Sustainable Urban Mobility Plans: an overview of the SUMP concept and its benefits

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Short Presentation of Rupprecht Consult

- Independent research and consulting company since 1997
- European profile
  - European Commission (DG MOVE, JRC, EACI, INTERREG, …)
  - Cities and regions
  - Networks / Memberships (POLIS, Eurocities, UITP (TUL/Trolleybuses)
- Themes
  - Mobility and transport (urban mobility, public transport, information)
  - Sustainability and environment
  - Urban and regional development
  - Energy concepts
- Services
  - Project development and management
  - Evaluation & monitoring
  - Funding consulting
  - Training
- Focussed on interdisciplinary approach
• Involved in CiViTAS since 2002  
  – Supporting European cities in the development, implementation and development of integrated packages of advanced/sustainable mobility measures

• Coordinating the SUMP activities in Eltisplus

• Implementing/reflecting SUMP elements and methods in the Alps

• Adressing four major challenges of SUMP development and implementation („west-east“ exchange)
  – Participation
  – Institutional cooperation
  – Measure identification
  – Evaluation

Sustainable Urban Mobility Plans have gained increased recognition and importance at European level

• Action Plan on Urban Mobility 2009 (20 Actions)
• Council of Ministers adopted APUM 2010
• Transport White Paper 2011
  – **Mixed strategy** involving land-use planning
  – Encouragement of cities to develop SUMPs
  – Examining the **possibility of a mandatory approach** for cities of certain size, according to national standards based on EU guidelines.
  – Link **regional development and cohesion funds** to cities and regions that have submitted a current, independently validated urban mobility performance and sustainability audit certificate.
Eltisplus: the reference project for SUMP

- Knowledge **consolidation, awareness** raising and **training** on sustainable urban mobility plans in 31 European countries
  - 27 EU Member States + Croatia, Iceland, Liechtenstein and Norway
  - 13 partner consortium, May 2010 – April 2013
  - SUMP-related work is co-ordinated by Rupprecht Consult, Germany (under overall “Eltisplus” co-ordination by FGM AMOR, Austria)

- Based on Action Plan on Urban Mobility (2009):
  - Aim: To accelerate the large scale uptake of SUMPs by local and regional authorities
  - By means of:
    - Guidelines and recommendations
    - Training material and training events
    - Awareness raising, dissemination and promotion

- Internet: www.mobilityplans.eu

- Other EACI/IEE projects
  - QUEST, ADVANCE: certification
  - EcoMobility Shift: assessment of ecomobility performance
  - POLY-SUMP: urban mobility and poly-centric areas / diffuse cities

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### Overview of SUMP Concept and its Benefits

<table>
<thead>
<tr>
<th>England</th>
<th>France</th>
<th>Germany</th>
<th>Poland</th>
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<tbody>
<tr>
<td>mandate</td>
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<td>priority for implementation</td>
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**5 Comparative overview table England, France, Germany and Poland**

Not public
Do not distribute

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**Planning for People**

Overview of SUMP Concept and its Benefits
Characteristics of sustainable urban mobility planning

- **Active involvement** of all stakeholders throughout planning process
- **Commitment to sustainability**, i.e. balancing social equity, environmental quality and economic development
- **Looking "beyond the borders"**
  - an integrated approach between policy sectors
  - cooperation between authority levels
  - coordination across neighbouring authorities
- **Focus on achieving ambitious, measurable targets**
- **Targeting cost internalisation** i.e. reviewing transport costs and benefits for society
- **Comprehensive method including all steps of the life cycle** of policy making and implementation

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Comparison

<table>
<thead>
<tr>
<th>Traditional Transport Planning</th>
<th>Sustainable Urban Mobility Planning</th>
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<tbody>
<tr>
<td>Focus on traffic</td>
<td>Focus on people</td>
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<tr>
<td>Primary objective:</td>
<td>Primary objectives:</td>
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<tr>
<td>Traffic flow capacity and speed</td>
<td>Accessibility and quality of life</td>
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<tr>
<td>Political mandates and planning by experts</td>
<td>Important stakeholders are actively involved</td>
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<td>Domain of transport engineers</td>
<td>Interdisciplinary planning</td>
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<tr>
<td>If you plan for cars and traffic, you get cars and traffic.</td>
<td>If you plan for people and places, you get people and places.</td>
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<tr>
<td>Investment guided planning</td>
<td>Cost efficient achievement of goals</td>
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<tr>
<td>Focus on large and costly projects</td>
<td>Gradual efficiency increase and optimisation</td>
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<tr>
<td>Limited impact assessment</td>
<td>Intensive evaluation of impacts and shaping of a learning process</td>
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Fred Kent, President of „Project for Public Space“, [www.pps.org](http://www.pps.org)
A Sustainable Urban Mobility Plan is a "Strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles."

