

Time to decide...



...about future urban mobility!



Sara Juhasz

Transport and mobility are vital for society. Socio-economic interaction requires the physical movement of people and goods, which affects people's quality of life.

Despite its crucial function, transport today has a **wide range of negative impacts**: air pollution, noise, decreased accessibility, congestion and safety problems. These impacts are particularly acute in urban areas. In addition, motorised urban transport contributes substantially to global climate change.

Urban transport policy and mobility planning therefore imply choices that strongly affect society as a whole. They shape **the environmental, economic, social and cultural future of your city** – not only transport infrastructures and services.

In practice, integrated planning processes are **hampered by organisational divisions** between transport modes, government agencies and services.

Transport planning tends to be regarded as a technical task. Consequently, it often lacks adequate stakeholder participation and only delivers piecemeal measures.

This is where Sustainable Urban Transport Planning (**SUTP**) comes in. Urban mobility problems require a **multifaceted policy response**, based on a **long-term strategy**. It should be developed in **consultation with other authorities and civil society**.

Concrete and achievable targets need to be set in order to demonstrate real change.

To facilitate this innovative mission, the **PILOT project is developing guidance on SUTP** for European cities and regions.



“Mobility must not become a negative story. Mobility can become a success story, if people switch to sustainable ways of transport.”

Kathleen Van Brempt, Minister for Mobility, Flanders Region

“Our concern for the long-term benefits for health, the environment and the lives of people in our city offers us no alternative to a comprehensive approach addressing the issue of mobility.”

Danica Simšič, Mayor of Ljubljana



“In Lancashire, we integrate our transport schemes with programmes that are traditionally associated with other policy domains. We are already working with programmes to renew housing, to review clinical health services and to bring people back to employment.”

Councillor Jean Yates, Lancashire County Council

“The full involvement of citizens and stakeholders is a prerequisite for good planning. Their active contribution is essential to improve the plans and projects.”

Arcangelo Merella, Mobility and Transport Councillor Genoa

What is SUTP all about?



Petra Simon

Sustainable Urban Transport Planning helps local authorities to cope with their current and future mobility problems.

- **SUTP encourages new efficient ways of working** in local transport planning. It uses existing resources - budgets, workforce, knowledge, technology or infrastructure. It seeks to enhance partnerships and public participation.
- **SUTP resolves transport problems more effectively**, addressing mobility in the urban agglomeration through integrated packages of transport measures, creating win-win solutions.
- **SUTP is a strategic approach**, helping to improve the legitimacy and coordination of transport-related policies. It has a long-term perspective, while focusing on immediate progress.
- **SUTP receives strong support from the EU** as a common response to similar problems in cities and regions across Europe, and is fully in line with national or regional regulations.

“Sustainable Urban Transport Planning promotes strategic thinking and encourages integration. Partners across a range of sectors sign up to the understanding that in order to progress, a holistic approach is required.”

Helen Holland, Bristol County Council

“According to the strategic ‘Tallinn Development Plan 2005-2014’, the urban design should follow the principles of sustainable development. A sustainable transport system has a very important role to play in reaching this objective.”

Mr Jaanus Mutli, Deputy Mayor of Tallinn

How does SUTP work?

SUTP builds on existing practices and regulatory frameworks in the Member States. It aims to combine and complement these, applying a number of commonly agreed principles.

SUTP addresses actor relations, geographical coverage and the involvement of government agencies. It implies citizen participation, stakeholder involvement and policy integration. Special attention is also paid to social inclusion, gender equity, capacity building and available skills.

On this basis, a **well-structured strategic planning process** can be achieved, respecting the following five key tasks:

- 1 **Status analysis and scenario development**
- 2 **Definition of vision, objectives and targets**
- 3 **Establishing an action and budget plan**
- 4 **Assignment of responsibilities and resources**
- 5 **Monitoring and evaluation**

PILOT has developed an SUTP manual for cities and regions. It offers a comprehensive introduction to all activities related to SUTP. PILOT demonstrates the practical application of the manual in four European cities: Braila, Evora, Lancaster and Tallinn.

In some EU Member States (France, UK), SUTP has already become a **legal requirement** for local authorities. Useful practical experience is therefore available to help stakeholders take up the approach successfully.

“Lille Metropole encouraged all municipal and other technical services to work together, also involving citizens. A steering committee was set up in order to evaluate the results of the plan and improve it if necessary.”

Paul Astier, Vice-President Lille Metropole



“In Braila, meetings of all key actors in the field of transport, education, and environment have lead to a common vision on sustainable transport for our city.”

