Towards the next cycle of SUMPs: preparation, delivery, learning

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ELTIS - 6th European Conference on Sustainable Urban Mobility Plans
Planning for sustainable and active cities
Groningen, 17th June 2019
• Large number of SUMP:s approved and implemented
  • Good public acceptance
  • Overall, city centres are more pleasant places

• Some implementation difficulties
  • Loss of rights
  • Government fragmentation
What’s New (and emerging) I
What’s New (and emerging) II

• Awareness of Urgency

Willingness to change our own behaviour?
What’s New (and emerging) III

- Electrification of light vehicle fleets
  - EU emission standards and ULEZ definitions by cities

- Also in urban logistics
  - Accompanied by other operational measures
What’s New (and emerging) IV

- New forms of supply, arriving in fast pace
  - Micro mobility
  - On demand, shared services
  - Wider integration through MaaS
The “forgotten” policy goal: Equitable Access

- Not regularly measured nor accounted for in statistics
- Simple indicators like “distance to a PT stop” can be very misleading

Current public transport + walking
Taxibus + Metro + walking

Percentage of jobs within 30 min by public transport

<table>
<thead>
<tr>
<th>Inequity Indicator</th>
<th>Current PT + Walk</th>
<th>Taxibus + Metro + Walk</th>
</tr>
</thead>
<tbody>
<tr>
<td>P90/P10</td>
<td>17.3</td>
<td>1.8</td>
</tr>
<tr>
<td>Gini coeff.</td>
<td>0.27</td>
<td>0.11</td>
</tr>
</tbody>
</table>

Legend:
Classes of access by percentage of total jobs:
- 0% to 25%
- 25% to 50%
- 50% to 75%
- 75% to 100%
The continuing challenge of Road Safety

• Significant reduction of road fatalities in recent years
  • Lagging on Vulnerable road users
• New ITS equipment mandatory on new vehicles should help
  • Must be seen in the framework of the “Safe System Approach”
    • Namely to be complemented with measures on the infrastructure
From Measures to Plans (virtuous combination)

- Too much silo thinking also in policy measures
- Possible to conceive measures with positive contributions to more than one policy goal

- Plans with priority for measures
  - that have a positive impact on more than one policy goal
  - that have synergies with other measures in the plan

are more efficient and manageable
• After approval a SUMP has to be implemented
  • Changing from one’s usual mobility options raises discomfort, and often resistance

• Transition management must always be based on local habits, perceptions and ways of communicating
• More knowledge should be shared (beyond the local press) about implementation difficulties
Recurring innovation

• Urban Mobility Systems will be changing fast over the next 10 to 20 years

• New options emerging also on the sensing side
  • Standards for data exchange

→ Organizations must adapt to digest and share this information, and collectively learn from it, while preparing for the next wave
A mix of planning with wave-riding

- Traditional workflow processes (in planning and regulation) too slow for pace of change
- A two-speed process is needed
  - Planning and Wave-riding (Slow & Fast)
- Two areas of high tension:
  - Data sharing agreements (tensions with companies)
  - Reallocation / Redesign of urban space (tensions with citizens, mainly residents)
• Change will be faster, sometimes turbulent
  • Markets, Public Pressure, Policy initiatives

• New style of policy and regulation necessary
  • Data-based, algorithmic regulatory adjustments
  • Adaptation of organizations

• Implementation difficulties
  • Resistance from incumbents
    • Packaging helps
  • Learn through dissemination and discussion of real cases

• Better science used to deal with Access (inequity) and Road Safety (vulnerable users) issues
Recommendations for SUMPs

• Evolving from Plan to Navigation Guide

• Dealing with
  • Difficult transitions and strategies for getting through
    • Main affected stakeholder groups
    • Limitations, Exceptions, Incentives, Mitigations

• Opportunities for acceleration of desirable change
  • Triggers, thresholds for launch
  • Readiness required at such moments
Thank you for your attention

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