

SUMPS-UP

28TH BREAKFAST AT SUSTAINABILITY'S

12 December 2018, Office of the Basque Country's Delegation in Brussels

SUMP 2.0: Reshaping the EU Sustainable Urban Mobility Planning Guidelines

Marta Susana Moreira

Maia Municipality



THE CIVITAS INITIATIVE IS CO-FINANCED BY
THE EUROPEAN UNION

Overview within Maia SUMP Process



Index

- **Maia Municipality Context**
- **Maia SUMP Process**
- **Difficulties an Concerns**

Overview within Maia SUMP Process



Porto Metropolitan Area and Maia Municipality Context

Porto Metropolitan Area

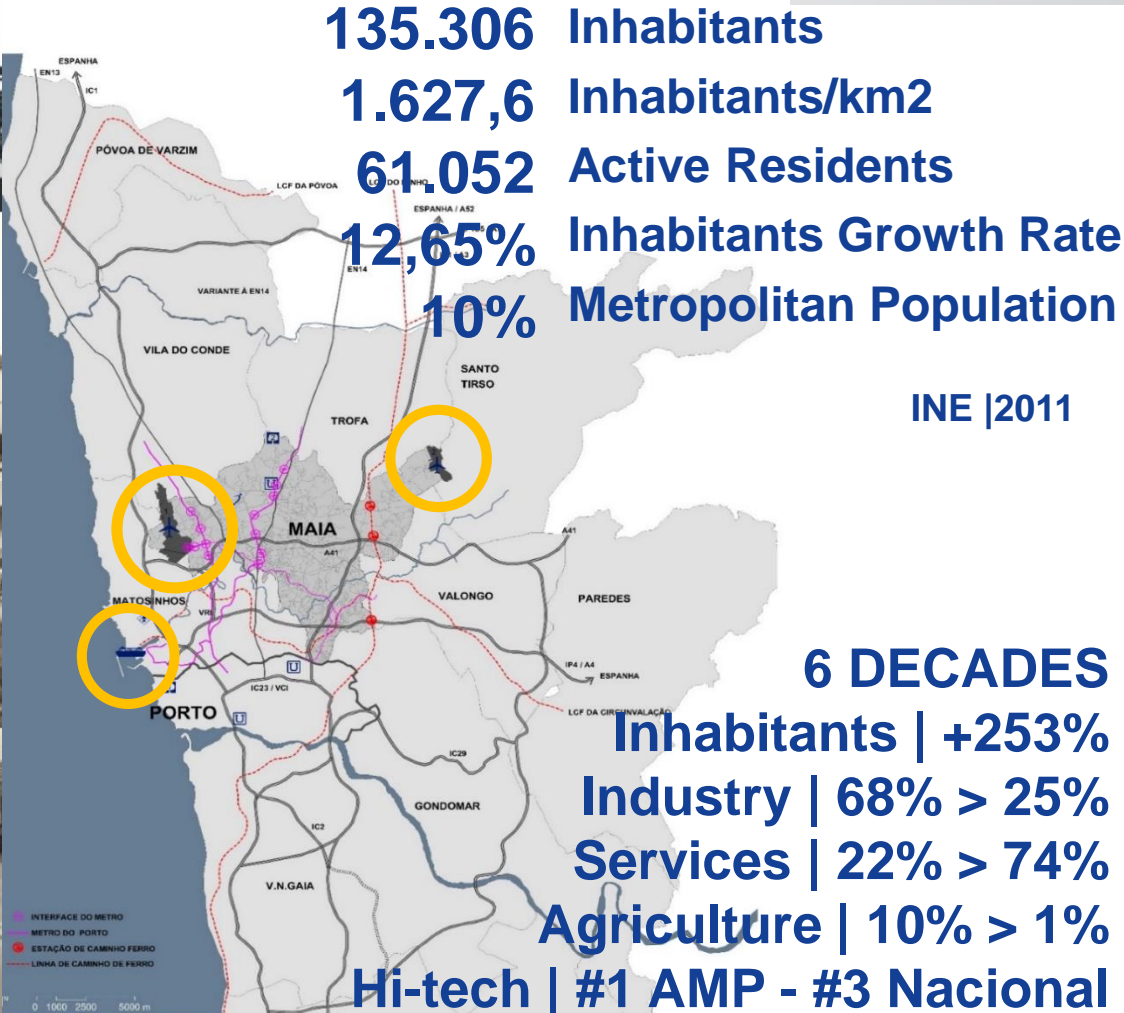
- 2040 km², 9,58% of North Region
- 1.700 000 Inhabitants
- 17 Municipalities

