

The SUMP's and JASPERS' support for Local/Regional Transport Planning

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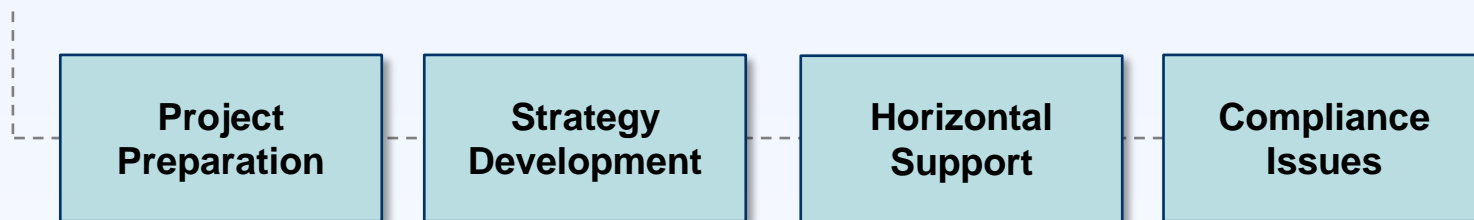
About JASPERS (1)

- Established in 2007
- Technical Assistance to 14 Member States, plus IPA
- Partnership of EC, EIB, EBRD
- Luxembourg, Vienna, Warsaw, Bucharest, Sofia



About JASPERS (2)

- Independent Technical Advice – through MAs



- Focus on Upstream Activities
- Centered on Cohesion Funds (ERDF, CF)
- Future Support on Connecting Europe Facility Projects



About JASPERS (3)

JASPERS ADVISORY

- Staff of approximately 100 technical experts covering all sectors
- Located (mainly) in Regional Offices

Energy and Solid Waste

Air, Maritime, Public Transport

Roads

Smart Development

Water and Waste Water

+

- JASPERS now also provides Independent Quality Review Facility for Major Projects – Located in Brussels



Independent Quality Review

Networking Platform & Comp. Centre



EU's "SUMP" Methodology

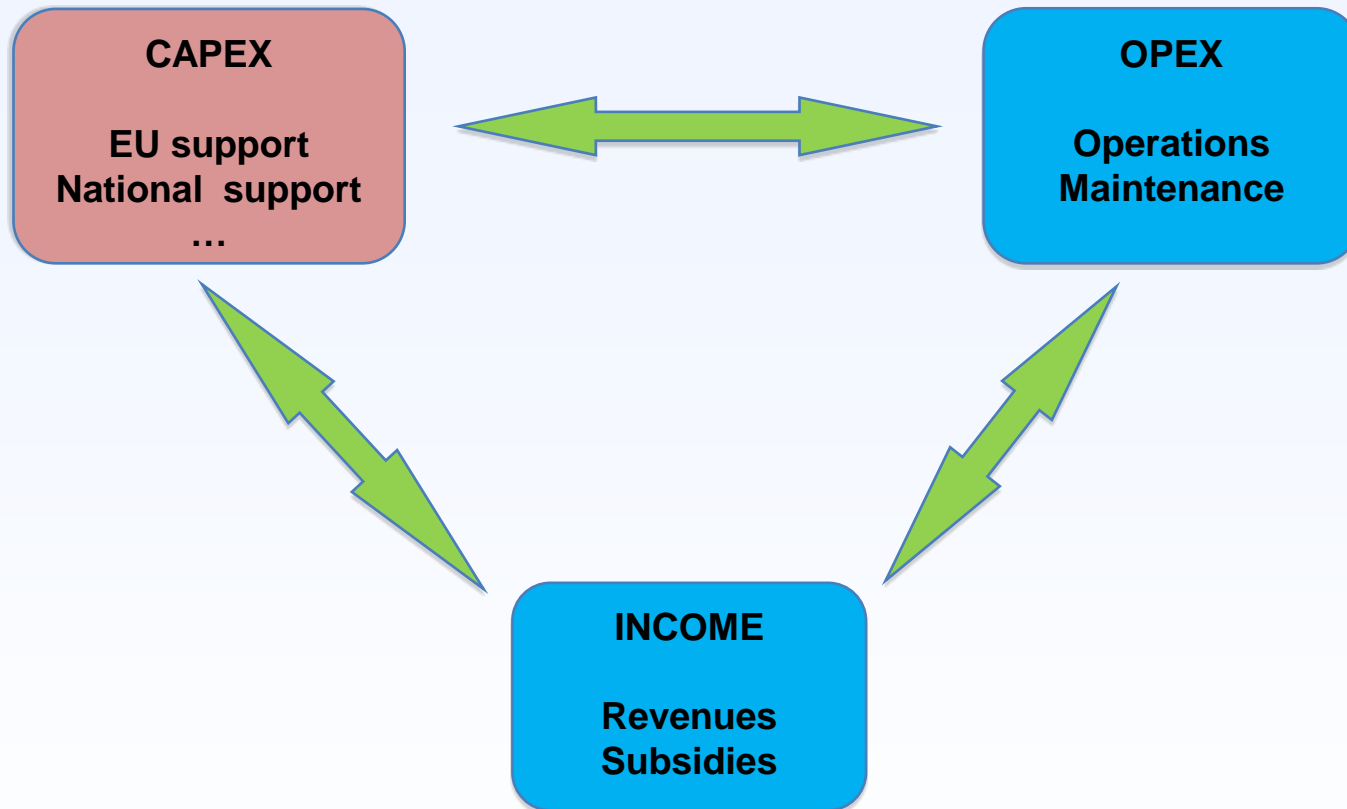
- High level strategic guidance
- Accent on social dimension of mobility and planning process



