

Boosting Sustainable Urban Mobility Plans: the concept of SUMP and the BUMP methodology



BOOSTING
URBAN
MOBILITY
PLANS

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Mark Stead – Severn Wye Energy Agency

BUMP Study visit to Bristol and Gloucestershire

Friday 26th February 2016

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Introductions



Health and safety

Toilets

Refreshments

Claiming expenses

Evaluation

Things to do in Bristol

Programme:

09:00: Introductions and itinerary (Mark Stead, Severn Wye Energy Agency)

09:05: Institutional welcome address (Neil Bradbury, Programme Director for the Bristol Temple Quarter Enterprise Zone)

09:15: Presentation of the SUMP concept and methodology (Jon Harris, Harris Ethical)

10:00: Presentation of the Bristol SUMP (Oliver Coltman, Bristol City Council)

10:45: Comfort Break

11:00 Visit to the Temple Quarter Enterprise Zone (Oliver Coltman, Bristol City Council)

12:41: Board train from Bristol Temple Meads rail station

13:34: Arrive Gloucester rail station

13:40: Gloucester walking tour part 1 (Ben Watts, Gloucestershire County Council)

14:00: Buffet lunch

14:15: Presentation of the Gloucestershire SUMP (Ben Watts, Gloucestershire County Council; Jon Harris, Harris Ethical; Sarah Fish, Atkins Consultancy)

15:00: Gloucester walking tour part 2 (Ben Watts, Gloucestershire County Council)

16:40: Leave Gloucester rail station

17:35: Arrive Bristol Temple Meads rail station - Finish



Sustainable Urban Mobility Plans*

- SUMP: vision, concept, scope and purpose;
- SUMP vs. traditional traffic plan;
- SUMP main features and planning cycle;
- Advantages for local authorities and references.

*Source: Guidelines 'Developing and implementing a Sustainable Urban Mobility Plan' <http://www.eltis.org/it>

BUMP's approach

- BUMP: partnership, problem setting, main objective and solution
- BUMP's methodology: preparation process, adaptations through focus group sessions, recruitment of beneficiaries
- The four steps: in-class training, mutual learning, coaching, study visits

SUMP: the vision

*“If you plan cities for cars and traffic, you get cars and traffic.
If you plan for people and places, you get people and places.”
(Fred Kent)*

Imagine your city in 20 years: what would you want it to look like?
A place where children can play safely? Where the air is clean?
Where you can walk to do your shopping?
With lots of parks and green space? Where businesses can prosper?
...how would you turn such a vision into reality?

SUMP: concept, scope and purpose

Concept: a strategic plan designed to satisfy mobility needs of people and goods in cities and their surroundings for a better quality of life.

Scope: all modes and forms of urban and peri-urban transport including public and private, passenger and freight, motorized and non-motorized

Purpose: creating a sustainable urban transport system able to

- ensure accessibility to key destinations and services for all citizens;
- improve safety and security;
- reduce air and noise pollution, greenhouse gas emissions and energy consumption;
- increase efficiency and cost-effectiveness of transportation of people and goods;
- enhance attractiveness and quality of the urban environment.

