



Sustainable Urban Mobility Plans in Europe

Siegfried Rupprecht
Rupprecht Consult – Forschung & Beratung GmbH
Cologne, Germany



Our work in Romania

CIVITAS network
 Bucharest
 Iași
 Ploiești
 Craiova
 Constanța
 Arad
 Suceava

ENDURANCE
 OER Brașov – partner
 ATU, Bucharest - trainers

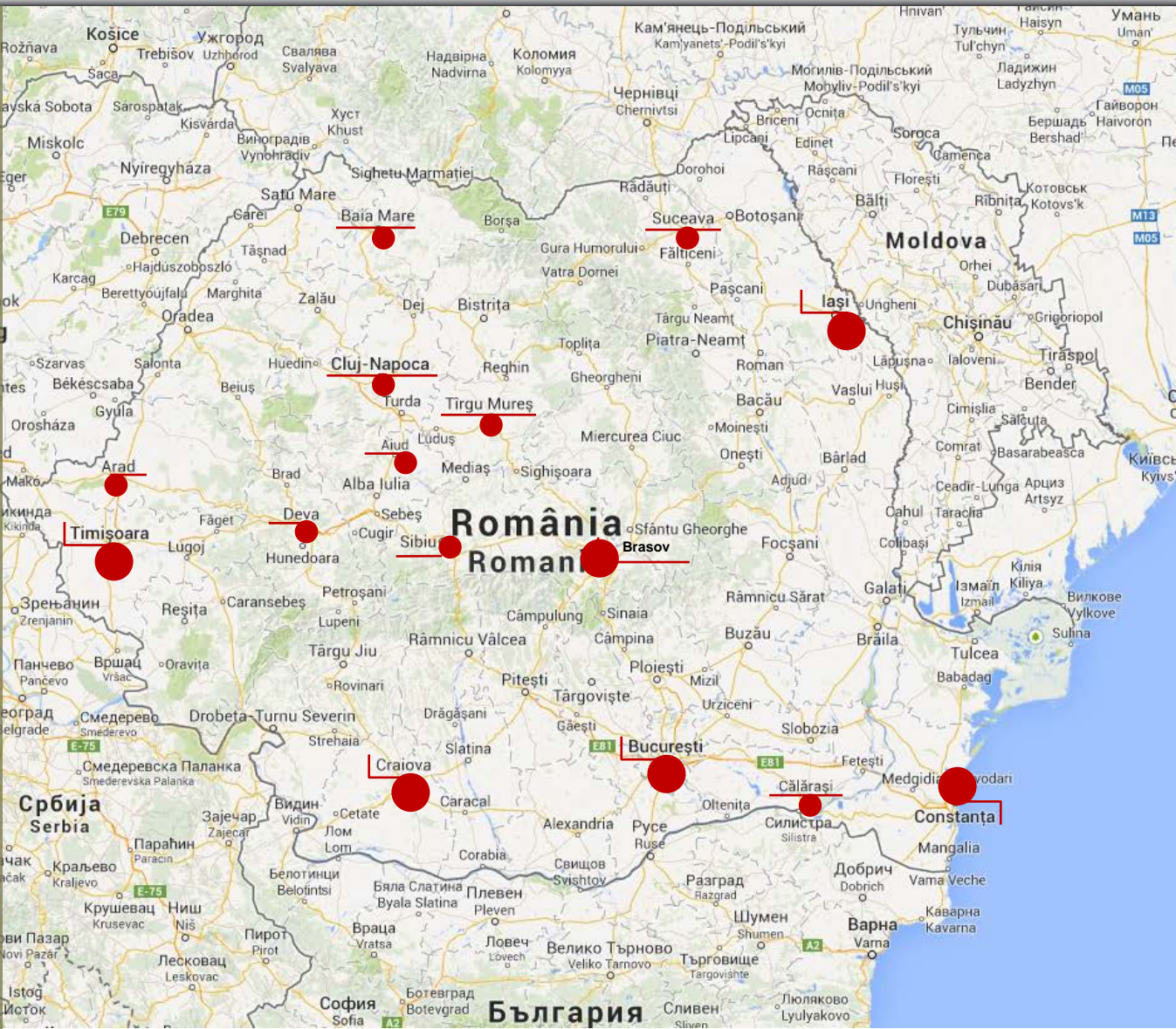
CHALLENGE
 Timișoara Technical University of
 Timișoara
 ATU, Bucharest
 Tg. Mureș, Sibiu – Follower Cities