Maia Municipality

83 km² , 7,95% of Porto Metropolitan Area
135.306 Inhabitants
10 Parishes

Source: <https://www.google.pt/maps>

Overview within Maia SUMP Process



Overview within Maia SUMP Process

CAR OWNER'S RANKING / 1.000 INHABITANTS

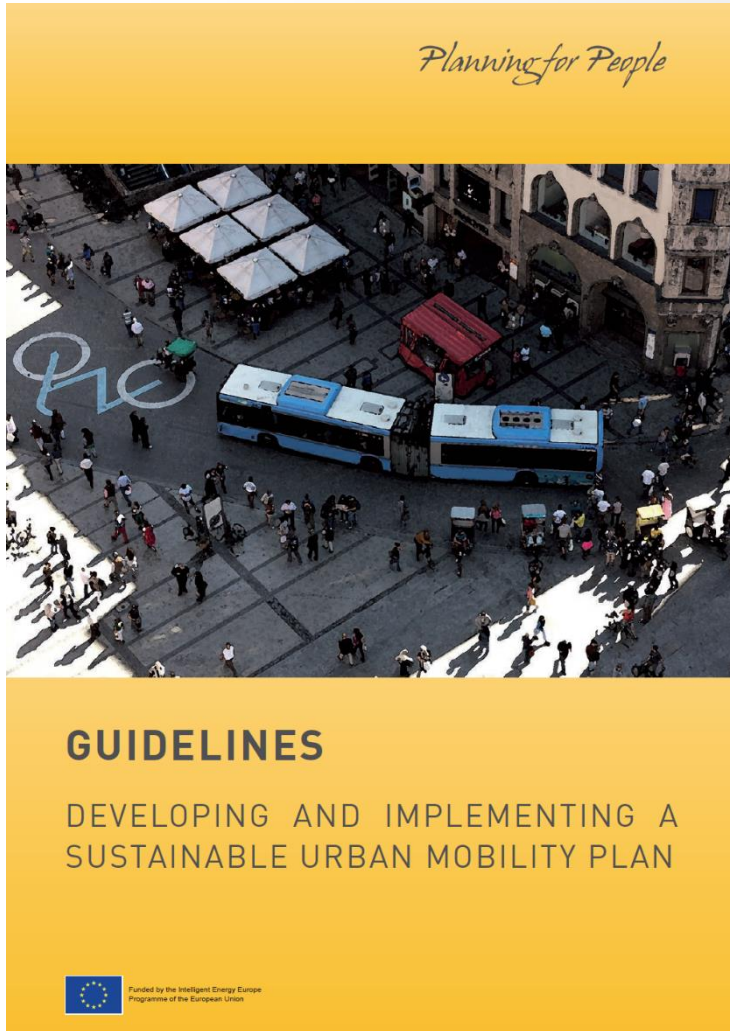


FONTE: OCDE | 2008

Bike Friendly Countries RANKING

- 1 | HOLANDA (99,1%)
- 2 | DINAMARCA (80,1%)
- 3 | ALEMANHA (75,8%)
- 4 | SUÉCIA (63,7%)
- 5 | NORUEGA (60,7%)
- 6 | FINLÂNDIA (60,4%)
- 7 | JAPÃO (56,9%)
- 8 | SUIÇA (48,8%)
- 9 | BÉLGICA (48%)
- 10 | CHINA (37,2%)

Overview within Maia SUMP Process



INTT
Instituto da Mobilidade
e dos Transportes Terrestres, I.P.

