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# SMM - IO3

## Training Module 1

### LEGISLATIVE FRAMEWORK Booklet

Co-funded by the  
Erasmus+ Programme  
of the European Union



"The European Commission support for the production of this publication does not constitute an endorsement of the contents which reflects the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein"



Erasmus + Programme Strategic Partnership for  
School Education AGREEMENT n. 2016-1-IT02-  
KA201-024701 -CUP: G78F16000020006  
SCHOOL MOBILITY MANAGER – SMM  
[www.schoolmobilitymanager.eu](http://www.schoolmobilitymanager.eu) Pilot School:  
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## Sustainable Urban Mobilty Plan (SUMP)<sup>1</sup>

Urban Mobility planning is a challenging and complex activity. Planners need to manage many problems that affect both the local context and European policies on climate change and energy efficiency targets. Planning also takes into account changes in political summits for which there are significant restrictions on negative economic and financial conditions.

An Urban Sustainable Mobility Plan is a tool that helps to achieve the goals of limiting climate change and energy emissions set by European governments.

Urban Mobility Action Plan (2009) and Transport White Paper (2011) provide for Sustainable Urban Mobility Plans as a planning tool to address critical issues in urban areas and transport system problems and they are designed to a point of view of integration and sustainability. For this reason, PUMS is a part of the political agenda of the European Commission and member states.

They provide for the involvement of citizens and stakeholders in the coordination of the plan instruments on the sectors of interest (transport, environment, urban development, economic activities, social services, health, safety, energy, etc ...) and the local authorities operating on the territory at different levels and collaborating with local authorities and stakeholders in neighboring areas.

The basis of the vision of these plan is the image of the city in the long term and it looks at the sustainability of the territory, taking into consideration also social costs and benefits.

The vision of the Urban Sustainable Mobility plans focuses on a city where children can play safely, breathe clean air, walk on foot to reach school or amusement areas, a city where the quality of life is satisfactory and foster economic development.

The actions to be taken are complex to meet the needs of citizens and all stakeholders interested in mobility issues: improving the quality of life, creating a good business environment, ensuring a good level of mobility for all public health, tackling climate change, dependence on oil, atmospheric and noise pollution.

At local level, have not yet acquired Urban Plans for Sustainable Mobility, which represent an instrument that not yet widespread. However, at local and national level exists a high commitment to strengthen urban planning and to establish operational models to plan traffic and to assist those responsible for planning plans.

The LTPs (Local transport plans) in the United Kingdom and PDUs (Plans de Dèplacement Urbains) are examples of integrated approaches to urban mobility planning.

Through the Urban Mobility Action Plan (2009) the European Commission has supported the adoption of the PUMS by conducting a dissemination campaign of information materials, promoting the adoption of good practices and training activities for the technicians involved in planning and the management of sustainable mobility.

In June 2010, the European Council expressed its support for the development of PUMS for cities and metropolitan areas and encouraged the provision of support measures and incentives, such as the provision of expert assistance and the exchange of information and experiences, to stimulate the production of such plans.

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1 “Guidelines – Developing and implementing a Sustainable Urban Mobility Plan”



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**The development of an Urban Sustainable Mobility Plan is a process whose aim is to ensure the involvement of stakeholders in the various phases of planning, and to foster collaboration among local authorities in charge of managing urban mobility.**

The Sustainable Mobility Plan is inspired by European practices and should be part of all planning activities for people in all European cities.

In the urban mobility planning sector there are other traditional models / tools. The Urban Sustainable Mobility Plan is an innovative tool different from the other models, for a series of reasons indicated below and for which it differs from a traditional planning tool:

Pianificazione tradizionale	Piano Urbano della Mobilità sostenibile
Focus on traffic	It's an instrument for people
Primary objectives: traffic flow capacity and speed	Primary objectives are: accessibility, quality of life, sustainability, economic viability, social equity, health
modal-Focussed	Development of transport modes and encouragement of the use of more sustainable modes of transport
Infrastructure focus	Integrated solutions to design effective, efficient and economical solutions
They are sectorial planning documents	It is a coherent planning document of the sector coordinated with other planning documents
They are short-and medium term delivery plan	It's a short-and medium term delivery plan but the strategy is at long-term.
They are plans related to a particular administrative area	It is a plan related to a particular functional area based on home-work displacement
Domain of traffic engineers	The actors involved are organized in interdisciplinary working groups
Planning by experts	It is planned by all stakeholders through participation and transparency
Monitoring and evaluation of impacts are limited	Monitoring is regular and impact assessment takes place in the context of a structured process of continuous learning and improvement

**An Urban Plan of Sustainable Mobility is a strategic plan whose objective is to satisfy the demand for mobility of people and impressions in urban and neighboring areas to improve the quality of life in cities.**

The objective of the PUMS is to create an urban transport system in order to:

Guarantee to all citizens transport options that allow them to access the destinations and



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take advantage of the main services;

Improve security conditions;

Reduce atmospheric and noise pollution, greenhouse gas emissions and energy consumption;

Improving the efficiency and economy of transport of people and goods;

Contribute to improving the activity of the territory and the quality of the environment of the city for the benefit of citizens, the economy and society in general.

