



SUMP-PLUS SUCCESS STORIES

Towards carbon zero mobility in
Klaipėda, Greater Manchester,
Alba Iulia, Platanias, Antwerp &
Lucca

INTRODUCTION

In recent years, the shift towards sustainable mobility has gathered pace, with Sustainable Urban Mobility Plans (SUMP) crucial to driving this development. Despite their success, there remain some gaps. Plans often gather dust as realistic implementation pathways are sometimes missing, whilst cities - particularly small- and medium-sized ones – can lack the resources and competencies to implement SUMP. In addition, links between mobility and other sectors that generate mobility demand, such as education and health, are frequently underdeveloped.

ENTER CIVITAS SUMP-PLUS

This Horizon 2020-funded research and innovation project (September 2019 - February 2023), has supported towns and cities of all sizes and at varying stages of development to bridge the implementation gap on their journeys towards accessible, green and liveable places where people can easily move from A to B. In this effort, the project has created a wide range of new approaches and after testing them in co-creation laboratories in six cities - Antwerp (Belgium), Alba Iulia (Romania), Greater Manchester (UK), Klaipėda (Lithuania), Lucca (Italy), and Platanias (Greece).



Antwerp / Lucid

The good practices and lessons learned from the labs are being transferred to a new set of politicians, practitioners, and researchers via a three-tier sharing and learning community and practical guidance tools. Through these actions, SUMP-PLUS is putting mobility where it belongs – at the heart of sustainable urban transformation.

The stories presented here provide insights into the challenges, findings and achievements of each of the SUMP-PLUS city labs.

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This publication is based on: The 'City Lab Reports' available under the [resources page of the website](#)

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CITY LAB 1: KLAIPĖDA, LITHUANIA

Creating a SUMP implementation strategy towards a liveable city



Following the adoption of its ambitious SUMP in 2018, Klaipėda has been creating a SUMP implementation strategy to accelerate its transformation from car-dominated streetscapes towards a liveable city with inclusive and green mobility.

CITY LAB AIMS

The aim for was to support the municipality's efforts to implement its SUMP, involving:

- Capacity-building for SUMP implementation via an Implementation Strategy
- Strengthening cooperation with surrounding municipalities, particularly in relation to public transport services, active mobility and suburban car use.
- Cross-sector planning in the education and mobility sectors by addressing the challenges of commuting to school from the suburban areas.

IMPLEMENTATION STRATEGIES

The SUMP planning approach has been established as an EC urban mobility policy instrument with proven success among European cities, and one that underpins most funding and financing decisions. However, some issues remain, in particular in relation to policy coherence between the overall SUMP ambitions and the measures actually funded and implemented. In practice, the way that SUMP measures are funded, through nationally or EC funded projects, can lead to cities adopting a fragmented, project-by-project approach to implementation. To achieve EU climate goals, cities urgently need to ensure they have detailed strategies in place for how to successfully implement their sets of SUMP priority policy measures.

The SUMP-PLUS approach: The Implementation Strategy approach consists of two parts:

- Implementation planning – a recommended process for planning policy measure implementation in a sequential series of four steps, to produce a list of refined core measure packages, an implementation timeline and a spatial overview of implementation. Combined, these elements form an 'implementation plan'.
- Implementation management – a flexible set of organisational approaches for managing measure implementation, with a particular focus on integration between SUMPs and major transport scheme funding, and the achievement of additional benefits through the accelerated delivery of complementary supporting measures.

KEY CITY LAB ACTIVITIES

Implementation Strategy including financial strategy

- Creation of a working group
- Generating core measure packages, building on the SUMP and other strategic documents, covering:
 - **Improvement of bus services:** Upgrading and development of bus routes; creating dedicated priority bus lanes; investment in Selective Vehicle Detection to provide priority for buses at traffic signals; and the procurement of electric busses
 - **Cycling promotion**
- Temporal sequencing of each measure package and developing a programme timeline
- Spatial clustering
- Financial Strategy Development
- Stakeholder engagement



Cooperation with neighbouring municipalities

Closer cooperation between the local authorities in the planning area, as well as exchanges with relevant authorities at other levels of government.

Partnership with the education sector

Klaipeda municipality conducted a survey among citizens to find out more about why children are increasingly being driven to school by their parents, instead of traveling by foot, bike or public transport.

CONCLUSIONS & KNOWLEDGE GAINED

Finding the core of the project is key (for example a measure from the SUMP). The supporting measures of that core provide the opportunity to implement more at the same time.

The development of an integrated approach at the regional level requires a change in the institutional framework.