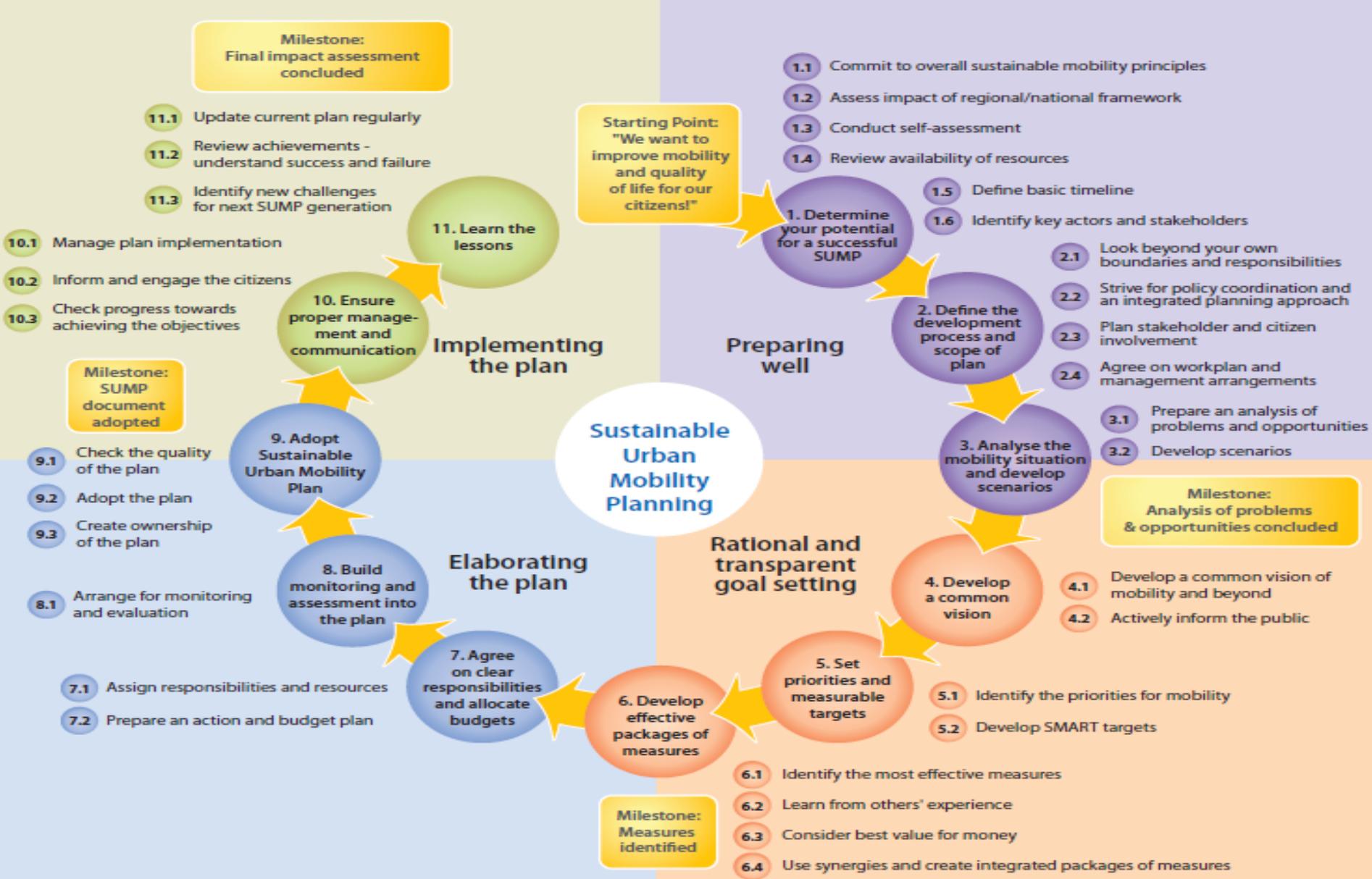
SUMP vs. traditional traffic plan

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, as well as sustainability, economic viability, social equity, health and environmental quality
Modal-focussed	→ Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes
Infrastructure focus	→ Integrated set of actions to achieve cost-effective solutions
Sectorial planning document	→ Sectorial planning document that is consistent and complementary to related policy areas (such as land use and spatial planning; social services; health; enforcement and policing; etc.)
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 traffic engineers	→ Interdisciplinary planning teams
Planning by experts	→ Planning with the involvement of stakeholders using a transparent and participatory approach
Limited impact assessment	→ Regular monitoring and evaluation of impacts to inform a structured learning and improvement process

