



EVOLUTION AND NEW TRENDS IN URBAN MOBILITY PLANNING

Simpla Conference, Trieste, 28 November 2018

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Structure of presentation

- What is a sustainable urban mobility plan (SUMP)?
- Why is SUMP needed?
- What does it mean in practice?
- A few experiences
- Skills and capacities needed for SUMP
- How SUMPs might adapt to new forms of mobility
- Some resources and tools for SUMP development



What is SUMP?

“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.”

Manage transport system (don't just build infrastructure) to achieve wider societal objectives and realise city's wider vision



A scheme developed as part of Vienna's SUMP

Source: EU SUMP Guidelines, 2014



More interestingly, why do we need SUMP's?

Consequences of the 'Predict' and 'Provide' approach

- Longer journey times and congestion
- Increased greenhouse gas emissions
- Poor air quality
- Poor health - obesity, poor mental health / stress, cardiovascular diseases etc
- Car dominated city centres and neighbourhoods
- Accidents, deaths, injuries



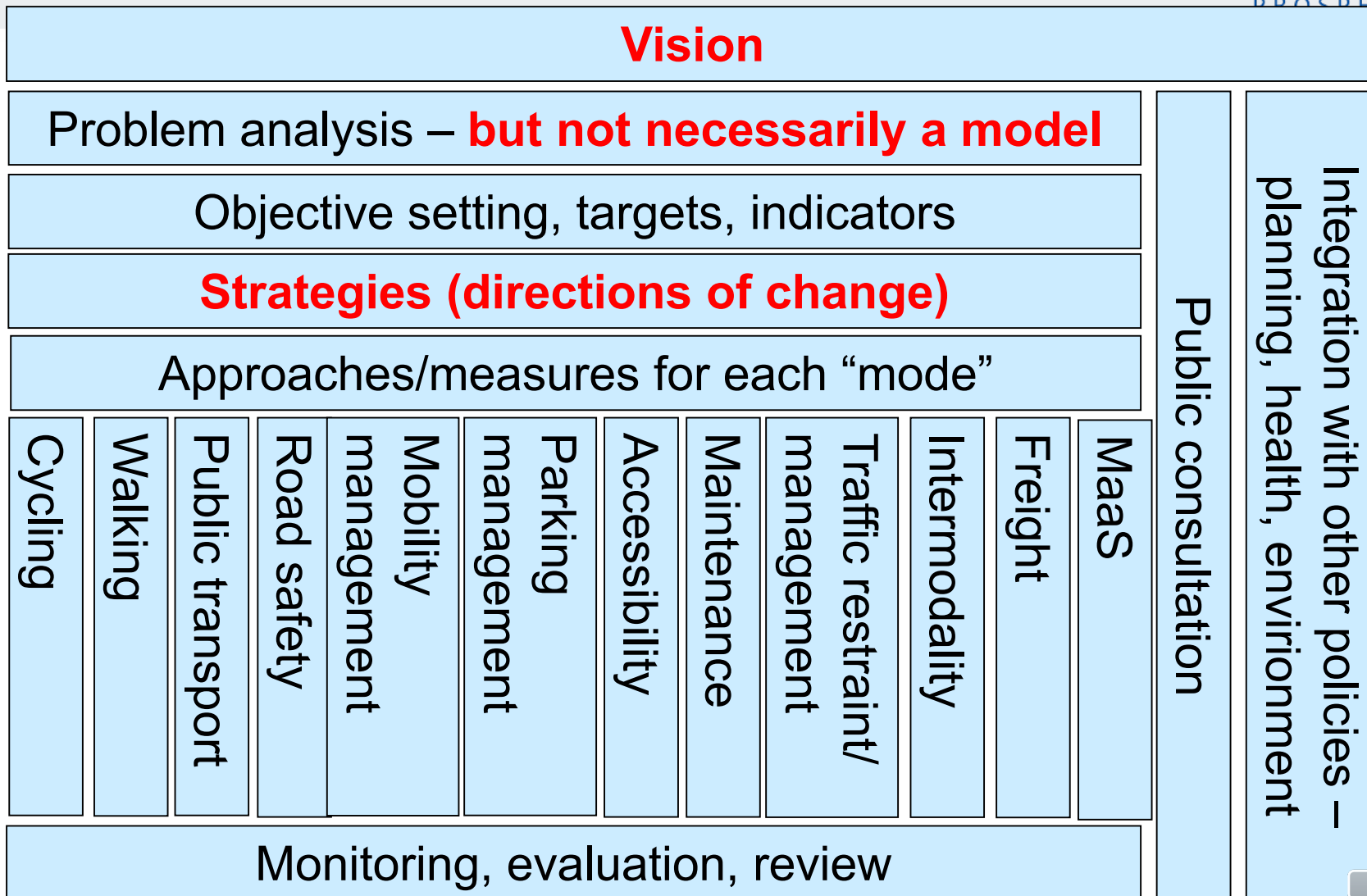
To me, core to SUMP: making sure we manage transport to achieve wider objectives

Making sure transport contributes to:

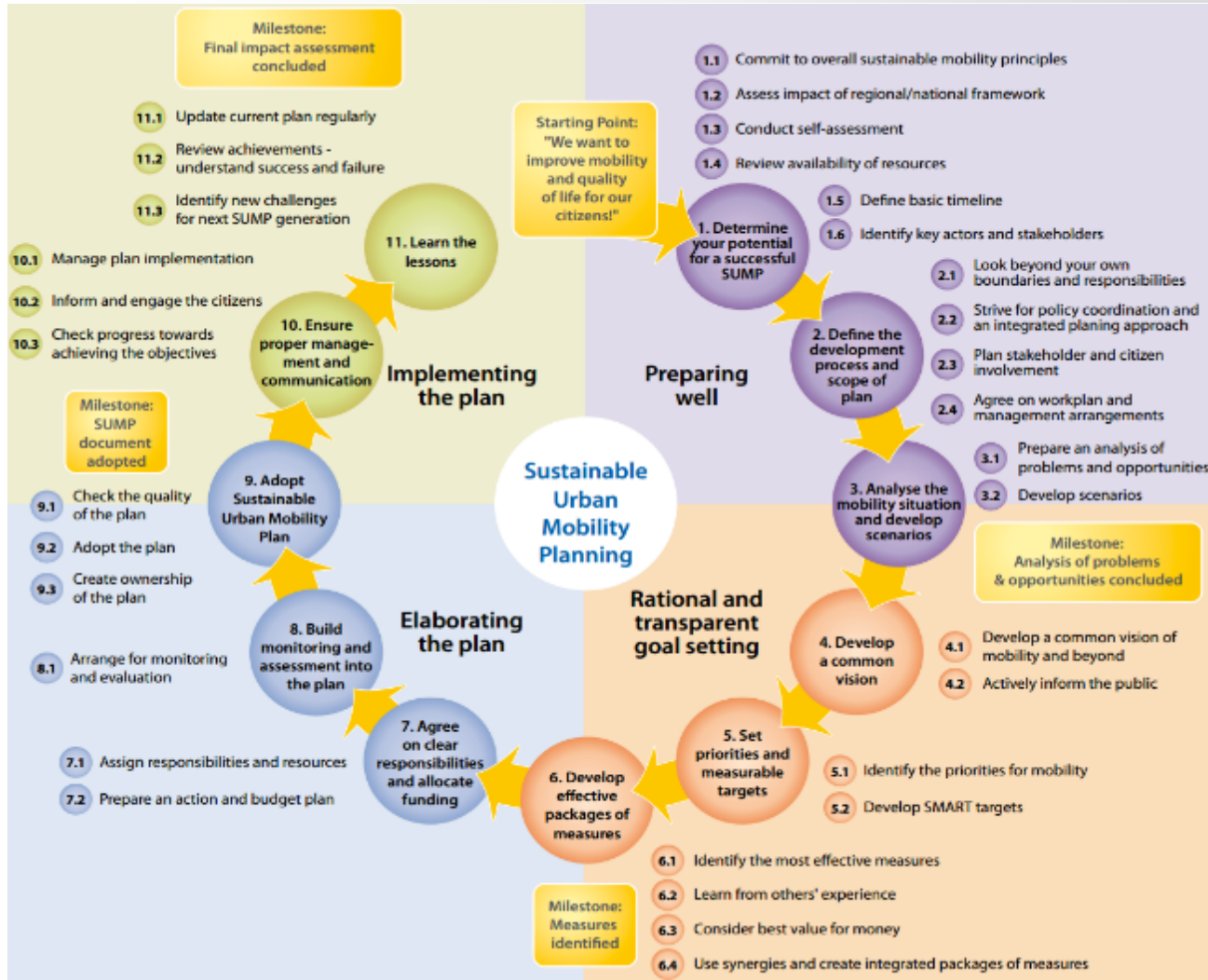
- Improved air quality (local and global)
- Improved quality of life
- Reduced congestion/improved accessibility to what people need
- Improve social inclusion
- Improved safety
- Improved economy of our city
- Improved attractiveness of (public) space
- Improved micro-accessibility e.g. PT easy to use if disabled



