Participatory Urban Mobility Planning Workshop as part of the Transport & Climate Change Week 2018

Monday, September 24th, 2018
# Workshop Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Session topic</th>
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<tbody>
<tr>
<td>10:30 - 10:45</td>
<td>Welcome</td>
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<tr>
<td></td>
<td>Introduction of the MobiliseYourCity Partnership</td>
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<td>10:45 - 12:30</td>
<td>Sustainable Urban Mobility Plans: Basis for effective transformation</td>
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<td>12:30 - 14:00</td>
<td>Lunch</td>
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<td>14:00 - 15:30</td>
<td>Urban Mobility Planning - Participation is key!</td>
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<td></td>
<td>Part 1: Methodological base</td>
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<td>15:45 - 17:30</td>
<td>Part 2: Practical approaches</td>
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Need for a Comprehensive Approach

Credit: GIZ
Solutions exist: Efficient, affordable, reliable, clean, safe - ATTRACTIVE!
MobiliseYourCity
Partner Categories

Beneficiary Partners

Contributing Partners

Knowledge and Network Partners
MobiliseYourCity Contributing Partners

Undertaken with support from:

- European Commission
- Federal Ministry for the Environment, Nature Conservation and Nuclear Safety
- MINISTÈRE DE LA TRANSITION ÉCOLOGIQUE ET SOLIDAIRE

Implementing Partners:

- AFD
- giz
- ADME
- Cerema
- CODATU
- European Bank for Reconstruction and Development
- KFW
- Wuppertal Institut

Knowledge and Network Partners:

- UN-HABITAT
- UCLG
- EuroMed Transport Support Project
- PLATFORMA
- ITDP

Endorsed by:

- Marrakech Partnership
- Sustainable mobility FOR ALL
- Transformative Urban Mobility Initiative
### Service Lines

<table>
<thead>
<tr>
<th>Level</th>
<th>Service</th>
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<tbody>
<tr>
<td><strong>Local</strong></td>
<td><strong>SUMPs</strong>&lt;br&gt;(Sustainable Urban Mobility Plans)&lt;br&gt;Development / Improvement + Implementation of <em>pilot projects</em>&lt;br&gt;(small scale, replicable)</td>
</tr>
<tr>
<td><strong>National</strong></td>
<td><strong>NUMPs</strong>&lt;br&gt;(National Urban Mobility Policies &amp; Investment Programs)&lt;br&gt;Development / Improvement</td>
</tr>
<tr>
<td><strong>Regional / International</strong></td>
<td><strong>Regional &amp; Global Communities of Practice</strong>&lt;br&gt;(Capacity Building and International Learning)</td>
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</tbody>
</table>
Outlook 2018/2019: Regional & Global Communities of Practice

- Latin America & Caribbean
- Africa
- Eastern Europe
- Asia

In cooperation with universities, networks and local NGOs in our beneficiary partner countries!
www.MobiliseYourCity.net

Contact: Contact@MobiliseYourCity.net

Markus Delfs (Coordinator of the Secretariat)

MobiliseYourCity Partnership
-Secretariat-
Rue du Commerce 123
1000 Brussels, Belgium

Follow us on Twitter:
• @mobiliseCity
• #mobiliseyourcity
Sustainable Urban Mobility Plans & Participation

Dr. Susanne Böhler-Baedeker | Rupprecht Consult
Berlin 24 September 2018
1. Sustainable Urban Mobility Planning
   • Principles
   • Experiences
2. National level and SUMP
3. What’s next in SUMP?
4. Participation in SUMP
5. Organisation of the participation process
6. Involvement strategy
7. Guiding questions for break-out session
Rupprecht Consult: Our Themes

- **Integrated Planning**
  - Sustainable Urban Mobility Planning (SUMP)
  - Governance & stakeholder cooperation
  - Urban and regional plan preparation
  - Development of Urban Nodes in the TEN-T

- **Collective and Intelligent Mobility**
  - Public transport innovation
  - Electromobility strategies
  - Connected Intelligent Transport Systems (C-ITS)
  - Automation of urban mobility

- **People-focussed Mobility Solutions**
  - Integrated mobility solutions
  - Sustainable life styles
  - Active mobility
  - Community-based innovation

A prime knowledge partner in sustainable urban mobility innovation
Integrated Planning – Key References

- **Sustainable Urban Mobility Planning (SUMP)**
  - SUMP Guidelines (2013) and Glossary (2016)
  - SUMP Self-Assessment tool (on www.eltis.org)
  - SUMP needs assessment survey (2017)
  - Guidance for key SUMP CHALLENGEs
  - SUMP Conferences Sopot 2014, Bucharest 2015 and Bremen 2016
  - International cooperation on SUMP and National Urban Mobility Programmes