Citizens are willing to travel more sustainably if the infrastructure becomes safer.

All the municipalities want to cooperate: it is important, however, to get the relevant stakeholders to engage – one aspect is to define the relevant topic to attract those stakeholders.

CITY LAB 2: GREATER MANCHESTER, UK

Integrating decarbonisation strategies across health and transport



In order to maximise the efficiency of investment in Greater Manchester's health and transport sectors, the city has actively pursued greater collaboration between city departments and public authorities to improve efficiencies and seek common solutions towards decarbonisation.

CITY LAB AIMS

- Generate closer channels of collaboration with the health sector's sustainability, and service planning leads.
- Co-create a Health and Transport Decarbonisation Action Plan that aligns existing strategies from both the Health and Transport sectors - towards Greater Manchester's long-term decarbonisation Transition Pathway and 2038 carbon neutrality goal.
- Shape the 'Links' conceptual framework developed in the initial phase of the project by helping to understand barriers and testing the SUMP-PLUS engagement tools in practice to better understand their practical relevance.

CROSS-SECTORAL LINKS

Most travel is not undertaken for its own sake, but is a derived demand and involves people travelling to take part in various activities, from carrying out employment, to purchasing goods, or to receiving services (such as healthcare). The nature of these interactions with other sectors – and whether they are physical or virtual events – depends on the business and service delivery models that those sectors employ. Therefore, the overall volume of travel (number and lengths of trips) is often outside the control of the transport sector and, traditionally, is not fully considered by these other sectors during planning.

The SUMP-PLUS approach

SUMP-PLUS builds on the many good examples of cross-sector partnerships (where sectors collaborate in delivering transport outcomes, such as increasing active travel or reducing air pollution), to consider how the needs of the transport sector might play a fuller role in decisions taken about the locations of goods and services, or the extent to which the internet can replace or reduce physical travel. A shared goal of achieving net zero carbon gives an added incentive for sectors to work collaboratively, to avoid them simply 'exporting' carbon, from one to another. This is a new and very innovative approach and adds 'Avoid' measures to reduce travel and carbon, to the armoury of policy measures available to cities, alongside the well-established 'Shift' (mode switching) and 'Improve' (electrification) measures.

KEY CITY LAB ACTIVITIES

Greater Manchester ‘links’ evidence base: The purpose of this activity was to bring focus to the existing cooperation between the transport and health sectors in Greater Manchester, as well as to gain an understanding of background trends, and potential future trends. This involved:

- Review of existing strategies & initiatives delivered by the health and the transport sectors
- An analysis of the geographic distribution of healthcare facilities
- Research into healthcare logistics and the impacts of estate strategies upon trip numbers and carbon emissions
- A review of health and transport initiatives responding to the COVID-19 pandemic
- An Exchange workshop on integrated decarbonisation planning with City of Antwerp

Integration of cross-sector links into Greater Manchester’s transition pathway and alignment of decarbonisation strategies across health and transport sectors: Having established an understanding of background trends and initiatives relating to the integration of health and transport, this activity moves on to analyse the alignment of future healthcare and transport strategies and how these could be enhanced to form a joined-up, long-term transition pathway:

- An analysis of health-related trips and their GHG emissions
- An analysis of the policy mix proposed within TfGM’s transition pathway and the emission reduction strategies of key local National Health Service (NHS) providers
- The alignment of objectives and targets, and identification and integration of new policies focused on cross-sector links into a long-term transition pathway
- Identifying capacity-building & financial resources needed to implement Links policies

Development of short-term Action Plan for Health and Transport decarbonisation and harmonisation of decision-making processes, involving:

- Fostering collaborative working and decision-making processes
- Collaborative policy prioritisation and implementation planning among stakeholders
- Research into the effects of existing project appraisal and funding mechanisms

GOVERNANCE

Through the support from SUMP-PLUS governance experts (Sciences Po, Paris), Greater Manchester received support through two activities:

- Raising the profile of healthcare & transport integration to deliver on policy objectives
- Ensuring coordination amongst health and transport departments in the Greater Manchester Combined Authority (GMCA)

ENGAGING STAKEHOLDERS & CITIZENS

The following tools were used:

- **The City Integrator** as a forum for cross-sectoral health & transport planning processes
- **The Greater Manchester Mobility Forum** to ensure engagement across all relevant mobility stakeholders at local levels
- Ensuring public participation through the **Citizen Engagement Platform**

CONCLUSIONS & KNOWLEDGE

Establishing a cross-sectoral governance structure with understanding of the aligned carbon issues is essential to overcoming barriers.

