

# URBAN DEVELOPMENT NETWORK

**Bucharest**  
**04<sup>th</sup> October 2016**

*Workshop on Sustainable Urban Mobility Plans*

***Key Components of a SUMP***

# JASPERS

---



Established in 2007

Technical Assistance to 14 Member States, plus IPA

Partnership of EC, EIB, EBRD

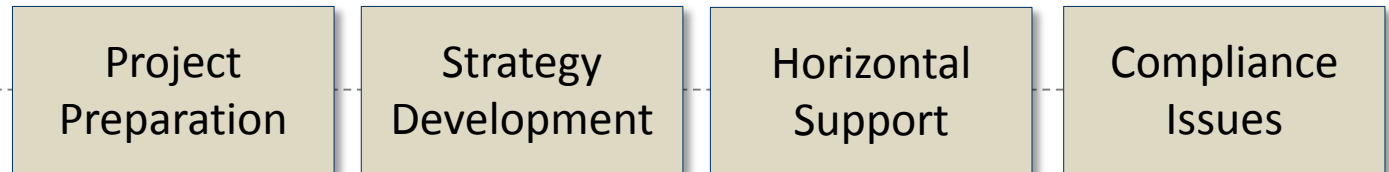
Bucharest, Luxembourg, Sofia, Vienna, Warsaw



# JASPERS

---

Independent Technical Advice



Focus on Preparation Stage

Centered on Cohesion Funds (ERDF, CF)



