



European Platform
on Sustainable Urban
Mobility Plans

Sustainable Urban Mobility Plans: Concept, process, content & benefits



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Is the increase of car traffic a natural law ?

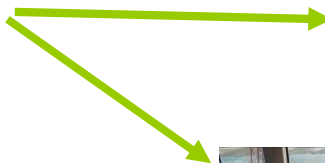
- Like a sunrise or a sunset
- Or like an earthquake
- No it isn't
- But we have to reconsider if it is "normal" to plan for machines instead of citizens and their children
- It happens so often that the citizens in many European cities have accepted it as "normal"



What will happen?



2015



2030


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What is the difference between an UMP and a SUMP?

- It is the  SUSTAINABLE
- To plan a city where we, our children and their children want to live in



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- Strategic plan
- Mobility needs of people and businesses
- Cities and their surroundings
- Builds on existing planning practices
- Integration of different departments
- Participation elements
- Evaluation – value for money
- Goal setting

Planning for People



GUIDELINES

DEVELOPING AND IMPLEMENTING A
SUSTAINABLE URBAN MOBILITY PLAN

Financed by the Intelligent Energy Europe
Programme of the European Union

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Purpose of the SUMP



Create a sustainable urban mobility system!

Ensure the accessibility offered by the transport system is available to all

Improve safety and security

Reduce air and noise pollution, greenhouse gas emissions and energy consumption

Improve the efficiency and cost-effectiveness of the transportation of persons and goods

Contribute to enhancing the attractiveness and quality of the urban environment and urban design

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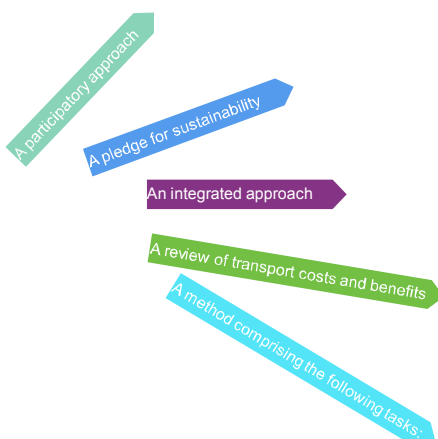


The policies and measures defined in a Sustainable Urban Mobility Plan cover **all modes and forms of transport in the entire urban agglomeration**, including public and private, passenger and freight, motorised and non-motorised, moving and parking.

Similar analogies?

→ Push vs Pull Systems

→ How about the four step model (Trip generation, Trip distribution, Mode choice, Route assignment) or other models?

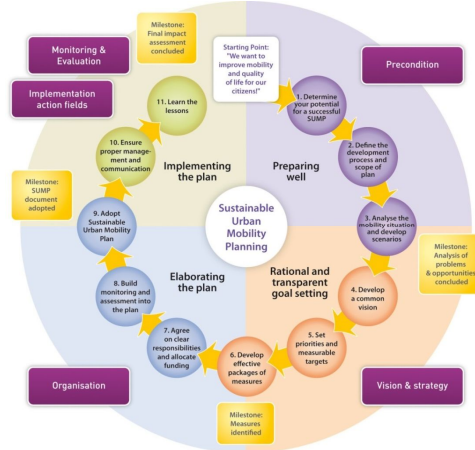


- ✓ Status analysis and baseline scenario
- ✓ Definition of a vision, objectives and targets
- ✓ Selection of policies and measures
- ✓ Assignment of responsibilities and resources
- ✓ Arrangements for monitoring and evaluation



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The SUMP Cycle



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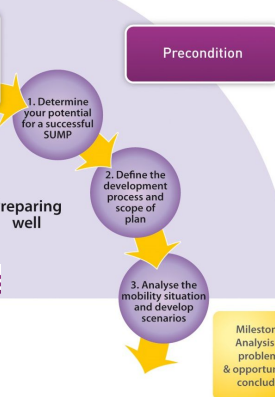
Preparing well

Element 1: Determine your potential for a successful SUMP!

- 1.1 Commit to overall sustainable mobility principles
- 1.2 Assess impact of regional/national framework
- 1.3 Conduct self-assessment
- 1.4 Review availability of resources
- 1.5 Define basic timeline
- 1.6 Identify key actors and stakeholders

ADVANCE

Starting Point:
"We want to improve mobility and quality of life for our citizens!"



