

Road/Railways - Environmental friendly vehicles/MaaS: Sustainable Urban Mobility Plan (SUMP) Guidelines' second edition integrates MaaS

Andrea Antolini Former Researcher JTTRI

【概要 : Summary】

Based on the European Commission's Urban Mobility Package of 2013, the concept of Sustainable Urban Mobility Plans (SUMPs) was defined as a strategic plan focusing on the mobility needs of citizens and businesses to improve the quality of life in urban agglomerations and surroundings. SUMP is the EU's urban transport planning concept for building a sustainable transport system. It is based on a long-term vision for transport and mobility development and covers all modes and forms of transport. The first version of the SUMP Guidelines was released in 2013, containing the concrete steps to be followed, including practical guidance and good practices. The SUMP sets up actions including technical, promotional and market-based measures and services as well as infrastructure to improve performance and cost effectiveness. It aims at achieving a balanced development of all relevant transport modes, while encouraging a shift towards more sustainable modes.

The publication of the second edition of SUMP Guidelines is an important step for taking new planning approaches into consideration. This comprehensive revision aims to integrate the new developments in many areas of urban mobility since 2013 and considers the new mobility trends and concepts. The preparation for a review of the SUMP Guidelines started in 2018. The second edition of the SUMP Guidelines was published in October 2019, reflecting on the main new trends in urban mobility,

while considering the practical experience gathered by cities all across Europe after the first SUMP Guidelines were presented in 2013.

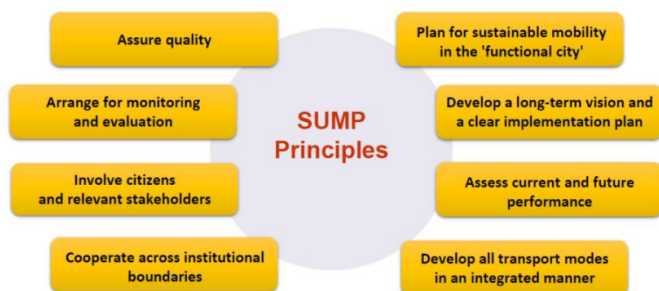
The integration of various forms of transport services into a single mobility service accessible on demand, namely the Mobility-as-a-Service (MaaS), could be a valuable new tool for decision-makers and planners in cities to reach their mobility goals. MaaS could have the potential to provide an attractive and efficient alternative or addition to private car use and to promote a shift towards sustainable transport modes and a more efficient use of transport networks. Therefore, MaaS is seen as a tool for the reduction of congestion and negative environmental impacts in urban areas and is a new tool in the SUMP Guidelines' second edition.

【記事 : Article】

1. The SUMP Concept

The EU's 2013 Urban Mobility Package called on the set up of a concept of Sustainable Urban Mobility Plan (SUMP) that emerged from a broad exchange between stakeholders and planning experts across the EU. The SUMP is defined as a strategic plan focusing on the mobility needs of citizens and business in cities and their surroundings to improve their quality of life. It builds on existing planning practices and takes into consideration the integration, participation, and evaluation principles for tackling transport-related problems in urban areas more efficiently. It focuses on creating a sustainable

urban transport system, ensuring that all citizens are offered transport options that enable access to key destinations and services; improve safety and security; reduce air and noise pollution, as well as GHG emissions and energy consumption; and contributes to enhancing the quality of urban environment as objectives, among others. The SUMP is based on a long-term vision for transport and mobility development for the entire urban agglomeration. The SUMP concept considers the functional urban area and foresees that plans are developed in cooperation across different policy areas and sectors, across different levels of government and administration and in cooperation with citizens and other stakeholders. The main objective of SUMP is to build a sustainable transport system. Building on existing practices and regulatory frameworks, the basic characteristics of a SUMP are based on eight principles, according to the 2013 Urban Mobility Package.



The eight SUMP principles

Source: ERTICO - ITS Europe (editor), Mobility as a Service (MaaS) and Sustainable Urban Mobility Planning. In: https://www.eltis.org/sites/default/files/mobility_as_a_service_maas_and_sustainable_urban_mobility_planning.pdf

They include, first, a plan for sustainable mobility in the “functional urban area”; second, cooperation across institutional boundaries; third, involvement of citizens and stakeholders; fourth, assess current and future performance; fifth, definition of a long-term vision and a clear implementation plan; sixth, development of all transport modes in an integrated manner; seventh, arrangement for monitoring and evaluation and eighth, assurance of quality. The main differences between traditional

approaches in transport planning and sustainable urban mobility planning can be seen, among others, in the fact that SUMP focuses on people and the objective of improving the quality of life and accessibility rather than on traffic and the increase of traffic flow and capacity.

The policies and measures typically addressed in a Sustainable Urban Mobility Plan include all modes and forms of transport in the entire urban agglomeration, including public and private transport, passenger and freight, motorised and non-motorised transport (walking and cycling), intermodality and door-to-door mobility, urban road safety, flowing and stationary road transport, urban logistics, mobility management, and Intelligent Transport Systems (ITS). A Sustainable Urban Mobility Plan includes the balanced and integrated development of all transport modes; horizontal and vertical integration, assessment of current and future performance; regular monitoring, review and reporting; as well as considerations of external costs for all transport modes. The SUMP also needs to consider external costs for all transport modes, including a review of costs and benefits of all transport modes.

The European Commission has actively promoted the SUMP concept for several years and works with the EU Member States to ensure the SUMP concept is adapted to the specific requirements and actively promoted at national level in order to reach hundreds of cities in Europe. The SUMP Guidelines provide local authorities with the framework for the development and implementation of such a plan. The European Commission also offers support to European cities to tackle urban mobility challenges by supporting exchange and capacity building on sustainable urban development. The EU also provides financial support for urban mobility projects through European Structural and Investment Funds, Horizon 2020 and the Connecting Europe Facility, among others.