Source: DG MOVE, 2014

- General planning approach and sustainability
- Requirements of a Local/Regional Transport Plan
- The Functional Region concept
- How to take into account sustainability of O&M in the Plan
- JASPERS' possible support

Planning & Sustainability (1)



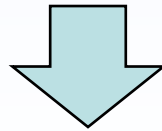
How can we efficiently use EU funds to improve effectiveness and financial sustainability of our transport system ?

Planning & Sustainability (2)

Current practice: Available CAPEX -> N projects

...most of FS / Plans have a great focus on needed CAPEX ->
robust analysis of investment costs etc. – not the same for OPEX

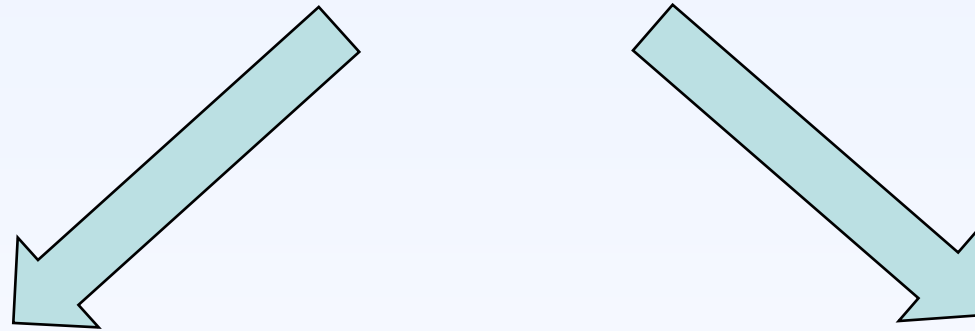
Can we afford a proper O&M of our system after the Plan /
the Project ?



*“Someone will take care of it when the new system/project is
actually put into operation...”*

Planning & Sustainability (3)

Sustainability:

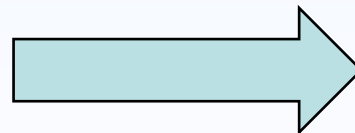


Get to know your system

Current situation



PSC



Future situation:

- **Plan level**
- **Project level**



update of **PSC**

It all starts with an appropriate planning of our transport system and goes into the PSC

Therefore a Transport Plan should:

- start from the knowledge of the current situation



be based on a robust data collection and analysis

- analyze and define measures not only in terms of infrastructure but also operation and organization / institutional setup



target an effective, efficient system

- provide the basis for future projects

...and should not simply be a (prioritized) a list of projects to meet the budget...

Transport Strategies

Policies (White Book, etc.)

International/National strategies
(TEN-T, NTS, National Transport
Master Plan, etc.)

Local/Regional Strategies (Node
study, SUMP, Functional regional
concept, etc.)

Project development (Corridor
assessments, general design,
Territorial decisions, detailed
design, EIA, Building permits,
Tender dossier, procurement,
implementation, etc.)

Programming (availability of
funds, preparation/implementation
capacity, sustainability of O&M,
etc.)

