Applying SUMPs

Case studies from Türkiye and Netherlands

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Introduction

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- Based in Utrecht

- Key expertise
  - SUMP
  - EU policies
  - Uncertainty (TAP)
  - EU Transport Policy

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Introduction to SUMP

A Sustainable Urban Mobility Plan (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”.*

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History of SUMPs

1982:
- Different concepts of SUMP have already been applied in many cities individually (E.g., England and France).

2004:
- Environment Directorate, laid the foundations for future development of SUMP

2009:
- European Commission's first Action Plan on the provision of SUMP guidance

2011:
- Transport White paper, discussed the possibilities of mandatory SUMP approaches.

2013:
- Guidelines for developing and implementing SUMP (11 step framework)

2019:
- Second edition, 12 step framework. Stressing on the step for future scenarios' building in the second phase.

2022:
- Commission's approach to making SUMPs a legal obligation, by 2024, for all cities of the member states

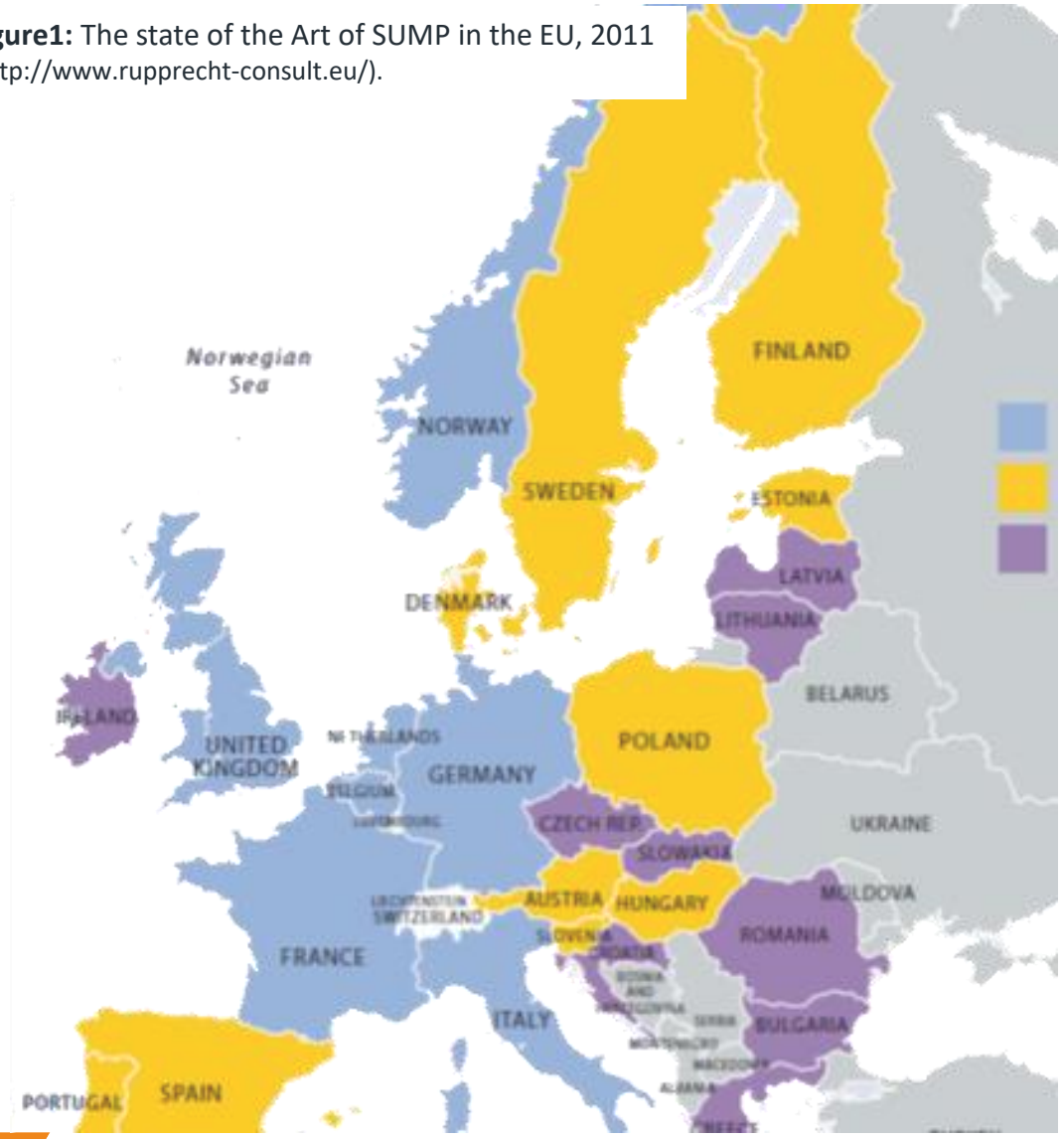

Figure1: The state of the Art of SUMP in the EU, 2011 (http://www.rupprecht-consult.eu/).

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SUMP framework

Figure 1: The 12 Steps of Sustainable Urban Mobility Planning (2nd Edition) – A decision maker's overview

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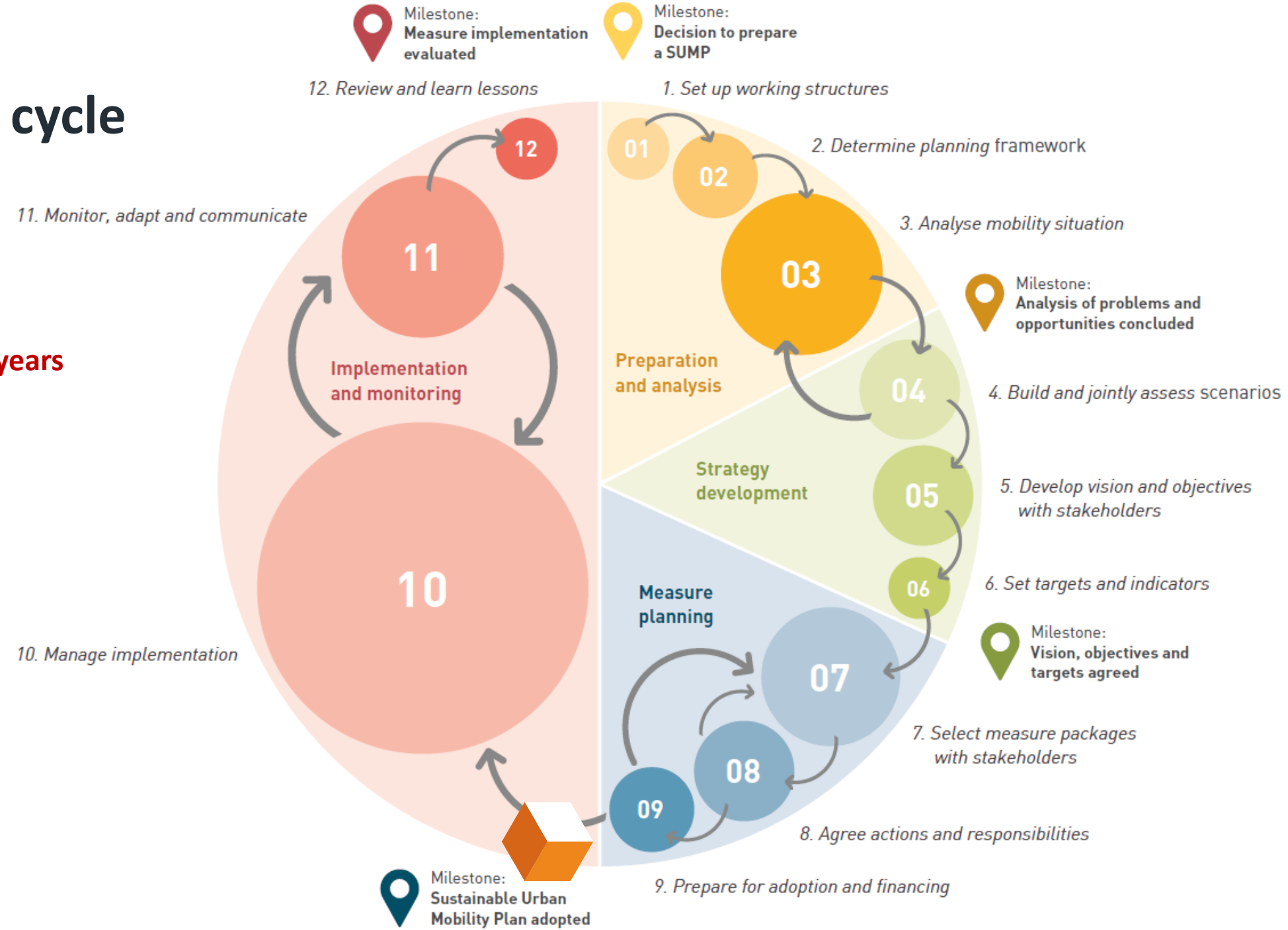
SUMP's life cycle

