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EXECUTIVE SUMMARY FOR SERC SUMP 2018

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Malcolm Borg

Heritage Enterprise Consultancy Ltd. Malta; Arts and Culture Victoria; Australia

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S U S T A I N A B L E U R B A N M O B I L I T Y P L A N

2018-2030



SOUTH EAST REGIONAL COMMITTEE

Birgu, Bormla, Fgura, Floriana, Isla, Kalkara, Marsa, Marsascala, Marsaxlokk, Paola, Tarxien, Valletta, Xghajra,
Zabbar, Zejtun.



EXECUTIVE SUMMARY

Transport; effective sustainable transport is a crucial and determinant factor in the future success of the South East Region's economy which is heavily impacted by the activity generated by its harbours, the Freeport, the Cruise Liner Terminal, the airport, its commercial centres and the industrial estates. The South-East is mostly dependent on land-based transport predominantly serviced by private vehicles. A system of radially designed roads connecting the towns and cities to the Capital; the South, Central and North regions of Malta. These are in turn connected to the TEN-T network. The South-East Region is one of the most populated and with the highest densities in the Maltese Islands. Its density is 24 times the EU average and comparable to European City densities. The region is defined as mostly urban with sparse rural and semi-rural areas. The South-East Region is one of the most densely populated inner harbour regions.

The scope of this document is to develop an integrated planning document; a Sustainable Urban Mobility Plan (SUMP) which addresses specifically the needs of the South East Region. The SUMP is directed at resolving the congestion and traffic problem in the South East of Malta through; the application of new traffic management systems, alternative transport systems, the use of new technology to achieve a greener more efficient viable transport.

The SUMP has been compiled through the implementation of an evidence-based approach to create a Consultation Document. This Most importantly is the establishing of a "Local Action Group that pools forces of all relevant stakeholders out of this". This Local Action Group was established through SERC and apart from participating to exchanges with other Cities a participatory approach for the plan was established as part of the ongoing compilation. "Altogether between 2015-2017 there were 20 Core Group Meetings and 12 Political Group

Meetings which focused on URBACT and the SUMP. The ULSG had a cross-section of ten members.” (SERC SUMP 2018-2030; Section 1.1.10 p.10)

The South East Region’s Local Support Group has been directed by SUMP Guidelines and went through a stepped approach. This approach included an; (a) Evaluation and assessment process (which included a base-line study focusing on the data available); (b) Challenges and priorities (which was based on surveys and exchanges held with the LSG); (c) Implementing a plan through actions and packages; (d) Measuring an effective plan (the development of sustainable indicators); (e) Developing a Communication Plan (keeping a transparent system in developing the SUMP); (f) Commit to engage (through a review process and defining sustainable tools). The Communication Plan and the Engagement Commitment schema have been devised to spur further participation from the citizens in the SERC and in modelling the SUMP. These were two areas where more input was necessary beyond the involvement of the Core and Political group and ULG. However the positive actions were counter acted by very committed SERC members who although mostly political were directly involved in the exchange meetings and technical development of the SUMP. The South East Region Plan is designed for 12 years from 2018 to 2030. The active plan commits with a “Process Pathway” which considers multiple reviews. The review of the plan and data through re-assessment is based on 3-year cycles to maintain and implement an active monitoring programme which keeps the plan operative and sustainable.