The SUMP planning cycle

- A full SUMP cycle includes four main phases:
  I: Preparing well for the planning process
  II: Rational and transparent goal setting
  III: Elaborating the plan
  IV: Implementing the plan

- **SUMP Guidelines** developed in ELTISplus:
  - 11 Elements (= main steps) and
  - 32 Activities (= detailing specific tasks)

- **Elements and activities** provide a logical rather than a sequential structure – obvious timing requirements, but process resembles cycle of activities, partially running in parallel

- It is a framework for the development and ratification of an SUMP
Phase I: Preparing well

Underlying motivation

♦ “We want to improve mobility and quality of life for our citizens!”

→ Commitment to sustainability is crucial!
→ Decision makers convinced about approach! ➔ Visionary
→ Quick-win and long-term solutions
Phase I: Preparing well

1. Determine your potential for a successful SUMP
   ➔ be ambitious, but also realistic about what is possible and who will become involved

Stakeholder and Citizen Involvement in Planning Process

- Thematic working groups and debates with local stakeholders and relevant authorities
- Public involvement through mobility forum and “mardi du PDU” (“SUMP Tuesdays”)

Phase I: Preparing well

2. Define development process and scope of plan

To-do list for SUMP preparation
- Geographical scope “functional city”
- Leading partner
- Involvement of all stakeholder and citizens
- Management arrangements
- Policy coordination & integrated approach

OUR SUMP WORKPLAN

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Looking ‘beyond the borders’

- Joint Local Transport Plan for the West of England → cooperation of four Councils
- Works alongside Local Enterprise Partnership, Core Strategies and Local Strategic Partnerships of the four councils and with partners in the bus industry and through Memoranda of Understanding with the Highways Agency, health sector, Network Rail and train operators.

Source: West of England Partnership,
http://travelplus.org.uk

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Phase I: Preparing well

3. Analyse the mobility situation and develop options

♦ Analysis of problems and opportunities concluded

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Phase II: Rational and transparent goal setting

4. Develop a common vision of mobility and beyond your city in 20 years!

Can a city change its face?

Photos: City of Gent

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Overview of SUMP Concept and its Benefits

Phase II: Rational and transparent goal setting

5. Set priorities and measurable targets

“SMART” targets:
- specific,
- measurable,
- achievable,
- realistic,
- time related

7% increase in public transport use by 2020

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Ambitious, measurable targets

LTP 01: People killed or seriously injured in road traffic accidents

The proposed national road safety targets outlined by the Department for Transport in July 2009 sought a 33% reduction in casualties killed or seriously injured by 2020. We have therefore set initial targets for the period to 2012 for this indicator in line with this reduction.

Figure 5.2 shows progress against this indicator since 1994, and the initial LTP3 target for 2012.

Figure 5.2 Indicator LTP 01: People killed or seriously injured in road traffic accidents in Cambridgeshire

Initial target: No more than 345 people killed or seriously injured in 2012.
Phase II: Rational and transparent goal setting

6. Develop effective packages of measures that respond to needs, vision and objectives

♦ Measures identified

Integrated concept

- Fruitful long-term approach for urban mobility
- 68% of all trips with sustainable modes
- Urban mobility plan (VEP) linked to land-use planning ⇒ integrated concept
- Well-coordinated mobility measures (PT, cycling, restrictions, parking & traffic management, ...)

Photos: City of Freiburg
Phase III: Elaborating the plan

7. Agree clear responsibilities and allocate funding

SUMP ELEMENTS AND ACTIVITIES

Phase III:
Elaborating the plan

Milestone: Final impact assessment concluded

Starting Point: “We want to improve mobility and quality of life for our citizens!”

