

Planning for People! Cycling as part of Sustainable Urban Mobility Plans

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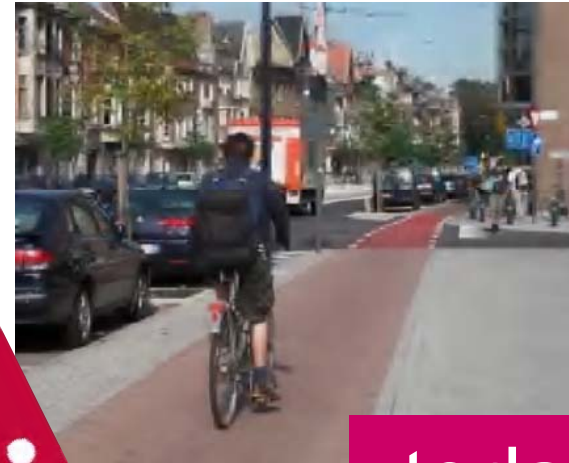
Velo-City

Vienna/ Austria, 11 June 2013

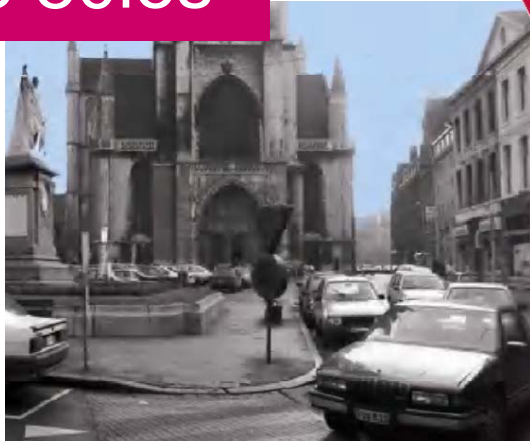
Can a city change its face?



the 80ies



today



Photos: City of Gent

SUMP can make the difference!



Korenmarkt in the 1980's and today



SUMP: a concept promoted by the EU



- **Action Plan on Urban Mobility 2009**
 - 20 actions at EU level/ Action 1: SUMP
- **EU Transport Ministers** support SUMP
- **European Parliament** calls for introduction
- Transport **White Paper** 2011: Action 31
- Requirement in **CIVITAS Call** 2011
- **EU Projects**: ELTISplus SUMP, QUEST, ADVANCE, PUMAS.... more to come
- **Urban Mobility Package** (spring 2013)
- Directive, Support Framework, ...?



SUMPs in the EU Transport White Paper (2011)



- to "establish **procedures** and **financial support** mechanisms" at European level for preparing Urban Mobility Audits and Urban Mobility Plans;
- to "examine the **possibility** of a **mandatory approach** for cities of a certain size, according to national standards based on EU guidelines";
- to link **regional development and cohesion funds** to cities and regions that have submitted a current, and independently validated Urban Mobility Performance and Sustainability Audit certificate;
- to consider the establishment "of a European **support framework** for a progressive implementation of Urban Mobility Plans in European cities."

Characteristics of sustainable urban mobility planning



- A **participatory approach** that involves citizens and stakeholders from the outset and throughout the planning process
- A pledge for **sustainability** to balance economic development, social equity and environmental quality
- An **integrated approach** that considers practices and policies of different policy sectors, authority levels, and neighbouring authorities
- A **clear vision, objectives** and a focus on **achieving measurable targets** that are embedded in an overall sustainable development strategy
- A review of transport **costs and benefits**, taking into account wider societal costs and benefits

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.”

Comparison



Traditional Transport Planning



Sustainable Urban Mobility Planning

Focus on **traffic**



Focus on **people**

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

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Political mandates and planning by experts	⇔	Important stakeholders are actively involved

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Domain of transport engineers	⇔	Interdisciplinary planning

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Political mandates and planning by experts	⇔	Important stakeholders are actively involved
Domain of traffic 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 efficient achievement of goals
Focus on large and costly projects	⇔	Gradual efficiency increase and optimisation
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Fred Kent, President of „Project for Public Space“, www.pps.org