SUMP: main features

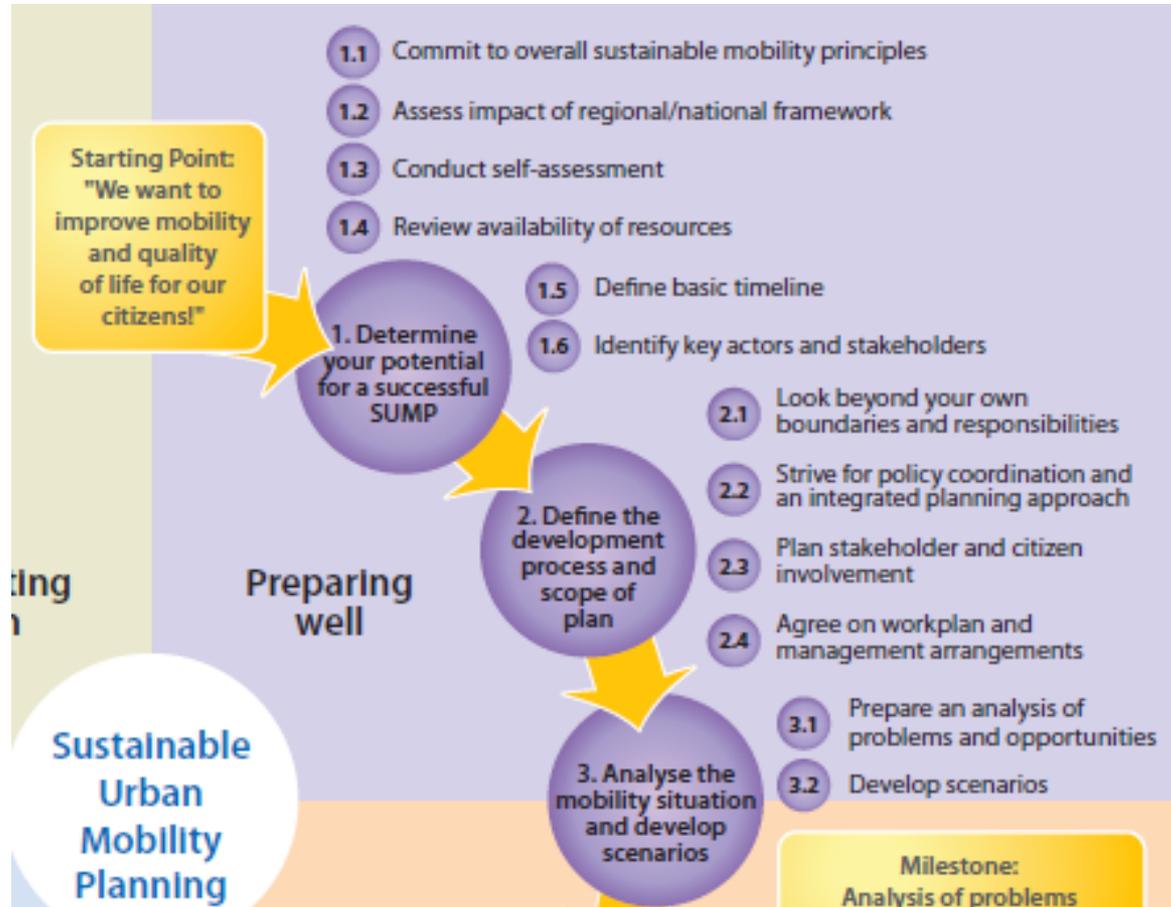
- Building on existing practices and regulatory frameworks in the Member States;
- Clear long-term vision, objectives and measurable targets (and a relatively suitable, regular monitoring and evaluation system);
- Pledge for sustainability (economic, technical, environmental, social);
- Balanced and integrated development of all transport modes;
- Participatory approach (involving stakeholders and population in decision making);
- Integrated approach (horizontal and vertical, spatial and energy planning, welfare and health policies);
- Review of transport costs and benefits (direct and indirect, internal and external);
- Cyclical approach.

