Sustainable Urban Mobility Plans (SUMPs)

Methodology and implementation

Day 3 - Thursday November 9th

Harold HUREL

Urban Mobility

Elizabeth DRAKE

Sustainable Transport

AFD

ADB

Mobilise Your City

Contents

Objectives of the workshop

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Overall workshop objectives

The objective of the workshop is to introduce the SUMP concept, its core methodology and the first steps to launch its elaboration.

Workgroups will allow participants to share practical experience feedback and best practices for each step of the SUMP.

Keynote presentation objectives

The objectives of this introductory keynote presentation is to understand:

- where the SUMP comes from
- the overall logic of the SUMP
- the main steps and milestones for SUMP elaboration
- how to make the SUMP a living instrument throughout its implementation

SUMP key dimensions

SUMP key dimensions

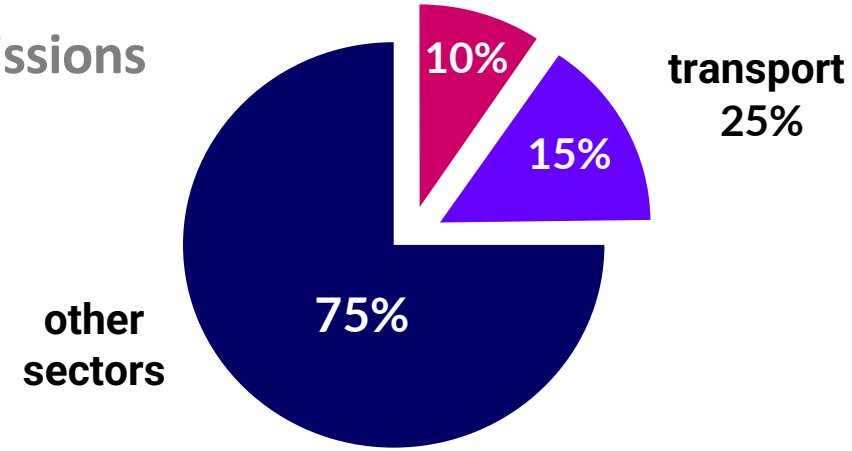
Urban mobility, a key issue for global sustainability

World population

2023
8 billion
56% **urban**

2050
9.7 billion
68% **urban**

CO_2 emissions



Continuing with current mobility trends is a «no go option» for carbon emissions;

Distinct challenges exist depending on the development maturity of cities and countries;

Key challenge of sustainable urban mobility ➔ we need more mobility, but less carbon footprint.

A transition towards decarbonized urban mobility requires us to:

1. **Avoid** unnecessary journeys through better urban planning and economic organization
2. **Shift** to greener transport modes, including non-motorized transport modes (NMT)
3. **Improve** carbon emissions of transport through more efficient vehicles and low carbon fuels

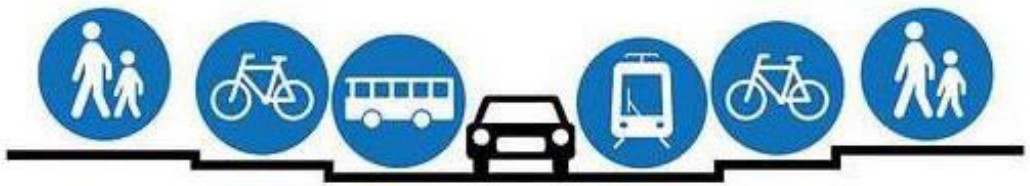
Mobilise Your City

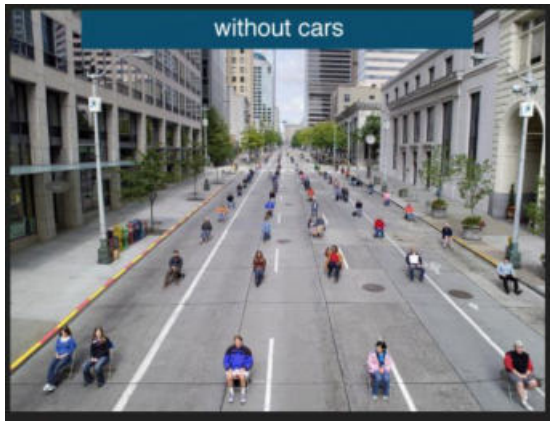
SUMP key dimensions

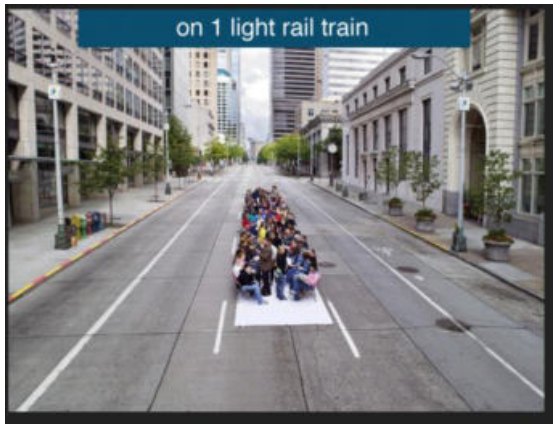
- Full 360° vision of urban mobility in a city
- Shared vision for sustainable urban mobility
- Roadmap of actions and investments + adequate implementing resources and follow up

A look backward on mobility planning

- From car-focused infrastructure planning to the development of full mobility solutions
- From transport sectoral policy to sustainable climate wise integrated policy (COP 21 – 2015)
- Sustainable Urban Mobility Plans (SUMPs)





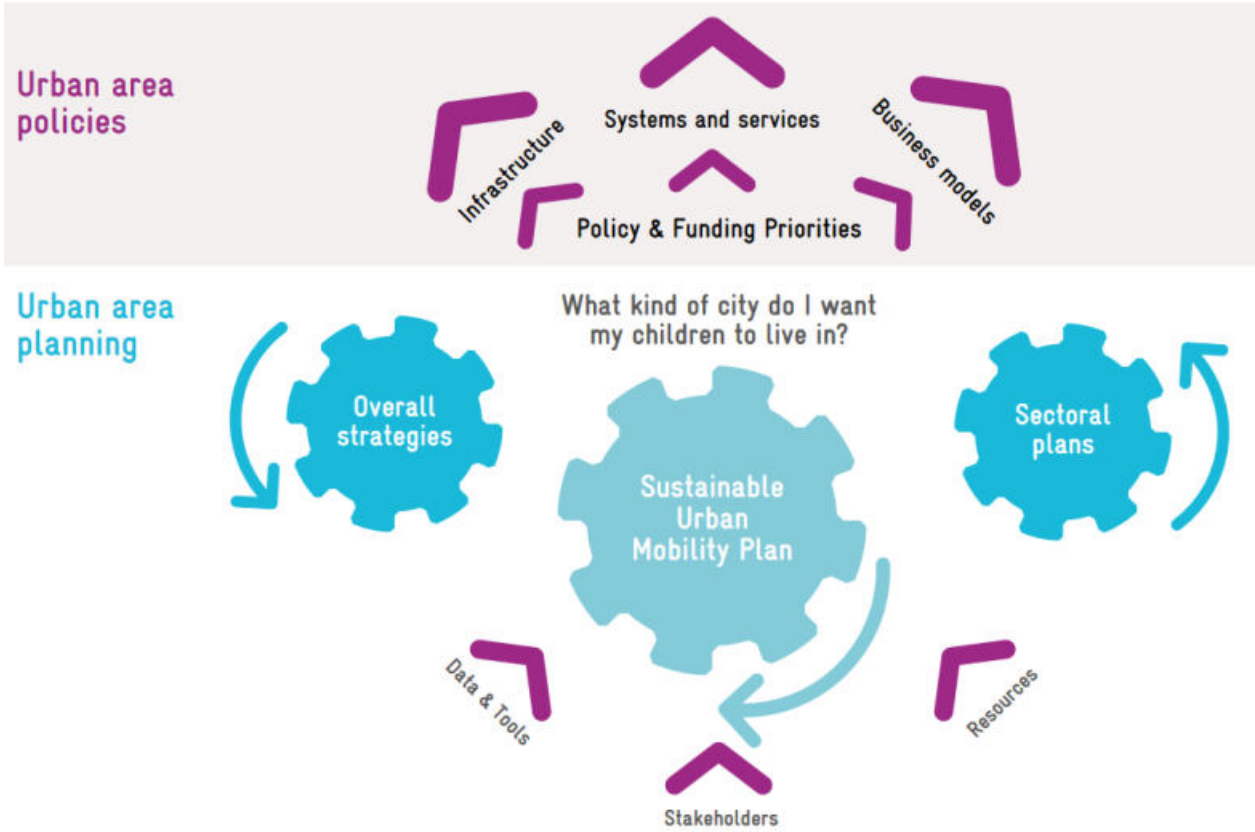


Source: Washington Post

SUMP key dimensions

Sustainable urban mobility planning key principles

- Functional urban area besides administrative limits
- Shared vision of urban mobility = involvement of citizens and stakeholders
- Mutual engagement across institutional boundaries
- Sustainable urban mobility strategy = carbon wise, socially inclusive, economically reliable
- Integration with urban planning - Transit Oriented Development (TOD)
- Full strategic document = long term vision, prioritized and phased actions, resources and financing
- Operational tool for implementation, monitoring and evaluation = modelling, indicators



SUMP as an integrated process

Source: Rupprecht Consult, Guidelines for developing and implementing a sustainable urban mobility plan

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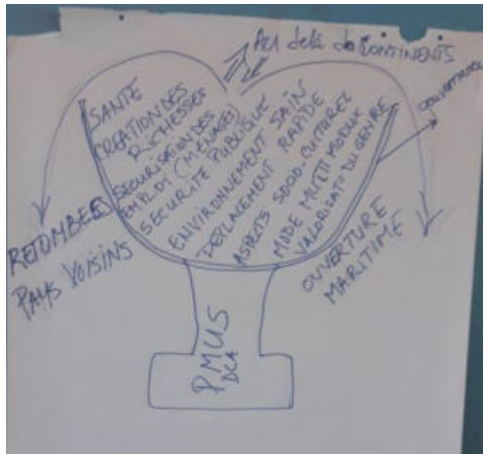
SUMP key dimensions – stakeholder engagement

- Get to people and stakeholders
- Understand the mobility of different categories of people
- Share and understand needs, concerns and constraints
- Discuss future prospects and define actions together



Focus groups

Specific groups of 10-15 people : shopkeepers, students, public transport users, women, key economic stakeholders, etc.

- informal transport from driver and passenger side
- city economic drivers and associated mobility : deliveries, shipping, costs, etc.
- Mobility from women / girls point of view
- Mobility needs for children: walkability, safety, lighting, etc.

Action workshops

Discussing actions / investments for sustainable mobility with representatives from the population

- earmark key investments and key actions, including soft measures : public realm organisation, traffic police training, etc.
- proposals for district level public space micro-reorganisation

SUMP key dimensions

SUMPs contribute to reaching UN Sustainable Development Goals

- Improve air quality
- Provide access to health services
- Reduce road fatalities

- Integrate, connect and give access to the whole cities
- Plan urban development along mobility development (Transit Oriented Dev. TOD)

- Increase mobility opportunities for women
- Make transport safe places
- Provide jobs to women in transport

- Reduce GHG emissions
  - Efficient public transport
  - Cleaner fuels and engines
  - TOD

- Develop urban infrastructures for all transport modes
- Develop transport economic sector: infrastructure construction, rolling stock production or assembly lines, etc.