Scope of SUMPs



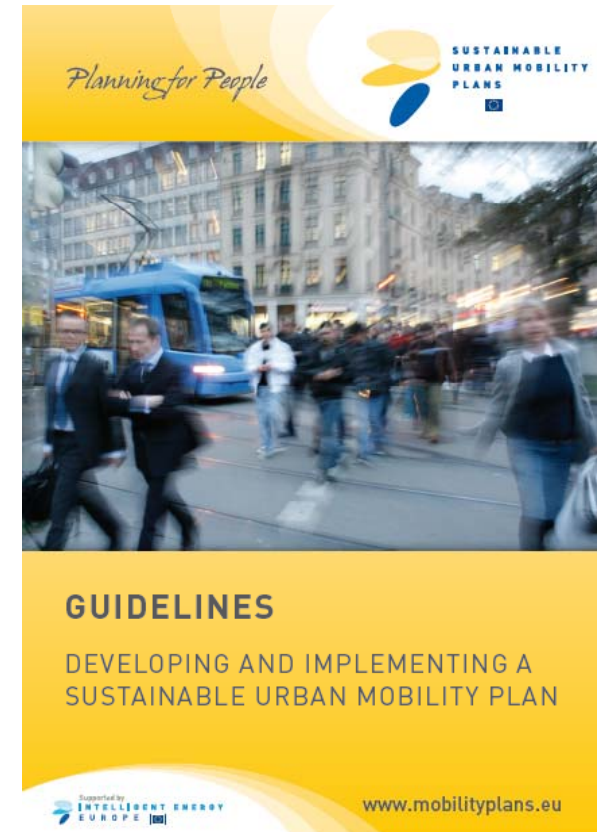
Policies and measures should address:

- All modes and forms of transport
- Entire urban agglomeration
- Public and private
- Passenger and freight
- Motorised and non-motorised
- Moving and parking
- Door to door mobility

ELTISplus: the reference project for SUMP



- Knowledge **consolidation**, **awareness** raising and **training** on SUMP in 31 European countries
- **Guidelines** on Developing and Implementing a Sustainable Urban Mobility Plan
- Based on broad **practitioner input** from all over Europe
 - 49 interviews with stakeholders/ 26 countries
 - online survey, expert consultations
 - workshops with 54 experts from 19 countries
- www.mobilityplans.eu

