INTEGRATED PLANNING APPROACHES IN HIGHER EDUCATION:
COLLABORATIVE EDUCATIONAL PROTOTYPE TOWARDS
INTEGRATED APPROACHES IN THE PLANNING OF INCLUSIVE,
PEOPLE-CENTRIC AND CLIMATE-RESILIENT CITIES

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Project: 2022-1-EL01-KA220-HED-000089374 Erasmus+
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Sustainable mobility
Sustainable Urban Mobility Plans (SUMPs)
Date (to be modified by partners)

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New transport planning approach

- Focus on motorized movement
- **Main goal: Traffic capacity and speed**
- Short- and medium-term planning
- Emphasis to infrastructure
- Limited impact assessment
- Entrapped inside institutional boundaries
- Transport engineers
- Vision led by elected representatives and planning by experts

Conventional transport planning

- Human-oriented planning
- **Main goal**: Accessibility and quality of life
- Integrated planning (economic prosperity, social needs, environmental quality and health)
- Long-term planning
- Policy measures based on multicriteria analysis
- **Complete impact assessment**
- Addressing functional areas, viewing urban space as a whole
- Interdisciplinary planning approach
- **Policymakers, experts and citizens plan together**

Sustainable transport planning/SUMPs

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What is a Sustainable Urban Mobility Plan (SUMP) ?

https://www.transportationefficient.org/improve-street-network-connectivity/

According to The Urban Mobility Observatory (**ELTIS**):

Sustainable Urban Mobility Planning is Europe's de facto urban transport planning concept.

"A 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. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles."

A Sustainable Urban Mobility Plan is based on the **following principles**:

1. Plan for sustainable mobility in the "functional urban area"
2. Cooperate across institutional boundaries
3. Involve citizens and stakeholders
4. Assess current and future performance
5. Define a long-term vision and a clear implementation plan
6. Develop all transport modes in an integrated manner
7. Arrange for monitoring and evaluation
8. Assure quality

https://www.theparliamentmagazine.eu/news/article/world-population-to-reach-99-billion-by-2050

https://www.eltis.org/

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Basic characteristics of SUMPs

Main goals:

- Improvement of accessibility and quality of life by shifting towards sustainable mobility
- Protection of environment and enhancement of road safety
- Development of fair, attractive and efficient urban and periurban areas

Key Components:

- Assessment of the current situation and future trends
- Development of a widely supported common vision with strategic objectives
- Adopting an integrated set of measures (regulatory, promotional, financial, technical and infrastructure) to deliver the objectives
- Systematic monitoring and evaluation of the implementation of measures
- Evidence based-decision making
- Potential financial tools

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Steps of a SUMP

This symbol indicates points of political involvement during the SUMP process

https://www.eltis.org/mobility-plans/sump-process

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Development process in a municipality context

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1. Collection & assessment of data, definition of SUMP's overall development process
2. Evaluation of the current situation, detection and prioritisation of problems & target definition
3. Identification and shaping of a common vision, priorities and goals
4. Definition & evaluation of each measures' set
5. Establishment and submitting of an Action Plan

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Benefits of SUMPs (1/2)

- Attractive public spaces, improved road safety, better health quality, reduction of air and noise pollution
- Sustainable modes contribute to reducing GHG emissions, thus helping mitigating climate-change

- High-quality environment and limited traffic congestion contribute to reducing cost for local communities
- Sustainable cities could facilitate economic prosperity and local economy initiatives

- SUMPs develop a common long-term vision for the future based on collective transport and alternative modes
- More responsible travel behaviour respecting the environment, the social dimension of road space and the identity of urban areas

- Fair and equitable opportunities to access for everyone
- Multimodality enhances sustainable modes' cooperation, making them competitive against car-oriented solutions

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Benefits of SUMPs (2/2)

- SUMPs combine both policy measures and infrastructure interventions aiming to achieve the most cost-effective solution

- Participatory approaches could improve planning solutions and facilitate their implementation in the future

- Interdisciplinary approaches ensuring the participation of experts coming from different fields, can address a broad spectrum of needs

- SUMPs could help authorities to have access to funding for implementing innovative solutions and integrated planning strategies
- Cities that have completed their SUMP are preferred when it comes to funding opportunities

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Sets of policy measures and interventions

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1. Public Transport 
2. Active mobility and Accessibility  
3. Shared Mobility  
4. Communication & Promotion 
5. Electromobility  
6. Road Safety and Traffic Management   
7. Parking management 
8. Urban Environment 
9. Freight transport 