TIDE
 Craiova – Champion City

Eltis+ European mobility platform
 ATU, Bucharest

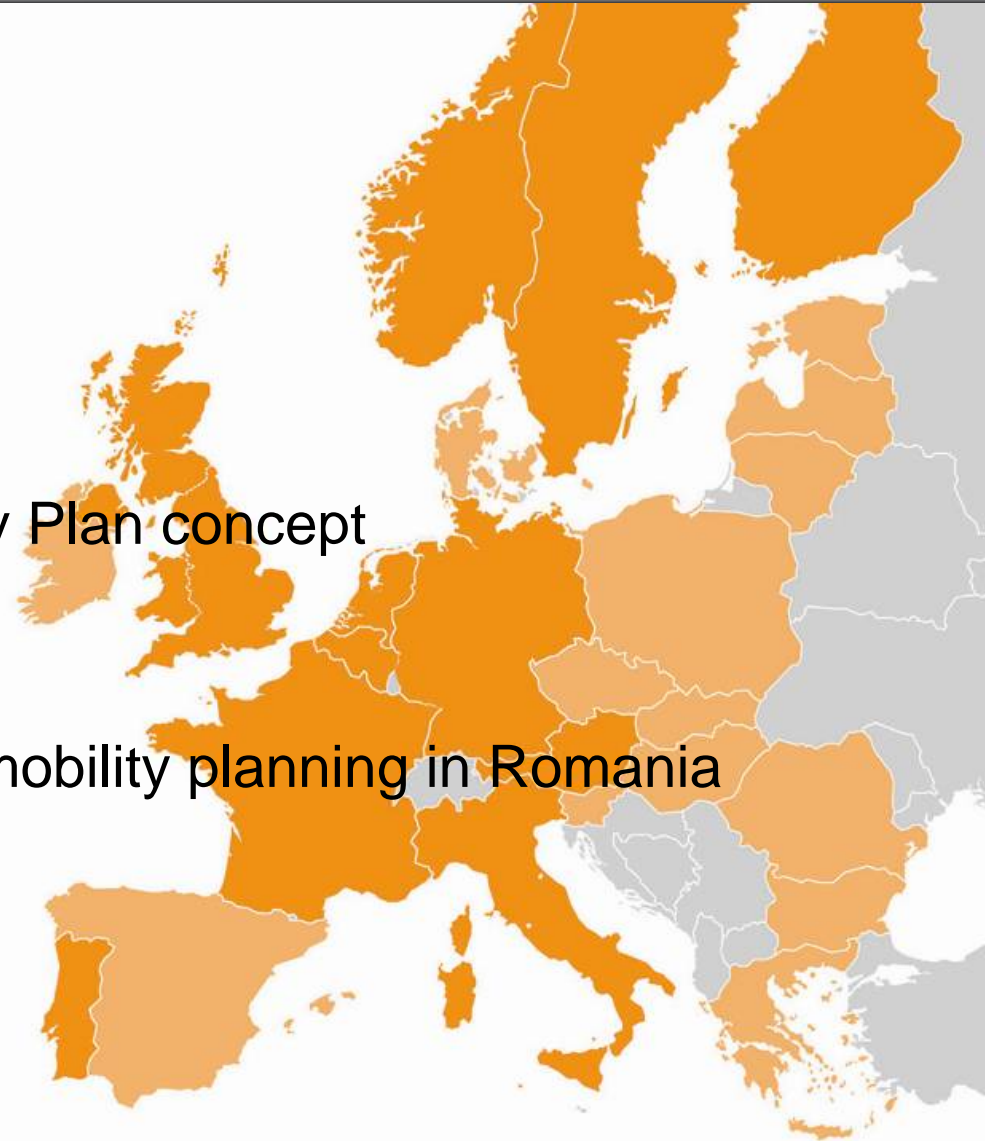
Other projects
 Cluj-Napoca
 UTRP

...