- **Governance & stakeholder cooperation**
  - Guidance for local SUMP processes and pilot innovations
  - Moderation and facilitation of cooperation processes

- **Urban and regional planning**
  - SUMP development for regions and metropolitan areas
  - Quality control of SUMP development (e.g. Vienna)

- **Development of Urban Nodes in the TEN-T**
  - Recommendations for European Commission “Improving the efficiency of urban nodes” (2016)
  - Strategy for urban nodes in Germany for Federal Ministry of Transport (2017)
Development Stages of Urban Transport Development Paradigmas

Stage 1
Planning for motor vehicles: road building, parking

Stage 2
Planning for people movement: public transport, walking & cycling; car restraint

Stage 3
Planning for city life: transport as ‘place’, remove obtrusive transport infrastructure, support other objectives (e.g. health)

Emphasis on meeting the needs of motor vehicles

Source: Create 2017
Sustainable Urban Mobility Plans

Concept of "Sustainable Urban Mobility Plan" (SUMP)

- part of Urban Mobility Package, Dec 2013
- concept definition (tool to implement policies)
- "recommendation" (but precondition for some funding programmes)

SUMP Guidelines

- based on a systematic stakeholder consultation process, published in Dec 2013
- strongly promoted, good support available
- widely used in Europe (and internationally)

A European success story!
A new generation of transport planning
CITIES NEED SUPPORT WITH SELECTING MEASURES AND IMPLEMENTING MEASURES

- Walking
- Cycling
- Public transport
- Urban road safety
- Road transport
- Car parking management
- Urban logistics
- Integration of different transport modes
- Mobility management
- Intelligent transportation systems
- Electric mobility and clean fuels
- Shared mobility
- Innovation in car traffic and public transport
- Additional policy field(s)
What is SUMP?

• A strategic planning instrument of the local level to address specific local transport and mobility problems
  • Air quality and CO₂-reduction
  • Congestion
  • Traffic safety
  • Urban sprawl
  • Accessibility

• Improvement of overall quality of urban life and competitiveness

• Balanced mix of modes with focus on environmentally sound and low carbon modes

• Integrated development of transport infrastructure (road, rail, water) towards multi- and intermodality
SUMP incorporates new processes in planning

<table>
<thead>
<tr>
<th>Traditional Transport Planning</th>
<th>Sustainable Urban Mobility Planning</th>
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<tbody>
<tr>
<td>Focus on traffic</td>
<td>Focus on people</td>
</tr>
<tr>
<td>Primary objectives: Traffic flow capacity and speed</td>
<td>Primary objectives: Accessibility and quality of life, as well as sustainability, economic viability, social equity, health and environmental quality</td>
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<tr>
<td>Modal-focused</td>
<td>Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes</td>
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<tr>
<td>Infrastructure focus</td>
<td>Integrated set of actions to achieve cost-effective solutions</td>
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<tr>
<td>Sectorial planning document</td>
<td>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.)</td>
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<tr>
<td>Short- and medium-term delivery plan</td>
<td>Short- and medium-term delivery plan embedded in a long-term vision and strategy</td>
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<tr>
<td>Related to an administrative area</td>
<td>Related to a functioning area based on travel-to-work patterns</td>
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<td>Domain of traffic engineers</td>
<td>Interdisciplinary planning teams</td>
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<tr>
<td>Planning by experts</td>
<td>Planning with the involvement of stakeholders using a transparent and participatory approach</td>
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<td>Limited impact assessment</td>
<td>Regular monitoring and evaluation of impacts to inform a structured learning and improvement process</td>
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The SUMP Principles along the SUMP cycle

- **Assure quality**
- **Arrange for monitoring and evaluation**
- **Involve citizens and relevant stakeholders**
- **Cooperate across institutional boundaries**
- **Plan for sustainable mobility in the 'functional city'**
- **Develop a long-term vision and a clear implementation plan**
- **Assess current and future performance**
- **Develop all transport modes in an integrated manner**
## Major SUMP challenges

<table>
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<tr>
<th>Participation</th>
<th>Actively involving local stakeholders and citizens in mobility planning processes</th>
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<tbody>
<tr>
<td>Cooperation</td>
<td>Improving geographic, political, administrative and interdepartmental cooperation</td>
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<tr>
<td>Measure Selection</td>
<td>Identifying the most appropriate package of measures to meet a city’s policy objectives</td>
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<tr>
<td>Monitoring and Evaluation</td>
<td>Assessing the impact of measures and evaluating the mobility planning process</td>
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</table>
Key tasks in SUMP development