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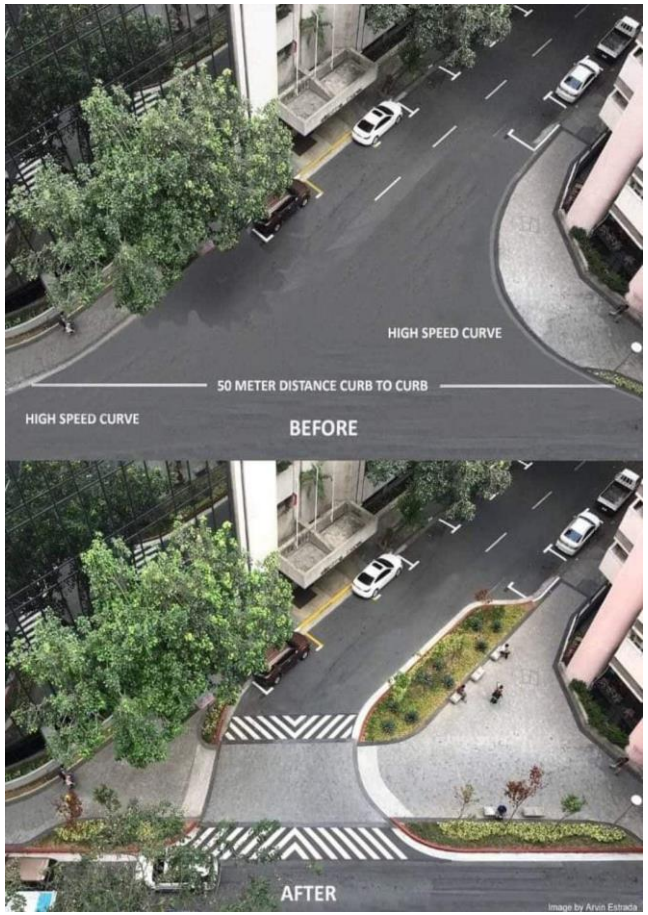
SUMP measures and interventions (1/5)



https://gr.pinterest.com/pin/322992604534033123/

https://ditika.gr/kordelio-euosmos/schedio-anaplasis-tis-m-alexandrou-to-prin-kai-to-meta-stin-eisodo-tou-evosmou/

https://ditika.gr/kordelio-euosmos/schedio-anaplasis-tis-m-alexandrou-to-prin-kai-to-meta-stin-eisodo-tou-evosmou/

Road safety and accessibility interventions in urban junctions

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SUMP measures and interventions (2/5)

https://gr.pinterest.com/pin/307230005811998348/

https://www.newcivilengineer.com/latest/innovative-traffic-calming-measures-for-school-30-08-2016/

https://www.kathimerini.gr/society/916592/to-megalo-stoichima-toy-mikroy-trigonoy//

Tactical urbanism interventions/Low-cost solutions

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SUMP measures and interventions (3/5)

https://www.tovima.gr/2020/06/03/society/dyo-neoi-podilatodromoi-gia-tin-athina-xartes/

https://beyondtheautomobile.com/2020/10/21/what-is-a-bicycle-street/

https://gr.pinterest.com/pin/377528381244391764/

https://www.bikeauckland.org.nz/cycling-infrastructure-is-good-for-walking-too//

https://changing-transport.org/urban-cycling-costa-rica//

https://sfbike.org/news/summertime-on-the-embarcadero/

https://www.wsbikeplan.com/?HTTPSRedirected=true

Cycling interventions: Lanes, tracks and shared streets

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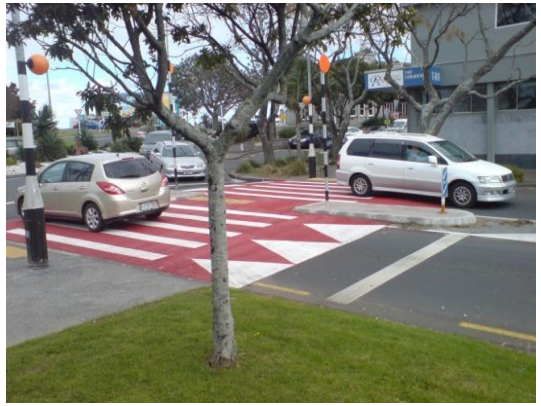
SUMP measures and interventions (4/5)

https://mcnair.sd38.bc.ca/news

https://differentville.com/fun-unusual-things-to-do-southbank-london/

https://www.highwaysindustry.com/texprint-roundels-for-traffic-calming-and-speed-enforcement-in-20mph-zones/

https://www.naftemporiki.gr/clickatlife/920541/chalandri-diavaseis-gia-mathites-apo-mathites/



https://commons.wikimedia.org/wiki/File:Raised_Crossing_In_Panmure_Auckland.jpg

https://www.europeandatajournalism.eu/cp_data_news/none-of-the-european-cities-that-lowered-the-speed-limit-to-30-km-h-regrets-it/

