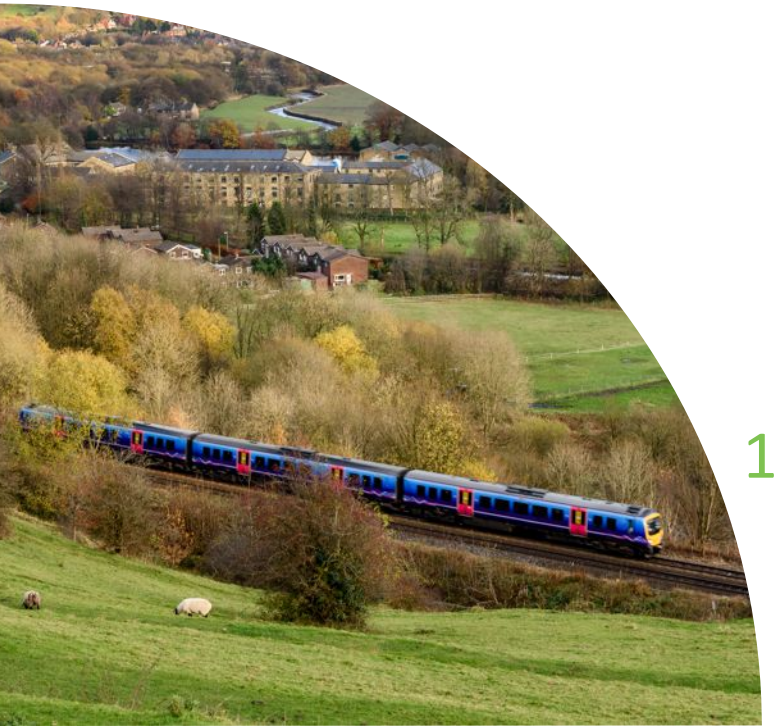
Introducing rural sensitive SUMPs

A focus on the analysis of current mobility situation



Geert Koops

1st European Rural Mobility Network Meeting – 07.06.2023

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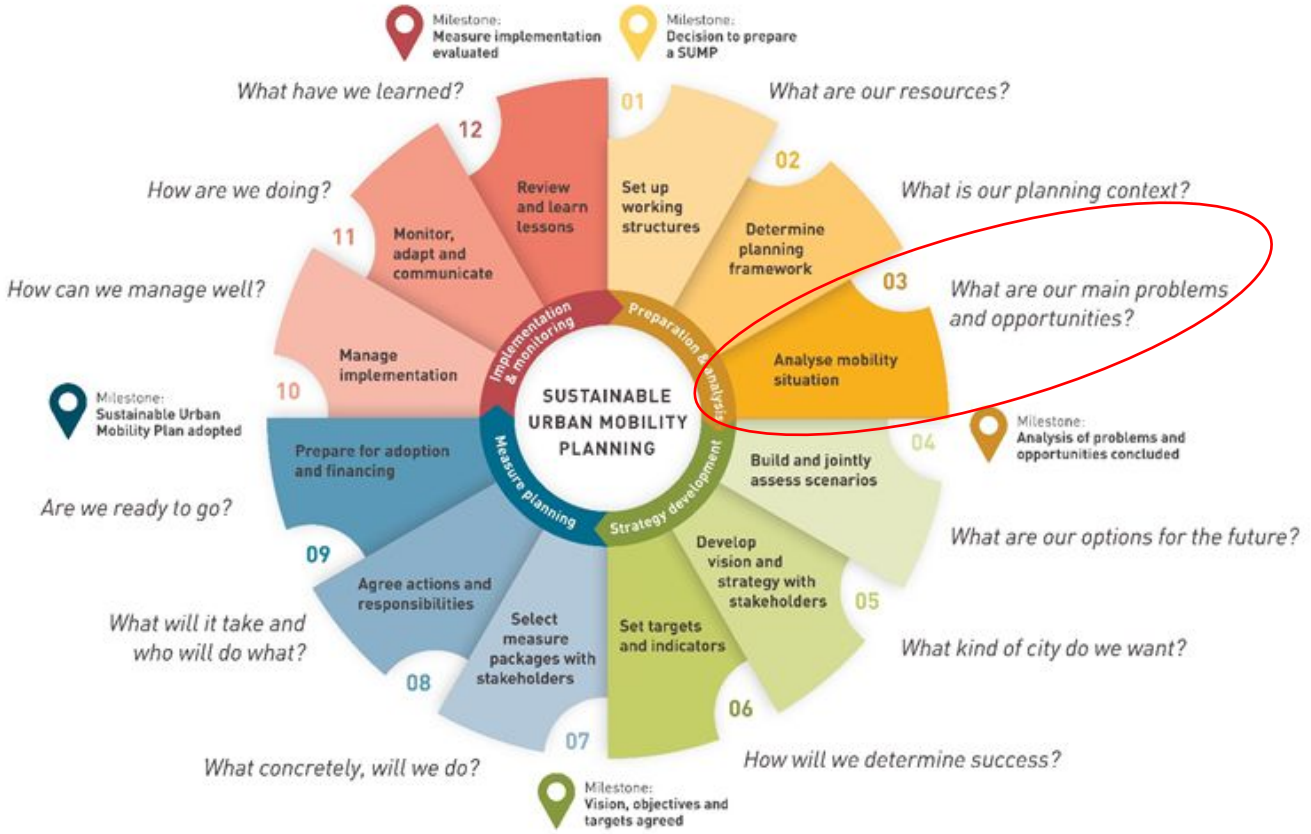
Guidelines for developing and implementing a sustainable urban mobility plan