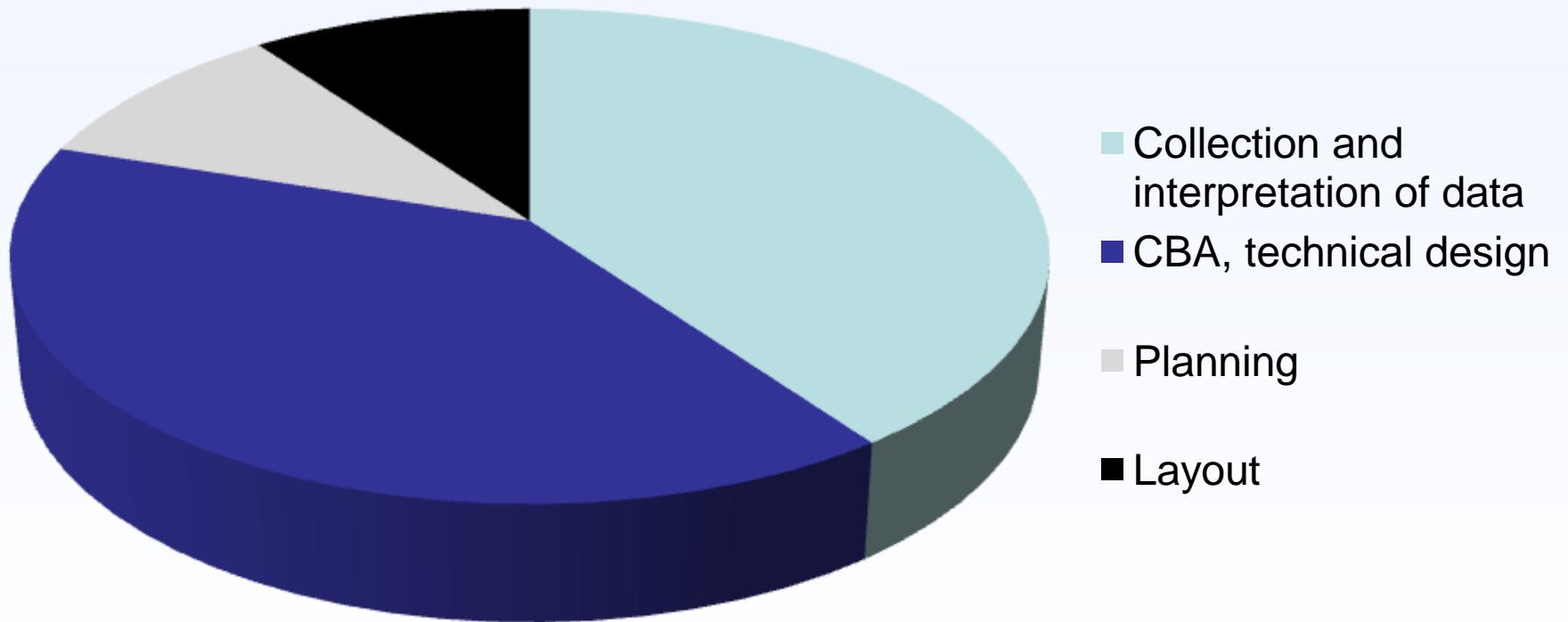
- Medium-long term process
- Independent from funding
- Covering the whole sector (inter-modality)
- Cover organization/institutional setup and operation – not only infrastructure
- Increase financial sustainability
- Basis for further sector development
- Consequence of economic and social developments
- A continuous process

Simple philosophy...