School protection zones: Interventions and measures

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SUMP measures and interventions (5/5)

https://www.theguardian.com/cities/gallery/2016/jul/14/creative-crosswalks-pedestrian-zebra-crossings-around-world-in-pictures

https://www.bbc.com/news/uk-england-london-47402269

https://www.outdoordesign.com.au/news-info/art-on-the-street/4710.htm

Creative pedestrian crossings

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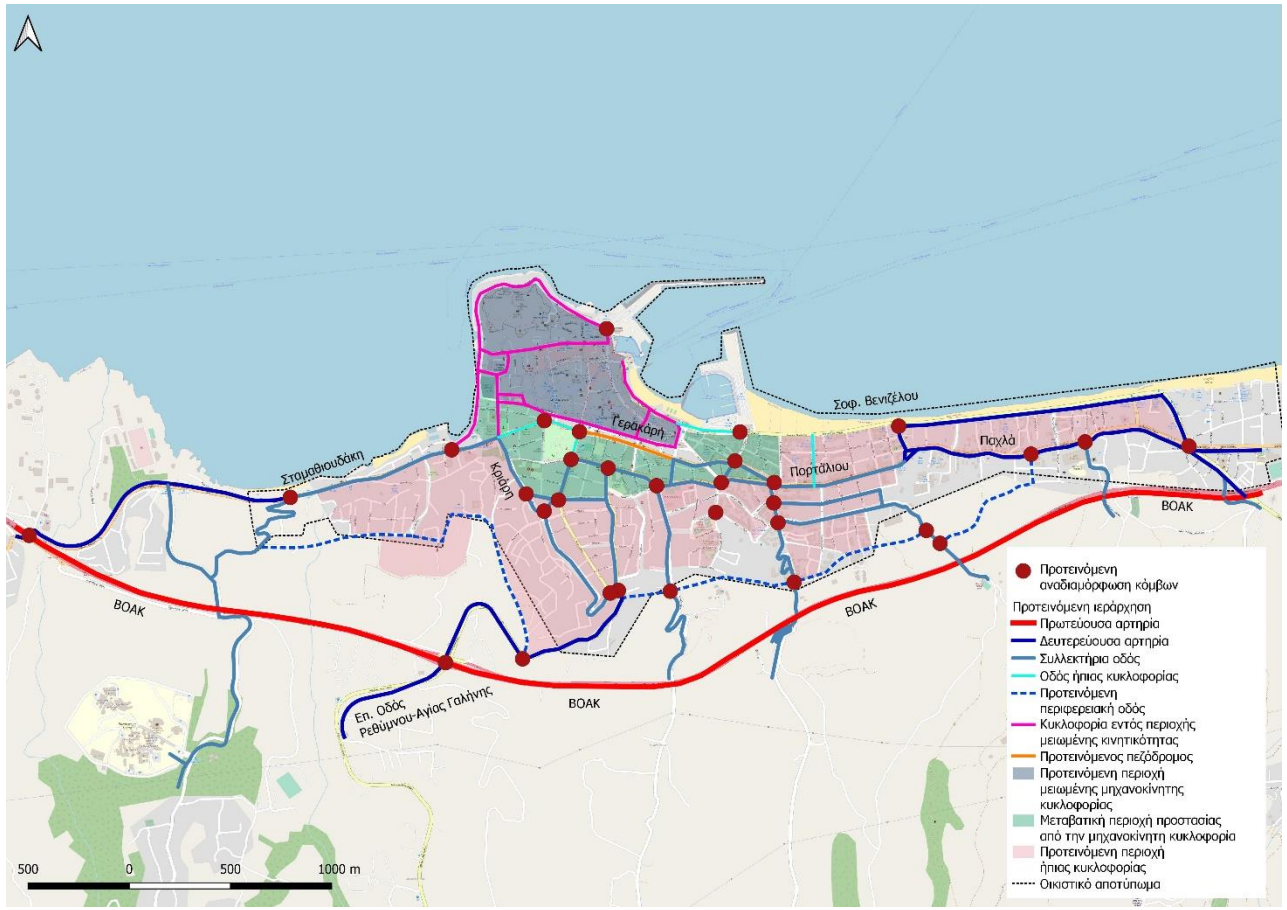
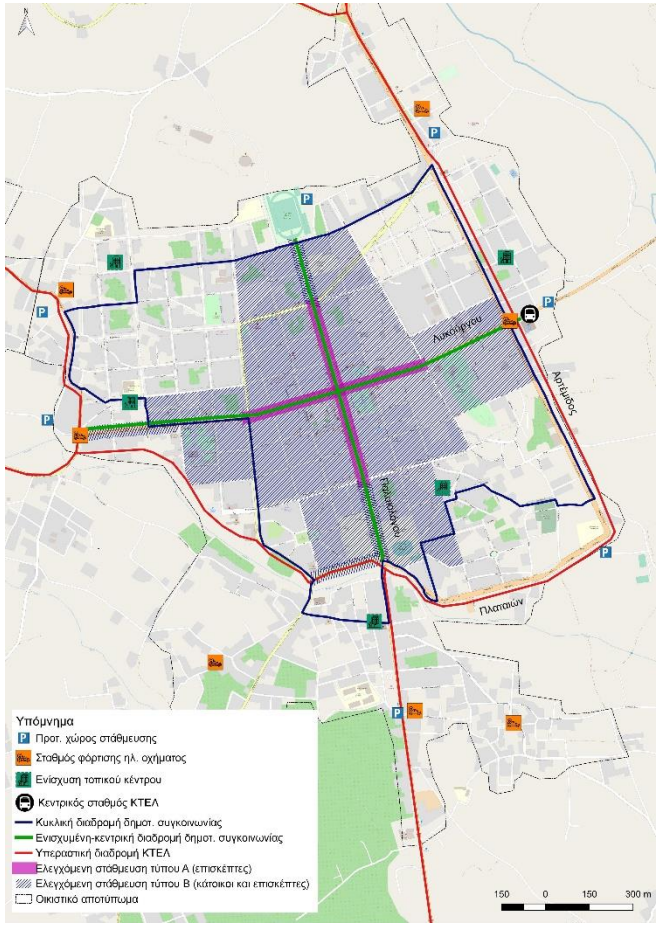
SUMP maps (1/4)