10+ years



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SUMP added value

In August 2020, the Eltis city database reported almost 830 finalized SUMPs and more than 100 plans under preparation for the EU

It is anticipated that a number of benefits of using the SUMP process can be achieved. These include:

- Improving quality of life;
- **Saving costs – creating economic benefits;**
- Contributing to better health and environment;
- **Making mobility seamless and improving access;**
- Making more effective use of limited resources;
- **Winning public support;**
- Preparing better plans;
- Fulfilling legal obligations effectively;
- Using synergies, increasing relevance; and
- **Moving towards a new mobility culture.**

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Traditional transport planning vs. SUM-Planning

Traditional Transport Planning		Sustainable Urban Mobility Planning
Focus on traffic	→	Focus on people
Primary objectives: Traffic flow capacity and speed	→	Primary objectives: Accessibility and quality of life, including social equity, health and environmental quality, and economic viability
Mode-focussed	→	Integrated development of all transport modes and shift towards sustainable mobility
Infrastructure as the main topic	→	Combination of infrastructure, market, regulation, information and promotion
Sectoral planning document	→	Planning document consistent with related policy areas
Short and medium-term delivery plan	→	short and medium-term delivery plan embedded in a long-term vision and strategy
Covering an administrative area	→	Covering a functional urban area based on travel-to-work flows
Domain of traffic engineers	→	Interdisciplinary planning teams
Planning by experts	→	Planning with the involvement of stakeholders and citizens using a transparent and participatory approach
Limited impact assessment	→	Systematic evaluation of impacts to facilitate learning and improvement

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Focus on traffic → people

- Humanizing traffic
- Stimulating face-to-face interaction between people
- Streets become spaces to live instead of to drive
- Transition of Utrecht's outer canal to a motorway (1970s) and back to a canal (2020s)