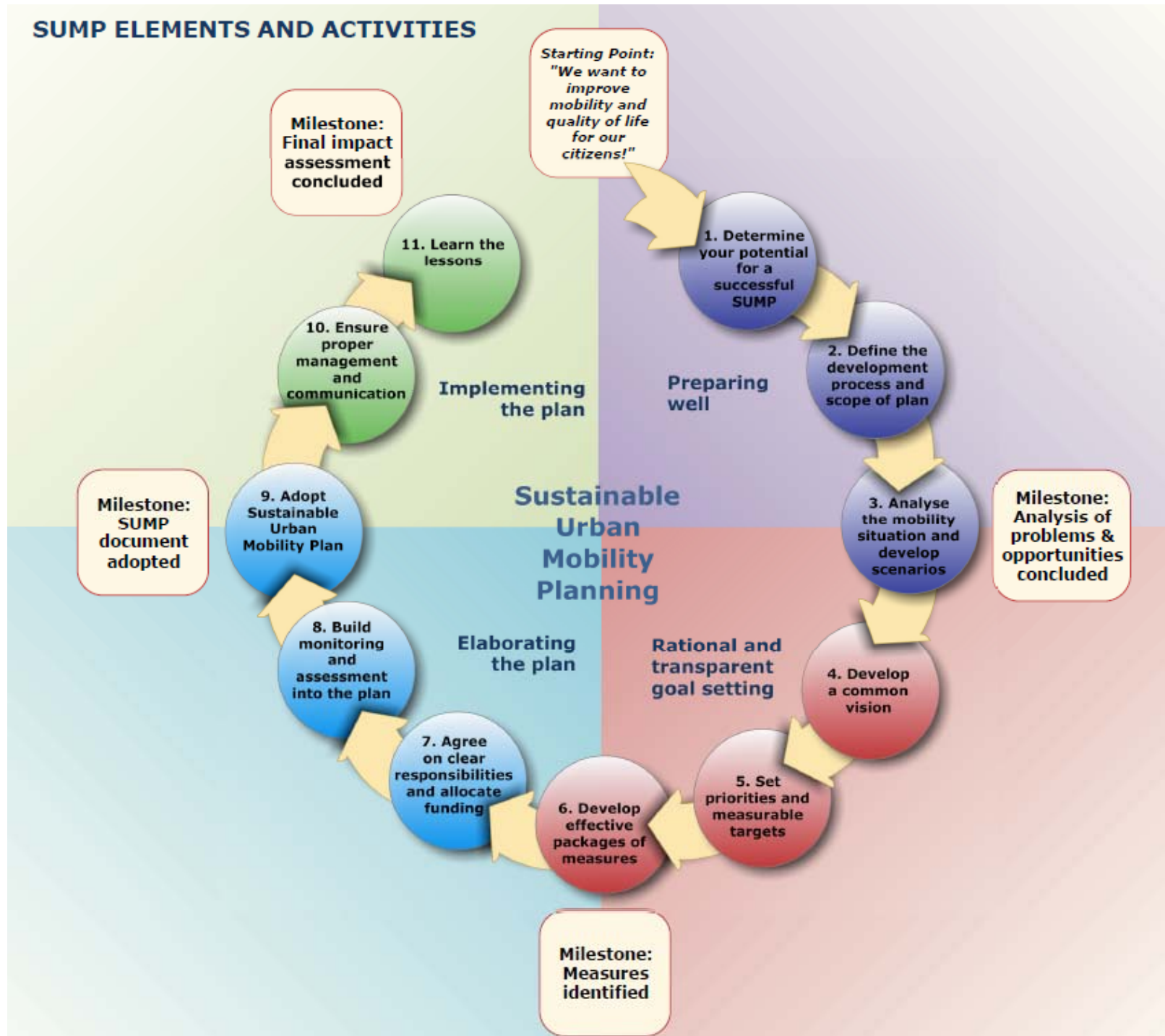


The SUMP planning cycle

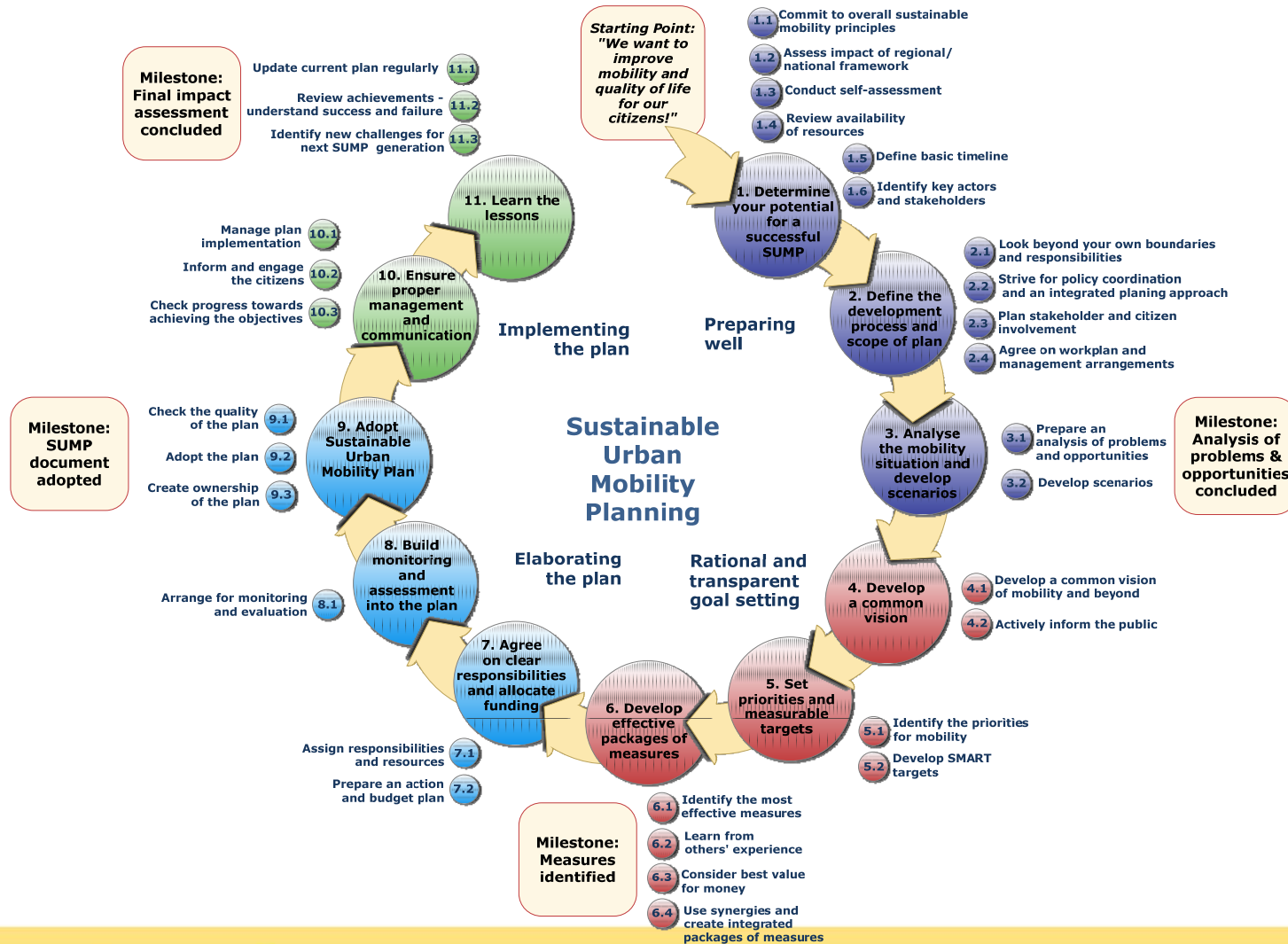


- **A full SUMP cycle includes four main phases:**
 - I: Preparing well for the planning process
 - II: Rational and transparent goal setting
 - III: Elaborating the plan
 - IV: Implementing the plan
- **SUMP Guidelines** developed in ELTISplus:
 - **11 Elements** (= main steps) and
 - **32 Activities**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

