



PALMA

Summer University

European SUMP Guidelines

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Palma

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# Sustainable Urban Mobility Planning (SUMP): high on the political agenda



## In Europe

- 2009: Action Plan on Urban Mobility
- 2010: European Council of Ministers supports SUMP
- 2011: Transport White Paper
- 2013: Urban Mobility Package



# SUMP – promoted by EU

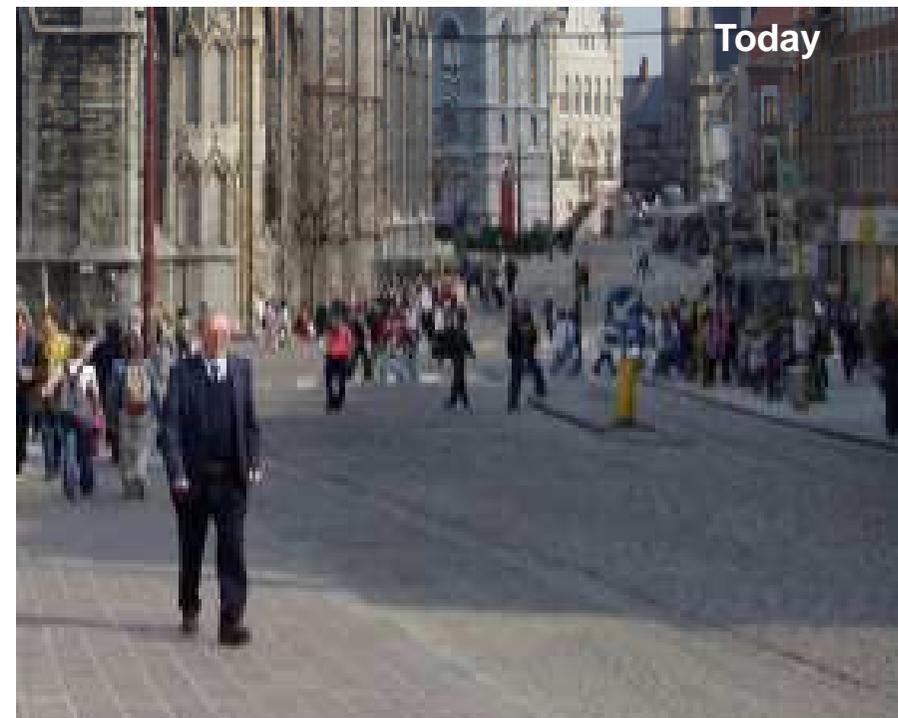
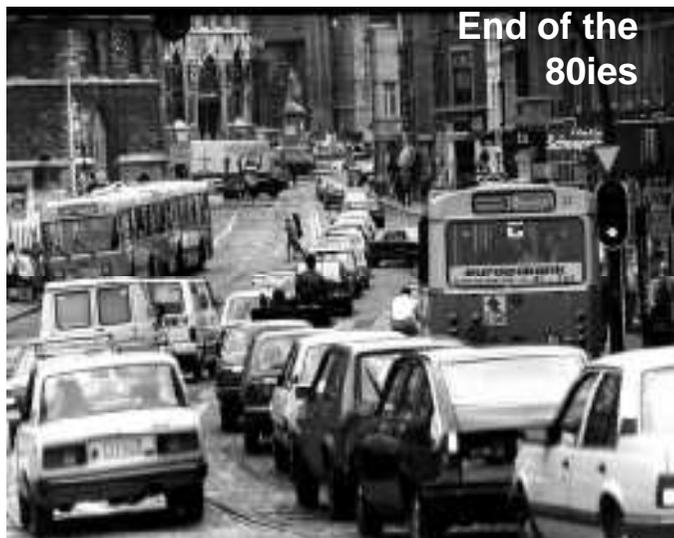


- Increased importance of SUMP at EU level
- European Council of Ministers (24/06/2010)  
“supports the development of SUMPs for cities and metropolitan areas”
- 2011 Transport White Paper
  - Possibility of a mandatory approach for cities of certain size?
  - “Link regional development and cohesion funds to cities and regions with current, independently validated Urban Mobility Performance and Sustainability Audit certi



# Why sustainable urban mobility planning?

- Improving local air quality
- Creating liveable cities
- Meeting EU climate targets
- More cost-effective?