made by WATG and Wimberly Interiors for London National Park City

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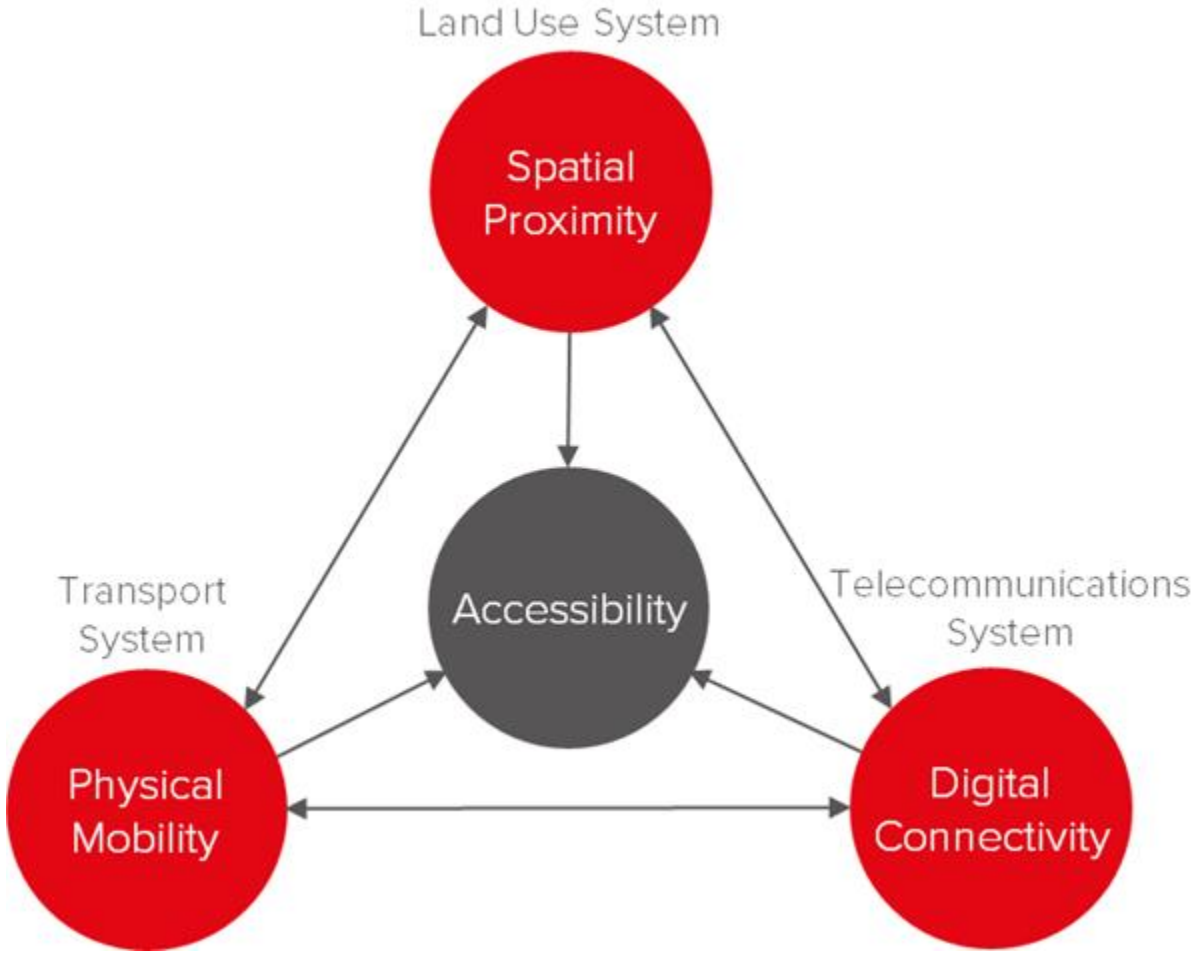
Facilitating traffic → facilitating accessibility

- Access to people, jobs and goods
- Travel is a derived demand
- Transport problems don’t (only) need transport solutions
- Working from home showed us the power of digital connectivity



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Mode focussed
→ Integrated approach

- Congestion can not only be solved by car-orientated measures
- A strong package of stimulation of alternatives in combination with unpopularizing car use is the solutions
- Promoting multimodality
  (see example of Izmir)

