



SUMPS-UP

6th European Conference on Sustainable Urban Mobility Plans

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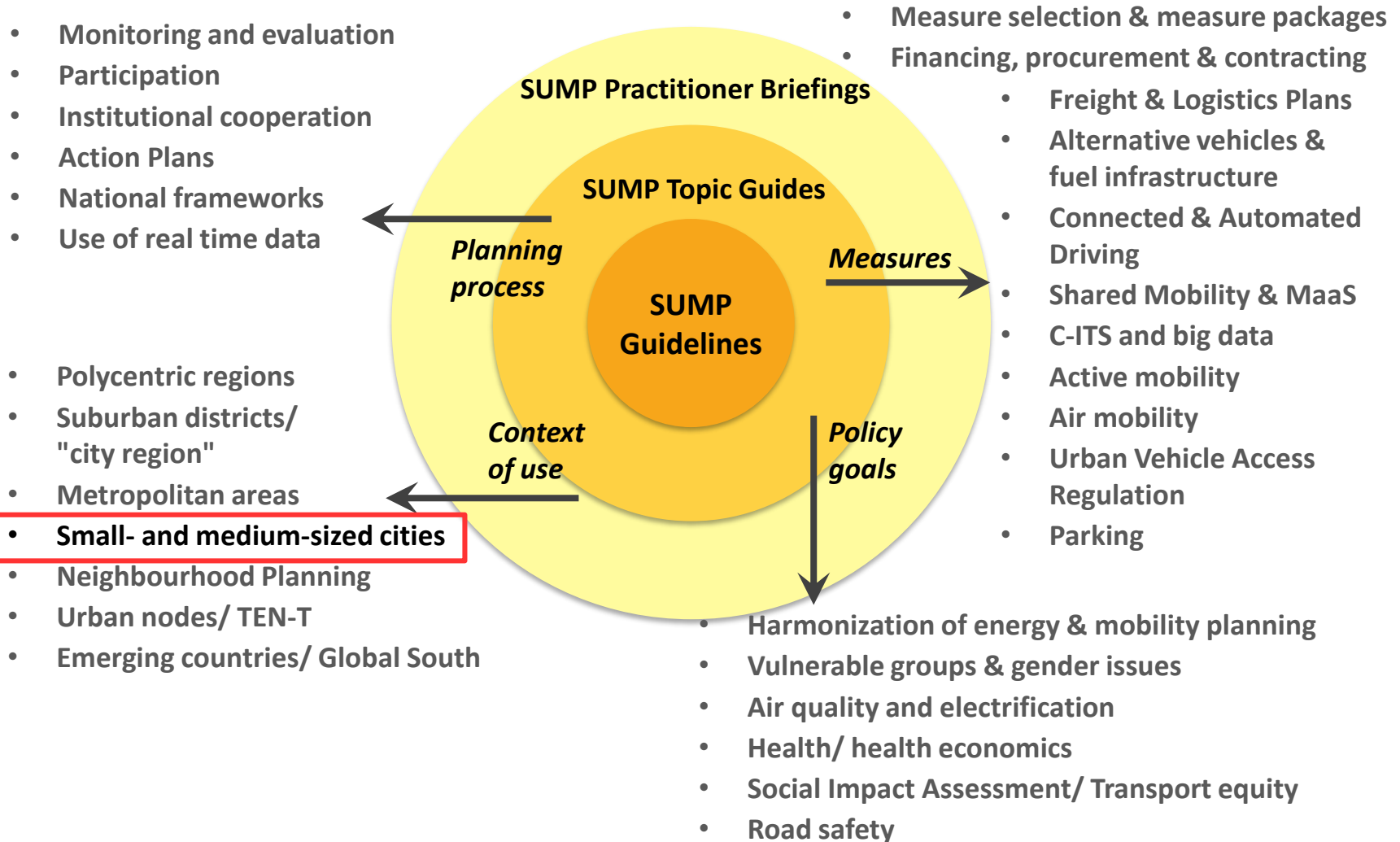
Sharing reflections on a new SUMP guidance on Small and medium-sized cities

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SUMP 2.0 process

Existing and planned SUMP Guidance



SUMP 2.0 process

Existing and planned SUMP Guidance



Topic guide title line 1
Topic guide sub-title line 1
sub-title line 2 (for editors to fill in)

- adapt the SUMP Guidelines to the planning realities of small cities - face specific challenges and call for a dedicated guide
- planning and participation methods, tools and policies that have proven to work well in their context
- good practice examples from across Europe, highlighting the benefits of SUMP for some of the most common problems in smaller cities.



Developing an SUMP

Does size matter?

- **What is a SMALL CITY / TOWN? / what is a MEDIUM-SIZED CITY?**
 - ✓ when it comes to discuss size of the towns and cities, the number of inhabitants is the most **widely used indicator**
 - ✓ small towns - a range from 5,000 to 50,000 inhabitants
 - ✓ small and medium-sized cities - 50,000 to 250,000 inhabitants
- **How small is too small to discuss mobility planning?**
 - ✓ Small and medium-sized towns and cities are also affected by transport problems
 - ✓ The problematic is lower in small towns and cities due to **less mobility infrastructure and lower demand and supply of public transport**
 - ✓ Another point of disparity between small, medium and large cities is the **behavior of its citizens - transport modes are used differently**

Developing an SUMP

City typology and SUMP



- How does the city typology influence the mobility planning approach?
 - ✓ cities and towns - to be considered in relation to **territorial, morphological and administrative** (= which and how many local authorities) **parameters**
 - ✓ small towns and cities with special characteristics of mobility that make them appropriate for the developing a SUMP:
 - touristic cities - major variations during peak times, major attractors of traffic - cities hosting airports in the region / metropolitan area, conurbations, etc

Developing an SUMP

What's the most appropriate methodological approach?



- Are local authorities from small and medium-sized towns and cities interested in such a transport planning approach?
 - ✓ **is the European policy helpful?** - aimed to help the local authorities to benefit from the advantages of sustainable mobility measures
- Are there different behaviour patterns for the citizens living in small and medium-sized towns and cities?
 - ✓ widespread influence of functionalistic and car centred spatial planning
 - ✓ some towns and cities unattractive for walking and/or cycling
 - ✓ too costly to provide regular PT due to small number of even potential users
- Do some of the SUMP cycle steps still apply when working with smaller towns and cities?

Developing an SUMP

What's the most appropriate methodological approach?



- Do some of the SUMP cycle steps still apply when working with smaller towns and cities?
- Are there benefits of planning mobility for smaller cities as part of the polycentric regions?
 - ✓ coordination of policies and services across administrative boundaries
 - is this a problematic approach?

Developing an SUMP

What is missing?

- What do small and medium-sized towns and cities need to achieve an effective mobility planning?
 - ✓ SKILLS?: Guidance / assistance / capacity building / support
 - ✓ Specific formal frameworks for smaller cities?
 - ✓ RESOURCES? - Smaller cities = smaller budgets, fewer people available to work on SUMP S, less specialized since one person must usually cover several planning and management areas
 - ✓ Good understanding of demographical changes - shrinking cities!
 - ✓ Ease in making planning choices - power to influence the surrounding territories and neighbouring authorities
- Are there any advantages - disadvantages when advising small towns and cities (less than 100,000 inhabitants) to develop a SUMP?
 - ✓ e.g. remove conservatism in the planning offices

Thank you!

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