1. Determine your potential for a successful SUMP
2. Define the development process and stage of plan
3. Analyse the mobility situation and develop scenarios
4. Develop a common vision
5. Set priorities and measurable targets
6. Develop effective packages of measures
7. Agree on clear responsibilities and allocate funding
8. Build monitoring and assessment into the plan
9. Adopt Sustainable Urban Mobility Plan
10. Ensure proper management and communication
11. Learn the lessons

Milestone: Sustainable Urban Mobility Planning

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**Phase III:**
Elaborating the plan

8. Build monitoring and evaluation into the plan

- Barriers & Drivers
- What worked well?
- What did not work?

9. Adopt the plan and communicate results

- SUMP document adopted

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Phase IV: Implementing the plan

10. Ensure proper management & communication (when implementing the plan)

- Detail measure implementation
- Cooperate with stakeholders
- Inform citizens
- Deliver goals effectively
- Ensure sound coordination
- Check progress

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Implementation with the public in mind

- Active information to the public about the adaption of the railway station


Phase IV: Implementing the plan

11. Learn the lesson

- Final impact assessment concluded
Reviewing the achievements

Achievements 2001-2006:

- Bus patronage growth of 45%
- Peak-hour urban traffic lower than 1999 levels
- A high quality Park & Ride service
- A 10% increase in non-car modes for trips to the city centre at peak times
- Over 20% reduction in road accidents


http://www.mobilityplans.eu/docs/SUMP_guidelines_web0.pdf
Evolution of sustainable urban mobility planning with each new planning cycle

Unlocking the potential of your city more and more!

Benefits of SUMPs
SUMP Benefits
Visible impacts on local level

- Better quality of life
  - better air quality and fewer emissions ➔ healthier citizens
  - less noise
  - attractive city centres, good public space

- Improved mobility situation
  - potential to reach more people and collect mobility needs
  - development and provision of new services „A to B“ ➔ intermodality
  - facilitation of accessibility

- Strengthened cooperation of sectors, institutions and neighboors
  - acceleration of planning processes

- Decisions have public legitimacy

- Avoidance of urban sprawl

- Improved image of
  - city/agglomeration/region
  - transport operators

Commitment to Sustainability

Helsinki

High-quality and eco-efficient means of mobility and transport promote development and wellbeing of the Helsinki region

Figure: Helsinki Region Transport System
Plan HLJ 2011
www.hsl.fi/EN/HLJ2011/Pages/Home.aspx
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City without a SUMP

Istanbul....

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PDU Montpellier – a SUMP model

- Baseline
  - Energy prices, pollution, climate change

- Social, environmental and demographic challenges

- "Mobility revolution“ – „Ecomobility“
  - Making the citizen into the centre of the conception of city, its public spaces and networks

- 3 Areas
  - City of short distances
  - Limit the car usage
  - Intermodal transport offer for agglomeration

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Overview of SUMP Concept and its Benefits

Planning and policy level
- Involvement of citizens and stakeholders
- Integrated planning
- Multidisciplinary approach
- Capacity building
- Cost efficient planning
- Politicians’ positive reputation
- Access to EU-funding (conditionality?)
- Supporting international, European and national goals (e.g. CO₂ emissions)

Relevance for Public Transport Operators

- Integrated approach
  - Helps to plan transport systematically and in combination with landuse planning, e.g. tram to airport in Brussels ➔ regional approach
  - Helps to find new cooperations and to get commitments

- Customer orientation
  - Extension of coverage: “functional city”
  - Additional services, e.g. car-sharing, taxi, railway, public bikes, on-demand services, …. towards **intermodality**

- Revenue generation
  - More PT travellers (e.g. BRT: 30% increase),
  - Satisfied travellers (due to improved regularity)
  - More walkers
Overview of SUMP Concept and its Benefits

• EU plans:
  – SUMP is „mainstreaming“
  – Conditionality !
  – Directive !?

Relevance for Public Transport Operators

• Participation at 1st SUMP award
  – Deadline: 9 November 2012
  – Recognition and rewarding excellence in urban mobility under the theme „stakeholder and citizen participation“
  – Local and regional authorities
  – Award of 10,000 €
  – www.dotherightmix.eu

Opportunities for Public Transport Operators

• Commenting the guidelines
• Attending coming awareness and training events

Austria, Belgium, Croatia, Denmark/Sweden, Estonia, Finland, France/UK joint event, Greece, Hungary, Italy, Latvia, Lithuania, The Netherlands, Portugal, Romania, Slovenia, Spain
Thank you for your attention!

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