Ms Vasioiu, Vice - Mayor of Braila





Anetta Birgermayer

What are the benefits & costs?



SUTP seeks to achieve a **broad and lasting impact on urban mobility** through a wide range of well-synchronized measures. It guarantees to **comply with EU policies and legal requirements**. It aims to

- reduce noise and pollutant emissions and raise the share of renewable fuels;
- tackle congestion and problems linked to parking and urban freight;
- make urban transport systems more accessible, fair and safe;
- establish environmental issues on a par with social and economic ones in decision making processes that involve the public;
- define the relationship between local authorities and transport service providers.

Building on good practices and proven experiences from across Europe, SUTP thus helps to **achieve key local development goals**:

- increasing the cost-effectiveness of urban transport;
- improving the quality of life for citizens living and working in urban agglomerations;
- enhancing the city's attractiveness for investors and visitors;
- strengthening urban communities and identities.

In the long run, SUTP ensures the **best value for money by**:

- avoiding any wasteful allocation of scarce budgets and conflicts between measures (public and private);
- internalising the socio-economic and environmental costs of transport, thus reaching better cost equity;
- obtaining access to external funds through visible SUTP commitment.



"Although the efforts for SUTP are considerable, the benefits of widespread acceptance and the many positive effects of an integrated policy exceed the costs by far."

Ingeborg Junge-Reyer, Senator for Urban Development Berlin

"The Nantes agglomeration has a very large mobility budget. But the economic, social and environmental benefits and positive image effects outweigh the expenses."

Camille Durand, Vice-President of Nantes-Métropole



Nikolett Toth

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How does the EU support SUTP?

The European Union strongly supports SUTP through its policies. In addition, key aspects of sustainable urban transport planning have also become regulated by various EU directives over the past 10 years:

- **Thematic Strategy on the Urban Environment:** Recommends explicitly that local authorities engage in SUTP, and announces the publication of EU technical guidance;
- **Air quality directives** (1996 - 2004): Define limit values for a wide range of pollutants to be met by local authorities by 2010;
- **SEA and EIA directives** (1997, 2001): Require an environmental assessment and public consultation to be carried out for certain plans, programmes and projects;
- **Noise directives** (2002, 2004): Regulate the evaluation and management of ambient noise, and establish limit values for aircraft, road and railway noise;
- **Biofuels directive** (2003): Requires to raise the market share of biofuels in Member States to 5,75% by 2010;
- **Environmental information directive** (2003): Demands to make environmental information fully accessible to the public.
- **Public service contracts directive** (1997): Defines procedures for awarding public service contracts;

The European Commission is well positioned to support Member States and local authorities by promoting good practices, facilitating their widespread use and encouraging effective networking and exchange of experiences between cities.

It can offer financial support for investments to meet environmental priorities and support capacity building by making funds available for research and training, by developing relevant guidance and encouraging the establishment of national advisory points for cities.

Sustainable Urban Transport Planning

The future of policy making for urban mobility

The growth of the number of vehicles seeking access to our historical city centre – a world heritage site since 1986 - creates a complex challenge in our local transport policy. Our SUTP can help us to maintain our national top position when it comes to quality of life.

Mr. José Ernesto d'Oliveira, Mayor of Evora

For more information

The **PILOT project develops guidance** on SUTP for cities and regions. In June 2007, the following materials are available in several EU languages via the project website:

- **Full manual on SUTP:** Oriented to local practitioners and technical staff, this manual provides detailed explanations for the missions and tasks in SUTP, as well as good practice examples, tools and useful references.
- **SUTP quick reference booklet:** This brochure synthesises key characteristics of the approach and arguments that underpin it in order to raise awareness of SUTP among local decision makers and to encourage its uptake.

You can secure your copy of the **PILOT guidance materials now by sending an e-mail to pilot@polis-online.org, indicating your name, organisation, contact details and the language you would prefer. PILOT will then get in touch with you as soon as possible.**

The PILOT project consortium is formed by:

- POLIS
- Rupprecht Consult
- Mobiel 21
- Vectris
- TTR
- Sylwia Klatka - ConVoco
- EURO CITIES
- and the cities of Braila, Evora, Lancaster and Tallinn.

In addition, PILOT is advised by CERTU, URTP, Federmobilita and the cities of Bologna, Bristol, Cologne, Hampshire, Lille, Genoa and The Hague.

Please visit our site: www.pilot-transport.org

For more information about SUTP and the EC Thematic Strategy on the Urban Environment: http://ec.europa.eu/environment/urban/thematic_strategy.htm

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