



# German Municipalities and Mobility Concepts: Transport Development Plans (VEP) and Sustainable Urban Mobility Plans (SUMP)

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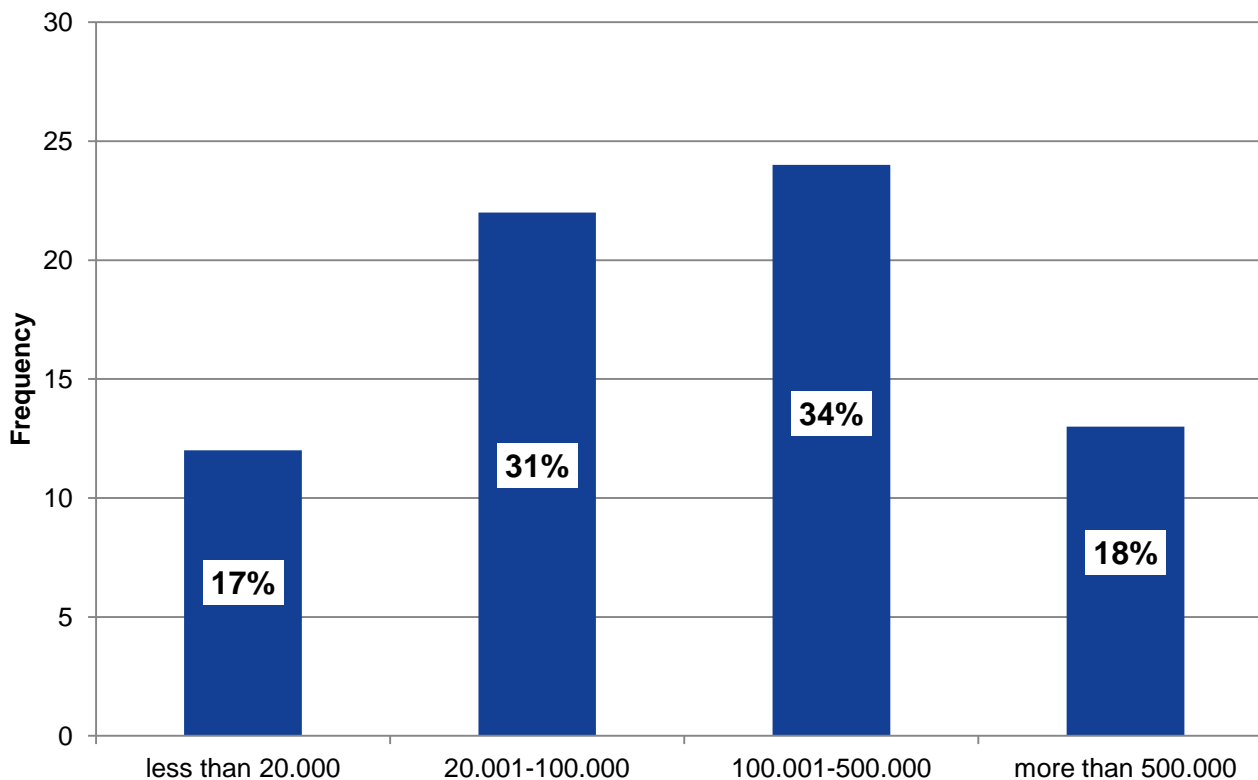
# Survey on Transport Development Plans (VEP) / Sustainable Urban Mobility Plan (SUMP)



- As part of the **PROSPERITY project**, the state of dissemination of „Sustainable Urban Mobility Plans“ in German municipalities was determined
- Survey on the **status-quo** of transport development concepts in Germany with a special focus on the term „Sustainable Urban Mobility Plan“ (SUMP)
- Survey period: **August 2017 – March 2018**
- Target group: municipalities with and without transport development plans
- Responses: 71