# Transport Demand

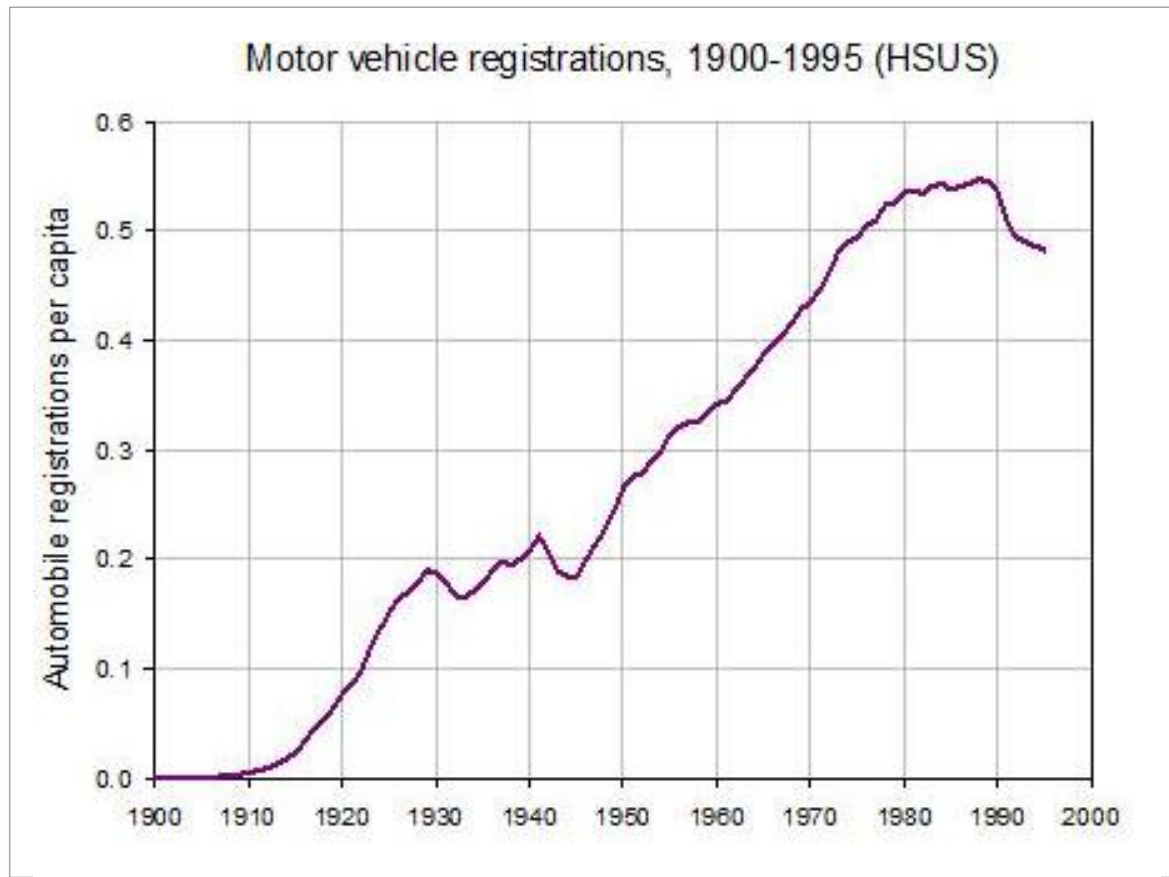
---

## The Crisis of 1894



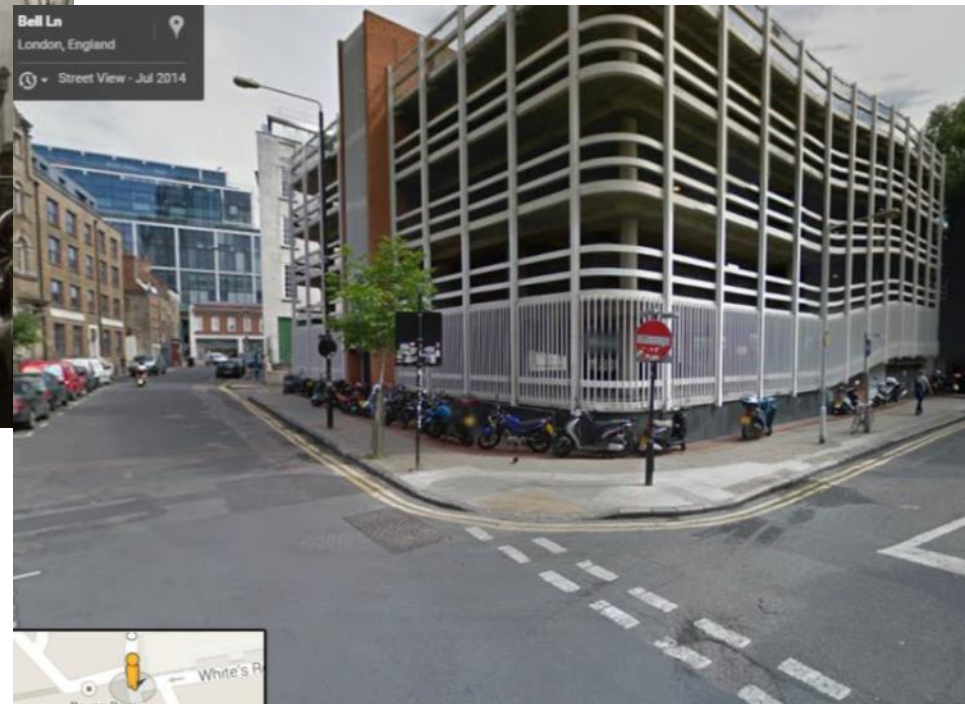
# Transport Demand

---



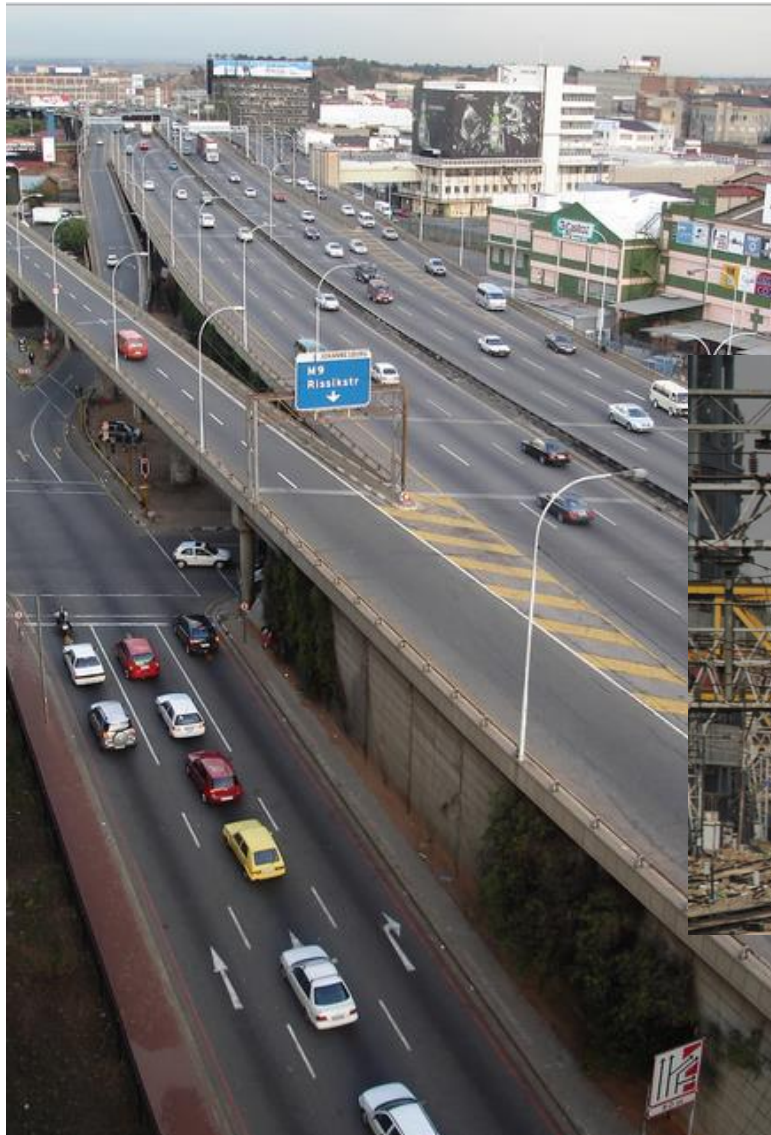