The mobility forum helped build trust between organisations - although this engagement instrument was considered better suited to workshops on a specific subject than on a wide range of policies.

The alignment of strategies from different sectors (in this case health and transport) is an important element of long-term decarbonisation pathways.

The city integrator was integral to launching and continuing the thrust of a health and transport dialogue on the subject of decarbonisation.

Case studies are among the most useful outcomes of the project - they provide a readable story and can inspire key stakeholders into taking action!

The insights generated from users of the health system via the citizen engagement platform were grounding for project officers exploring future models of sustainable health transport provision.

THE IMPACT OF EXTERNAL FACTORS

The project time period overlapped with two key external factors which made their marks on the project:

1. **Covid-19:** The greatest impact of the pandemic has been the move towards a system which has normalised remote consultation, as well as remote working for corporate staff. Covid-19 also resulted in an increased working relationship between the NHS and combined authority/transport executive mechanisms, particularly around the roll out of public transport and active travel options for key workers.
2. **NHS structural changes:** The development of a sustainability governance (including the publication of the Delivering a Net Zero NHS Strategy) and reporting mechanism across NHS England, the North West Region and Greater Manchester resulted in increased drive from the NHS stakeholders to cooperate with external organisations (such as TfGM) to support new internal objectives related to the decarbonisation of transport.

CITY LAB 3: ALBA IULIA, ROMANIA

Using SUMPs to enhance smart city impact and implementation



The medium-sized Transylvanian city of Alba Iulia is Romania's smart city pioneer. Within SUMP-PLUS, the lack of a dedicated mobility department was seen as one of the main barriers in terms of efficient SUMP-implementation. The main focus within SUMP-PLUS was therefore to create a SUMP management group consisting of representatives from different departments which could at a later stage be further developed towards a mobility department.

CITY LAB AIMS

- Address the “implementation gap” experienced since the adoption of the SUMP in 2017, (which has been updated during 2021/22)
- Build capacity for sustainable mobility planning and implementation within the city administration of Alba Iulia and amongst its local partners.



BUILDING A SUMP WORKING GROUP

The creation of a working group is a key step at the very beginning of a SUMP implementation process; a high level of cooperation is essential for identifying what capacities and resources are available for the SUMP team to achieve a successful transition pathway. The SUMP working group is the main space for these actors to meet, discuss their respective needs and agree on a joint course for action.

Although there are several SUMP topic guides available on how to build a SUMP working group as a coordination mechanism to achieve an integrated implementation management, European cities often face challenges in the process. While the guidelines do propose recommendations on how to overcome some challenges, additional work is often required for some cities to come up with tailored solutions.

KEY CITY LAB ACTIVITIES

Capacity Building for Sustainable Urban Mobility Planning

- Creation of a local SUMP management / working group: With experts from different disciplines (project management, urban planning, engineering, funding / financing) and working in different departments / offices of the administration.
- Monitoring SUMP-implementation, to set individual mobility-projects into relation to each other, and to discuss and decide different mobility-related issues.
- Learning from previous experiences in Alba Iulia
- Using analytical tools to underpin sustainable urban mobility planning

Implementation Strategy

- Smart City Solutions validation
- Generating a core measure package, building on the SUMP
- Temporal sequencing and implementation timeline
- Engagement supporting strategy-development

Cross-sectoral cooperation with the tourism-, education- and health sectors

Many parents bring their children to school by car in combination with their own way to work. As a result, the situation in the streets around the schools is characterised by congestion in the mornings. To address this and other cross-sectoral issues, events involving stakeholders from the tourism, education, health and other sectors were held:

- A mobility forum
- A city-integrator event

CONCLUSIONS & KNOWLEDGE GAINED

A SUMP working group should ideally be further developed into a mobility team or a task force, working transversely across municipality departments to ensure a high level of ownership for mobility issues.

Engaging with trip generating sectors, such as tourism and education, is a major opportunity to further reduce carbon emissions.

There is a need to ensure enhanced coherence with transition pathways to ensure that smart city solutions deliver on carbon neutrality and urban liveability.

CITY LAB 4: PLATANIAS, GREECE

Co-creating a SUMP for a small island city with seasonal tourism



Testing a tailored approach for smaller urban areas, Platanias has been developing its first SUMP and supporting implementation pathways, accelerating its mobility transition towards becoming a sustainable destination. It addresses mobility challenges specific to touristic island destinations, including extreme seasonal fluctuations in mobility demand, the need to link hinterland and coastal urban areas and integrates resiliency planning for future climate, health and economic crises. Activities in Platanias have contributed to the creation of simplified analytical tools for small cities – in line with the city’s aspiration to set a model methodology for sustainable mobility planning in small island cities with seasonal tourism.