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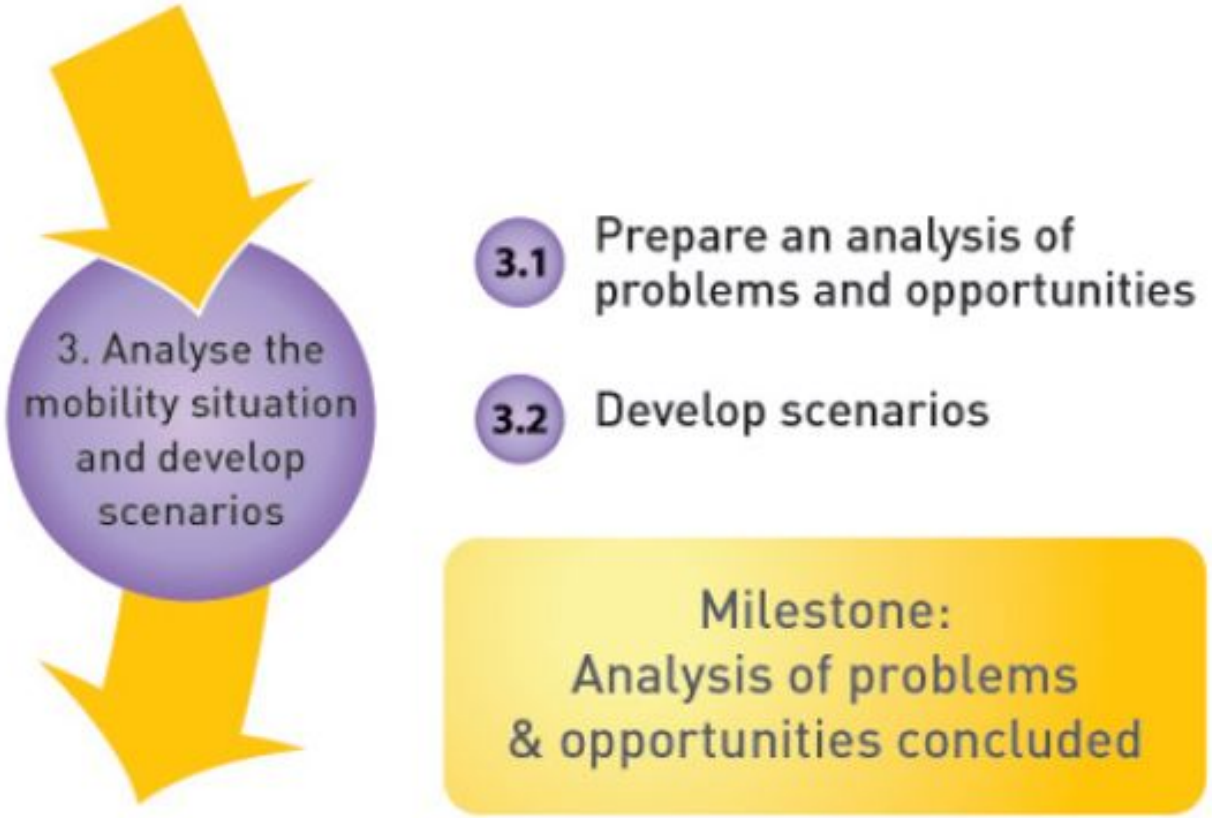
Step 3: Analyse mobility situation



Source: Eltis

Activity 3.1: Identify information sources and cooperate with data owners

- Address fragmented and incomplete data
- Conduct a comprehensive data audit
- Establish good communication with data owners
- Foster mutual data sharing for cooperation

- What about alternative data collection methods to fill data gaps?