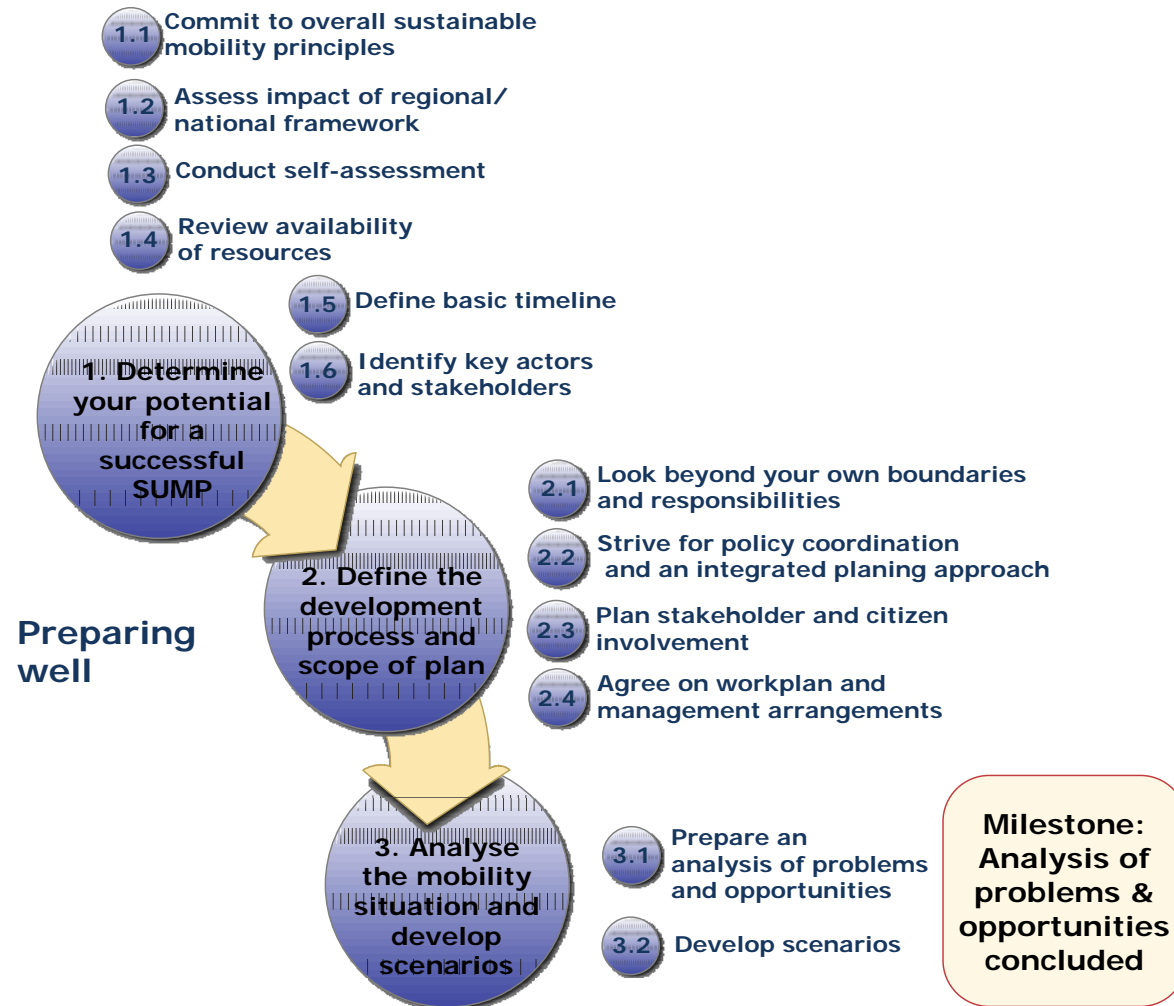
SUMP ELEMENTS AND ACTIVITIES



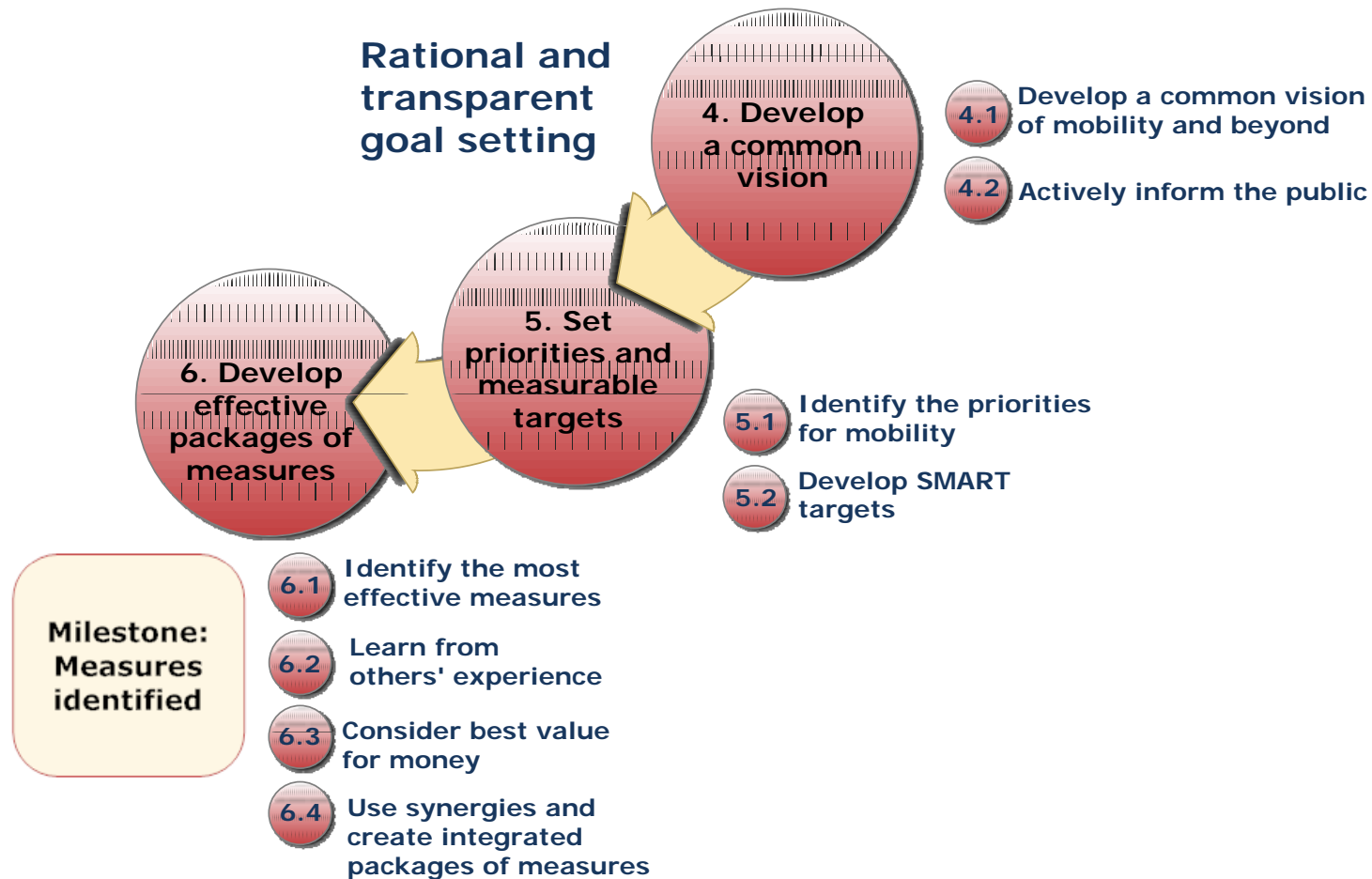
The Sustainable Urban Mobility planning Cycle