CITY LAB AIMS

- Co-create the city’s mobility vision, strategic objectives and measures’ priorities, by strengthening stakeholders and citizens engagement in development planning
- Build a mobility and tourism baseline, including user-focused data (behaviour & mobility patterns of citizens and visitors), traffic and environmental measurements, open data and locally-collected datasets.
- Test sustainable mobility scenarios, through analytical tools tailored to the local context.
- Forge cross-sectorial links between mobility & tourism, towards mutually-agreed & tailored solutions.

CO-CREATION OF THE 1st SUMP VISION

The development of the SUMP vision, based on tailored participatory and inclusive strategy aims to develop a broad, long-term mobility ambition, guiding the city’s transition pathways. A shared vision can foster the subsequent SUMP uptake and implementation.

The SUMP-PLUS approach

The local Platanias team - the Municipality of Platanias and the Technical University of Crete - developed a SUMP vision through a highly co-created and systematic engagement process. Basic principles were drawn from existing strategic policy planning documents at the regional and local levels, forming the draft key elements of the vision, taking also into account the initial baseline. These were further elaborated in an open participatory approach with stakeholders, including regional and local authorities, neighbouring municipalities, mobility operators, the tourism sector, technical, business and environmental actors and civil groups. The community was at the heart of the co-creation process, engaging citizens and visitors through open-air design labs and through tailored interviews and surveys, reaching finally to a mutually-agreed SUMP vision and measure priorities. The inclusive SUMP-PLUS strategy offered the benefits of systematic engagement practices, which Platanias is implementing for the first time.

KEY CITY LAB ACTIVITIES

Building on a SUMP baseline through a simplified approach: The purpose of this activity was to address the lack of mobility baseline data and employ spatial analysis tools in mobility planning processes, tailored to the local context and integrating the local expertise and knowledge. This involved:

- Preparation of a spatial model for Platanias
- Baseline data gathering, open sources assessment and validation
- On site measurements and observations
- Development of analytical tools by Space Syntax, with Platanias as a pilot case, made available to other cities.



Co-creation of a SUMP vision for developing Platanias' SUMP - SUMP for small cities:

- Step 1 Set up working structures: political ownership, inter-departmental core team
- Step 2 Determine planning framework: relevant documents reviewed, link with other planning processes, define geographic scope
- Step 3 Analyse mobility situation
- Step 4 Develop vision and objectives with stakeholders and citizens
- Step 5 Select measure packages with stakeholders
- Step 6 Set targets and indicators



Implementation pathways for a small city

- Step 7 Assess mobility scenarios, define integrated packages, agree on priority measures, future actions and responsibilities
- Step 8 Identification of short-term, 'quick win' measures, as a means to secure momentum
- Step 9 Identification of potential funding sources

Governance: This activity aimed to contribute to the understanding of the complex problem of multi-governance in the planning and implementation of mobility projects, drawing on policy documents reviews, data, interviews and workshops.

Links between mobility and tourism: Cross-sectoral planning between the mobility and the tourism sector is seen as vital for successful SUMP delivery, due to the major contribution of tourism to mobility demand in the area, creating both challenges and opportunities for sustainable mobility.

Engaging stakeholders & citizens: The engagement of the society is at the core of the Platanias City Lab, with novel engagement instruments being applied for the first time in the city:

- The **City Integrator** as a working group, bringing together public and private stakeholders of the tourism and mobility sectors, creating a framework for collaboration and addressing cross-sectoral planning processes. The group focused on better connection/accessibility of destinations, added value services, and worked on Avoid-Shift-Improve strategies.

- The **Platanias Mobility Forum** to ensure engagement across all relevant stakeholders, including competent regional/local authorities, neighbouring municipalities, mobility operators, representatives of the tourism/business community, research institutions, environmental actors and civil groups, remaining active after the projects' end to steer SUMP adoption and implementation
- The **Citizen Engagement Platform**, ensuring public and inclusive participation through open labs, interactive methods, surveys and interviews involving citizens, visitors and PT users and consultation in target groups such as the disabled.

Behavioural change and awareness raising campaign:

Being a car-oriented city, through this campaign, the local team aimed to change mindsets and pave the way for a successful SUMP uptake.

- Public (residents & tourists) awareness raising campaign
- Experiential school activities on active and safe mobility.