<table>
<thead>
<tr>
<th>Key tasks in SUMP development</th>
<th>Definition of SUMP process</th>
<th>Base conditions and scenarios</th>
<th>Visions, objectives and targets</th>
<th>Plan elaboration</th>
<th>Plan implementation</th>
<th>Plan and measure evaluation</th>
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<tr>
<td><strong>Institutional cooperation</strong></td>
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<td>Investigating legal cooperation frameworks</td>
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<td>Identifying institutional actors and understanding their agendas</td>
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<tr>
<td>Assessing institutional skills, knowledge, capacities and resources</td>
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<tr>
<td>Building cooperation structures and defining responsibilities</td>
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<tr>
<td>Managing institutional partnerships</td>
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<tr>
<td>Evaluating institutional partnerships</td>
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<tr>
<td><strong>Participation</strong></td>
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<tr>
<td>Identifying local and regional stakeholders and their interests</td>
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<td>Developing a strategy for citizen and stakeholder engagement</td>
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<td>Determining levels and methods of involvement</td>
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<td>Managing participation and resolving conflicts</td>
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<td>Evaluating the participation process</td>
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<tr>
<td><strong>Measure selection</strong></td>
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<tr>
<td>Analysing existing measures, goals, problems and trends</td>
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<td>Identifying and analysing suitable types of policy measures</td>
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<tr>
<td>Developing detailed specification of policy measures and packages</td>
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<td>Conducting an appraisal of the proposed measures and packages</td>
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<td>Agreeing on responsibilities and implementing measure packages</td>
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<tr>
<td><strong>Monitoring &amp; evaluation</strong></td>
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<tr>
<td>Elaborating a monitoring and evaluation plan</td>
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<td>Selecting indicators for monitoring and evaluation</td>
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<tr>
<td>Collecting data and seeking out new data sources</td>
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<tr>
<td>Analysing data and indicators and presenting results</td>
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<tr>
<td>Evaluating the SUMP development process</td>
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Note: chart reflects first-time SUMP development; revision and updating of a SUMP should build on the already established structures

- SUMP process as a sequence of phases
- Cooperation and participation as continuous, horizontal activities, should commence early
- Measure selection and monitoring & evaluation particularly relevant during analytical and technical planning phases
National level and SUMP
National concerns by SUMP

National Indicators and Data
Evaluation

National Policy Goals
Diagnosis

National Planning regulation

Sustainable Urban Mobility Planning

Implementation of policies & measures
Measure selection

Financing & Investment
Interaction with national measures & policies
National strategies for SUMP support*

• Three groups of countries:
  • Countries without SUMP strategy and definition
  • Countries with a national specific SUMP definition (e.g. France, Sweden)
  • Countries following the European SUMP definition (e.g. Belgium, several Eastern European Countries)
• Countries (or states) where SUMP development is mandatory for cities (e.g. France, UK, Catalonia, Flanders)
• Countries where monitoring and evaluation are mandatory (e.g. Flanders, Catalonia)
• In some countries, even if a strategy exists SUMP development is only recommended and legal status of the SUMP remains weak.

*Results of an analyses of European member states conducted in 2018
National support activities for SUMP support*

• In principle, quite divers and adapted to the national context
• More rare, direct financial support from national level (e.g. France, Flanders)
• [Direct financial support from European Investment Bank (EIB)]
• Regulation and guidance developed by the government to evaluate SUMPs (e.g. Flanders)
• More frequent, capacity building
  • Training
  • Seminars
  • (National) Online-Platforms (e.g. Czechia)
  • Guidance (e.g. Sweden)

*Results of a analyses of European member states conducted in 2018
Example: National Intervention axes for urban transport (Peru)

- Integrated Transport System
- Non-motorised transport
- Institutional Development
- Emision control and mitigation
- Modernisation of the vehicle fleet
- Support to Local Governments
Example: Principles of the National Urban Transport Policy (Peru)

- Service, minimum guarantees and citizen participation
- Articulation between land-use planning and urban mobility
- Integration with the territory
- Institutionality, regulations and good governance
- Financial sustainability
- Environment
- Priority of public transport
- Roles of the different actors
- Competitiveness and productivity
- Roles of the different actors
Example: Actions in the field of urban transport (Peru)

**NORMATIVO COMPONENT**

- National Urban Transport Policy
  (Defines the guidelines to follow throughout the country)

- National Urban Transport Program
  (For the execution of the Urban Transport Investment Program)

- Single Urban Transport Authority
  (For an articulated efficient development of transport systems in Lima and Callao)

**INSTITUCIONAL COMPONENT**

- Urban Mobility Law
  (To define the competency framework in the development of sustainable urban mobility systems)

**BUDGET COMPONENT**

- Desarrollo de Sistemas Integrados de Transporte
- Ciudad de Arequipa
- Ciudad de Trujillo
- Ciudad de Chiclayo
- Ciudad de Huancayo
- Ciudad de Cusco
- Ciudad de Piura