# Transport Demand

---



# Transport Demand

---



# Transport Demand

---

Transport is inherently **UNSUITED** to Cities

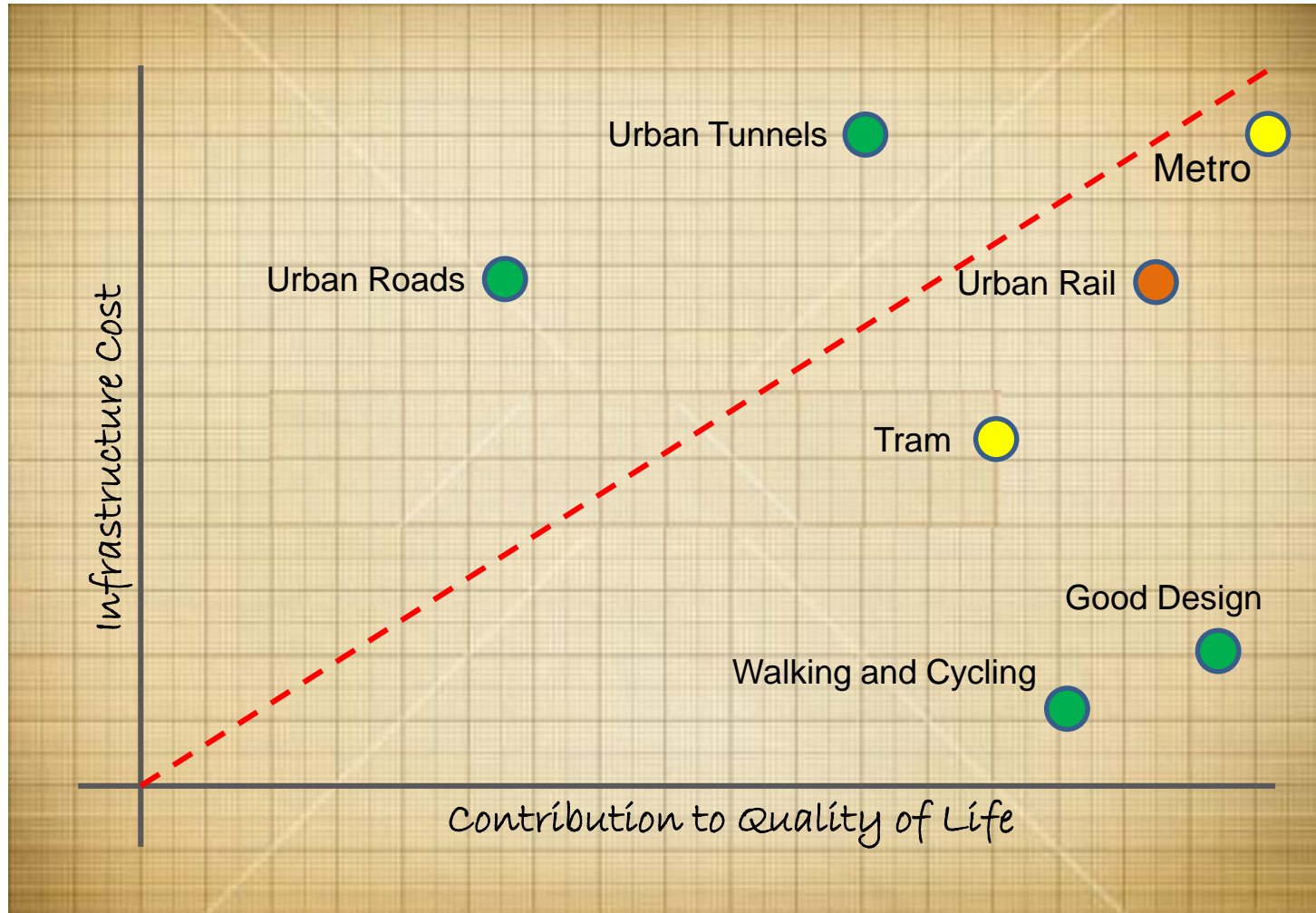
How to support Mobility without reducing livability