Structure of SUMP



The famous Sustainable Urban Mobility Plan (SUMP) process



Planning for People

GUIDELINES

DEVELOPING AND IMPLEMENTING A SUSTAINABLE URBAN MOBILITY PLAN

Co-funded by the Intelligent Energy Europe Programme of the European Union

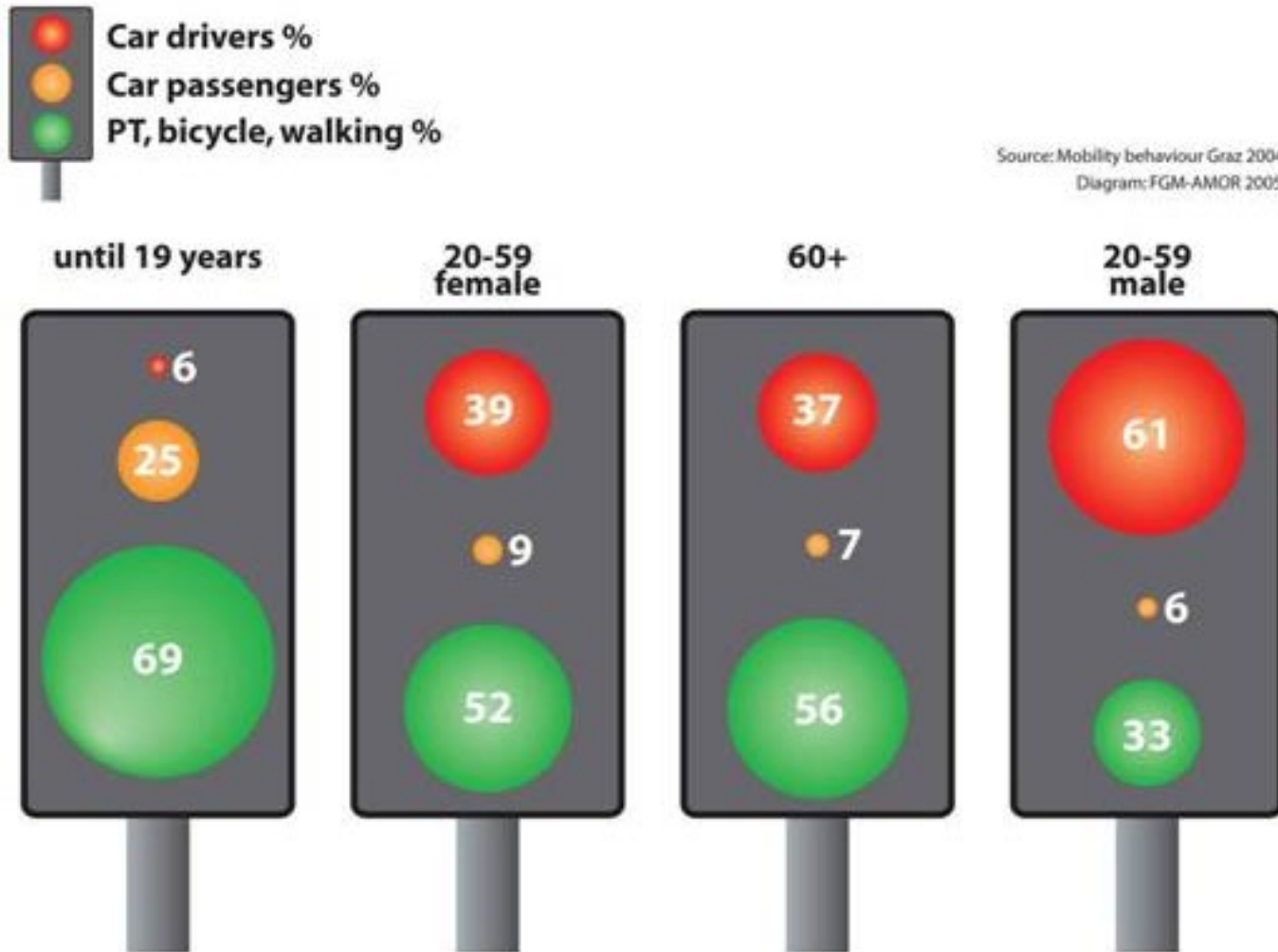


But what does this mean in practice?

| Common ideas about SUMP | SUMP in practice |
|--|---|
| Everyone has to sell their cars | Some people use their car less |
| No more building new roads | Looking at cheaper options first but maybe build a road if it's the best way to achieve your objectives |
| No more building any new transport infrastructure | Think about what you want to achieve (safety? Better environment? Better economy?) and then choose the measures that will achieve these objectives. Think before building something |
| SUMP stops people from travelling – it wants to reduce mobility | About ensuring accessibility so that people can get the things they need |
| It's only about the environment | It's about environment, safety, quality of life, green space, economic growth – and about how transport helps us to achieve these things |
| We'll all be riding bikes by next year | Slowly changing travel patterns over several years so there's a bit less car use |



And it means planning for people – not just for transport planners/traffic engineers 😊



What can be achieved?

Cities all over Europe have transformed themselves into much more sustainable and liveable places through integrated, strategic and long-term transport planning

These videos summarise the SUMP process and how it has transformed cities

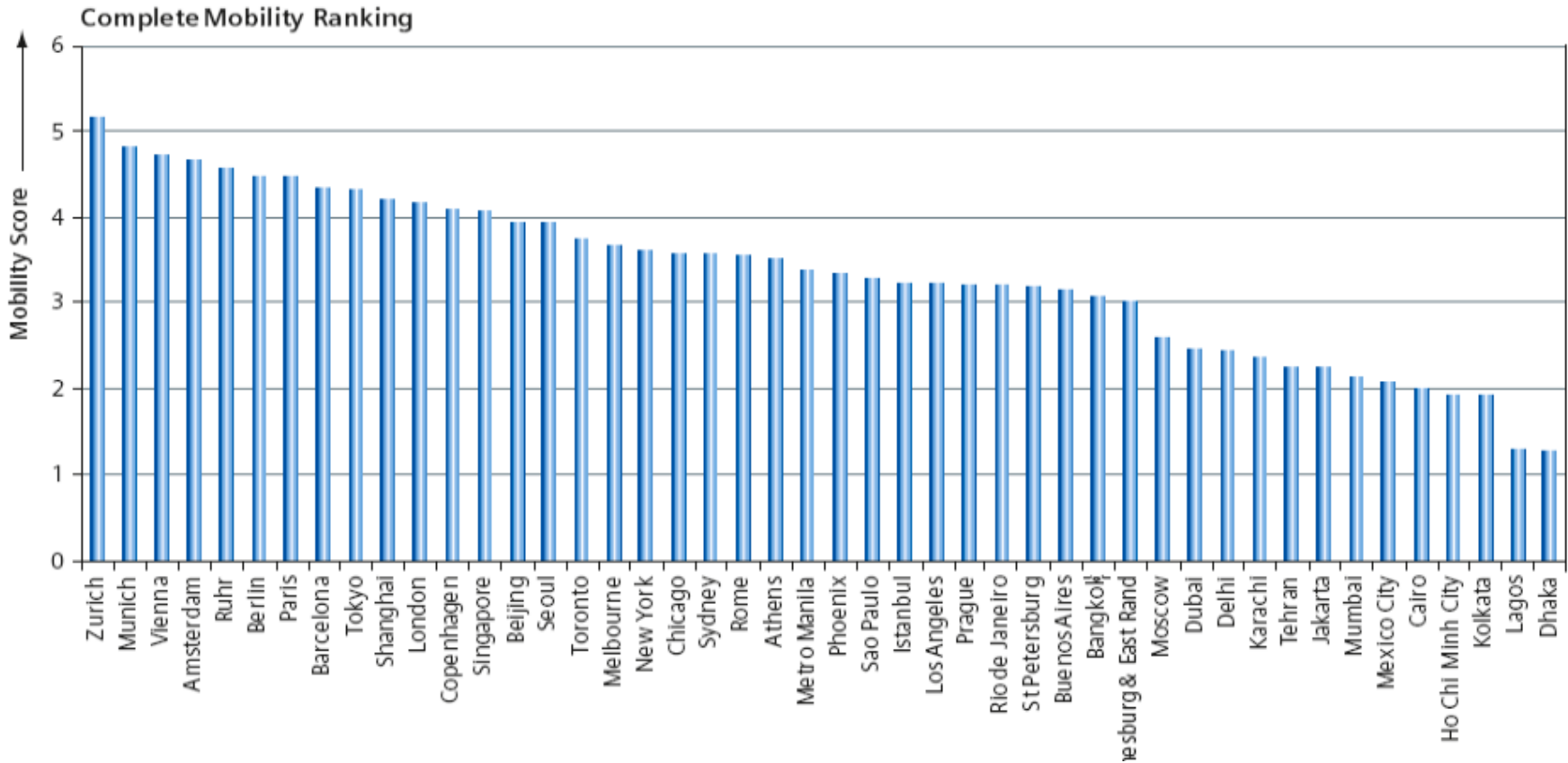
<http://www.eltis.org/resources/videos/sustainable-urban-mobility-plans-part-1>