SUMP: the planning cycle



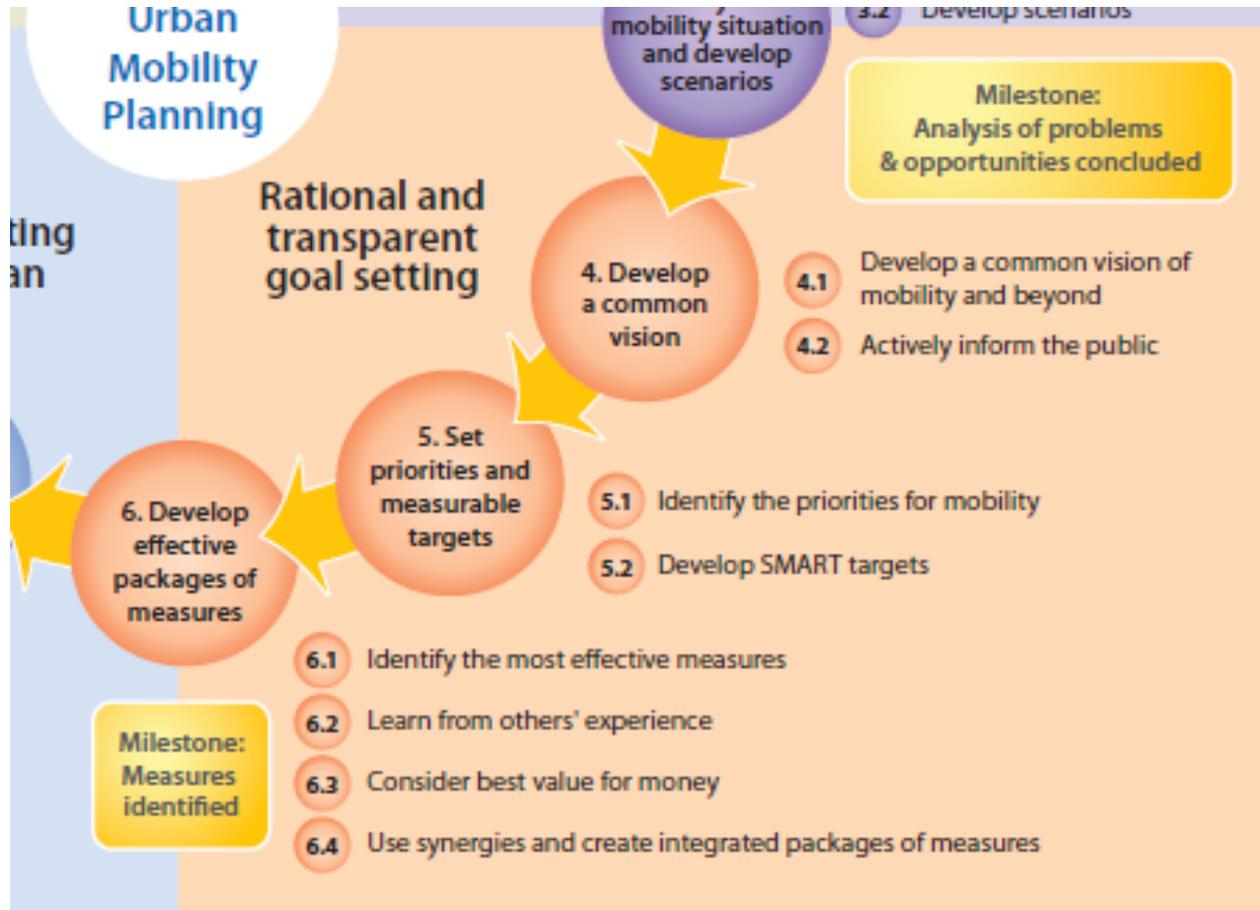
SUMP: the planning cycle

Preparing well



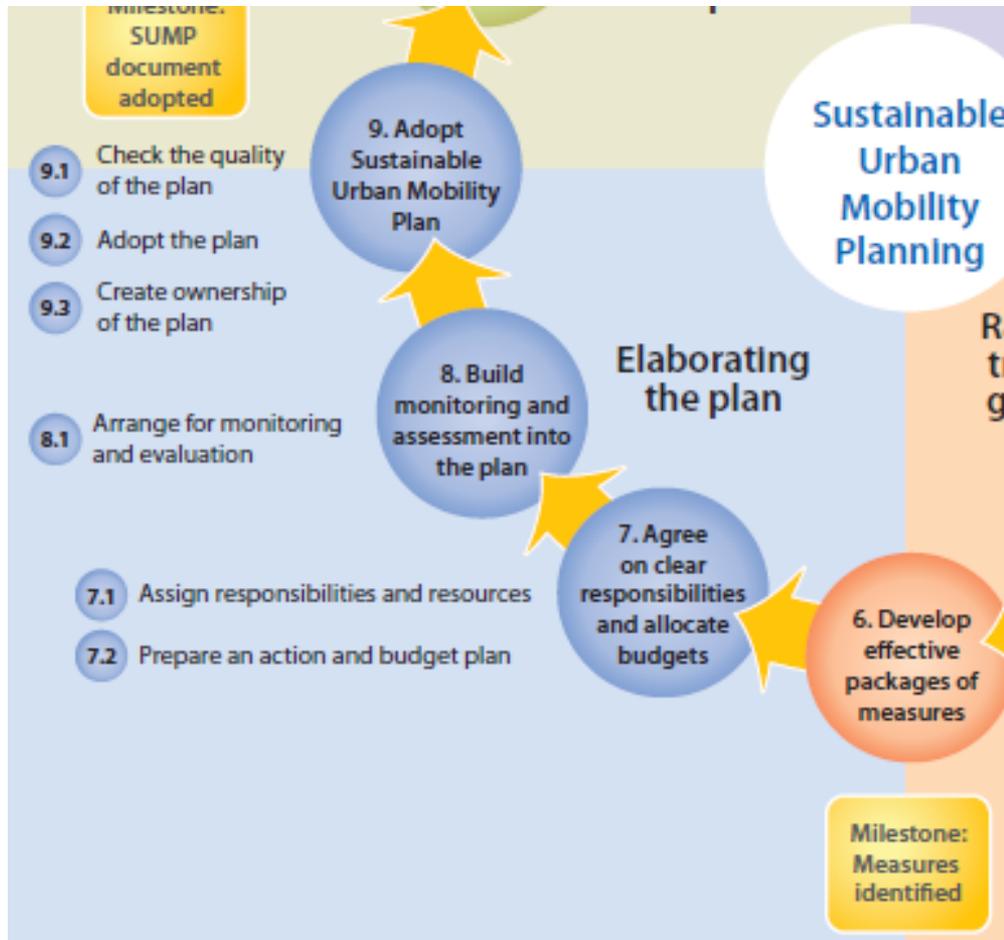
SUMP: the planning cycle

Goal setting



SUMP: the planning cycle

Elaborating the plan



SUMP: the planning cycle

Implementing the plan



ENHANCED OPPORTUNITIES TO GET EU FUNDING

MOVING TOWARDS A NEW MOBILITY CULTURE

A vision agreed to by the major political groups and shared by the institutions and citizens goes beyond electoral cycles and can include less attractive elements when they provide long-term benefits.

IMPROVING QUALITY OF LIFE

Well-coordinated policies in a SUMP result in a wide range of benefits, as more attractive public spaces, improved road safety, better health, and less air and noise pollution.

REDUCING COSTS & CREATING ECONOMIC BENEFITS

Mobility is a major enabler for a local economy. A healthier environment and reduced congestion helps substantially reduce costs to the local community and attract new businesses.

CONTRIBUTING TO BETTER HEALTH AND ENVIRONMENT

Sustainable mobility directly translates into better air quality and less noise and travelling more actively (by walking and cycling more often) is good for citizens' health.

MAKING MORE EFFECTIVE USE OF LIMITED RESOURCES

Sustainable urban mobility planning changes the focus from road-based infrastructure to a balanced mix of measures including lower cost mobility management measures. Adopting the polluter-pays principle also introduces an additional revenue stream which can be used to finance alternatives to car use.

WINNING PUBLIC SUPPORT AND PREPARING BETTER PLANS

A city government involving stakeholders and citizens in decision making is in a much better position to reduce the risk of opposition to the implementation of ambitious policies and design plans more accurately responding to people's real needs.

[Action Plan on Urban Mobility \(2009\)](#)

[Transport White Paper \(2011\)](#)

[Urban Mobility Package \(2013\)](#)

[ELTIS The urban mobility observatory](#)

[ELTIS European Platform on SUMP](#)

Guidelines ‘Developing and Implementing a Sustainable Urban Mobility Plan’
(available in several language versions)

BUMP's approach: problem setting

Developing and implementing a SUMP is a major challenge for a local authority, more used, where applicable, to developing and implementing traditional traffic plans, compliant to national law requirements or however to implement short- and mid-term measures with an immediate, visible impact.