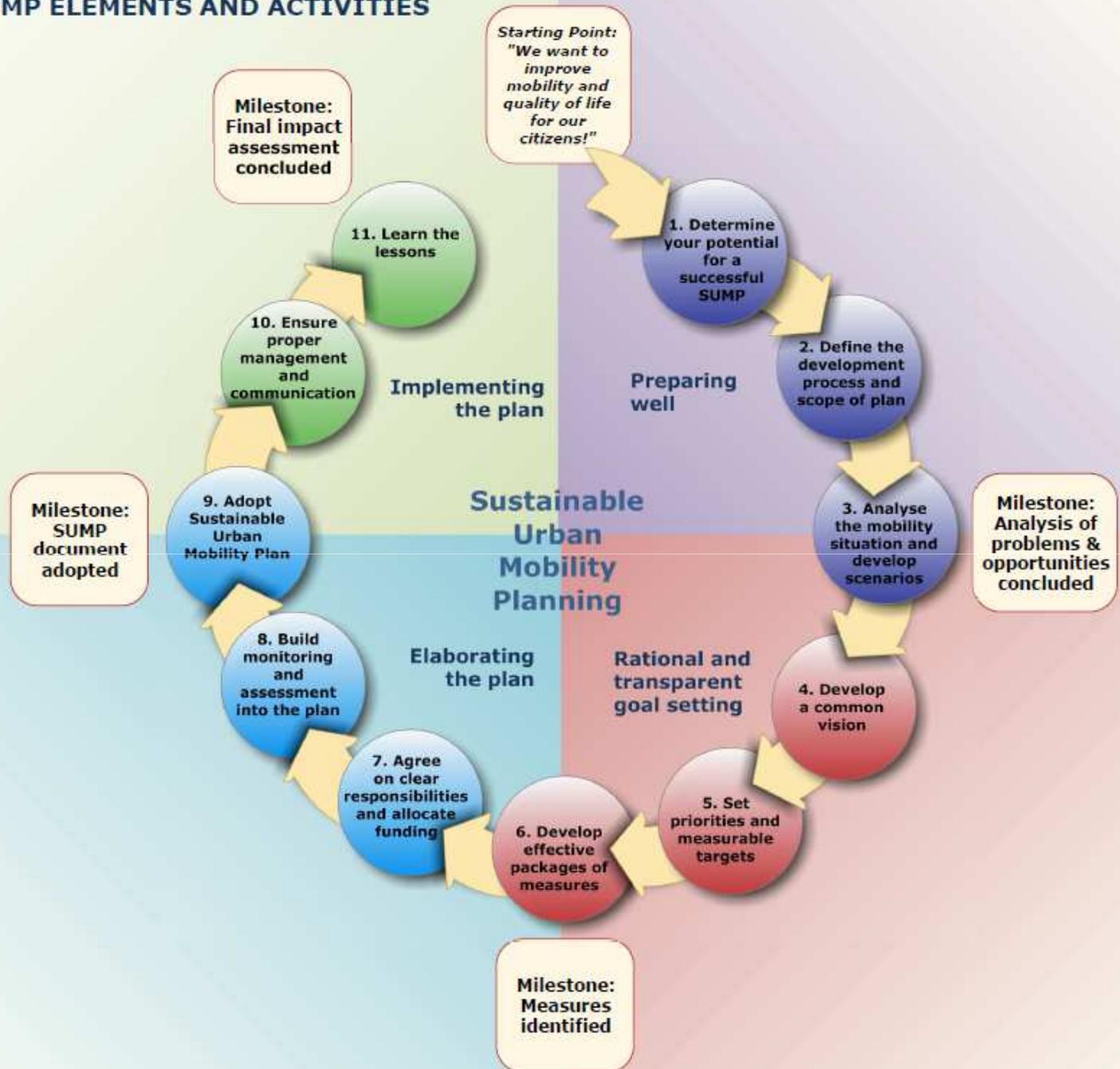
An SUMP is a

“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.”



- Active **involvement** of all stakeholders and the engagement of citizens
- Commitment to **sustainability**, i.e. balancing social equity, environmental quality and economic development – **a range of objectives**
- Looking "**beyond the borders**"
- Focus on achieving ambitious, measurable **targets**
- Targeting **cost internalisation** i.e. reviewing transport costs and benefits for society
- Including all steps of the **life cycle** of policy making and implementation

# SUMP ELEMENTS AND ACTIVITIES



# Phase I: Preparing well



## Underlying motivation

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



# Challenges in practice



**SUMP – normally a change in way things done before**

**Means change in culture – inside and outside city organisation**

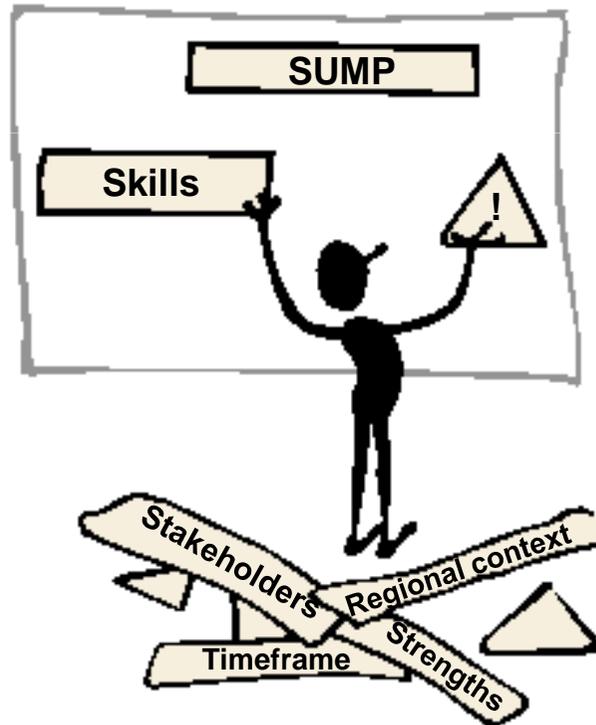
**Needs political commitment for change to happen**

**How?**

- Key problems e.g. Lund, Sweden
- National government lead e.g. England, France, Catalunya
- Key leader e.g. London
- Sometimes, technicians push SUMP (slower) e.g. Malmö, Edinburgh

# 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



# Challenges in preparing well



## SUMP idea comes from NW Europe – typical conditions:

- Relatively clear institutional roles
- Funding available (until recently)
- Tradition of transport planning practice
- Staff in place – or local consultants available

## How long will SUMP take (to prepare plan)?

- UK – 6 months to a year
- Resource cost 12-18 person months
- France – 1-3 years?
- Full scale 4 stage model, large scale data collection – not obligatory, may be more relevant when looking at actual

# Phase I: Preparing well

## 2. Define development process and scope of plan



# More challenges in preparing well



## Geographic scope

- Often makes sense to go further than city boundaries
- How then to coordinate even more different parties?
- Can work where political objectives coincide

## Integration with other policies

- Means – trying to make SUMP support health or land use policy and vice versa
- How?
  - Emphasis in SUMP on active travel
  - Planning land use to minimise transport impacts
  - Planning transport to open up land for (re-)development

# 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.**



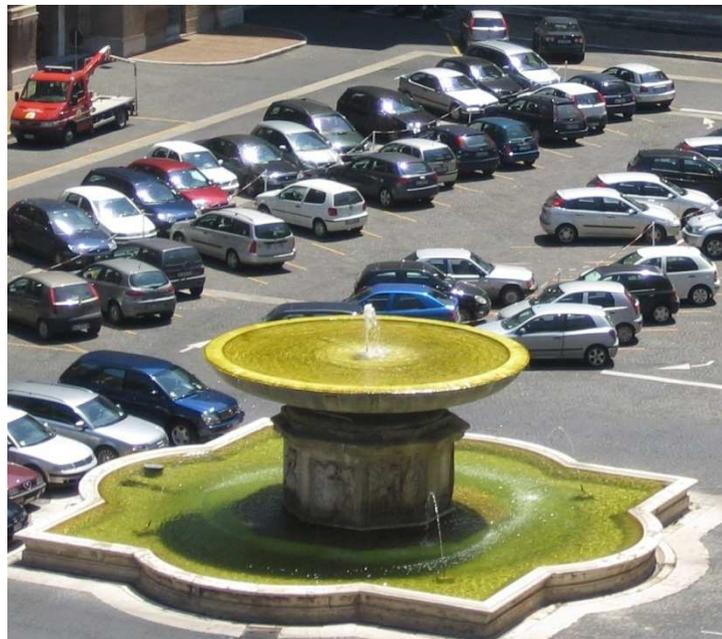
Source: West of England Partnership,  
<http://travelplus.org.uk>