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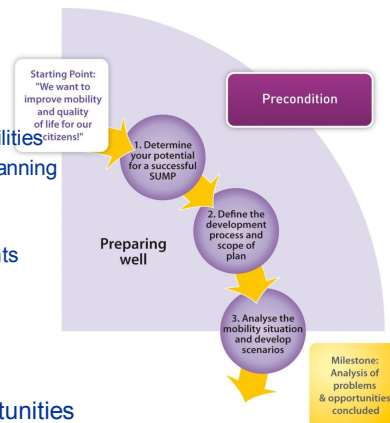
Preparing well

Element 2: Define the development process and scope of plan

- 2.1 Look beyond your own boundaries and responsibilities
- 2.2 Strive for policy coordination and an integrated planning approach
- 2.3 Plan stakeholder and citizen involvement
- 2.4 Agree on workplan and management arrangements

Element 3: Analyse the mobility situation and develop scenarios

- 3.1 Prepare an analysis of problems and opportunities
- 3.2 Develop scenarios



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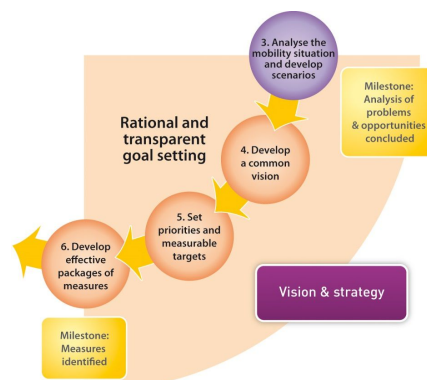
Rational and transparent goal setting

Element 4: Develop a common vision

- 4.1 Develop a common vision of mobility and beyond
- 4.2 Actively inform the public

Element 5: Set priorities and measurable targets

- 5.1 Identify the priorities for mobility
- 5.2 Develop SMART targets



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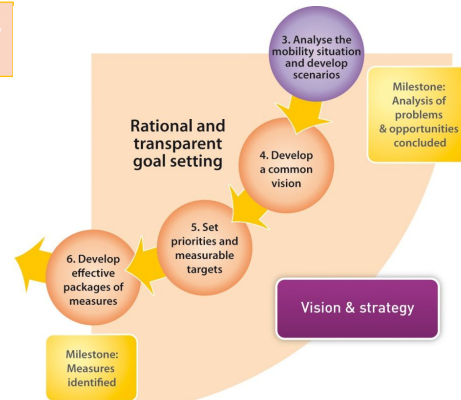


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Rational and transparent goal setting

Element 6: Develop effective packages of measures

- 6.1 Identify the most effective measures
- 6.2 Learn from others' experience
- 6.3 Consider best value for money
- 6.4 Use synergies and create integrated packages of measures



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Elaborating the plan

Element 7: Agree on clear responsibilities and allocate funding

- 7.1 Assign responsibilities and resources
- 7.2 Prepare an action and budget plan

Element 8: Build monitoring and assessment into the plan

- 8.1 Arrange for monitoring and evaluation



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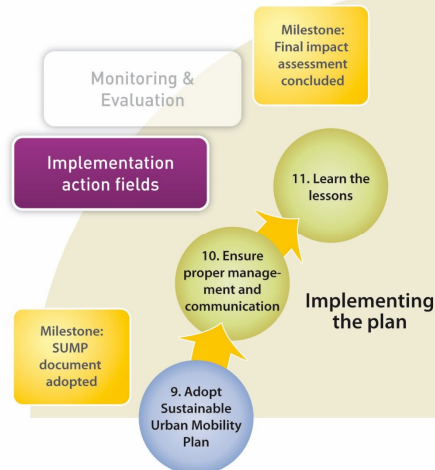
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Elaborating the plan

Element 9: Adopt Sustainable Urban Mobility Plan

- 9.1 Check the quality of the plan
- 9.2 Adopt the plan
- 9.3 Create ownership of the plan



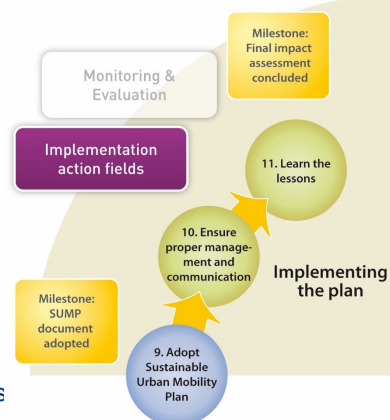
Implementing the plan

Element 10: Ensure proper management and communication (when implementing the plan)

- 10.1 Manage plan implementation
- 10.2 Inform and engage the citizens
- 10.3 Check progress towards achieving the objectives

