

# CHESTNUT – CompreHensive Elaboration of STrategic plaNs for sustainable Urban Transport

presented by

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**Pannon Business Network Association**



## **EcoVeloTour Kick-off Conference**

**Connecting the Dots – introduction of related projects**

*Corvinus University, Budapest, Hungary*

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# About CHESTNUT

CHESTNUT is a sustainable mobility planning project supported by the *Interreg Danube Transnational Programme* under the Priority of *Better connected and energy responsible Danube region*

- *Budget in Euro*
  - Overall: 2.004,272.18
  - ERDF Contribution: 1.581,316.91
  - IPA Contribution: 122,314.40
- *Duration:* 2,5 years (01/12/2016 – 31/05/2019)
- *Partners:* covering coastal, inland and border cities and regions including two capital districts

85%

# Partners

	Project Partner	City	Hungary
LP	Municipality of Velenje	Velenje	Slovenia
PP1	Regional Development Centre Koper	Koper	Slovenia
PP2	Vienna University of Technology		Austria
PP3	Municipality of Weiz	Weiz	Austria
PP4	Municipality of Prague 9	Prague 9	Czech Republic
PP5	Municipality of Budapest 14	Budapest 14	Hungary
PP6	DURA Dubrovnik	Dubrovnik	Croatia
PP7	Zadar County Development Agency	Zadar	Croatia
PP8	Pannon Business Network Association	Sárvár	Hungary
PP9	Municipality of Odorheiu Secuiesc	Odorheiu Secuiesc	Romania
PP10	RDA Center	Alba Julia	Romania
PP11	Municipality of Dimitrovgrad	Dimitrovgrad	Bulgaria
PP IPA1/	LIR Evolution	Banja Luka	Bosnia and Hercegovina
ASP1	Vas County Authority		Hungary
ASP2	Association of Municipalities and Towns of Slovenia		Slovenia

# Objectives of CHESTNUT



## Main objective:

- To contribute to reduction of private motorized traffic by 2-3% within the next 5 years by
- ✓ helping development of better connected and interoperable environmentally friendly transport solutions
  - ✓ based on integration of more sustainable means, like public transport, cycling, walking, and electrical vehicles.

## Specific objectives:

1. Harmonized mobility scenarios
2. Mobility planning focused on people – not on road
3. Joint Mobility Pilot Actions



# Activities of CHESTNUT



- WP1: *Project Management* – WP leader: Municipality of Velenje (LP)
- WP2: *Communication Activities* – WP leader: DURA Dubrovnik (PP6)
- WP3: *Mobility scenarios* – WP leader: PBN Association (PP8)
- WP4: *SUMPs drafting* – WP leader: Vienna University of Technology (PP2)
- WP5: *Pilot actions & mainstream* – WP leader: Municipality of Weiz (PP3)



# What is SUMP

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.

Source: ELTIS SUMP Guidelines, 2014

## Why do we need SUMPs?

- Longer journey times and congestion
- Increased greenhouse gas emissions
- Poor air quality
- Poor health
- Car dominated city centres and neighbourhoods
- Accidents



Source: ELTIS SUMP Guidelines, 2014



# Approaching FUA

FUAs by **ESPON 1.4.3 study** on urban functions (mid 2000s):

*Large FUAs:* the population of the FUA is more than 250,000 inhabitants.

*Medium FUAs:* the population of the FUA is more than 100,000 inhabitants.

*Small FUAs:* the population of the FUA is more than 50,000 inhabitants.

The **OECD classification** of FUAs (in the early 2010s):

- ***Small urban areas, with a population below 200 000 people;***
- *Medium-sized urban areas, with a population between 200 000 and 500 000;*
- *Metropolitan areas, with a population between 500 000 and 1.5 million;*
- *Large metropolitan areas, with a population of 1.5 million or more.*