Even more so because of a SUMP's complex features:

- long-term vision, objectives and measurable targets;
- multiple facets of sustainability (environmental, technical, economic, social);
- horizontal and vertical integration;
- participatory approach;
- regular monitoring and evaluation.

What sort of support can local authorities' officers and political decision makers benefit from to help them with their tasks?

BUMP: the partnership



AREA Science Park (IT)
 Project coordinator
www.areasciencepark.it



VIA ALTA a. s. (CZ)
www.via-alta.cz/en/



TUDO
 Technical University Dortmund (DE)
 Facoltà di Gestione del Territorio
www.tu-dortmund.de



REC Regional Environmental Centre (HU)
www.rec.org
 REC Poland country office (PL)
<http://poland.rec.org/>



CIRCE - Centre of Research for Energy
 Resources and Consumption (SP)
<http://fcirce.es/>



Severn Wye Energy Agency (UK)
www.severnwye.org.uk



CSDCS - Club Sustainable Development
 of Civil Society (BL)
www.csdcs.org



ALEA – Alba Local Energy Agency (RO)
www.alea.ro/en



BUMP's approach: main objective and solution

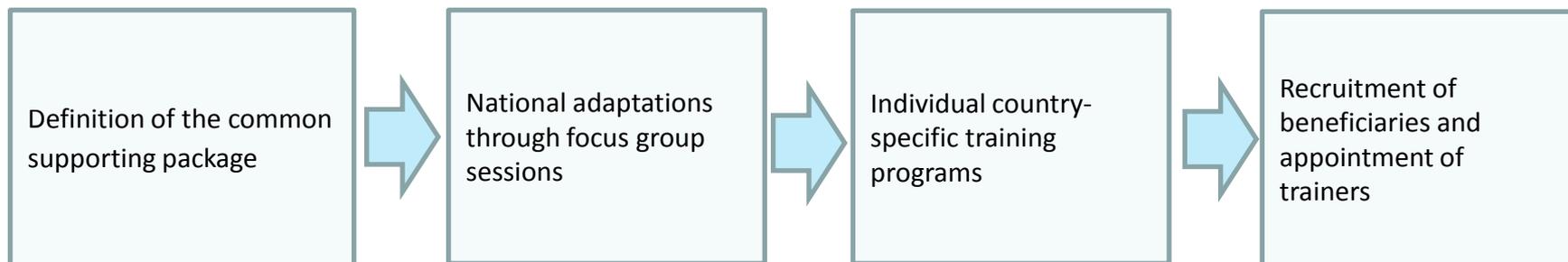
Objective

Building capacity within local authorities to allow technical officers and political decision makers to develop, implement and monitor their SUMP, whether they decide to carry out the work independently or to entrust part of the tasks to third parties.

BUMP's methodology: four steps towards sustainable mobility

1. In-class training
2. Mutual learning
3. Coaching
4. Study visits to BUMP pioneer cities

From the common EU-level model to national adaptations, preparing for on-the-field implementation



Main issues tackled during focus group sessions:

- Identification of potential Local Authority participants
- Identification of possible trainers
- Refining the training approach and methodology in order to ensure that it met Local Authority's needs

BUMP's methodology: Focus group sessions in the UK

* Held at a variety of locations across England and Wales, July – August 2013

Attendees:

- Three Welsh local authorities
- One English local authority
- One transport consortium
- Welsh Local Government Association
- Sustrans Cymru.



Selection of trainees

- ***Fragmented approach in the UK – Lack of inter-departmental collaboration*** – suggested as well as targeting transport planners, the training should also target those working in land-use planning, economic development, health and well-being and sustainability.

Training content and approach

- Training to ***show how these different departments could work together*** in order to produce holistic SUMP that covered more than transport alone.
- ***Often hard to ‘sell’ sustainable transport approaches to councillors*** - ensured that participants were supported in this, looking at the key triggers and language to be used when speaking to decision-makers.
- Need to emphasize the ***difference between Local Transport Plans and SUMP***, showing what the SUMP approach could add to these existing processes.