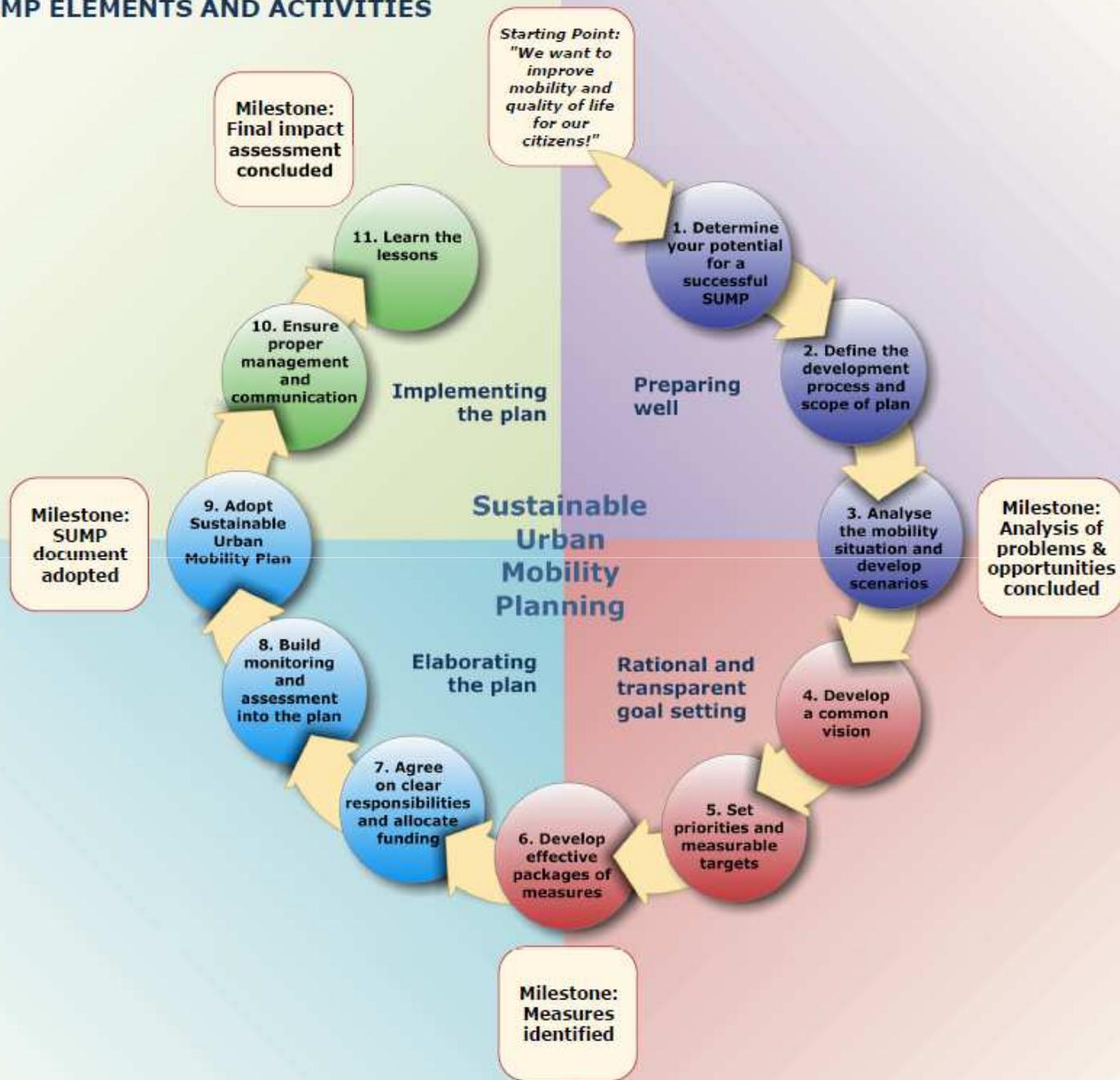
# Phase I: Preparing well

## 3. Analyse the mobility situation and develop options

**Milestone: Analysis of problems and opportunities concluded**



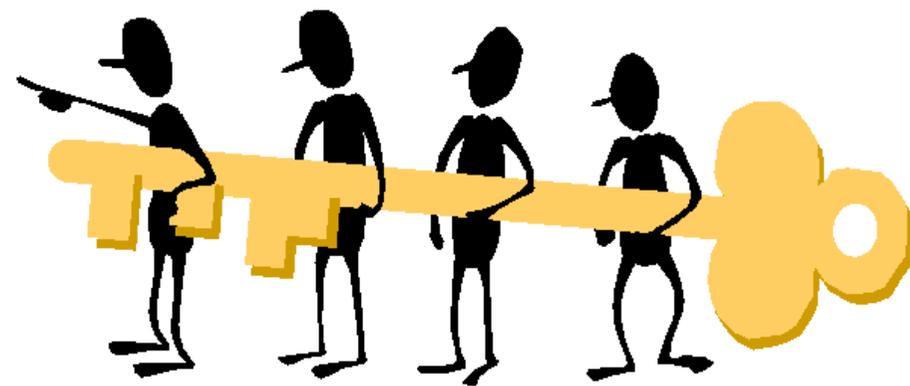
# SUMP ELEMENTS AND ACTIVITIES



## Phase II: Rational and transparent goal setting



### 4. Develop a common vision of mobility and beyond (your city in 20 years?)

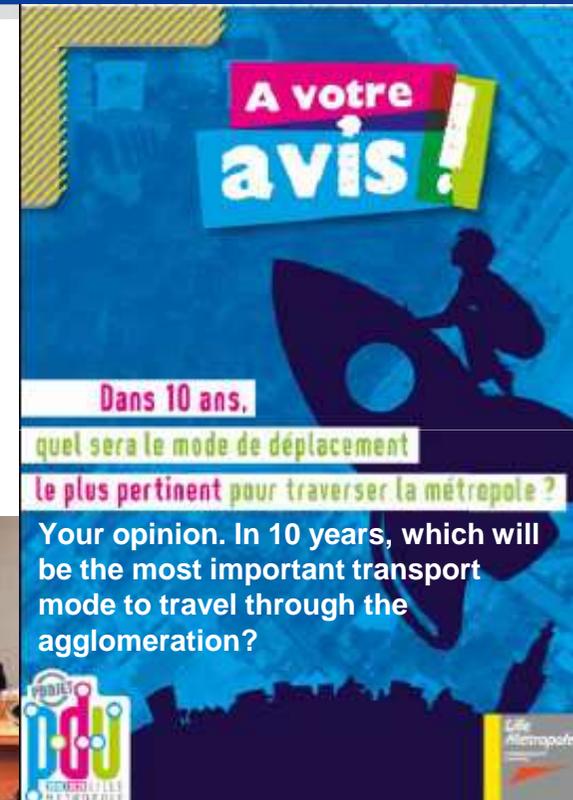