<http://www.eltis.org/resources/videos/sustainable-urban-mobility-plans-part-2>

<http://www.eltis.org/resources/videos/sustainable-urban-mobility-plans-part-3>



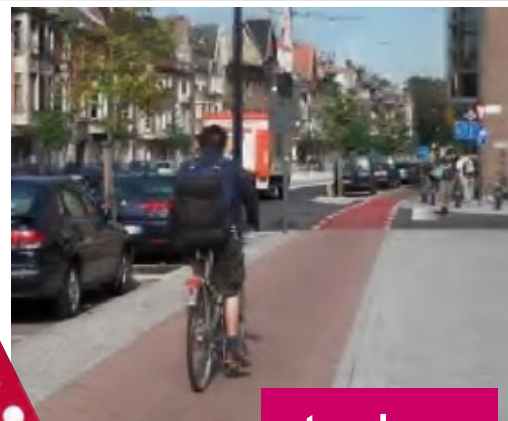
Quality of Life and Mobility Policy



www.mercer.com



Can a city change its face – and its economy?



gent:

the 80ies

today



Photos: City of Gent

Since SUMP implemented:

- Population decline reversed – people moving back into city – 5% population increase 1999-2008
- Investment per person 20% above regional average
- Growth in new firms 25% above regional average

(source – www.gent.be)



Implementation with the public in mind

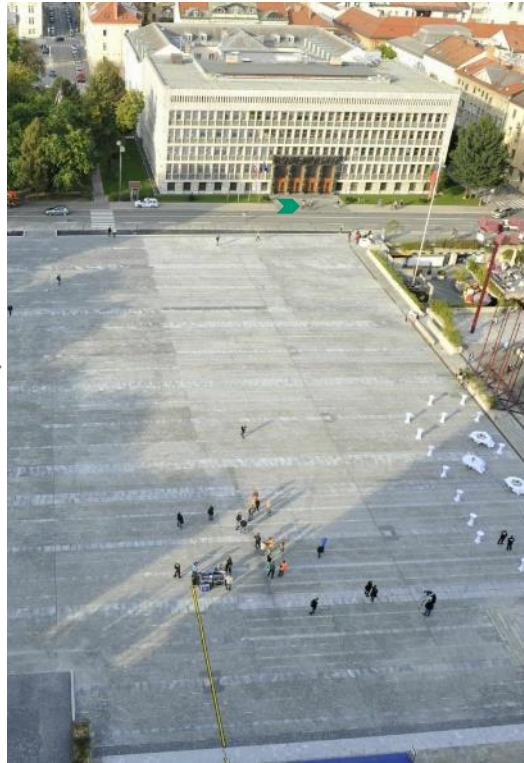
Active information to the public about the adaption of the railway station



Source: Project Gent Sint-Pieters, www.projectgentsintpieters.be/



Ljubljana



Ljubljana



Economic and health benefits

SOCIO-ECONOMICS

DKK 1.22

Gain to society per extra km travelled by bicycle in Copenhagen

DKK 1.13

Cost to society per extra km travelled by car in Copenhagen

HEALTH BENEFITS OF CYCLING

30%

Reduction of mortality for adults who cycle to and from work every day

1.7 BILLION

Value of health benefits from cycling in Copenhagen (DKK)

FIVE TIMES MORE BICYCLES THAN CARS

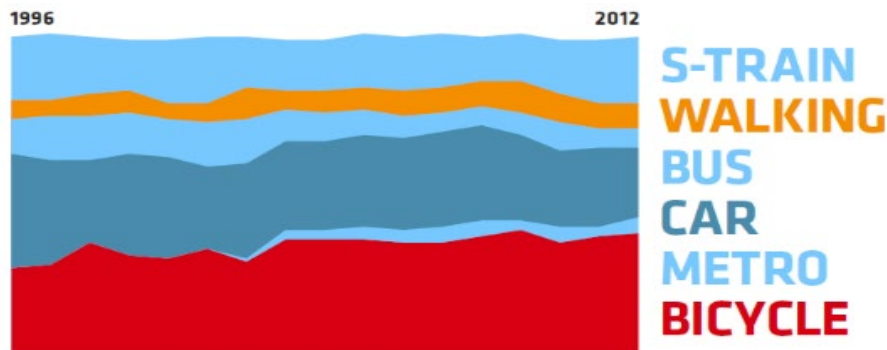


2012 Copenhageners owned approximately 650,000 bicycles and 125,000 cars, corresponding to 5.2 bicycles for each car



4 OUT OF 5

All of Copenhagen have access to a bicycle



Primary mode of transport for trips to work or education in the City of Copenhagen, 1996-2012