- Programa de Inversiones en Transporte Urbano
- (Estudio de Perfil en elaboración)

- Control del parque automotor en las vías urbanas (DGTT y SUTRAN)
- Gestión Eficiente del Tránsito (DGTT y CNSV)
- Gestión de sistemas de transporte y fiscalización (DGTT)
- Infraestructura urbana con mantenimiento (DGCF)
- Sistemas transporte masivo operativos y con mantenimiento (DGTT y ATE)
What’s next in SUMP?
Updating process of the SUMP Guidelines and topical Guide development

- Wealth of **practical implementation experience** for inclusion in new guidance.
- **Specialised guiding material** from various projects.
- **New mobility developments (e.g.)**
  - Shared mobility concepts/ Mobility as a Service
  - Urban air mobility/ drones
  - Road automation
- **Consideration of different contexts (e.g.)**
  - Small and medium sized cities
  - Metropolitan regions
  - Countries of the global south
  - ...
Perspectives

- Topical guide development (for European context)
  - For small and medium sized cities
  - For metropolitan regions
  - For Mobility as a Service (MaaS)
  - For Freight and Logistics
  - For better integration of suburban districts
  - ...

- Raised awareness on the national level to provide national policy, framework and support
- More and more cities developing a SUMP
- Sustainable Urban Mobility Indicators to measure progress
A SUMP example: Belo Horizonte / Brazil
About Belo Horizonte - Location

1 hour flight distance from the main capitals

(Rio de Janeiro, São Paulo and Brasília)
Belo Horizonte (BH): Minas Gerais State’s Capital

- **Minas Gerais**, federal state with 20 millions inhabitants
- **BH City Population**: 2,5 millions inhabitants (12,5% of state population)
- **BH Metropolitan Area**: 34 cities and 5,2 millions inhabitants
- 6.3 million trips
- 2.5 trips/inhabitant/day
BH, 2002 and 2012: modal split and growth in the trip volume

Modal matrix of the trips, in % (excluding the pedestrian

- Transit was the mode that had lost the most of its share in the trip matrix, falling between 2002 and 2012, from 57,6% to 34,6%
- Car use rose from approximately 1/3;
- The bicycle share fell proportionally, despite the growth of the absolute number of trips between 2002 and 2012 (7%)
- A motorcycle, that had a share of 1,3% in 2002, ten years later holds a share of about 6% in the daily trip matrix of BH
Key challenges in relation to urban transport

The inefficiency of public transportation (90% with traditional bus system);

Loss of public transportation passengers;

Growth of private car use: saturation of the traffic and congestion;

Metropolitan disarticulation;

Inadequate conditions for pedestrian movement;

Lack of infrastructure for cyclists;

Radial structure of road system makes the city Central Area a place of traffic convergence.
City Strategic Planning:

Ensure mobility and accessibility in the urban environment through integrated networks, transport demand management and quality of public transport services.
Belo Horizonte has a Sustainable Urban Mobility Planning (SUMP) called PlanMob-BH

Development: 2008 a 2010
Revision: 2014 and 2016/2017
The 4 pillars of the City Sustainable Urban Mobility Plan (PlanMobBH)

- Integration between Land Use Policy and Transportation
- Priority to public transport and its continuous improvement
- Stimulation of non-motorized modes of transport
- Encouraging a more rational and innovative use of the car
Fundamental Objectives of PlanMobBH

- Reduce the Number of Fatalities in Traffic
- Reduce the Increased Trend of Greenhouse Gases Emission
- Reduce the growth in the use of individual transportation (auto and motorcycle)
- Increase the percentage of trips by foot (emphasis on trips up to 2km)
- Increase the percentage of bicycle trips (emphasis on trips up to 8km)
- Increase the current number of trips on public transport
MOBILITY OBSERVATORY

http://www.bhtrans.pbh.gov.br
Thank you!
eveline@pbh.gov.br
Participation in SUMP

Dr. Susanne Böhler-Baedeker | Rupprecht Consult
Berlin 24 September 2018
Importance of participation in SUMP

• Transport planning is not just a technical but a political-strategic process, which sets **priorities and investments for the future**, which concerns businesses and citizens.

• Due to complexity of challenges and need to share planning burden and costs, transport planning needs to be conducted as a multi-stakeholder and multi-governance process.

• Collaboration of sectors and policy levels to **align with policy goals** of spatial planning (housing and businesses), environmental protection, etc.

• As many urban transport (especially freight related) **problems needs to be solved on the regional level**, cooperation with neighboring cities is crucial.

• Neglecting the public can lead to **critical social conflicts** and limited impact of policies and measures.

