

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

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Montpellier, 12-14 September 2012

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RUPPRECHT CONSULT
Forschung & Beratung GmbH

Short Presentation of Rupprecht Consult

RUPPRECHT CONSULT
Forschung & Beratung GmbH

- **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 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



SUMP – a concept promoted by the EU



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.



Directive ?



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

SUMP Synopsis

Overview of current situation
regarding urban mobility plans
in England, France, Germany and Poland

Prepared by Rupprecht Consult, Cologne, Germany
23 August 2012

Not public
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	England (link to detailed table)	France (link to detailed table)	Germany (link to detailed table)	Poland (link to detailed table)
5 Comparative overview table England, France, Germany and Poland				
The following table includes in 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.				
A. Understanding and scope of urban mobility plans				
A.1 What kind of plans are in place?	Mandatory plans for local authorities.	Mandatory plans for agglomerations with more than 100,000 inhabitants.	Most larger German cities with some kind of voluntary integrated urban mobility plan, but due to informality of planning they differ considerably.	Highly informal urban mobility planning is common practice. Since 2011 legal obligation for cities with more than 50,000 inhabitants to prepare plans for the organisation of local public transport.
A.2 Name of plan	LTP – Local Transport Plan In London Boroughs: LIP - Local Implementation Plan for Transport	PDU – Plan de déplacement urbain	Most common name: VEP – Verkehrsentwicklungsplan	PZRT (plan zrównoważonego rozwoju publicznego transportu zbiorowego - plan for sustainable public transport development).
A.3 Scope of plan and basic characteristics	An LTP covers all of gov. authorities' policies and delivery plans relating to transport. It covers transport needs of people and goods. It is a strategy for development of local, integrated transport, supported by a programme of	Defines the main principles of the organisation of passenger and goods transport, integrating it into urban development. Focus on ensuring a sustainable balance between mobility needs and accessibility with environmental protection and	Integrated plans as VEPs usually cover all modes of transport, including public and private, passenger and freight, motorised and non-motorised, moving and parking. Big differences exist in regard, focus and aims of plans. Cities are completely free to decide how the plan is designed,	PZRTs focus on the public transport (PT) sector, i.e. scope is the operational organisation of PT to regulate competition. However, the organiser of PT is free to include other modes (incl. freight). The plan is the basis for improving PT and for tendering

24/08/2012

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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



Traditional Transport Planning	⇔	Sustainable Urban Mobility Planning
Focus on traffic	⇔	Focus on people
Primary objective: Traffic flow capacity and speed	⇔	Primary objectives: Accessibility and quality of life
Political mandates and planning by experts	⇔	Important stakeholders are actively involved
Domain of transport engineers	⇔	Interdisciplinary planning
<i>If you plan for cars and traffic, you get cars and traffic.</i>	⇔	<i>If you plan for people and places, you get people and places.</i>
Investment-guided planning	⇔	Cost-benefit analysis and evaluation
Focus on large and costly projects	⇔	Gradual efficiency increase and optimisation
Limited impact assessment	⇔	Intensive evaluation of impacts and shaping of a learning process



Fred Kent, President of „Project for Public Space“, www.pps.org

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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.”

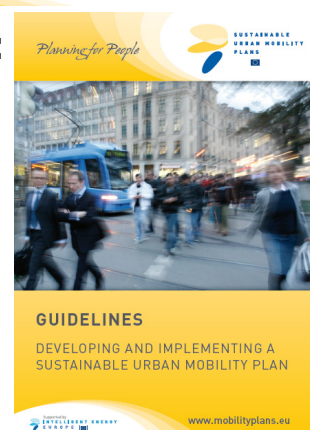
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The SUMP planning cycle