 **Pacote da Mobilidade**
Território, Acessibilidade
e Gestão de Mobilidade



GUIA PARA A ELABORAÇÃO DE PLANOS DE MOBILIDADE E TRANSPORTES

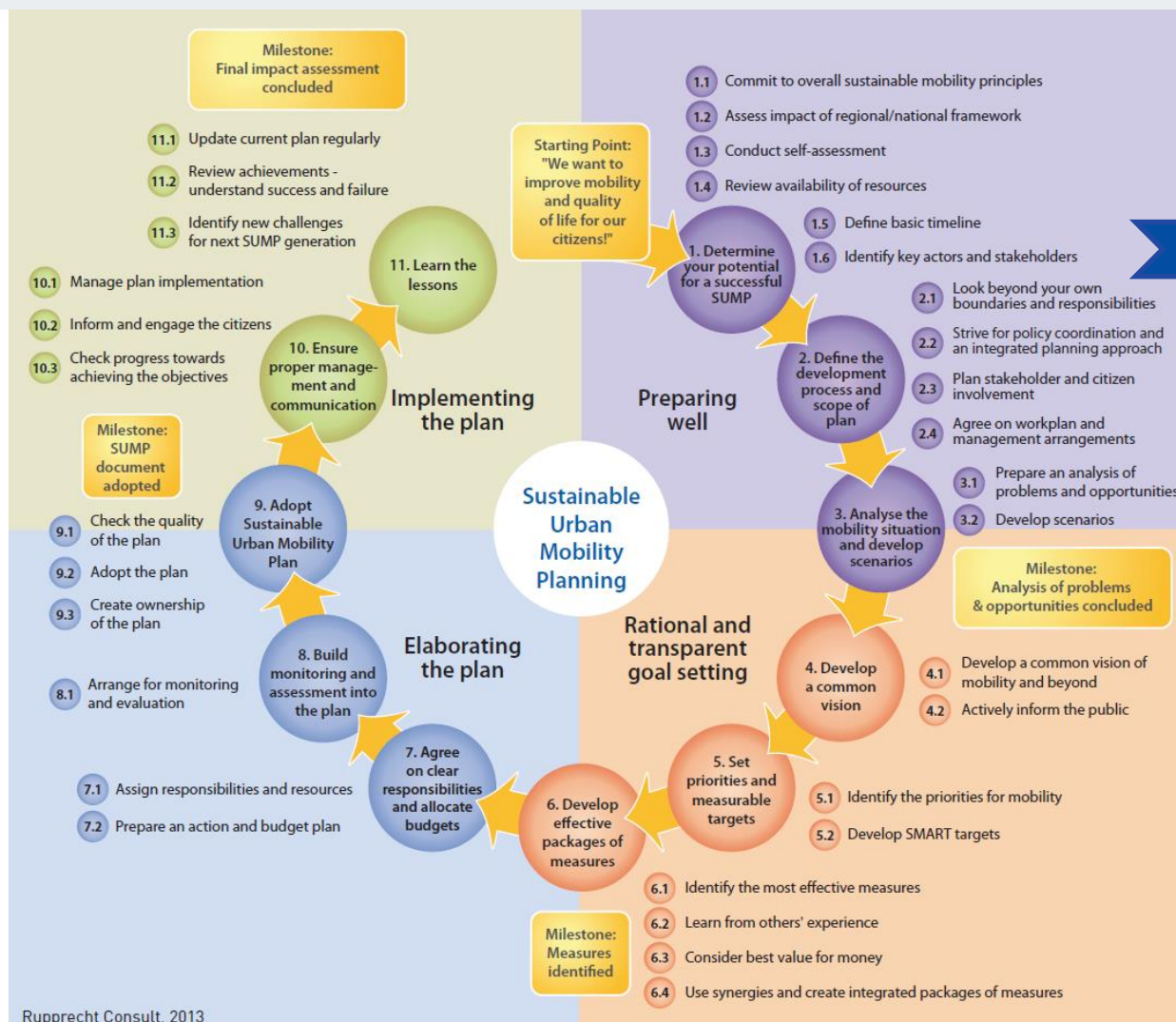
Março de 2011



maia
MELHOR MOBILIDADE. MAIS TRANSPORTES.
MAIS QUALIDADE DE VIDA

6

Overview within Maia SUMP Process



It took almost a year to develop the first phases of the SUMP, corresponding on "preparing well"...

Overview within Maia SUMP Process



Phase 0: Starting Point

- Zoning phase
- Detailed Project Planning
- Quality Control management measures
- Communication Plan
- Timeline

Phase 1: Diagnosis

- Regional, National and International Framework
- Analysis of the mobility situation (data collection, studies, surveys, etc.)
- SWOT analysis

January 2011 to March 2012
1st Workshop with stakeholders and Participatory Forum
September, 16 2011

Overview within Maia SUMP Process



Preparing well | Problem Analysis

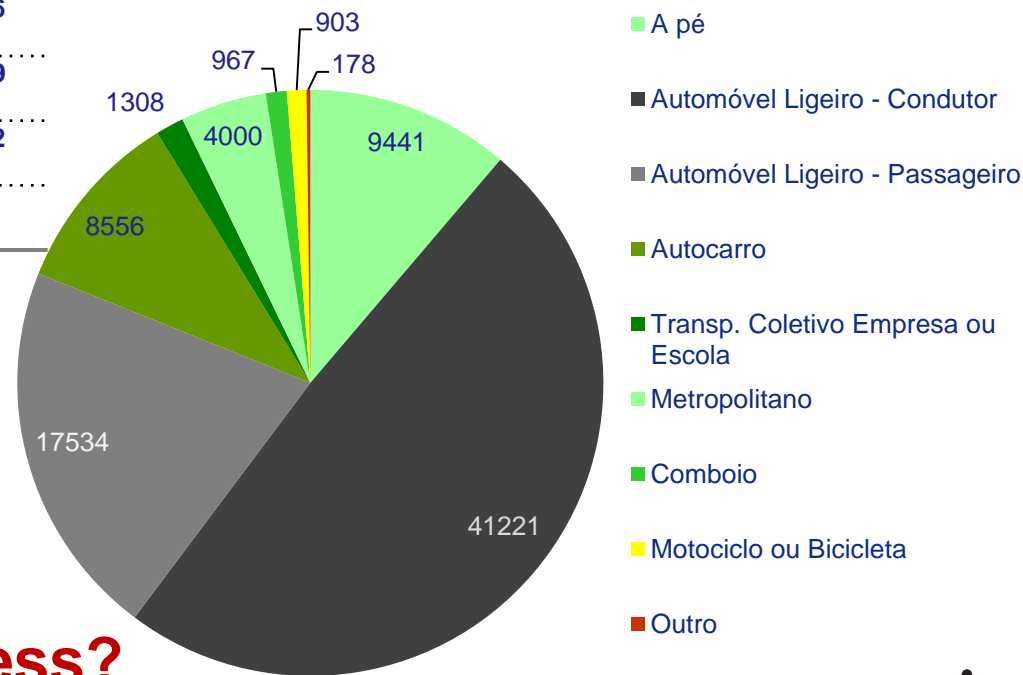
Modal Shift

Mode of Transport	1991	2001	2011
Public Transport	34,2	22,8	17,6
Individual Car	38,2	61,0	69,9
Pedestrian	26,8	15,4	11,2
Others	0,8	0,8	1,3

Source: INE, Censos 1991, 2001 e 2011

*mobility from home to work or to education and training places

Means of Transport for daily journeys*, Maia, 2011



Fonte: INE, Censos 2011

How to reverse this madness?



Overview within Maia SUMP Process



www.dhv.pt

Elaboração do Plano de Mobilidade Sustentável do Concelho da Maia



Fase 1

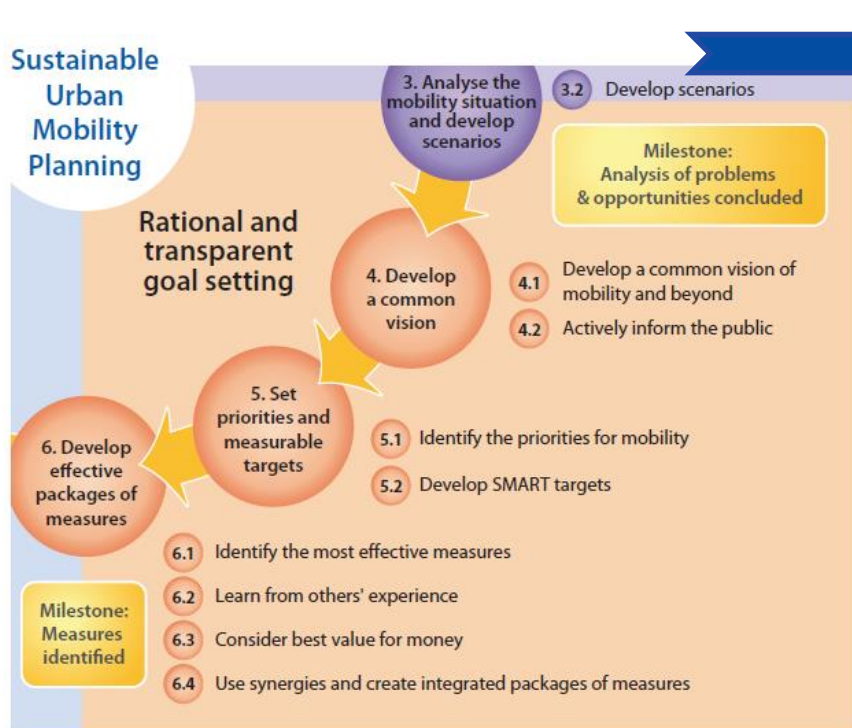
Relatório de Caracterização e Diagnóstico