• **Evidence-based long-term mobility strategies** against short-term cycles of politics.

• Development of **new mobility services and technologies** (e.g. CAD, MaaS) needs the involvement of different sectors and start-ups.
Active involvement of citizens and stakeholders

- **Stakeholders** represent positions of organized groups and have a collective interest
  - Administration (local, regional, national and from different sectors)
  - Politicians (district, local, state, national)
  - Private sector (operators, businesses) and their associations
  - NGOs (Transport, Environment, Social, etc.)
- **Citizens** are individual members of the public and unaffiliated participants, which can be organised in subgroups according to their interests and mobility needs, e.g.
  - elderly people
  - parents and children,
  - mobility-impaired people,
  - people on low income
  - …

Participant groups in SUMP development
(Source: CH4LLENGE Participation manual)
Participatory Process

Planning Phases of Urban Roads and Transport Infrastructure

Phases of planning and possibilities of participation

- **Preliminary planning**
  - Concept formulation

- **Outline planning**

- **Detailed planning**

- **Building Time**

- **In operation/life**

**Interests regarding to public or private sector (in percent)**

- **Public interest**
  - Pedestrians from all walks of life
  - Clean air
  - People feel relaxed
  - People feel safe
  - People choose to walk, cycle and use public transport
  - Easy to cross
  - Place to stop and rest

- **Private interest**
  - People feel safe
  - Not too noisy

**Possibilities to alter the plans**

**Time for complex planning processes** 10 to 15 years till operation!
# Identification of stakeholders for SUMP development

<table>
<thead>
<tr>
<th>Functionality</th>
<th>Relevance</th>
<th>Which stakeholders?</th>
<th>Key assets</th>
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<tbody>
<tr>
<td><strong>Political support</strong></td>
<td>Who can assure political support, within the transport sector, and beyond? Who can assure resources to allow for SUMP implementation?</td>
<td>Political bodies (elected representatives, incl. Mayor and councillors; political parties)</td>
<td>Vision Leadership Power Resources</td>
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<tr>
<td><strong>Transport network competence</strong></td>
<td>Who manages the respective transport networks?</td>
<td>Transport network owners and operators (public and private)</td>
<td>Technical feasibility</td>
</tr>
<tr>
<td><strong>Expertise, skills, data</strong></td>
<td>Who has the relevant skills and expertise to deliver a technically sound plan, including representatives from other sectors?</td>
<td>‘Experts’ in departments of local authorities, universities, NGOs, companies.</td>
<td>Technically sound plan</td>
</tr>
<tr>
<td><strong>Stakeholder support</strong></td>
<td>Who understands problem perception from businesses and citizens? Who can assure public support?</td>
<td>Government bodies providing access to businesses and citizens.</td>
<td>Values Sense of urgency</td>
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</table>
Consultation and cooperation in the SUMP process

- **City Council**: Led by the City Council, the SUMP process requires strong cooperation and consultation within the departmental level. There is often a high level of interest and knowledge from other stakeholders, especially when it comes to specific subgroups.
- **Operators**: Operators are interested in receiving the best results for their business activities, often favoring car traffic. They often have a high level of interest and knowledge in specific topics.
- **Private sector**: The private sector is interested in coherence of results to their business plans. They may have a strong interest in competing with other sectors.
- **NGOs**: NGOs are often not symmetric in their relationship. They are high in interest, needing regular involvement.
- **Citizens**: As the most influential stakeholders, they demand coherence of policies and infrastructure development, as well as strong influence on public opinion.
- **Media**: The media's strong influence on public opinion is a crucial aspect of the SUMP process.
- **National level**: At the national level, there is a strong influence on public opinion, demanding coherence of policies and infrastructure development.

**Key Considerations**
- Leading the process, output and success oriented, potential competition between sectors.
- Strong interest in coherence of results to their business plans.
- Strong interest to receive best results for their business activities, often in favor for car traffic.
- Often a high level of interest and knowledge on a specific topic.
- Unspecific to very specific when it comes to certain subgroups.
- High interest, needs to be informed regularly/involved.
Consultation and cooperation in the SUMP process

Coherence of policies and infrastructure development

Strong influence on public opinion

Leading the process, output and success oriented, potential competition between sectors

Strong interest in coherence of results to their business plans

Strong interest to receive best results for their business activities, often in favor for car traffic

Often a high level of interest and knowledge on a specific topic

Unspecific to very specific when it comes to certain subgroups

High interest, needs to be informed regularly/involved.