Monitoring of mobility indicators and smart data:

Data monitoring processes, for mobility, were developed and installed by TUC for the first time in Platanias to complete the mobility baseline with data previously unavailable, to support measures design and monitor the efficiency of sustainable mobility measures to support future SUMP adaptation. These included:

- Traffic and environmental monitoring, including traffic flows 24/7 in both winter and summer periods, vehicles type and speed, and environmental indicators, such as CO, NO, NO₂, SO₂, PM2.5, PM10, VOCs, noise levels and meteorological parameters
- Gathering of users' mobility behaviour data through tailored surveys, including residents, tourists and specific groups such as public transport users, giving valuable insights on the mobility profile of users, modal split, level of satisfaction by transport infrastructure and services and suggestions for improvements.



CONCLUSIONS & KNOWLEDGE

Early public engagement is key to a successful SUMP; cities should invest resources in an interactive and inclusive process, with targeted planning and tailored messages.

The experience & good practices from more advanced cities around Europe are particularly useful for starter cities; relevant databases could be enhanced.

Small cities can benefit from a simplified approach in mobility planning; non-intensive in terms of data and analysis, supported by tailored and simplified tools.

Open data is often outdated or unreliable in smaller cities. It is important that regional / national authorities maintain open validated databases on mobility.

Co-creation practices with stakeholders and civil society, are a major driver of the SUMP development process and can foster subsequent SUMP adoption & implementation.

Smaller insular cities can face big challenges in mobility, such as extreme fluctuations in mobility demand due to seasonal tourism, creating different city profiles (summer - winter) and mobility users (citizens, tourists).

CITY LAB 5: ANTWERP, BELGIUM

Providing seamless intermodality and non-transport solutions for a functional urban area



Antwerp is the largest city in the Flemish region of Belgium and, with its busy port, continues to face the challenges of major road congestion. The City of Antwerp has developed a successful “Smart Ways to Antwerp” behavioural change campaign, data platform and route planner API and app, making the city a focal point for piloting of innovative MaaS platforms. Nevertheless, the city authority is aware of the need to work more closely with surrounding local authority areas to develop user-centric, sustainable transport and non-transport solutions covering the functional area of the city.

CITY LAB AIMS

- Bring transport services up to the quality of its award-winning intermodal journey planner
- The development and implementation of different physical and digital solutions (transport and non-transport) to achieve sustainable commuting and travel within the functional city area
- Partnerships with private sector solution providers, through platforms such as the Antwerp Marketplace for Mobility

KEY CITY LAB ACTIVITIES

Creating partnerships through the Marketplace for Mobility

The City of Antwerp has been launching calls through the Marketplace for Mobility since 2016, seeking innovative solutions to city challenges. This open approach to fostering entrepreneurship and building partnerships has been refined over time, for instance by removing the option of traditional public sector procurement, in favour of more flexible partnerships with reduced administrative ‘overhead’. Calls published by the City of Antwerp through the Marketplace for Mobility are intended to be responsive to priority issues arising at the time.

In the framework of SUMP-PLUS the City of Antwerp launched a dedicated B2B-call. In this call the city challenged the private and community sectors to devise new mobility solutions and business models in partnership with the city authority and public transport operators.

The call addressing the development of B2B was geared towards smart solutions for work-related travel (home-to-work travel, movements between workplaces). This call was launched in 2020 and seven projects were subsequently selected:

- AllRide (from BAM Belgium) is a user-friendly app that uses gamification, (group) objectives, rewards and inspiring campaigns to encourage users to travel smarter.
- Cambio car-pooling trial offer, giving the employees of Antwerp's companies the opportunity to develop a different travel pattern
- Three apps - Commuty (smart parking management), Vaigo (simple mobility management) and Whim (Mobility-as-a-Service) - are connected. This allows organisations to immediately embark on a combination of services that reinforce each other and encourage the reduction of car use in a cost-neutral way.
- Huur een Stuur is collaborating with the Olympus Mobility app on this project. Huur een Stuur offers affordable, collective and direct transportation to companies or areas that are currently difficult to reach.
- Olympus Mobility offers employees an all-in-one mobility app, with access to transport services, as well as administration simplification.
- Zingi offers companies and organisations a complete package for shared bikes, including management software, an app, customer service, maintenance, insurance and breakdown assistance
- Skipr trial offer, which gives Antwerp's employers access to its full mobility service: the Skipr MaaS app, the Skipr payment card and the web platform.

