

NEW WAY OF THE URBAN MOBILITY PLANNING

Josef Kocourek

NEW WAY OF THE URBAN MOBILITY PLANNING

| Traditional Transport Planning | Sustainable Urban Mobility Plan |
|---|---|
| Focus on traffic | Focus on people |
| <i>Primary objectives:</i> Traffic flow capacity and speed | <i>Primary objectives:</i> Accessibility and quality of life, as well as 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 be achieved |
| Short – and medium – term delivery plan | Short and medium term delivery plan embedded in a long-term vision and strategy |

NEW WAY OF THE URBAN MOBILITY PLANNING

| Traditional Transport Planning | Sustainable Urban Mobility Plan |
|-----------------------------------|---|
| 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) |
| 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 |

SUSTAINABLE URBAN MOBILITY PLAN (SUMP)

Starting Point: "We want to improve mobility and quality of life for our citizens!"

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.

INDICATIVE TIMELINE FOR A SUSTAINABLE URBAN MOBILITY PLAN

Strategic and operative framework
(1-3 years)

Planning process
(1.5 years)
(ideal case, can become longer)

(during preparation and planning possibility
to include „quick win“ measures)



Review at least
every 5 years
(ideally every 2)

Measure implementation
3-10 years

SUMP – MAIN TOPICS

(SUSTAINABLE URBAN MOBILITY Congress 2019, BILBAO, BASQUE COUNTRY, SPAIN)

- **PUBLIC POLICIES AND STRATEGIES**
 - FOR A MORE SUSTANIABLE MOBILITY
- **TECHNOLOGY AND INNOVATION AS SOLUTION PROVIDERS**
 - TOWARDS A MORE SUSTAINABLE MOBILITY
- **OPPORTUNITIES FOR SOCIOECONOMIC DEVELOPMENT**
 - RELATED TO SUSTAINABLE MOBILITY
(SOCIOECONOMIC BENEFITS OF SUSTAINABLE MOBILITY)

PUBLIC POLICIES AND STRATEGIES

GOVERNANCE AND URBAN PLANNING, NORMATIVE FRAMEWORK

To use innovation in order to generate competitiveness:

- Implementing policies which promote citizen participation, sustainable consumption and production.
- Defining land uses.
- Generating incentives to produce and purchase non-polluting vehicles.

HEALTH AND SECURITY

To reduce the impact of mobility on citizens' health:

- Reducing noise pollution.
- Improving air quality.
- Creating strategies to avoid traffic accidents.
- Promoting alternative transport

INCLUSIVE CITY

To create accessible and integrated cities through:

- Urban transport planning.
- Effective use of public space.
- Promotion of shared and collaborative mobility

CLIMATE CHANGE

To mitigate the impact of mobility on cities:

- Diminishing air pollution.
- Promoting alternative energies.
- Improving citizen commitment to the environment.
- Implementing vehicular emissions control.

TECHNOLOGY AND INNOVATION AS SOLUTION PROVIDERS

NEW ENERGIES AND CHARGING SYSTEMS FOR MOBILITY

- Electricity.
- Hydrogen.
- Biofuel
- LPG.
- Natural gas.
- Batteries and fast charging.

INFORMATION AND COMMUNICATION TECHNOLOGIES

Services for passengers:

- Information and entertainment – infotainment.

AUTONOMOUS VEHICLES:

- Vision systems and lane recognition.
- Smart systems for Urban Freight Distribution (UFD)