Copenhagen

Excerpts from the Copenhagen Green Accounts 2012 report.
Image source: City of Copenhagen



Krakow (PL)

- Improvements to bus and tram stops, to PT, to pedestrian environment, parking management in context of wider strategy
- Policy objectives – safety, security, health, social inclusion, tourism



Photo: Maciej Michnej



Photo: ELTIS / Harry Schreff

Improvements to PT in Krakow

Before



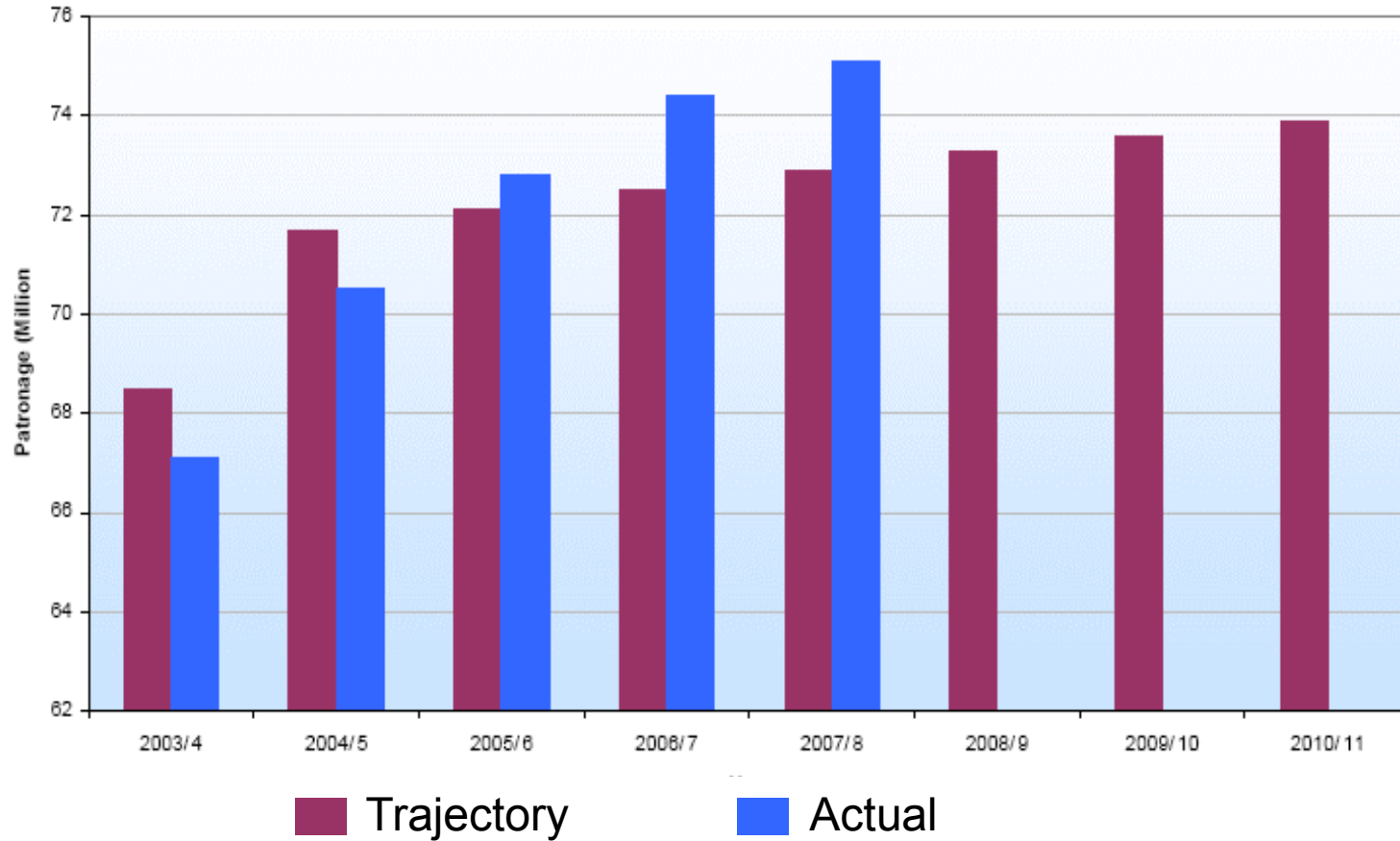
Street separators

After



Nottingham (England)