# Stakeholder and Citizen Involvement in Planning Process

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=](http://www.lillemetropole.fr/index.php?p=1502&art_id=)

# Involving children in Jette



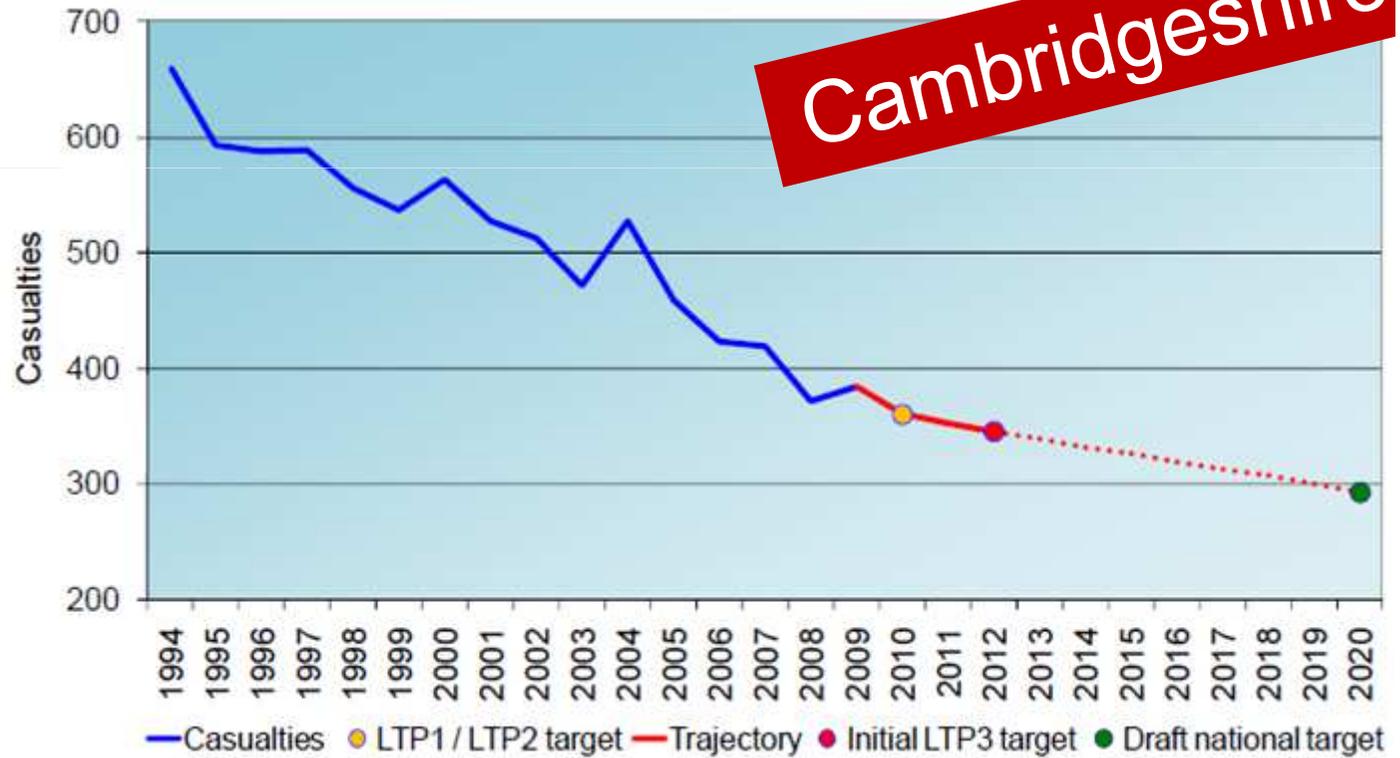
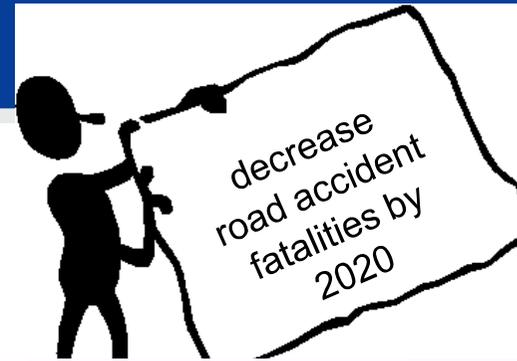
**Sint-Pieterscollege**

1. Zitbanken
2. Vuilbakken
3. Gras
4. Frietkraam
5. Bomen
6. Picknickplaatsen
7. Drinkkraantjes
8. Fietsenrekken
9. Water
10. Straatverlichting

# Phase II: Rational and transparent goal setting



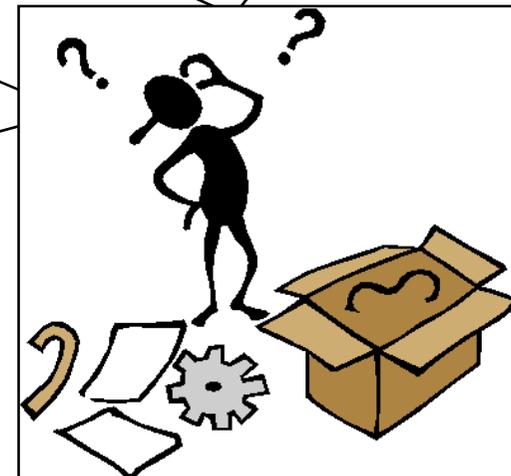
## 5. Set priorities and measurable targets



