

Sustainable Urban Mobility Plans

iNUA#1: Implementing the New Urban Agenda

“We will support better coordination between transport and urban and territorial planning departments [...] through **sustainable urban and metropolitan transport and mobility plans**. We will support subnational and local governments in developing the necessary knowledge and capacity to implement and enforce such plans.”

New Urban Agenda §117

Setting your city on track for sustainable mobility requires a clear road map – a Sustainable Urban Mobility Plan (SUMP). A SUMP lays out a vision for urban mobility in your city, prioritises effective measures, clarifies implementation responsibilities and identifies a robust and flexible financing plan.

1. What is a Sustainable Urban Mobility Plan and what is it good for?

City administrations can profoundly influence travel behaviour by shaping mobility services and infrastructure. The old-fashioned “predict-and-provide” approach to transport planning has led to enormous investment in roads and highways in the past – and to a growing number of cars on the streets. Today, quality of life plays a stronger role in urban development and mobility planning. More cities are prioritising investments in sustainable transport projects and policy measures to cater to the specific mobility needs of people and businesses.

National governments in Brazil, India, Mexico and the European Union have set up mechanisms that provide guidance to (and in some cases oblige) cities to follow a more strategic approach to urban mobility planning. In the EU, the concept of Sustainable Urban Mobility Plans (SUMP) has been established.

“A SUMP is a strategic planning tool, which comprises objectives and measures oriented towards safe, efficient, accessible and sustainable urban transport systems. It builds on the existing planning practices and takes into consideration the principles of integration, participation, and evaluation.”

Recommendations for Sustainable Urban Mobility Planning (EU)

The intentions behind the development of a SUMP are to...

- reveal the factual challenges that your city faces
- identify effective and cost-efficient measures to overcome these challenges
- understand different development scenarios and policy options

- understand interests and expectations of citizens and businesses
- develop a common vision on urban mobility
- choose and agree on an appropriate and feasible set of measures
- prioritise and schedule implementation of measures
- align stakeholder actions and create high acceptance for transport interventions

2. What can mayors do?

Developing and implementing a SUMP is a dynamic process. It can be broken down into a sequence of phases, starting from process definition, goal setting, to action and budget planning, and the monitoring of its implementation (see figure). One of the long-term objectives is to institutionalise a reoccurring, continuous process of planning and shaping urban mobility in your city.

Initiate the development of a SUMP:

1. Consult with the heads of urban planning and mobility departments on their ideas for a more strategic approach to planning urban mobility.
2. Establish a committee under your chairmanship that will be steering the SUMP development.
3. Consult knowledge platforms (see Part 4) to structure the strategic process.
4. Assess whether national support programs or international initiatives can support your ambitions.
5. Set clear-cut responsibilities and allocate the necessary resources and mandates to your administration.

Development of the Plan:

6. Tender and contract necessary consulting support to the responsible entity(s) (However, successful consulting requires strong ownership of your administration!)
7. Develop & Monitor the SUMP according to the SUMP Planning cycle (see figure on the right top of the page).

Implement the plan:

8. Fast-track a set of cost-effective actions (“quick wins”) identified in a SUMP (see table below).
9. Continuously monitor the implementation of the action plan in order to intervene in case of delay or other problems
10. Measure the impact of the implemented measures, re-adjust if necessary and update the plan regularly (every 4-7 years has proven to be an appropriate duration for reacting to changing circumstances and reassuring your city remains on track toward sustainable mobility).



The SUMP Planning Cycle. Source: Rupprecht Consult, 2014

Next to hard measures such as new bus, tram or metro lines, the SUMP will identify a number of cost-efficient measures that will improve mobility in your city. These measures can often be suitable and effective alternatives to large-scale road infrastructure investments. As SUMP seeks to align sustainable transport projects and measures with the budgetary constraints of your city, a lot more can be achieved under your leadership. The table on top of page 3 provides few examples of such measures.

3. What are the challenges in sustainable mobility planning?

Developing and implementing a SUMP is an ambitious effort and requires resources both in funding and city administration capacity.