- Increase stakeholder engagement
- Promote PPP opportunities
- Develop networks (Mobilize Your City)

Mobilise Your City

SUMP key dimensions – elaboration steps

Key steps for SUMP elaboration and implementation

- Four phases and twelve steps
- From preparation to monitoring

Indicative duration of each phase

- Phase 1 = 4 months
- Phase 2 = 4 months
- Phase 3 = 4 months
- Phase 4…. 15 years

Phase 1 - SUMP diagnosis

metrics for shared understanding

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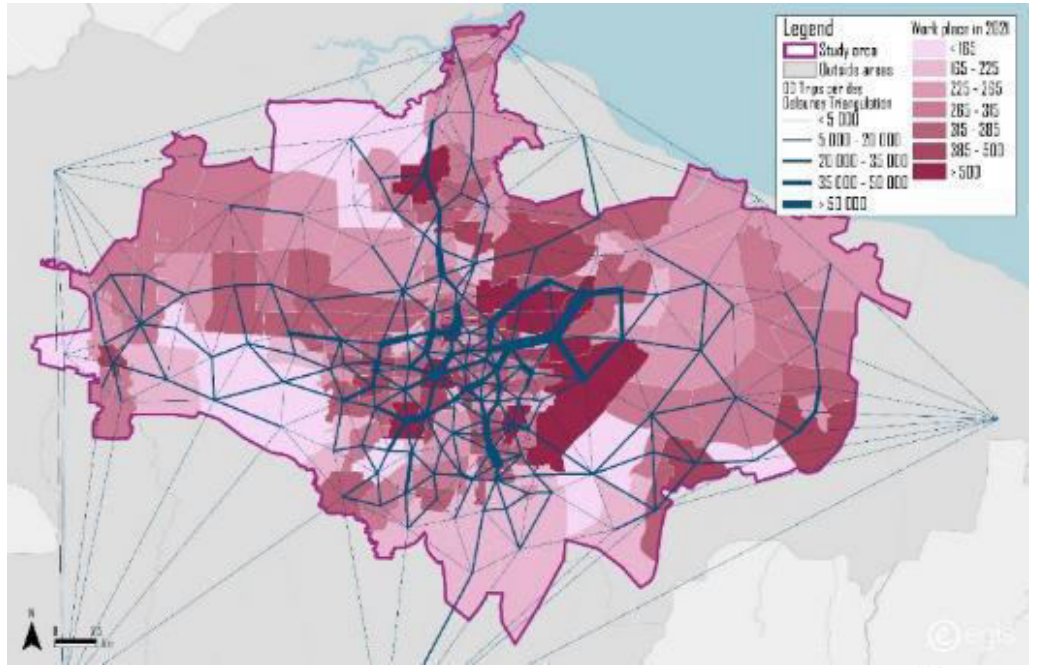
SUMP diagnosis – metrics for shared understanding

- Gather and build up key mobility metrics: surveys, counting, modelling, forecasting
- Grasp city organisation and development trends
- Understand how mobility demand and transport supply match together
- Liaise with all mobility stakeholders and understand their organisation
- Identify mobility issues and way forward

Traffic Counting *(Jan-Feb)*

Roadside Interviews



Example SUMP Mebidangro (Indonesia)

Source: AFD

SUMP diagnosis – metrics for shared understanding

Key steps of the mobility diagnosis

1	**Urban structure and development**	City key features, urban shape, density and organisation, neighborhoods profile and activities, development trends
2	**Mobility demand**	Results of the household survey and the mobility modelling: type, purpose and number of trips, transport modes, main origin – destinations
3	**Transport supply** **Infrastructure and their uses**	Road network hierarchy, continuity, capacity, connectivity + other networks Traffic level, congestion, road uses
4	**Transport supply** **transport services**	Paratransit services / Formal services characteristics: lines, vehicles, frequency, capacity, operation features, business model
5	**Governance and financing**	Identification of stakeholders involved in mobility, competencies, decision channels, financing sources
6	**Planning and projects**	Urban planning and transport planning documents, urban and transport projects
7	**Mobility carbon footprint**	Current mobility carbon footprint resulting from modelling
8	**SWOT and mobility issues**	Diagnosis wrap up and insight for next steps

Mobilise Your City

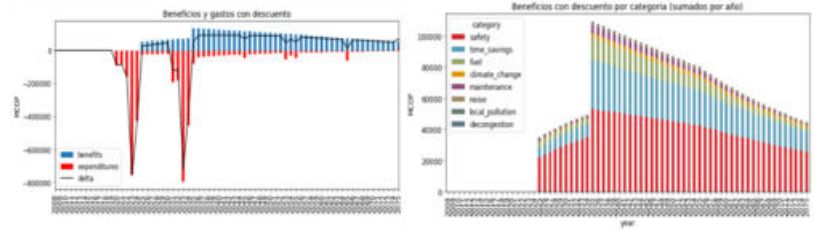
SUMP diagnosis – metrics for shared understanding

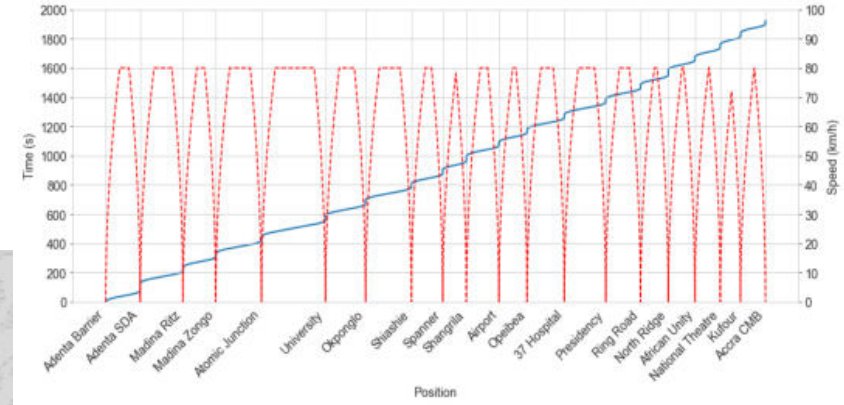
- Have a full view of mobility through field work
- Get to people to understand their transport choices and reasons
- Adapt to needs and people with smart data collection
- Digital methods to gather and process data
- Multimodal demand modelling to understand current and potential mobility flows
- Define sustainable targets for mobility and GHG

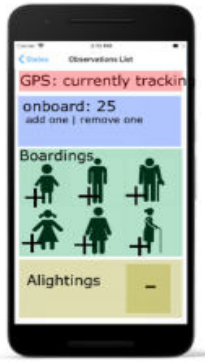
Data collection

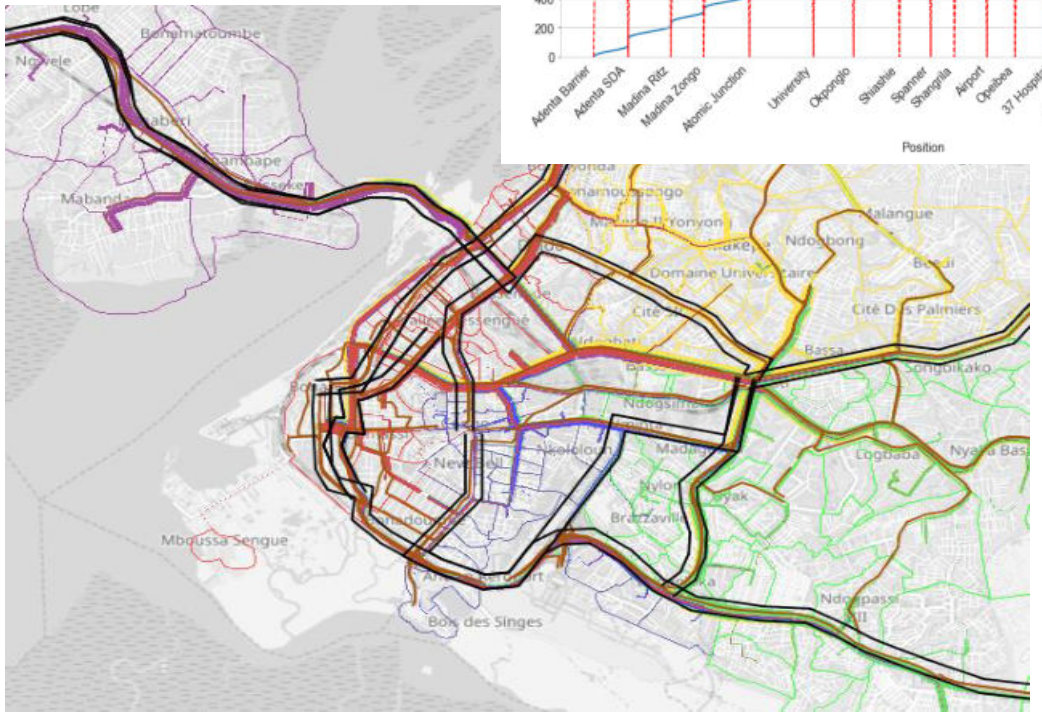
Data processing

Modelling







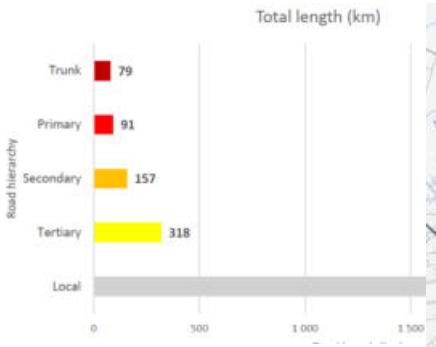


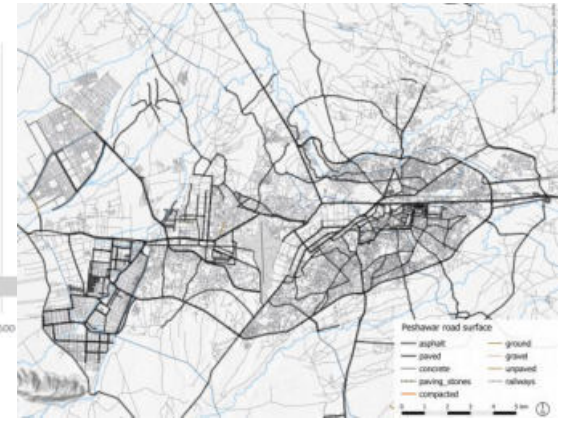
Mobilise Your City

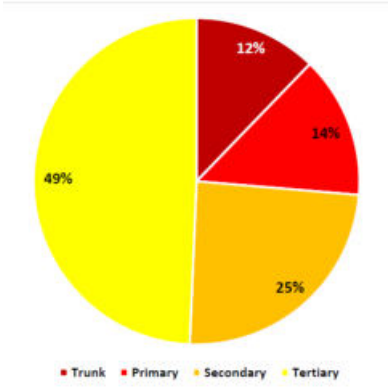
SUMP diagnosis – metrics for shared understanding