Overview

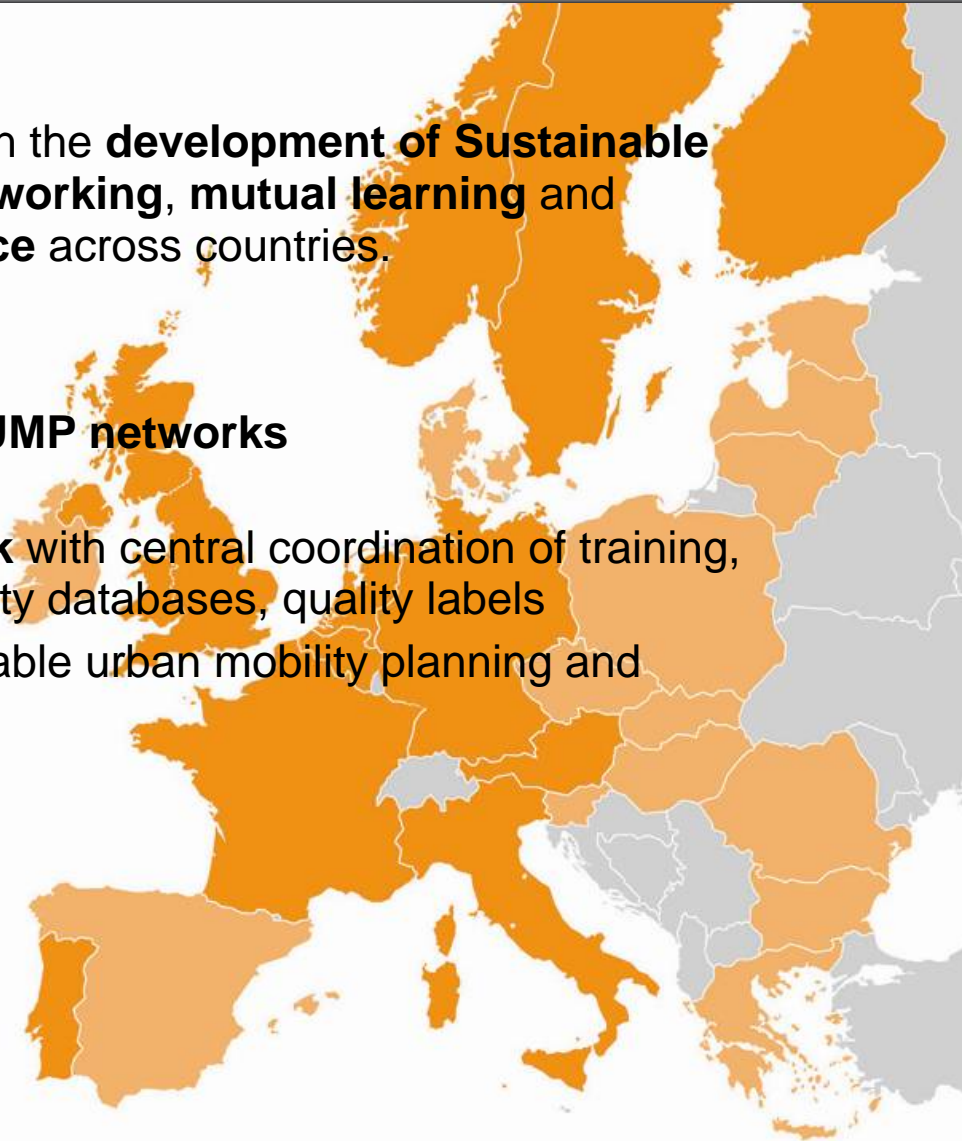
- The ENDURANCE project
- European policy context
- Sustainable Urban Mobility Plan concept
- Benefits
- Good practice examples
- Considerations for urban mobility planning in Romania



ENDURANCE assist cities and regions in the **development of Sustainable Urban Mobility Plans** by facilitating **networking, mutual learning** and **sharing of experience** and **best practice** across countries.

Main objectives

- establish **25 enduring national SUMP networks** (enduring = EPOMM membership)
- set-up a **European SUMP network** with central coordination of training, trainers, audits, audit databases, city databases, quality labels
- **engage over 250 cities** in sustainable urban mobility planning and implementation



Project activities

- National and European **inventories** for national networks, cities and projects, training, monitoring, communication
- **Roadmaps** of national SUMP network development
- **Train-the-trainer events**
- **Workshops** for National Focal Points (partners from 25 countries functioning as knowledge multipliers)
- Establishment and update of **country and city files** on SUMP
- Activation of cities all across Europe to develop and implement a SUMP; **city activation plans**
- **Website:** www.epomm.eu/endurance
- **3 national network meetings** and **training events** per partner country
- **3 European Conferences on Sustainable Urban Mobility Plans:** first one in Sopot, Poland on 12-13 June 2014; Guiding theme: 'Planning for a Liveable City'

European policy context

- EC's '**Urban Mobility Package**' announced on 17 December 2013 to reinforce support for sustainable urban transport in Europe
- **Sustainable Urban Mobility Plans** are a central element
- **Recommendation** to local and regional authorities to develop and implement SUMP
- **Guidelines** on the Development and Implementation of Sustainable Urban Mobility Plans released on the same day as the 'Urban Mobility Package'
- **European platform on SUMP** to be set up
- SUMP in the new framework programme for research and innovation '**Horizon 2020**'
- Strengthened link between **regional development** and high-quality urban mobility planning

Sustainable Urban Mobility Plan Concept

- **Guidelines** on the Development and Implementation of Sustainable Urban Mobility Plans (www.mobilityplans.eu)
- Coordination and lead authorship by **Rupprecht Consult**
- Based on **knowledge consolidation, awareness raising and training** on SUMP in 31 European countries and broad **practitioner input** from all over Europe
 - 49 interviews with stakeholders from 26 countries
 - online survey, expert consultations
 - 5 workshops with 168 experts from 26 countries



SUMP Definition

*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**.*

‘Guidelines on Developing and Implementing a Sustainable Urban Mobility Plan’, 2013

Aims & Scope

Creation of a **sustainable urban transport system** by:

- Ensuring the **accessibility** of jobs and services to all
- Improving **safety and security**
- Reducing **pollution, greenhouse gas emissions** and **energy** consumption
- Increasing the **efficiency and cost-effectiveness** of the transportation of persons and goods
- Enhancing the **attractiveness and quality of the urban environment**