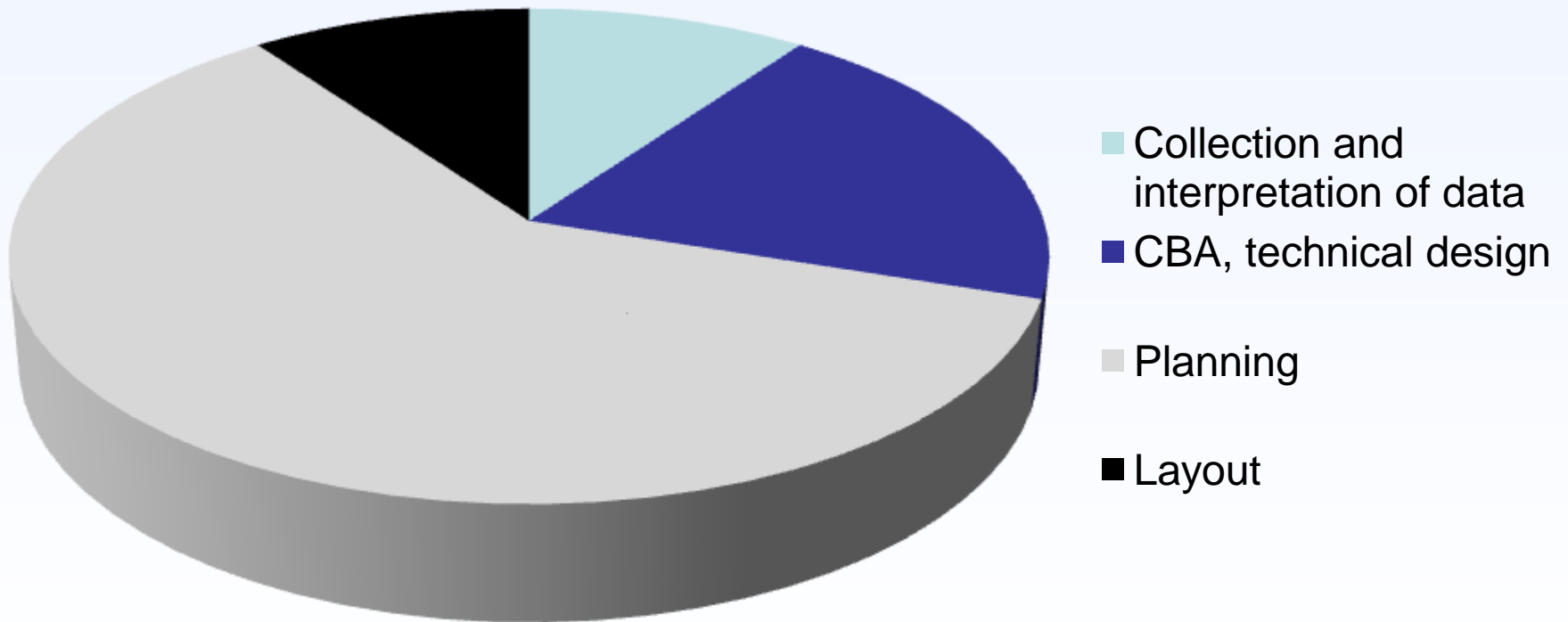
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- Data
 - Analysis
 - Objectives
 - Measures
 - Projects

In three layers: Organization – Operation and Infrastructure

Planning & Feasibility Studies - Old



Planning & Feasibility Studies - New



Requirements of a TMP – What it is and is not

- **What it is (or should be)**

- A strategic document for pursuing transport/mobility goals and integrate local mobility with ***other planning documents***
- A working framework for shaping intervention measures
- A long term commitment to ensure stability and continuity in the development of transport/mobility strategies
- A planning instrument to identify and solve deficiencies in the transport system and/or valorize positive experiences/opportunities, and eventually identify and select projects



- **What it is *not* (or should *not* be)**

- A formal exercise to fulfill legal requirements
- A mere description of the status-quo
- A wish-list of projects disconnected from real needs of the society



Structure of a TMP - From Problems/Potentials to Strategy to Measures/Projects (1)

❑ Framework/set-up

Specific needs, requirements, constraints, capacities, ...

❑ Mapping of current situation/starting points/assumptions and Analysis

Information, data, trends, opinions, ...

Other relevant plans and programs...

Strategic/Specific analysis, problems, challenges, possibilities, developments, ...