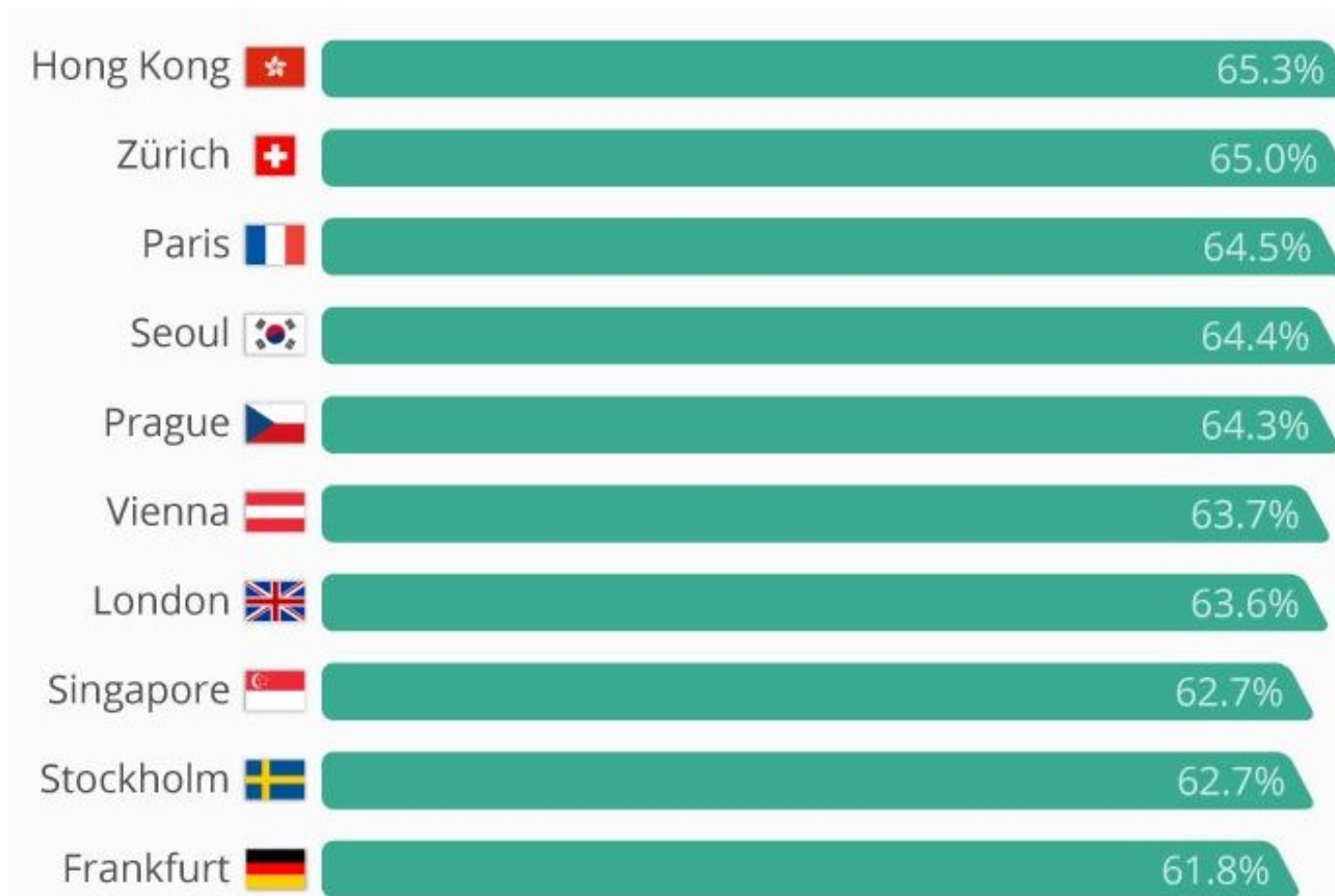
SMART CITIES (CITIZEN PARTICIPATION)

- Smart parking.
- Smart ticketing.



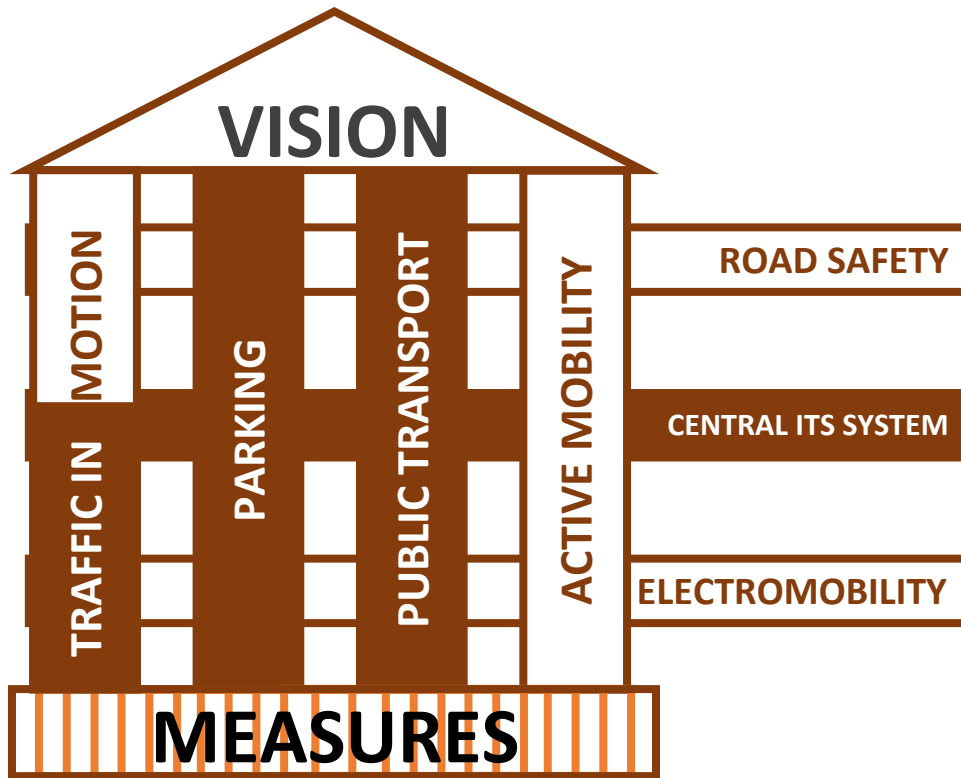
GLOBAL COMPARISON

SUSTAINABLE CITY MOBILITY INDEX (2017)



Index explores mobility through the three pillars of sustainability

EXAMPLE OF A SMART CITY CONCEPT THAT CAN PRECEDE OR FOLLOW A SUMP (EXAMPLE OF THE SMART CHISINAU)



Vision for Smart Mobility sets the end destination.