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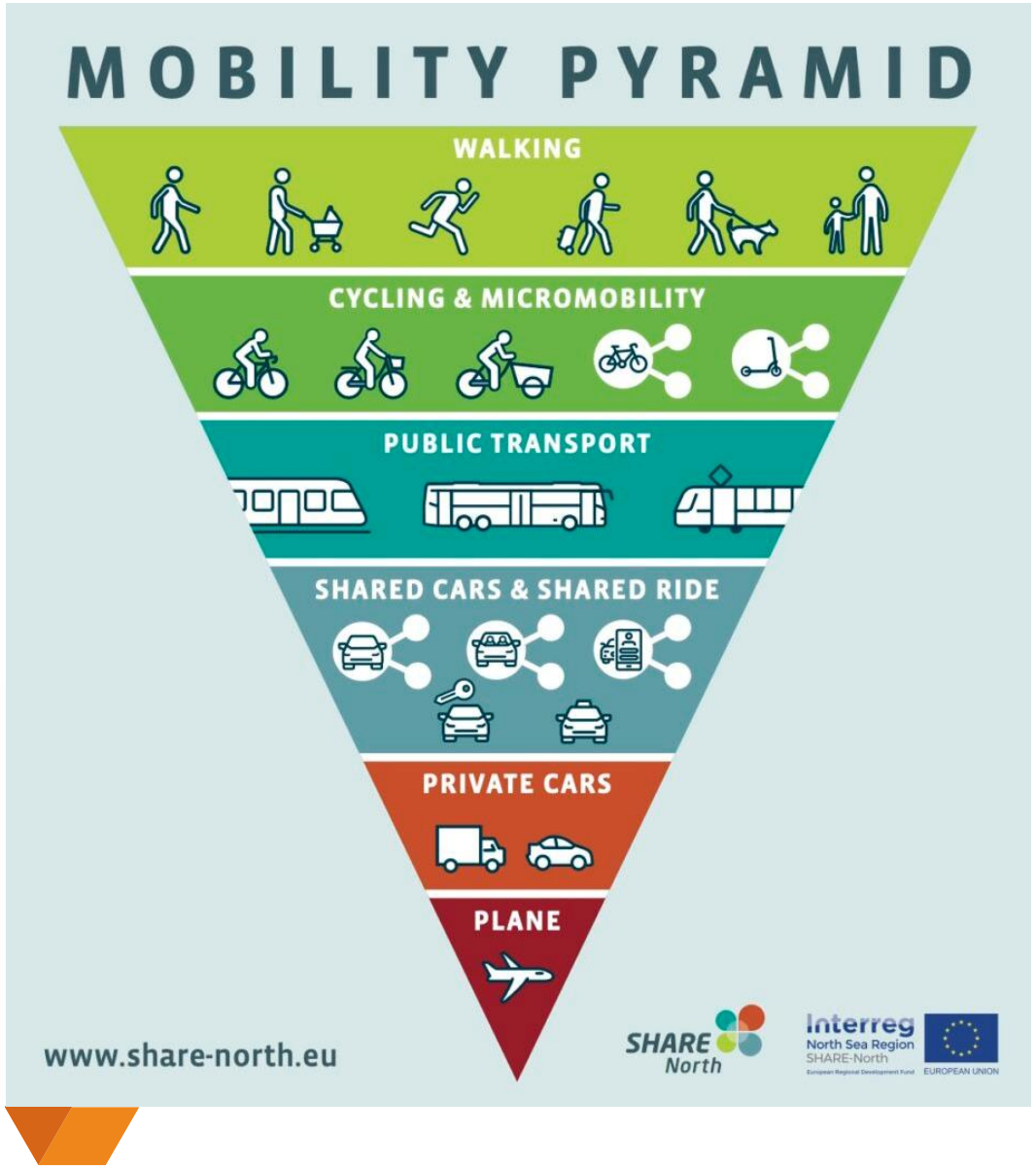
Infrastructure based → beyond infrastructure

- Past: improving accessibility by adding more car lanes
- SUMP: combination of infrastructure, market, regulation, communication and information
- Mobility-pyramid
- Mobility-pyramid a core principle in the city of Dordrecht,



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Sectoral Plan → Interdepartmental planning

- No longer only the transportation department involved
- Key that objectives of the departments bite each other
- Sustainability core of SUM-Planning