Element 11: Learn the lessons

- 11.1 Update current plan regularly
- 11.2 Review achievements – understand success failure
- 11.3 Identify new challenges for next SUMP generation





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SUMP Vienna (2015)

- Pumasproject.eu
- Built on existing planning
- SUMP Methodology
- Participation
- Vision, Goalsetting
- Ambitious
- Monitoring&Evaluation
- Integration of departments
- Beyond city-borders

• <http://www.wien.gv.at/stadtentwicklung/strategien/step/step2025/fachkonzepte/mobilitaet/>



**STEP
2025**

FACHKONZEPT

MOBILITÄT

Wien! voraus
Stadt Wien

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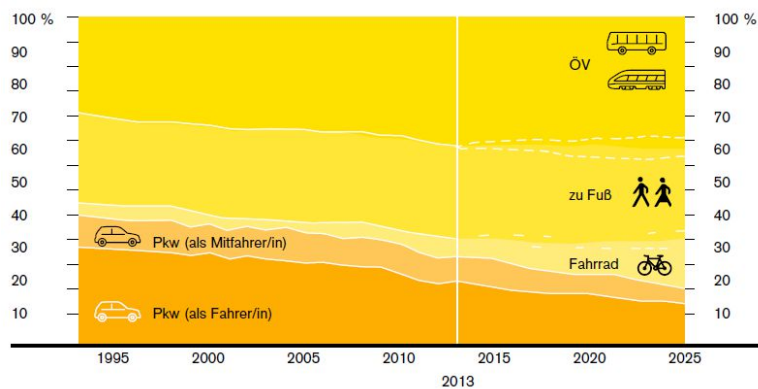


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Vienna Modal Split Development and Goal



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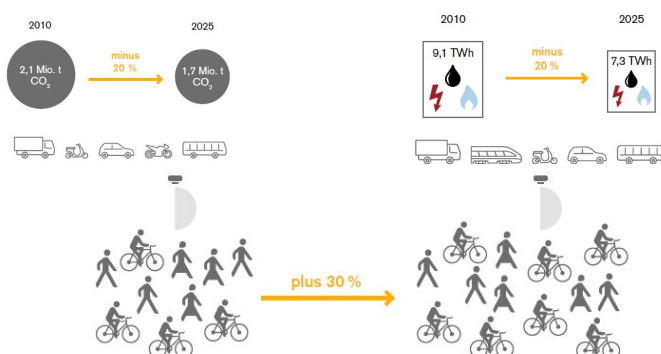
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Vienna vision and other goals

- Fair, Healthy, Compact, Ecological, Robust, Efficient



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Detailed goals and monitoring concept

- Fair, Healthy, Compact, Ecological, Robust, Efficient
- Monitoring
- Go through steps and have example from Vienna
- End with resources and ADVANCE process and ENDURANCE

Detailed goals and monitoring concept

Example 1:

- Indicator: Public Transport (PT)-annual-tickets
- Definition: Share of owners of PT-year-tickets on the Vienna population
- Historic data: 2005: 19%
- Actual: 31%
- Development Goal 2025: further increase