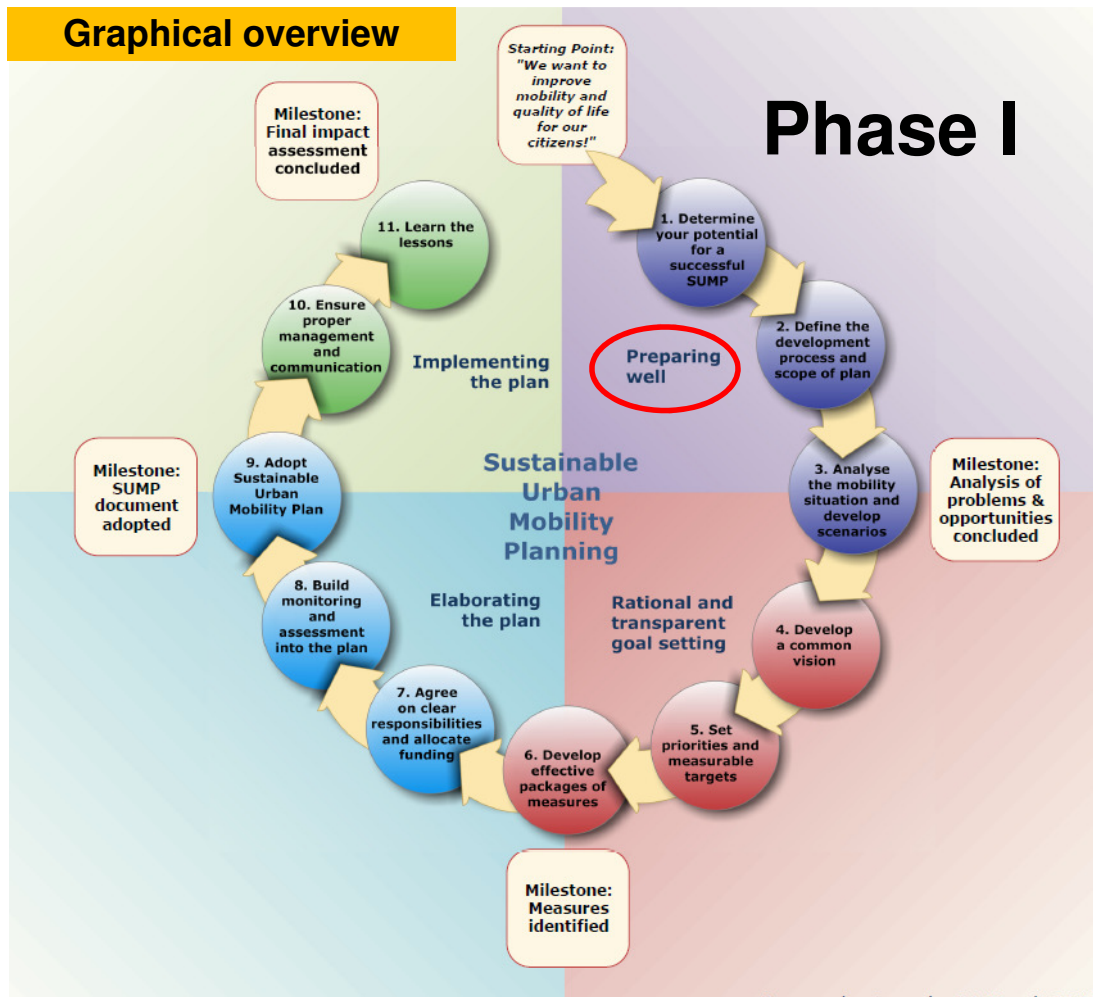
- **A full SUMP cycle includes four main phases:**
 - I: Preparing well for the planning process
 - II: Rational and transparent goal setting
 - III: Elaborating the plan
 - IV: Implementing the plan
- **SUMP Guidelines** developed in ELTISplus:
 - **11 Elements** (= main steps) and
 - **32 Activities** (= 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



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Graphical overview



Phase I: Preparing well



Underlying motivation

- ◆ "We want to improve mobility and quality of life for our citizens!"

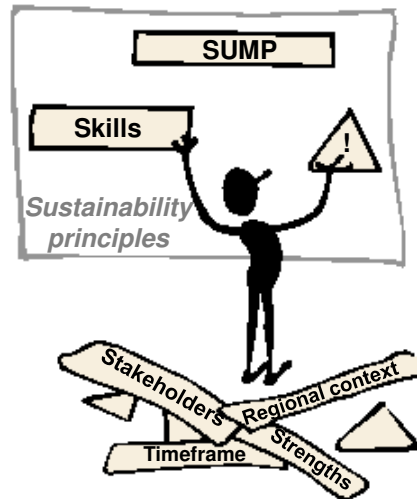


- Commitment to sustainability is crucial!
- Decision makers convinced about approach! ➤ Visionary
- Quick-win and long-term solutions

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



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Stakeholder and Citizen Involvement in Planning Process

Lille

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



Source: Lille Metropole, www.lillemetropole.fr/index.php?p=1502&art_id=

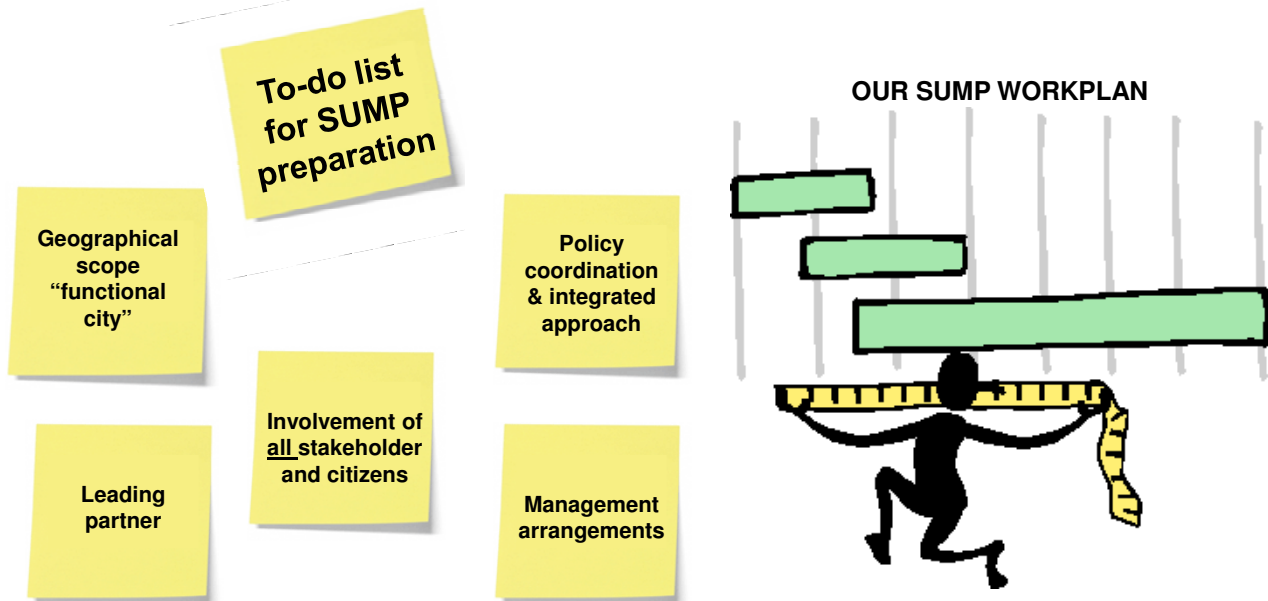


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Phase I: Preparing well

2. Define development process and scope of plan



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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