# Overview of the participating communities

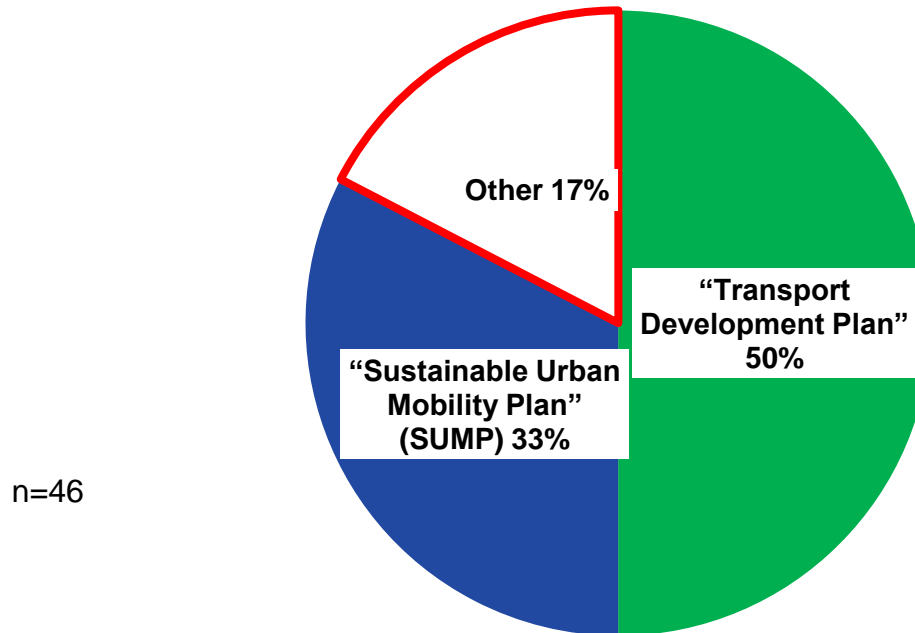
## Size of the municipality



n=71

# Transport Development Plan or SUMP?

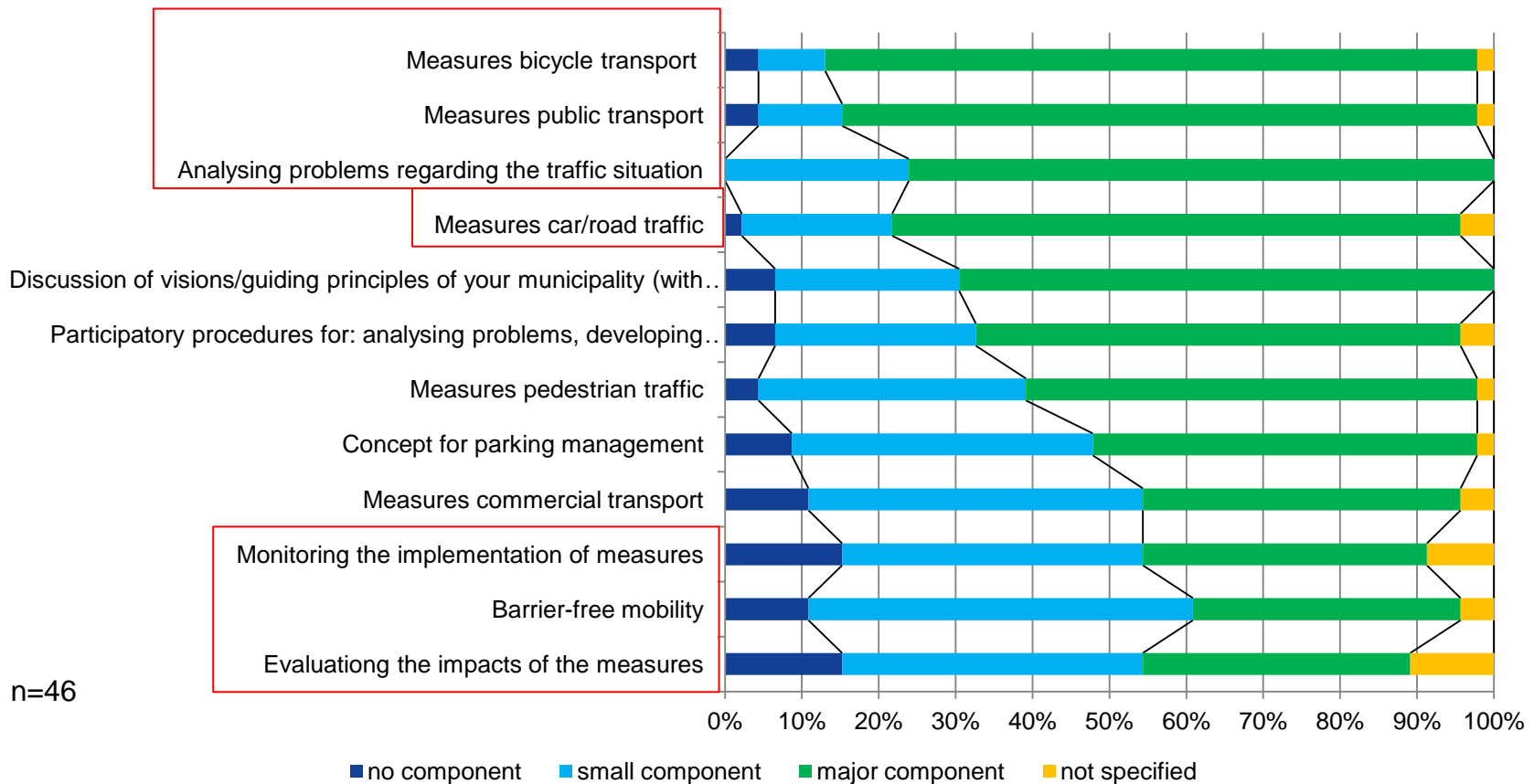
Would you rather describe your concept as a "Transport Development Plan" or as a "Sustainable Urban Mobility Plan"?



**No obligation to have a Transport Development Plan or a SUMP in Germany**

# Topics and components of the Transport Development Plan

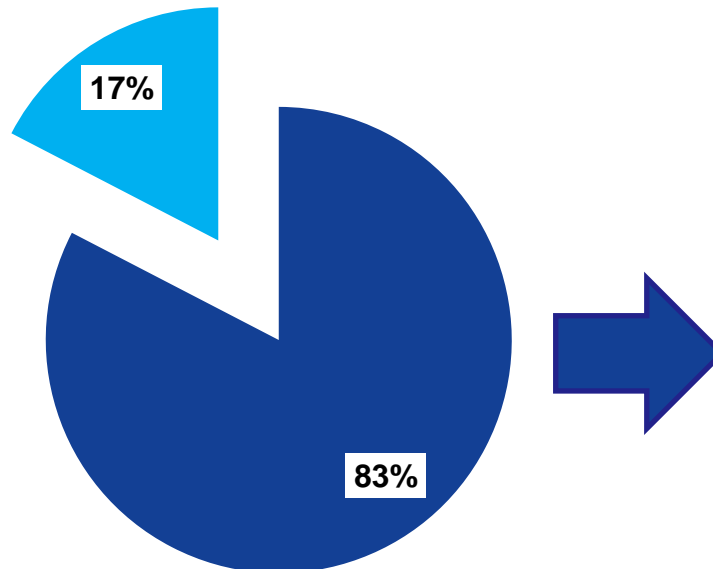
## Topics and components of the Transport Development Plan



# Integration with sectoral plans

Is integration with other sectoral plans done? (e. g. climate protection plans, clean air plans...)