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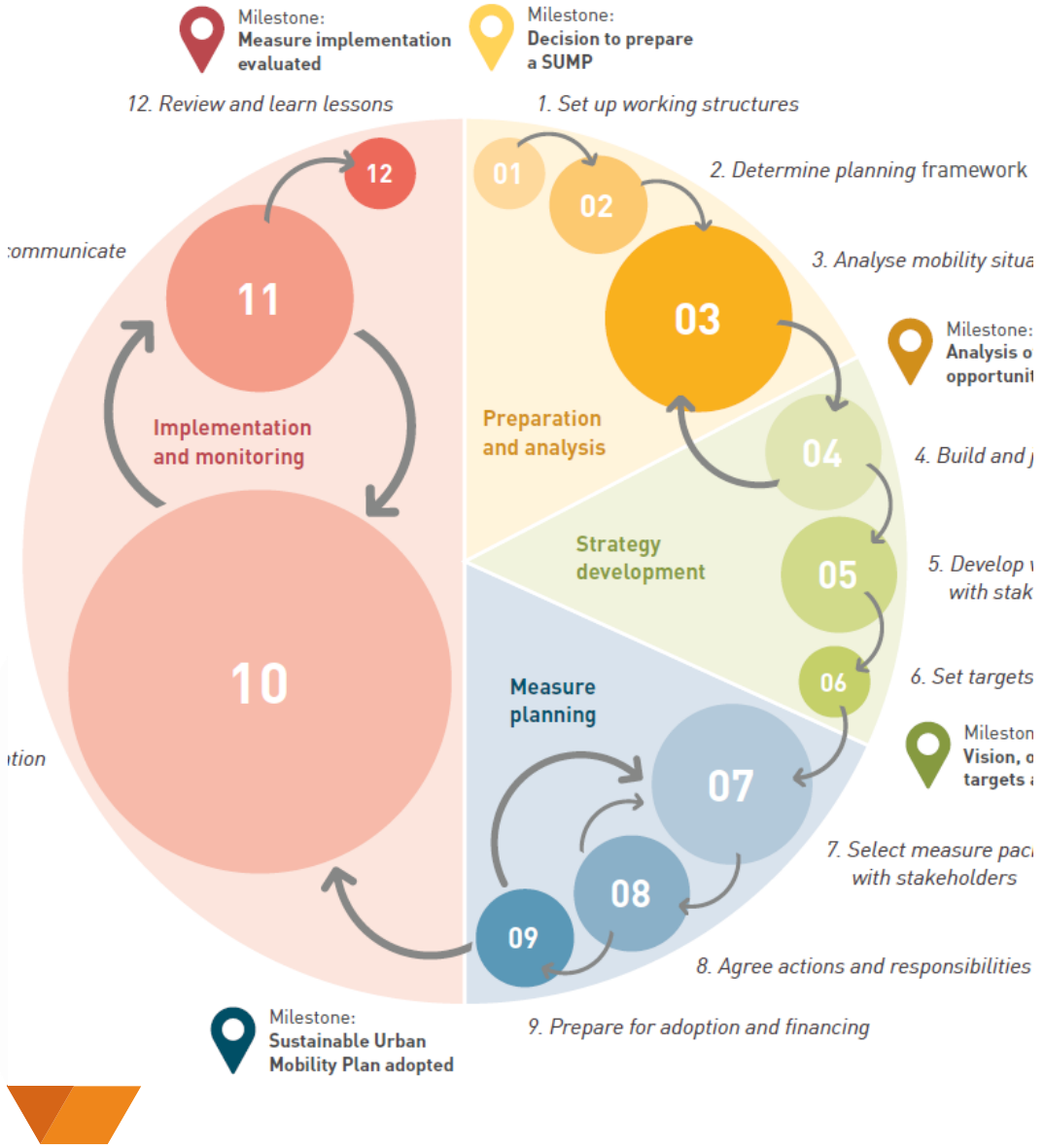
Short-term planning → Long-term planning

- Past: short and medium-term delivery plan
- SUMP: short and medium-term delivery plan embedded in long-term vision & strategy
- Short-term updates of measures within SUMP framework