Main SUMP Characteristics

- Long-term **vision** and clear **implementation** plan
- **Participatory** approach
- Balanced and integrated development of **all modes**
- Horizontal and vertical **integration**
- **Assessment** of current and future performance
- Regular **monitoring**, review and reporting
- Consideration of **external costs** for all transport

Long-term vision and clear implementation plan

- **Strategic vision** for transport and mobility development in the **entire urban agglomeration**
- Covers **all modes** and forms of transport:
 - Public and private
 - Passenger and freight
 - Motorised and non-motorised
 - Moving and parking
- Contains short-term **implementation plan** with timetable, budget plan as well as clear allocation of responsibilities and resources

Participatory approach

- **SUMP = "Planning for People"**
- People = Citizens and Stakeholders
- Prerequisite for citizens and stakeholders to **take ownership** of SUMP and the policies it promotes
- Increases **public acceptance** and support
- **Minimises risks** for decision-makers and facilitates plan implementation

Balanced and integrated development of all modes

- Shift towards **more sustainable** modes
- **Mix** of technical, promotional and market-based measures and services as well as infrastructure
- Includes public transport, non-motorised transport (walking and cycling), intermodality and door-to-door mobility, urban road safety, flowing and stationary road transport, urban logistics, mobility management, Intelligent Transport Systems (ITS)

Horizontal and vertical integration

- Commitment to **sustainability**, i.e. balancing economic development, social equity and environmental quality
- Consultation and **cooperation between departments** at the local level to ensure consistency and complementarity with policies in related sectors (transport, land use and spatial planning, social services, health, energy, education, enforcement and policing, etc.)
- Close exchange with relevant **authorities at other levels** of government (e.g. district, municipality, agglomeration, region, and Member State)
- Coordination of activities between **authorities of neighbouring urban and peri-urban areas** (covering the entire 'functioning city' defined by major commuter flows)

Assessment of current and future performance

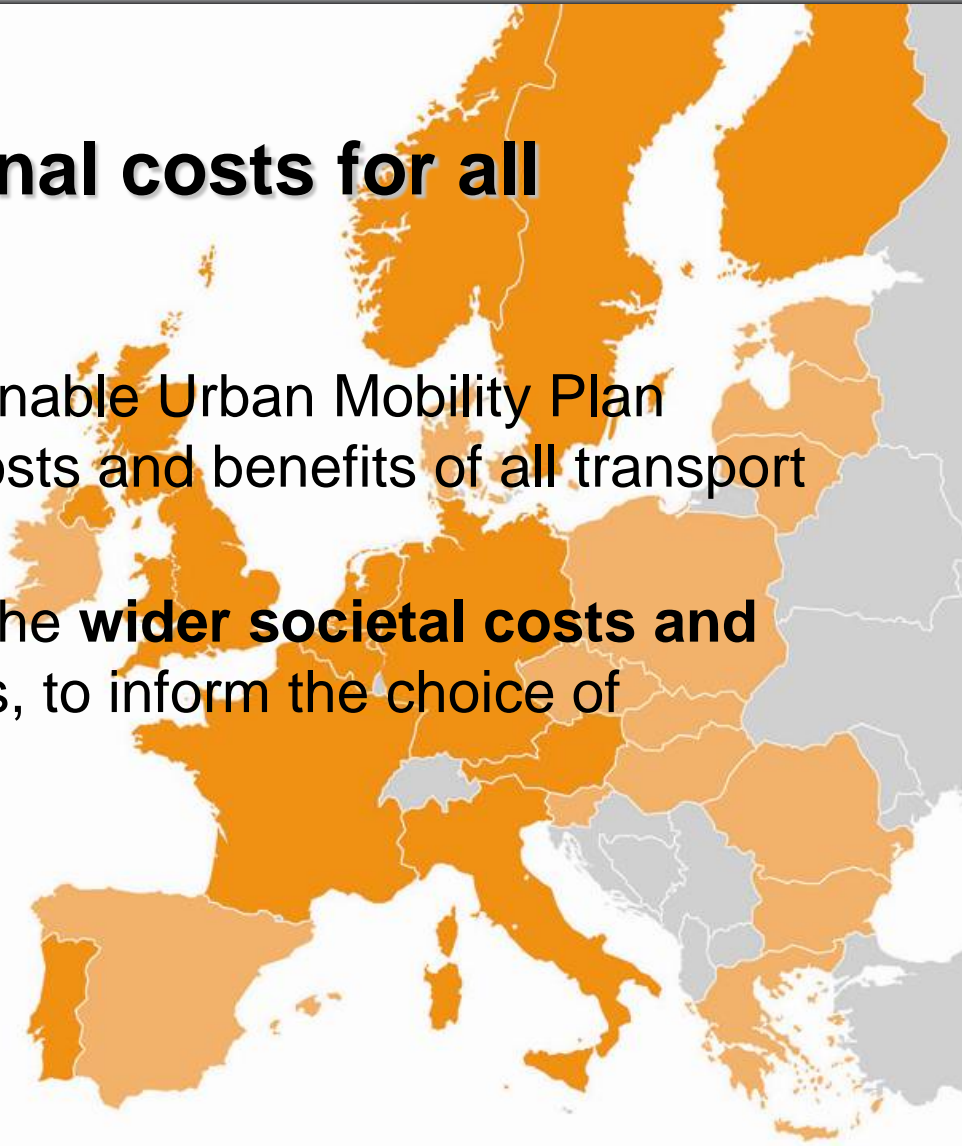
- **Comprehensive review** of the present situation and establishment of a baseline against which progress can be measured
- Status analysis including a review of the current institutional set-up for planning and implementation
- **Indicators** describing the current status of the urban transport system
- **Performance objectives**, which are realistic in view of the current situation in the urban area and ambitious with regard to the SUMP objectives
- **Measurable targets**, which are based on a realistic assessment of the baseline and available resources