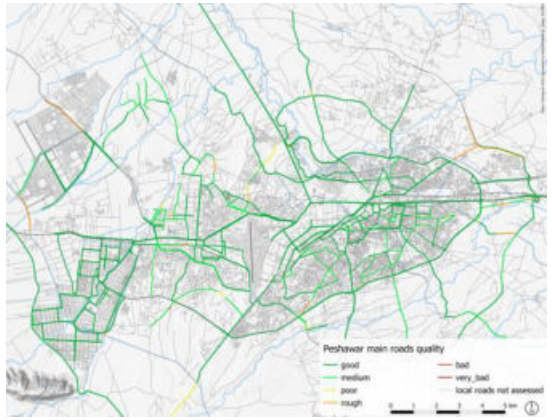
Road network in Peshawar

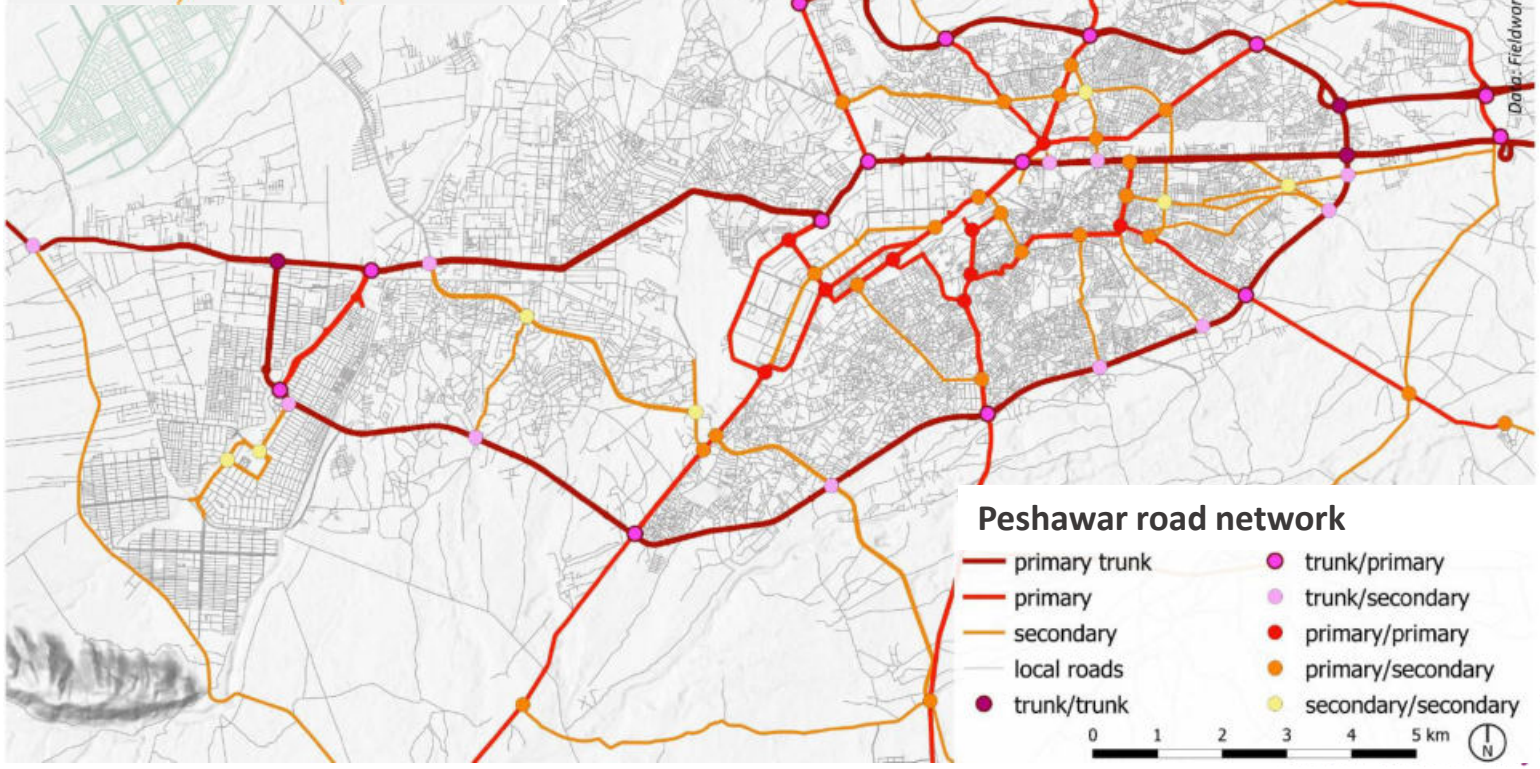
KP Province, Pakistan







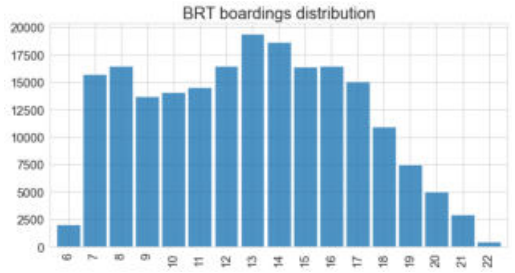


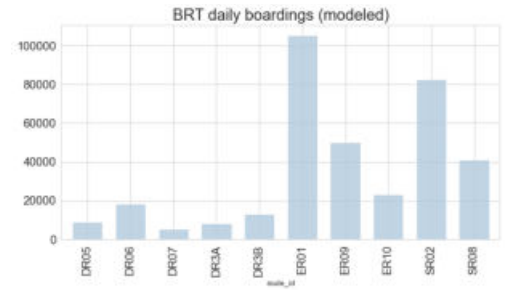


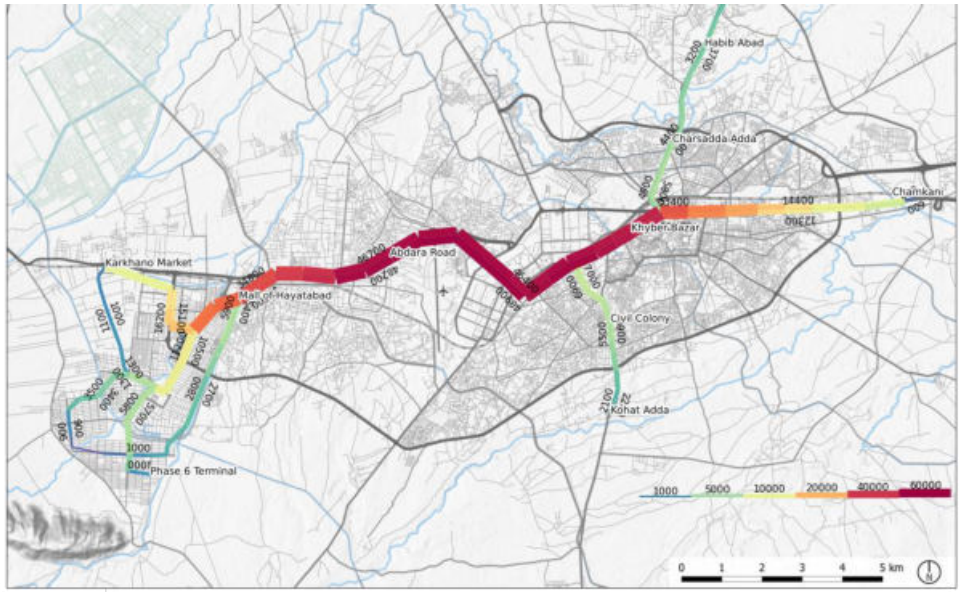
SUMP diagnosis – metrics for shared understanding

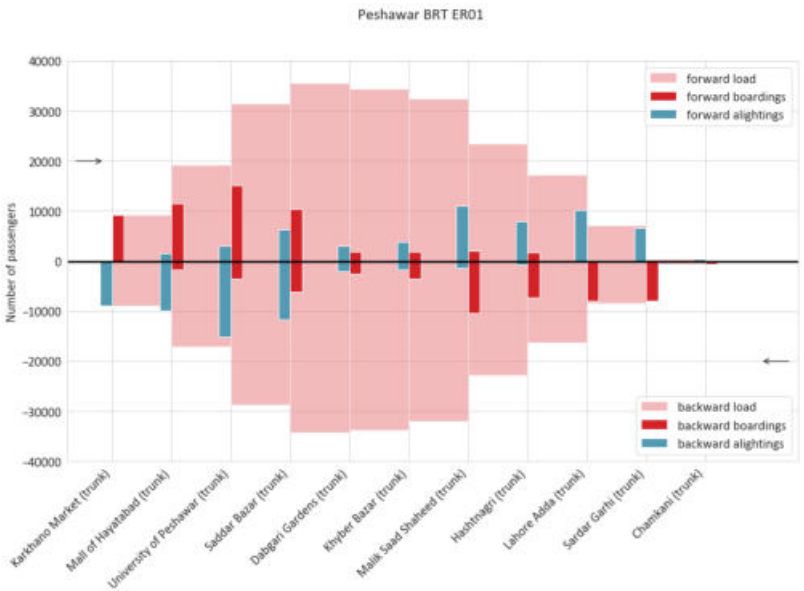
BRT network in Peshawar

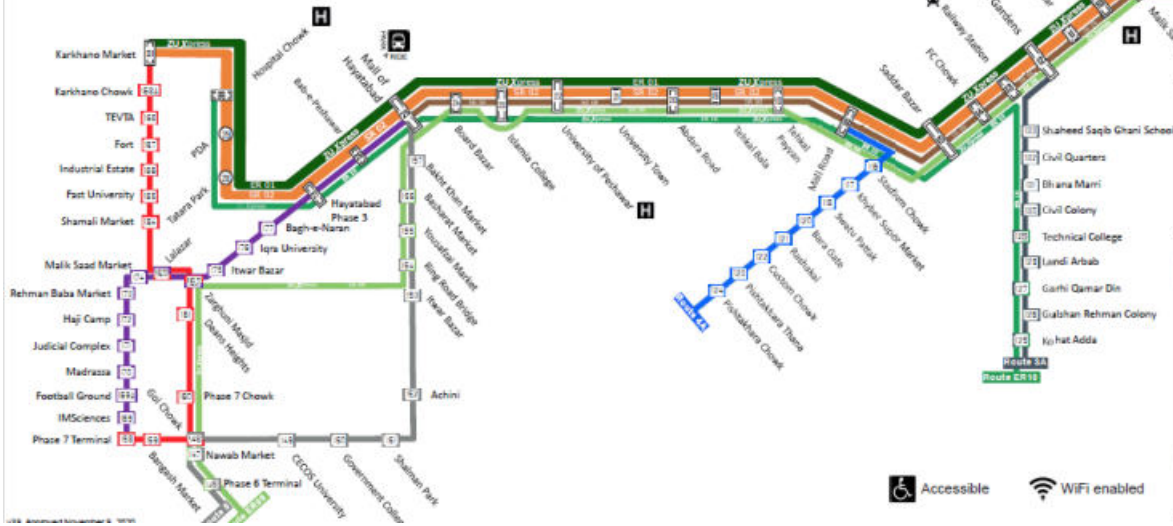
KP Province, Pakistan











Mobilise Your City

Phase 2 - SUMP vision

Prospective scenarios for long-term action

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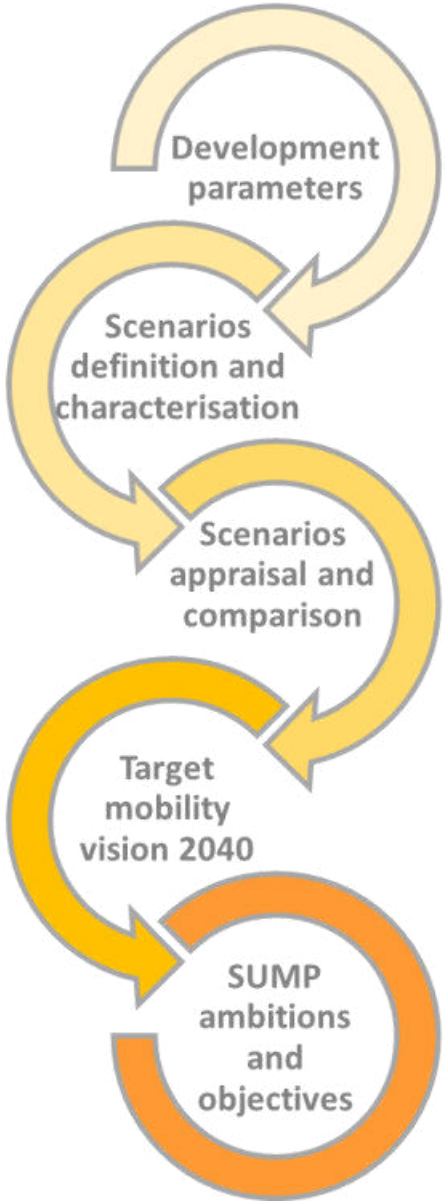
SUMP vision – prospective thinking for long-term action