❑ Vision, Objectives, Targets

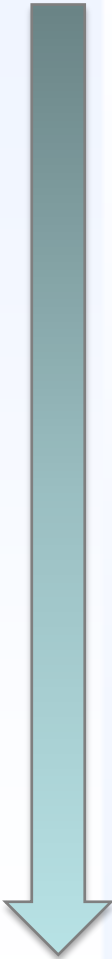
From policy + Analysis

❑ Measures

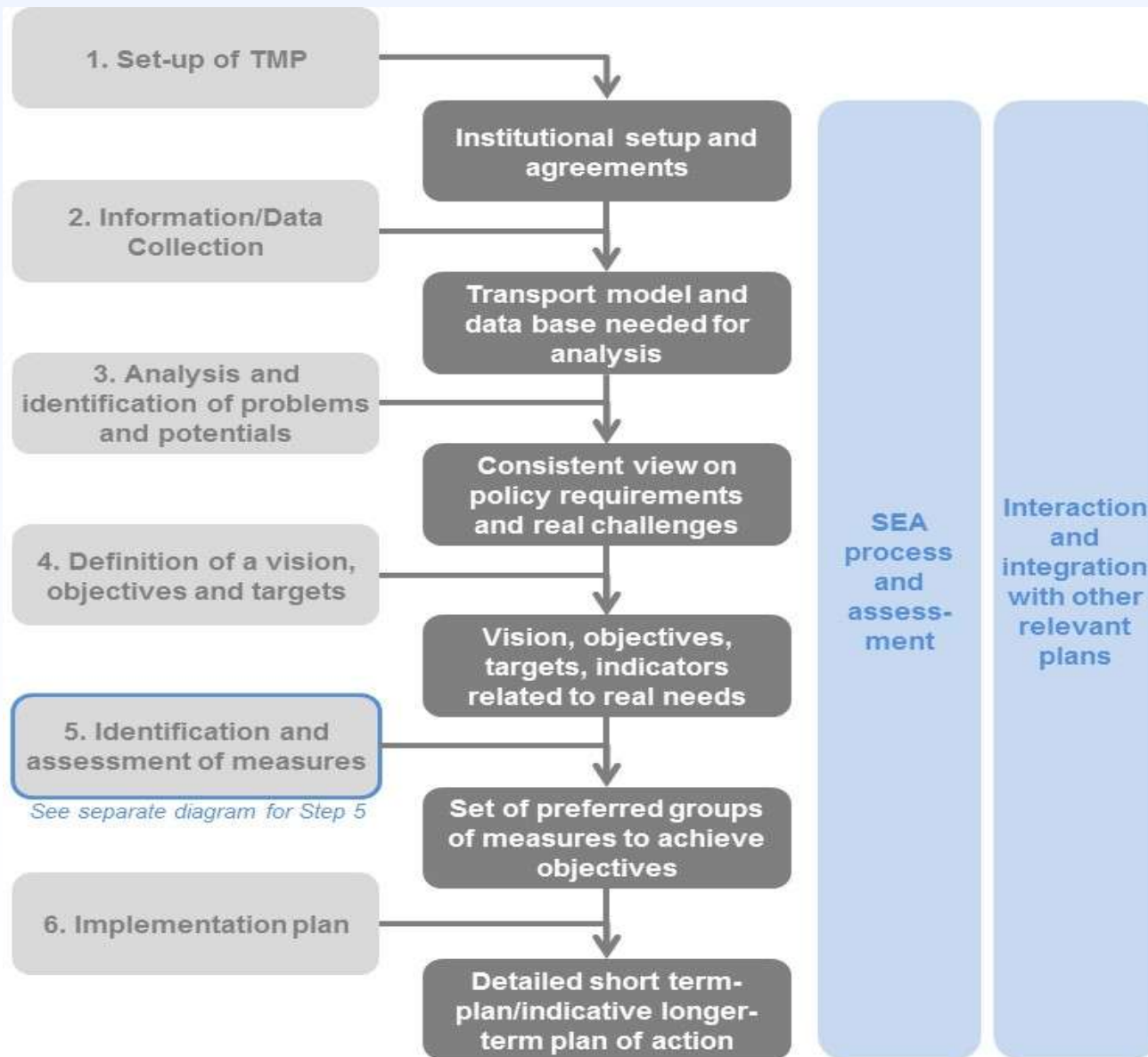
Measures, grouping/synergies, alternatives, comparison, integration, selection

❑ Implementation plan

Implementation, funding, measure priorities/order of development, actions, evaluation