Julho /2013
E14198

DHV, S.A.
Entrada de Alfragide, nº 92
2815-164 Amadora - PORTUGAL
T +351 214 127 400
F +351 214 127 490
E: info@dhv.pt



Overview within Maia SUMP Process



Phase 2: Scenario Building

- Conditions and constraints (internal and external)
- Strategic goals
- Scenario building
- Scenario selection



www.dhv.pt

Elaboração do Plano de Mobilidade Sustentável do Concelho da Maia



Fase 2 Relatório de Cenarização e Evolução dos Padrões de Mobilidade

Julho | 2012
E14198



March to April 2012
2nd Workshop
April, 20 2012

Overview within Maia SUMP Process

Maia privileges soft transport modes, such **walking**, **cycling** and the **public transport system**. Complementary transports need for freight and people are based on an **environmental friendly system** (less vehicles and better quality freight), **improving all together the quality of life**, giving people good reasons for **loving and stand by their city**.

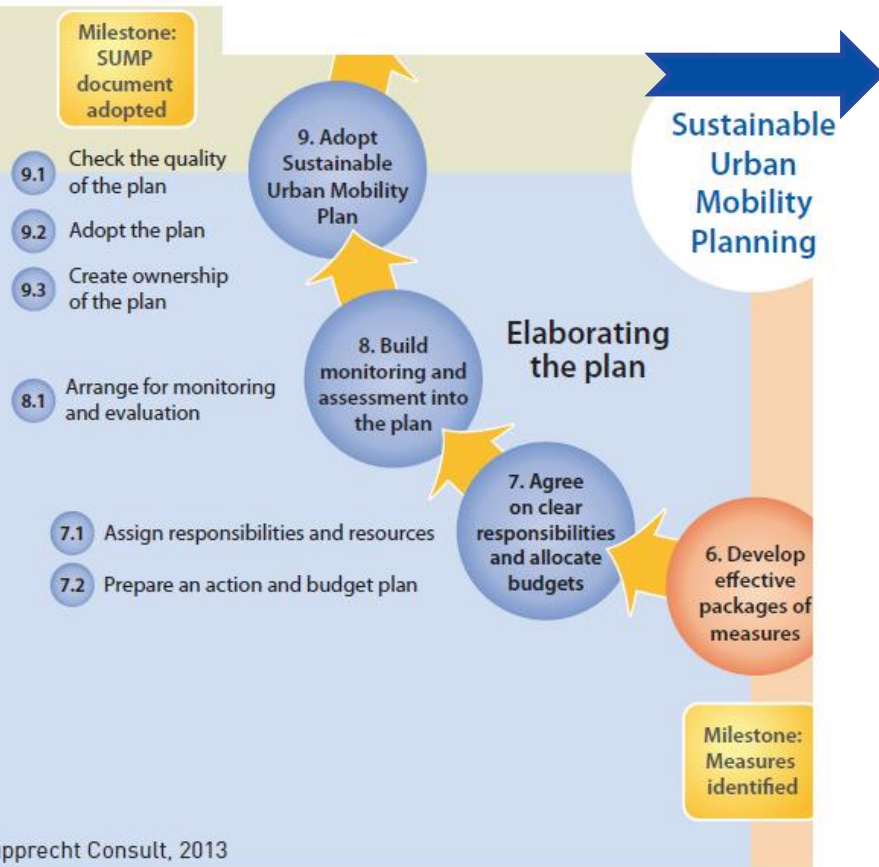


3 Different Scenarios, regarding different course of action

1. **0-case scenario**, or Business-as-usual scenario (BAU), a reference for what could happen when nothing is done, so the mobility indicators will follow the trends
2. **Intermediate scenario**, implementing a set of measures that are both desirable and feasible, regarding the main goals and the resources and other constraints, and also without generate strong controversy or opposition
3. **Proactive Scenario**, implementing a set of measures that are eminently desirable scenario and with high level of ambition regarding the main goals but without caring about financial or other kind of constraints (high level of resistance)

Despite the fact that the Proactive scenario had the best evaluation, and highlighting the fact that the evaluation process didn't consider the constraints (specially costs and social resistance), along another participatory event (2.nd Workshop, April 2012) the decision went through the **Intermediate scenario**

Overview within Maia SUMP Process



Phase 3: Proposals

- Strategic goals
- Project Proposals (measures)
- Action and Budget Plan
- Governance model

