



Dlaczego potrzebujemy SUMP-ów?

KOMISJA EUROPEJSKA
Dyrekcja Generalna
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Integracja multimodalna



- Transport to system naczyń połączonych
- Różne gałęzie i środki transportu powinny być względem siebie komplementarne, nie konkurencyjne
- Obecnie – odrębne plany rozwoju infrastruktury kolejowej, drogowej, publicznego transportu zbiorowego...
- Konieczna integracja międzygałęziowa, integracja działań inwestycyjnych, organizacyjnych, prawnych itp.
- Koncepcja „*Mobilność jako usługa*”

Image: Rotterdamse Mobiliteits Aanpak 2020

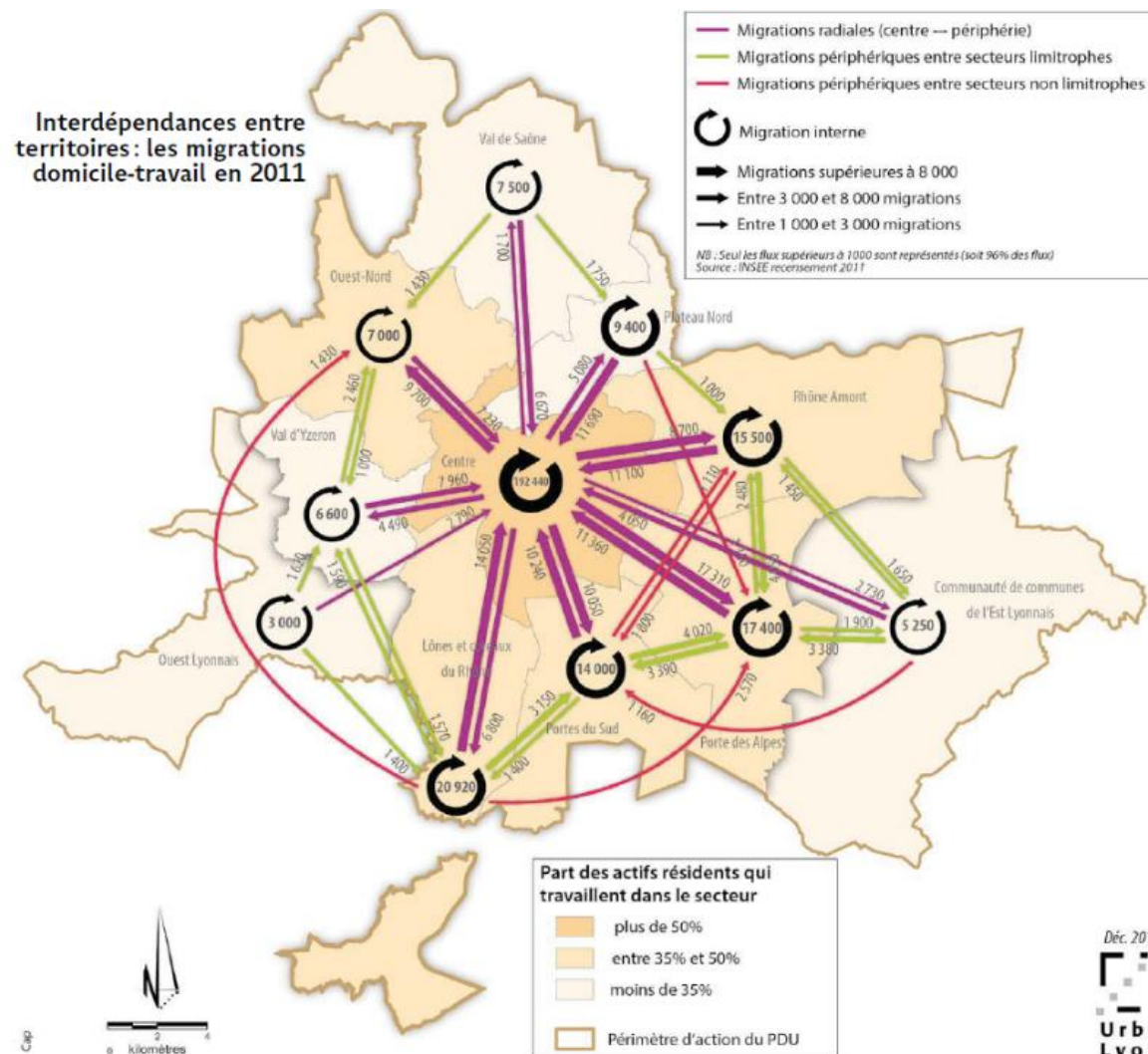
Integracja (celów) polityk miejskich



- Przemieszczamy się „po coś”
- Transport – środek do realizacji potrzeb w innych obszarach
- Koncepcje „*Transit oriented development*” i „*Sustainable urban development*”
- Brak kolizji z celami/potrzebami w innych obszarach – „*do no harm*”
- Udział społeczeństwa i interesariuszy w identyfikacji potrzeb i rozwiązań

Image: Institute for Transportation & Development Policy
www.todstandard.org

Integracja terytorialna



- Realizacja potrzeb nie odbywa się w granicach jednej gminy
- Planowanie transportu musi brać pod uwagę zmiany demograficzne, trendy migracyjne, zmiany w strukturze osadniczej etc.
- Konieczna współpraca międzyinstytucjonalna w płaszczyźnie:
 - poziomej – pomiędzy władzami sąsiadujących jednostek terytorialnych
 - pionowej – pomiędzy władzami różnych szczebli

SUMP – jedyne w pełni zintegrowane narzędzie planowania mobilności

Improved coherence between different sectoral policies and governance levels:

Urban mobility is closely bound by sectoral policies at other governance levels, but such policies are often developed by a wide range of political and institutional actors both at the local as well as the regional, national or even the European level. Unless coordinated, such policies are compiled in diverse planning documents, reflecting differences in governance and legal frameworks, elaboration processes and specific objectives. The inherent risk of inconsistency and redundancy among planning approaches and outcomes should be accompanied by monitoring and evaluation.

In contrast to traditional planning approaches, SUMP places particular emphasis on the involvement of citizens and stakeholders, the coordination of policies



1 Plan for sustainable mobility in the "functional urban area"

