



SITRA Conference 2019

The Updated SUMP Guidelines and Beyond

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The hallmark challenge

- European Green Deal: major major indeed seismic shifts needed
- All sectors must contribute – transport is 25% of CO2 emissions and growing.
- And all areas of transport must contribute – including sustainable urban mobility

Transport challenges

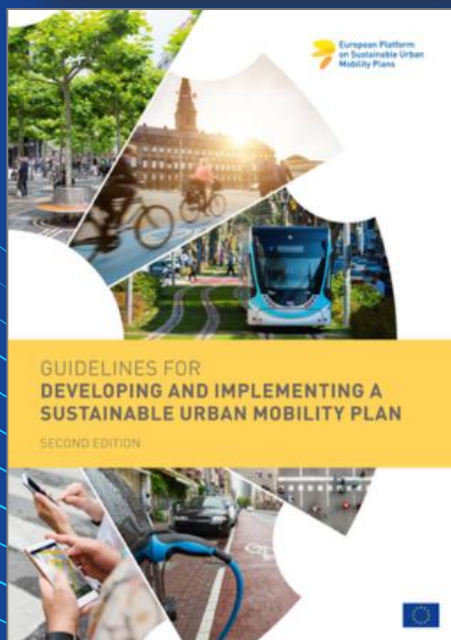
- Negative externalities of transport = 1 trillion euros a year! 7% of GDP. And often related to urban mobility and traffic.
- Environment = 40% eg air pollution: estimated to lead to around 400,000 premature EU deaths p.a. + CO₂ emissions are rising, with transport representing 1/4 of them
- Road congestion = 30%
- Cost of road crashes = 30%

New stuff

- So many things going on!
 - New wave of active mobility – good for people, good for cities
 - New forms of micro mobility – e-scooters, etc
 - But growing road safety fears – 70%
 - Urban mobility has to play its part in meeting the sustainability challenge !



- Action Plan on Urban Mobility (2009)
- Transport White Paper (2011)
- **Urban Mobility Package** COM(2013) 913, Annex 1: Recommendation to develop SUMPs, criteria for "SUMP"
- SUMP **Guidelines**, Jan 2014/ Oct 2019 (www.eltis.org/mobility-plans)
- Many SUMP **support projects** (e.g. CHALLENGE, SUMPs-Up)
- SUMP Coordination **Platform**
- Annual SUMP **Conferences** and **knowledge base** in ELTIS
- Increasingly seen as a **requirement** or as a "**competitive advantage**" to attract EU funding for urban transport (e.g. in Structural and Investment Funds, Horizon 2020-CIVITAS, Connecting Europe Facility)





What is a SUMP?

Integrated, strategic, long-term transport plan with **clear goals** and **monitoring** that aims at better **accessibility** and **quality of life** for the functional urban area.

SUMP vs traditional transport 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



What's new in the Second Edition of the SUMP Guidelines?

.....SUMP 2.0

- More **balanced** SUMP cycle
 - Clear separation into **strategic planning** stage (1st half) and **operational stage** (2nd half)
 - Formal **balance**: 4 phases with 3 steps each, always ending with a Milestone
 - **Milestones** emphasized as anchors – also for political approval
- More guidance on **action planning, financing** and **implementation**

SUMP is a clear recommended process for urban change





What's new? Key Changes



European
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- 62 new **city examples**

- better **structure** (context, description, lessons learned, required costs and know-how)
- more focused on **specific planning activities**
- collected by the **SUMPs-Up partner networks**





What's new? Key changes

- Comprehensive **introduction** for non-planners
- Updated, more user-friendly **design**



Figure 24: Overview of important quantifiable strategic impact indicators, based on the European sustainable urban mobility indicator set (SUMI) and the international standard (MobiliseYourCity)

Objective	Indicator	Definition
Road Safety	Fatalities by all transport accidents in the urban area on a yearly basis.	Number of deaths within 30 days after the traffic accident as a corollary of the event per annum caused by urban transport per 100,000 inhabitants of the urban area.
Access to mobility services	Share of population with appropriate access to mobility services (public transport).	Percentage of population with appropriate access to public transport (bus, tram, metro, train).
Emissions of greenhouse gases (GHG)	Well-to-wheel GHG emissions by all urban area passenger and freight transport modes.	Greenhouse gas emission (tonnes CO ₂ eq./cap. per year).
Air quality	Air pollutant emissions of all passenger and freight transport modes (exhaust and non-exhaust for PM _{2.5}) in the urban area.	Emission index (kg PM _{2.5} eq. per capita per year).