# Phase II: Rational and transparent goal setting

## 6. Develop effective packages of measures that respond to objectives

**Milestone: Measures identified**



# Some typical SUMP measures



# Integrated concept



Freiburg



Photos: City of Freiburg

**Fruitful long-term approach for urban mobility**

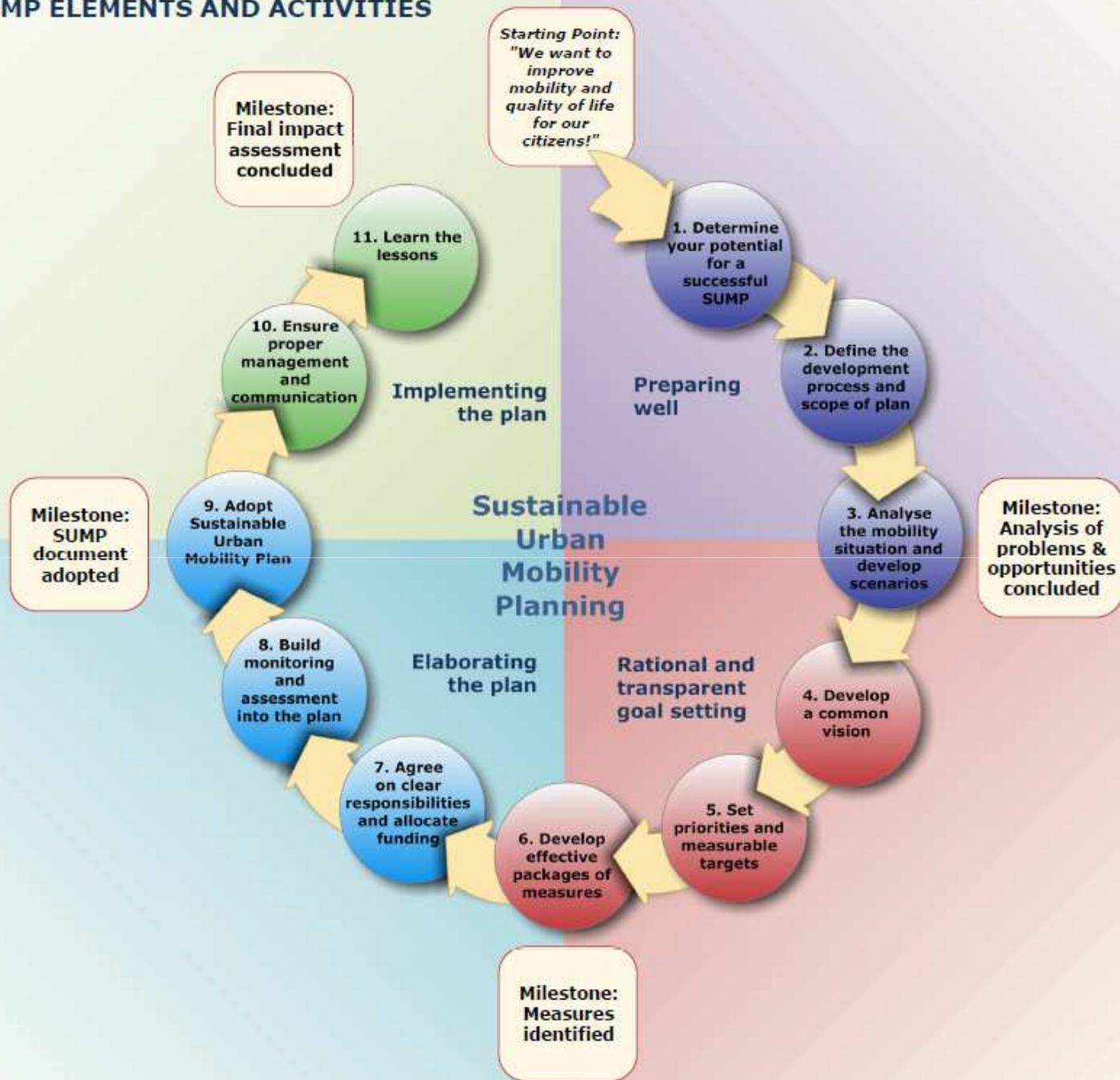
**68% of all trips with sustainable modes**

