PUMAS and SUMP

Kick-off Meeting of PUMAS
Venice, 10-11 October 2012

Presentation prepared by
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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
Rupprecht Consult & SUMP

- Involved in CiViTAS since 2002
  - Supporting European cities in the development, implementation and evaluation of integrated packages of advanced/sustainable mobility measures

- Coordinating the SUMP activities in Eltisplus

- Implementing/reflecting SUMP elements and methods in the Alps, proposal preparation

- Addressing 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 SUMP
  - 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 SUMP 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
Overview of SUMP Concept and its Benefits

5 Comparative overview table England, France, Germany and Poland

The following table includes in a condensed format information on all four countries for comparison. For more details on each of the countries please refer to the full country tables further below.

<table>
<thead>
<tr>
<th>Country</th>
<th>General Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>England</td>
<td>Mandatory plans for local authorities.</td>
</tr>
<tr>
<td>France</td>
<td>Mandatory plans for agglomerations with more than 100,000 inhabitants.</td>
</tr>
<tr>
<td>Germany</td>
<td>Most larger German cities with some kind of voluntary integrated urban mobility plan, but due to informality of planning they differ considerably.</td>
</tr>
<tr>
<td>Poland</td>
<td>Highly informal urban mobility planning is common practice. Since 2012, legislation for cities with more than 50,000 inhabitants to prepare plans for the organisation of local public transport.</td>
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</tbody>
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A. Understanding and scope of urban mobility plans

A.1 What kind of plans are in place?
- England: Local Transport Plan.
- France: Plan de déplacement urbain (PDU).
- Germany: Most common name: VEP – Verkehrsentscheidungsplan.
- Poland: PTMP – Plan public transport (PTM) and public transport development plan.

A.2 Name of plan
- England: Local Transport Plan.
- France: Plan de déplacement urbain.
- Germany: Most common name: VEP – Verkehrsentscheidungsplan.
- Poland: PTMP – Plan public transport (PTM) and public transport development plan.

A.3 Scope of plan and basic characteristics
- England: Covers all modes of transport and delivery, including public and private passenger and freight transport, integrating all transport needs and accessibility by environmental protection and sustainable urban development.
- France: Definis the main principles of the organisation of passenger and goods transport, integrating all modes of transport and accessibility by environmental protection and sustainable urban development.
- Germany: Most common name: VEP – Verkehrsentscheidungsplan.
- Poland: PTMP – Plan public transport (PTM) and public transport development plan.

Note: The plan is the basis for improving PT and for tendering.
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
### Compare Traditional Transport Planning with Sustainable Urban Mobility Planning

<table>
<thead>
<tr>
<th>Traditional Transport Planning</th>
<th>Sustainable Urban Mobility Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus on traffic</td>
<td>Focus on people</td>
</tr>
<tr>
<td>Primary objective:</td>
<td>Primary objectives:</td>
</tr>
<tr>
<td>Traffic flow capacity and speed</td>
<td>Accessibility and quality of life</td>
</tr>
<tr>
<td>Political mandates and planning</td>
<td>Important stakeholders are actively involved</td>
</tr>
<tr>
<td>by experts</td>
<td></td>
</tr>
<tr>
<td>Domain of transport engineers</td>
<td>Interdisciplinary planning</td>
</tr>
<tr>
<td>Infrastructure as the main topic</td>
<td>Combination of infrastructure, market, services, mechanisms, information, and promotion</td>
</tr>
<tr>
<td>Limited impact assessment</td>
<td>Cost efficient achievement of goals</td>
</tr>
<tr>
<td>未经授权</td>
<td>Intensive evaluation of impacts and shaping of a learning process</td>
</tr>
</tbody>
</table>

*Fred Kent, President of „Project for Public Space“, [www.pps.org](http://www.pps.org)*

**If you plan for cars and traffic, you get cars and traffic.**

**If you plan for people and places, you get people and places.**
"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."
PUMAS Project Approach