Rethymno, Greece (Lever consultants):
Street classification, radical scenario, 15years-term



Sparti, Greece (NTUA):
Parking management, final scenario, 15years-term

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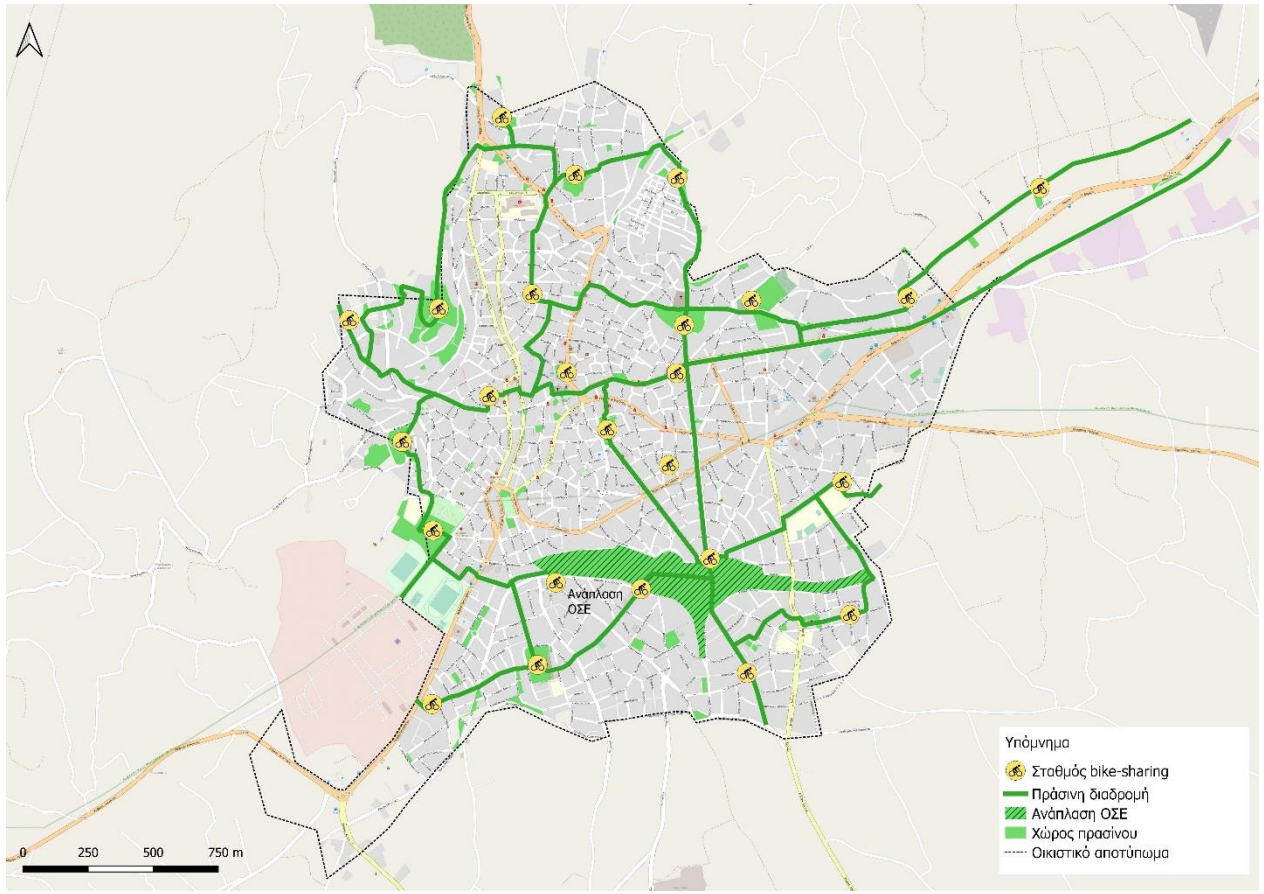
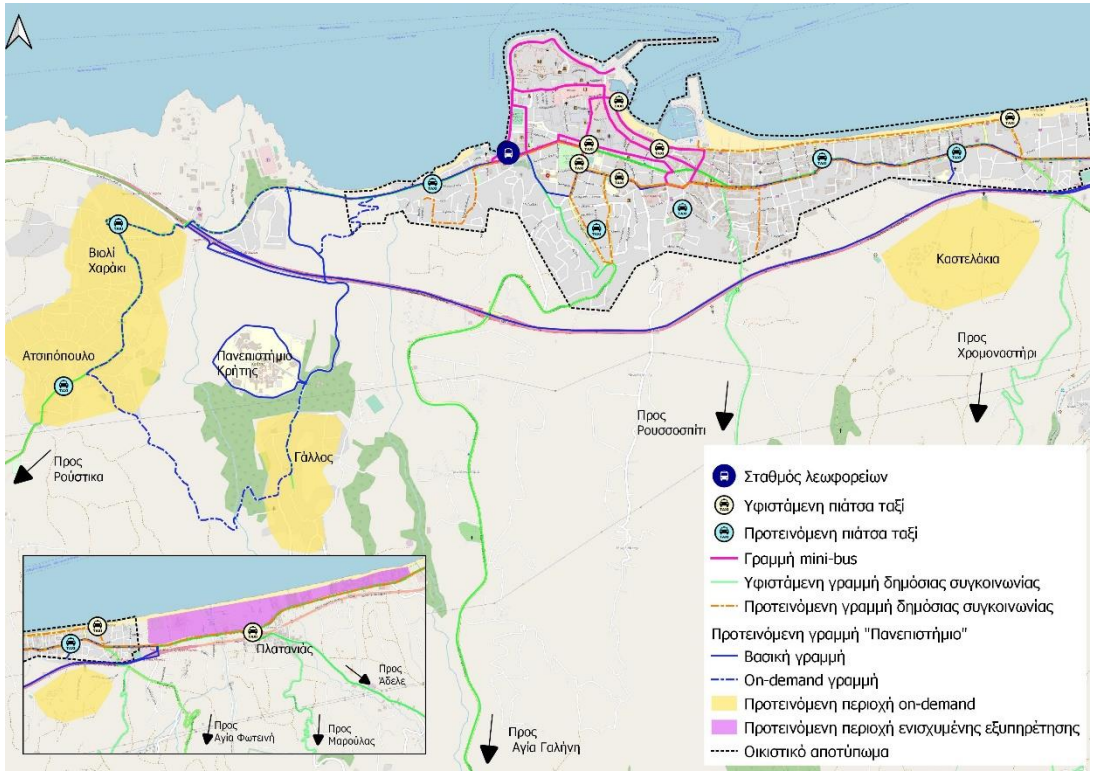
SUMP maps (2/4)