Phase 4: Monitoring and Evaluation

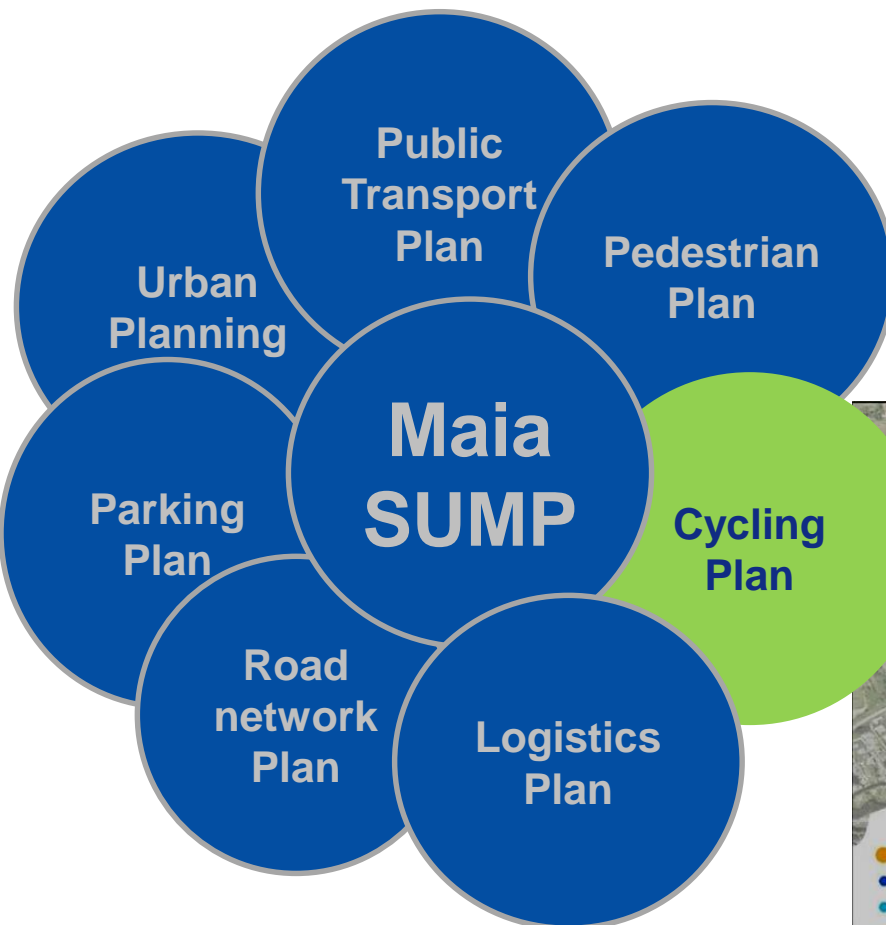
- Monitoring model
- Assessment of the Plan