To ensure resources are used effectively, consider the following recommendations:

- Identify and appropriately involve relevant stakeholders and citizens in the different stages of SUMP development
- Establish proper cooperation mechanisms with relevant departments within and beyond the administrative boundaries of your city
- Use state of the art survey methods to provide accurate and complete transport data. How often do people travel? Where are origins and destinations? What modes of transport are used and on which routes? Gathering and analysing mobility data becomes easier with the help of app-driven survey and tracking methods and open data standards.
- Collect data on non-motorised (active) transport. Due to

- Traffic calming (zones with reduced traffic speed, narrowed traffic lanes or road surface elevation for easy crossing)
- Pedestrian areas
- Innovative road marking and optimised traffic signs and signals
- Public transport optimisation and acceleration (e.g. physically segregated public transport corridors, bus lanes, bus stops in cap design, bus rapid transit (BRT))
- Cycling improvement (changing mixed traffic lanes into cycling lanes, opening one-way roads for cyclists)
- New mobility services and innovative approaches such as bike sharing, car sharing, ride hailing, cable cars
- Parking management (optimise use of public space and tackle parking violations to improve situation for all road users)
- Walking and cycling-friendly building regulations (e.g. mandatory bike parking facilities)
- Physical restrictions on car use (e.g. “superblocks” model, one-way streets)
- Design standards for intermodal integration and safe walking and cycling infrastructure
- Walking and cycling improvements, like lower speed limits, safe crossings
- Public transportation prioritisation, such as bus lanes or priority signalisation
- Promote discounted public transport passes (job tickets) for daily commuters
- Parking fees and road pricing to incentivise shift to public transport
- Feebates (rewards for companies for environmentally friendly performances and penalties when lacking to adhere to such practices)
- Targeted subsidies for public transport (e.g. funded by fuel taxes or national government programs)

Cost-efficient measures for sustainable urban mobility

methodological difficulties, the number of trips made by foot or bike is often underestimated, causing planners and decision-makers to plan for cars rather than for active transport users.

- Develop effective and comprehensive measure packages to meet your city’s policy objectives – the limitations of a transport mode must be met with proper (and more sustainable) alternatives or individual policies or measures may be met with opposition.
- Discuss alternative scenarios – analysing a range of potential futures for your city is crucial for a tailor-made action plan.
- Reconcile vision and reality – ambitious SUMP goals require successful implementation of its measures. Therefore, all measures need to support the SUMP vision and require due monitoring to see if they are fulfilling expectations.
- Create a proper monitoring and evaluation mechanism to ensure institutional learning
- Don’t rely only on travel demand models. Travel demand models can assist planners in estimating and forecasting transport demand and the

potential effectiveness of planned measures. However, the models are only as good as the data and assumptions that feed them. The time and resources needed to set up a reliable transport demand model sometimes is not justified. An alternative is to rely on qualitative transport demand and mobility assessments, basic data surveys and public consultations.

- Sustainable mobility cannot be achieved overnight. Establish SUMP-like planning as a continuous process in your city to ensure mobility in your city develops in the direction of your SUMP vision.

Key tasks in SUMP development

Institutional cooperation

- Investigating legal cooperation frameworks
- Identifying institutional actors and understanding their agendas
- Assessing institutional skills, knowledge, capacities and resources
- Building cooperation structures and defining responsibilities
- Managing institutional partnerships
- Evaluating institutional partnerships

Participation

- Identifying local and regional stakeholders and their interests
- Developing a strategy for citizen and stakeholder engagement
- Determining levels and methods of involvement
- Managing participation and resolving conflicts
- Evaluating the participation process

Measure selection

- Analysing existing measures, goals, problems and trends
- Identifying and analysing suitable types of policy measures
- Developing detailed specification of policy measures and packages
- Conducting an appraisal of the proposed measures and packages
- Agreeing on responsibilities and implementing measure packages