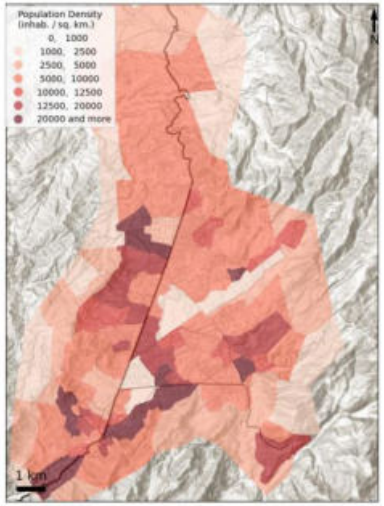
- Set ambitions for mobility development in the city
- Select the key drivers for change and understand their potential variations
- Define realistic scenarios for the future combining variations of key drivers
- Compare scenarios and choose a realistic mobility vision
- Translate the vision into objectives to support action

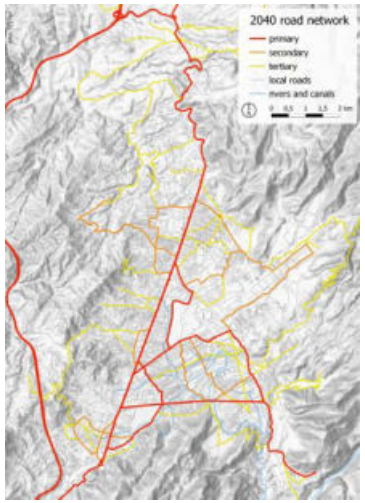


SUMP vision – prospective thinking for long-term action

Vision setting key principles

- Drivers for change vary according to each city :
  - demographic and economic prospects,
  - shape of the city,
  - road network,
  - public transport network, governance, etc.
- Key variations and combinations of these drivers define contrasted future city prospects
- Prospective know-how and stakeholder discussions to identify trends to be confirmed, to fade or to appear, weak signals or breaking points
- Scenarios for the future are all possible and realistic, but certainly not all desirable
- Scenarios have key drivers: urban growth? mass transit?
- KPIs to assess the scenarios: mobility, infrastructure, carbon footprint, etc.

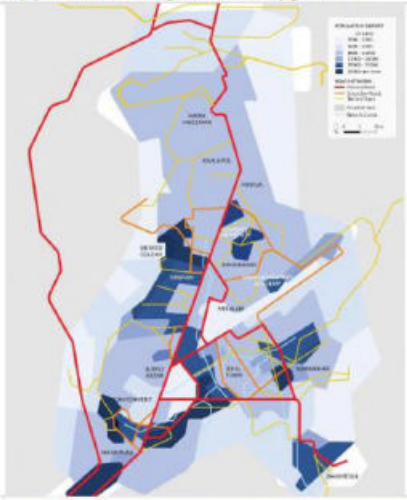
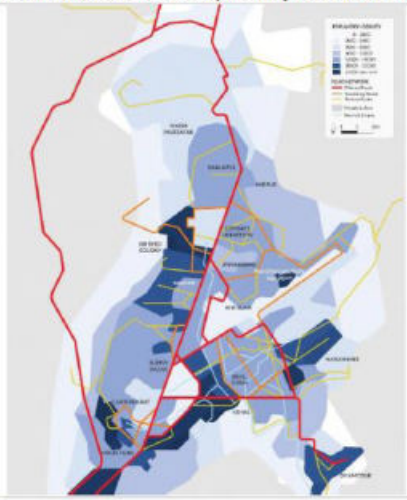
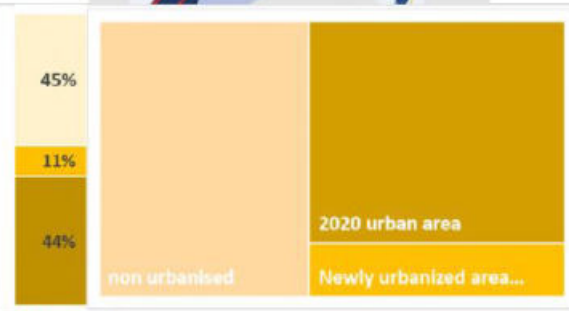




SUMP Vision – Abbottabad (Pakistan)

Drivers for change

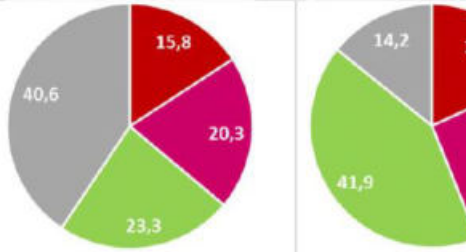
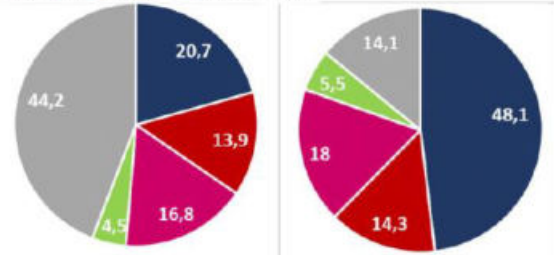
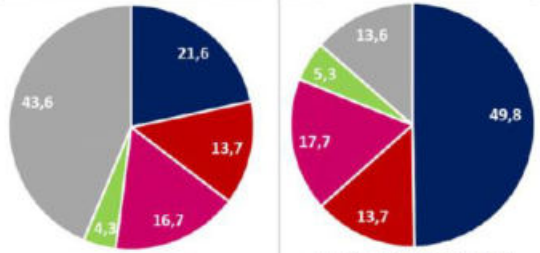
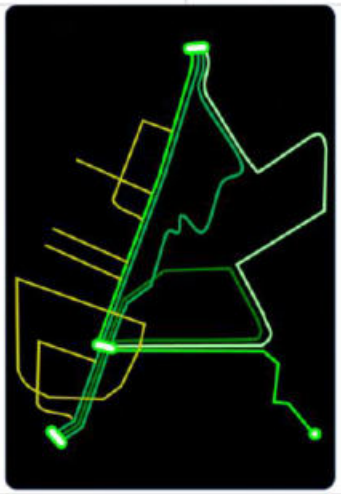
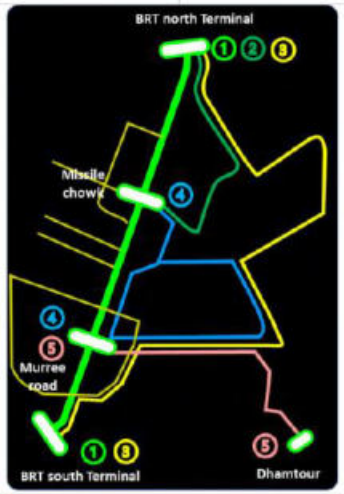
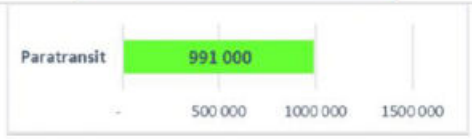
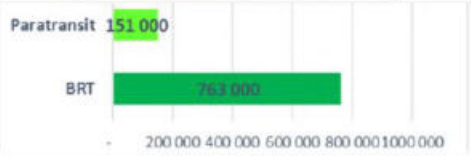
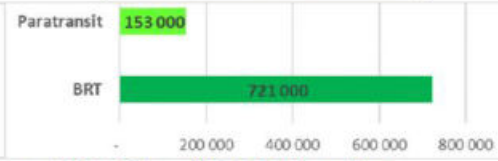
- City shape: compact or scattered

	SCENARIO 1 RESTRUCTURED PARATRANSIT	SCENARIO 2 TRUNK BRT + BUS FEEDERS	SCENARIO 3 INTEGRATED BRT
SCENARIO OVERVIEW	*Scenario 1 is a business-as-usual scenario. The city grows in a scattered way as no particular measures are taken to densify the often loose urban pattern. However, urban spread is kept under control by the mountains surrounding the city. The street and road network is upgraded and developed. No mass transit supply is proposed by paratransit is organized and upgraded.*	*Scenario 2 features a breakthrough solution for public transport with a BRT service on Karakorum highway well connected to other districts of the city through bus feeders. Paratransit remains as a local and last mile solution when needed. The city grows in a compact way as city authorities care to plan and densify urban development along with the upgrade, restructuration and development of the road network.*	*Scenario 3 features a breakthrough solution for public transport with direct BRT services running in and out of the Karakorum highway BRT corridor to serve all main districts of the city. Paratransit remains as a local and last mile solution as needed. City growth is compact as city authorities care to plan and densify urban development along with the upgrade, restructuration and development of the road network.*
			
URBAN ORGANIZATION AND POPULATION DENSITY			
	2040 urban area ▪ 96 sq.km ▪ 800 000 inhabitants ▪ 79% of SUMP area ▪ 8 330 inhabitants / sq. km ▪ urban size expansion 2022 – 2040 – 78% **Newly urbanised area 2022 – 2040 – 42 sq. km**	**2040 urban area** ▪ 67 sq.km ▪ 754 000 inhabitants ▪ 11 250 inhabitants / sq. km ▪ 55% of SUMP area ▪ urban size expansion 2022 – 2040 – 24% **Newly urbanised area 2022 – 2040 – 13 sq. km**	**2040 urban area** ▪ 67 sq.km ▪ 754 000 inhabitants ▪ 11 250 inhabitants / sq. km ▪ 55% of SUMP area ▪ urban size expansion 2022 – 2040 – 24% **Newly urbanised area 2022 – 2040 – 13 sq. km**

SUMP Vision – Abbottabad (Pakistan)