# Traditional vs Sustainable Transport Planning

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



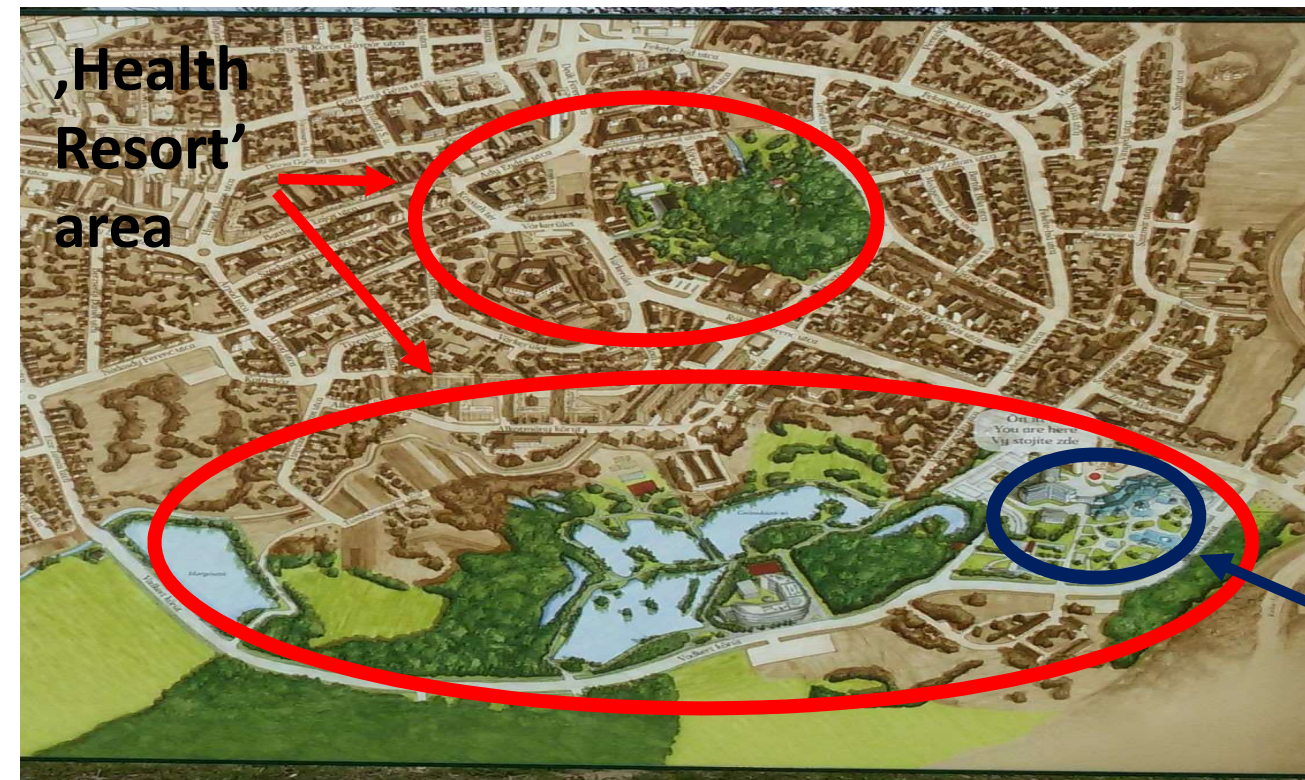
# Draft FUA SUMP of Sárvár (HU)

,Health  
Resort'  
area

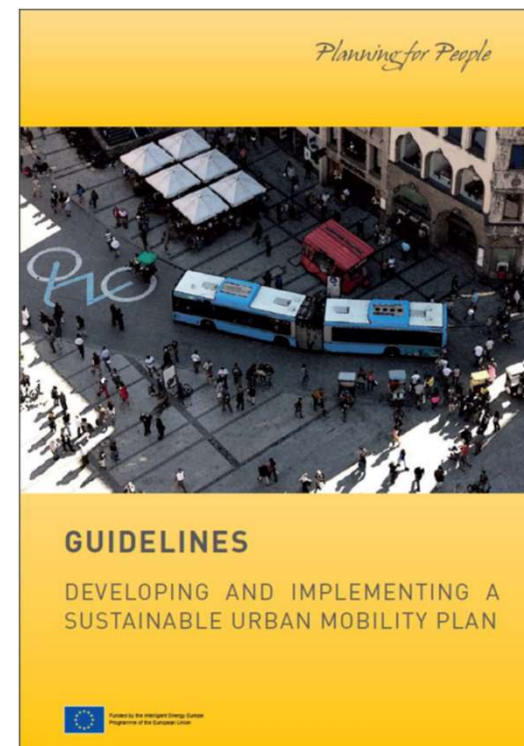
**Overarching goal 1:**  
*Sustainable ,Health Resort' City*

**Priority 1:**  
Improve the level of air quality

**Spa**



# SUMP planning cycle



Source: ELTIS SUMP Guidelines, 2014

# Drafting CHESTNUT FUA SUMP

## Planning

### WP3: *Mobility scenarios*

- Data collection (demography, urban structure, urban facilities, transport infrastructure, mobility statistics including modal split)
- Data analysis
- Scenarios

Output: **transnational strategy**

### WP4: *SUMPs drafting*

- SUMP training seminar (Vienna)
- Joint Learning Actions (templates, 5 events, working in groups with mentoring by VUT, short researches)
- Study visits (connected to PM and JLAs)

Outputs: **draft FUA SUMPs**

## Implementation

### WP5: *Pilot actions & mainstream*

- bike sharing
- electrical mobility
- feasibility study for multimodal transport system
- feasibility study for cycling paths