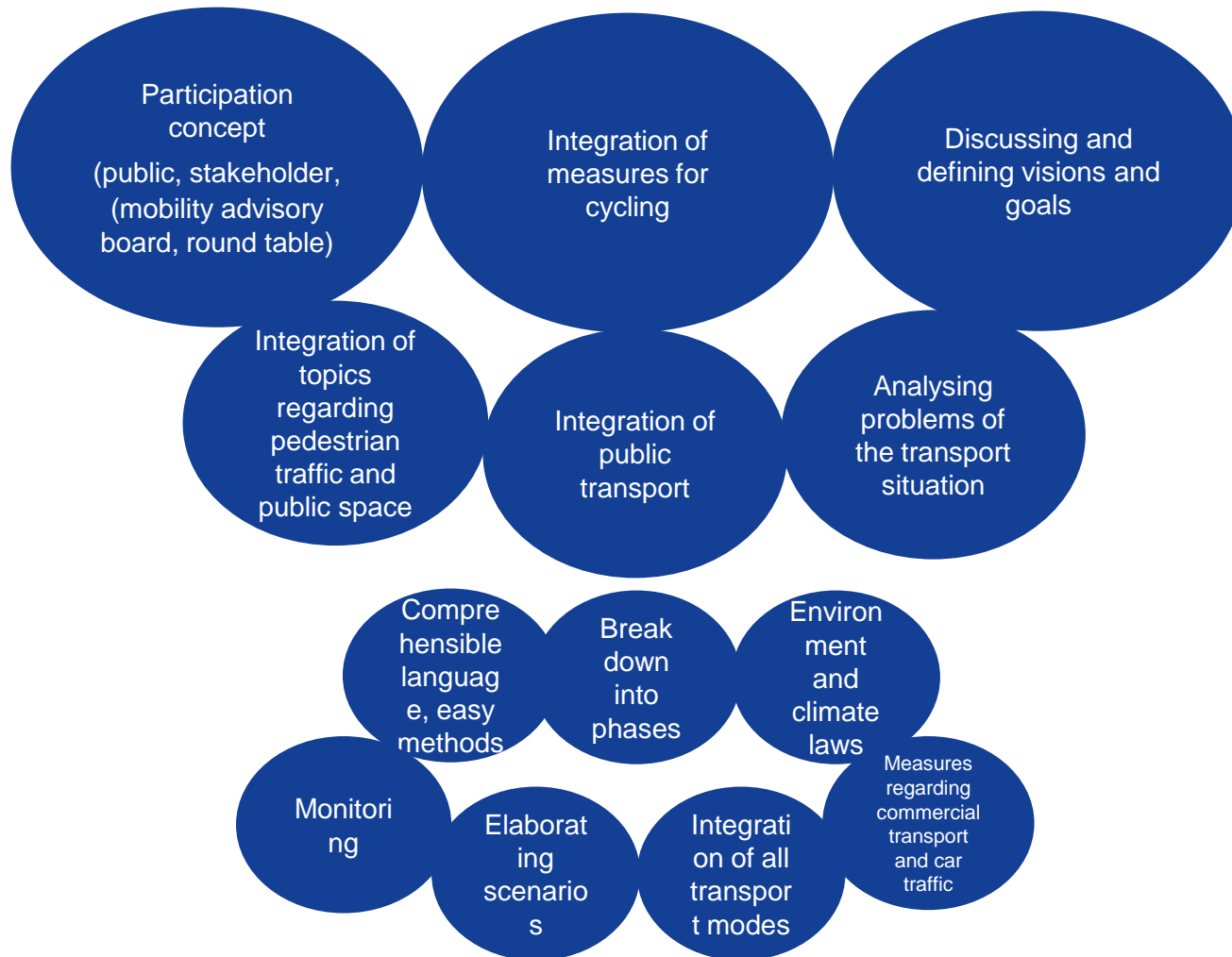
■ Yes ■ No



n=46

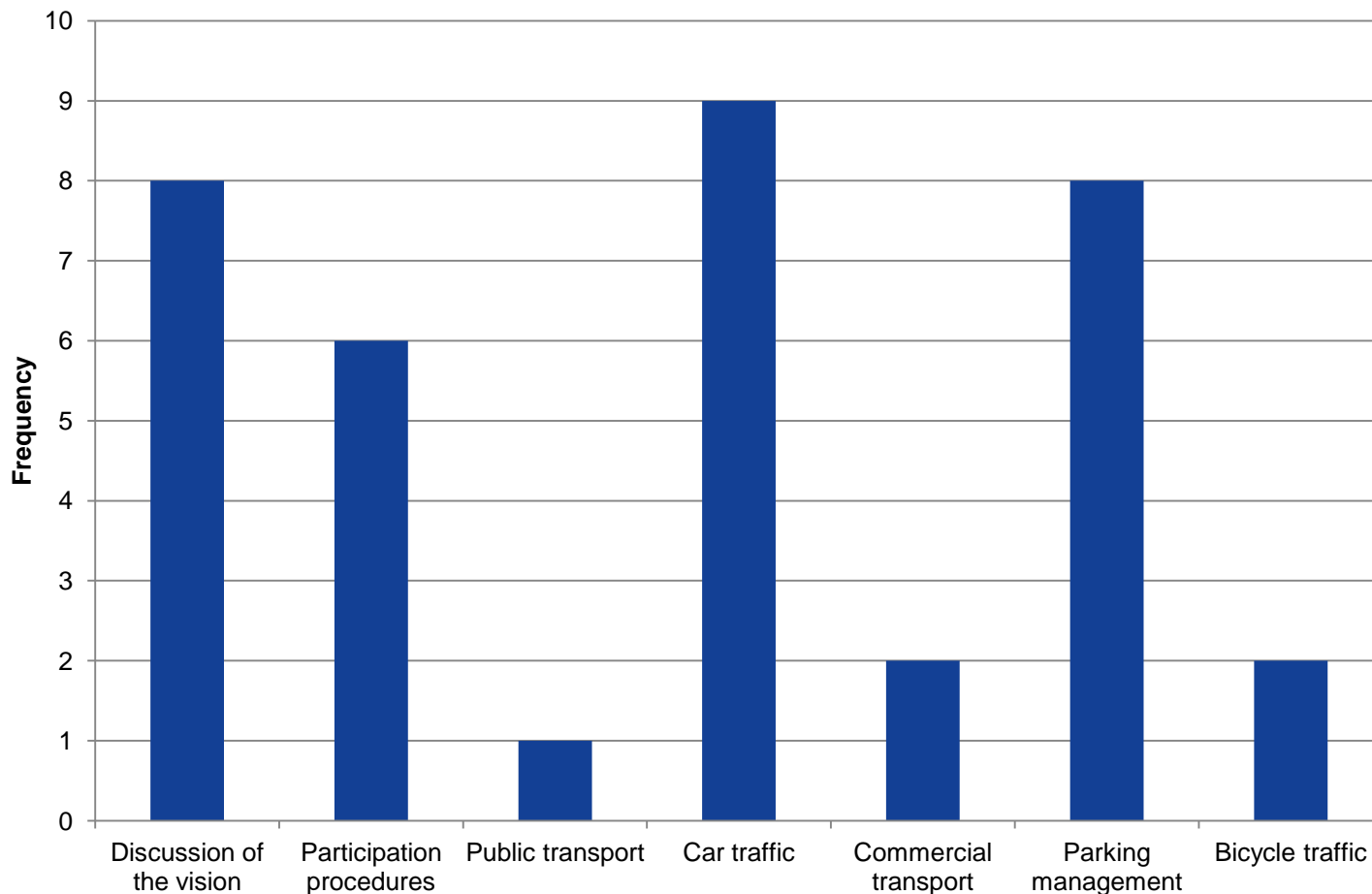
- Conclusion
- Climate protection plan
- Noise action plan
- Clean air plan
- Local transport plan
- Cycling, living, industry, harbour
- Masterplan Green City