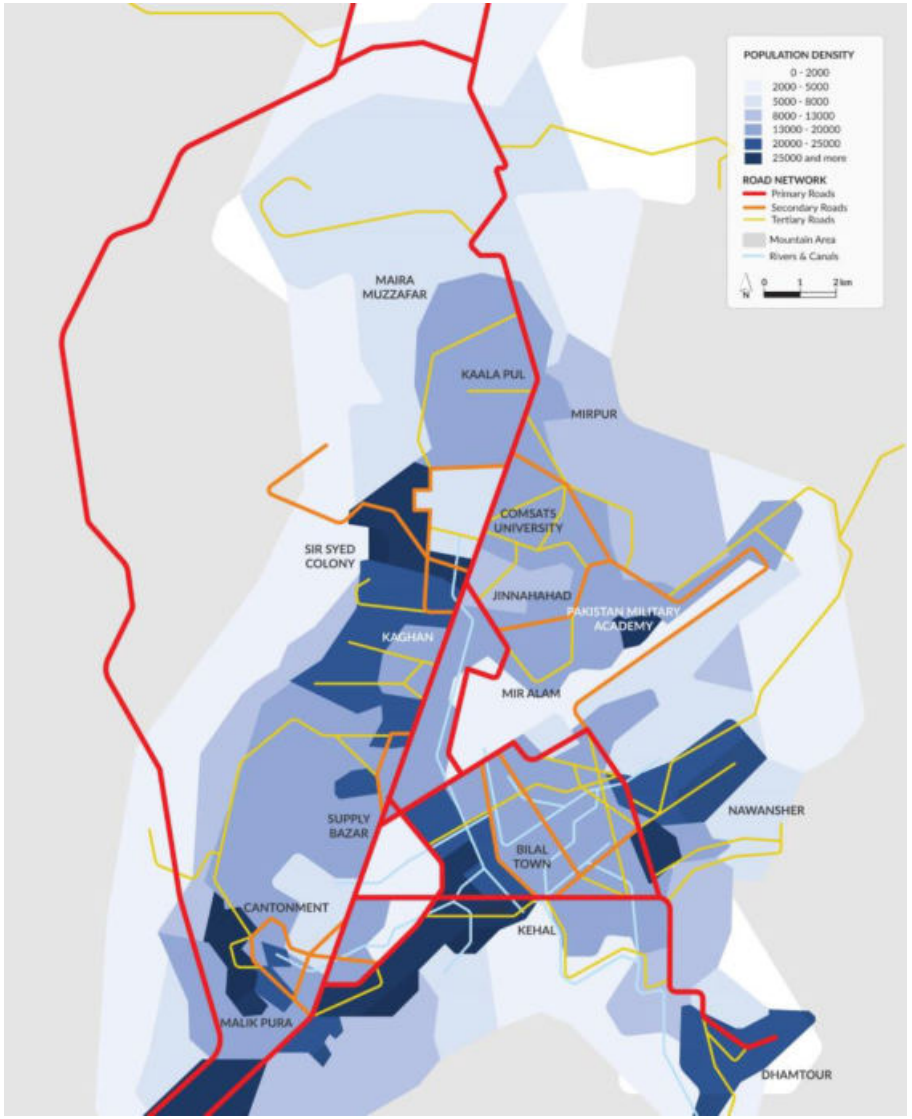
Drivers for change

- Public transport: Upgraded paratransit or Mass transit (BRT)

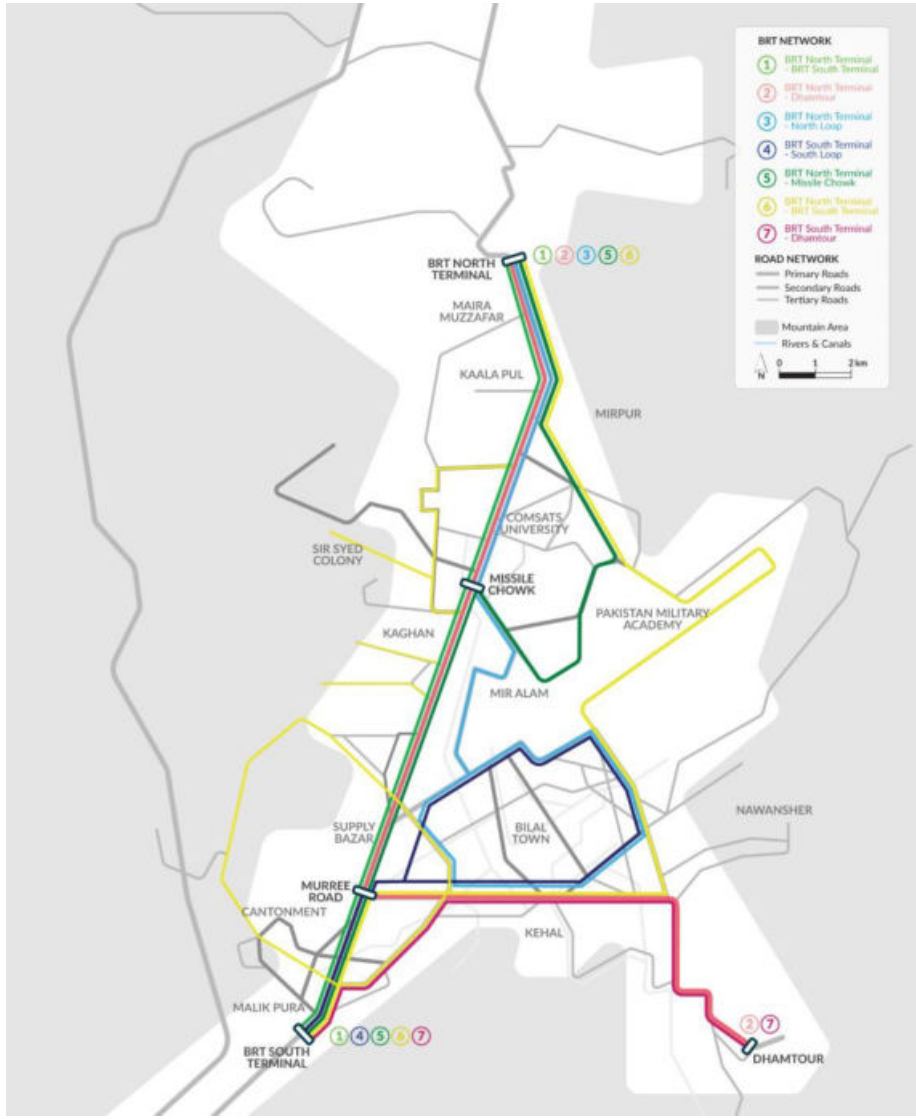
	SCENARIO 1 RESTRUCTURED PARATRANSIT	SCENARIO 2 TRUNK BRT + BUS FEEDERS	SCENARIO 3 INTEGRATED BRT
MOBILITY SYSTEM	2 719 000 daily trips Mobility rate 3,1 +85% (2022-2040) time (min) 82.2 distance (km) 7.1 expenses (PKR) 57.1 number of transfer1.7	2 717 000 daily trips Mobility rate 3,1 +85% (2022-2040) time (min) 75.4 distance (km) 8.6 expenses (PKR) 53.0 number of transfer1.4	2 717 000 daily trips Mobility rate 3,1 +85% (2022-2040) time (min) 75.0 distance (km) 8.7 expenses (PKR) 53.2 number of transfer1.3
	car, motorcycle, paratransit, walk	BRT, car, motorcycle, paratransit, walk	BRT, car, motorcycle, paratransit, walk
	 number of trips / number of travellers km.	 number of trips / number of travellers km.	 number of trips / number of travellers km.
			
			
	▪ BRT: 0 km / 0 boardings ▪ Paratransit: 90 km / 990 000 daily boarding	▪ BRT: 70 km / 760 000 boardings ▪ Paratransit : 45 km / 155 000 daily boardings	▪ BRT: 70 km / 720 000 boardings ▪ Paratransit: 45 km / 155 000 daily boardings

SUMP Vision – Abbottabad (Pakistan)

Future Road Network



Future BRT Network



Mobilise Your City

SUMP Vision – Abbottabad (Pakistan)

1vision

« Make Abbottabad an integrated and mobility-wise city»

4 ambitions

AMBITION 1
A mobility system articulated to urban growth

AMBITION 2
Aconnected and integrated city for all citizens and districts

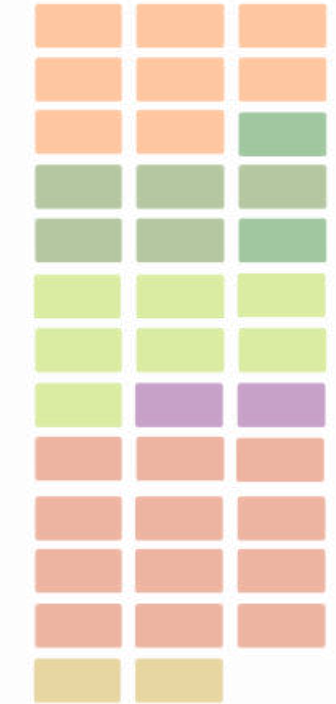
AMBITION 3
Climate and carbon-wise mobility solutions

AMBITION 4
A mobility system caring for economic attractivity

6 objectives

- OBJECTIVE 1 ROAD NETWORK
- OBJECTIVE 2 MOBILITY SYSTEM
- OBJECTIVE 3 NMT
- OBJECTIVE 4 URBAN LOGISTICS
- OBJECTIVE 5 INTEGRATED MOBILITY
- OBJECTIVE 6 TRANSIT ORIENTED DEV.

38 actions



Mobilise Your City

SUMP Vision – Abbottabad (Pakistan)

OBJECTIVE 1 ROAD NETWORK	***Improve the road network to support mobility growth in an integrated city***	▪ hierarchised, meshed and connected road network ▪ mobility needs + urban needs (integration, densification growth) fully addressed ▪ continuity, connectivity, safety + resilience to congestion ▪ multi-purpose road design integrating all transport modes ▪ integrated traffic management ▪ lifelong and maintenance centred road asset management
OBJECTIVE 2 MOBILITY SYSTEM	***Set a public transports system relying on a BRT/bus backbone and on upgraded paratransit***	▪ Full bus / BRT development to address increasing mobility demand ▪ Support to city integration and urban growth and overall attractivity ▪ paratransit as complement to mass transit ▪ Bottom-up approach to support paratransit upgrade (vehicles and services)
OBJECTIVE 3 NMT	***Promote qualitative non-motorized transports (NMT)***	▪ street walkability ▪ pedestrian centred approach ▪ recreational walking and emblematic projects ▪ Cycling approach
OBJECTIVE 4 URBAN LOGISTICS	***Implement an efficient urban logistic system***	▪ urban logistics and last mile delivery ▪ freight exchange and transit flows management
OBJECTIVE 5 INTEGRATED MOBILITY	***Set up integrated mobility strategies and actions***	▪ Integrated mobility planning and actions ▪ Integrated governance and financing ▪ Parking management ▪ Transport hubs organization
OBJECTIVE 6 TRANSIT ORIENTED DEV.	***articulate mobility and urban development together***	▪ roads and transports matching urban densification and urban growth ▪ urban density and growth matching with roads and transports ▪ cross check of urban and transport planning /projects to draw the best value of both

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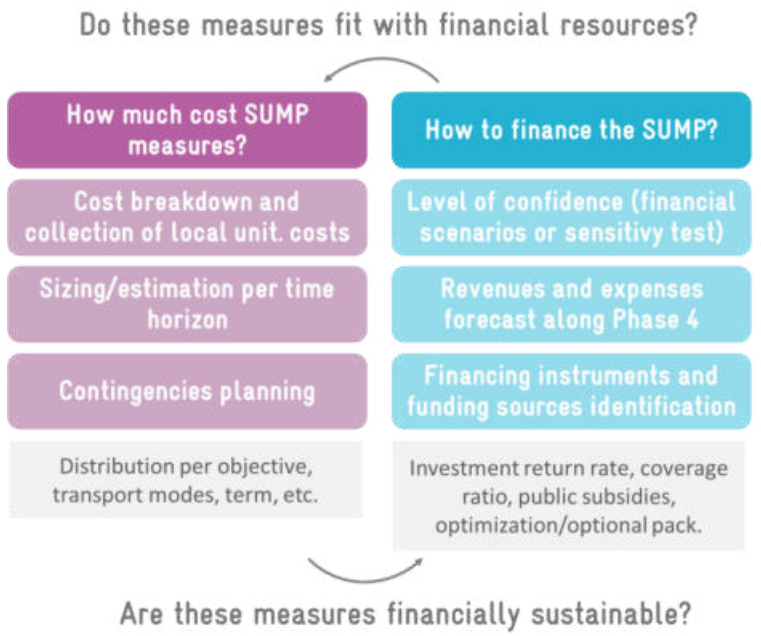
Phase 3 - SUMP measures and action plan