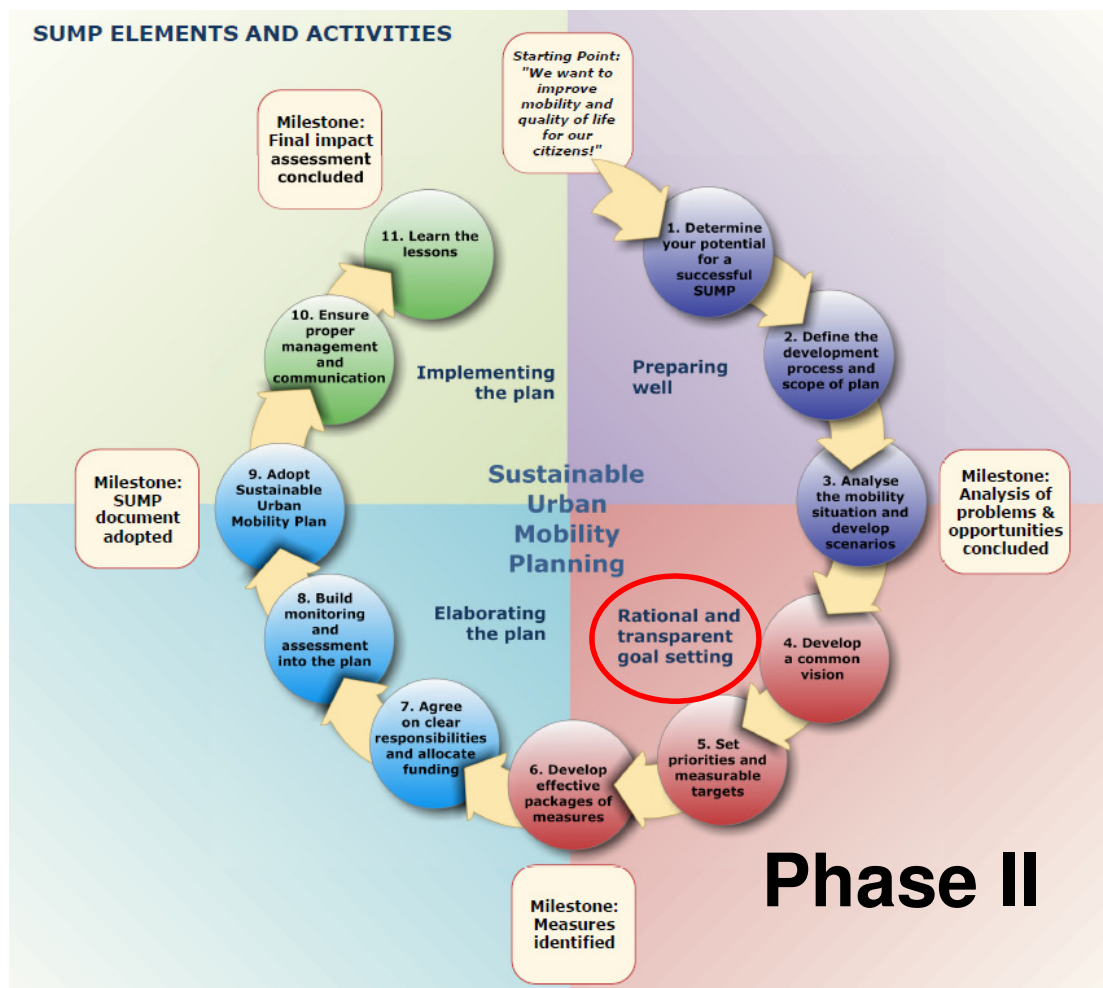
3. Analyse the mobility situation and develop options

◆ Analysis of problems and opportunities concluded



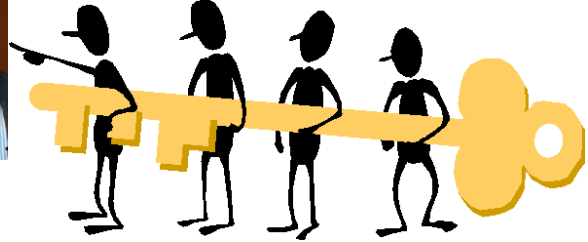
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Phase II: Rational and transparent goal setting

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



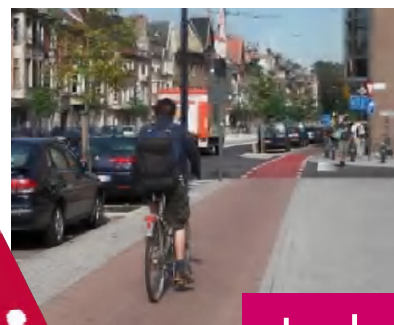
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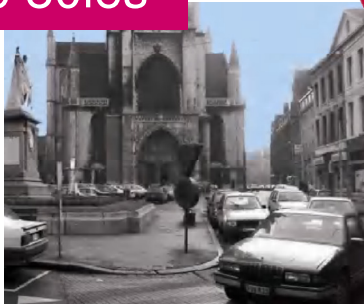
Can a city change its face?



the 80ies



today



Photos: City of Gent

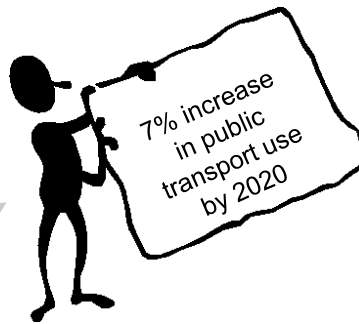
gent:

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Phase II: Rational and transparent goal setting

5. Set priorities and measurable targets



“SMART” targets:

- specific,
- measurable,
- achievable,
- realistic,
- time related



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Ambitious, measurable targets

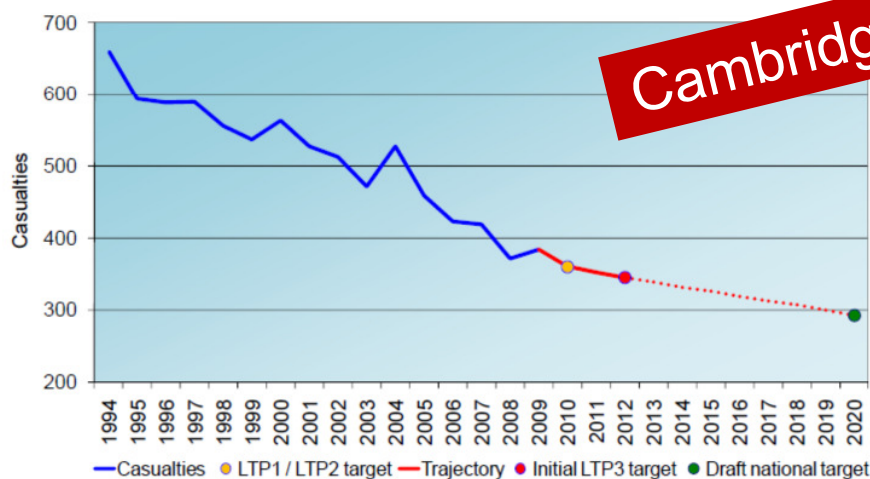
LTP 01: People killed or seriously injured in road traffic accidents

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

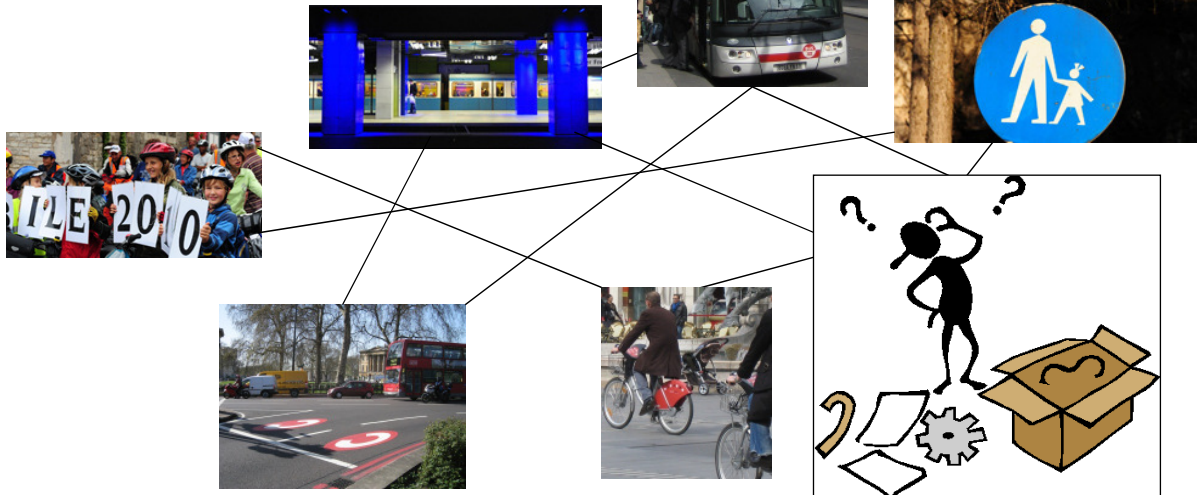
Initial target:
No more than 345 people killed or seriously injured in 2012.