Regular monitoring, review and reporting

- Requires timely access to **relevant data**
- Progress towards plan objectives and targets **regularly assessed** on the basis of the selected indicator framework
- Prerequisite for **revisions of targets** and, where necessary, corrective actions
- **Transparent monitoring** process (and report) to inform citizens and stakeholders about the “SUMP progress”

Consideration of external costs for all transport modes

- The development of a Sustainable Urban Mobility Plan should contain a review of costs and benefits of all transport modes.
- This should take account of the **wider societal costs and benefits**, also across sectors, to inform the choice of actions.



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
Modal-focussed	↔	Balanced development of all relevant transport modes and shift towards sustainable modes
Infrastructure as the main topic	↔	Combination of infrastructure, market, services, mechanisms, information, and promotion
Sectorial planning document	↔	Sectorial planning document consistent and complementary to related policies
Short- and medium-term delivery plan	↔	Short- and medium-term delivery plan embedded in a long-term vision and strategy
Related to an administrative area	↔	Related to a functioning area based on travel-to-work patterns
Domain of transport engineers	↔	Interdisciplinary planning teams
Planning by experts	↔	Planning with the involvement of stakeholders using a transparent and participatory approach
Limited impact assessment	↔	Intensive evaluation of impacts and shaping of a learning process

SUMP planning cycle



SUMP Benefits

1. Improving quality of life:

- more attractive public spaces, improved road safety, better health, and less air and noise pollution

2. Saving costs – creating economic benefits:

- mobility is a major **enabler for a local economy**
- healthier environment & reduced congestion help to reduce costs & **attract new businesses**
- **a well organised and sustainable city** is more attractive for investors
- a sustainable city with a clear forward-looking mobility policy has a **much better “business case”**

3. Contributing to better health and environment:

- better air quality and less noise
- active travelling is good for citizens' health
- it clearly pays off to invest in sustainable mobility measures
- reducing greenhouse gas emissions in the transport sector.

4. Making mobility seamless and improving access

- encourage multi-modal door-to-door transport
- bringing actors together ensures particular access needs of citizens and businesses are effectively provided for.

5. Making more effective use of limited resources

- change planning focus from transport infrastructure building to a balanced mix of measures including lower cost mobility management measures
- focus on meeting aims (not infrastructure as the only remedy)

SUMP Benefits

6. Winning public support

- involvement of stakeholders and citizens is a basic principle of SUMP
- helps to obtain broad support and staying on track while implementing ambitious long-term policies

7. Preparing better plans

- receiving early feedback helps to understand mobility needs of users
- effective solutions often come from users who are more familiar with a specific situation.
- integrated and interdisciplinary planning puts a mobility plan on a broader basis

8. Fulfilling legal obligations effectively

- an effective way to respond through one comprehensive strategy (e.g. air quality improvement and noise abatement)