July 2012 to May 2013
2nd Participatory Forum

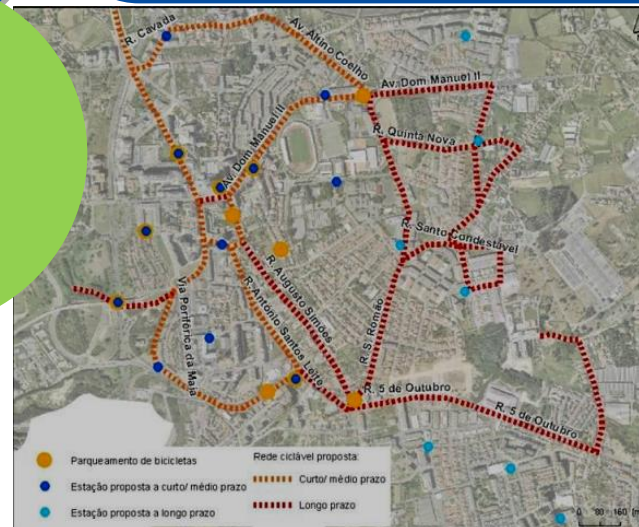
Rupprecht Consult, 2013

Overview within Maia SUMP Process

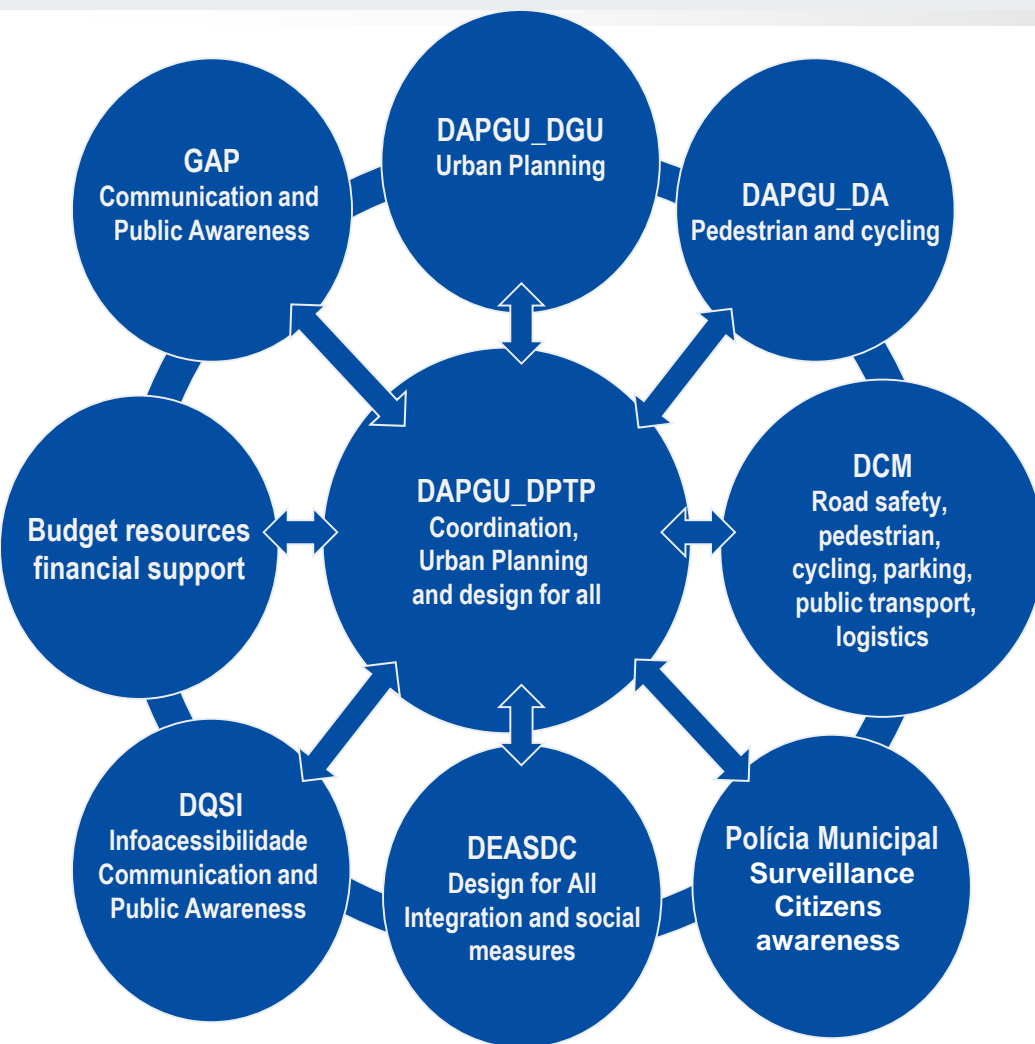
7 Thematic Plans



- Enlarge the cycle lane network
- Develop the cycle parking network and promote cycling facilities (maintenance, cleaning, etc.)
- Promote cycle/public transport integration
- Establish a Bike sharing system
- Assure the continuous awareness actions among citizens



Overview within Maia SUMP Process



GT_MAT

Informal Working Group for Sustainable Mobility and Design for All

Main Responsibilities:

- Manage plan implementation
- Coordination of the different municipal structures and stakeholders
- Check progress towards the goals, by monitoring and evaluating the results
- Promote citizen engagement
- Identify new challenges and review the achievements and the plan
- Coordination of the different stakeholders within the Follow-up committee

Overview within Maia SUMP Process



Governance | Follow Up Committee

Our “share, collaborate and coordinate” CLOUD

ISI + I



Overview within Maia SUMP Process

Plano de Mobilidade Sustentável do Concelho da Maia

Criado em 16 agosto 2011



O forte crescimento da taxa de motorização, decorrente da melhoria generalizada da qualidade de vida da população, associada aos crescentes processos de urbanização difusos - aos quais o sistema de transportes não consegue responder de forma eficaz satisfazendo as necessidades de mobilidade da população - tem tido como consequência a utilização massiva do transporte individual.

De facto, os actuais padrões de mobilidade - fortemente sustentados no transporte individual, e as suas consequências apontam para a necessidade de mitigar os seus efeitos negativos contribuindo assim para um

desenvolvimento mais sustentável do território.

Grande parte das questões mais prementes relacionadas com o sistema de acessibilidades e transportes são essencialmente de natureza local ou regional e, como tal, necessitam de soluções desse âmbito.

Importa assim delinear uma estratégia de intervenção para o concelho da Maia que responda à necessidade de desenvolver um sistema de transportes sustentável.

Com a elaboração do Plano de Mobilidade Sustentável do concelho da Maia pretende-se obter um documento estratégico de intervenção para o município em matéria de acessibilidades e gestão da mobilidade, através da definição de um conjunto de medidas operacionais que têm como objectivo a transferência modal para modos de deslocação mais sustentáveis (transportes públicos, modos suaves), ou seja, modos de transportes compatíveis com a prosperidade responsável, coesão social e defesa do meio ambiente e melhoria da eficiência energética, garantindo uma melhor qualidade de vida aos cidadãos.

Em resultado de uma candidatura apresentada pelo Município da Maia ao Eixo IV – Valorização e Qualificação do Sistema Urbano, do Programa Operacional da Região Norte do Quadro de Referência Estratégico Nacional 2007-2013, a Câmara Municipal viu contemplada a candidatura para a elaboração do designado Plano de Mobilidade Sustentável do Concelho da Maia.

www.dhv.pt

Elaboração do Plano de Mobilidade Sustentável do Concelho da Maia

Fase 1

Relatório de Caracterização E Diagnóstico

Janeiro | 2012
E14198

DHV, S.A.
Estrada de Alfragide, nº 92
2610-166 Amadora - PORTUGAL
T +351 214 127 400
F +351 214 127 400
E info-pt@dhv.com

apcer
ISO 9001

ICNet
CERTIFICADO

2013



<http://www.cm-maia.pt/frontoffice/pages/444>

Overview within Maia SUMP Process

We are here, managing implementation, informing and assuring public awareness, checking progress, being aware of failures, updating systematically our state of the art, in order to restart the cycle...