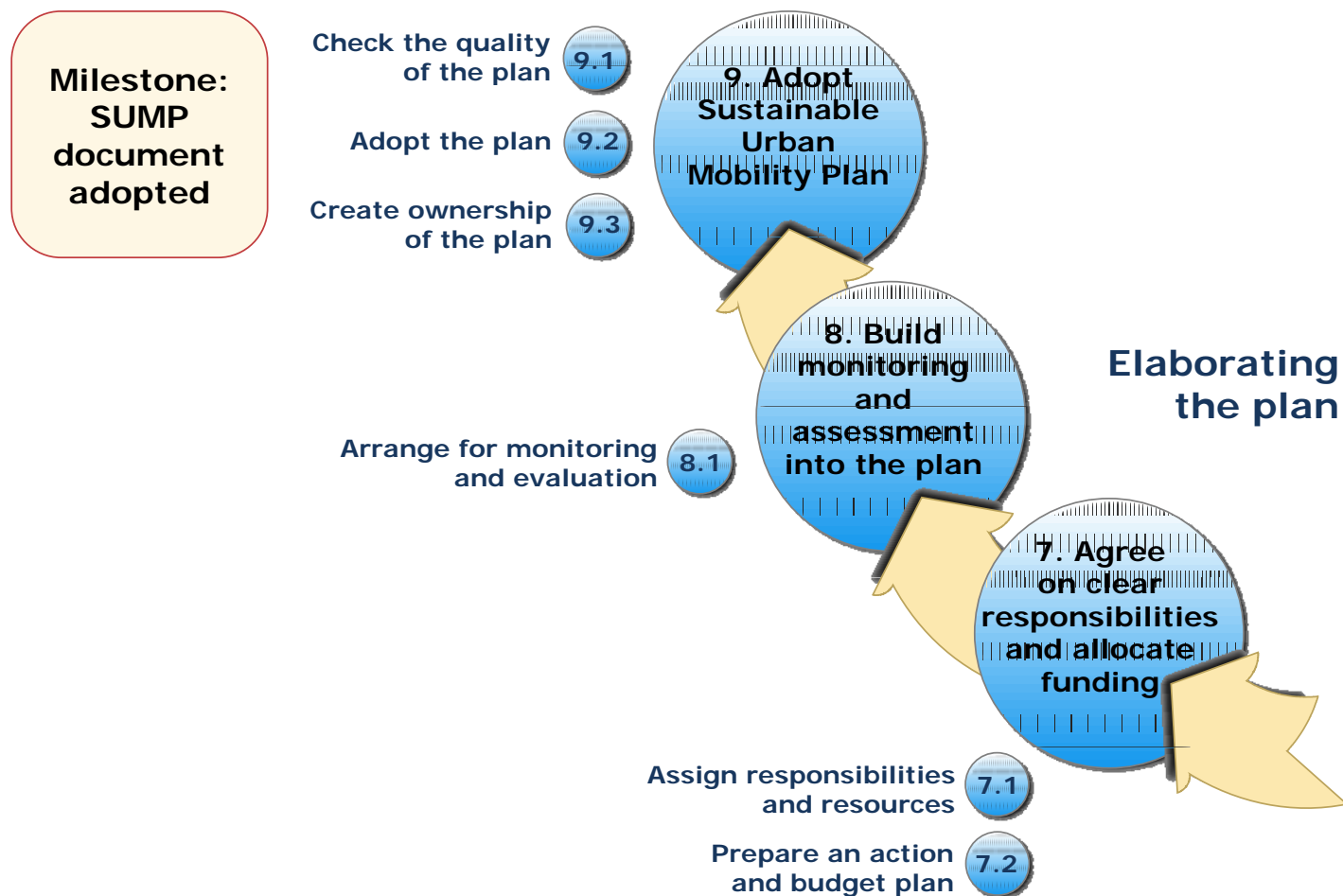
1. Preparing well



2. Rational and transparent goal setting



3. Elaborating the plan



4. Implementing the plan

**Milestone:
Final impact
assessment
concluded**

Update current plan regularly **11.1**

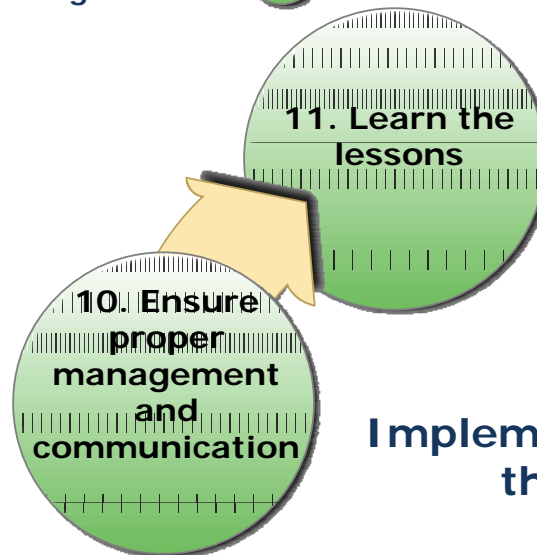
Review achievements -
understand success and failure **11.2**

Identify new challenges for
next SUMP generation **11.3**

Manage plan
implementation **10.1**

Inform and engage
the citizens **10.2**

Check progress towards
achieving the objectives **10.3**



**Implementing
the plan**

Stakeholder and Citizen Involvement in Planning Process



- 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=

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>



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, ...)

