

SUSTAINABLE URBAN MOBILITY PLAN – NEW APPROACH OF TRANSPORT PLANNING FOR THE DEVELOPMENT OF UKRAINIAN CITIES IN THE COURSE OF EUROPEAN INTEGRATION

Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life.

In contrast to traditional transport planning approaches, the new concept places particular emphasis on the involvement of citizens and stakeholders, the coordination of policies between sectors (transport, land use, environment, economic development, social policy, health, safety, energy, etc.), between authority levels and between neighbouring authorities.

Sustainable Urban Mobility Plans require a long-term and sustainable vision for an urban area and take account of wider societal costs and benefits with the aim of “cost internalisation” and stress the importance of evaluation.

A new approach for Ukrainian cities requires training and build upon international experience.

Keywords: SUMP, transport planning approach, self-assessment, SUMP Working Group.

General formulation of the subject in general and its connection with scientific and practical tasks. Ukrainian cities have different levels of understanding and commitment to integrated planning. As such the development of a Sustainable Urban Mobility Plan (SUMP) will require, at the outset, a process of consensus building between key stakeholders.

Objectives of the article are:

1. Goals and objectives of SUMP;
2. SUMP planning;
3. Measure selection;
4. SUMP Working Group;
5. Determination city potential for successful SUMP, self-assessment;
6. Major benefits of the SUMP.
7. EU support, international projects and grants.
8. Case studies, training component.

Statement of the basic material of research with full justification of scientific results.

1. Goals and objectives of SUMP.

The Sustainable Urban Mobility Plan 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 [1].

A Sustainable Urban Mobility Plan has as its central goal, improving accessibility of urban areas and providing high-quality and sustainable mobility and transport to, through and within the urban area. It regards the needs of the 'functioning city' and its hinterland rather than a municipal administrative region [1].

Building on existing practices and regulatory frameworks, the basic characteristics of a Sustainable Urban Mobility Plan are:

- ▶ Long-term vision and clear implementation plan;
- ▶ Participatory approach;
- ▶ Balanced and integrated development of all transport modes;
- ▶ Horizontal and vertical integration;
- ▶ Assessment of current and future performance;
- ▶ Regular monitoring, review and reporting;
- ▶ Consideration of external costs for all transport modes.

A SUMP fosters a balanced development of all relevant transport modes, while encouraging a shift towards more sustainable modes. The plan puts forward an integrated set of technical, infrastructure, policy-based, and soft measures to improve performance and cost-effectiveness with regard to the declared goal and specific objectives. It would typically address the following topics [4]:

- ▶ Public transport
- ▶ Walking and cycling

- ▶ Intermodality
- ▶ Urban road safety
- ▶ Road transport (flowing and stationary)
- ▶ Urban logistics
- ▶ Mobility management
- ▶ Intelligent Transport Systems.

Local Planning Authorities should have mechanisms to ensure the quality and validate compliance of the SUMP with the requirements of the SUMP concept and the goals and objectives of SUMP are achieved.

2. SUMP planning.

The table below shows some of the main differences between the sustainable urban mobility planning and a “tradition” planning process.

Table: SUMP vs. traditional planning explained

TRADITIONAL PLANNING		SUSTAINABLE URBAN MOBILITY PLANNING
Focus on traffic	→	Focus on citizens
Primary objectives: Traffic flow capacity and speed	→	Primary objectives: Accessibility and quality of life, sustainability, economic viability, social equity, health and environmental quality.
Modal-focussed	→	Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes.
Infrastructure focus	→	Integrated set of actions to achieve cost-effective solutions.
Sectorial planning document	→	Sectorial planning document that is consistent and complementary to related policy areas (such as land use and spatial planning; social services; health; enforcement and policing; etc.)
Short- and medium-term delivery plan	→	Short- and medium-term delivery plan embedded in a long-term vision and strategy.
Related to an administrative area	→	Related to a functioning area based on travel-to work patterns.
Domain of traffic engineers	→	Interdisciplinary planning teams.
Planning by experts	→	Planning with the involvement of stakeholders using a transparent and participatory approach.
Limited impact assessment	→	Regular monitoring and evaluation of impacts to inform a structured learning and improvement process.

The policies and measures defined in a SUMP cover all modes and forms of transport in the entire urban agglomeration, including public and private, passenger and freight, motorized and non-motorised, moving and parking. The concept of a SUMP builds on a long-term vision for transport and mobility development; but it contains a plan for the short-term implementation strategy, including implementation schedules and budget plan, allocation of responsibilities and resources required for the implementation of policies and measures set out in the plan. The figure below illustrates the SUMP planning cycle.

3. Measure selection.

Measure selection is the process of identifying the most suitable and cost effective mobility and transport measures to achieve the vision and objectives of a Sustainable Urban Mobility Plan (SUMP) and to overcome the identified local problems. Even where vision, objectives and problems are defined, it may not be obvious what measures are most appropriate.