Overview within Maia SUMP Process

Some Results 2013 | 2018

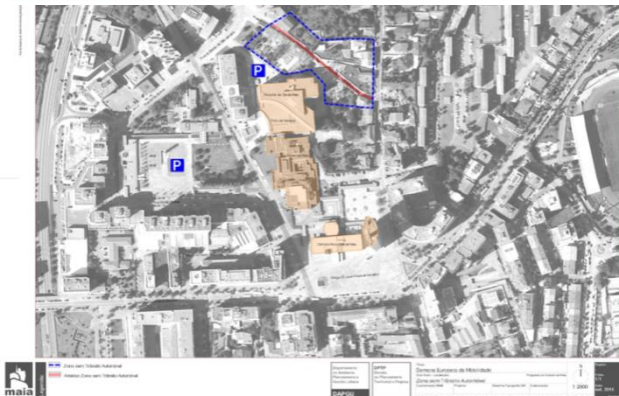
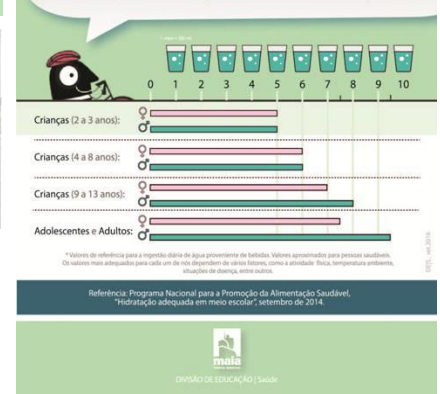
Assuring public awareness about sustainable mobility European Mobility Week participation since 2014

Short Video Sustainable Mobility Maia | https://www.youtube.com/watch?v=uZfoHsZJ_nc



A Água é, *como tão bem sabemos,* essencial a vida!
Assim, é importante bebermos água ao longo do dia para que o nosso corpo e a nossa mente funcionem bem! Quando aumentamos a atividade física, aumenta também a nossa necessidade neste bem vital. Por isso já sabe: quanto mais se mexer, mais Água deve beber!

Sabe que quantidade de água deve, em média, beber por dia?



Giving **children**
a central role

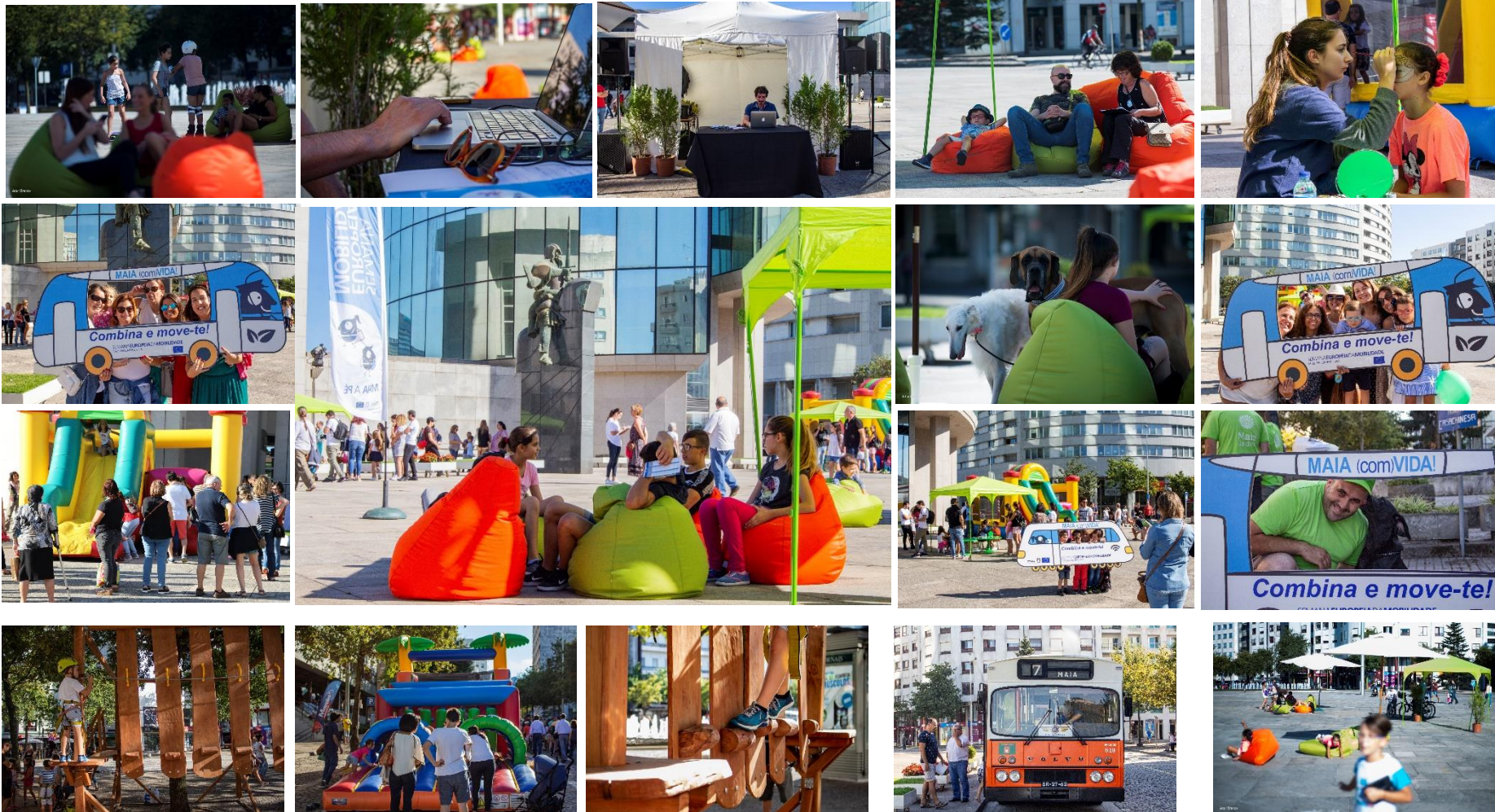


Overview within Maia SUMP Process

Some Results 2013 | 2018

European Car Free Day 2018

Short Video EMW 2018 | Car Free Day | <https://www.youtube.com/watch?v=qSnNg15RZTg>



Overview within Maia SUMP Process

Some Results 2013 | 2018

Cycling Action Plan

1,8 km of bike lanes concluded

(18 km in project)

13 bike parking devices installed

(10 on project, with a total capability for 134 bikes)

2 Bike maintenance spots installed

Bike Sharing system (on project)

Bicycle Patrol in the field

Annual “Bike to Work” Initiative

Annual Bike Worker Challenge

Flyers and other initiatives

to promote cycling as a daily mode of transport

Citizens engagement

(mainly thought the school system) within security among the streets, disability people, health benefits of soft modes, etc.