The most important features of the PUMS are the following:

Long-term strategic vision and a clear vision implementation plan;

Participative approach;

Balanced and integrated development of all modes of transport;

Horizontal and vertical integration;

Performance evaluation;

Regular monitoring, evaluation and revision of the plan;

Consideration of external costs for all modes of transport.

The PUMS is a clear plan that is based on the development of a strategic vision for the city in the long run, in all modes of transport (public, private, passengers, goods, vehicles and non-motorized vehicles), in urban mobility, in management of travel and parking. The Plan must provide a timetable for the planned activities and the economic resources allocated and how they will be used.

The PUMS is drafted and implemented in a participatory and transparent way, also involving citizens and places people at the center. This way of operating facilitates the political authorities in the decision-making process of the mobility interventions to be implemented. In selecting interventions, we look at environmental, social and economic sustainability in a balanced way. One of the primary objectives is to promote the balanced development of all modes of transport and to promote sustainable mobility.

The actions may include infrastructural and informative technical interventions, to orient the transport demand and supply towards sustainability. The themes of the PUMS are: public transport, cycle-pedestrian mobility, inter-modality, door-to-door mobility, road safety, sliding traffic flows, logistics, mobility management, ITS systems (Intelligence Transport Systems).

To plan the actions of the plan it is necessary to start from an analysis of the state of the transport system and of mobility and performance. We need to establish indicators to assess the state of affairs in terms of which to establish strategic objectives of the plan. The objectives must be measurable and based on a realistic and credible assessment of the starting situation and available financial resources. During the implementation of the PUMS, specific indicators must be chosen to evaluate the partial results achieved. The plan must contain an analysis of costs and benefits for all modes of transport and the social impact of the plan.

The PUMS is therefore based on a cost benefit analysis that the local authorities implementing the plan must take into account. In particular, the most important issues to consider in the planning, implementation and monitoring of the PUMS are:

IMPROVEMENT OF THE QUALITY OF LIFE  
ECONOMIC BENEFITS AND COST REDUCTION



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IMPROVEMENT OF THE HEALTH OF CITIZENS AND THE ENVIRONMENT IMPROVEMENT OF ACCESSIBILITY

MAKE FLUID AND UNINTERRUPTED MOBILITY

USE LIMITED RESOURCES IN A MORE EFFICIENT MANNER

GET THE CONSENT OF POPULATION

PREPARE BETTER PLANS

SUCCESSFUL TO SATISFY THE OBLIGATIONS OF LAW

EFFECTIVELY EXPLOIT THE SYNERGIES

THINKING ABOUT A NEW CULTURE OF MOBILITY

It is evident that integrated mobility planning with the goal of sustainability improves the quality of life in urban areas. The targeted actions of the plan bring some important benefits: they improve road safety, make public spaces more attractive, contribute to the health of citizens, reduce air pollution and noise.

Mobility is a fundamental factor for the economy of cities. Cleaner air, less congested traffic, reduce costs for the community of citizens and foster the spending and economic growth of commercial enterprises. The city attracts investors and offers a better vision than a city where no sustainable mobility solutions are planned.

The reduction of climate-altering substances produced in the transport sector and noise mitigation are the effects of the actions of the PUMS. The benefit consists in improving the general state of health rendered thanks also to a better organization and efficiency of urban displacement.

The adoption of multimodal and door-to-door solutions involving all the actors involved guarantees a greater level of satisfaction for citizens and commercial enterprises.

To implement the sustainable mobility solutions foreseen by the PUMS, an efficient use of the economic and financial resources is necessary, in order to reduce the spending commitment as much as possible. To do this it is important to think less about infrastructural interventions and think more about mobility management measures that cost much less. The involvement of the population is crucial for the planning of sustainable mobility and the development and implementation of the PUMS, because the main objective of the plan must be "thinking about citizens" and their mobility needs with the benefit, for local authorities, of obtain the consent of the inhabitants. An interdisciplinary and integrated attitude favors the contribution of the experience of sector experts in order to obtain better Sustainable Mobility Plans. Often the problem concerns the law. It is important to be able to comply with many mandatory legal requirements, such as legal obligations for the improvement of air quality and noise abatement. Other problems concern not only local authorities, but also other sectors, institutions, companies, public and private associations. The PUMS must be able to create a collaborative climate and contact groups between the various actors interested in the themes of sustainable mobility so as to proceed to a cooperative planning to support the development of solutions that reflects the multi-spaced and interconnected nature of mobility.

Ultimately, the constant planning of urban mobility with regard to sustainability is the result of a common strategic vision and represents a new culture of mobility. This vision must be shared by politics, local authorities and citizens with the aim of obtaining long-term benefits.