A wide range of measures are available, such as modifying development to reduce travel demands, providing new public transport services, managing networks differently, measures on behavioural change, building new infrastructure (footways, cycleway, rail and tram lines, and roads), or charging for use of the transport system. Nevertheless, it can be difficult to identify the most appropriate.

Stakeholders, politicians and citizens will have preconceived ideas as to what should be done. Moreover the most appropriate measures may not be the most easily implementable. For instance, split responsibilities, and lack of funding can limit what measures can be implemented.

A SUMP is likely to draw on several measures, but the SUMP's performance, and implementability, will depend on how these measures are packaged. Prior to implementation each measure needs to be defined in detail, assessed in terms of its likely impact, and appraised in terms of its potential contribution [2].

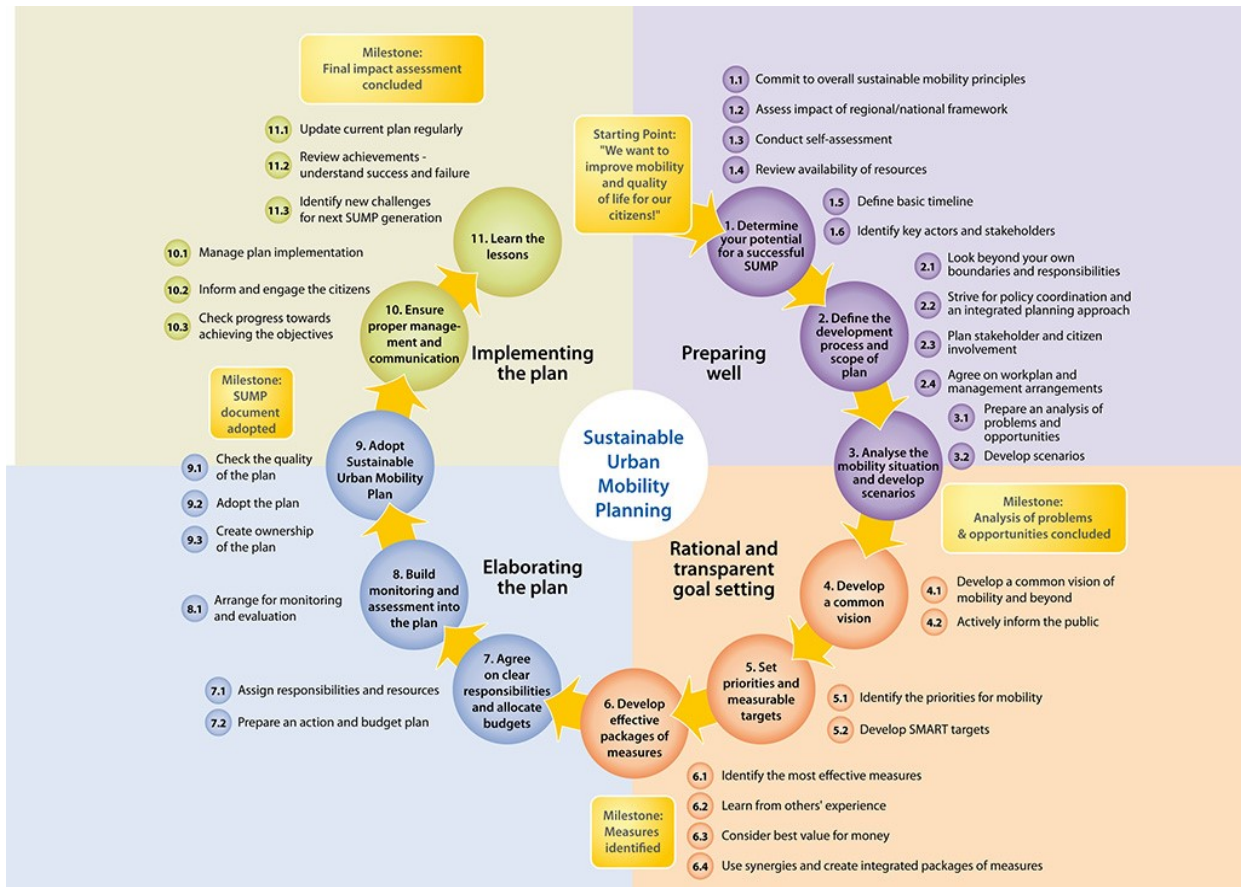


Figure: Planning cycle for a sustainable urban mobility plan

Source: Guidelines. Developing and Implementing a Sustainable Urban Mobility Plan, www.eltis.org

This widely accepted approach to the SUMP development has to be adapted to the context of the City. All activities must have a time schedule and a checklist of milestones to be achieved.