# Which components were particularly important for your success?



# Which components had barriers?

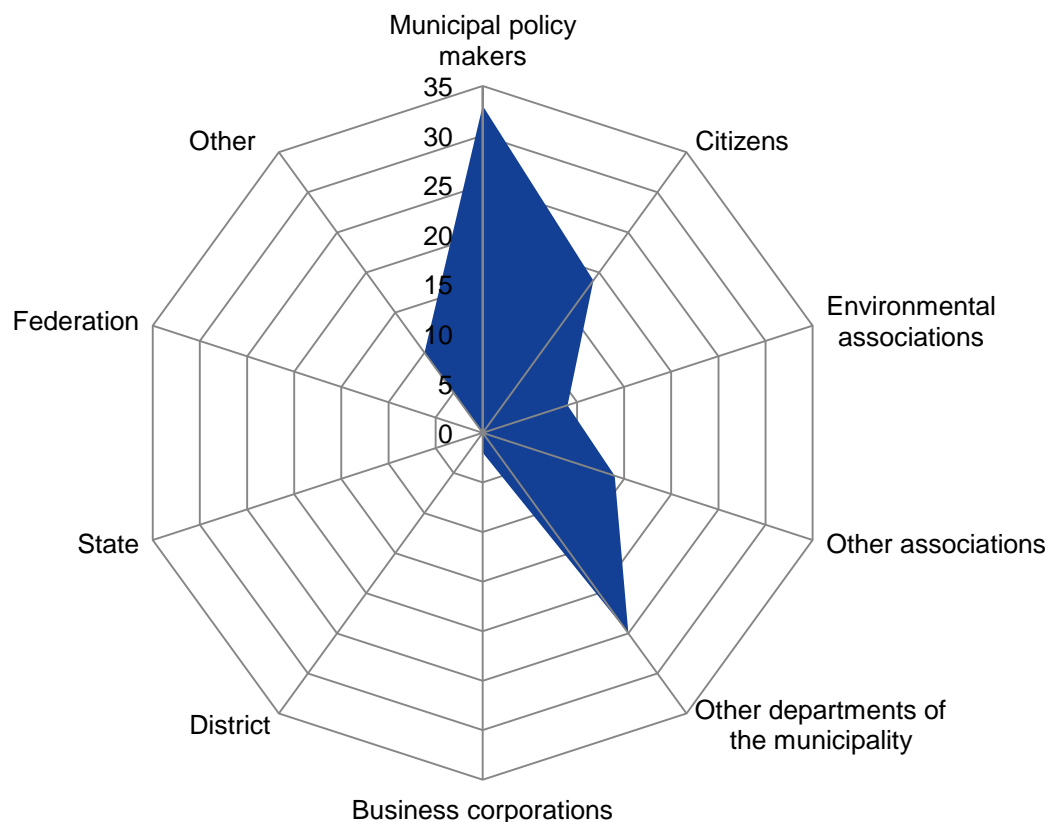
## Components with barriers



n=29



# Which stakeholders are central supporters of your administration in implementing the Transport Development Plan?

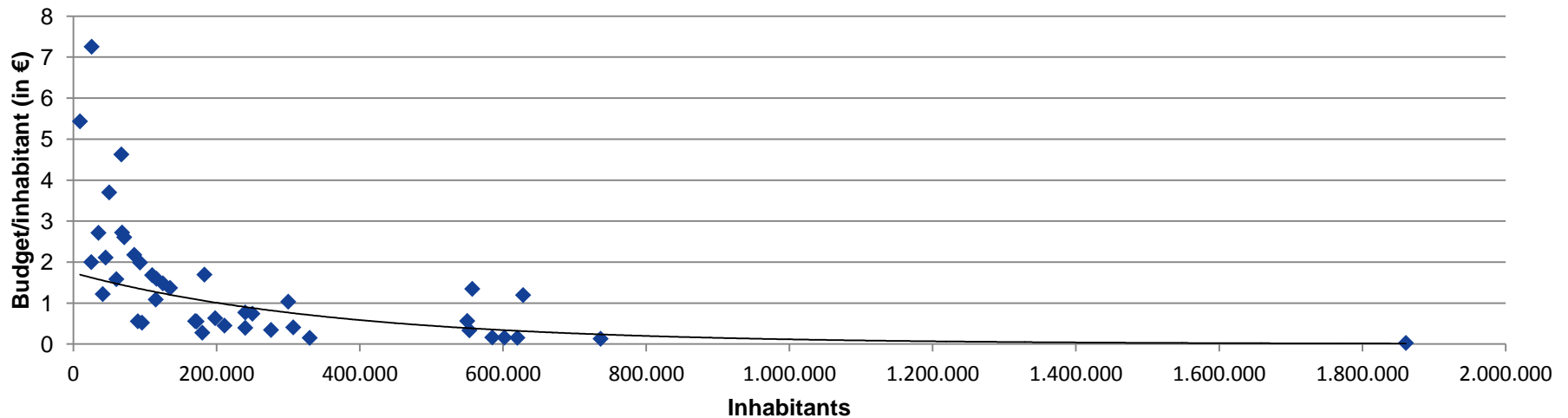


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- Other
- Transport companies
- Bus, train
- Round table Transport Development Plan
- 18 political representatives on local level
- Target groups like elderly people or disabled people
- Out of all stakeholders, some and some not. Even associations were not in agreement

# Budget for the elaboration of the Transport Development Plan

### Budget/inhabitant for each municipality



n=46

# Which support, e.g. from the federal government or state, in the creation or implementation of VEP or SUMP would you wish?

Often mentioned

## Financial grants / subsidies (mentioning 25x)

### Support with:

- Inventory
- **Creation/development**
- implementation

### • Measures

- (**implementation**)
- Staff

### Support with:

- Evaluation
- Campaigns
- Reorganisation of municipal financing

- **Human resources**
- Clear promotion programs

## Lack of commitment of VEP/SUMP (mentioned 6x)

- No cuts in voluntary benefits
- Mobility management as a municipal compulsory task
- Strengthening of municipal planning sovereignty
- Creating framework conditions that facilitate implementation
- Stricter laws on air-fuel and noise emission levels

## Content support (called 5x)

- Promotion / support for the establishment and maintenance of a transport model and for participation formats and information
- Improvement of the data basis (infrastructure data)
- Name positive experiences / examples
- Conversion campaigns instead of focus on infrastructure development

Rarely mentioned

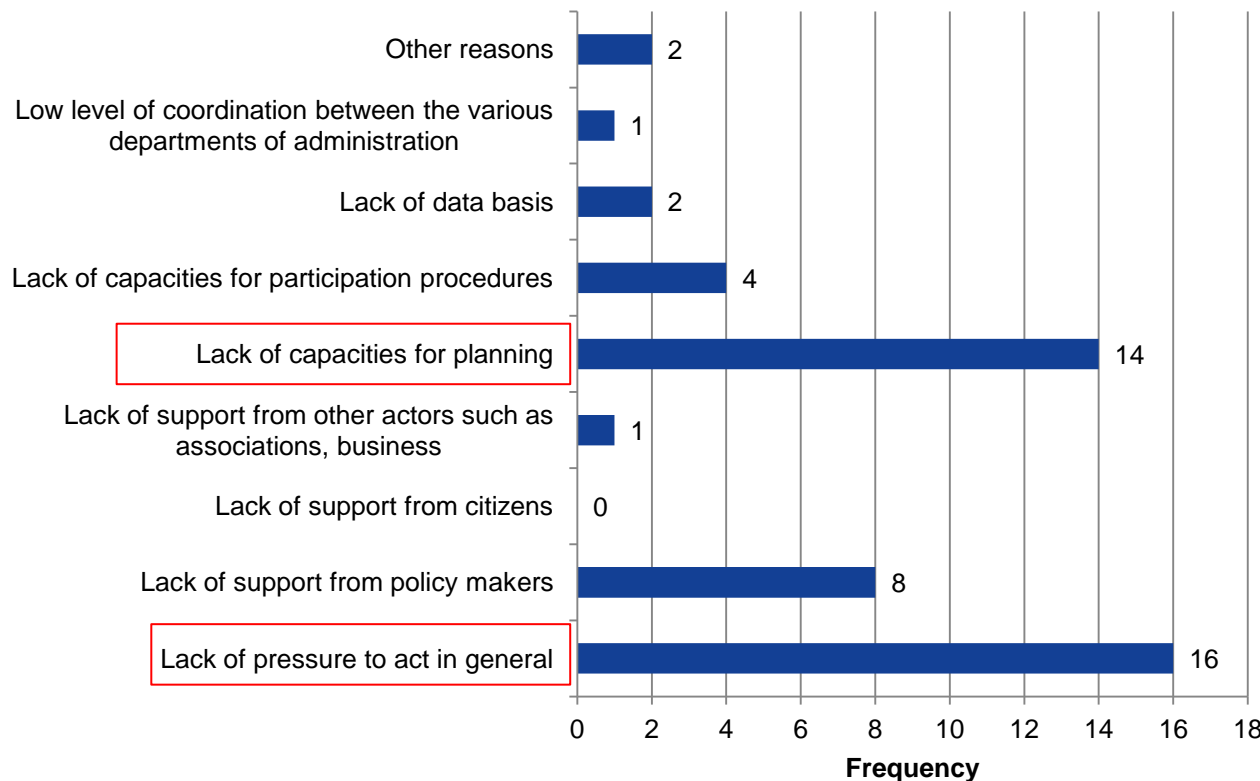
Responsibilities for implementing measures

Rhythmisation of sectoral planning

Timing requirements for subsidies too short

# Reasons for not elaborating a Transport Development Plan / SUMP

## What are the reasons for not elaborating a Transport Development Plan or a SUMP?



n=25

### Other reasons:

- Too many jobs
- The existing Transport Development Plan is being updated
- Very good traffic network exists

# Conclusion

- **Classic Transport Development Plans (VEP)** are increasingly being supplemented by new, current topics
    - New topics such as cycling and pedestrian traffic are successful
    - Measures for public transport
    - Integration of all modes of transport
    - public participation
  - **Obstacles are**
    - Conflicts of interest in car traffic
    - Financial, time and personnel resources
    - liability
- More support from politics (and media) is needed
- SUMP as a reorientation of the classic VEP?