Training content and approach (cont.)

- **Over-emphasis on hard engineering measures** to the detriment of soft active travel measures - important that the training highlighted the benefits that soft measures can bring whilst showing how hard and soft measures can successfully complement each other.
- Training needed to be developed in line with ***national legislation in both countries*** (England and Wales):
 - Wales: Active Travel Bill & Future Generations Bill
- Trainers selected must have a good working knowledge of both the English and Welsh legislation
- **Multi-modal** situation common in the UK - requires a specific approach that focusses on enhancing transport links between settlements and between settlements and their hinterlands as well as within city centres
- **Key drivers for Local Authorities** in the UK:
 - job creation
 - tourism
 - economic growth.

Ensured training demonstrated how sustainable mobility can act to promote economic growth rather than acting as a barrier to it.

Training content and approach (cont.)

- Request for focus on sourcing EU funding and the use and evaluation of data
- ‘Continuing Professional Development’ (CPD) accreditation would make the training more attractive to individual employees.

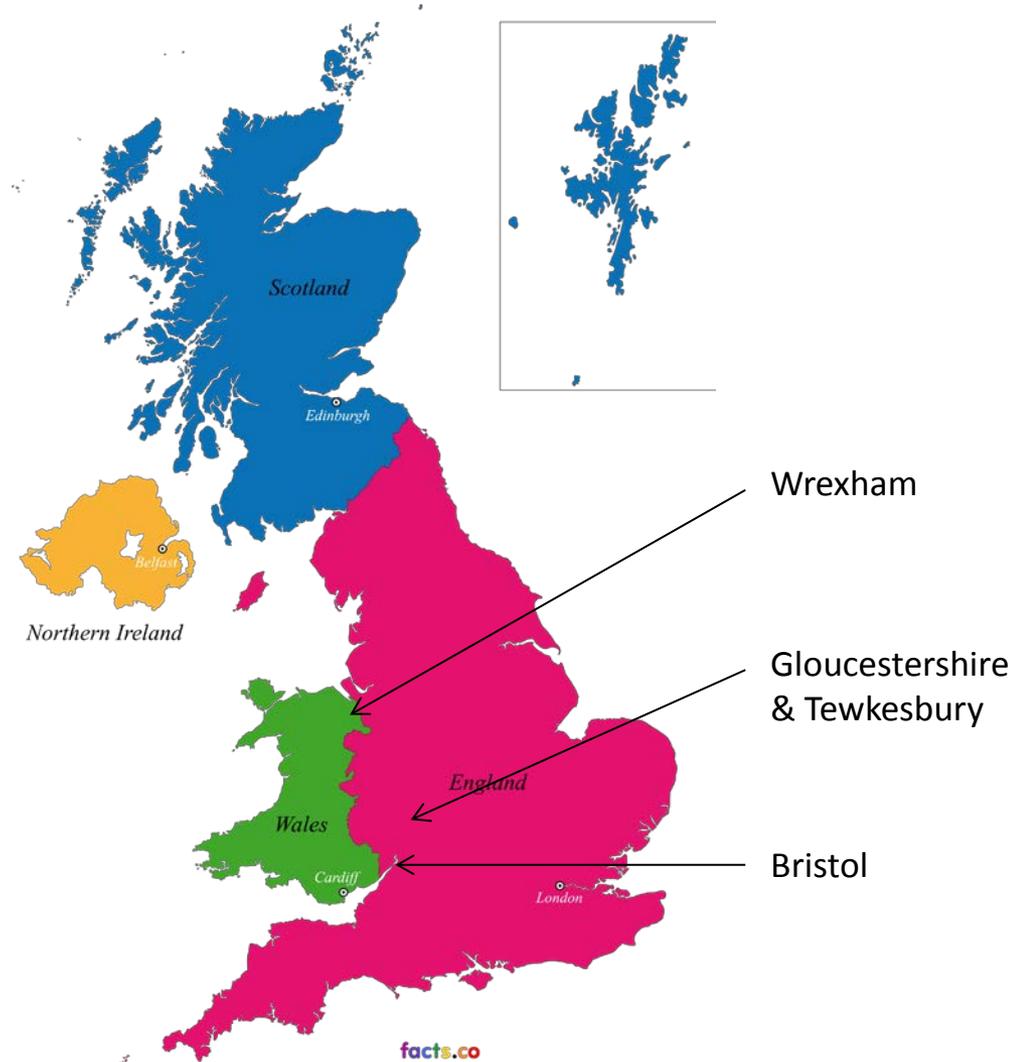


Recruitment of beneficiaries

Total number of trainees:
171 from 86 cities in 8 countries

In the UK

- 4 Local Authorities:
 - Bristol City Council (4 staff)
 - Gloucestershire County Council (4 staff)
 - Tewkesbury Borough Council (1 staff)
 - Wrexham County Borough Council (4 staff)



Adaptations of the common training programme to UK requirements and features

6 modules over 10 days – Cardiff University – April to June 2014

Module	Duration (days)	Session	Delivered by
1 An introduction to Sustainable Urban Mobility Planning	1	<ul style="list-style-type: none"> • An introduction to the BUMP training course and the SUMP process • How is SUMP different to traditional transport planning? • Consideration of possible areas of focus for the development of SUMPs in each Local Authority area. 	Jon Harris (PTRC Education and Research Services)
2 Assessment and target setting	2	Day 1 – Basic level Day 2 – Advanced level <ul style="list-style-type: none"> • Development of indicators and operational targets • Approaches to modelling 	Professor John Parkin (University of the West of England)
3 Development of measures	2	Day 1 – Basic level Day 2 – Advanced level <ul style="list-style-type: none"> • How to develop an integrated package of measures. 	Ryland Jones (Sustrans)