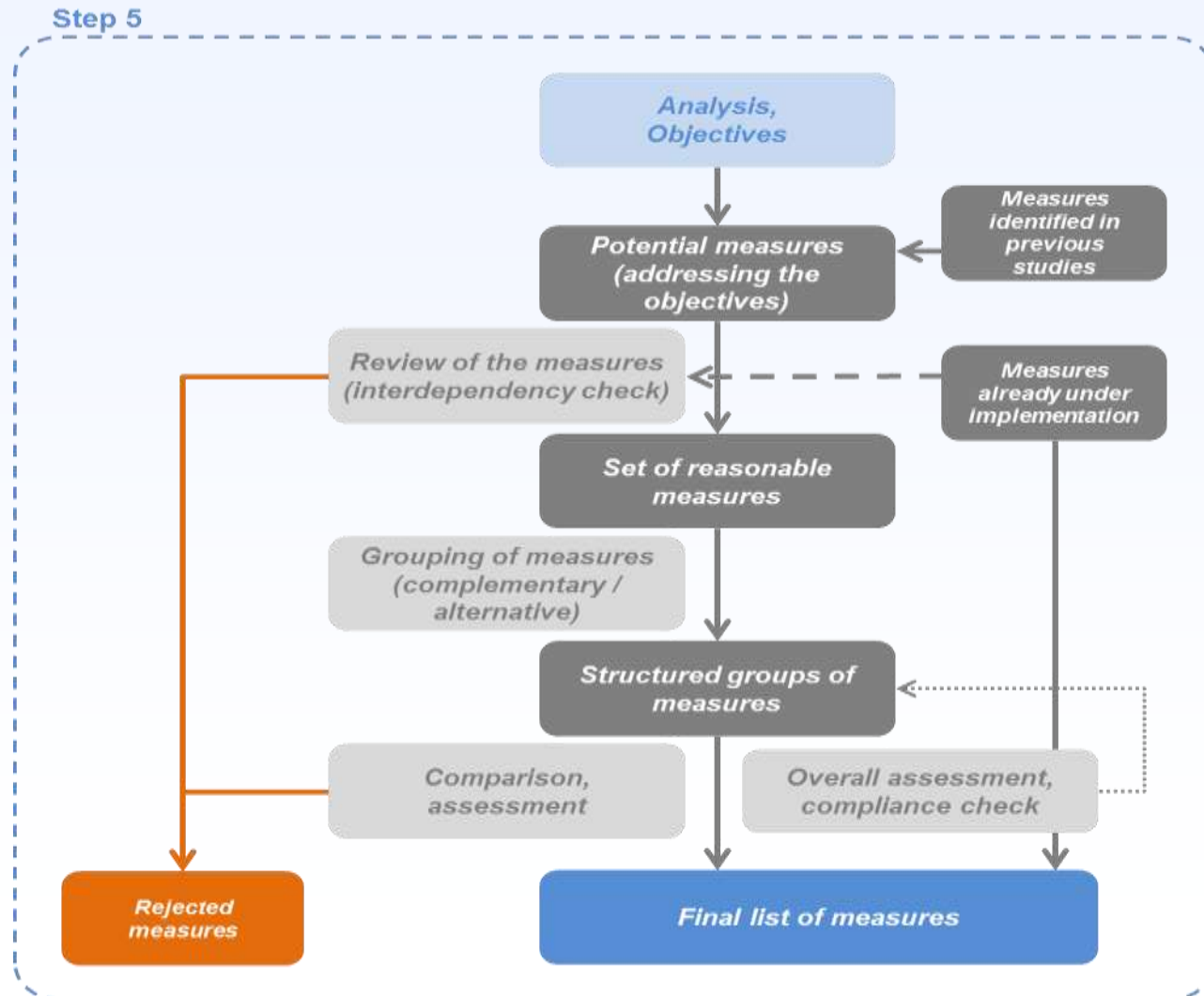


Structure of a TMP - From Problems/Potentials to Strategy to Measures/Projects (2)



Structure of a TMP - From Problems/Potentials to Strategy to Measures/Projects (3)

Measures identification and assessment

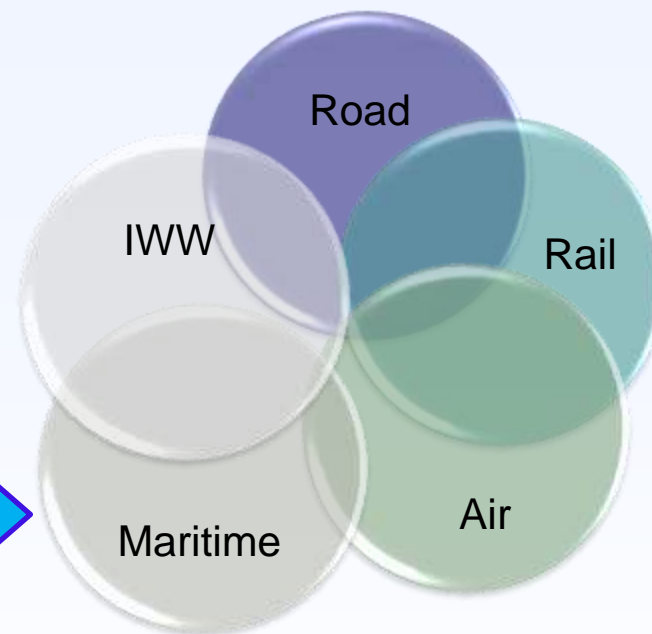


The Functional Region concept (1)

Functional Regional Approach



Sector Approach



NATIONAL TRANSPORT STRATEGY

Incorporates the needs identified in Regional and Local planning

- National Transport Strategy does not define the Regional and Local needs
- Transport network cannot be planned without understanding regional and local needs

The Functional Region concept (2)

- Homogeneous area / independent from administrative borders - border defined by mobility relationships (e.g. within which the majority X% of commuting trips or O/Ds take place)
- Focused on gravitational centroids
- Defined in the National Transport Plan and based on traffic model -> can be overlapping
- Main reference for a transport plan -> avoid smaller towns alone
- Outcomes of local/regional plans with national relevance -> one of the inputs for the preparation of the National Transport Plan, complementing the national sectorial plans/analyses
- Transport as a result of economic and social activities
 - FRC does not plan these activities
 - Adjusting the transport system to them
 - Supporting sustainable social and economic development

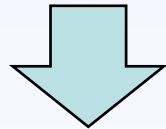
The Functional Region concept (3)

Key aspects...