National level

Inter-departmental

City Council

Evaluation

Inter-departmental

Operators

Private sector

NGOs

Inter-departmental

Citizens

City Council

Measure selection

Sustainable Urban Mobility Planning

Implementation of policies & measures

Media

Neighbors cities
Opportunities to involve citizens & stakeholders

1. Identify relevant stakeholders
2. Develop a participation strategy for involving citizens and stakeholders
   - Discuss policy scenarios with citizens and stakeholders
3. Discuss measure identification and selection with citizens and stakeholders
4. Involve stakeholders in the assignment of responsibilities and resources; agree on action and budget plan
5. Define SUMP process
6. Establishing the base conditions and developing scenarios
   - Develop long-term vision of urban mobility with citizens and stakeholders
   - Assess overall objectives of the SUMP with citizens and stakeholders
   - Involve citizens and stakeholders in developing targets
7. Development of visions, objectives and targets
   - Develop concept how stakeholders and citizens will be kept informed about SUMP measure implementation, monitoring and evaluation
8. Publish final draft of SUMP to provide citizens and stakeholders with the opportunity to make final comments
9. Plan elaboration
   - Celebrate adopted SUMP with citizens and stakeholders

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Participation in the SUMP process

**Budapest “Balázs Mór Plan”**
- Stakeholder rounds during SEA process
- Plan development led by expert group
- Draft SUMP & pre-approval
- Consultation of stakeholders and the public
- Integration of feedback
- Final plan approval
- Implementation

**Ghent “Mobiliteitsplan”**
- Plan development led by city administration
- Draft SUMP
- Public debates
- Stakeholder rounds
- Integration of feedback
- Plan approval
- Implementation

**Dresden “Verkehrsentwicklungsplan 2025plus”**
- Stakeholder Round Table Meetings (16x)
- Draft SUMP
- Dresden Debate
- Integration of feedback
- Plan approval
- Implementation

**Bremen “Verkehrsentwicklungsplan 2025”**
- Five-phase plan development led by city administration
- Dialogue
- Draft SUMP
- Dialogue
- Integration of feedback

**Involvement of**
- **Yellow**: Citizens
- **Orange**: Stakeholders
- **Blue**: Citizens and stakeholders

*Note: This chart does not reflect the duration of individual planning phases.*
Sharing a quick insight of participation in South Africa:

https://www.youtube.com/watch?v=IL2iv4Kkws
Organisation of the participation process
Organisation and Management structures for participation in SUMP

- Setting-up SUMP as an administration lead project with associated processes.
- Management group comprising staff of different technical departments.
- The basis of the process development is the commissioning of the city administration by the politicians (city council decision).
- Certain services in process development are normally subject of tenders (often public involvement measures).
- Decision-making processes and bodies needs to be established.
- Development of an involvement strategy to open up urban mobility for public debate.
Example for a organisational set-up of participation

- The City of Dresden initiated a stakeholder round table for its SUMP development.

- A number of committees were established. The Steering Committee led by the Mayor, included also representatives of City Council, City of Dresden officials, councillors, project managers and round table facilitators.

Source: City of Dresden/ CH4LLENGE, 2013
Example: The SUMP Round Table

At the round table a large number of actors are involved such as the transport providers and associations, business associations, city council groups and others.

A scientific advisory board consisting of representatives of transport and transport-related studies as well as the Dresden University of Technology and other German research institutions form another important advising actor.

Also regions and neighbouring communities as well as citizens were involved.
Example for instructional set-up: Trujillo, Peru

- Political and Institutional will of the MPA and the district municipalities.
- Conformation and institutionalization of the platform for sustainable urban mobility (approximately 5 months from the beginning).

Working committees:
- Constituted by representatives from the various involved institutions.

Institutional Platform: Municipal Committee MUS
- Institutional platform formed and strengthened (within the MPA, in the set of district municipalities that make up the metropolis, in the various civil society organizations), for monitoring, evaluation and reformulation of the Sustainable Urban Mobility Plan.
- Communication strategy.
- Monitoring and Evaluation System
4

Involvement strategy
What is an involvement strategy?

- Evolving, flexible document
- **Common understanding** of the participation process among the actors involved
- **Facilitates coordination of the process** and anticipate potential challenges already in early SUMP development

- Compiled by those **who will be primarily responsible for the participation process**.

- Involvement of **external expert** with participation skills to jointly define a well thought-out framework for engagement
Before you start

- Define **resources needed** and **resources available** (incl. Personnel, time and finances)
- **Budget dedicated to participation** is necessary
- Careful assessment is needed of whether **the activities planned** and the budget **available match**, or whether further funding is required.
Key recommendations for an involvement strategy

• Review involvement tools available for participation and select the most appropriate method(s).

• Be clear and open about the SUMP development process and transparent about how decisions will be taken.

• Choose approach to record, review and incorporate inputs from citizens.

• Be conflict-sensitive throughout the planning process. Conflict prevention actions should be taken to reduce the risk for dispute and lower tensions.