Bus and tram patronage in Greater Nottingham

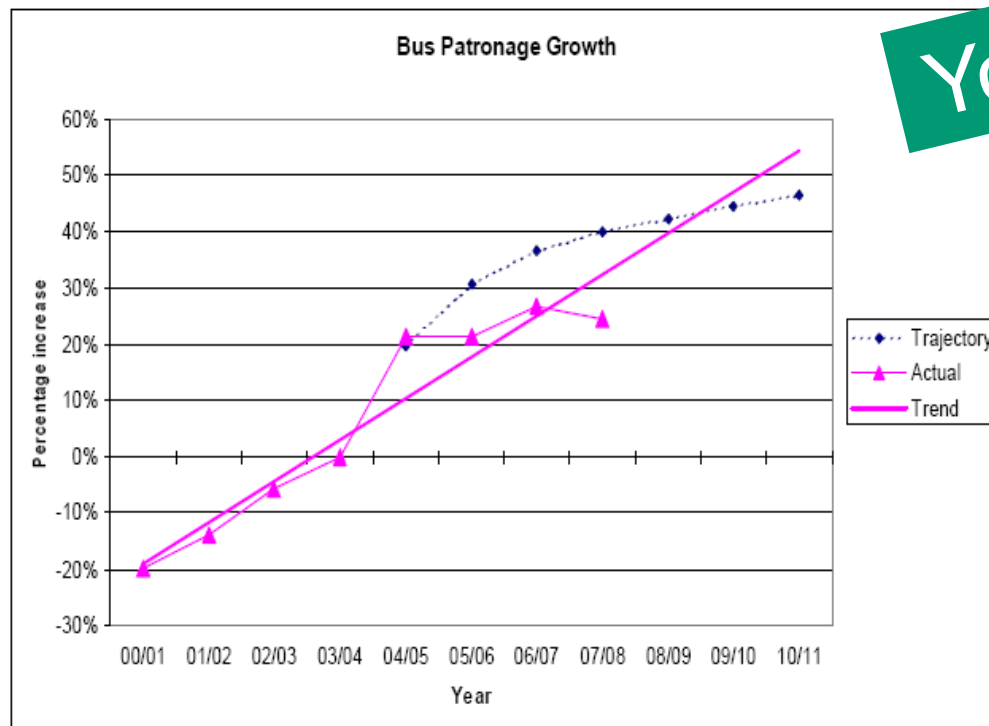




Achievements: York (England)

Achievements 2001-2006:

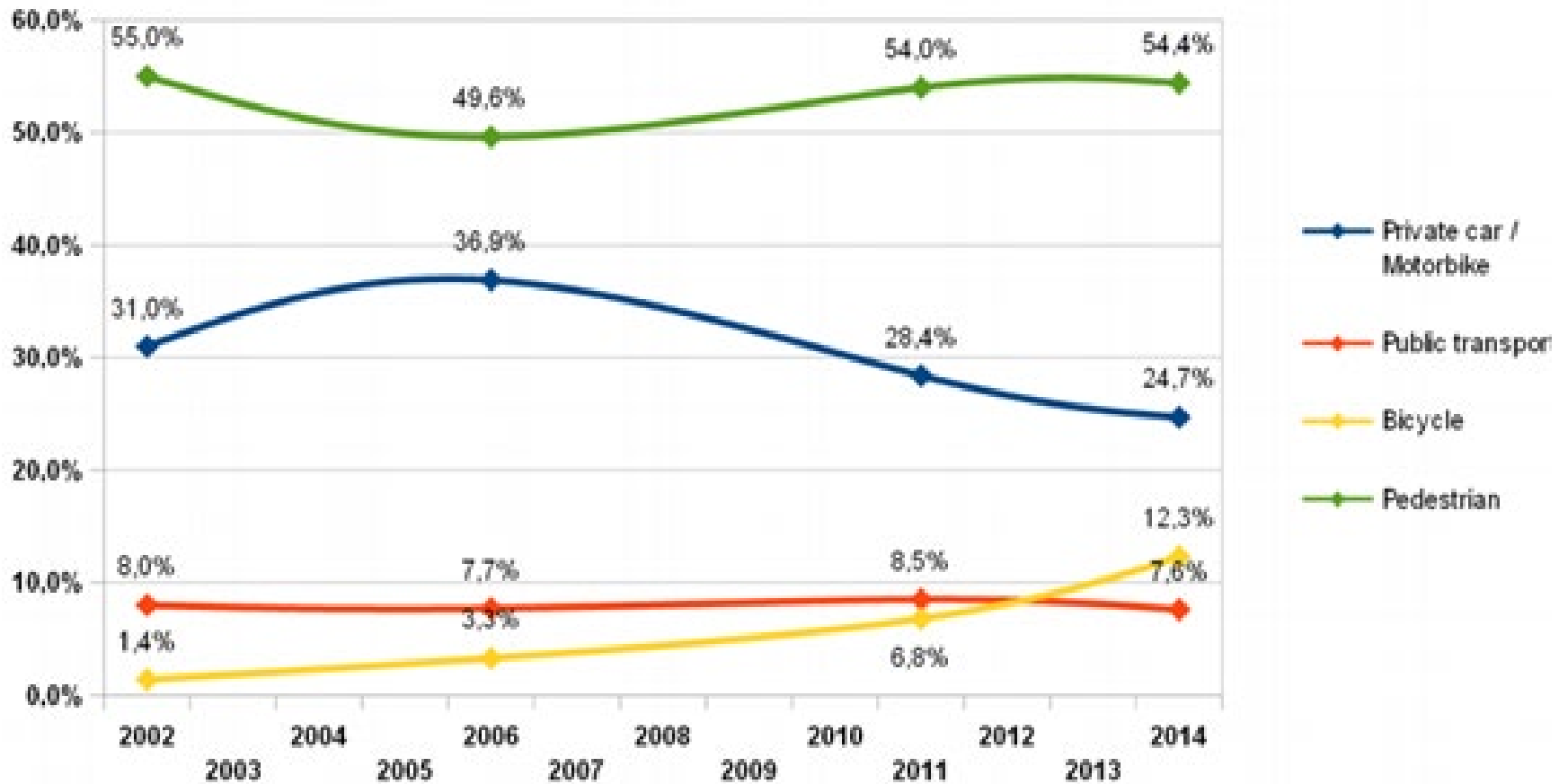
- Bus patronage growth of 45%
- Peak-hour urban traffic lower than 1999 levels
- A high quality Park & Ride service
- A 10% increase in non-car modes for trips to the city centre at peak times
- Over 20% reduction in road accidents



Source: City of York council, www.york.gov.uk/transport/ltp/ltp1/delivery/



Vitoria Gasteiz Spain SUMP impacts



Common barriers in SUMP development?