Pillars (or strategic goals) describe the path.

All necessary areas need to be addressed.

SOME sooner than others.

Measures are **individual steps** tied to corresponding projects.

If the vision shelters the idea, then measures are the foundation.

ONLY TECHNOLOGY IS NOT SMART !

ITS USE IN A CONNECTED DATA SYSTEM - YES !

Bad visibility



Correct visibility 😊



ONLY TECHNOLOGY IS NOT SMART !

ITS USE IN A CONNECTED DATA SYSTEM - YES !

Only the technological solution is unconceptual



Conceptual is to address transport systemically with vision 😊

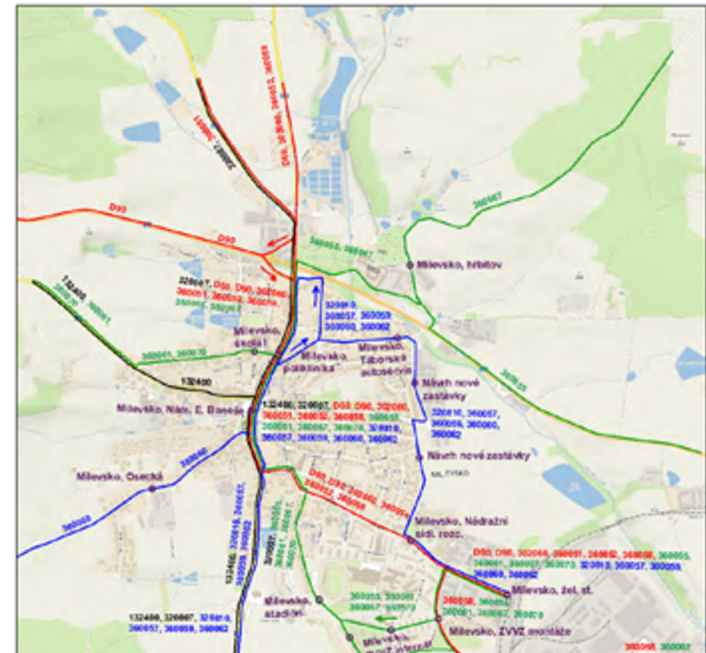
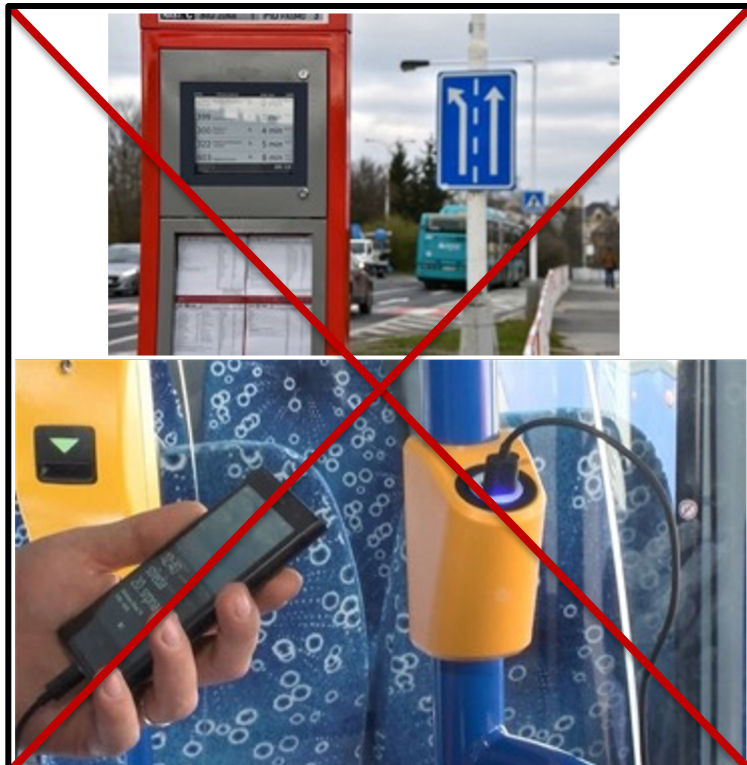


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Connected network,
connected mobility data
(town Milevsko) 😊



Thank you!

kocourek@fd.cvut.cz

Office 15
5 Dostyk str.
Z05H9M1 Nur-Sultan

www.wecoop.eu

info@wecoop.eu

    @wecoopproject



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WECOOP

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Stantec



ACTED

KOMMUNAL
KREDIT

This project is implemented by the consortium led by Stantec, with ELLE (Estonian, Latvian & Lithuanian Environment), ACTED, and Kommunal Kredit Public Consulting as the consortium partners.