Kozani, Greece (Lever consultants):
Accessible green routes, radical scenario, 15years-term



Rethymno, Greece (Lever consultants):
Public transport, final scenario, 15years-term

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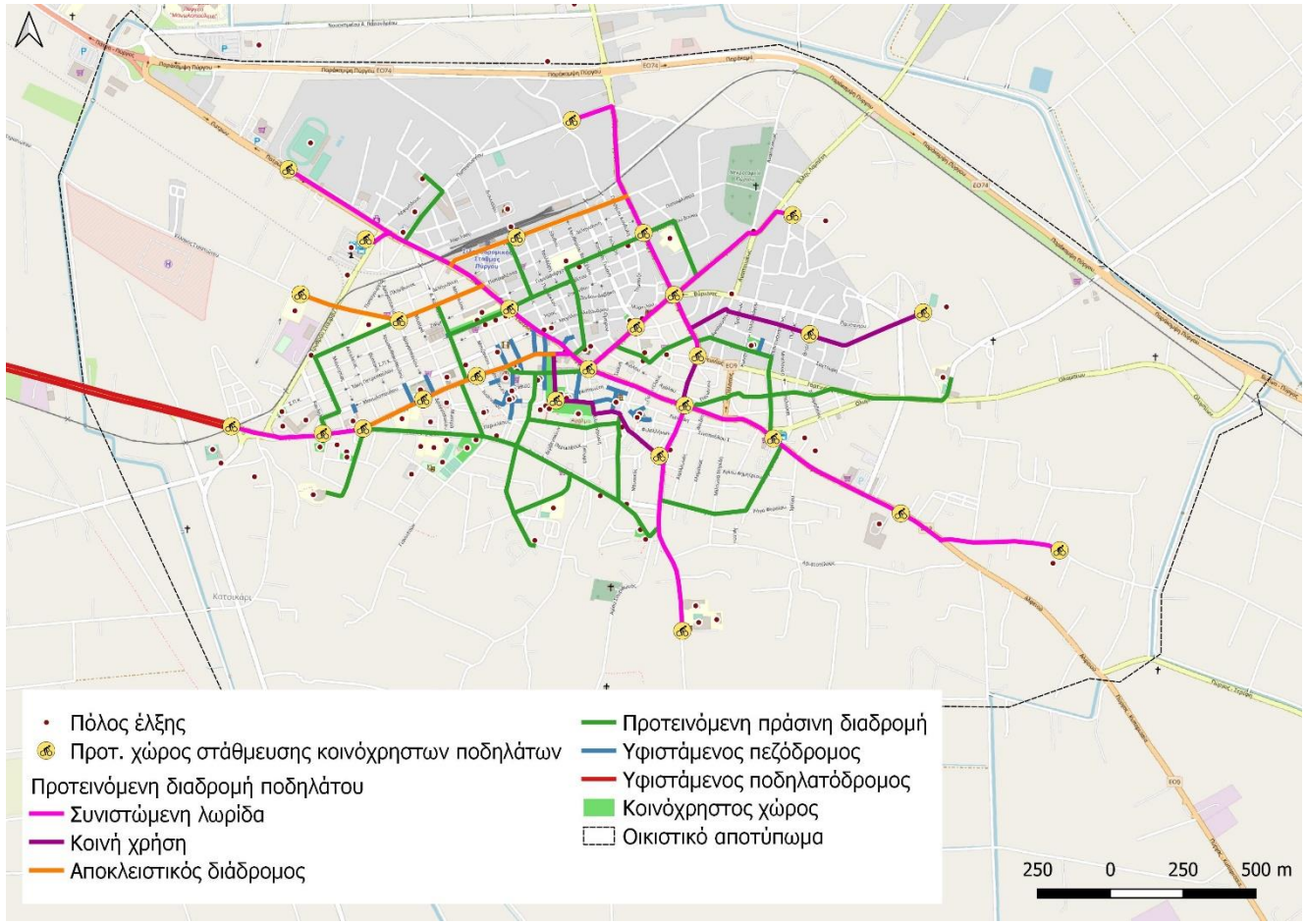
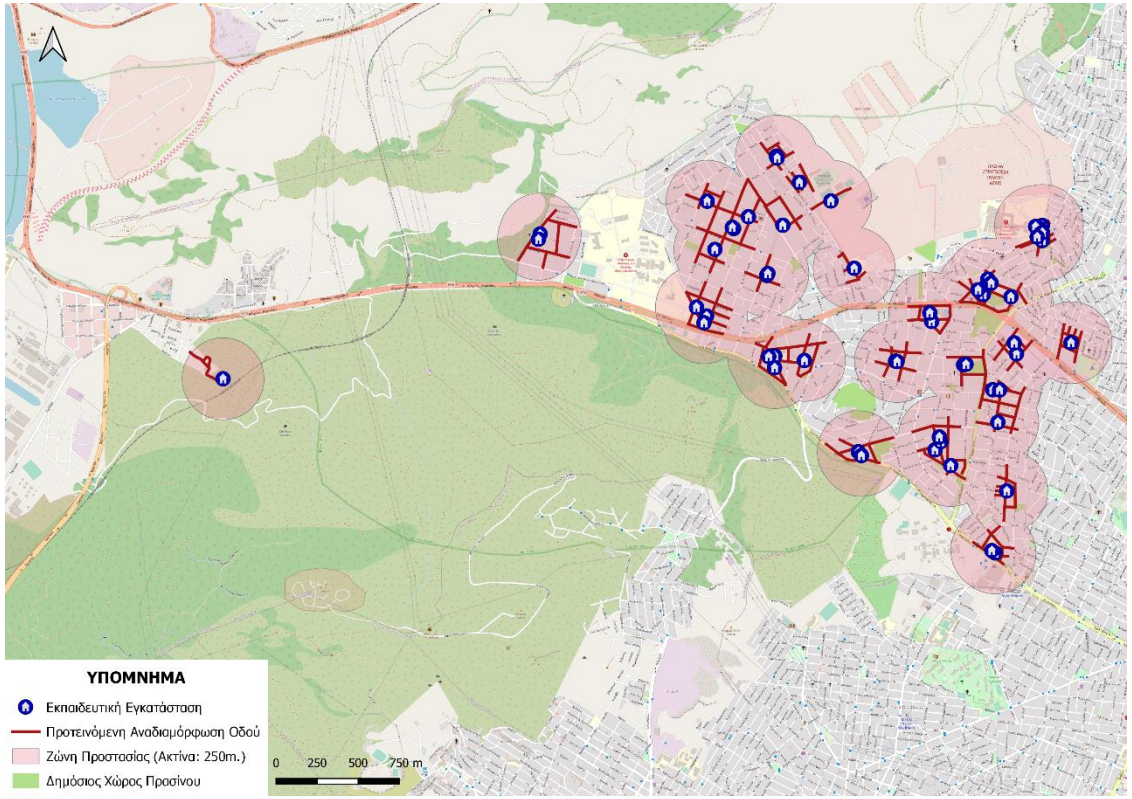
SUMP maps (3/4)