Phase II: Rational and transparent goal setting

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

◆ Measures identified



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Integrated concept

Freiburg

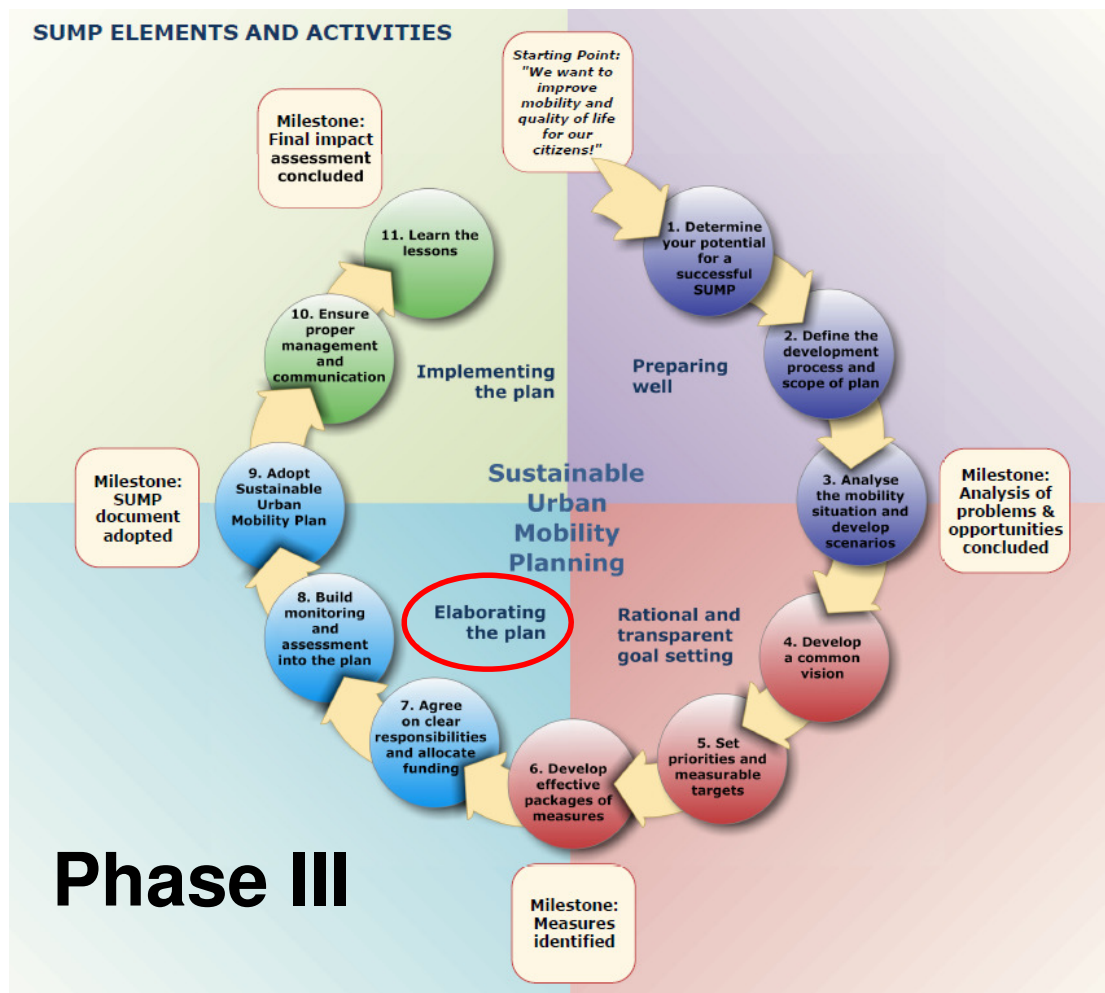
Photos: City of Freiburg



- 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, ...)

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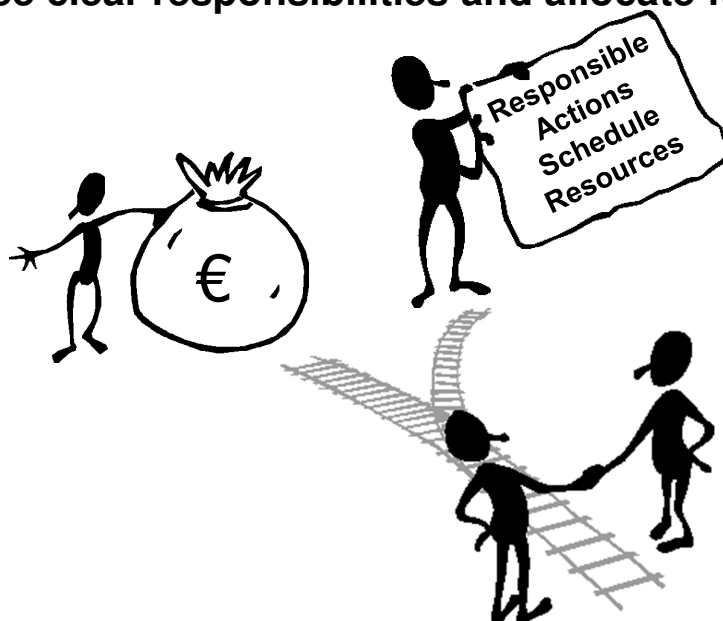
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Phase III: Elaborating the plan



7. Agree clear responsibilities and allocate funding



Phase III: Elaborating the plan



8. Build monitoring and evaluation into the plan



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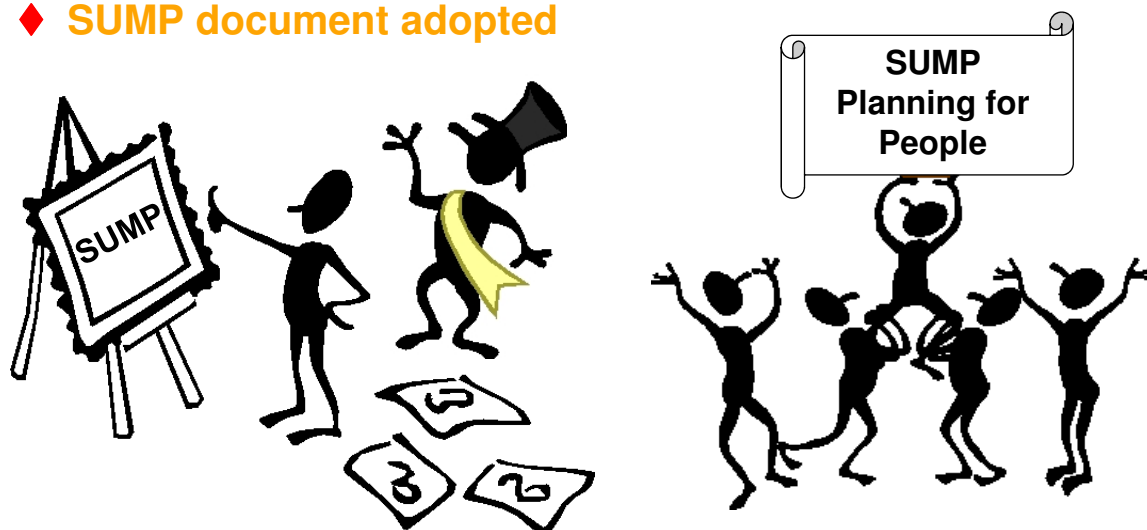
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Phase III: Elaborating the plan