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Activity 3.1: Identify information sources and cooperate with data owners

DATA AUDIT

Retrieve available data and identify gaps

Consult stakeholders and general public

Fill remaining gaps with default values

Activity 3.1: good practice example

Gdynia, Poland: Partnership for data collection between municipality and public transport authority

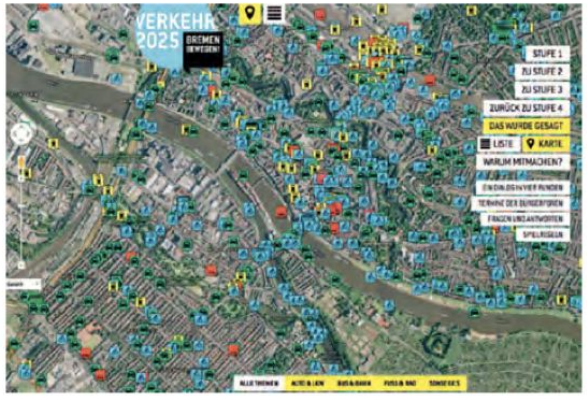
In the past years, Gdynia has established a valuable partnership with different actors to collect data for mobility planning. Detailed interviews with citizens on mobility preferences and behaviours (carried out by the public transport authority), GPS data collected in different campaigns and projects, traffic observations, as well as interviews on the street with pedestrians, drivers, and shop owners provide data. It is used i.a. for heat maps, animations of cycling flows, and freight statistics useful to transport and city planners. Developing a trustworthy relationship with your partners and making them part of the whole process helps you to both receive data and maintain the partnership for the future.

Source: City of Gdynia, collected by UBC

Bremen, Germany: Online citizen participation to assess the mobility situation

Complementing traditional methods of data collection, the City of Bremen utilised crowdsourcing-based methods to analyse the problems and opportunities of mobility developments in the city. A proactive participation strategy and innovative online participation modules allowed citizens to be a key data source. Citizens addressed questions - 'where are things running badly?' and 'where are they running smoothly?' – through an online platform, which enabled users to further mark specific locations on a map and color-code entries according to transport mode. The portal received more than 100,000 page views, 4,000 contributions, 9,000 comments, and 100,000 'like' or 'dislike' comments.

Author: Michael Glotz-Richter, City of Bremen, collected by ICLEI
Image: City of Bremen



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Activity 3.2: Analyse problems and opportunities (all modes)

- Review the current status of mobility and transport developments in the urban area
- Utilize data and planning documents for passenger mobility and freight transport
- Identify problems and opportunities related to urban mobility
- Prepare a list of key problems to be addressed by the Sustainable Urban Mobility Plan (SUMP)
- Prioritize the identified problems for focused attention and action

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Activity 3.2: Analyse problems and opportunities (all modes)

Check key planning documents

Analyse data retrieved in Activity 3.1.

Prepare a baseline analysis

Identify and prioritise the main problems to be addressed by your SUMP

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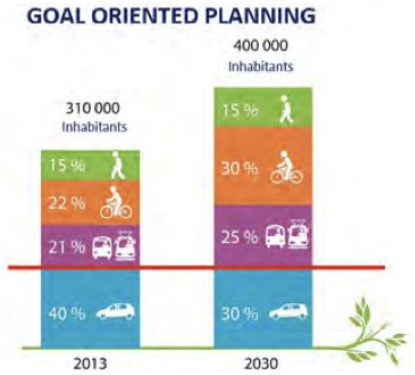
Activity 3.2: good practice example

Malmö, Sweden: Comprehensive approach including manual, mechanical, survey and app-based data collection

The City of Malmö uses a mix of methods to collect data on the mobility situation as well as noise and air pollution. This includes manual and mechanical traffic counts twice a year, as well as travel surveys to measure changes and influencing factors of travel habits every five years. Next to the traditional way, the last survey was set up to be used in an online application for mobile phones. The key success factor is to connect the collected data to the traffic model and the follow-up of infrastructural investments in the city. This supports the decision makers in their actions for the development of the city.

Author: Andreas Nordin, City of Malmö, collected UBC
Image: City of Malmö



Deinze, Belgium: Accessibility screenings for children and the elderly

The SUMP of the city of Deinze includes accessibility screenings for public space and road design connecting different activity places in the city. The accessibility screenings are an example of how the city applies the principles and objectives of 'prioritizing modes (STOP[1])', 'attention to vulnerable target groups' and 'proximity', as defined in the Flemish SUMP program, starting from analysis.

Author: City of Deinze, collected by Mobiel 21
Image: City of Deinze

[1] Dutch abbreviation prioritizing modes – walking, cycling, PT, (sharing) and only last private cars as a thread in SUMP planning for all Flemish cities and municipalities.

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Milestone: Analysis of problems and opportunities concluded

By the end of the process, we should have:

- Completed **preparatory steps** and **status analysis** of the SUMP process;
- Achieved a **common understanding** of the main problems and opportunities with important stakeholders;
- Summarized analysis results in a **'baseline report'**.

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Thank you for your attention!

g.koops@panteia.nl