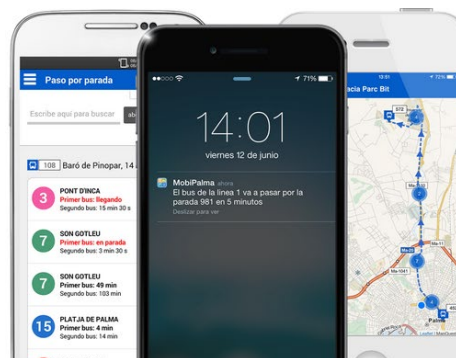
- Organisational roles and responsibilities – internal buy in
- Political commitment
- Poor integration between policies and plans eg land-use and transport
- Limited resources and **skills (capacity building)**
- Funding for implementation
- Limited public and stakeholder support
- Lack of data or resources for monitoring and evaluation



Capacity and people skills

- Takes time and people resource
- Don't expect to do everything in your own organisation
- Use EU, special national projects to buy in expertise
- Get advice from bigger/more specialised organisations

 Emt Palma +  Líneas +  Paradas cercanas +  Alertas



Diseñada pensando en el usuario del transporte público, pero sin olvidar a los conductores, **MobiPalma** es la app definitiva para circular por Palma y ahora totalmente accesible para personas ciegas.

¡Bienvenidos a la movilidad sostenible!

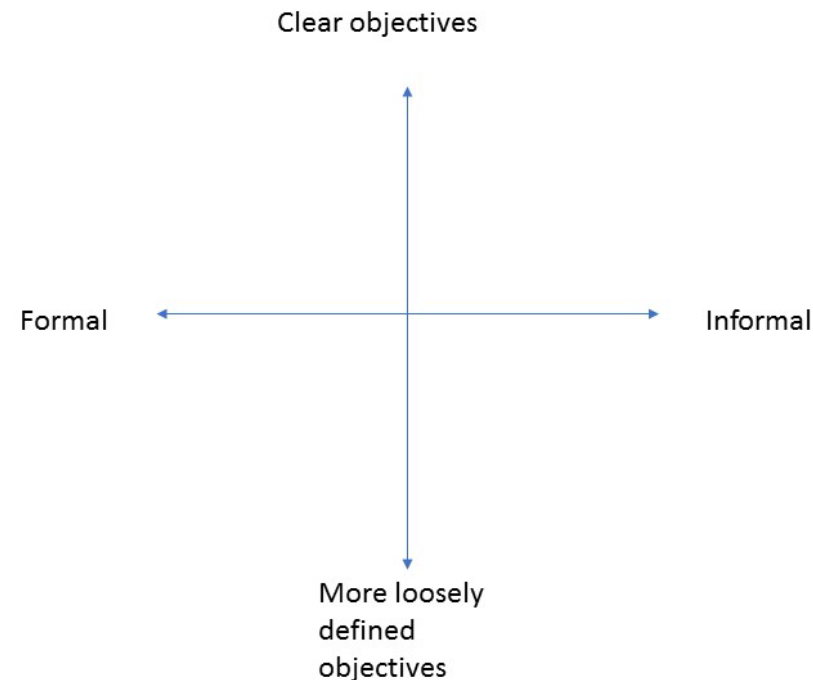


Collaboration needed in SUMP – between different organisations – how?

Recommendations for effective collaboration

(from Petterson and Hrelja, 2017)

- **Shared understanding** of purpose and benefits
- Early participation
- **Clear objectives and responsibilities, roles and capacities** (within and among organisations)
- **Delegate power** to the **individuals** representing the organisations
- **Raise difficult issues early**
- **Sufficient resources**



The move of the private sector into mobility services – how to cope?

- Private sector innovating new modes and services e.g.:
 - (Shared) ridesourcing
 - Free floating carsharing and bikesharing
 - Peer to peer car and parking sharing
- But – limited motivation for them to integrate with other modes and services?
- Need to protect their income/revenue
- Unlikely to become part of multimodal system unless public authorities play leading role, set framework



There are plenty of resources available

European Platform on SUMP | www.eltis.org/mobility-plans

CIVITAS PROSPERITY | www.sump-network.eu

CIVITAS SUITS | www.suits-project.eu

CIVITAS SUMP-UP | www.sumps-up.eu

ADVANCE | www.eu-advance.eu

CHALLENGE | www.sump-challenges.eu

ENDURANCE | www.epomm.eu/endurance

EVIDENCE | www.evidence-project.eu

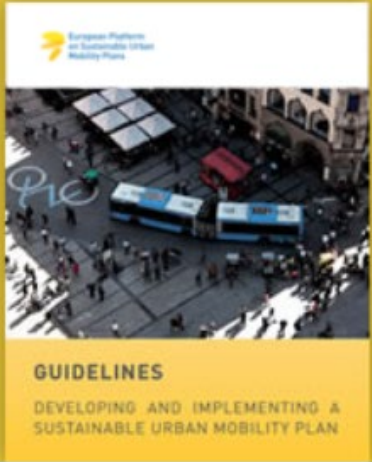
Poly-SUMP | www.poly-sump.eu

Urban Transport Roadmaps | www.urban-transport-roadmaps.eu

CIVITAS e-courses | www.civitas.eu



ELTIS a good source of information and the best practice



European Platform on Sustainable Urban Mobility Plans

GUIDELINES
DEVELOPING AND IMPLEMENTING A SUSTAINABLE URBAN MOBILITY PLAN

SUMP Guidelines

Online SUMP Guidelines

SUMP Glossary

SUMP Self-Assessment Tool

 <http://www.eltis.org/mobility-plans/sump-concept>
[SOLUTIONS webinar: Sustainable Urban Mobility Plans](#) (64 mins long)



SUMP Self-Assessment Overview

- [Step 1 - Determine your potential for a successful SUMP](#)
- [Step 2 - Define the development process and scope of plan](#)
- [Step 3 - Analyse the mobility situation and develop scenarios](#)
- [Step 4 - Develop a common vision and engage citizens](#)
- [Step 5 - Set priorities and measurable targets](#)
- [Step 6 - Develop effective packages of measures I](#)
- [Step 6 - Develop effective packages of measures II](#)
- [Step 7 - Agree on clear responsibilities and allocate funding](#)
- [Step 8 - Build monitoring and assessment into the plan](#)
- [Step 9 - Adopt Sustainable Urban Mobility Plan](#)
- [Feedback on the tool](#)

It is a questionnaire about the SUMP development process and enables planning authorities to measure their progress towards a genuine Sustainable Urban Mobility Plan.