Implementation with the public in mind



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



Resident' letters



Regular visits of construction site



350,000 €annum



Dialogue café

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

Ambitious, measurable targets

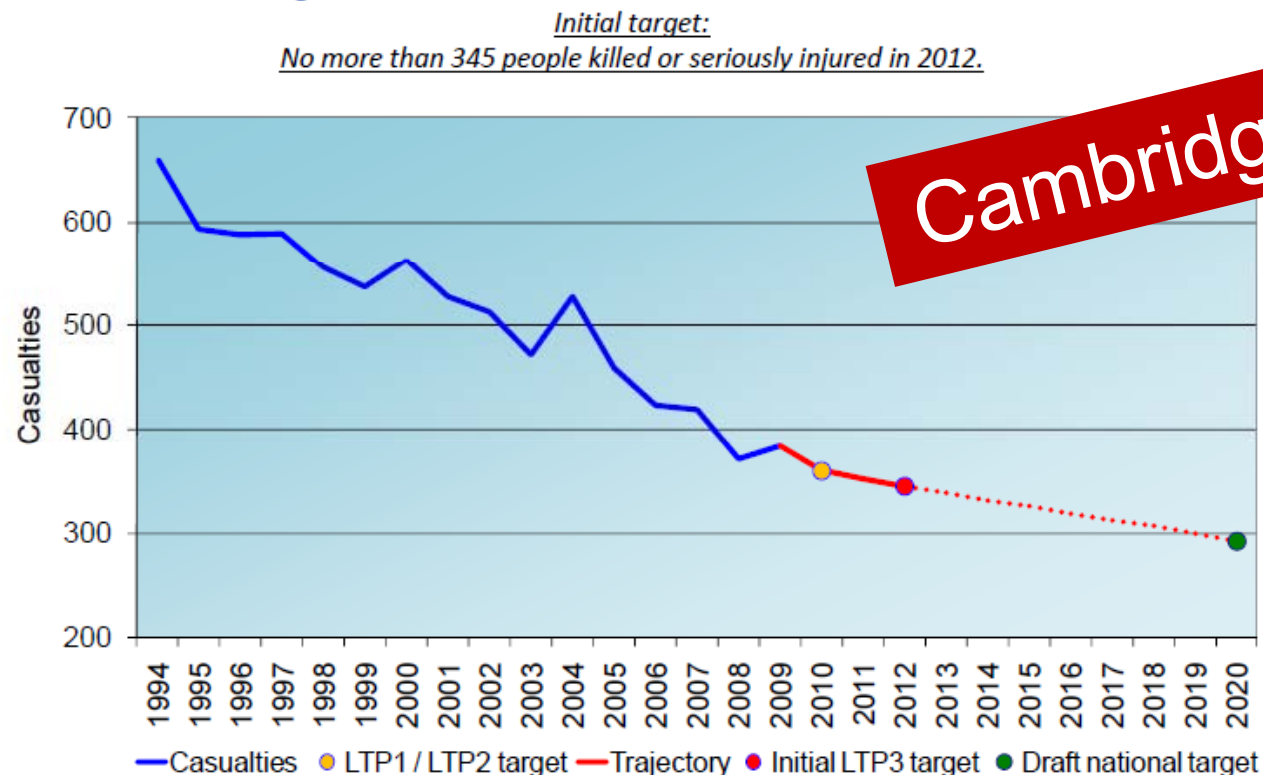


LTP 01: People killed or seriously injured in road traffic accidents

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



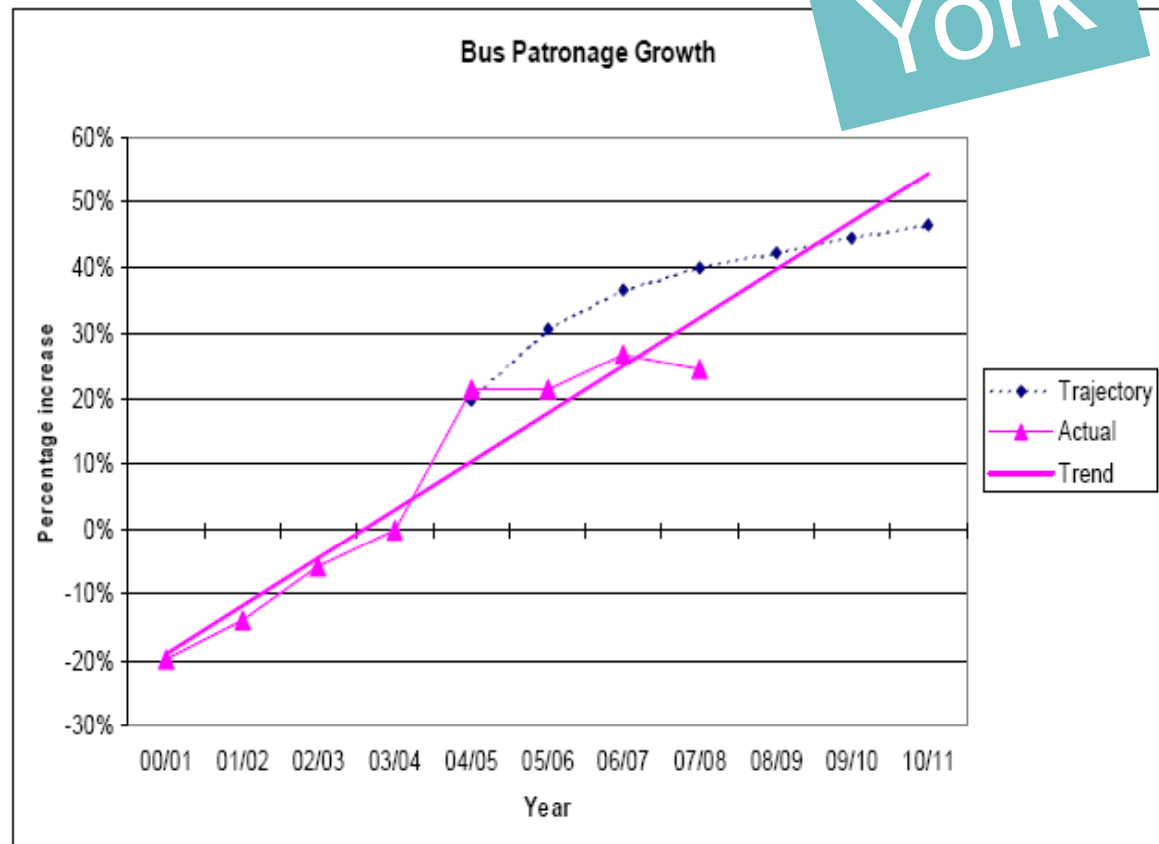
Reviewing the achievements



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/ltp/ltp1/delivery/

Success factors of SUMP



- wide **political** commitment to a long-term sustainable development process (=political culture)
 - "buy in" and support of **citizens**
 - good **marketing**
 - success of **measures** (impact)
 - continued **funding**
 - **external** support (e.g. EU Project)
-
- SUMP = establishing an irreversible innovation & cooperation process

Urban Mobility and SUMP Information Sources



- **ELTISplus (SUMP)** – www.mobilityplans.eu
 - **Guidelines** on the development and implementation of SUMPs
 - **Brochure** in 16 languages
 - **Video** (see www.eltis.org => video sustainable urban mobility planning)
 - **Awareness raising** events, **technical training** and **experience exchange** workshops in national languages in more than European countries
 - **Document library**
- **ELTIS** – the Urban Mobility Portal – www.eltis.org
 - **Case studies** and **best practice examples**
 - **Videos**
 - **Friends of Eltis**