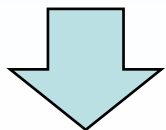
- Participation of all Stakeholders is key to coordinate planning
- Many concepts and measures already known to the stakeholders, however the FRC by linking the measures will improve the interfaces between the projects and in some cases lead to new additional measures, which will help reaching the objectives
- The FRC will provide answers to many questions (traffic, infrastructure, operations, potentials, et.) so the following FSs will be harmonised and more focused on technical details
- Save time and money, as we do not need to cover everything in the FSs.
- On the basis of the justified measures, projects can be extracted for financing and implementation
- Reiterations – will be done again and refined
- Nothing is fixed

How to take into account sustainability of O&M in the Plan (1)

Do we know how much it costs to O&M our system / our project ?



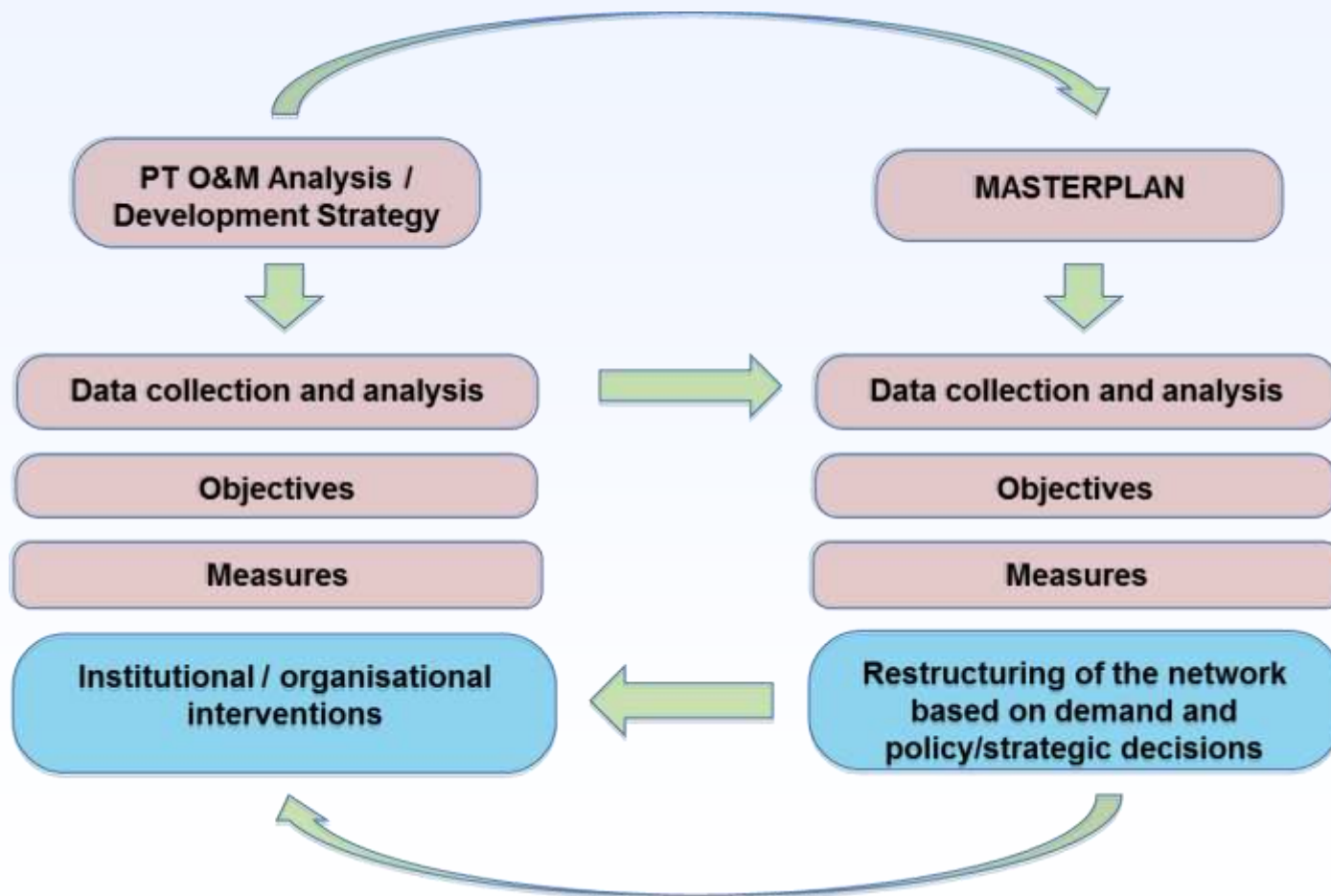
Sustainability starts with the knowledge of our current system and its actual needs to guarantee an appropriate O&M