Intermodal hub design solutions

The poor quality of some multi-modal interchanges and hubs used by people travelling into central Antwerp from surrounding districts and municipalities had been identified as an important limiting factor to encouraging sustainable and intermodal travel. This activity has therefore involved:

- Enhancement of multi-modal hubs
- Enhancement of shared mobility 'dropzones': The use of shared vehicles without a permanent parking space, such as bicycles, scooters and e-scooters, has risen sharply in recent years. To limit the proliferation of shared vehicles on the public domain, the city of Antwerp now provides drop zones, where users can park their shared vehicles
- Enhancement of 'ringzone' train stations and effects of public transport on main streets: This was undertaken with a focus on Antwerpen Zuid station, in connection with the Big Link project, and as the forerunner for a more comprehensive programme of station improvements.



Inclusive MaaS (mobility as a service) solutions

MaaS-discount Scheme: to encourage people to exchange their car in favour of a MaaS subscription.

New non-transport accessibility solutions

Mobility alternatives such as public transport and shared mobility should be made attractive again after having lost many to the car during the COVID-19 period. This activity investigated the changes in attitude and changes in behaviour in relation to working from home by both employees and employers prior to and since the onset of the Covid-19 pandemic.

Accelerating delivery of Living Street solutions

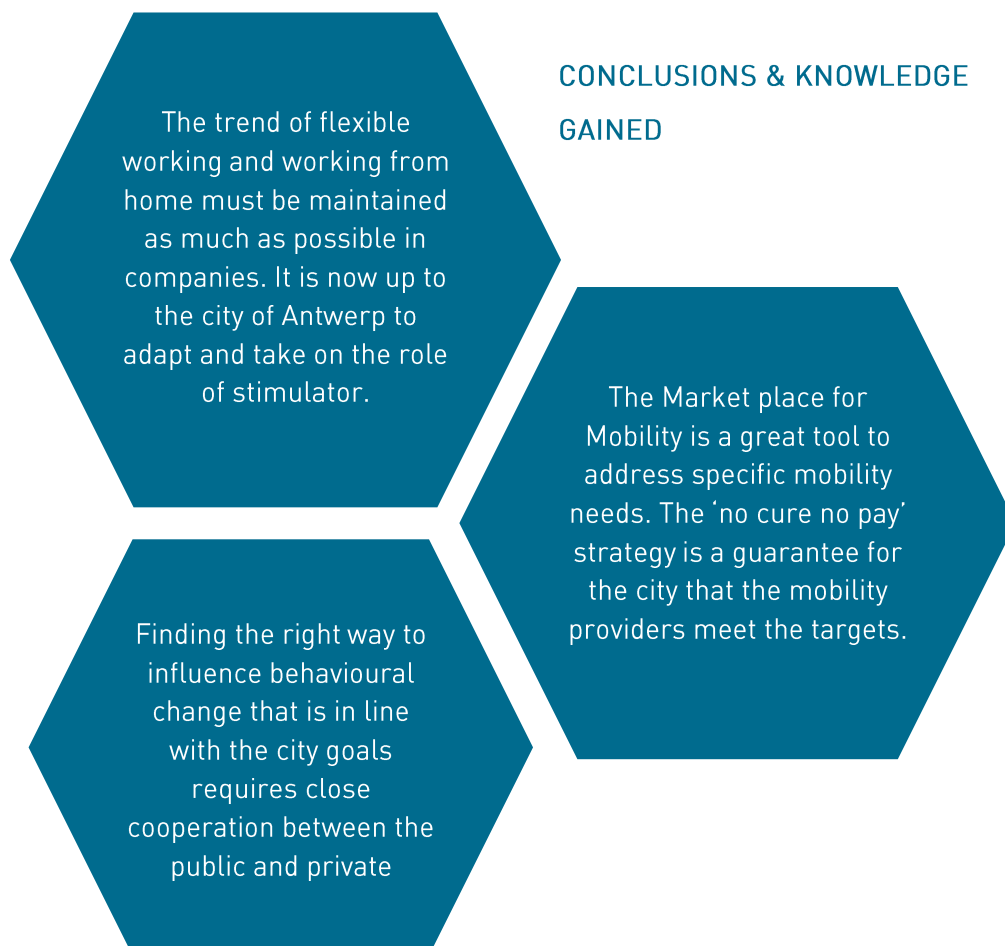
The Antwerp city and district authorities are working on a pedestrian-friendly 16th-century city center and want to put Antwerp on the map as a 'walking city'. The ultimate goal is that up to 83% of all streets between the Kaaian, Oudeleeuwenrui, Leien and Kronenburgstraat become (residential) yards, pedestrian zones or car-free zones. Read more about the [Living Streets](#).