• Conduct monitoring and quality control of engagement activities to track progress towards reaching the participation objectives and to take corrective actions as needed.

• Critically review the effectiveness of the participation strategy in order to enhance participation in future SUMPs.
Selecting and applying the right mix of involvement formats

Blended level of involvement requires selection on tools

**Empower**
Placing decision making in the hands of citizens and stakeholders
- Delegated decisions
- Referendum

**Collaborate**
Partnering with citizens and stakeholders in each aspect of the decision including the development of alternatives and the identification of preferred solutions
- Future search workshop
- Citizen jury
- Advisory committee

**Involve**
Working directly with citizens and stakeholders throughout the process to ensure that issues and concerns are consistently understood and considered
- Workshops
- Deliberative opinion poll
- Open space meeting

**Consult**
Obtaining feedback from citizens and stakeholders on analysis, alternative and/or decisions
- Surveys
- Focus groups
- Public hearings

**Inform**
Providing balanced and objective information to assist understanding problems, alternatives and/or solutions
- Information event
- Briefings
- Open houses

Source: CH4LLENGE participation manual. Levels of involvement and exemplary tools, adapted from IAP2, International Association for Public Participation (IAP2), adapted by Rupprecht Consult
<table>
<thead>
<tr>
<th>Establishing the base conditions and developing scenarios</th>
<th>Development of visions, objectives and targets</th>
<th>Plan elaboration</th>
<th>Presentation of draft SUMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communication tools for the entire SUMP process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Information material</td>
<td>• Newsletter, mailings</td>
<td>• Press conferences</td>
<td></td>
</tr>
<tr>
<td>• Information booths in public space</td>
<td>• Social media</td>
<td>• Broadcasting (radio, TV)</td>
<td></td>
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<tr>
<td>• SUMP information centre</td>
<td>• Information events</td>
<td>• Information telephone hotlines</td>
<td></td>
</tr>
<tr>
<td>Involvement tools for continuous participation activities</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>• Stakeholder round table</td>
<td>• Workshop series with citizens and/or stakeholders</td>
<td>• Web-based forum</td>
<td></td>
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<tr>
<td>• Citizen jury, citizen advisory committee</td>
<td>• Focus group series</td>
<td>• Citizen polls</td>
<td>(e.g. on scenarios, vision, measures)</td>
</tr>
<tr>
<td>Further involvement tools for selected SUMP development phase</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>• Questionnaire surveys</td>
<td>• Key person interviews</td>
<td>• Topical events</td>
<td></td>
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<tr>
<td>• Interview techniques</td>
<td>• Delphi survey</td>
<td>• Debate evenings</td>
<td></td>
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<tr>
<td>• Key person interviews</td>
<td>• Future search event</td>
<td>• Peer review</td>
<td></td>
</tr>
<tr>
<td>• Delphi survey</td>
<td>• Technical working party</td>
<td>• Interactive measure selection formats (e.g. contest, voting, online measure generator)</td>
<td></td>
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<tr>
<td>• Technical working party</td>
<td>• Visioning event</td>
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<tr>
<td>• Open space event</td>
<td>• Open space event</td>
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<tr>
<td>• Crowd-sourcing, e.g. mapping exercises</td>
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</tbody>
</table>

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Planning the participation process

1. Define the key actors and stakeholder groups that should be involved in the vision development and divide them in sub-categories.

2. Define the expected outcomes and the level of involvement for each group.

3. Define at which stages of the process (vision elaboration, vision draft) the level of involvement and what is the expected time schedule.

4. Select the appropriate formats to work with each group taking into account the available resources.

5. Plan how to communicate about the process and the results of participatory activities.
SUSTAINABLE TRANSPORT
MUNICIPAL PLANNING INSTITUTE
OF MORELIA, MEXICO
Sharing a quick insight to our urban mobility vision for Morelia:

https://youtu.be/seJNXDgcH3o
The City of Morelia

Morelia is 300 km away from Mexico City.
The City of Morelia

Population: 637,511 inhabitants

Workforce: 286,700 inhabitants

Surface: 127 km²
E-W: 21.8 km
N-S: 10 km

Density: 5,019 inhab/km²

Car Ownership: 688 cars/1000 inhabitants

(INEGI, 2015)
Modal Split of Morelia

LOGIT SURVEY, 2013

Walking
Includes people who made modal transfer

45%

Public transport

30%

Private car

20%

Taxi

1.9%

Bicycle

1.3%

Motorcycle

0.6%

The rest of the trips are made in scholar bus and workers bus.