9. Adopt the plan and communicate results

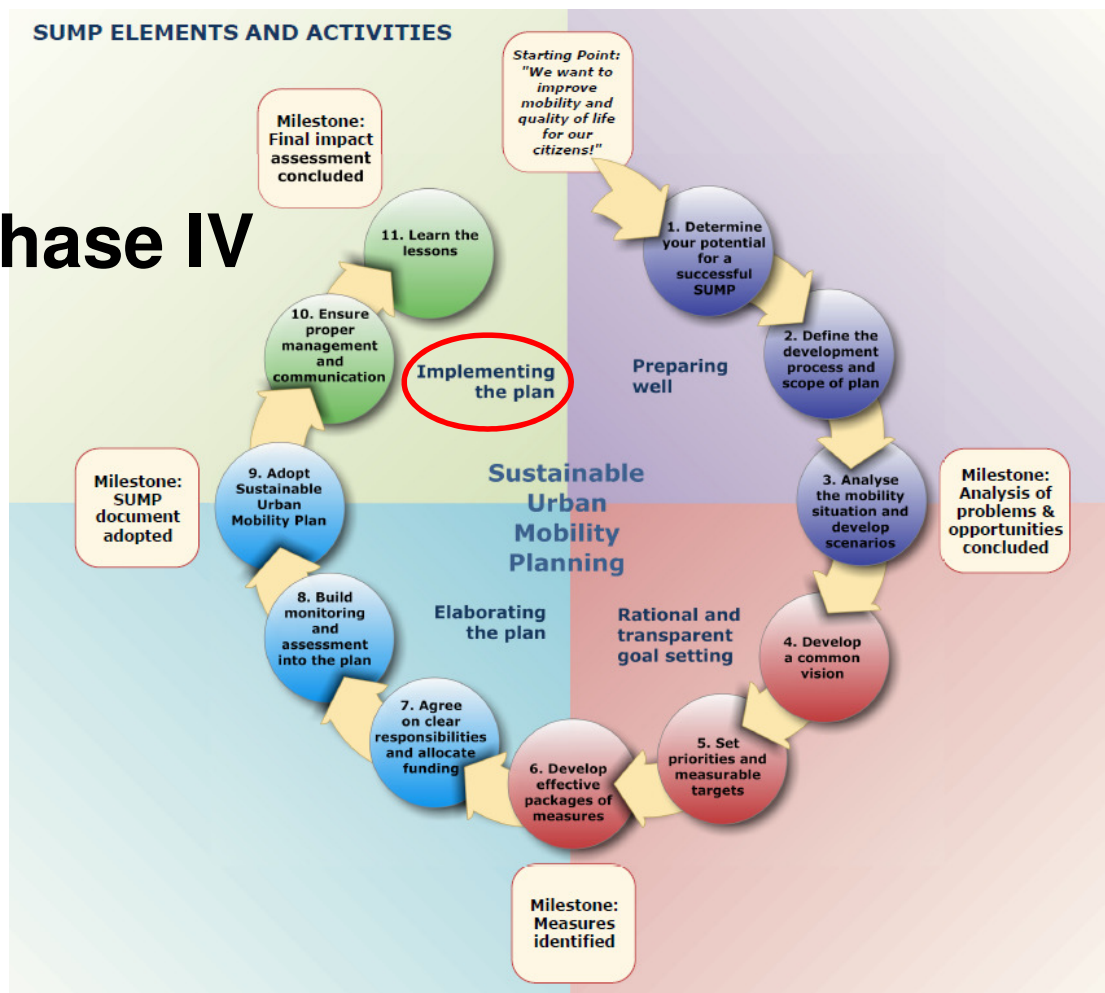
♦ SUMP document adopted



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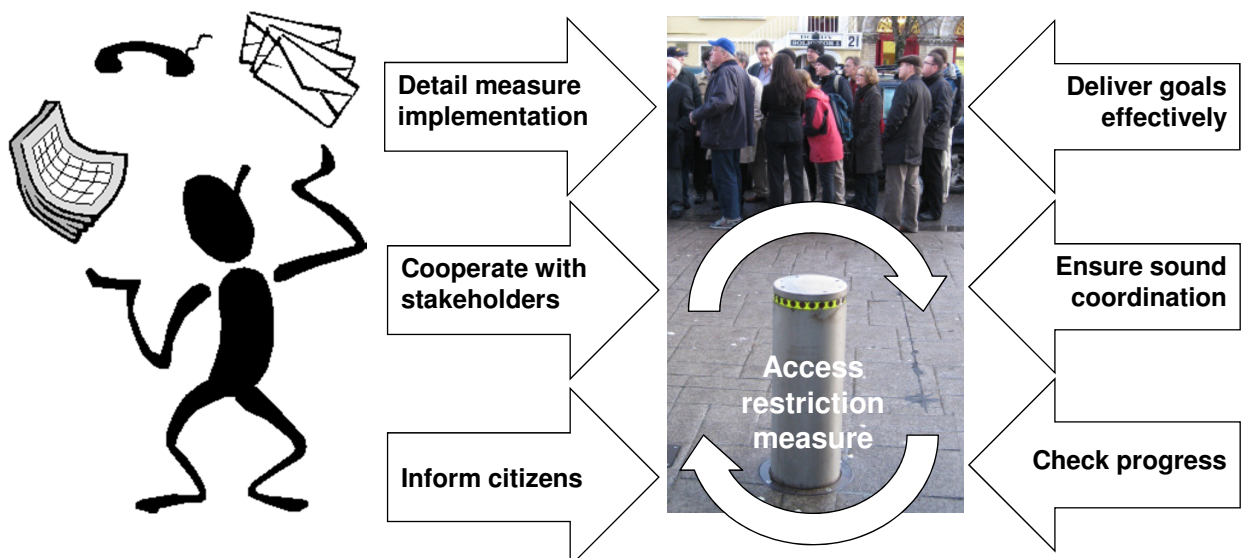
Phase IV