Governance

Co-construction Workshop: 'Institutional metropolitan building & the challenge of scaling up' to design a joint implementation strategy for the initiatives planned as part of Route Plan 2030 at metropolitan level

Engaging stakeholders and citizens

- Local Mobility Forum - undertaken as plenary meetings
- Placemaking City Integrator - undertaken as working groups
- Citizen Engagement Platform - undertaken as consultations, online surveys, co-creation exercises



CITY LAB 6A: LUCCA, ITALY

Strengthening sustainable logistics' role in SUMP in and beyond city centres



The dynamic and entrepreneurial historic City of Lucca is surrounded by renaissance walls, the most significant monument of the city, extending for about 4.2 km with six entry gateways and a height of twelve meters. In recent years, the Municipality of Lucca has recognized the urgent need to improve air quality – affecting urban environment, residential living and tourist experiences - and has implemented new measures to reduce the level of pollutants caused by urban mobility.

CITY LAB AIMS

- Closer integration of the Sustainable Urban Mobility Plan (SUMP) and the Sustainable Urban Logistics Plan (SULP) at city level - harmonized with the strategies at regional level.
- Improved partnerships with the retail and logistics operators and related sustainable logistics and mobility solutions not only in the city but also in the surrounding small municipalities
- Improved cooperation among stakeholders (both internal and external to the municipality such as retailers and logistics operators) for city logistics
- Broader understanding of citizens acceptability of operated/planned solutions for new sustainable mobility solutions

KEY CITY LAB ACTIVITIES

Governance, Partnership & Business Models & Engagement: Improving process management at planning and implementation stages

- **Governance for SUMP/SULP Integration:** the review and revision of governance structures as a framework condition to integrate SUMP-SULP at city level and with the SUMP at regional level, achieved through the **Mobility Forum**
- **Governance to support upscaling geographical coverage of logistics partnerships:** Coordination with the strategic business sector (retail) and partners (logistics) to expand sustainable solutions to the Plain of Lucca - carried out together with logistics operators using the already functioning 'Logistics Roundtables'.
- **Process management to support city centre implementation strategy:** Using the **City Integrator** to exchange views, information and create solutions among the different municipality departments' representatives, including:

- **Mini-Integrator #1_Cooperation with the Commerce Office** to tackle urban air pollution caused by street vendors
- **Mini-Integrator #2_Cooperation with the Tourism Office** to improve the cycling network

Citizen engagement

Lucca involved stakeholders and citizens in evaluating how current (and possible future) mobility and logistics solutions in the city centre are perceived and accepted. This involved:

- Online surveys focusing on two target groups (residents and logistics operators)
- A public meeting addressing aspects related to light mobility services (e.g. micro-mobility, cycling, urban logistics, etc.).

Smart Data

A series of analyses, studies and governance activities evaluating the data and information that can be collected from the technological infrastructure for monitoring access of commercial light duty vehicles to the Restricted Traffic Zone (RTZ) of Lucca's city centre.

Partnerships, business models and solutions for sustainable city logistics

To increase the level of collaboration among businesses and the Lucca City Administration to boost the transformation of the transport businesses in the ecological transition of the city:

- **Sustainability ranking:** Assignment of a portfolio of credits to each transport operator authorized to circulate in the RTZ, according to the level of sustainability of its behaviour and vehicles
- **The innovation call:** Aimed to involve inspirers in innovation projects on sustainable city logistics, including the further development of the use of cargo bikes, the development of the use of zero-emission vehicles and the use of 'lockers' outside the historic centre to reduce the need for access to the RTZ and better usage patterns of loading/unloading bays inside the RTZ (space management)

Upscaling of sustainable logistics partnerships and solutions to regional area (the Plain of Lucca)

CONCLUSIONS & KNOWLEDGE GAINED

Logistics solutions already in use in the city centre should be pursued to reach a common approach for the wider area.

Neighbouring cities that share a common territorial area and interrelated communities, need strong collaboration among their elected reps and various administrative offices, for a more effective management of mobility processes.

CITY LAB 6B: ANTWERP, BELGIUM

Strengthening sustainable logistics' role in SUMP in and beyond city centres



This second City Lab of Antwerp's focussed on for new partnerships and business models for logistics transport (see City Lab 5, which focuses on solutions for passenger mobility). It is closely linked to the aims of the Lucca City Lab.

