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

- Monitoring and evaluation
- Participation
- Institutional cooperation
- Action Plans
- National frameworks
- Use of real time data

- Polycentric regions
- Suburban districts/ "city region"
- Metropolitan areas
- **Small- and medium-sized cities**
  - Neighbourhood Planning
  - Urban nodes/ TEN-T
  - Emerging countries/ Global South

- Measure selection & measure packages
- Financing, procurement & contracting
  - Freight & Logistics Plans
  - Alternative vehicles & fuel infrastructure
  - Connected & Automated Driving
  - Shared Mobility & MaaS
  - C-ITS and big data
  - Active mobility
  - Air mobility
  - Urban Vehicle Access Regulation
  - Parking

- Harmonization of energy & mobility planning
- Vulnerable groups & gender issues
- Air quality and electrification
- Health/ health economics
- Social Impact Assessment/ Transport equity
- Road safety

SUMP Topic Guides
SUMP Practitioner Briefings
Planning process
Context of use
Policy goals
Measures
SUMP 2.0 process
Existing and planned SUMP Guidance

- 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 SUMPs:
    ▪ 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 SUMPS, 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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