9. Using synergies, increasing relevance

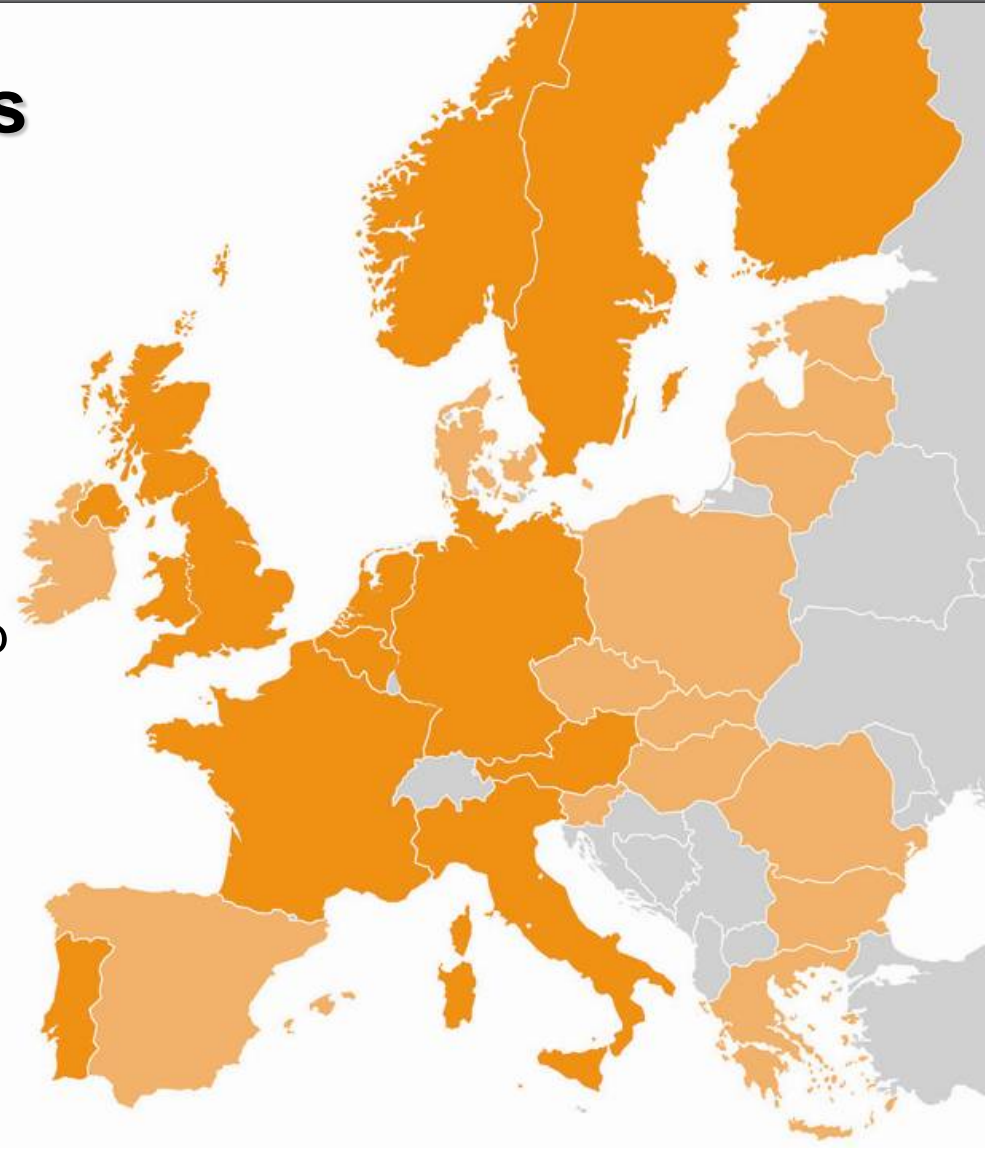
- working across administrative boundaries, relating to several policy areas or departments/institutions
- seeking solutions for the "functional city" – including its surrounding areas
- inspiring a collaborative planning culture and finding of solutions that reflect the connected nature of urban mobility

10. Moving towards a new mobility culture

- developing a **common vision** of a new mobility culture agreed by the major political parties and shared by the institutions and citizens
- going **beyond electoral cycles** – and including less attractive elements (with long-term benefits)

Good Practice Examples

- **Helsinki** – commitment to sustainability
- **Copenhagen** – vision and goal setting
- **Lille** – stakeholder and citizen involvement
- The **West of England** partnership – institutional cooperation
- **Birmingham** – integrating energy and mobility planning
- **Gent** – consequent sustainable urban mobility planning
- **Vienna** – quality-controlled urban mobility strategy