Getting practical with impact

SUMP action plan – getting practical with impact

- Define a 360° set of actions to implement sustainable mobility
- Consider immediate and longer-term actions (over a 15 years span)
- Consider both big investments (PT network) and smaller ones (backstreets)
- Have software measures (organization, training, awareness rising) and hardware ones (infrastructures, traffic regulation, etc.)
- Have ambitious actions, but be aware of capacity and resources available
- Care for local empowerment and local sourcing

Promoting active modes / road and pavement improvement



The action plan shall be tailored to funding capacities

SUMP action plan – getting practical with impact

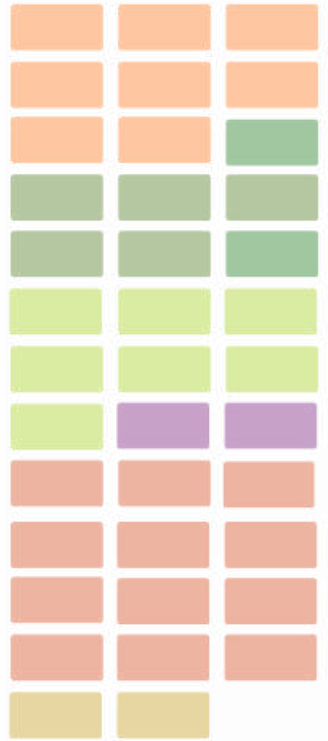
6 objectives

- OBJECTIVE 1 ROAD NETWORK
- OBJECTIVE 2 MOBILITY SYSTEM
- OBJECTIVE 3 NMT
- OBJECTIVE 4 URBAN LOGISTICS
- OBJECTIVE 5 INTEGRATED MOBILITY
- OBJECTIVE 6 TRANSIT ORIENTED DEV.

6 types of actions

- TYPE A OPERATIONAL PROJECTS
- TYPE B PROCESS & GUIDELINES
- TYPE C POLICIES & STRATEGIES
- TYPE D GOVERNANCE & FINANCE
- TYPE E INTELLIGENCE & CAPACITIES
- TYPE F AWARENESS & EMPOWERMENT

38 actions



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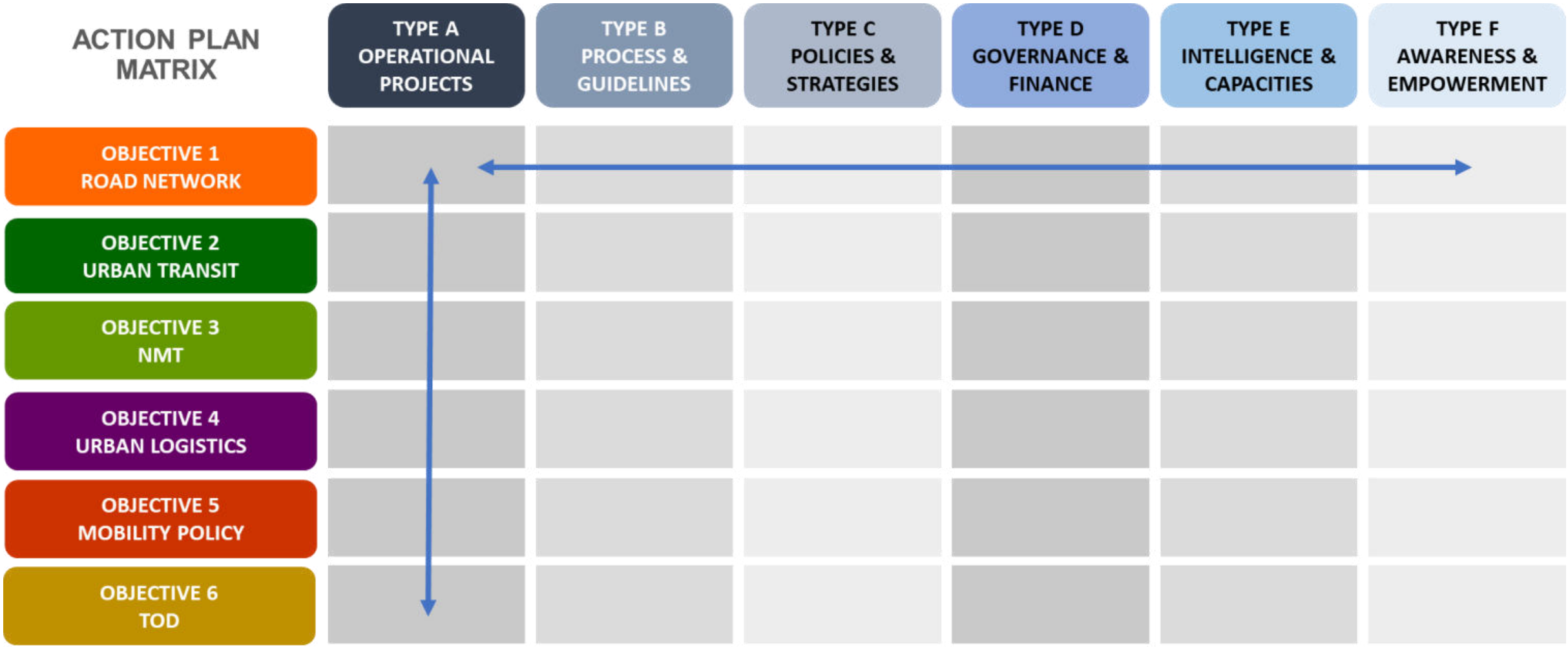
SUMP action plan – getting practical with impact



SUMP action plan – getting practical with impact

ACTION PLAN MATRIX	TYPE A OPERATIONAL PROJECTS	TYPE B PROCESS & GUIDELINES	TYPE C POLICIES & STRATEGIES	TYPE D GOVERNANCE & FINANCE	TYPE E INTELLIGENCE & CAPACITIES	TYPE F AWARENESS & EMPOWERMENT
OBJECTIVE 1 ROAD NETWORK	Main roads Local roads	Design guidelines Maintenance Plan Traffic management	Target road network Circulation Plan	Traffic Management Unit		
OBJECTIVE 2 URBAN TRANSIT	BRT development Paratransit upgrade	Paratransit Quality Targets	BRT dev. Roadmap Paratransit Roadmap		Paratransit drivers training	
OBJECTIVE 3 NMT	NMT projects NMT in projects Bikes for all	NMT guidelines	NMT roadmap		Pedestrian centered approach	Walking citizens
OBJECTIVE 4 URBAN LOGISTICS	Urban logistics projects		Urban logistics roadmap			
OBJECTIVE 5 MOBILITY POLICY		Mobility planning Data management SUMP evaluation	Multimodal strategy Energy wise mobility Demand mgt.	Transport Authority Mobility financing	Project management Inclusive mobility	Inclusive mobility
OBJECTIVE 6 TOD	TOD projects opportunities	TOD guidelines	TOD roadmap			

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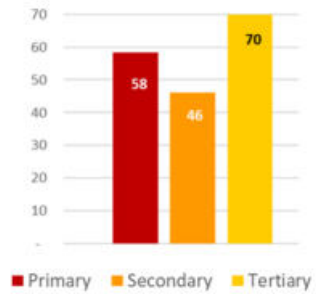
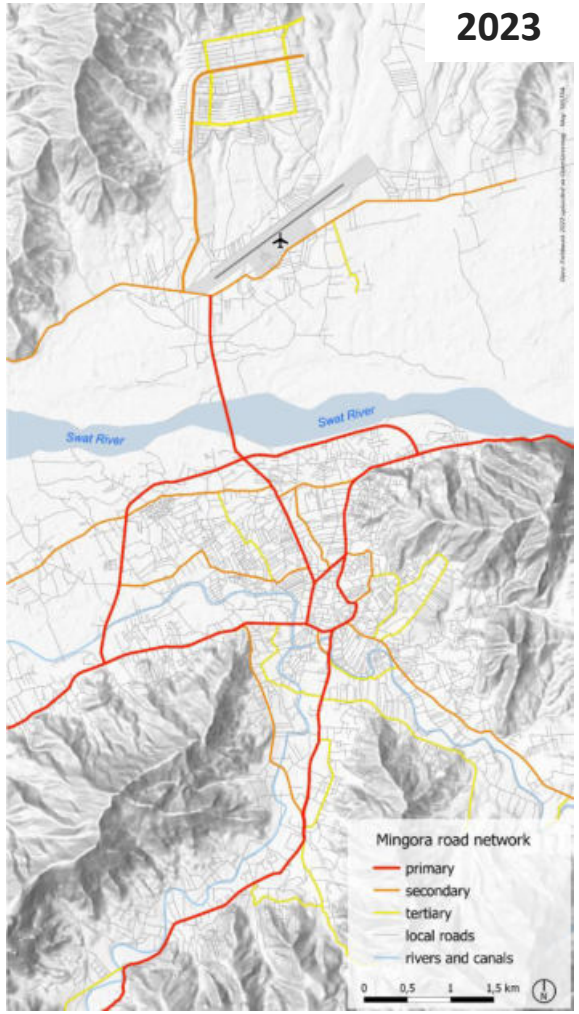
SUMP action plan – getting practical with impact