# Joint Learning Actions

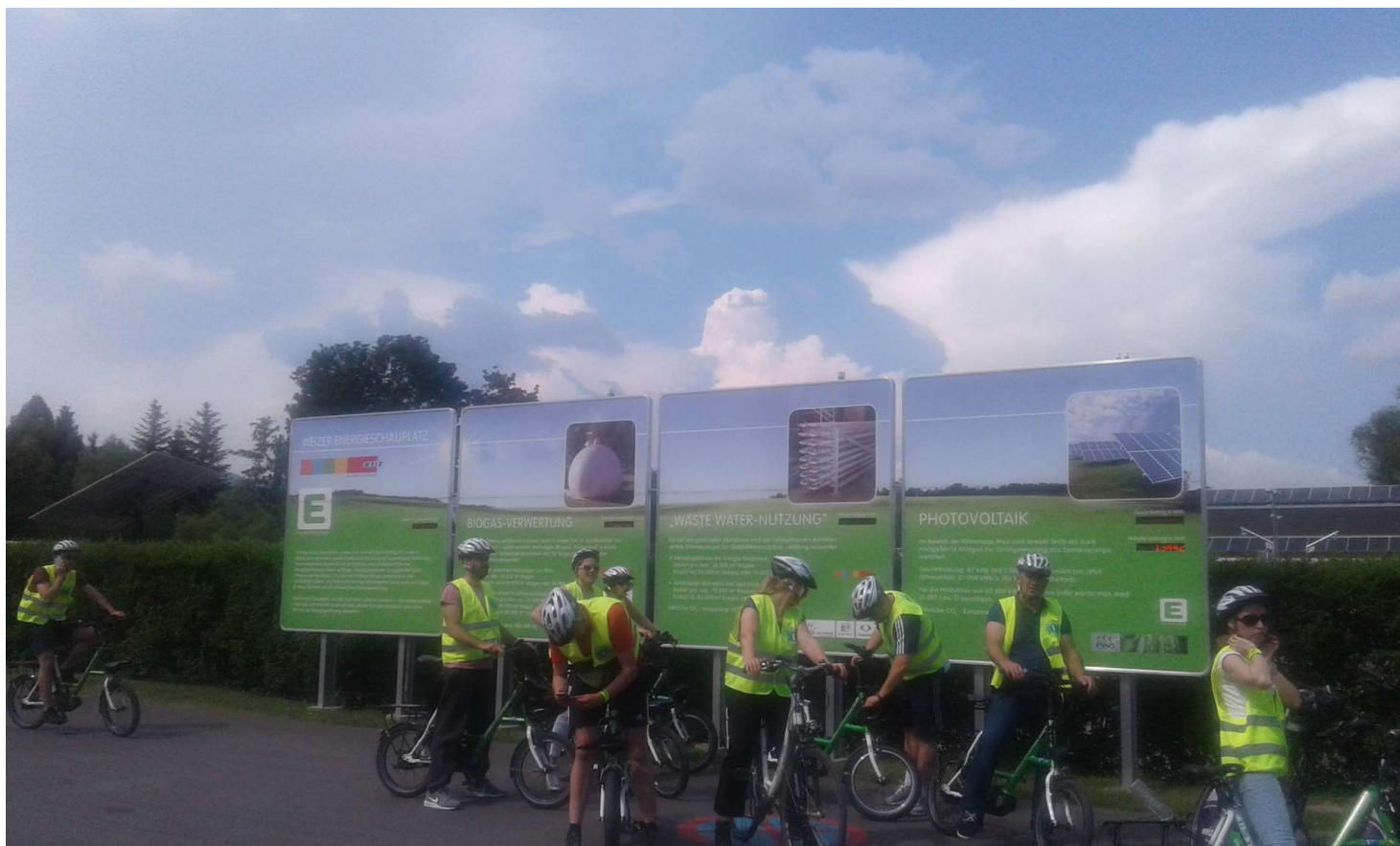


**Dubrovnik – May, 2018**

**Banja Luka – June, 2018**



# Study Visits



**Weiz – September, 2017**



# Potential Relations between CHESTNUT & EcoVeloTour

## CHESTNUT

- Transport related *data collection template*
- *Scenario analysis*
- *draft SUMPs* including bike related measures and actions
- *pilot actions* related to biking: biking path development, bike sharing systems

## EcoVeloTour

- ecologically sound framework of *tourism destination management* and extending cyclist tourism
- *based on sustainable mobility guidelines* related to cyclist ecotourism
- transnational *tools for ecotourism development*
- *pilot regional ecotourism strategies*
- transnational *learning interactions*





**Thank you for your attention!**

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***See more about CHESTNUT:***

**[HTTP://WWW.INTERREG-DANUBE.EU/APPROVED-PROJECTS/CHESTNUT](http://WWW.INTERREG-DANUBE.EU/APPROVED-PROJECTS/CHESTNUT)**