Commitment to Sustainability

Helsinki

The Vision

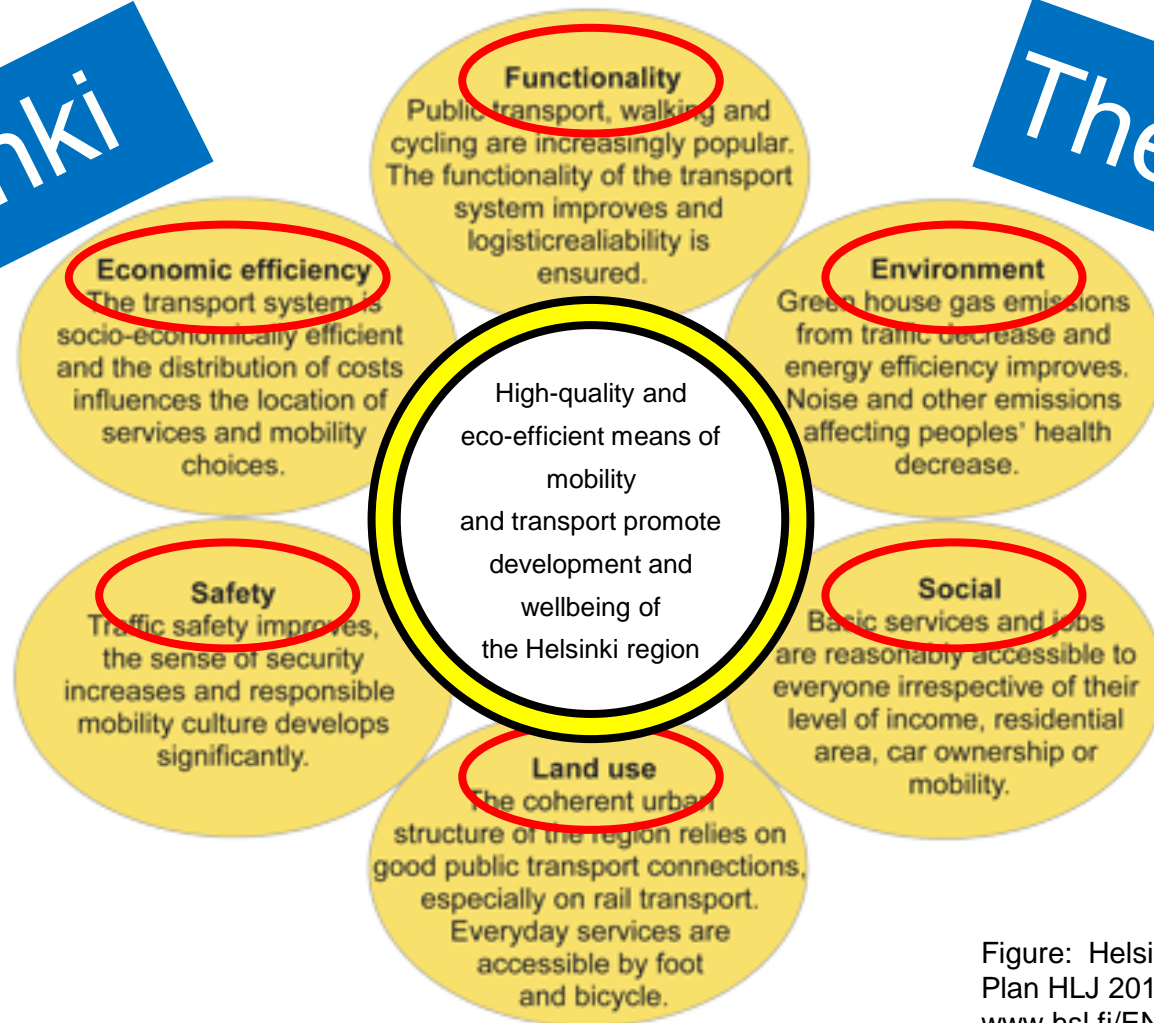


Figure: Helsinki Region Transport System Plan HLJ 2011
www.hsl.fi/EN/HLJ2011/Pages/Home.aspx

Vision and Goal Setting



A **vision** linked to quality of life & green growth

... to make mobility in Copenhagen more efficient and green in order to stimulate growth, contribute to a CO2-neutral city and to the good life for Copenhageners.

Copenhagen in the Future

- The World's best city for cycles
- Climate Capital
- A green and blue capital city
- A clean and healthy big city



Vision and Goal Setting

Copenhagen



GOALS FOR CYCLING IN 2015:

- At least 50% of people to cycle to their workplace or educational institution in Copenhagen
- The number of seriously injured cyclists in Copenhagen to be halved compared with 2005
- At least 80% of cyclists in Copenhagen to feel safe and secure in traffic



GOALS FOR CO₂

- Copenhagen's CO₂ emissions to be reduced by at least 20% in 2015 compared with 2005
- Copenhagen to be CO₂-neutral by 2025



GOALS FOR GREEN AND BLUE AREAS IN 2015

- 90% of Copenhageners to be able to walk to a park, a beach, a natural area or sea swimming pool in less than 15 minutes
- Copenhageners to visit the city's parks, natural areas, sea swimming pools and beaches twice as often as today (on average 1 hour every other day)



GOALS FOR NOISE IN 2015

- Copenhageners to be able to sleep peacefully, free from noise harmful to health from street traffic
- All schools and institutions to be subject to only low traffic-noise levels during the day






GOAL FOR AIR IN 2015

- The air to be so clean that Copenhageners' health will not be damaged

Vision and Goal Setting

Copenhagen

CAN WE ACHIEVE THE GOALS?




-  It will be possible to achieve the goal on time with unchanged municipal efforts.
-  It will be possible to achieve the goal with reinforced municipal efforts.
-  It will be possible to achieve the goal with reinforced municipal efforts of considerable extent.




In addition to the City's efforts, assessments may comprise factors that are important for meeting the goals, but that lie outside the responsibilities of the City.

GOALS FOR 2015 STATUS HOW FAR HAVE WE COME?