4. SUMP Working Group.

It is advisable for the cities to establish a SUMP Working Group consisting of key stakeholders, local planners and decision-makers. The Working Group has to be actively involved in the development, implementation, monitoring and evaluation, as well as SUMP impact assessment activities. The workgroup must be led by mayor or deputy.

A SUMP focuses on people and their mobility needs; therefore, it has to follow a participatory and transparent approach that brings stakeholders and citizens on board from the outset and throughout the development and implementation process. Participatory planning promotes stakeholder ownership of a SUMP and the inherent policies, and makes public acceptance and support more likely, thus, minimising risks for decision-making and facilitating the plan implementation.

Stakeholders participation have to take a place to overcome barriers and to build a constructive dialogue among all involved actors in order to reach a common vision of sustainable mobility.

The planning authority responsible for the development of a Sustainable Urban Mobility Plan (SUMP) usually takes the lead in the plan preparation process. However, it should also engage with other institutional actors as cooperation can bring value, knowledge and resources to the SUMP preparation process and plan implementation.

A number of actors may be approached for SUMP cooperation, such as other departments within the local authority (e.g. environment, land use, health), municipal agencies, political bodies, neighbouring communities and higher level authorities [2].

5. Determination city potential for a successful SUMP, self-assessment.

A self-assessment at the beginning of the plan development process is needed to identify strengths and weaknesses of the current planning practices and to understand the potential to successfully prepare a Sustainable Urban Mobility Plan.

A self-assessment can be as simple as a group of people who are involved in the planning process sitting down together to discuss the strengths and weaknesses of current processes and how to improve them. An independent facilitator can help in this. If desired, this can be coupled with a full SWOT-analysis.

SUMP potential impact assessment has to be done in order to:

- 1) Describe the current situation in the City, identify gaps and deficiencies of the current planning processes.
- 2) Based on the assessment of the current situation, can be developed options for promoting the use of sustainable urban mobility planning, and raise public awareness of the benefits of a future SUMP.
- 3) Assess potential economic, environmental and social impacts of the future SUMP.

6. Major benefits of the SUMP summarized in below:

- ▶ Improving access to mobility
- ▶ Improving quality of life through improved traffic / mobility management
- ▶ Contributing to better health and environment
- ▶ Making more effective use of resources
- ▶ Winning public support
- ▶ Benefitting from ideas and comments of stakeholders and citizens
- ▶ Effectively fulfilling legal obligations
- ▶ Using synergies across governance levels
- ▶ Moving towards a new mobility culture, where long-term benefits and sustainability prevail over short-term benefits.

7. EU support, international projects and grants.

Urban Mobility Package - a step forward by the European Commission [3].

The European Commission has recently adopted a new “Urban Mobility Package” to enhance the support offered so far to cities and towns in the area of urban transport.

A step-change in the approach to urban mobility is needed to ensure that Europe's urban areas develop along a more sustainable path and that EU goals for a competitive and resource-efficient European transport system are met.

With the Urban Mobility Package, the Commission supports measures in the area of urban transport by:

- ▶ Sharing experiences, show-casing best practices, and fostering cooperation
- ▶ Providing targeted financial support
- ▶ Focusing research and innovation on delivering solutions for urban mobility challenges
- ▶ Involving the Member States and enhancing international cooperation.

In addition to the European Platform on Sustainable Urban Mobility Plans, the European Commission offers support to European cities to tackle urban mobility challenges by [4]:

- ▶ Supporting exchange and capacity building on sustainable urban development through, among others, the European URBACT programme.
- ▶ Improving the quality and availability of data and statistics for urban transport systems operations and decision-making at local, regional, national and EU level.
- ▶ Supporting local partnerships in implementing and testing new urban mobility approaches under real-life conditions as part of the CIVITAS 2020.
- ▶ Providing financial support for urban mobility projects through European Structural and Investment Funds, Horizon 2020, Connecting Europe Facility as well as other financial instruments.

▶ The European Commission is working closely with the Member States to ensure the SUMP concept is adapted to the specific requirements and existing planning practices in each Member State and actively promoted at national level in order to reach hundreds of cities in Europe.

In the two Ukrainian cities Zhytomyr and Poltava SUMP will be developed in 2018 within the project funded by GIZ.

8. Case studies, training component.

The methodological approach to implementation of the successful training component on SUMP

development and implementation is based on experience in **best practice** of development and implementation of training programmes with account of pedagogical principles and adult training methods and case study based.