How to support economic activity without 'damaging' a city





# Transport Demand



# Urban Mobility Planning



- Step 3 – Problem Analysis
- Step 6 – Develop Measures



# Urban Mobility Planning

*MDRAP - Inforegio*

<http://www.inforegio.ro/images/programare2014-2020/Preparation%20of%20Urban%20Mobility%20Plans%20in%20Romania.pdf>



Legal Norms = Output Format

JASPERS Appraisal Guidance (Transport)  
Preparation of Urban Mobility Plans in Romania  
*A Guide for Contracting Authorities*

Version 0  
February 2015



# Urban Mobility Planning

---

What is the Objective/Horizon when preparing a SUMP

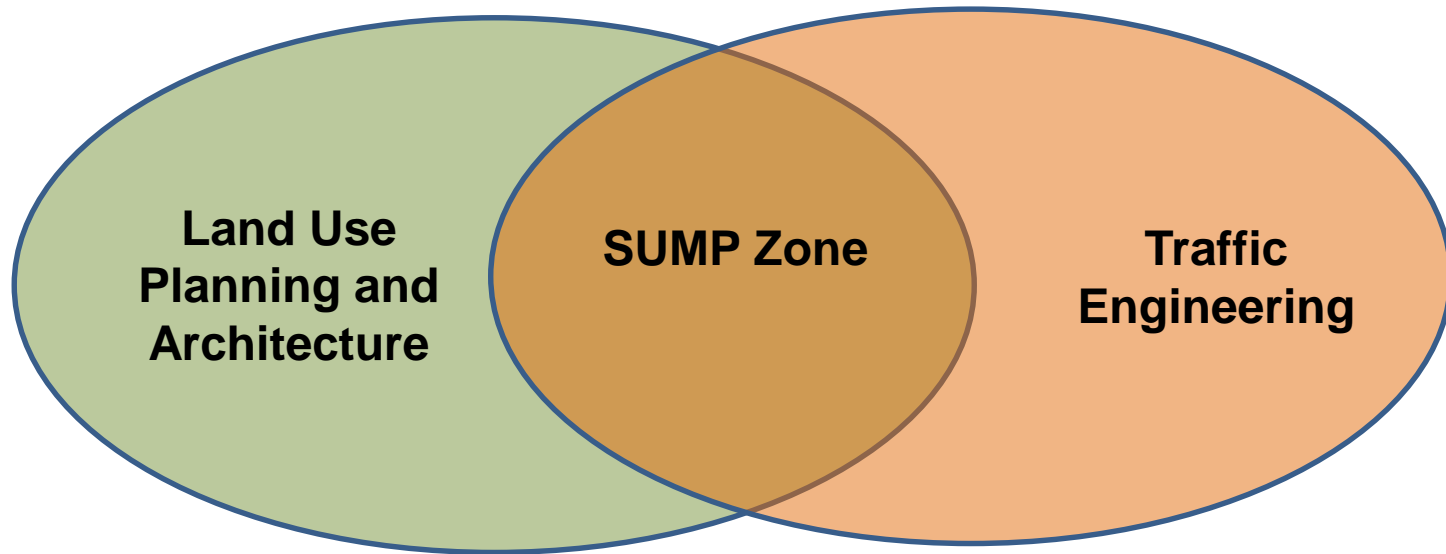
SUMP Document is the 'Beginning'