Phase IV: Implementing the plan



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



Implementation with the public in mind



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



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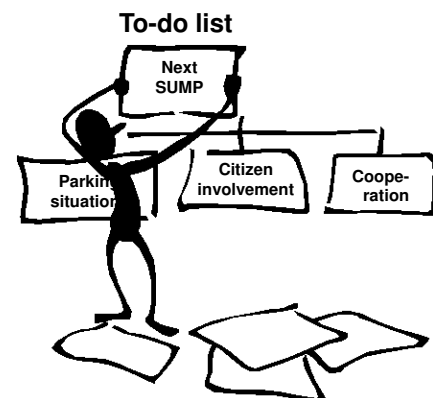
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Phase IV: Implementing the plan



11. Learn the lesson

- ◆ Final impact assessment concluded



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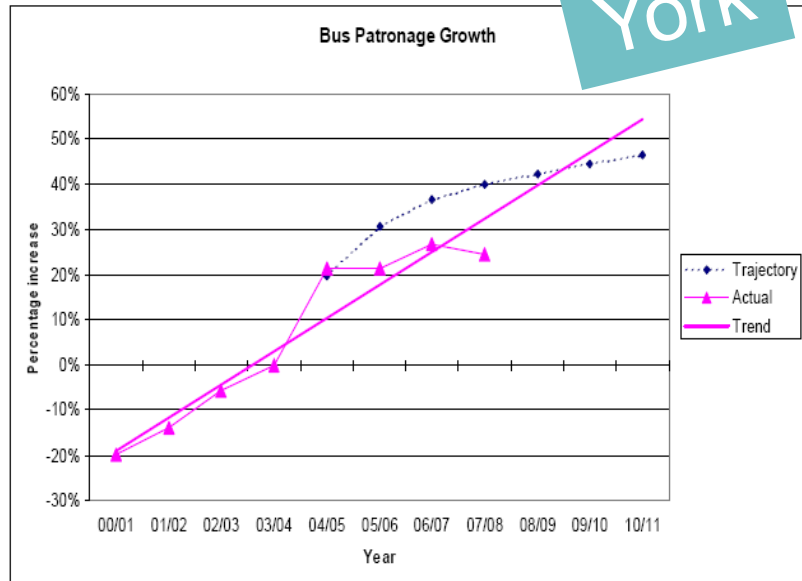
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Reviewing the achievements

York

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

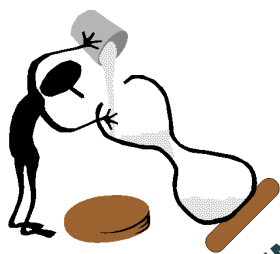


Source: City of York council, www.york.gov.uk/transport/ltpltp1/delivery/

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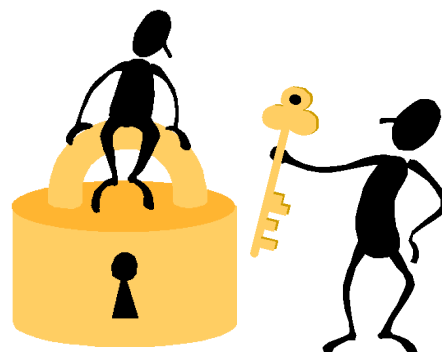
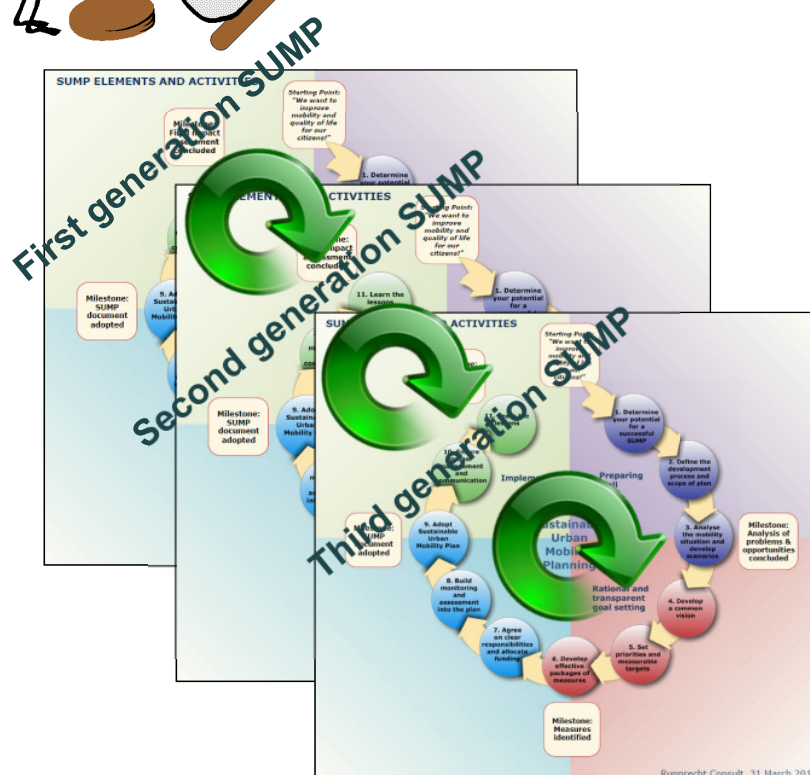
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Evolution of sustainable urban mobility planning with each new planning cycle

Unlocking the potential of your city more and more!