"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."



3 Involve citizens and stakeholders

... a strategic approach, which is implemented effectively with the goal is to achieve a set of objectives – advocates long-term components, current common objectives – and related set of objectives – should be accompanied by monitoring and evaluation.

... between sectors (especially transport, land use, environment, economic development, social policy, health, safety, and energy), and broad cooperation across different layers of government and with private actors. The concept also emphasises the need to cover all aspects of mobility (both people and goods), modes and services in an integrated manner, and to plan for the entire "functional urban area", as opposed to a single municipality within its administrative boundaries.

What is the difference between traditional transport planning and Sustainable Urban Mobility Planning?



6 Develop all transport modes in an integrated manner

A Sustainable Urban Mobility Plan fosters balanced and integrated development of all relevant transport modes while prioritising sustainable mobility solutions. The SUMP puts forward an integrated set of measures to improve quality, security, safety, accessibility, and cost effectiveness of the overall mobility system. A SUMP includes infrastructure, technical, regulatory, promotional and financial measures. A Sustainable Urban Mobility Plan addresses all forms of collective mobility (traditional public transport as well as new



2 Cooperate across institutional boundaries

The development and implementation of a Sustainable Urban Mobility Plan needs to be based on a high level of cooperation, coordination and consultation across different levels of government and between institutions (and their departments) in the planning area

Sustainable Urban Mobility Planning should be based on:

- Cooperation to ensure the consistency and complementarity of the SUMP with policies and plans in sectors related to transport (e.g. land use and spatial planning, social services, health, energy, education, enforcement and policing).
- Close exchange with relevant authorities at other levels of government (e.g. district, municipality, agglomeration, region and state).
- Coordination with public and private sector providers of transport services

Dziękuję za uwagę

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