Overview within Maia SUMP Process

Some Results 2013 | 2018

Pedestrian Action Plan

4 Public buildings adapted for disability people

245 movement barriers eliminated

(2,9 % of the total amount identified during the diagnosis phase)

16.936 m² of sidewalks repaired

(12 % of the total area identified during the diagnosis phase)

8.474.755 m² of pedestrian areas and
2.746 movement barriers for elimination in
project for requalification actions

Flyers and other initiatives

to promote walking as a daily mode of transport

Citizens engagement

(mainly thought the school system) within security among
the streets, disability people, health benefits of soft modes,
public transports, etc.



Overview within Maia SUMP Process

Some Results 2013 | 2018

Public Transports Action Plan

With Porto Metropolitan Area

We enlarge the ANDANTE

(Intermodal Ticket System) to the main transport operators/services

We launched the MOVE-ME.AMP

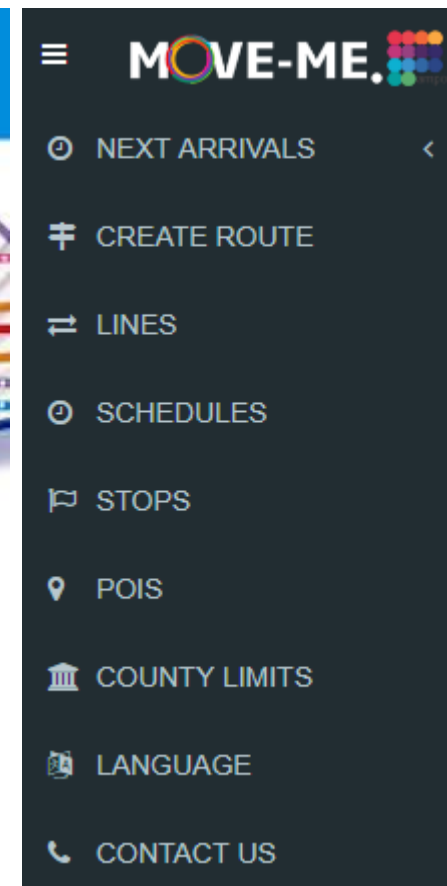
A tool that allows the user to plan his trip, giving him information about different ways to do the trip wanted and the exact time he will arrive, benefit from the reliability and security that real-time data access truly ensures.

700 bus stations in project

To improve the quality of bus stations, intermodal connections and transport information system

Citizens engagement

(mainly thought the school system) within security among the streets, disability people, health benefits of soft modes, public transports, etc.



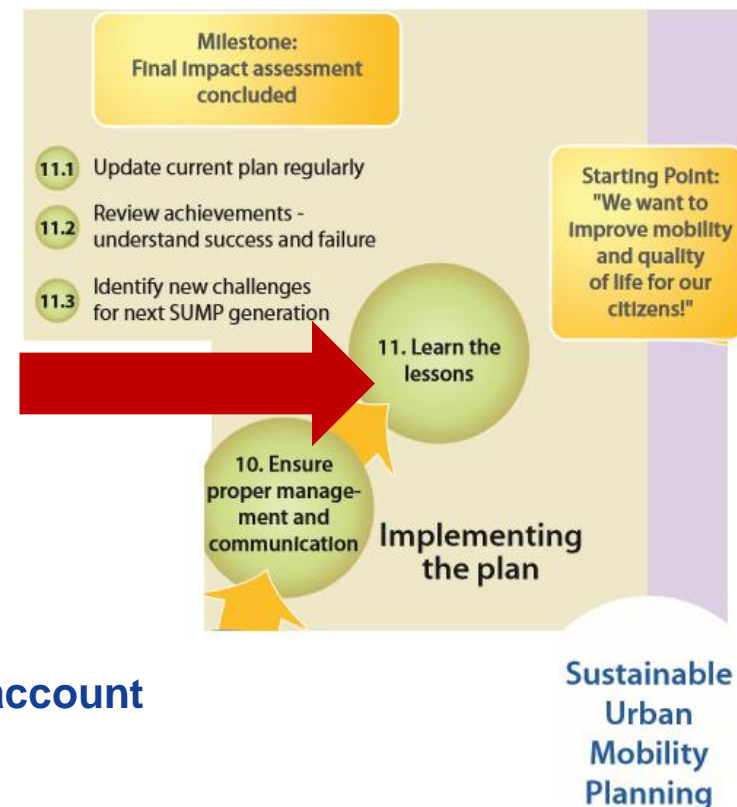
Source: <http://move-me.mobi:40308/>

Overview within Maia SUMP Process

Difficulties and concerns...

Learning the lessons...

1. Powerful and deeply rooted, car-intensive culture
2. Weak public transport network
3. Weak institutional cooperation culture
4. Lack of group work routines
5. Incipient culture of participatory citizenship
6. Predominance of immediatist decisions, taking into account the political cycles
7. Ressources (money, real money) to invest in public service policies



Sustainable
Urban
Mobility
Planning