

# CIVITAS

Sustainable and smart mobility for all

2030



## Workshop on Public Transport - CIVINET Romania SUMP Topic Guide on Planning for Attractive Public Transport 09.06.2022

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# Outline

1. Context and objectives
2. Content and approach
3. Next steps



# 1

## Context and objectives

# Context

*NEED TO  
RELAUNCH  
PUBLIC  
TRANSPORT  
AFTER THE COVID-  
19 CRISIS*

- Public transport **lost users (and revenues)** during the **pandemic**.
- Even in the aftermath of the health crisis, **many factors slowed down the return of users** (teleworking, shortening the range of daily journeys, preference for private vehicles - cars but also bicycles and micro-mobility).
- The challenge is therefore to **regain trust in public transport and increase its market share**, inducing motorists to return to public transport and attracting new users.
- The **energy crisis** triggered by the Russian invasion of Ukraine has also placed a greater emphasis on energy-efficient mobility such as public transport.
- Both the pandemic and the energy crisis represent an **opportunity to re-imagine mobility in cities**, putting citizens at the centre.

# Context



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## Public transport as part of SUMPs:

- Public transport is an essential component in the preparation and implementation of SUMPs, as the **backbone of a sustainable transport network**.
- In this sense, public transport is reflected in all the **fundamental principles of the SUMPs** and in the process described in the European SUMP Guidelines (second edition: 2019).

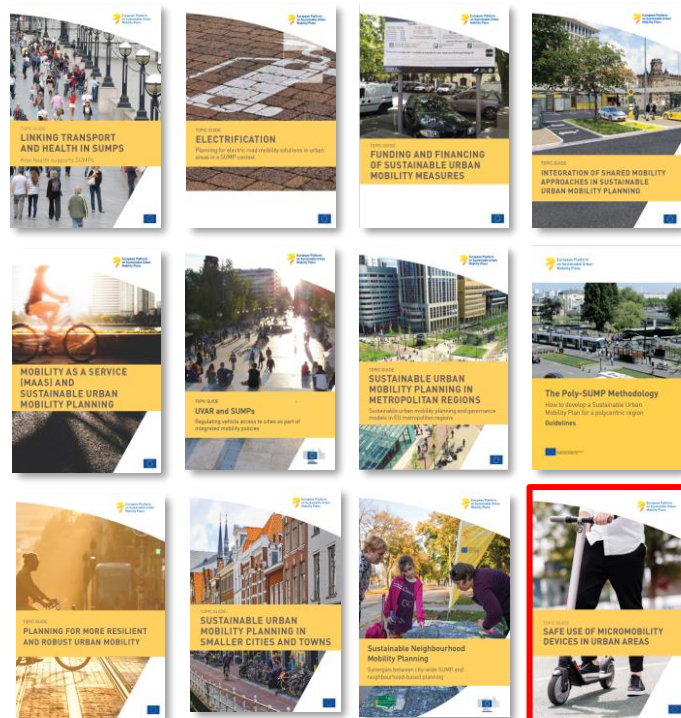
# Context



## A new Topic Guide on Planning for Attractive Public Transport:

- **Perspective of planners** and Sustainable Urban Mobility Plans
- Part of the **compendium of European guidelines** for the preparation of SUMPs
- References to **international examples and good practices**

[www.eltis.org/mobility-plans](http://www.eltis.org/mobility-plans)



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# Objectives

- **Provide planning guidance** for those involved in public transport and urban mobility (public decision-makers, planners, as well as the technicians and consultants who support them)
- **Help cities in achieving a modal share more oriented to public transport** (and "active" modes), through better integrated planning, in line with the priorities of the new European Framework for Urban Mobility and the Green Deal (keywords: inclusion and decarbonisation)



# 2

## Content and approach

# Content



- Addresses ways in which cities can **make public transport more attractive through SUMP**s, to trigger a shift in mobility behavior in favor of public transport and sustainability.
- The **first part** of the document introduces the **concept of attractiveness** of public transport and the importance of integrating public transport in the **process of drafting and implementing the SUMP**s.
- The **second part** deals with the **specific issues and actions** related to public transport planning.
- **15 key messages** on planning for attractive public transport and **good practice examples** from all over Europe and beyond

# Content

## Areas for action:

### 1. Understand current service quality and demand:

- Assess the current situation
- Understand the needs

### 2. Take an integrated approach to public transport planning:

- Integrate network planning, tariffs and operation
- Better connect urban areas with peri-urban and rural areas
- Improve governance



# Content



## **3. Ensure a high quality of service to the public transport system:**

- Provide frequent, reliable and on-call services
- Ensure accessible and comfortable public transport
- Take gender needs into account
- Provide affordable services to users
- Reallocating road space
- Use new technologies and apps
- Provide safe and secure services

## **4. Make your public transport more sustainable and appealing:**

- Make the public transport system more resilient
- Ensure financial sustainability
- Give your public transport an attractive identity

# Content

- **15 key messages on planning for more attractive public transport in your city:**
  - 1. Assess your current situation, understand the needs**, but also monitor and measure success of policies and improvements – modal shares, accessibility indices, user satisfaction, etc. Anticipate the need for specific indicators and requirements on SUMP for the TEN-T urban nodes.
  - 2. Apply a whole-city approach to public transport planning** through urban development oriented to public transport and active mobility, and by integrating public transport physical planning, fares and operations.
  - 3. Widen the scope of your SUMP by taking into account linkages with surrounding peri-urban and rural areas** and embrace the needs of citizens living in more rural areas, e.g. commuters. To do so, better integrate public transport and land use planning, and develop complementary solutions to public transport such as multimodality hubs with park and ride facilities, shared mobility and on-demand mobility, including MaaS.