Current mobility planning procedures in

- Vienna
- Nova Gorica
- Torino
- Lyon
- Venice
- Munich

46 Observers
20 Followers
8 Multipliers

Experience
UK, F, CH

Planning framework

- Task Force
- Regional mobility
- Cross sector cooperation
- Extended stakeholder involvement
- Pilot plans
- SMART Targets

Tangible results

Recommendations

Actual implementation in each city

Pilot plans

Alpine SUMP Community

- Know-how exchange
- Joint planning
- Alpine Voice on SUMP
- Takeup by follower cities
- Dissemination

Overview of SUMP Concept and its Benefits
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
WP 8 The Alpine Voice on SUMP

Milestone: Final impact assessment concluded

WP 7 Pilot Activities

1. Determine your potential for a successful SUMP
2. Define the development process and scope 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

Implementing the plan

Preparing well

WP 4 Assessment and Goal Setting

Sustainable Urban Mobility Planning

Rational and transparent goal setting

WP 6 Participatory Pilot Elaboration

WP 5 Alpine SUMP Community

Milestone: SUMP document adopted

Milestone: Review and commentary concluded

Phase I

Graphical Overview

PUMAS
Phase I: Preparing well

Underlying motivation

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

- Commitment to sustainability is crucial!
- Assessment of regional/national framework, strengths & weaknesses
- Decision makers convinced about approach! Visionary
- Quick-win and long-term solutions
Phase I: Preparing well

Conduct **self-assessment** – strength & weaknesses → focus on SUMP process

- **Self-assessment methodologies**
  - Internal meeting and review
  - Peer review (e.g. BUSTRIP methodology)
  - Quality management systems

- **SWOT**
  - Strengths & opportunities
  - Weaknesses
  - Process barriers/opportunities (e.g. communication within organisation)?
  - Contextual barriers/opportunities (e.g. institutional, legal)?
  - SUMP in your city? Mobility concepts? Planning processes?

- **Phase I: Preparing well**
  - Conclusions
  - Draft pilot description
  - Workplan

Overview of SUMP Concept and its Benefits
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
Phase I: Preparing well

2. Define development process and scope of plan

To-do list for SUMP preparation

- Geographical scope “functional city”
- Involvement of all stakeholder and citizens
- Leading partner
- Policy coordination & integrated approach
- Management arrangements

OUR SUMP WORKPLAN

Overview of SUMP Concept and its Benefits

Planning for People
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.

Phase I: Preparing well

3. Analyse the mobility situation and develop options

♦ Analysis of problems and opportunities concluded
Outputs Phase I

- Assessment of status of urban mobility
- Self-assessment with regard to SUMP
- Skill management plan
- Budgetary framework for SUMP process
- Timeframe for SUMP development
- Stakeholder coordination strategy
- Geographical coverage of planning area agreed
- SUMP planning team established
- Dialogue on integration possibilities established
- Communication plan with involvement strategy
- Work plan for SUMP process
- Key problems to be addressed by SUMP prioritised
- Scenario development and appraisal

PUMAS Task Forces
- PUMAS Partners
- Few key stakeholders
- Visionary

PUMAS Pilots
Phase II

SUMP ELEMENTS AND ACTIVITIES

1. Determine your potential for a successful SUMP
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Starting Point: "We want to improve mobility and quality of life for our citizens!"

Milestone: Final impact assessment concluded
Milestone: SUMP document adopted
Milestone: Measures identified
Milestone: Analysis of problems & opportunities concluded

Sustainable Urban Mobility Planning

Implementing the plan

Rational and transparent goal setting

Elaborating the plan

Preparing well
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?

the 80ies

gent:

Planning for People

Overview of SUMP Concept and its Benefits
Phase II: Rational and transparent goal setting

5. Set priorities and measurable targets

Vision ⇒ Objectives ⇒ Targets

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

7% increase in public transport use by 2020
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.*

Source: www.cambridgeshire.gov.uk/transport/strategies/local/
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, ...)