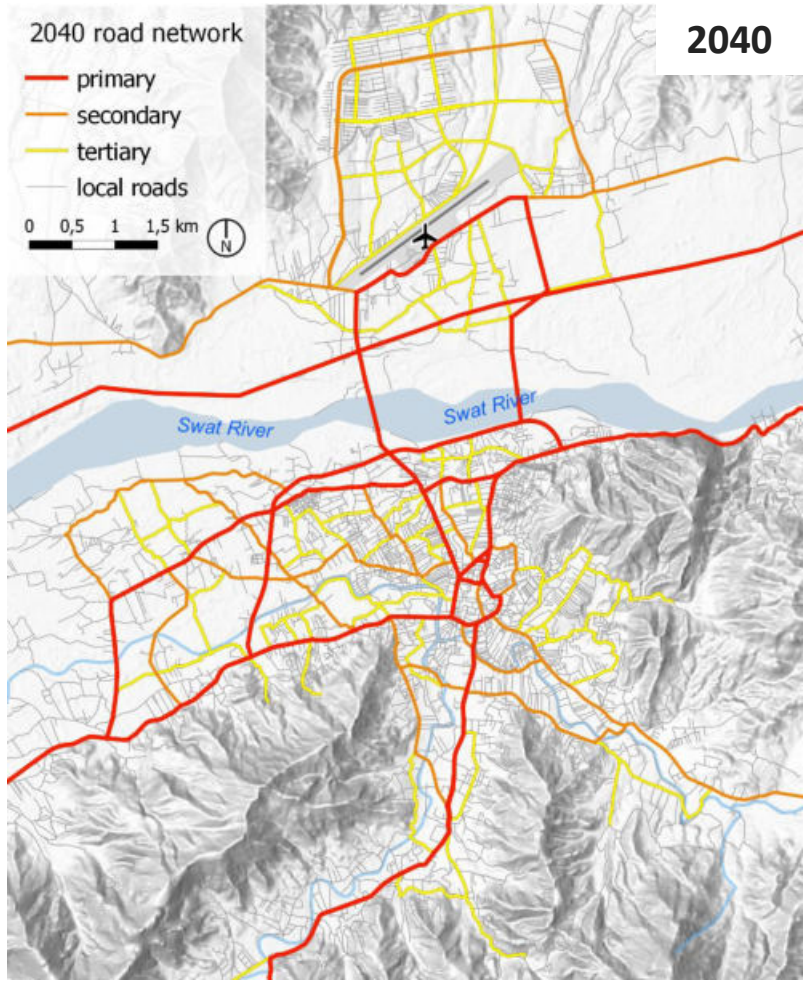
1.A.1	ROAD NETWORK Operational projects	MAIN ROAD PROJECTS	
ISSUES & OBJECTIVES	*Context and issues*	The road network of Abbottabad is rather loose and lacks connectivity. Its hierarchy is unbalanced with few primary and secondary roads (less than a third of main roads) and a lot of tertiary roads (more than two thirds). The overall road network is dysfunctional with too many small roads and not enough big ones. This network structure concentrates flows on the main axes and results in congestion, conflicting crossroads and low resilience to disturbances. The point is to forster a more hierarchised, more balanced and better connected road network making it more resilient to congestion and better suited to support different types of mobility uses as well as urban densification and urban growth.	
	Objectives	Implement the priority road and crossroad program Organise and follow up program implementation Appraise program implementation	
ACTIVITIES	*Activity 1 - Priority road and crossroad program*	Priority road and crossroad program is defined for five years from the overall target road network (cf. 1.C.1).	
	Activity 2 - implementing organisation	Implementating organisation and technical follow up of the Priority Program are defined. Steps and levels of studies are made clear for each road project as well as contracting and implementation options. Needs for project implementation and follow up are defined as well: budgets, technical staffing in KP Province administration, engineering and consulting asignments, workflows and decision organisation, etc. Typical Terms of References are defined as well as procurement process and feedback to secure competition between contractors and quality of works.	
	Activity 3 - road and crossroad projects	The Priority road and crossroad program is defined in the map and table attached.	
	Activity 4 - follow up and appraisal	Appraisal of priority road projects and of the overal priority program are carried out through a set of follow up indicators as well as through focused studies. The point is to understand the overall value of the project regarding its mobility outcomes and to grasp how efficient its implementation has been. The same concern applies to the overall program at the end of its implementation. Appraisal can be carried out on a regular basis by KP Province staff (follow up of key indicators) and can be supported by consultants on some key projects and for the overall program. KP Province staff capacity building on appraisal is more widely part of project / program management capacity building.	
IMPLEMENTATION	*Project owner*	KP Province / KPUMA	
	Associated stakeholders	City of Abbottabad, C&W, KP Highway Authority (KPHA), National Highway Authority (NHA)	
	financers	KP Province / KPUMA, Central Government, IFIs	
	schedule, phasing	Five year priority programs	
COSTS	*Overall cost*	**0 EUR**	**0 PKR**
	preparation 2024-2025	0 EUR	0 PKR
	Short term program 1 - 2026-2030	0 EUR	0 PKR
	Medium term program 2 - 2031-2035	0 EUR	0 PKR
	Long term program 3 - 2036-2040	0 EUR	0 PKR
MONITORING & EVALUATION	*ambition 1 mobility + urban integration*	**5**	
	ambition 2 social + territorial inclusion	**3**	
level of impact	*ambition 3 - carbon wise solutions*	**3**	
	ambition 4 - econmic performance + attractivity	**5**	
key indicators	*output*	number of km of upgraded roads per year per categories number of km of new roads built per year per categories	
	outcome	improved road travel time on typical routes (measure of congestion) traffic increase on upgraded/built roads	
	impact	air pollution reduction, noise pollution reduction, road accidents decrease	



Main roads
- 33% primary (+23 km +67%)
- 29% secondary (+13km +37%)
- 40% tertiary(+47km +211%)



Existing road network
775 km
12% main roads (91 km)
88% local roads (684 km)

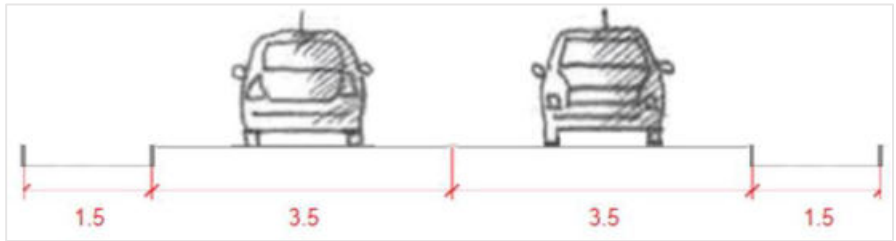


Road network 2040
807 km (+ 31 km / + 4%)
22 % main roads (174 km)
78% local roads (632 km)


CURRENT SITUATION
Informal parking
Pedestrians pushed to the streetside
Street vendor


Unpaved sidewalk


Mingora, Khyber Pakhtunkhwa province, Pakistan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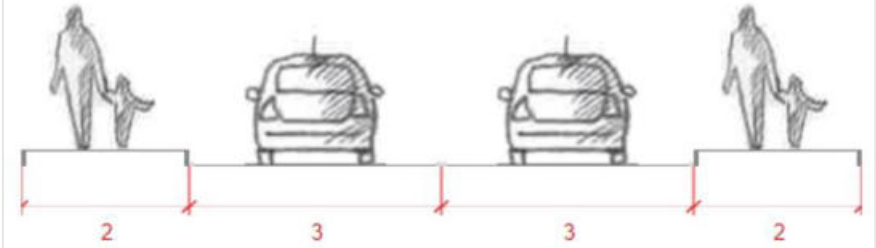
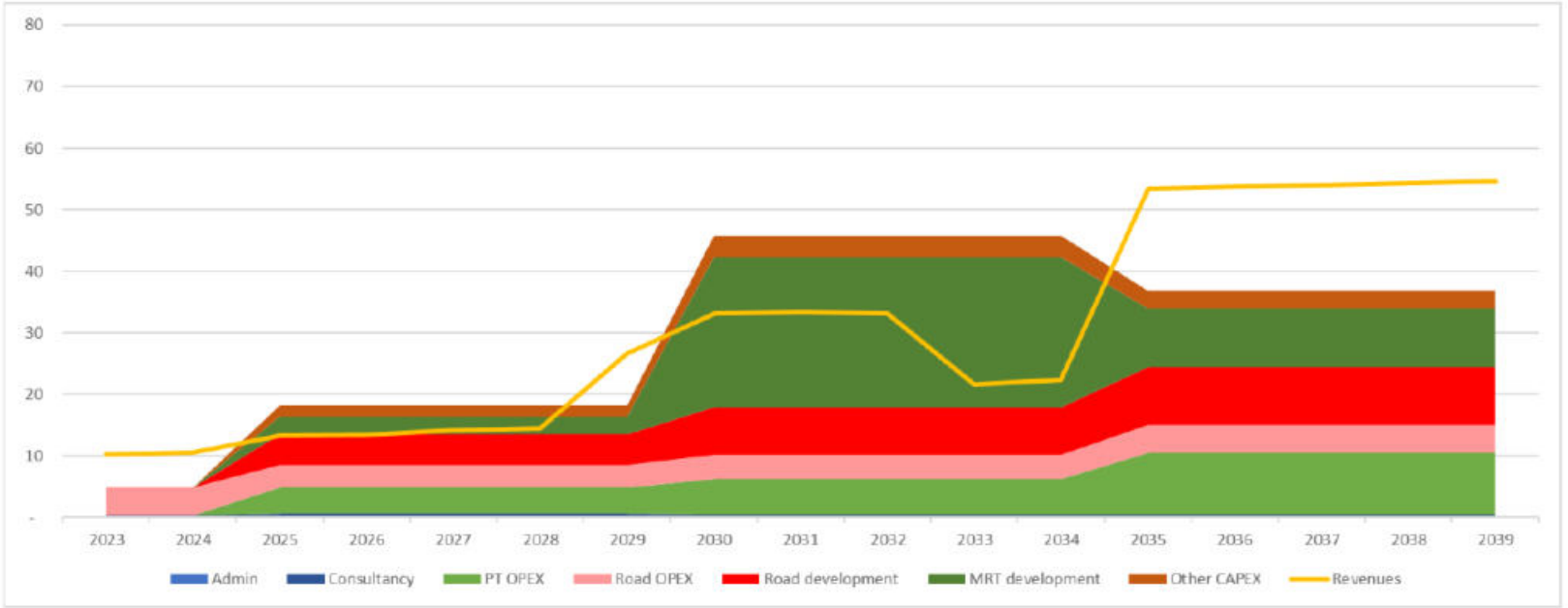

2
3
3
2

Phase 4 - SUMP implementation and monitoring

Follow up and replanning

SUMP implementation – follow up and replanning

- Set a core team to coordinate SUMP activities
- Organize a step-by-step project lead governance with stakeholders
- Set and implement monitoring and evaluation tools
- Organize capacity building activities
- Keep an open communication channel with citizens
- Be ready to plan and replan

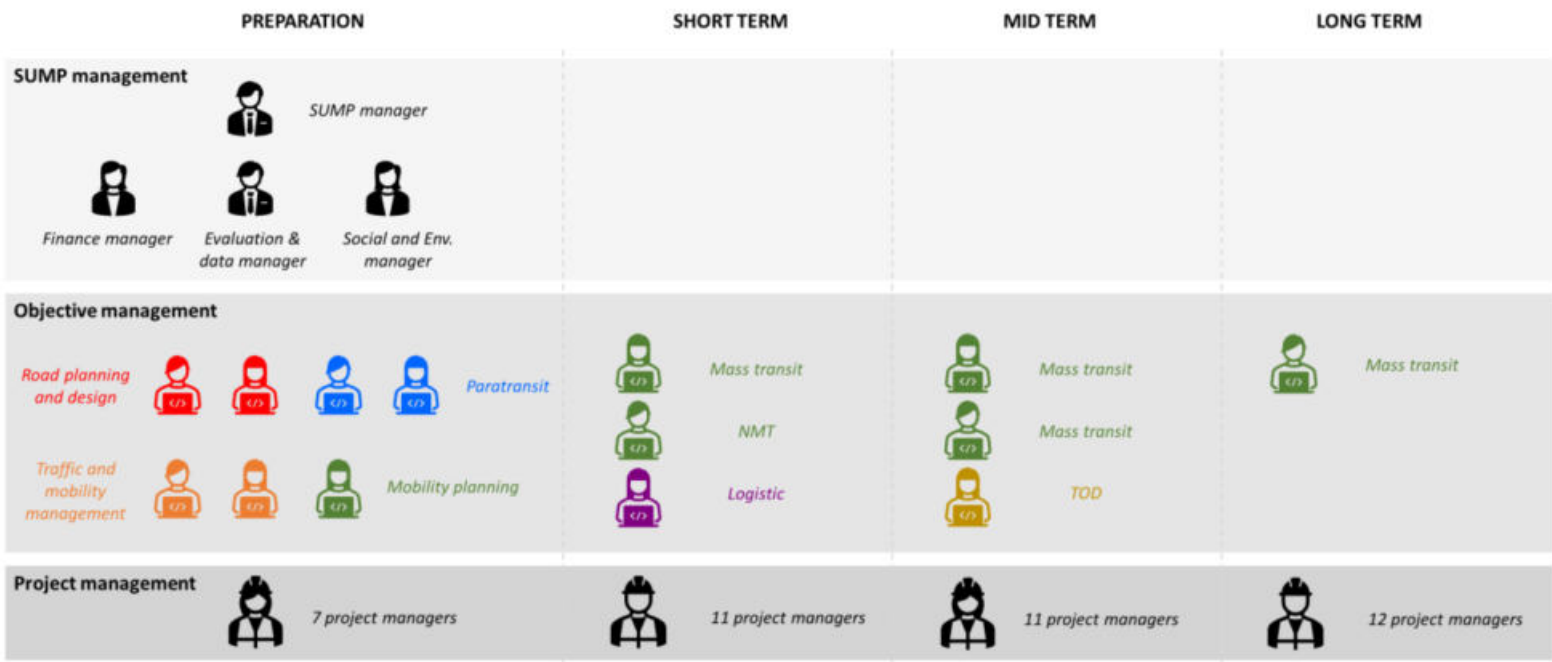


DIGITAL TOOL FOR INVESTMENT PLANNING
to support the conception of a Strategic Plan through relevant, effective and shared investments

SUMP implementation – getting practical with impact

Key implementation principles

- Governance: step by step project lead pragmatic approach
- Planning is about replanning: right team, right tools and right resources to do so
- Planning is not a document: it is a policy vision, it is an operational team, it is a will to mobilize resources and people.