**Urban mobility plan (VEP) linked to land-use planning  
⇒ integrated concept**

**Well-coordinated mobility measures (PT, cycling, restrictions, parking & traffic management, ...)**

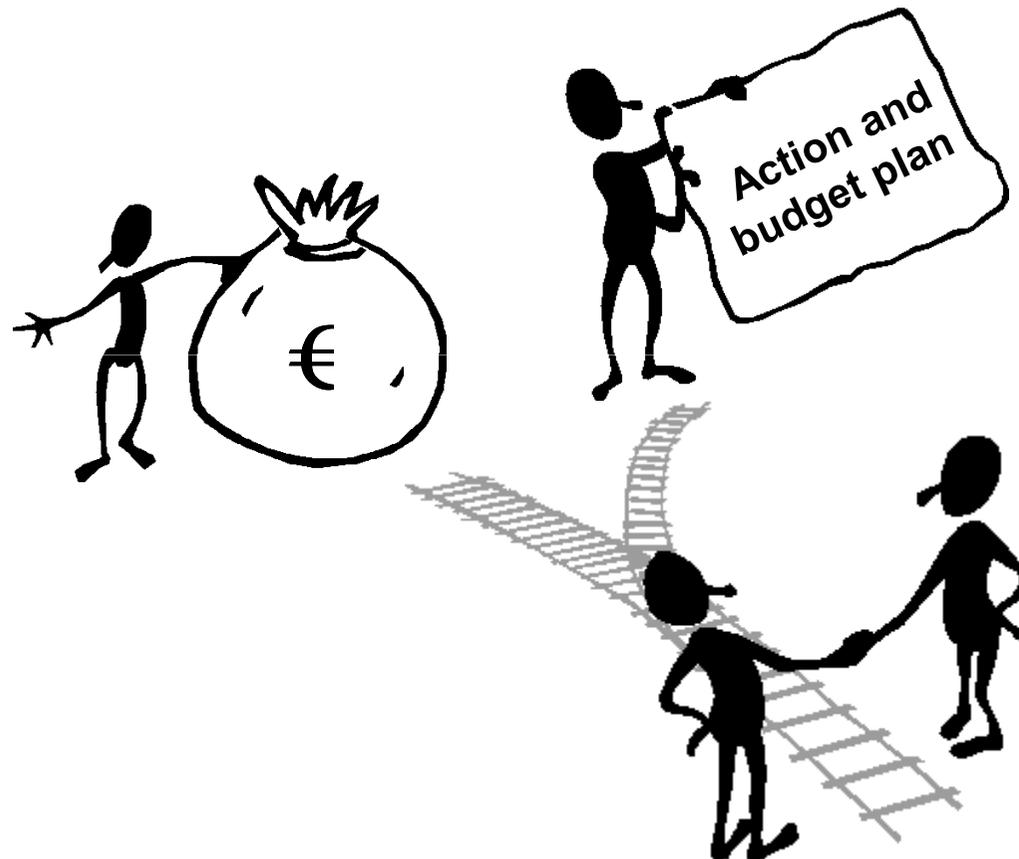


# SUMP ELEMENTS AND ACTIVITIES



# Phase III: Elaborating the plan

## 7. Agree clear responsibilities and allocate funding



# Challenges with funding and responsibilities



## In practice:

- Different departments within same organisation, and other organisations, more/less "signed up" to SUMP – examples:
  - Roads engineering in Edinburgh, Copenhagen
  - Individual municipalities in French agglomeration
  - Land use planners generally
  - National rail, national roads organisations

## Funding of SUMP thus not always clear

### Solutions?

- Meetings, training, co-working on projects
- Strong political or managerial leadership
- National government lead linked to funding

# Phase III: Elaborating the plan

## 8. Build monitoring and evaluation into the plan

Barriers  
&  
Drivers



What did not work ?



What worked well ?



Amendment procedure



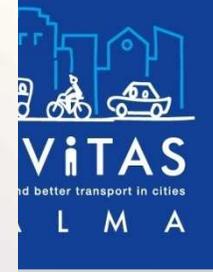
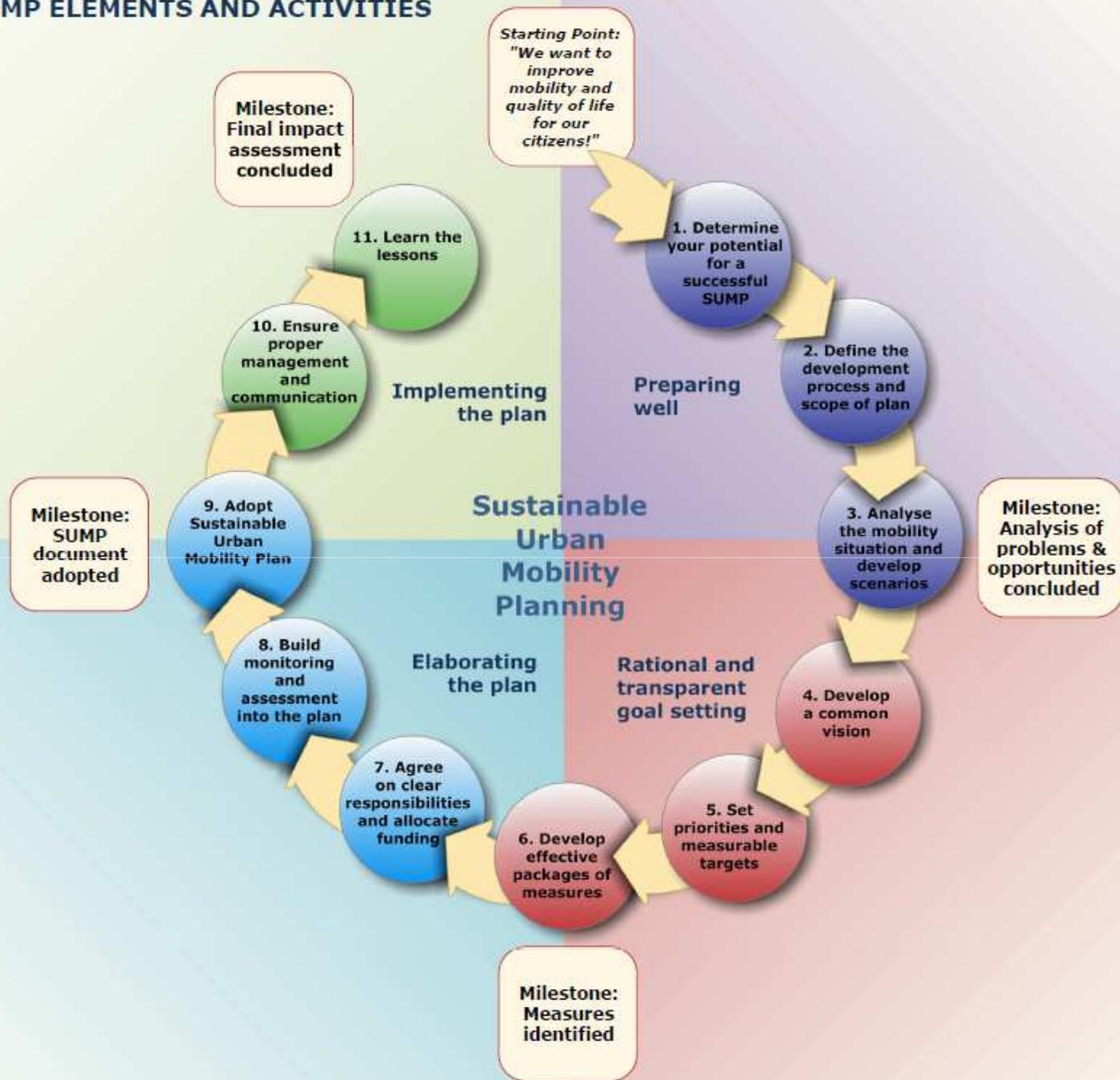
# Phase III: Elaborating the plan

