementation

ASI Strategy

SMART indicators

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Main differences between SEAPs/SECAPs and SUMPs

Topic	SEAP	SECAP	SUMP
Time-span	To 2020	To 2030	Long term (min. 10 years)
Fields of action	- Municipal, tertiary {non-municipal), residential buildings (energy, heating and cooling plants); - Transport - Public lighting - Green public procurement - Local electricity production - Local heat/cold production - Others (e.g. industry, agriculture, forestry, fisheries)	- Same as for SEAP + - Land Use Planning - Environment & Biodiversity	Mobility and transport of people and goods in urban and sub-urban environments ('functioning cities')
Relevance of a local authority's territorial size	No technical relevance, however complexity increases with the size of the local authority's territory		Urban and sub-urban where a balanced development of all transport modes is feasible and realistic (typically the population of the functioning area is above 100.000, although cases of smaller areas do exist)

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Main differences between SEAPs/SECAPs and SUMPs

Objectives	(At least) 20% CO_2 emissions reduction by 2020	(At least) 40% CO_2 emissions reduction by 2030 and climate adaptation	- Accessibility - Balanced development of all transport modes - Reduced environmental impacts (including, among others, CO_2 reduction) - Improved road safety and security - Optimized land use in urban areas - More attractive cities - Better quality of life for citizens
Definition of baseline	Comprehensive overview of energy generation and consumption in the municipality	Comprehensive overview of energy generation and consumption Risk and vulnerability assessment	Context analysis mainly based on socioeconomic data, transport infrastructure, mobility, supply-demand interactions
Elaboration of scenarios	Limited relevance: there's a single scenario: 2020 compared to the baseline year (Baseline Emission Inventory - BEI)	Limited relevance: initial and final (2030) scenarios and optional "long term scenario" beyond 2030	The elaboration of scenarios (1, 2 and 3) is a distinctive feature of SUMP elaboration
Centralized monitoring	Report to Covenant of Mayors Office Monitoring Emission Inventory (MEI) every four years, standardized and mandatory report submitted every two years		Each local authority responsible for its own monitoring and evaluation Reporting not formalized

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Contact

Luca Mercatelli

OpenLab - Innovation and Complex Systems Dept.

AREA SCIENCE PARK

TEL +39 040 3755252

EMAIL luca.mercatelli@areasciencepark.it

www.simpla-project.eu

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