# Thank you for your attention!

[www.sump-network.eu](http://www.sump-network.eu) => News

**Martina Hertel**

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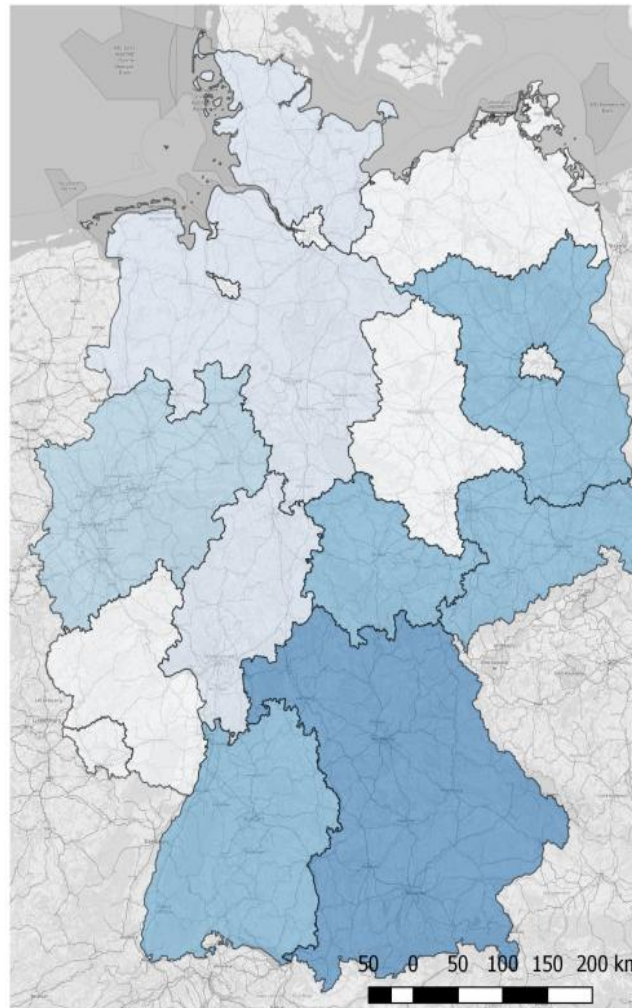
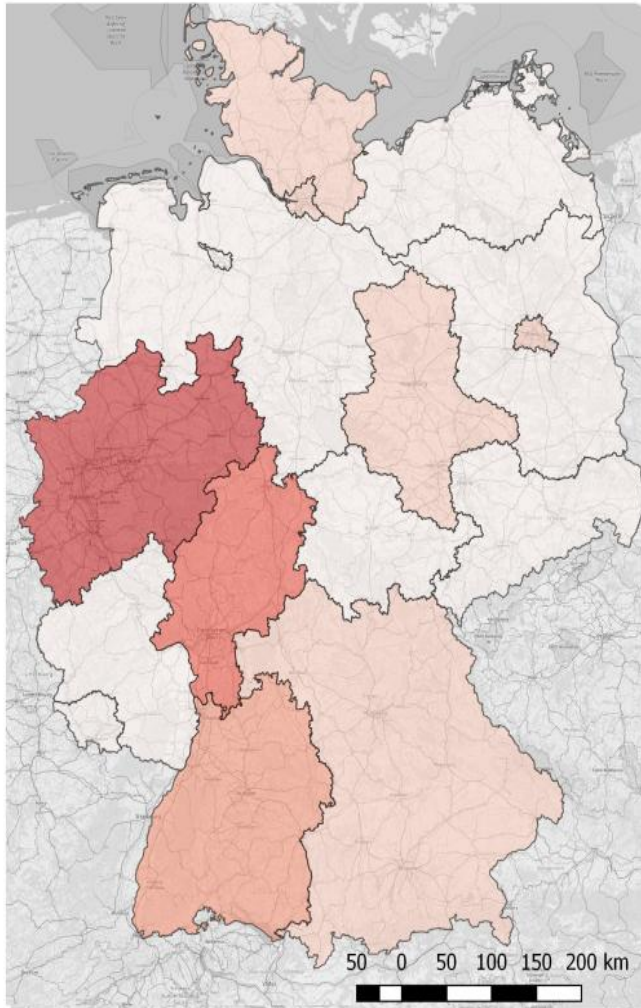


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# Designation of the concept by region