MOBILITÄTSANGEBOTE, ERREICHBARKEITEN UND VERFÜGBARKEIT VON FAHRZEUGEN				
Indikator	Definition	historisch	aktuellster verfügbarer Wert	Angestrebte Entwicklung 2025
Zufriedenheit mit Verkehr in Wien	Zufriedenheit mit ÖV (Schulnote 1-5)	2003: 1,89 ²¹	2013: 1,70 ²²	↗
	Zufriedenheit mit Gehsteigen und Gehwegen für FußgängerInnen (Schulnote 1-5)	2008: 1,93 ²³	2013: 1,74 ²⁴	↗
	Zufriedenheit mit Radwegenetz (Schulnote 1-5)	2008: 2,59 ²⁵	2013: 2,59 ²⁶	↗
	Zufriedenheit mit Autoverkehr (Schulnote 1-5)	2003: 3,27 ²⁷	2013: 3,02 ²⁸	↗
ÖV-Jahreskarten	Anteil der Wiener-Linien-Jahreskarten-BesitzerInnen an der Gesamtbevölkerung ²⁹	2005: 19%	2013: 31%	↗
ÖV-Angebot	Anteil der Wiener-Linien-Jahreskarten-BesitzerInnen an der Gesamtbevölkerung ³⁰	2010: 17.444,4	2012: 18.390,3	↗
ÖV-Verlässlichkeit	Anteil der Bevölkerung mit einer U-/S-Bahnstation in maximal 500 m bzw. einer sonstigen ÖV-Haltestelle in maximal 300 m Entfernung vom Wohnort ³¹		2014: 0,3%	→
Erreichbarkeit von ÖV-Haltestellen	Anteil der Bevölkerung mit einer U-/S-Bahnstation in maximal 500 m bzw. einer sonstigen ÖV-Haltestelle in maximal 300 m Entfernung vom Wohnort ³²		2013: 97,3%	→
Fahrrad-Verfügbarkeit	Anteil der Haushalte, die über ein Fahrrad verfügen ³³	2003: 56%	2013: 60%	80%
Verfügbarkeit Leihradstationen	Anteil der Bevölkerung mit Leihrad-Angeboten in maximal 300 m Entfernung ³⁴		2013: 24,6%	40%
Verfügbarkeit Carsharing-Standorte	Anteil der Bevölkerung mit Carsharing-Angeboten in maximal 500 m Entfernung ³⁵		2013: 98,5%	50%
Motorisierung	Pkw pro 1.000 EinwohnerInnen ³⁶	2001: 416	2014: 386	↘
	Kraftfahrzeuge pro 1.000 EinwohnerInnen ³⁷		2014: 46,7	↘
Erreichbarkeit von Volksschulen	Anteil der Volksschulkinder, die in max. 1500 m einen Ausbildungsplatz finden können ³⁸	2011/12: 99,6%	2013/14: 99,7%	↗

Detailed goals and monitoring concept

Example 2:

- **Indicator: Bicycle availability**
- **Definition: Share of households with a bicycle**
- **Historic Data: 2003: 58%**
- **Actual: 69%**
- **Development goal 2025: 80%**



Detailed goals and monitoring concept

Other examples:

- | | |
|------------------------------|-----------------------------------|
| - Average length of trips | - Modal split for trips to school |
| - Modal split at city border | - Consumer satisfaction |
| - PT-reliability | - Access to PT |
| - Access to Carsharing | - Access to Bike-Sharing |
| - Motorisation | - Access to schools |
| - PT-average speed | - Number of accidents |
| - Noise levels | - PM10-concentration |



Monitoring

- Regular information of city council
- Regular information of district councils
- Every 5 years “grand evaluation” in order to be able to adapt plans



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Measures

- **Governance**
- **Public space: fair sharing**
- **Efficient mobility through mobility management**
- **Using instead of owning**
- **Organising mobility in a smarter way**
- **Business gains momentum**
- **Traffic infrastructure**
- **Mobility needs innovation**
- **Transnational initiatives**
- **Regional mobility strategy**

BEITRÄGE DER MASSNAHMEN ZU ZIELEN

[illegible]

- geringer oder kein Beitrag zur Zielumsetzung erwartet
- mittlerer oder indirekter Beitrag zur Zielumsetzung erwartet
- starker Beitrag zur Zielumsetzung erwartet

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Measures

- **Relation to the main goals:**
- **Fair, Healthy, Compact, Ecological, Robust, Efficient**
- **Effects**
 - Low or nil
 - Medium or indirect
 - Strong

	fair	gesund	ökologisch	robust	effizient	kompakt
			</			

■ geringer oder kein Beitrag zur Zielerreichung erwartet

- mittlerer oder indirekter Beitrag zur Zielerreichung erwartet

- starker Beitrag zur Zielerreichung erwartet

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Example: governance

- More resources for active mobility
- District mobility-concepts
- Planning tools
- New roles for expertise
- Integrated mobility Data



GOVERNANCE:
VERANTWORTUNG
UND RESSOURCEN

Example: sharing public space

- Focus on fairness and togetherness
- Higher quality of school surroundings
- Temporary opening of streets for active mobility



ÖFFENTLICHER RAUM:
STRASSE FAIR TEILEN

Example: efficient mobility through mobility management

- Multimodal advice from one source
- Mobility management for schools and companies
- Mobility management for new city districts
- Mobility contracts for low car developments



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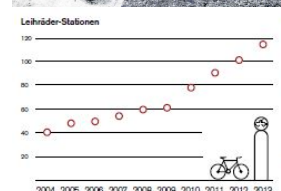
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Example: using instead of owning

- Further development bike sharing
- Carsharing strategy for Vienna
- Mobility points