# Urban Mobility Planning

---

Integration brings Added Value



SECTOR 5

401

Strada Resita

Decathlon Berceni

BUCHAREST  
ILFOV COUNTY

Serele Berceni

Zona

Măgurele  
DN CB

BUCHAREST  
ILFOV COUNTY

DN CB

Alunișu

Jilava

DN CB

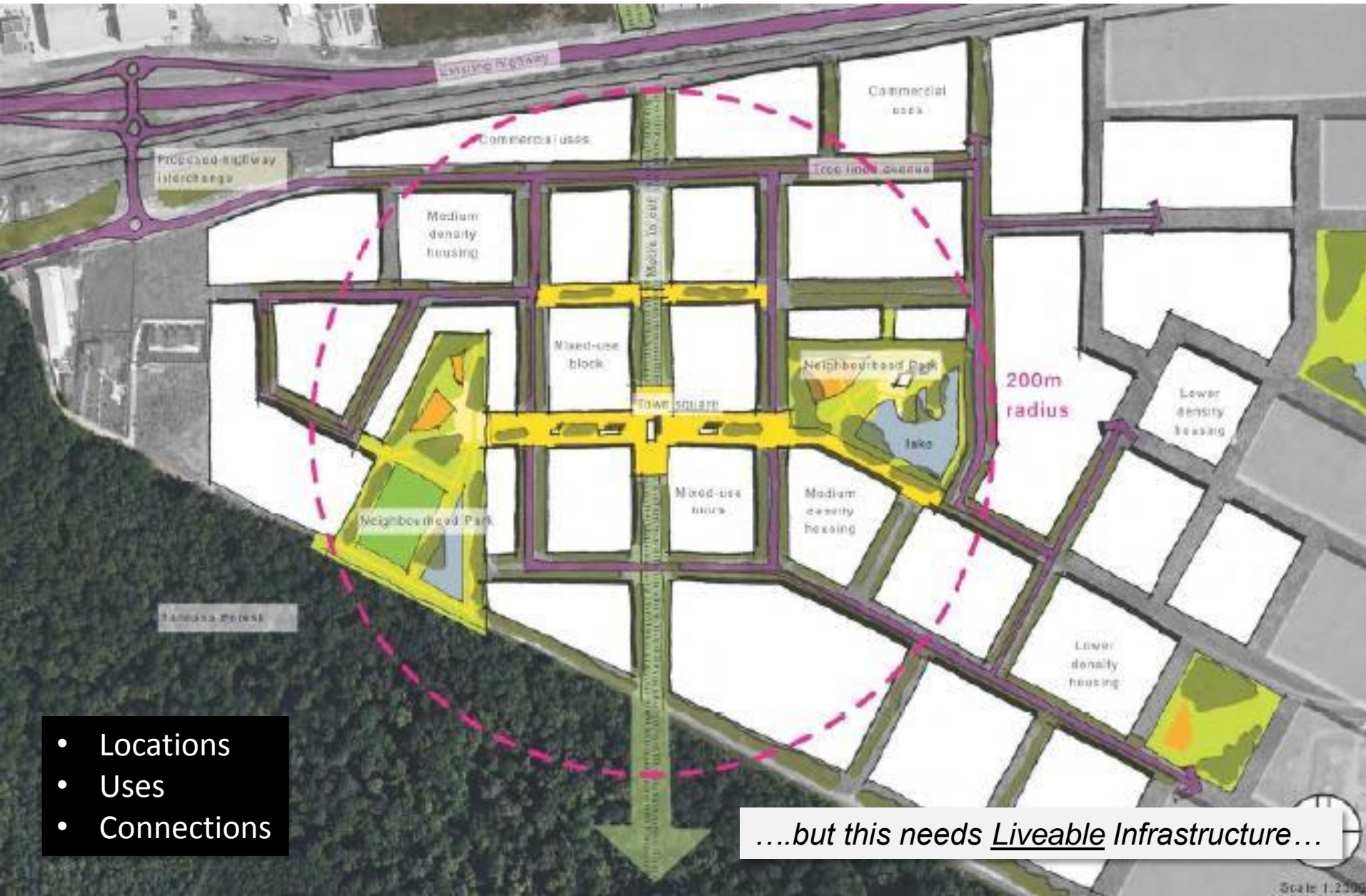
DN CB

101

401A

Google

# Urban Mobility Planning

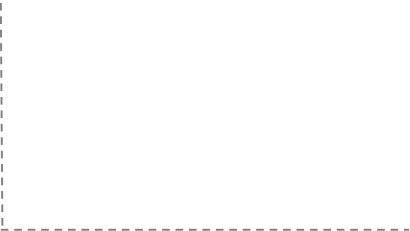


- Locations
- Uses
- Connections

....but this needs Liveable Infrastructure...