## Legende

Kommunen mit Bezeichnung SUMP - Häufigkeit

- 0
- 1
- 2
- 3
- 5

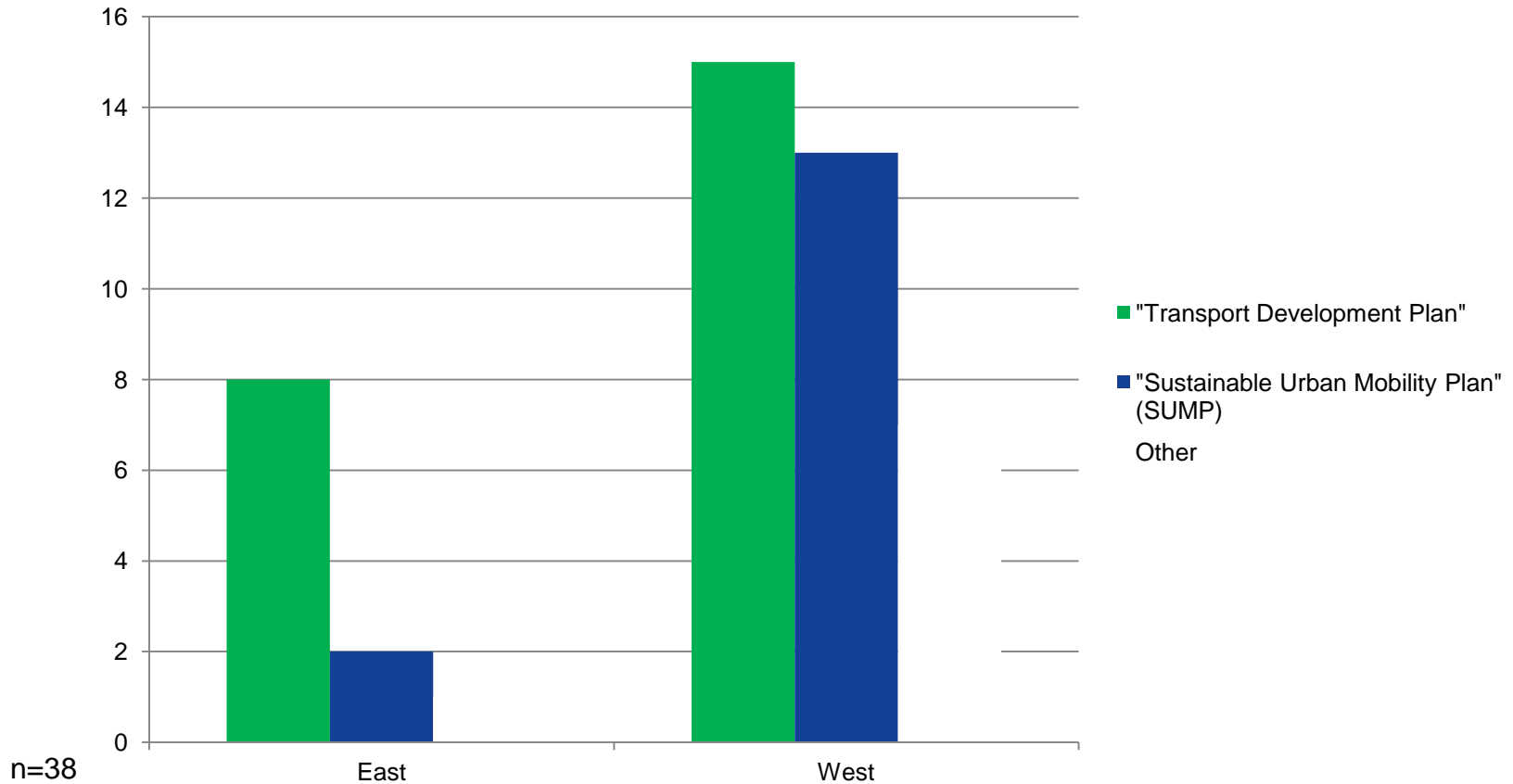
Kommunen mit Bezeichnung VEP - Häufigkeit