Additional urban mobility indicators:

- Affordability of public transport for the lowest income group
- Accessibility for mobility-impaired groups
- Noise hindrance
- Congestion and delays
- Energy efficiency
- Opportunity for active mobility
- Multimodal integration
- Satisfaction with public transport
- Traffic safety for active modes

Source: European sustainable urban mobility indicator set (SUMI)
https://ec.europa.eu/transport/themes/urban/urban_mobility/sumi_en

You can find more tools to support you in selecting indicators in the CIVITAS Tool Inventory:
<https://civitas.eu/tool-inventory/indicator-sets>

More general information on monitoring can be found in the CHALLENGE Monitoring and evaluation manual:
<https://www.eltis.org/resources/tools/sump-monitoring-evaluation-kit>

GOOD PRACTICE EXAMPLE

Milton Keynes, United Kingdom: Easily measurable and available set of strategic indicators

To assess the overall performance of the Sustainable Urban Mobility Plan, the city council has selected a number of indicators, including e.g. road network condition, average journey time, air quality and road safety. The decision to select these indicators was made as to allow for a correct assessment of the impact of the SUMP, and are easily measurable as well as available or easily accessible. Milton Keynes Council advises to define a clear set of SMART (specific, measurable, achievable, relevant, time-bound) objectives for the SUMP, which helps to later select indicators aligned with the SUMP objectives. Based on experience, the SUMP team also advises to use new technologies and indicator methodologies that have been applied in other cities.

Author: James Poway, Milton Keynes Council, collected by Polis
 Image: Milton Keynes Council

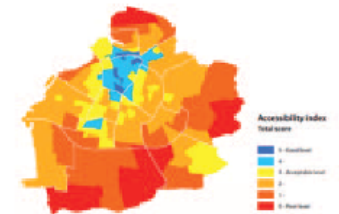


GOOD PRACTICE EXAMPLE

Malmö, Sweden: The Accessibility index as an indicator example

Malmö developed, based on relevant measurements, a normative Accessibility Index that can assess the impact of measures undertaken and uses maps to illustrate sustainable accessibility. The Accessibility Index can function as support for decisions in planning and in weighing different investments and actions. It also allows for making comparisons between different areas and population groups. The Accessibility Index can constitute support for following-up on how accessibility in the transport system develops over time and can thus serve as one of several indicators for how well SUMP goals are reached.

Author: Andreas Nordin, City of Malmö, collected by Rupprecht Consult
 Image: Sustainable Urban Mobility Plan Malmö



What's new? Key Changes

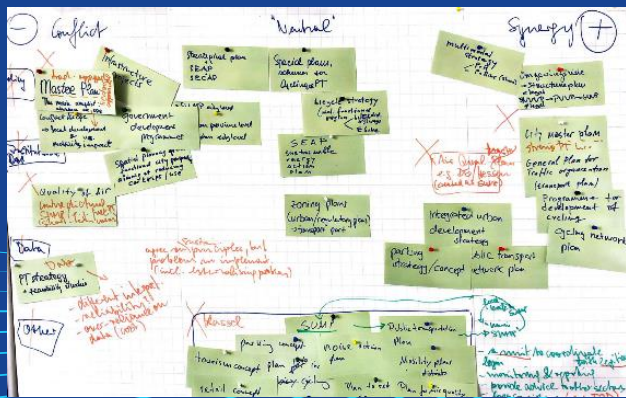
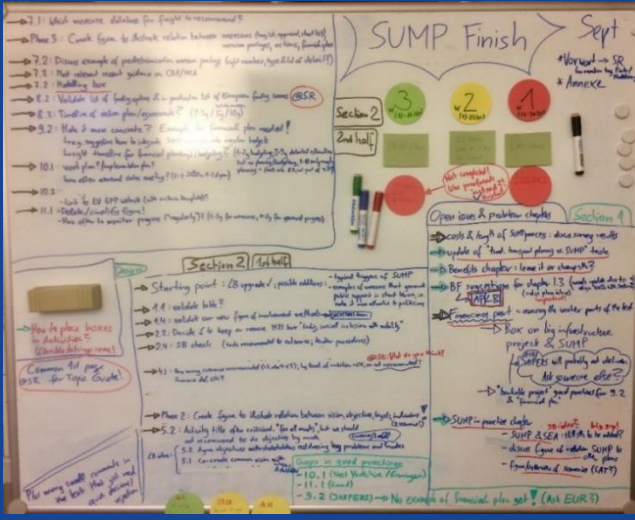
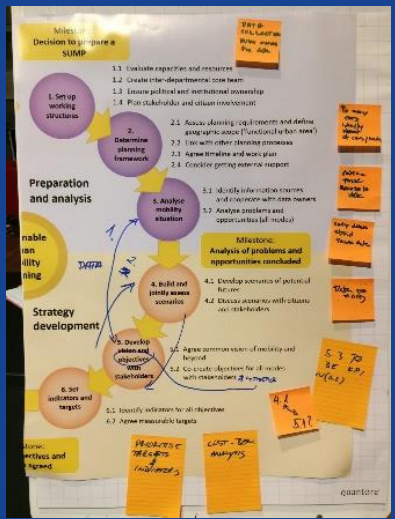