Monitoring & evaluation

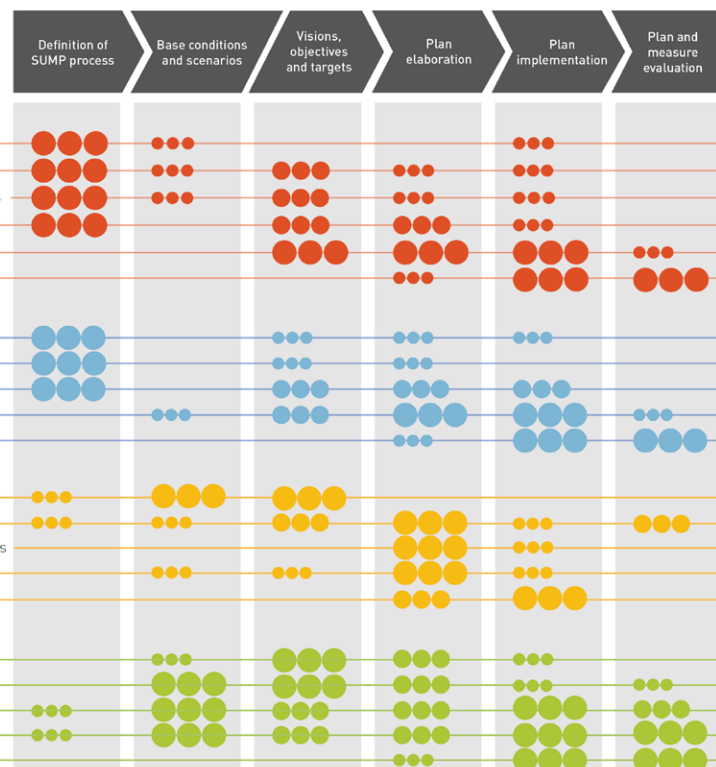
- Elaborating a monitoring and evaluation plan
- Selecting indicators for monitoring and evaluation
- Collecting data and seeking out new data sources
- Analysing data and indicators and presenting results
- Evaluating the SUMP development process



A SUMP process is a sequence of phases from process definition to plan and measure evaluation. The chart presents key SUMP tasks for planning authorities related to the four challenges.

Institutional cooperation and participation are continuous, horizontal activities that should commence early, during the SUMP process definition phase. Measure selection as well as monitoring and evaluation activities

are particularly relevant in the subsequent analytical and technical planning phases. The chart reflects first-time SUMP development; revision and updating of a SUMP should build on the already established structures.



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4. Where to learn from?

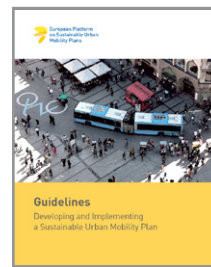
The approach to strategic mobility planning, and the identified measures and funding strategies may vary from one country to another and even between different cities in one country. However, you can still benefit from a wide range of experiences made by other cities and governments. There is no need to reinvent the wheel.

Lessons learned from various country and city contexts:

- National policy frameworks, funding schemes and guidance for urban mobility planning can support and enforce inclusive and strategic planning processes across an entire country.
- Maintain ownership of SUMP development. Plans developed solely by external consultants may not provide the solutions to meet the particular mobility challenges in your city.
- Raise the acceptance of transport interventions by conducting planning processes in an inclusive and participative manner, which also grows trust between public administration and citizens.
- Use the SUMP development process to identify capacity gaps in your city so you can address them (educated personnel, technical equipment).
- Be creative: imagine different scenarios when it comes to developing funding strategies for your SUMP.

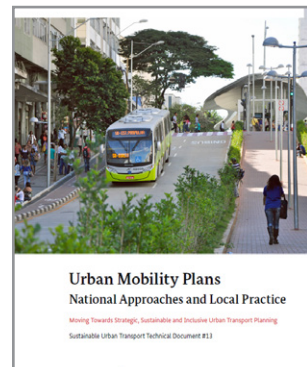
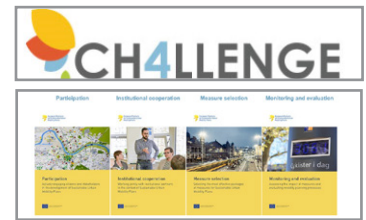
Related Publications

European Platform on Sustainable Urban Mobility Plans
<http://www.eltis.org/mobility-plans>
 (Available in multiple languages)



Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan (SUMP)
<http://eltis.org/content/sump-process>
 (Available in several languages)

The SUMP challenges Toolkit – Dedicated guidance on 1) Participation, 2) Cooperation, 3) Measure Selection, 4) Monitoring and Evaluation
<http://www.sump-challenges.eu/kits> (Available in several languages)



SUTP technical document #13: Urban Mobility Plans – National approaches and local practice
<http://www.sutp.org/en/resources/publications-by-topic/technical-documents.html>
 (Available in several languages)

Urban Mobility Plans
 Links to documents and strategies
<http://www.sutp.org/en/resources/publications-by-topic/land-use-planning-and-demand-management.html> (Available in English)



MobiliseYourCity supports local governments in developing countries to plan sustainable urban mobility in order to develop more inclusive, liveable and economically efficient cities, and reduce GHG emissions.
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