CITY LAB AIMS

- Further development of new logistics solutions in Antwerp

KEY CITY LAB ACTIVITIES

Intensive engagement and idea generation with stakeholders:

- Enhanced coordination with strategic business sector (retail) and partners (logistics)
- Mobility Forum / Transport Region Council meetings
- Logistics City Integrator / Annual city logistics-meeting
- Antwerp Retail Forum
- Marketplace for Mobility - to devise new mobility and logistics solutions and supporting business models

Development of future scenarios, plans and regulations for the central district and functional logistics area:

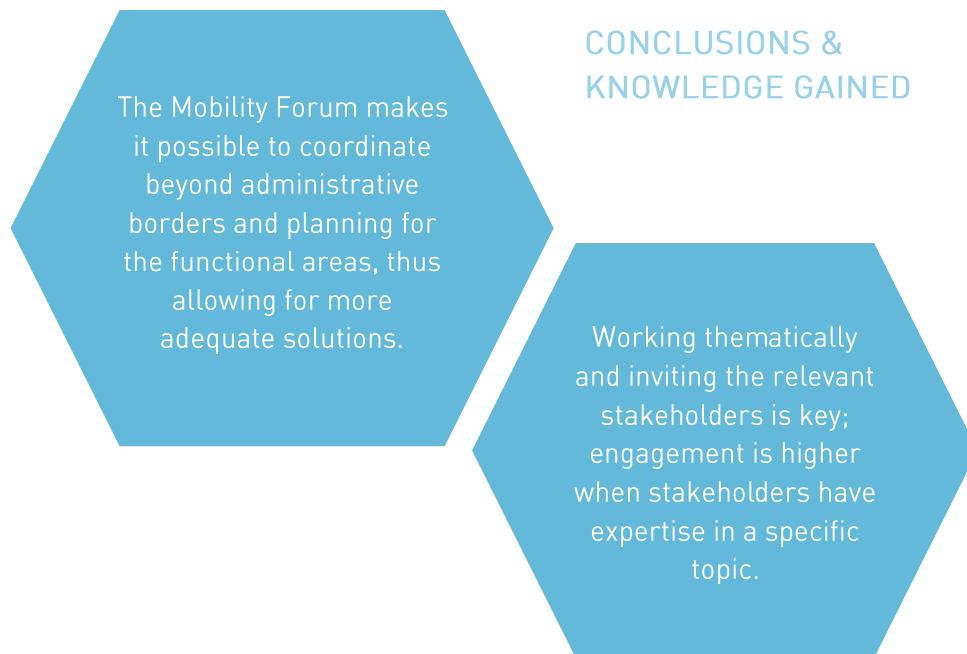
- Antwerp Transport Region Freight Route Network based on scenario development and appraisal
- Pilot for HGV Access Restriction

Piloting new logistics solutions

In the framework of the Marketplace for Mobility, the City of Antwerp launched a call to promote existing logistical services among local traders, apply new logistics solutions and make existing partnerships more efficient and sustainable. Six projects were accompanied and evaluated:

1. The **Bycyckel** initiative focuses on making commercial service provision in the inner city more sustainable
2. With the **Velopack** Antwerp project, bicycle courier service Cargo Velo has responded to the sharp rise in demand for home deliveries for online purchases. Orders are saved up during the week and delivered in bulk towards the weekend.

3. The **Innovative Consumer Retro Logistics** project from CityDepot (logistics company), along with several project partners, make deliveries to and collections from homes (and lockers).
4. The **Urban locker hub for shops and companies** project from Mobile Locker NV (start-up offering mobile lockers) offer lockers that, over time, all courier services can use
5. This **Smart and sustainable dispatch in and from Antwerp** logistics provider ON TIME Solutions NV will make its online platform easier to use for traders in the project. They also convert bikes into cargo bikes.
6. **CULT (Collaborative Urban Logistics and Transport)** from Tri-vizor NV is a sustainable, neutral and open partnership of companies that delivery or collect goods at points of sale or residences in Antwerp. The aim is to reduce the number of journeys by bringing different means of transport together.



TOOLS & RESOURCES

More details on the topics covered in these stories are available in the **City Lab Reports** (which formed the basis for this publication), available under the [resources page of the website](#).

Read the **SUMP-PLUS** policy briefs, covering the main SUMP-PLUS methods, approaches and policy recommendations:

- Policy brief 1: [Planning a long-term zero carbon transition pathway](#)
- Policy brief 2: [The role of cross-sector collaboration in reducing the need to travel](#)
- Policy brief 3: [Building Governance Capacity To Achieve Sustainable Urban Mobility Transitions](#)
- Policy brief 4: [Stakeholder Engagement – an essential steppingstone for achieving an integrated vision for sustainability](#)
- Policy brief 5: [Data sharing to facilitate and strengthen partnership working](#)
- Policy brief 6: [Delivering the Change: Developing a Comprehensive Implementation Strategy for Smaller Cities](#)



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