# Content

- 4. Enable better governance of public transport** with the creation of a single regulatory authority covering the full functional area, including peripheral areas, and coordinate with the regional authorities. Apply cross-sectoral governance by cooperating with other sectors (health, education, etc.).
- 5. Provide good quality mobility options** characterised by frequent, reliable and integrated services, also focusing on speed, price and value for money.
- 6. Adapt the public transport infrastructure, fleets and services to ensure better accessibility**, focusing on vulnerable groups in a wider sense.
- 7. To improve travel experiences, better tailor public transport services to meeting individual users' needs, rather than mass transport.** For example, in the post-pandemic era, passengers would like more flexible fares to match their current less-frequent commutes, that often do not justify a monthly subscription.

# Content

**8. Design your SUMP with public transport as the backbone of urban development and of your sustainable mobility system.** In addition to moving towards cleaner fleet, **decarbonising your public transport system** should be viewed in the context of the “**avoid-shift-improve**” principle to successfully transform the transport system: avoiding unnecessary traffic, shifting to the most sustainable modes of transport (i.e. public transport, walking and cycling), and improving each mode of transport.

**9. Align your SUMP priorities for public transport with those of other local and regional plans, including SECAPs (Sustainable Energy and Climate Action Plans),** to ensure the same vision is put in place and pursued consistently.

**10. Safety and security** come first as an unspoken priority or condition sine qua non to travel. Maintain a high safety culture to protect the general public, children and vulnerable users and attract new groups of people.

# Content

**11. Review the amount of road space disproportionately allocated to private cars and increase the amount of road infrastructure dedicated to segregated priority lanes for public transport.** Road space reallocation should also consider active and shared mobility infrastructure in the equation: dedicated public transport infrastructure should be designed in connection with infrastructure for cycling, walking and shared mobility services, to optimise a modal shift towards more sustainable modes of transport.

**12. Make more and better use of new technologies,** such as smartphone applications, to make public transport services more fashionable and easier to use, thus supporting a behavioural change of travellers. New technologies allow for integrated and multimodal information and ticketing, while at the same time improving data collection.

**13. Take advantage of the crisis and move towards a different resilience,** which will ultimately contribute to reducing public transport costs. Anticipate events like pandemics, e.g. by designing more contingency plans.

**14. Ensure the financial sustainability of your public transport system**, even in times of pandemics, by integrating public transport into long-term transport and urban development strategies. The creation of new stations and connections also generates many investment opportunities, for instance for land value capture, where improved public transport facilitates development potential.

**15. Give your public transport an attractive identity.** For a more positive experience and image of public transport, the emphasis should be put on the experience - both in and around stations and on public transport vehicles, e.g. the ability to relax, sleep, work, shop, etc. while travelling.

# Approach



- The Thematic Guide (SUMP Topic Guide) **Planning for Attractive Public Transport** is the result of a **work coordinated by TRT** within the European project **CIVITAS ELEVATE** (<https://civitas.eu/coordination/elevate>).
- Involvement of a **group of 5 experts** representing UITP (International Association of Public Transport ), EPF (European Passenger Federation), University of Berlin (TUB), City of Gdynia (PL), the public transport operator of Gothenburg (SE), who worked together with the CIVITAS Policy Advisory Committee, DG MOVE and CINEA.
- **Larger group of stakeholders**, including: European Cyclists Federation (ECF), Walk 21, European Passenger Transport Operators (EPTO), POLIS, Toulouse Métropole (FR), City of Malmö (SE), Amsterdam Regional Transport Agency (NL), Karlsruhe Transport Operator (DE).
- **2 Working Group meetings** (15 February and 22 March 2022) + **1 Stakeholder Workshop** (22 March 2022) + **Public Consultation** (29 April until 13 May 2022)

# Approach

- The Thematic Guide (SUMP Topic Guide) Planning for Attractive Public Transport is available in draft on the ELTIS.ORG website.
- It was part of a public consultation to collect contributions and observations before its finalisation and publication:

<https://www.eltis.org/in-brief/news/planning-attractive-public-transport-submit-feedback-now-draft-sump-topic-guide>

*FINAL  
VERSION  
AVAILABLE in  
July 2022*



3

Next steps

## Next steps

- Final review by the European Commission until 3<sup>rd</sup> week of June 2022
- Publication in July 2022
- After July 2022: Dissemination through CIVITAS and other networks and social media: CIVINETs, national and local networks in Romania, etc. Thanks in advance for sharing it!

# Thank you!

## Any questions?

## The ELEVATE PSGs Management team



Responsible for CIVITAS ELEVATE Evaluation and Advancing Knowledge activities and for the management of the CIVITAS Policy Support Groups



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*This presentation has been produced by CIVITAS ELEVATE, a CIVITAS Coordination & Support Action. The CIVITAS ELEVATE project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No. 824228.*