## 9. Adopt the plan and communicate results

Milestone: SUMP adopted

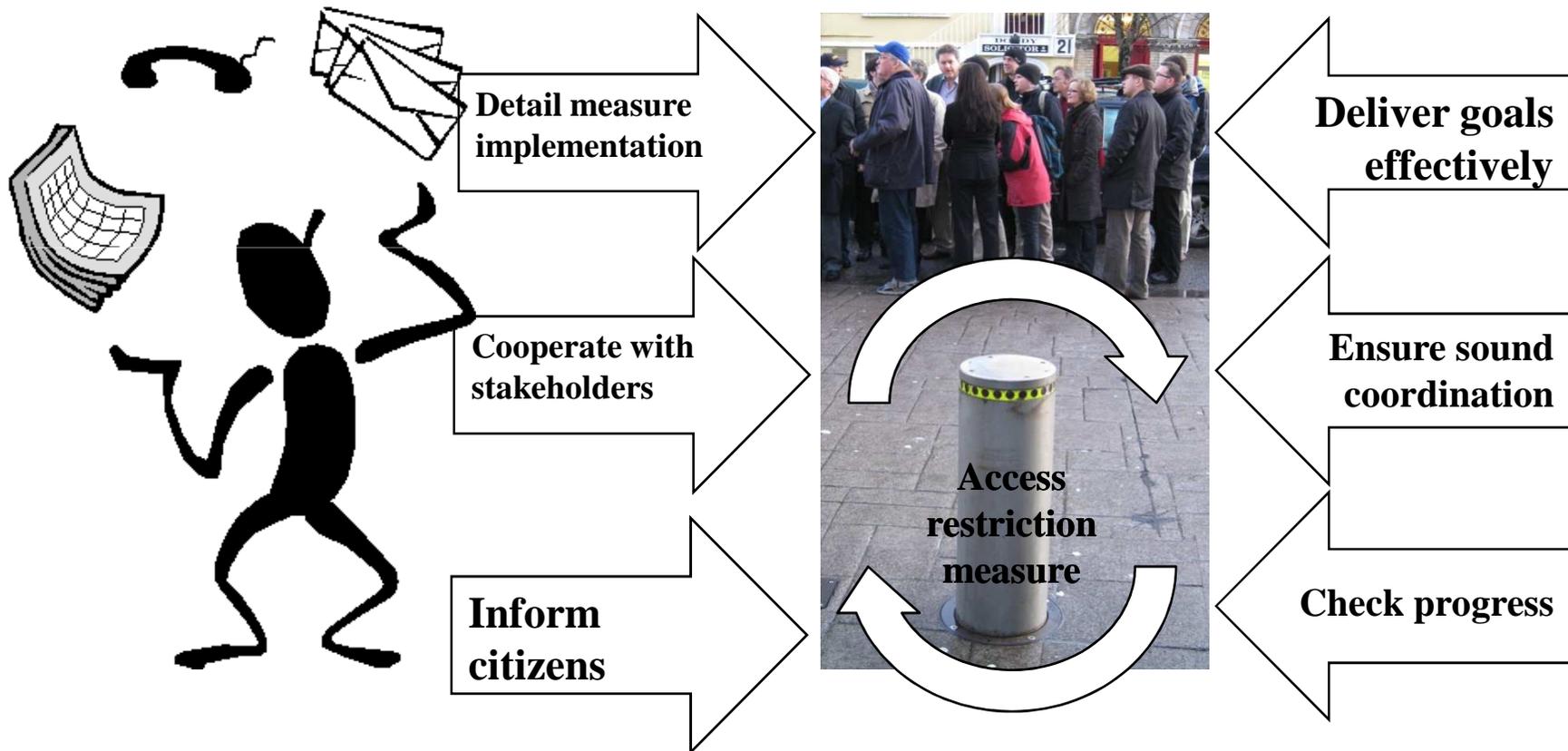


# SUMP ELEMENTS AND ACTIVITIES



# 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

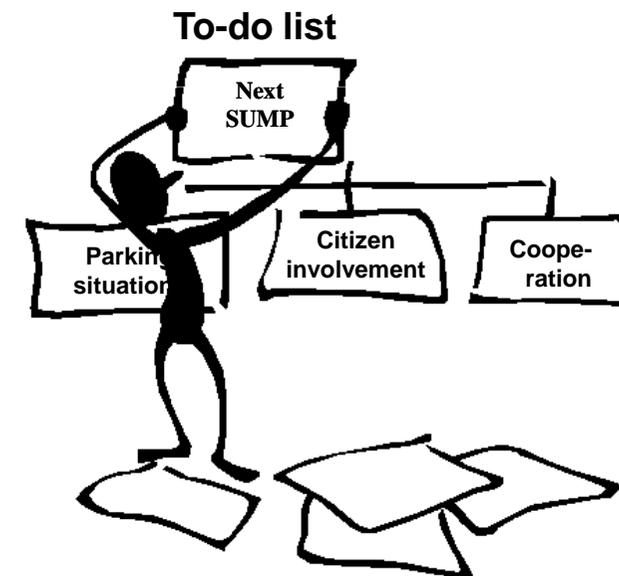
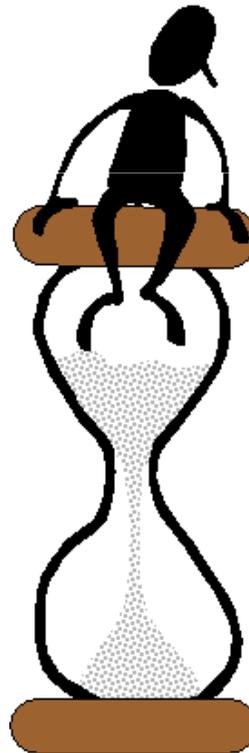
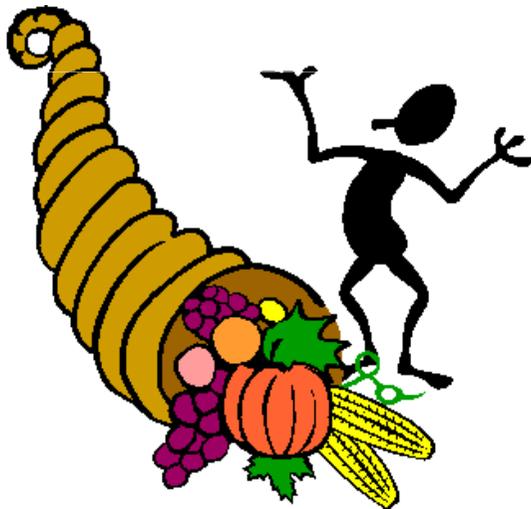


Source: Project Gent Sint-Pieters, [www.projectgentsintpieters.be/](http://www.projectgentsintpieters.be/)

# Phase IV: Implementing the plan

## 11. Learn the lesson

**Milestone: Final impact assessment concluded**



## Where are some real cities



### **Lund, Sweden – now on third round of SUMP since 1998**

- Clear evidence of meeting targets
- Much internal work with staff to create "SUMP culture"
- Problem now is to reactivate political support