# Urban Mobility Planning

---



## Public Engagement





# Urban Mobility Planning

---

## A Practical Balance of Mode Options

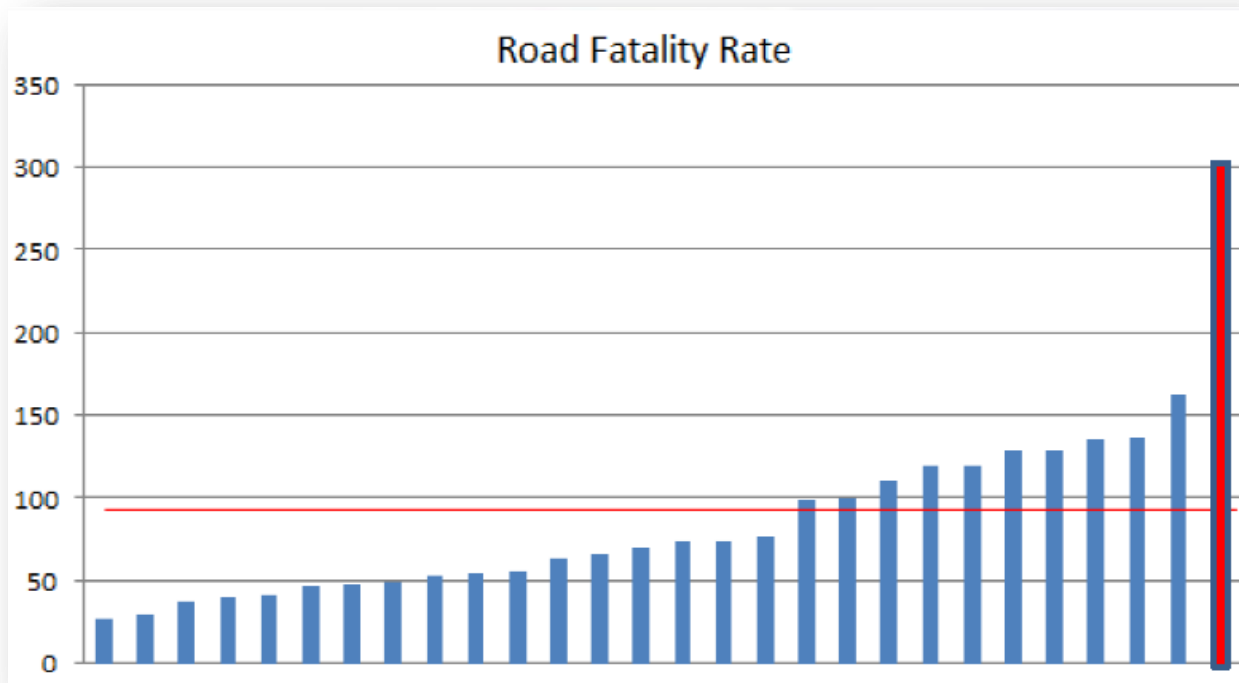


Developed by understanding 'obstacles' and 'opportunities'



# Urban Mobility Planning

## Understand the Main Priorities



# Urban Mobility Planning

---

## Understand Cross-Cutting Priorities

Housing/Development need

Connectivity to residential areas

Tourism/Trade

Traffic and Parking Management

Employment

Quality of Life



# Urban Mobility Planning

## Project Feasibility and Affordability/Redundancy

Home

News

Property

Features

Community News

Ongoing Cases

Classifieds

Advertise

C

## Portugal's high speed rail network 'not financially viable' according to final report

Created: 05 January 2015



Portugal's Court of Auditors' report on a high speed rail service, including a link between Lisbon and Madrid, released today.

The Portuguese high speed rail project was canceled in 2012 and today's report concludes that the €11 billion cost estimate would have made the railway 'not financially viable.'

The Court of Auditors report also notes that the 12 year study itself has cost €153 million of taxpayers' money.

In addition to the studies undertaken, the TGV project has cost the taxpayer over €32.9 million in 'structural costs' and three compensation lodged after the project was cancelled, have cost an initial €29.4 million, with more to come.



# Urban Mobility Planning

---

**Are the Relevant Structures in Place?**

Institutional failure is a symptom, not a problem

Each action needs a responsibility – should be consensus

*Transport Authority*

*Enforcement*

*Road Safety Management*

*Integrated Ticketing*

*Project Funding*



# Final Word

---

The Preparation of any Plan is a Creative and Collaborative exercise

**Enjoy it!**

*Multumesc*