Benefits of SUMP



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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 neighbors
 - acceleration of planning processes
- Decisions have public legitimacy
- Avoidance of urban sprawl
- Improved image of
 - city/agglomeration/region
 - transport operators

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⇒ Commitment to Sustainability

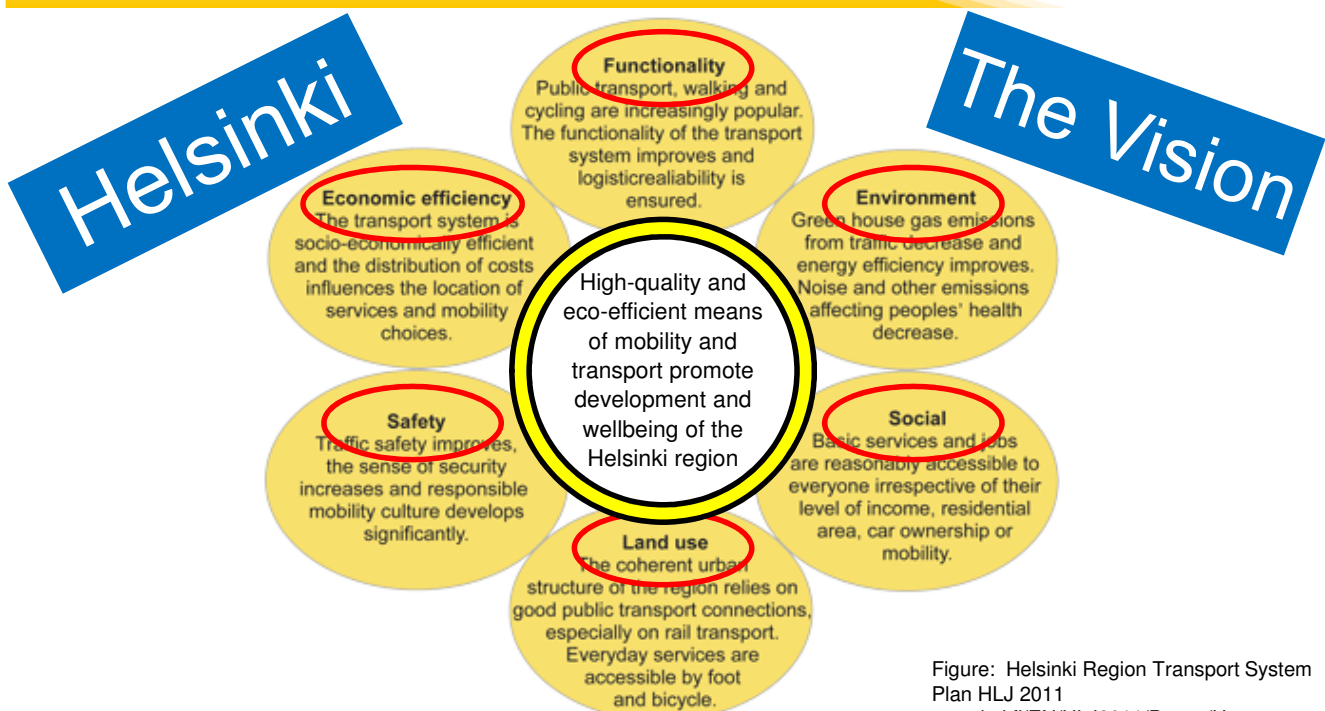


Figure: Helsinki Region Transport System Plan HLJ 2011
www.hsl.fi/EN/HLJ2011/Pages/Home.aspx

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City without a SUMP

Istanbul....



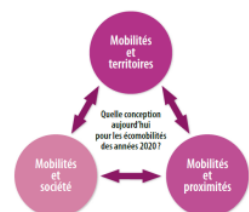
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PDU Montpellier – a SUMP model



- 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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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. CO₂ emissions)

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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



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Relevance for Public Transport Operators



- **EU plans:**
 - SUMP is „mainstreaming“
 - Conditionality !
 - Directive !?



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Opportunities for Public Transport Operators

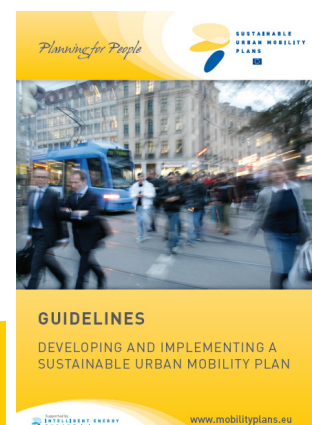


- **Participation at 1st SUMP award**
 - Deadline: 9 November 2012
 - Recognition and rewarding excellence in urban mobility under the theme „**stakeholder and citizen participation**“
 - Local and regional authorities
 - Award of 10,000 €
 - www.dotherightmix.eu



- **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

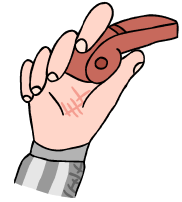


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"La fin de la récré du planning traditionnel"

according to Nicolas Hulot (Le Monde from 12 Sept 2012)



Thank you for your attention!

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