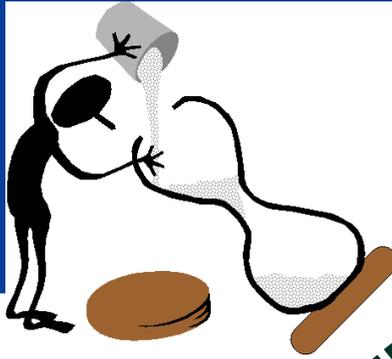
### **Edinburgh, Scotland, UK – now on fourth round since 1997**

- Some evidence of meeting targets (safety, mode share)
- Less emphasis on internal culture change than in Lund
- Change in vision and emphasis on measures due to changing senior management

### **Belgrade, Serbia – starting work on SUMP in 2012**

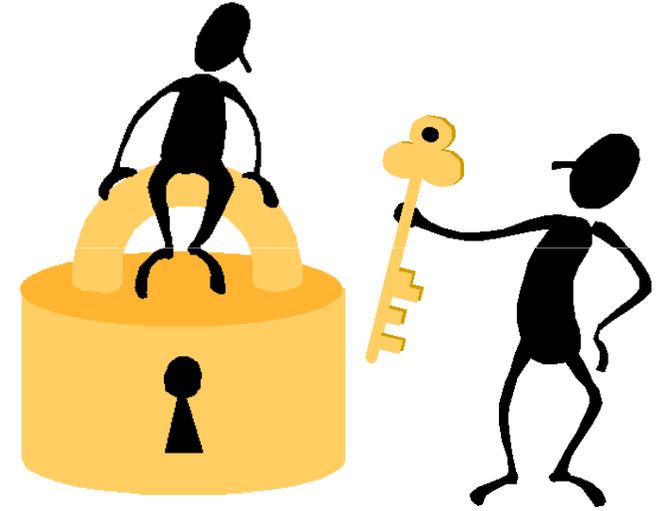
- Much emphasis on data collection and modelling to frame problem
- Little emphasis on capacity assessment, internal culture change

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Evolution of sustainable  
 urban mobility planning with  
 each revolving cycle

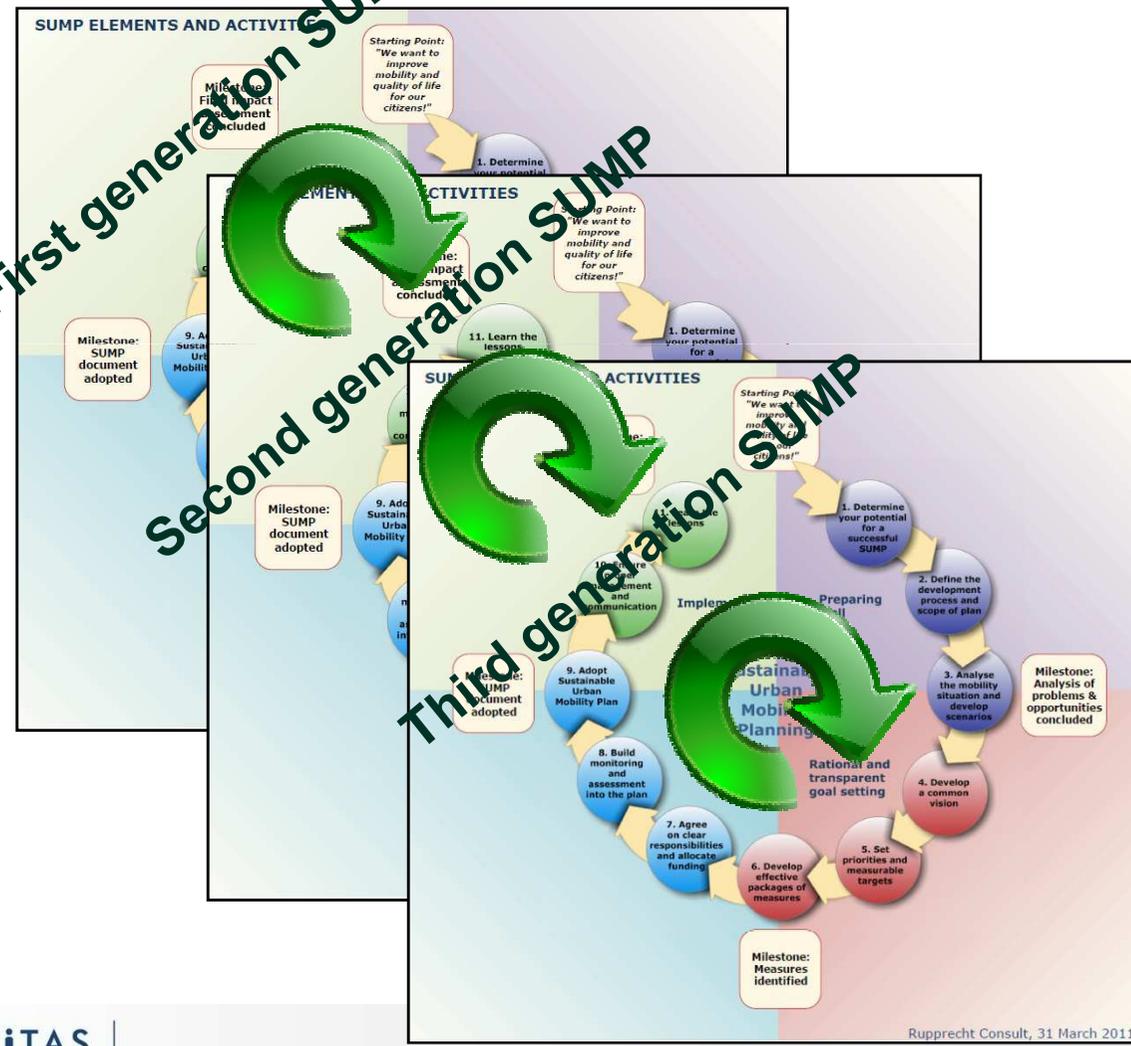
Unlocking the potential  
 of your city more and  
 more!



First generation SUMP

Second generation SUMP

Third generation SUMP



**Thank you!**

**Tom Rye**

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<http://www.civitas.eu>



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Cleaner and better transport in cities

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