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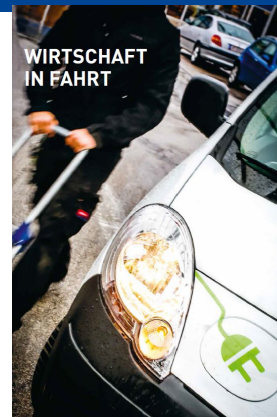
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Example: business gains

- International accessibility
- Smart goods distribution concepts
- Joint goods consolidation
- District boxes for e-commerce
- Support for cycle logistics



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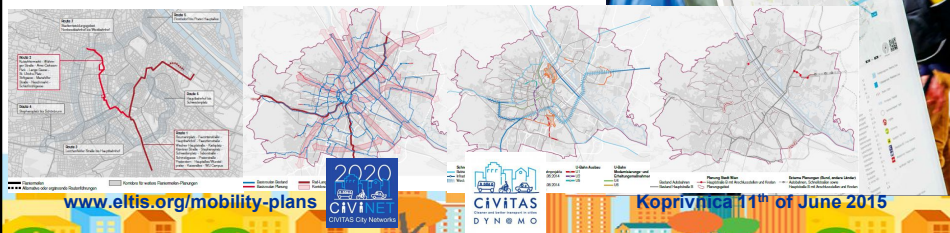
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Example: traffic infrastructure

- Concepts for all modes
- Foot: Flaniermeile – “strolling mile”
- Bike: Cycle-highways
- Public transport extensions
- Main highway extensions

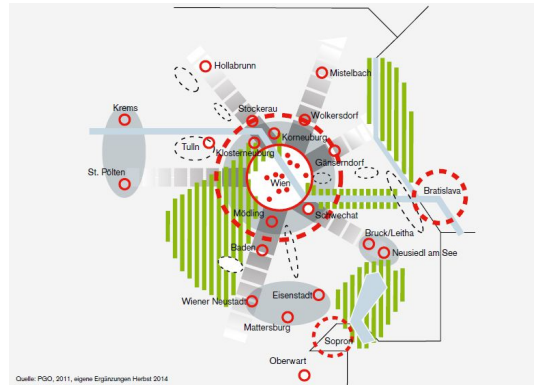


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Regional concept



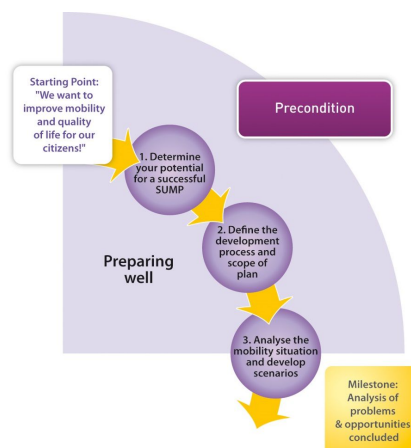
Quelle: PGO, 2011, eigene Ergänzungen Herbst 2014

- Stadt-Unterland-Kooperationen
- Entwicklungsschwerpunkt
Orte mit besonderer strategischer Funktion
- Zielgebiete der Stadtentwicklung 2014
- Entwicklungsschneise
Räume entlang hochrangiger Verkehrsinfrastruktur
zwischen mehreren Entwicklungsschwerpunkten
- Polyzentrischer Standortraum
funktional eng verflochtener Raum zwischen
mehreren Entwicklungsschwerpunkten
- Ergänzt Standortraum
Raum in „Achsenerschließungen“ mit besonderer
Bedeutung für die künftige regionale Entwicklung
- Besonders sensibler Raum
Regional mit herausragender
landschaftsökologischer Bedeutung
- Gewässer
- Staatsgrenzen

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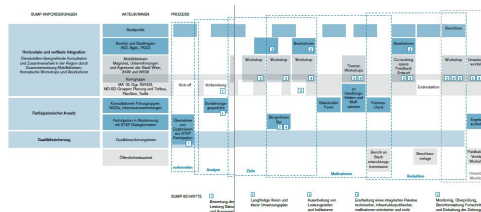
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How they got there

- Input from many departments, external experts, previous plans, parallel plans, regional and district plans and programmes
- Highly complex and integrated process
- Participative elements: citizens advisory committee, fairness-check

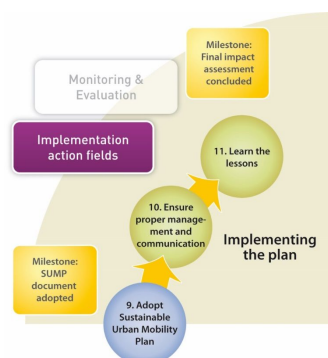


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Open: implementation



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Thank you!

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