SUMP implementation – schedule

Mobility Investment Programs

- One to two years preparation period
- Three to five years program implementation

#	OBJ. ID	OBJECTIVE short	ACTION TYPE	ACTION ID	ACTION NAME	preparation		Short term SUMP Program					Mid term SUMP Program					Long term SUMP Program				
						2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
1	1	road network	Operational projects	1.A.1	Main road projects																	
2	1	road network	Operational projects	1.A.2	Local street projects																	
3	1	road network	Process & guidelines	1.B.1	Road design guidelines																	
4	1	road network	Process & guidelines	1.B.2	Road maintenance plan																	
5	1	road network	Process & guidelines	1.B.3	Traffic and mobility management																	
6	1	road network	Policies & strategies	1.C.1	Target road and crossroad network																	
7	1	road network	Policies & strategies	1.C.2	Circulation plan																	
8	1	road network	Governance & finance	1.D.1	Traffic management unit																	
9	2	Urban transit	Operational projects	2.A.1	BRT development																	
10	2	Urban transit	Operational projects	2.A.2	Paratransit structuration																	
11	2	Urban transit	Operational projects	2.A.3	Transport hubs organization																	
12	2	Urban transit	Process & guidelines	2.B.1	Paratransit quality of service																	
13	2	Urban transit	Policies & strategies	2.C.1	BRT development roadmap																	
14	2	Urban transit	Policies & strategies	2.C.2	Paratransit transition roadmap																	
15	2	Urban transit	Intelligence & capacities	2.E.1	Paratransit drivers training																	
16	3	NMT	Operational project	3.A.1	NMT projects																	
17	3	NMT	Operational project	3.A.2	NMT in transport and urban projects																	
18	3	NMT	Operational project	3.A.3	Bikes for Abbottabad																	
19	3	NMT	Process & guidelines	3.B.1	NMT guidelines																	
20	3	NMT	Policies & strategies	3.C.1	NMT development roadmap																	
21	3	NMT	Intelligence & capacities	3.E.1	Pedestrian-centered approach																	
22	3	NMT	Awareness & empowerment	3.F.1	Walking in Abbottabad																	
23	4	urban logistics	Operational projects	4.A.1	Urban logistics projects																	
24	4	urban logistics	Policies & strategies	4.C.1	Urban logistics roadmap																	
25	5	integrated mobility policy	Process & guidelines	5.B.1	Sustainable mobility planning process																	
26	5	integrated mobility policy	Process & guidelines	5.B.2	Mobility data management																	
27	5	integrated mobility policy	Process & guidelines	5.B.3	SUMP evaluation																	
28	5	integrated mobility policy	Policies & strategies	5.C.1	Multimodal strategy																	
29	5	integrated mobility policy	Policies & strategies	5.C.2	Energy-wise mobility																	
30	5	integrated mobility policy	Policies & strategies	5.C.3	Demand management																	
31	5	integrated mobility policy	Governance & Finance	5.D.1	Transport Authority reinforcment																	
32	5	integrated mobility policy	Governance & Finance	5.D.2	Integrated mobility financing																	
33	5	integrated mobility policy	Intelligence & capacities	5.E.1	Sustainable mobility project management																	
34	5	integrated mobility policy	Intelligence & capacities	5.E.2	Inclusive, green and gender aware mobility																	
35	5	integrated mobility policy	Awareness & empowerment	5.F.1	Inclusive, green and gender aware mobility																	
36	6	Transit Oriented Dev.	Operational projects	6.A.1	TOD projects opportunities																	
37	6	Transit Oriented Dev.	Process & guidelines	6.B.1	TOD guidelines																	
38	6	Transit Oriented Dev.	Policies & strategies	6.C.1	TOD development roadmap																	

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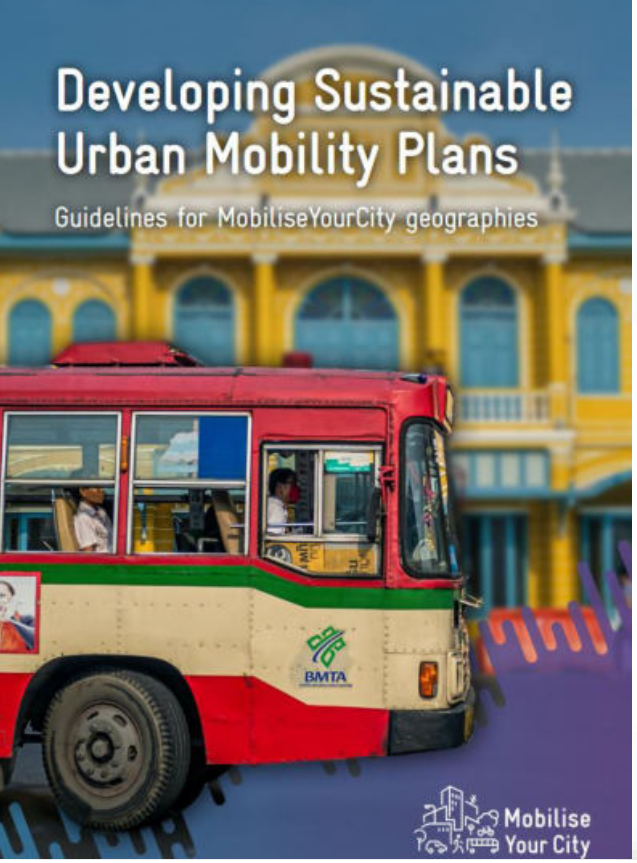

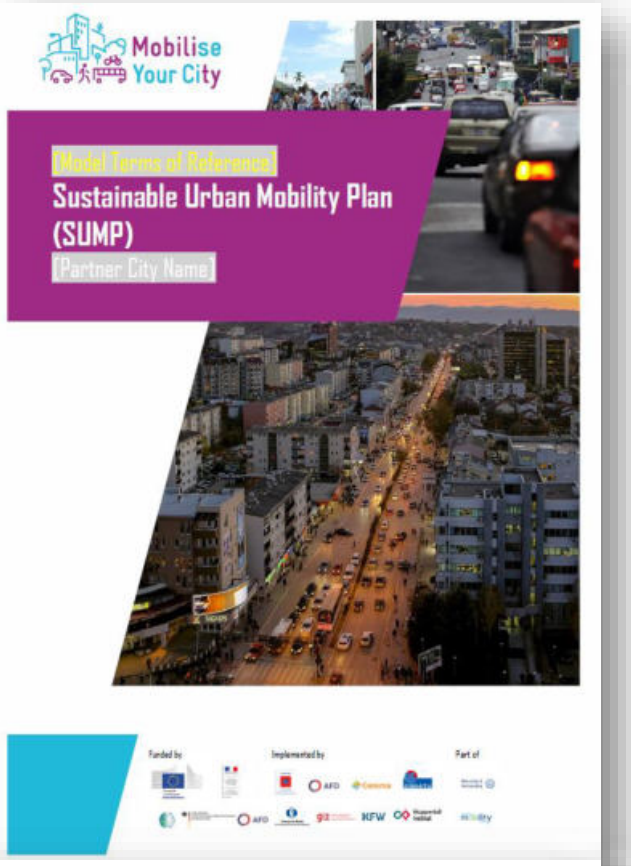

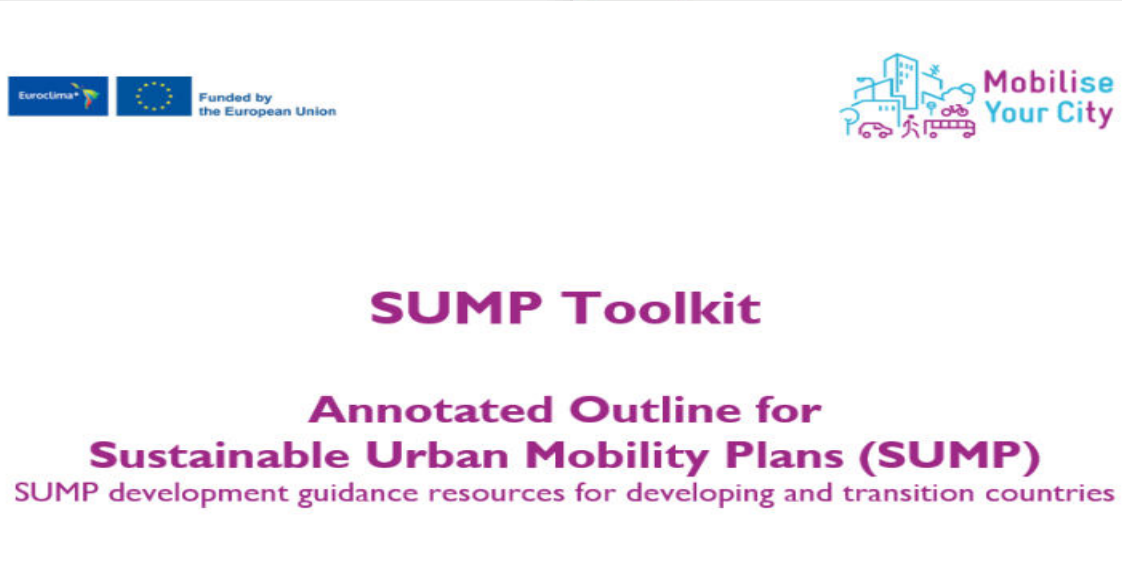

MobiliseYourCity resources

Selection of a few resources

1. Developing Sustainable Urban Mobility Plans - Guidelines for MobiliseYourCity geographies

https://www.mobiliseyourcity.net/sites/default/files/2023-03/SUMP%20Guidelines_final%20%281%29.pdf

2. MobiliseYourCity SUMP ToR

https://mobiliseyourcity.net/mobiliseyourcity-sump-model-terms-reference

3. Annotated Table of Contents for Sustainable Urban Mobility Plans (SUMPs)

https://mobiliseyourcity.net/annotated-table-contents-sustainable-urban-mobility-plans-sumps

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Sustainable Urban Mobility Plans

Harold HUREL
harold.hurel@protonmail.com
Urban Mobility

Elizabeth DRAKE
edrake@cpcs.ca
Sustainable Transport

AFD

ADB

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