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OpenStreetMap

# Designation of the concept by region

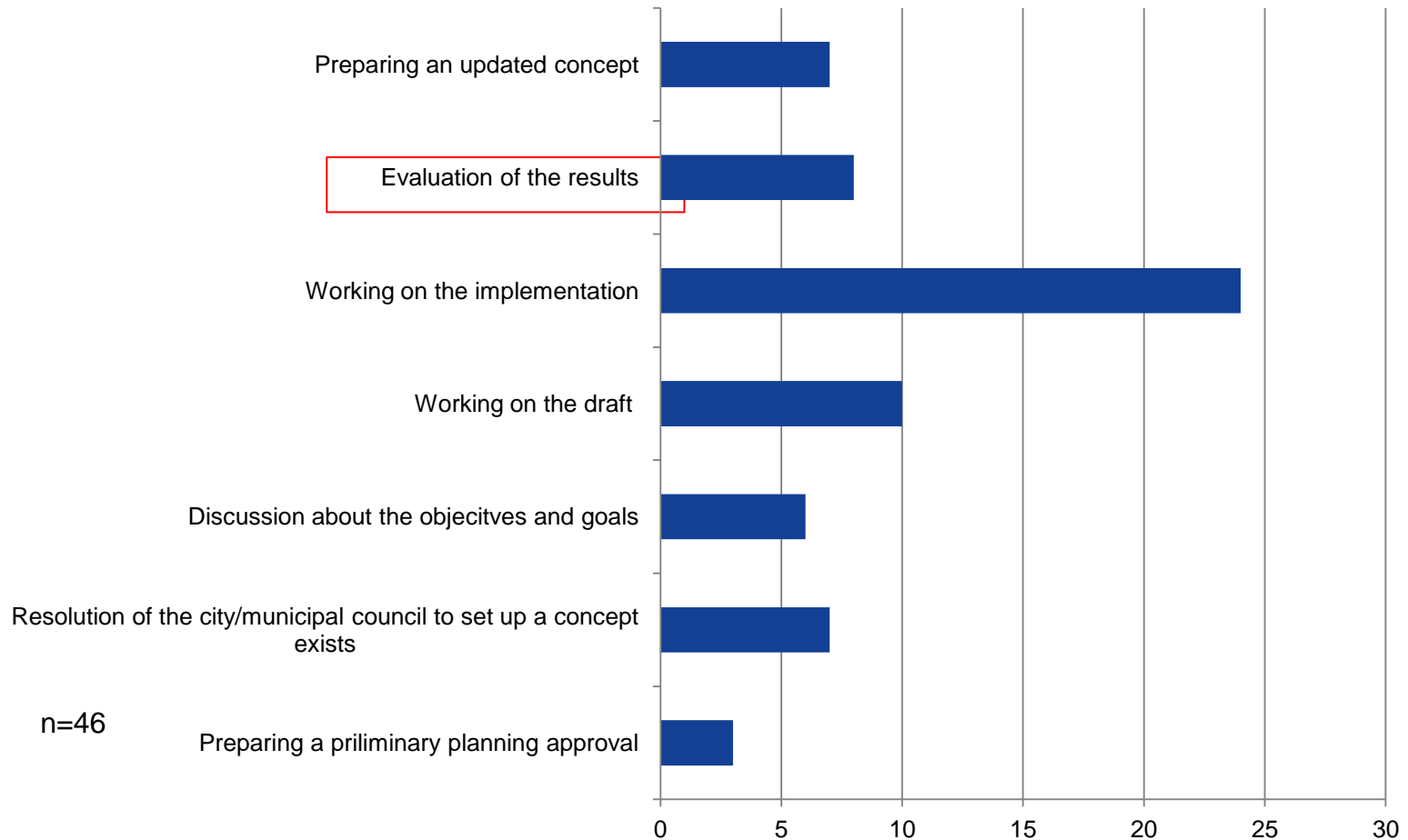
Designation of the concept by region





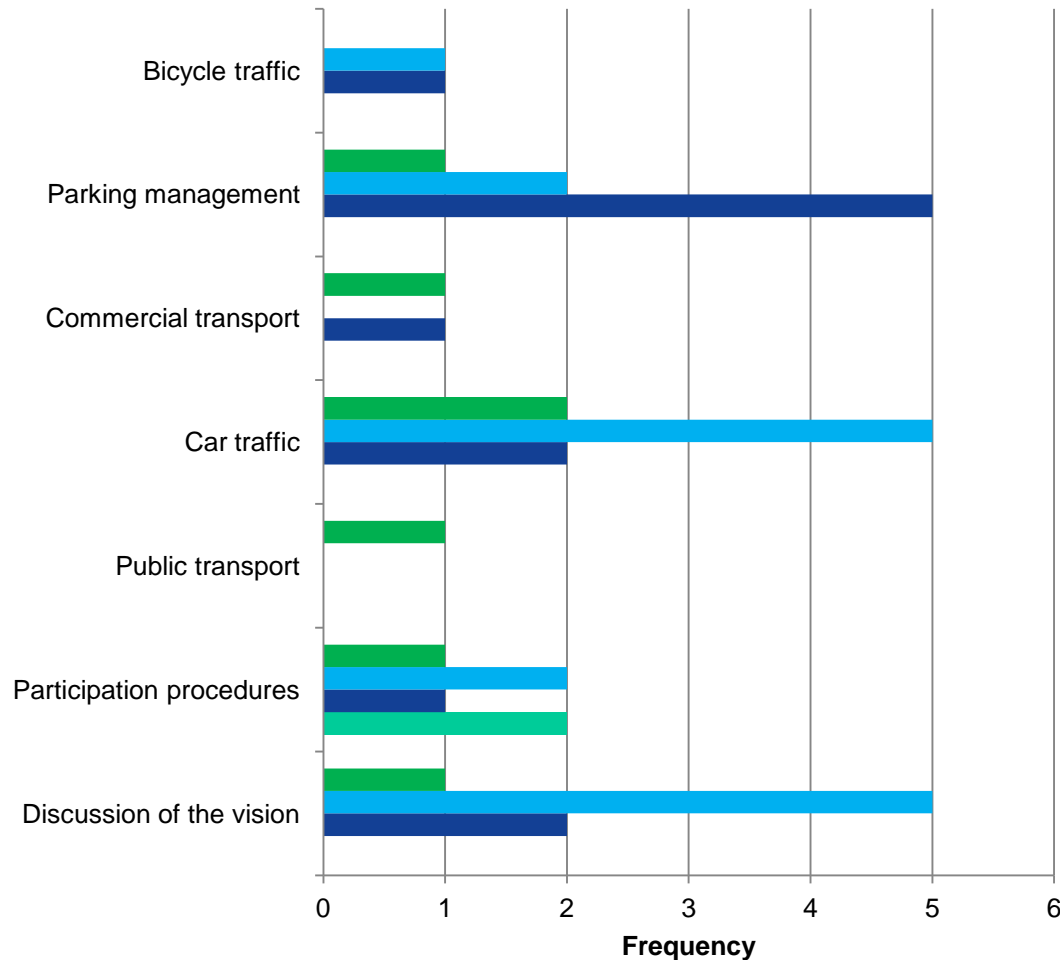
# Stage of the concept

## What is the stage your concept is at?



# Which components had barriers?

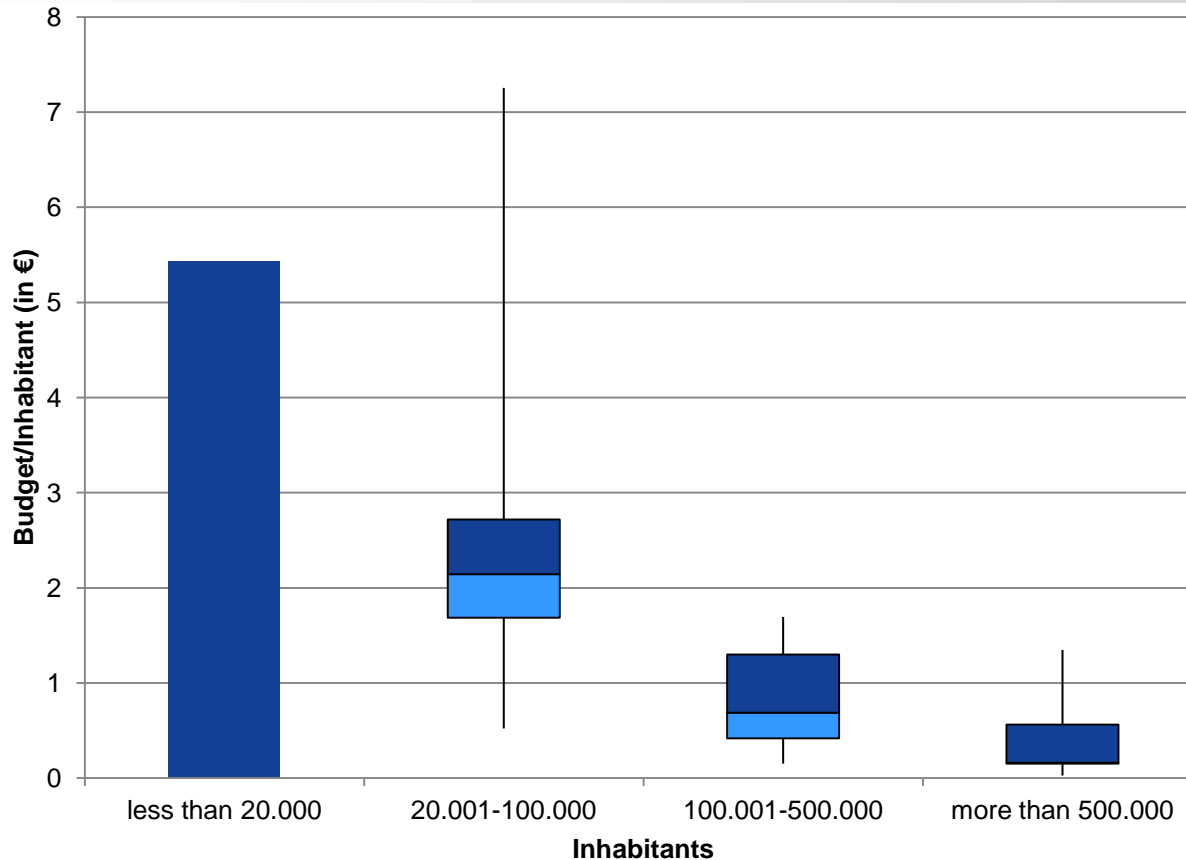
Barriers of different city sizes



n=29

■ more than 500.000 ■ 100.001 to 500.000 ■ 20.001 to 100.000 ■ less than 20.000

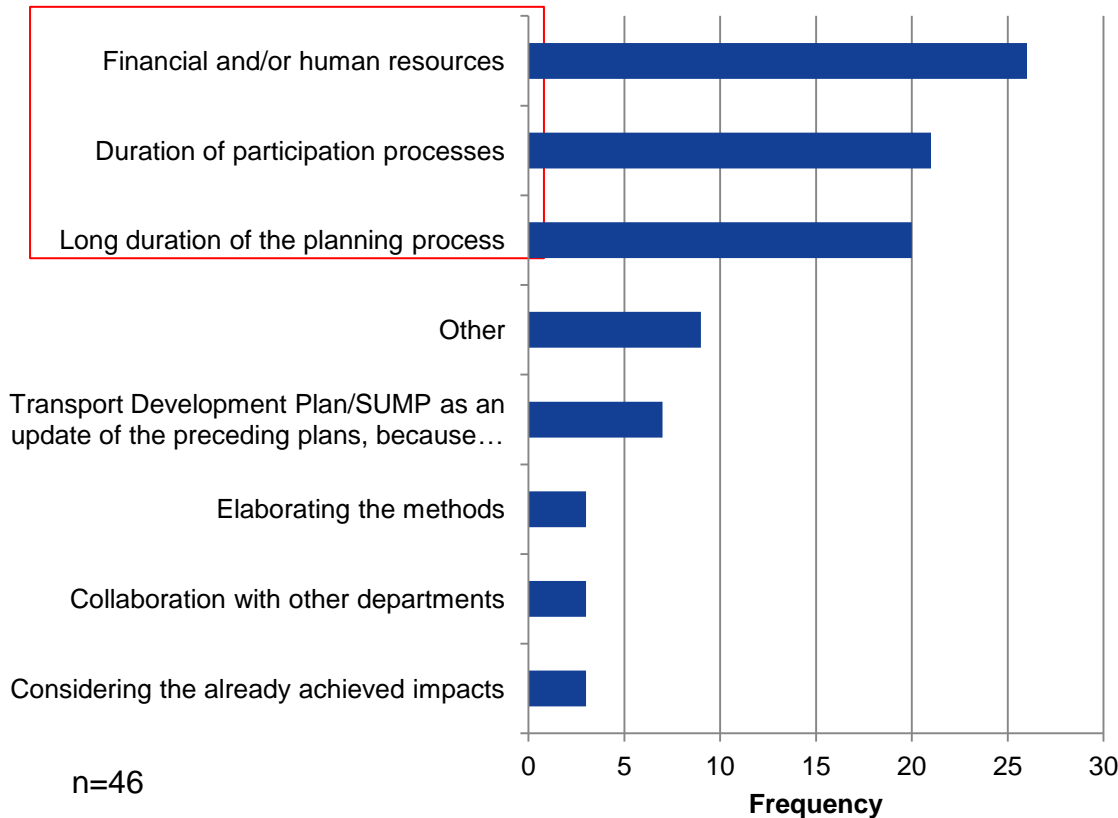
# Budget for the elaboration of the Transport Development Plan



