



# SUMP

## What's in it for me?

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## Colofon

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### **KpVV**

Het Kennisplatform Verkeer en Vervoer (KpVV) ondersteunt als onafhankelijk instituut de decentrale overheden bij het ontwikkelen en realiseren van hun verkeers- en vervoersbeleid. Daarbij staat de huidige en toekomstige klantvraag centraal.

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### **Nabestellen**

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## Summary

GoudappelCoffeng was commissioned by KpVV (Transport Knowledge Resource Centre) to investigate the extent in which Dutch city traffic and transport policy plans are in line with the guidelines for Sustainable Urban Mobility Plans (SUMP). The SUMP guidelines (Guidelines, Developing and Implementing a Sustainable Urban Mobility Plan, 23 September 2011) were prepared by the European Commission to support and promote sustainable and efficient transport systems in European cities. The committee is considering the existence of a SUMP as a pre-condition for the allocation of European funding. In addition to the argument to use tools and methodologies developed in a European context, there is thus also a financial argument for Dutch cities to take notice of and use SUMP-guidelines.

A 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.

In the SUMP method the focus is on the improvement of the quality of life and not on solving traffic bottlenecks. The methodology is described by using 11 process steps that need to ensure that:

- citizens and other stakeholders are involved;
- an integrated approach between policies and other authorities is chosen;
- there is a focus on achieving measurable and achievable goals;
- costs and benefits and external effects are reviewed;
- the policy cycle, analysis of current situation through monitoring and evaluation is completed appropriately.

A SUMP aims to create a sustainable urban transport system by addressing the following objectives:

- ensuring the accessibility offered by the transport system is available to all;
- improving safety and security;
- reducing air and noise pollution, greenhouse gas emissions and energy consumption;
- improving the efficiency and cost-effectiveness of the transportation of persons and goods;
- contributing to enhancing the attractiveness and quality of the urban environment and urban design. After a review of eight municipal traffic and transport plans (GVVPs), interviews with the authors of the GVVP and an analysis of the Dutch policy practice, it is clear that:
  - Dutch practice and regulations including the Planwet and the essential elements of infrastructure policy as part of the Structuurplanvoor Infrastructuur en Ruimte form a solid base for good traffic and transport plans;
  - Despite the unfamiliarity with the SUMP guidelines, the GVVPs content are reasonably well in line with the SUMP method; although a focus on reducing energy

consumption, CO<sub>2</sub> emission, improving efficiency and cost-effectiveness is often lacking;

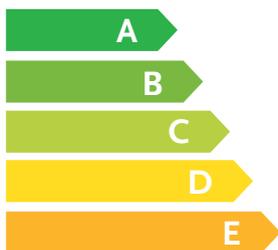
- The process-evaluation shows more room for improvement. This applies to almost all aspects and in particular to the focus on achieving attainable and measurable goals, cost consciousness (at what cost are the goals achievable?) and the whole run of the planning process (including attention to monitoring and improvement).

Table 1  
Qualitative assessment  
SUMP content aspects  
(number = number  
GVVPs)

Content criteria	A	B	C	D	E
ensure mobility system	8				
Improve safety	6	2			
reduce air pollution	7				1
reduce noise	8				
reduce CO <sub>2</sub> -emissions	2		2	1	3
reduce energy consumption			3		5
improve efficiency en cost effectiveness				1	7
contribute to high quality and attractive living environment	8				

Table 2  
Qualitative assessment  
process-based SUMP  
aspects (number =  
number GVVPs)

Process criteria	A	B	C	D	E
interactive approach	1	3	2	2	
Integrated approach	2	3	3		
focus on achieving measurable goals	1	2	1	4	
cost-consciousness	2	1	2	2	1
policy cycle (in general)	1	2	3	2	
- scenarios explored and evaluated	1	1		3	3
- monitoring plan available	1		3	1	3
- effectiveness of measures assessed	1	1	1	2	3



- A. the item is properly recorded / step process is executed;
- B. content item is named and partly developed/process step is partially developed and executed;
- C. item is mentioned but not elaborated in proper content/process step insufficiently developed;
- D. item is mentioned but not worked out/process step hardly developed;
- E. item is not included in the GVVP / process step is not executed.

By implementing some content and process improvements it is possible, even more than is already the case, to do justice to the SUMP ideology.

This could include:

- Easy insight in the current situation with respect to indicators such as road safety, public transport service, bicycle accessibility, CO<sub>2</sub>, energy usage in order to focus on sustainable development. This makes clear where one stands now and what improvements should be pursued.
- A focus on securing and improving the quality of life and not in solving mere traffic

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problems. Thus the plan and the underlying vision also get wider positioned and elements such as health, environment (and not traffic environment), costs and benefits receive a broad sense of attention in the planning process.

- Involving citizens and stakeholders throughout the process and not only during certain phases. A solid communication plan is essential for this.
- Increased consultation for an integrated approach is necessary to consult between policy fields within the municipality and neighboring municipalities during the execution of the plan and thus giving the other policy fields a recognizable place, also in the package of measures.
- Ensuring that different scenarios are analyzed by and making clear the consequences of policy choices. Not only the traditional traffic engineering indicators (I/C ratios, etc.) should be involved but also give attention to indicators linked to climate change targets, energy and accessibility.
- Ensuring that SMART objectives are in the GVVP. Relate packages of measures to these objectives and prioritize according to a transparent methodology. In this way, stakeholders and decision-makers get better insight in the contribution of measures to the stated goals.
- Updating the packages of measures in a clear structure in terms of funding and responsibility (program).
- Providing a clear and feasible monitoring and evaluation plan, so it can be determined which goals are achieved and whether the adjustment of the policy is necessary or not.
- Sketching a realistic picture of the implementation period of the plan and trying to avoid the influence of ad-hoc political sentiments, by adopting a predetermined process view, broad participation and a commitment to overall sustainable mobility principles.

Through targeted communication and training, in particular in vision development, SMART target development, monitoring and evaluation, it is relatively easy for The Netherlands to remain among the leading SUMP-countries in Europe.