WORLD'S BEST CITY FOR CYCLES

At least 50% of people to cycle to their workplace or educational institution in Copenhagen		The number of people who cycle has remained at approximately the same level since 2004. In 2011, the percentage was 35%, which is the same as in 2010 and 2 percentage points lower than in 2008 and 2009. The severe winters we have seen in the past few years are to blame for more people choosing not to cycle. When this ambitious goal was set, it was based on the assumption that restrictions on car traffic would be introduced, e.g. congestion charges. Without these restrictions it will now be extremely difficult to achieve this goal on time. Reaching the goal of 50% cycle commuters requires continued and extensive investment in the city's cycle infrastructure, e.g. cycle superhighways for cycle commuters.
The number of seriously injured cyclists in Copenhagen to be halved compared with 2005 (when there were 118 serious injuries)		There were 80 serious or fatal accidents involving cyclists in 2011. This is a significant reduction in comparison with 2009 and 2010, when the number was 104 and 92 respectively. This is also a significant drop when seen over a longer period. And as cyclist safety is still being improved by e.g. redesigning intersections and stretches of road where there are relatively many accidents, we assess that we will be able to achieve this goal with unchanged municipal efforts.
At least 80% of cyclists in Copenhagen to feel safe and secure in traffic		In 2010, 67% of cyclists responded that they feel safe and secure in traffic. This is a remarkably high level and an increase of 16 percentage points compared with 2008, when cyclists' feeling of being safe and secure in traffic was at its lowest since 1998. This is also a significant improvement in comparison with previous years. This considerable increase is thought to reflect the efforts made over the past years to improve intersections and certain dangerous stretches of road. The City assesses that reinforced efforts are still needed if the goal of 80% of cyclists to feel safe in traffic is to be reached. These efforts should aim at creating more space for cyclists on stretches of road and intersections where they feel unsafe, as well as at encouraging road and cycle-path users to demonstrate more considerate behaviour in traffic in general.

CLIMATE CAPITAL

Copenhagen's CO ₂ emissions to be reduced by at least 20% in 2015 compared with 2005		Copenhagen has achieved its goal to reduce carbon emissions from the city by 20% compared with 2005. In fact the city's carbon emissions have fallen by 21%, if Copenhagen's electricity production based on renewable energy is credited to the city's total electricity consumption. This is at a time when the Copenhagen population has increased by 8%, and is the result of a series of initiatives launched in Copenhagen as well as in the rest of Denmark. The conversion from coal to biomass of block 1 of the combined heat and power plant, Amagerværket, and an increase in wind production are the most important contributions to this drop. The Danish government's Energy Agreement provides the City with an improved framework for maintaining this reduction and for further reducing carbon emissions.
---	---	--

Source: Copenhagen Green Accounts 2011

Stakeholder and Citizen Involvement in the 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>



BIRMINGHAM'S
GREEN COMMISSION
BUILDING A LEADING GREEN CITY



Birmingham – Low Carbon and Green City

- Birmingham has target of a **60% reduction in CO₂ emissions** by 2027, against 1990 levels
- Priorities to achieve this are:
 - To accelerate investment in alternative **heating and power sources**
 - Improve the way **people travel**
 - Widen investment in **building energy efficiency** programmes

BIRMINGHAM'S GREEN COMMISSION BUILDING A LEADING GREEN CITY



Action Plan

- Electric Cars, car sharing and promoting walking and cycling
- Partnership with Veolia UK Environmental Services
- Waste to Energy plants, Combine Heat Power (CHP) plants and Energy Savers Scheme



SUMP can make the difference!



Korenmarkt in the 1980's and today



SUMP can make the difference!



Vrijdagmarkt in the 1980's and today



Quality-controlled urban mobility strategy

Vienna

**ambitious strategy – time horizon 2025 –
institutional cooperation – communicative
indicator and target scheme – following SUMP
Guidelines – innovative quality control system**



Considerations for urban mobility planning in Romania

- Romanian **growth pole SUMP**s a chance to develop state-of-the-art SUMP>s; forerunner role for South-East Europe
- SUMP **more than a means to obtain funding**
- **People and quality of life** focus will pay off quickly
- SUMP as a possibility to **effectively organise your city**
- Focus initially on improving **internal cooperation**
- Take advantage of the many possibilities offered by ENDURANCE and other **European urban mobility projects**

Announcement of the First European Conference on Sustainable Urban Mobility Plans in Sopot, Poland on 12-13 June 2014

- For urban mobility planners and implementers from all over Europe
- Free of charge
- **Guiding theme 'Planing for a liveable city'**
- Learn about the SUMP concept and the latest developments in sustainable urban mobility planning from experts in the field
- Attend workshops on hot topics in urban mobility planning
- Exchange ideas and experience and network with fellow planners and other experts
- Find out what European projects can offer local and regional authorities

Vă mulțumesc pentru atenție!

+49-221-6060 55 11

s.rupprecht@rupprecht-consult.eu

<http://www.rupprecht-consult.eu>