Freiburg

Photos: City of Freiburg
Phase III

SUMP ELEMENTS AND ACTIVITIES

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

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Implementing the plan

Rational and transparent goal setting

Sustainable Urban Mobility Planning

Elaborating the plan

Milestone: Final impact assessment concluded

Milestone: SUMP document adopted

Milestone: Measures identified

Milestone: Analysis of problems & opportunities concluded
Phase III: Elaborating the plan

7. Agree clear responsibilities and allocate funding
Phase III: Elaborating the plan

8. Build monitoring and evaluation into the plan

Barriers & Drivers

What worked well?

What did not work?

Amendment procedure

Planning for People

Overview of SUMP Concept and its Benefits
Phase III:
Elaborating the plan

9. Adopt the plan and communicate results

◆ SUMP document adopted
Phase IV

SUMP ELEMENTS AND ACTIVITIES

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

Implementing the plan

Milestone: Final impact assessment concluded
Milestone: SUMP document adopted
Milestone: Measures identified
Milestone: Analysis of problems & opportunities concluded
Phase IV: Implementing the plan

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

- Detail measure implementation
- Cooperate with stakeholders
- Inform citizens
- Access restriction measure
- Deliver goals effectively
- Ensure sound coordination
- Check progress
Implementation with the public in mind

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


350,000 €/annum

Resident’s letters

Regular visits of construction site

Dialogue café
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

Sustainable Urban Mobility Planning

Preparing well

1. Determine your potential for a successful SUMP
2. Define the development process and scope of plan
3. Analyse the mobility situation and develop scenarios

Rational and transparent goal setting

4. Develop a common vision
5. Set priorities and measurable targets
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Elaborating the plan

7. Agree on clear responsibilities and allocate funding
8. Build monitoring and assessment into the plan

Implementing the plan

9. Adopt Sustainable Urban Mobility Plan
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Preparing well

1.1 Commit to overall sustainable mobility principles
1.2 Assess impact of regional/national framework
1.3 Conduct self-assessment
1.4 Review availability of resources
1.5 Define basic timeline
1.6 Identify key actors and stakeholders
2.1 Look beyond your own boundaries and responsibilities
2.2 Strive for policy coordination and an integrated planning approach
2.3 Plan stakeholder and citizen involvement
2.4 Agree on workplan and management arrangements
3.1 Prepare an analysis of problems and opportunities
3.2 Develop scenarios

Milestones:
- SUMP document adopted
- Final impact assessment concluded
- Measures identified
- Analysis of problems & opportunities concluded

Actions:
- Manage plan implementation
- Inform and engage the citizens
- Check progress towards achieving the objectives
- Check the quality of the plan
- Adopt the plan
- Create ownership of the plan
- Arrange for monitoring and evaluation
- Assign responsibilities and resources
- Prepare an action and budget plan

Further resources:
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 SUMP}s
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 neighbours
  - acceleration of planning processes
- Decisions have public legitimacy
- Avoidance of urban sprawl
- Improved image of
  - city/agglomeration/region
  - transport operators
High-quality and eco-efficient means of mobility and transport promote development and wellbeing of the Helsinki region.

**Functionality**
- Public transport, walking, and cycling are increasingly popular. The functionality of the transport system improves and logistic reliability is ensured.

**Economic efficiency**
- The transport system is socio-economically efficient and the distribution of costs influences the location of services and mobility choices.

**Safety**
- Traffic safety improves, the sense of security increases and responsible mobility culture develops significantly.

**Land use**
- The coherent urban structure of the region relies on good public transport connections, especially on rail transport. Everyday services are accessible by foot and bicycle.

**Environment**
- Greenhouse gas emissions from traffic decrease and energy efficiency improves. Noise and other emissions affecting people’s health decrease.

**Social**
- Basic services and jobs are reasonably accessible to everyone irrespective of their level of income, residential area, car ownership or mobility.

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

Istanbul....
Overview of SUMP Concept and its Benefits

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
**Overview of SUMP Concept and its Benefits**

**SUMP key 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. CO$_2$ emissions)
Opportunities for PUMAS Partners

- **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](http://www.dotherightmix.eu)

- **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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(1) It is the end of the plays in the schoolyard of traditional planning