Data and provisions for the PSC

How to take into account sustainability of O&M in the Plan (2)

Public Transport O&M analysis and the Transport Plan



This analysis is not an addendum/a follow up but a fundamental part of the Plan

How to take into account sustainability of O&M in the Plan (3)

- Avoid mistakes from the past (lack of funding and organisation to properly maintain the network)
- Provide technical and financial constraints for the development of measures within the Transport Plan
- Identify the actual O&M cost of proposed measures/projects
- Identify the needed reorganisation of the transport system following the introduction of certain measures/projects in order to guarantee an optimal use of the network and financial sustainability
- Identify measures to make PT more effective and efficient (SWOT analysis)
- Provide data to define/update the PSC (e.g. production, etc.)

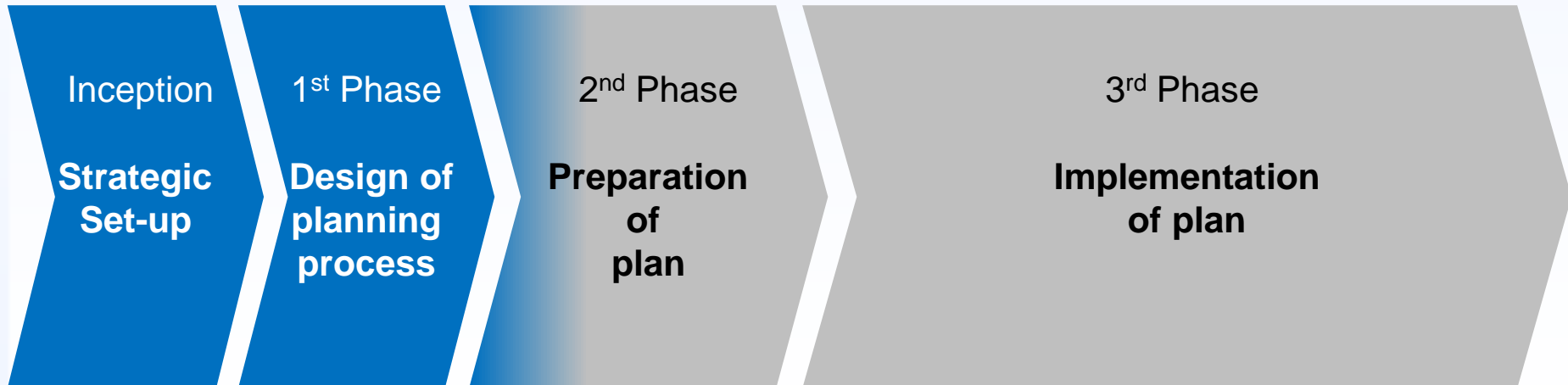
How to take into account sustainability of O&M in the Plan (4)

PSC:

- Not a mere administrative document
- Technical tool to guarantee sustainability of the transport system -> transparency for the P.A. and the operator
- Needs transport data for its performance parameters:
 - Production, service modulation
 - Service availability, reliability
 - Quality parameters
 - Compensation, penalties, fares
 - ...
- What happens to the transport system as a whole and to the PSC after the implementation of a Plan / a Project ?

JASPERS' possible contribution (1)

- **Support and advice** for:
 - Strategic analysis of situation, specific needs, etc.
 - Set-up of methodological framework
 - Definition/design of planning process
 - Initial steering of the planning process
 - Advice during preparation and implementation



JASPERS' possible contribution (2)

- Specific **methodological** support and advice for
 - Analysis of current situation and definitions of scenarios
 - Development of intervention strategies and potential measures
 - → Specific Guidelines prepared by JASPERS on these topics available

- Specific **operative** support and advice for
 - Assessment of required capacities
 - Capacity building (workshops, etc.)
 - Outsourcing of activities to external consultants
 - Issues related to Public Transport (PSC, O&M, etc.)
 - ...

**„Strategy is nothing else then applying
common sense...**

**done by qualified experts with significant
experience ...”**

Thank you for your attention.....



JASPERS Transport Team Vienna