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# Challenges while developing and implementing a Transport Development Plan/SUMP

**From your point of view, what are the major challenges while developing and implementing a Transport Development Plan/SUMP?**



## Other

- inter-city involvement
- participation procedures
- Resistance by interest groups
- Conviction of policy makers
- Involve all stakeholders and take all issues seriously: "It requires a great political consensus, otherwise the concept will disappear after the next election in the drawer."
- lack of political will (2x)
- decision-making process
- The balance: "Concentration on implementable, purposeful program and enough leeway to respond to innovations."

## 21. Which other participation procedures did you use?

Round table, rounds of the building political spokesman of the fractions

Several mobility forums involving authorities, politics, associations

Forum

Online participation, idea platform

Project Advisory Board, Scientific Advisory Board

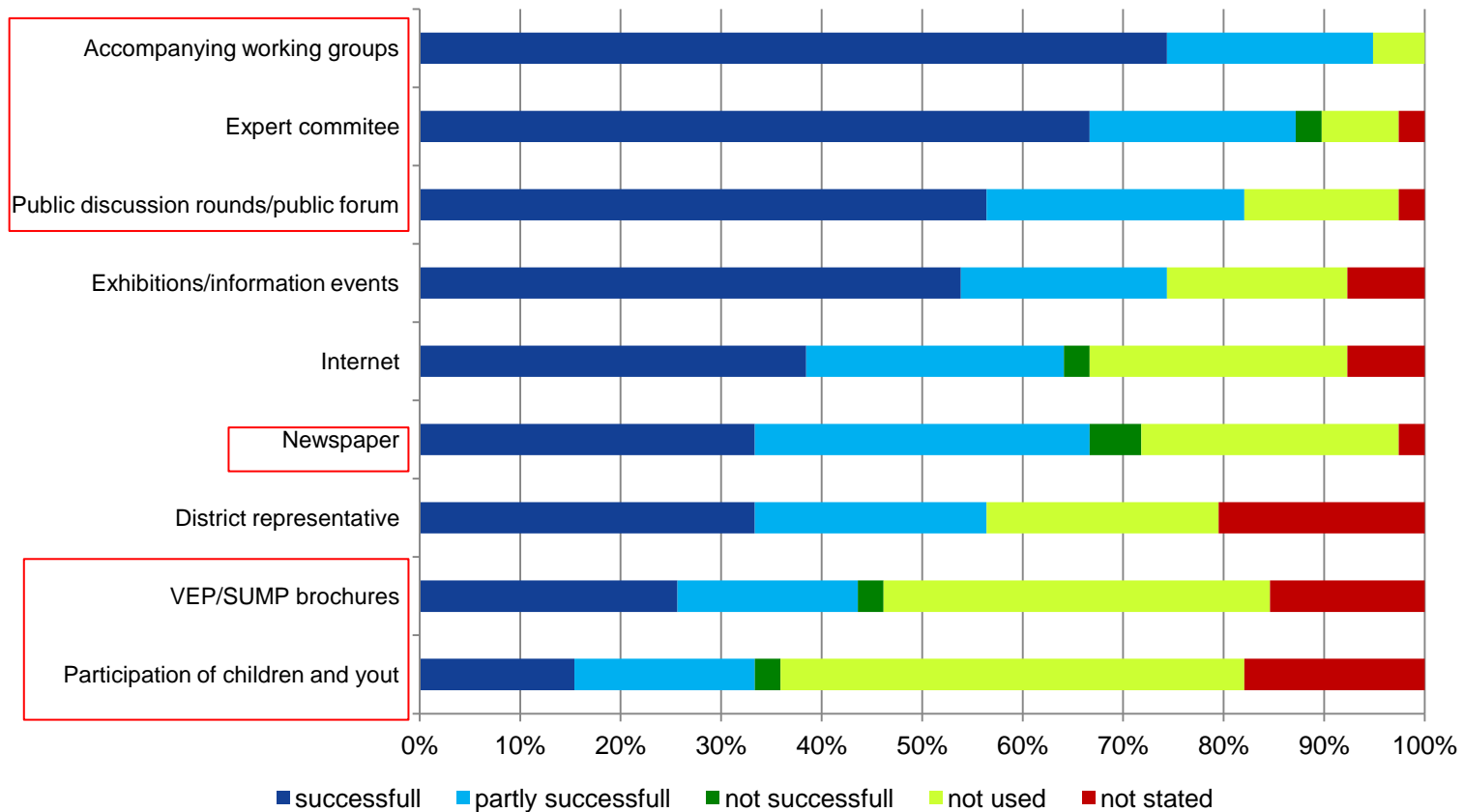
Participation in shopping centers

Direct contact possibilities

Citizen events (Contributions)

# Which participation procedures did you use and how do you assess their implementation?

## How do you assess the participation procedures used?



n=39

## 30. Based on the completed or ongoing process what adjustments would you make next time?

### Organisational

- **External support during preparation (4x)**
- Earlier involvement of external contractors, politics and lobby groups
- Process-accompanying project advisory board
- Divide work steps more clearly / structure
- Include time and financial restrictions

### Structurally

- Sectoral processing of sub-areas has proven itself and should be expanded in the future
- Creating an independent working level for local politics right from the start (committees, working group of building policy speakers)

### Content

- Adjustments due to demographic change
- Supplement to the subject of e-mobility
- Requirements of mobility management and climate protection
- Making the benefits clearer
- Language has to be more in line with the administrative language

### Participation

- **Optimising participation - stronger, more active involvement of citizens**
- **Involvement of children and adolescents**
- Better take into account the costs of public participation
- Better harmonisation of committee participation
- Involvement of all political groups in the mobility advisory board would be critical to question
- Methods for participation:
  - Instead of brochures, flyers and abstracts in English
  - Use of new methods