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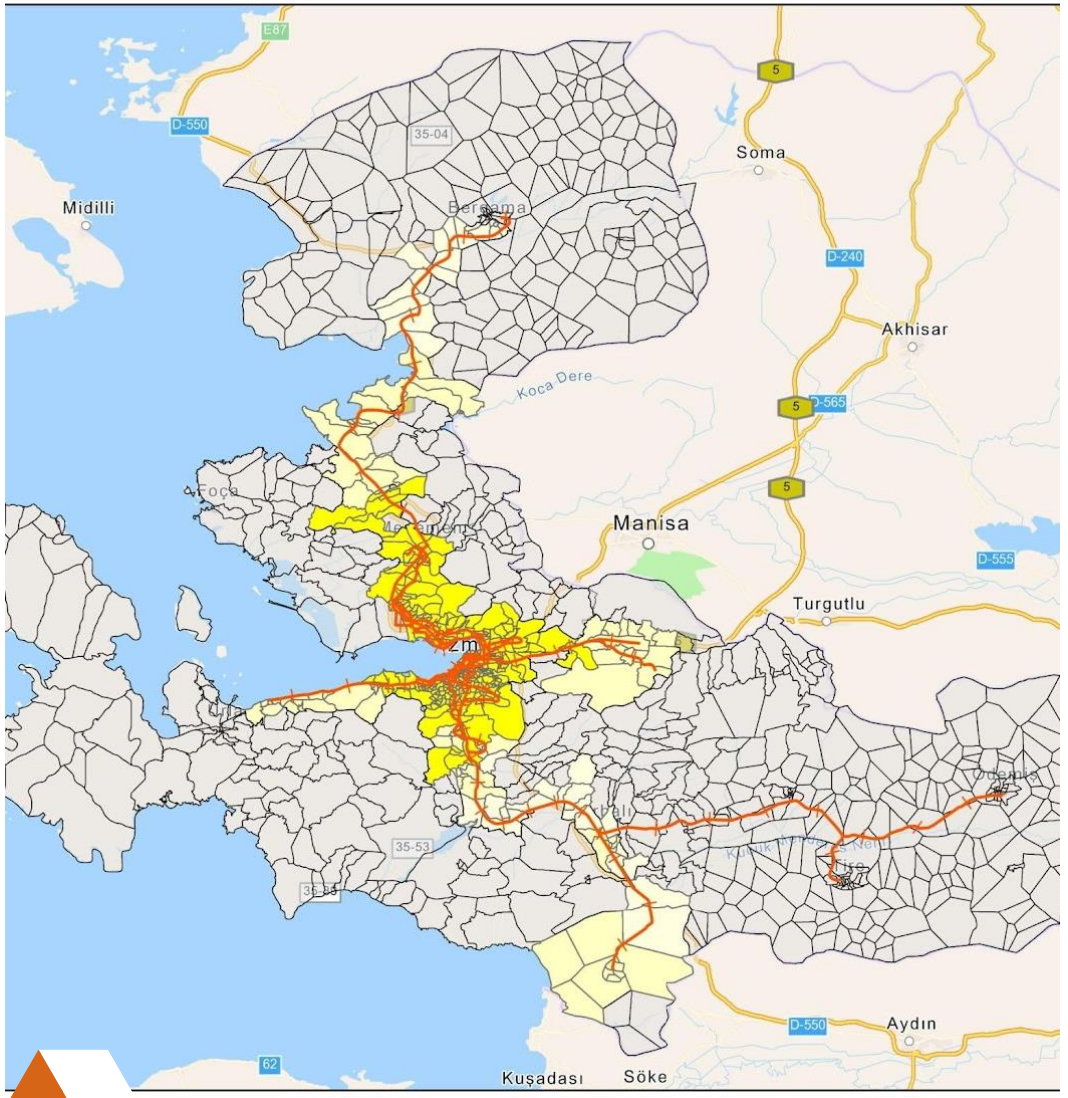
Covering administrative area → Covering FUA

- Mobility is by definition cross-border
- Core urban-area cannot influence mobility behaviour on its own
- Functional Urban Area: Daily Urban System
- FUA analysis of Izmir



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Domain traffic engineers → Interdisciplinary domain

- Multiple disciplines needed to envision the future for mobility
- Past: Predict and provide
- Future: Decide and provide
- Fore- and Back casting scenario’s in Izmir

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Planning by experts → engage the public

- Past: planning done by civil servants
- SUMP: Planning with the involvement of stakeholders and citizens using a transparent and a participatory approach
- Dedicated engagement plan for the SUMP in Izmir involving at least 400 citizens per event

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Limited impact assessment → systemic evaluation

- Past: Limited evaluation of the effects of transportation planning
- SUMP: Systemic evaluation of impacts to facilitate learning and improvement
- Short-cycle adjustment and long-cycle adjustments when policies seem ineffective
- Preparing a Monitoring & Evaluation plan

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Thank you for your attention!

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