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INEGI INTERCENSAL SURVEY 2015

Public transport

34%

Private car

45%

School/work transport

17%

Bicycle

18%

Walking

11%

Others

0.1%

INEGI INTERCENSAL SURVEY 2015

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34%

Private car

45%

School/work transport

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Sustainable Urban Mobility Program

- **2003**: LOGIT Survey 2003 Morelia
- **2012**: LOGIT 2012 Metropolitan Zone of Morelia
- **2015**: INEGI 2015 InterCensal Survey Moda Split
  - **2016**: Fundamentals, Guidelines and Technical Criteria of Public Policy of Accessibility and Sustainable Urban Mobility for the Municipality of Morelia
  - **2017**: Morelia’s Town Hall Approval
  - **2018**: Elaboration of a First SUMP Proposal by SCOP Michoacan State (Road Work Propelled)
- **2019**: IMPLAN Morelia in CiClim with GIZ
  - Evaluation of SCOP’s SUMP progress.
  - SUMP’s works transfer to the municipality.
- **2019 SUMP Completion**
  - With the alliance between:
    - (New) Mobility and Public Space Secretary
    - IMPLAN Morelia
    - GIZ
    - *SCOP
How to co-create urban mobility

Astrid Großmann | urbanista
Contents

1. What does Co-creation mean?
2. Our 10 rules for good participation
3. Different target groups – different methods
4. ToDo’s and Challenges
HIER ENTSTEHT DIE STADTMORGEN.

urbanista
Participatory urban development

Spatial Concepts

Co-creation Processes

Harburg Vision 2020/50

Perspektiven für den Hamburger Süden

Made in Harburg

Ehrenfelder Paper Pigeon

Phoenix St. Pauli

Hamburg Campus Quartier
Participation
From Information to Co-Creation

Informing
- raising awareness

Consultation

Participatory Budgeting

Living Lab

Testing

Co-Creation
Our 10 rules for good participation
#1 The basis: Transparent Participation Promise and Limits
#2 There must not be a »no«

#3 Be objective

#4 Be prepared for a fluid community
#5 Meet people in their spaces & be present
#6 Online works only in combination with offline
#7 Simplicity is key!
#8 Be prepared to fight for the results

#9 Be patient.

#10 Love it or leave it!
Different target groups – different methods
Target Groups

- Politics & Stakeholders
- Administration
- Citizens

- different goals
- different challenges
- different tools/methods of co-creation
Politics & Stakeholders
Goals of co-creation:

Co-visualise
- Create a joint vision
- Define guidelines
- Phrase ambitions
- Change minds
- Convince

Politics & Stakeholders
Explore the limits

Politics & Stakeholders
Produce images together

Politics & Stakeholders
Tap into the knowledge of the experts
Adminstration
Goals of co-creation:

Co-work

Create Knowledge

Exchange

Explore options and limits

Get inspired

Create passion for innovation
Roadmapping
Setting priorities together
Discussing theses
Ausgezeichnet!
Wettbewerb für vorbildliche Bürgerbeteiligung

Hervorragende Bürgerbeteiligungen gesucht! Es geht in die Bewertungsphase!
Test Planning
Celebrating exchange
Citizens
Goals of co-creation:

Co-identify & co-design

- Pick them up & listen
- Harness their expert knowledge
- Create common solutions
- Release & channel energies
- Solve conflicts
Online
Identify problems/needs/good practice – Georeferencing
Build target Scenarios – Gamification
Software Solutions

Nextseventee
Software Solutions

Blaugrüner Ring

So funktioniert's: Wähle eine Kategorie aus, positioniere den Pin und bestätige die Eingabe.

Hinweis: Kategorien können mehrfach ausgewählt werden.

Lieblingsort
An diesem Ort auf dem Blaugrünen Ring halte ich mich am liebsten auf!

Positiver Ort
Hier gefällt mir etwas gut!

Ort mit Verbesserungsbedarf
Hier gefällt mir etwas nicht!

Negativer Ort
Diesen Ort meide ich!
What the website needs to provide:

- Georeferencing
- Option to comment
- Option to answer questions
- Blog / News-Feed
- Download Area
- FAQ
Die ersten Entwicklungen des Wettbewerbs im Überblick

On-tour
On-site
On-site
On-site
Modelling
Modelling
Cooking & Eating
Co-design
Voting
Living Labs
Online vs. Offline
Choreography of tools and communication channels
ToDos & Challenges

start early on a blank page
be clear about the scope
think about all groups: politics/administration/citizens
make a plan
customise for the local context
don‘t do it alone
it costs money and time but it‘s worth it
How to co-create urban mobility
Astrid Großmann | urbanista
5

Break-out session
Guiding questions for break-out session

1. What are your objectives for participation in your specific context?
2. What are your major challenges to implement participation?
3. What support, which actors are needed?
4. What are the key steps and major milestones in participation for a Participation Action Plan?