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Link to **Topic Guides** and **Practitioner Briefings** (relevant content from each of them highlighted in guidelines) <https://www.eltis.org/mobility-plans/topic-guides>

<p>Practitioner Briefing PARKING AND SUSTAINABLE URBAN MOBILITY PLANNING How to integrate parking policies with energy, planning and governance</p>	<p>Topic Guide PUBLIC PROCUREMENT OF SUSTAINABLE URBAN MOBILITY MEASURES</p>	<p>Practitioner Briefing ROAD VEHICLE AUTOMATION in sustainable urban mobility planning</p>	<p>Topic Guide HARMONISATION OF ENERGY AND SUSTAINABLE URBAN MOBILITY PLANNING</p>	<p>Topic Guide SUSTAINABLE URBAN LOGISTICS PLANNING</p>	<p>Practitioner Briefing SUPPORTING AND ENCOURAGING WALKING IN SUSTAINABLE URBAN MOBILITY PLANNING</p>
<p>Topic Guide SUSTAINABLE URBAN MOBILITY PLANNING IN METROPOLITAN REGIONS Sustainable urban mobility planning and governance models in EU metropolitan regions</p>	<p>Topic Guide LINKING TRANSPORT AND HEALTH IN SUMP How health supports SUMP</p>	<p>Topic Guide ELECTRIFICATION Planning for electric road mobility solutions in urban areas in SUMP context</p>	<p>Topic Guide MOBILITY AS A SERVICE (MAAS) AND SUSTAINABLE URBAN MOBILITY PLANNING</p>	<p>Topic Guide URBAN ROAD SAFETY AND ACTIVE TRAVEL IN SUSTAINABLE URBAN MOBILITY PLANNING</p>	<p>Practitioner Briefing THE ROLE OF INTELLIGENT TRANSPORT SYSTEMS (ITS) IN SUSTAINABLE URBAN MOBILITY PLANNING Make Smart for Integrated Mobility Plans and Policies</p>
<p>Topic Guide UVAR and SUMP Regulating vehicle access to cities as part of integrated mobility policies</p>	<p>Practitioner Briefing NATIONAL SUPPORT FRAMEWORKS FOR SUSTAINABLE URBAN MOBILITY PLANNING National SUMP-Supporting Programmes</p>	<p>Topic Guide INTEGRATION OF SHARED MOBILITY APPROACHES IN SUSTAINABLE URBAN MOBILITY PLANNING</p>	<p>Practitioner Briefing ENCOURAGING AND SUPPORTING CYCLING IN SUSTAINABLE URBAN MOBILITY PLANNING</p>	<p>Topic Guide FUNDING AND FINANCING OF SUSTAINABLE URBAN MOBILITY MEASURES</p>	<p>... and more will follow</p> <p>CONNECTING EUROPE</p>

The Second Edition: based on intensive practitioner consultation!



The SUMP Guidelines in numbers



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8 Principles

4 Phases

12 Steps

5 Milestones

32 Activities

62 Good Practice Examples

60+ Tools

15+ Definitions

100+ Contributors

300+ Experts involved

165 pages





What is next?

- Urban Mobility Package Evaluation – open until 4/12/2019
- https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2018-5942636/public-consultation_en
- Horizon 2020: open calls addressing urban nodes, connectivity, urban air mobility and rural areas.
- Horizon Europe: Cities Mission on Smart and Climate Neutral Cities and Co-funded Partnership on Cities



So...

- Work with local communities and policy
- Work with other cities – POLIS, Eurocities, ELTIS and Civitas Networks
- Don't wait for permission
- **Be sustainable urban mobility champions**



Thank you!



@Transport_EU

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