Pyrgos, Greece (Lever consultants):
Cycling & Green routes, radical scenario, 15years-term



Haidari, Athens, Greece (Lever consultants):
School protection, final scenario, 15years-term

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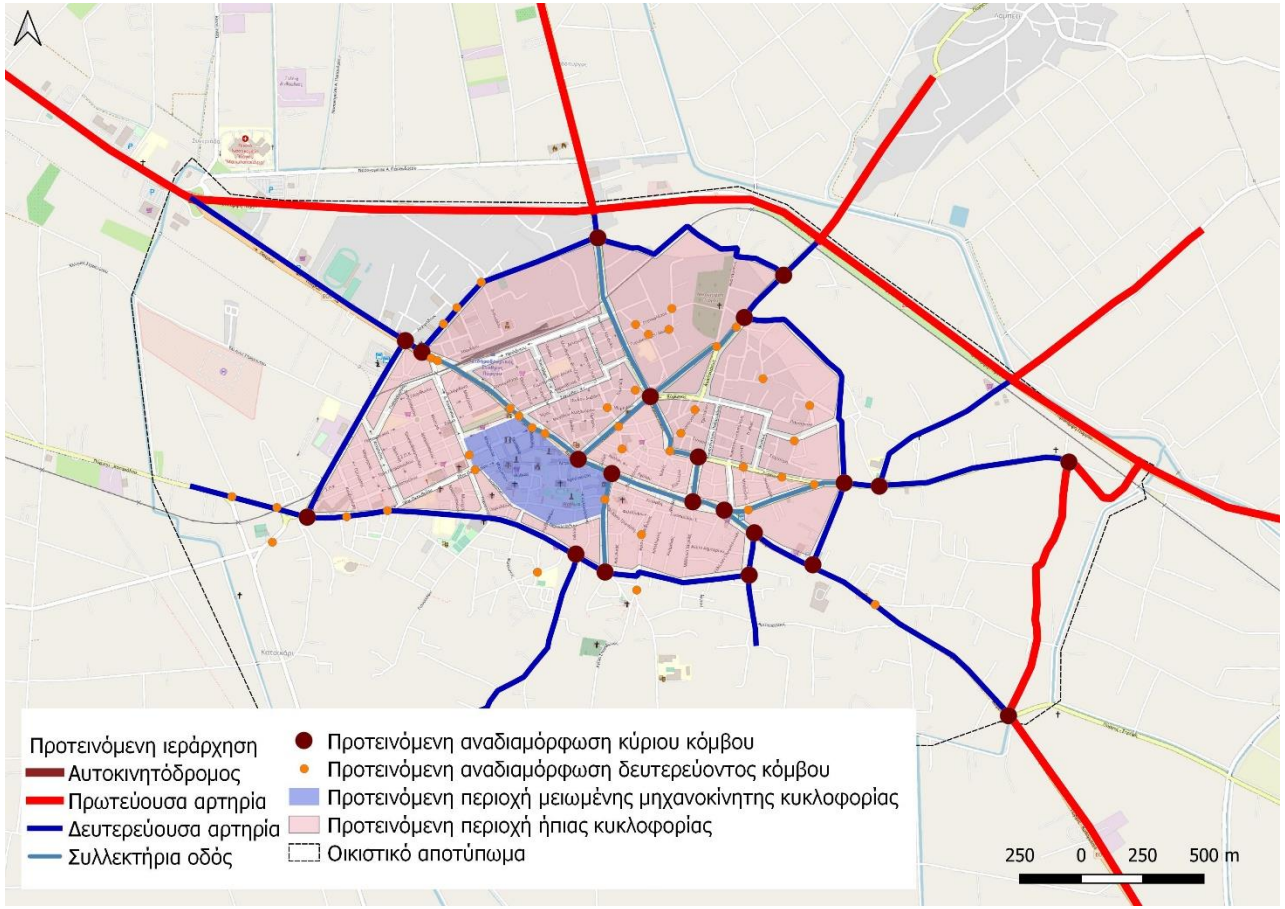
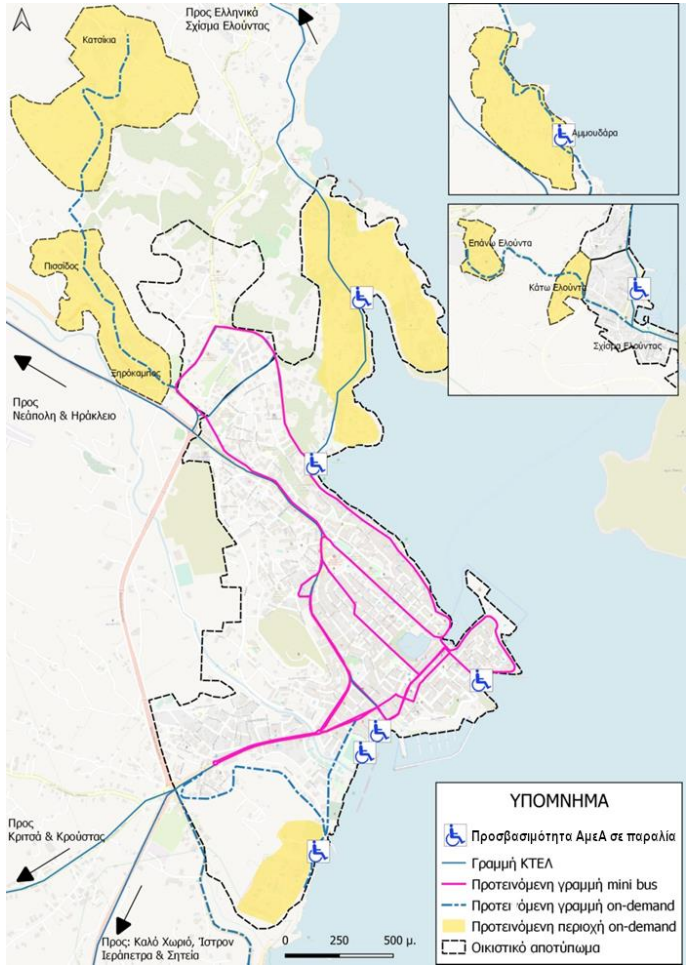
SUMP maps (4/4)



Pyrgos, Greece (Lever consultants):
Street classification, radical scenario, 15years-term



Agios Nikolaos, Greece (Karolemeas & Associates):
Public transport, final scenario, 15years-term

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thank you!

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