ON-TRUST approach to training activities grounded on the following principles:

O WNSHIP	Building on respecting existing experience and acknowledgement of knowledge constitutes a base for participants to absorb the training as their own interest.
EXCH A NGE	Allow adequate interactivity and communication among participants to exchange their experience and building network.
T RANSFER	Hands-on and easy to apply learning experiences making the transfer into workplace easy and efficient.
R ESOURCES	The needs of trainees are at the core of the approach, and their current knowledge and competences have to be considered and integrated in the overall training programme.
U NDERSTANDING	It is important that learners clearly understand the goals and impacts of the training programme. Self-directed learning with interactive training settings, variety of learning methods.
S USTAINABILITY	Learning system is grounded on the principles of sustainability, where knowledge transfer goes hand-in-hand with individual problem solving skills to ensure that the knowledge generated is efficiently applied and updated in the long-run.
T OOLS	Deploy proven methodologies and tools to turn the training into continuing education.

Cities may also consider a streamlined approach to approve the capacities and knowledge of the staff. The following a logical of actions to successful capacity training program development building.

Principles of Efficient and Successful Training Programme Development:

1. Assess Training Needs

Carefully assess what is really needed. Capitalise on the findings of the TNA carried out, and revise and update it, if deemed necessary, to make sure that the training is targeting true needs of municipalities. The training programme have to consider the knowledge and skills, which the target groups identified as important in the preliminary needs assessment and those that will be revealed through additional Training Needs Assessment exercise.

2. Set Training Objectives

The Training Needs Assessment will identify any gaps in skill sets and knowledge of the target municipalities. These gaps will be analysed and prioritised and turned into clear training objectives. Once the training objectives are set, the content of training that covers the objectives have to be created. In addition, any quizzes, tests, case studies, or hands-on exercises performed during training have to evaluate the participant' understanding of the objectives.

3. Create Training Action Plan

A comprehensive action plan includes learning theories, instructional design, content, materials and any other training elements. Resources and training delivery methods have also to be detailed. While developing the program, the level of training and participants' learning styles will be considered; gather feedback to make adjustments before launching the program to cover all target municipalities. At this stage need to be decided which trainings will be in-house and those implemented for peers from different municipalities.

4. Implement Training Programme

Program implementation includes the scheduling of training activities and organization of any related resources (facilities, equipment, etc.). During training, participants' progress have to be monitored to ensure that the program is effective. The training and other capacity building events have to be scheduled around participants' needs and availability, to ensure participation of as many participants as possible.

5. Evaluate Training

The training program should be continually monitored. At the end, the entire program has to be evaluated to determine if it was successful and met training objectives. Feedback have to be obtained from all stakeholders to determine program and instructor effectiveness and knowledge or skill acquisition.

Conclusions and Recommendation.

To satisfy the mobility needs of people and businesses of Ukrainian cities should:

- ▶ Determine their potential for a successful SUMP;
- ▶ Analyse the mobility situation and develop scenarios;
- ▶ Develop a common vision and engage citizens;
- ▶ Set priorities and measurable targets;
- ▶ Develop effective measures;
- ▶ Elaborate the plan;
- ▶ Implement the plan.

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Др. Хамед А., Гасуха Л. План сталої міської мобільності - новий підхід до транспортного планування розвитку українських міст на шляху європейської інтеграції.

План сталої міської мобільності є стратегічним планом, розробленим для задоволення потреб у мобільності жителів та підприємств міста та прилеглих територій для кращої якості життя.

На відміну від традиційних підходів до транспортного планування, акцентом нової концепції є залученню громадян і зацікавлених сторін, координація політики між секторами (транспорт, землекористування, охорона навколишнього середовища, економічний розвиток, соціальна політика, охорона здоров'я, безпека, енергетика тощо) між рівнями влади та органами влади одного рівня.

План сталої міської мобільності вимагає довгострокового і сталого бачення міської місцевості і приймає до уваги широке коло соціальних витрат і вигод з метою «інтерналізації вартості» з особливим акцентом на важливість оцінки.

Новий підхід для українських міст вимагає навчання та застосування міжнародного досвіду.

Ключові слова: ПСММ, підхід до транспортного планування, самооцінка, робоча група ПСММ.

Др. Хамед А., Гасуха Л. План устойчивой городской мобильности - новый подход к транспортному планированию развития украинских городов на пути европейской интеграции.

План устойчивой городской мобильности является стратегическим планом, разработанным для удовлетворения потребностей в мобильности жителей и предприятий города и прилегающих территорий для лучшего качества жизни.

В отличие от традиционных подходов к транспортному планированию, акцентом новой концепции является привлечение граждан и заинтересованных сторон, координация между секторами (транспорт, землепользование, охрана окружающей среды, экономическое развитие, социальная политика, здравоохранение, безопасность, энергетика и т.д.) между уровнями власти и органами власти одного уровня.

План устойчивой городской мобильности требует долгосрочного и устойчивого видения городской местности и принимает во внимание широкий круг социальных затрат и выгод с целью «интернализации стоимости» с особым акцентом на важность оценки.

Новый подход украинских городов требует обучения и использования международного опыта.

Ключевые слова: ПУГМ, подход к транспортному планированию, самооценка, рабочая группа ПУГМ.

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