2. The second edition of SUMP guidelines

Since the first edition of the SUMP Guidelines was published in late 2013, it has acted as the main

reference in the development and implementation of SUMP in urban transport. Many cities in Europe have developed SUMP, forming a sustainable urban Mobility Planning. With over 1,000 SUMP now adopted across Europe, the revision of the SUMP Guidelines is critical to maintain the objective to improve quality of urban life and accessibility in an era of the rise of new technologies, transport options and new developments in many areas of urban mobility. Since the first SUMP Guidelines were published, major new trends in many areas of urban mobility have emerged. At the same time, significant practical experience has been acquired. The comprehensive revision of the SUMP Guidelines aims to integrate the dynamic developments in many areas of urban mobility and the experience with the SUMP concept. Since 2013, new approaches to urban mobility planning are emerging rapidly in a reaction on changing urban mobility. The second edition of SUMP was necessary because major new developments in many areas of urban mobility have taken place. Urban mobility is dynamic and people have adopted new approaches to transport modes such as electric scooters or Mobility as a Service (MaaS) and shared transport in the urban environment. This results in changing attitudes among travellers, and changing mobility choices. In addition, a wealth of SUMP implementation experience has been collected that needed to be made available as inspiration for practitioners across Europe. Finally, several projects and initiatives were developing additional guidance on specific planning topics. All these new developments had to be integrated into the revised SUMP Guidelines.

A comprehensive preparation of an update of the European SUMP guidance started in 2018. In total, more than 300 transport and urban planners, other practitioners, policy makers, and researchers have contributed to the SUMP Guideline's revision. The second edition of the SUMP Guidelines is the result of a consultation process, coordinated by main authors Rupprecht Consult and led by a special Editorial Board, which included DG MOVE, the CIVITAS SUMP projects, Eltis, INEA, DG REGIO, JASPERS, and leading mobility

researchers. The preparation also included the development of a range of complementary guides on specific aspects of SUMP. This comprehensive revision aims to integrate the dynamic developments in many areas of urban mobility, which have taken place since 2013. The importance of including a larger number of good examples has been repeatedly highlighted. Practitioners have also requested greater support for key aspects and process steps of the SUMP process, particularly those focusing on measure selection and implementation. Considering the diversity of cities throughout Europe, a deeper consideration of the SUMP concept's transferability into different planning contexts is recommended.

The revised SUMP Guidelines should also provide a more detailed explanation on how pilot projects can be utilised, as in time they could serve as the basis for mobility policies. As funding is a critical element across all topics of discussion, the need has been repeatedly expressed for more information about possible funding sources and cost comparisons between different measures.

On 2 October 2019, the new SUMP Guidelines were presented at the CIVITAS Conference in Graz, Austria. The Guidelines were updated to reflect upon major trends in urban mobility, as well as on practical experience gathered by cities all across Europe.

3. Integration of MaaS in the SUMP procedure

There are more and more mobility options available, as car sharing, bike sharing, on demand transport, and others are now becoming more commonly available in many urban areas. More recently, there has started the introduction of shared micro mobility in cities, including scooters, electric bikes, electric scooters and electric mopeds. The widespread availability of such new mobility services together with the traditional modes, such as public transport, creates a complex mobility environment. Furthermore, although still emerging, Mobility-as-a-Service (MaaS) has the potential to deliver the benefits of a multimodal transport system. The integration of various forms of transport services into the MaaS single mobility

service, accessible on demand, may be a valuable tool for decision-makers and planners in cities to reach their mobility goals. However, with the practical application of MaaS still being at an early stage and with so many competing definitions and claims, it can be challenging for transport authorities to know how best to introduce the concept.

The second edition of SUMP Guidelines considers the dynamic and rapidly emerging urban mobility challenges, following extensive stakeholder consultation and contributions from experts. In addition, it also includes a number of new thematic guides and practitioner briefings to further support the development and implementation of SUMPs. Since MaaS has a multimodal and user oriented approach it could have the potential to provide an attractive and efficient alternative or addition to private car use and could promote a shift towards sustainable transport modes and a more efficient use of transport networks. Therefore, MaaS is seen as a tool for reducing congestion and negative environmental impacts in urban areas and connected communities. MaaS has the potential to provide an improved way to monitor, facilitate and influence mobility demand patterns and accessibility regarding the different needs of the citizens. It can foster multimodality and the utilisation of alternative means and services of transport. However, it must be recognised that not all commercial service models are feasible in all parts of a city or region. Since MaaS is based on the use of local transport infrastructure and combines various services, it requires an integrated planning approach, based on the use of the particular locally available infrastructures. Furthermore, it is relevant to plan the SUMP process and MaaS implementation hand-in-hand, but MaaS also implies policy decisions, regulation and technical elements that can go beyond the SUMP process and the local authorities' competencies.

For those cities willing to introduce MaaS in their areas, they have to assess the readiness of the city to explore possible operational and governance options and models. The concept of MaaS could be

integrated into the SUMP procedure via the mentioned eight SUMP principles.

4. The way forward

The integration of MaaS in the SUMP planning is considered a valuable move for cities to reach their mobility goals. MaaS can bring new tools to analyse and monitor the mobility situation, encourage sustainable choices as well as engage with stakeholders and the citizens. It also brings a new set of measures for public authorities, such as widen stakeholders' engagement and data sharing management, depending on the possible different roles they can play in the public-private partnership in the MaaS development.

However, transport authorities will need to consider the economics of MaaS rather than accepting the MaaS concept's attractions in principle. It is also important to understand that the economics of MaaS ultimately could also have much wider impacts for the future role of transport in an urban environment in general.

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