- **CiViTAS** Initiative – Cleaner and Better Transport in Cities – www.civitas.eu
- **Sustainable Urban Mobility Campaign** - www.dotherightmix.eu

Next steps in Europe



- Further promotion of the SUMP concept
 - Awareness raising – training – experience exchange
 - New projects
 - Awards
- Updated and final SUMP Guidelines in June 2013
 - Consultation and validation in April 2013
- Auditing / Labelling Projects
- Directive? Support Framework?
- Urban Mobility Package 2013

Summary: SUMP EU Policy Issues



- Sustainable urban mobility **fully integrated** in EU policy
- Several EU **legislation and funding** initiatives underway
- All **levels of government** need to play a role
- "**Urban mobility package**" expected end 2013
- Sustainable urban mobility plans play a **key role** in implementation of EU policies

Summary 2: SUMP and Cycling



- Successful cycling plans
 - are an integral part of a sustainable urban mobility plan
 - are developed on the basis of agreed and state-of-the-art methodologies (e.g. SUMP guidance)
 - improve access to funding by creating a better planning basis (incl. EU funding)
 - explicitly link transport and other policy areas (e.g. health)
 - improve the impact of cycling policy (incl. in the local administration)



Thank you for your attention!

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Interactive Exercise



Traditional Cycle Plans	↔	Cycling Planning as part of Sustainable Urban Mobility Planning
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