Some Guidelines and courses on key challenges / SUMP components

| | | | |
|--|--|--|---|
| <p>Participation Actively engaging citizens and stakeholders in the development of Sustainable Urban Mobility Plans</p> | <p>Institutional cooperation Working jointly with institutional partners in the context of Sustainable Urban Mobility Plans</p> | <p>Measure selection Selecting the most effective packages of measures for Sustainable Urban Mobility Plans</p> | <p>Monitoring and evaluation Assessing the impact of measures and evaluating mobility planning processes</p> |
|--|--|--|---|

Guidelines can be downloaded at

www.sump-challenges.eu/kits

Online Training courses on these challenges available

<https://www.mobility-academy.eu/course/index.php?categoryid=4>

Other SUMP related online courses / webinars

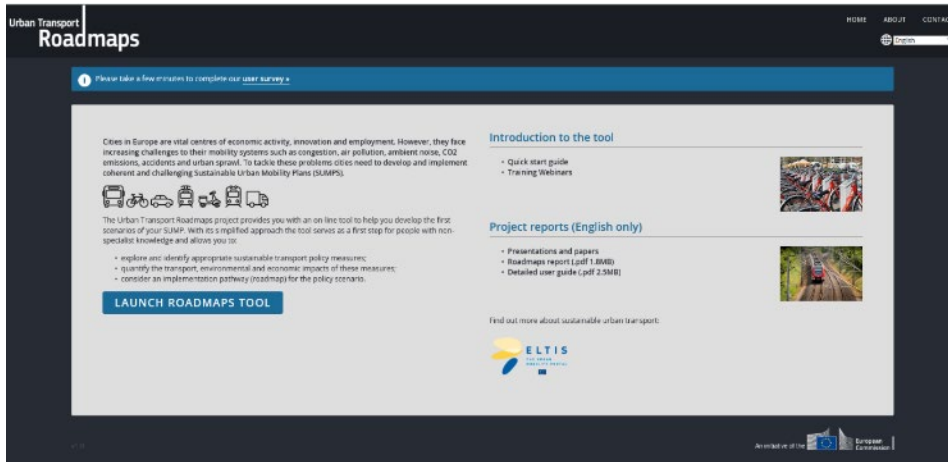
<https://www.mobility-academy.eu/course/>

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| <p>Download SUMP Manual</p> <p>English, Croatian, Czech, Dutch, French, German, Hungarian, Polish, Romanian</p> | <p>Download SUMP Manual</p> <p>English, Croatian, Czech, Dutch, French, German, Hungarian, Polish, Romanian</p> | <p>Download SUMP Manual</p> <p>English</p> | <p>Download SUMP Manual</p> <p>English, Croatian, Dutch, French, Czech, German, Hungarian, Polish, Romanian</p> |



CIVITAS Urban Mobility Tool Inventory - An online database of over 100 tools

<http://civitas.eu/tool-inventory>



Urban Transport Roadmaps tool (training session 3)

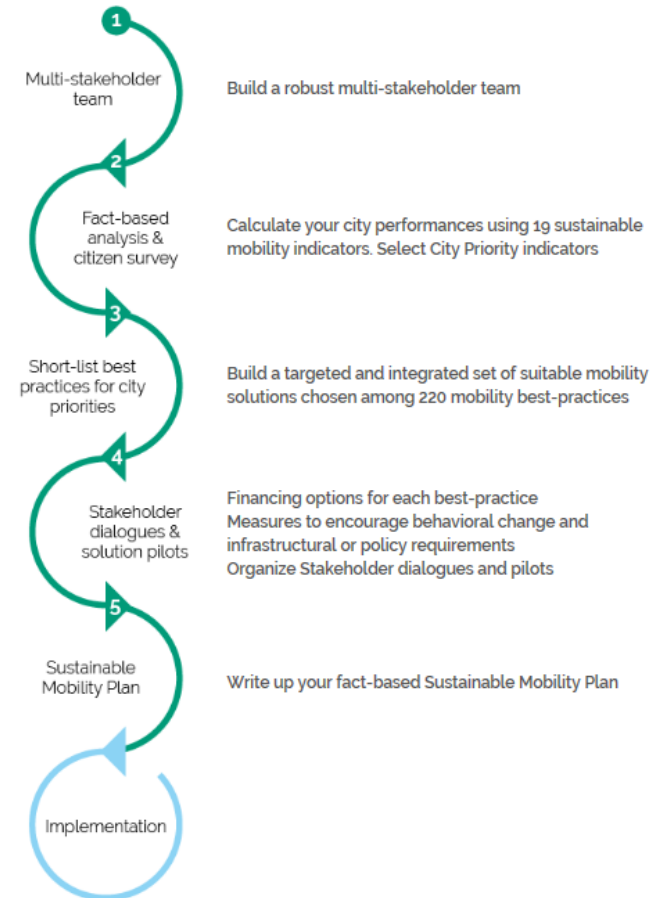
www.urban-transport-roadmaps.eu

A quantitative tool to support developing of scenarios, setting priorities and targets, developing effective packages of measures in the SUMP planning cycle

SMP fact-based mobility planning tool (EN)

<http://www.wbcstdsmp.org>

Tool to support cities developing fact-based and integrated sustainable urban mobility plans based on the 19 sustainable mobility Indicators





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