4 Navigating the political, legal, financial and procedural waters	2	Day 1 – Basic level Day 2 – Advanced level <ul style="list-style-type: none"> • Stakeholder engagement • Assessing the 'do-ability' of different approaches and measures and identifying potential risk factors • Sourcing and securing funding 	Jon Harris (PTRC Education and Research Services)
5 Project Management	2	Day 1 – Basic level Day 2 – Advanced level <ul style="list-style-type: none"> • Project management approaches and tools. • Developing a Project Management Plan bringing together key aspects from Modules 1-4 	Ryland Jones (Sustrans)
6 Identifying and overcoming potential barriers to progress	1	<ul style="list-style-type: none"> • How to 'sense-check' your plans • Identifying and overcoming barriers to success • Maintaining project momentum • Developing a coaching / mentoring plan 	Jon Harris (PTRC Education and Research Services)



BUMP: mutual learning

4 events September-November 2014

Day 1: representatives of trainees from 8 countries met and worked together

Day 2: conference open to all stakeholders and citizens to raise awareness on sustainable mobility and discuss the most relevant issues



Trieste (Italy)
 24-25 September 2014

Dortmund (Germany)
 19-20 November 2014



Sofia (Bulgaria)
 20-21 October 2014

Szentendre (Hungary)
 5-6 November 2014



Mutual learning: the topics

Date and location	Topics addressed
<p>24-25 September 2014 Trieste (Italy)</p>	<p>How can we make home-to-school travelling more sustainable? What are the best options to foster economic, social and environmental sustainability in the home-to-work travelling? Including tourist mobility patterns in SUMP</p>
<p>20-21 October 2014 Sofia (Bulgaria)</p>	<p>How important is to involve stakeholders in mobility planning and what are the best techniques to secure effective participation and proactive cooperation? Parking policies as a tool to foster sustainable urban mobility Secrets of people's behaviour: elements affecting citizens' choice of transport mode</p>
<p>5-6 November 2014 Szentendre (Hungary)</p>	<p>Integration of measures to restrict traffic in urban centres Which elements should necessarily be addressed in carrying out a preliminary context analysis to prepare an effective sustainable mobility planning tool? Public participation and public acceptance in the planning of sustainable mobility</p>
<p>19-20 November 2014 Dortmund (Germany)</p>	<p>Boosting bike use in medium-sized cities Organizing effective public transport in medium-sized cities Strategies of local authorities for energy-efficient urban mobility</p>

Support in the drafting of SUMP

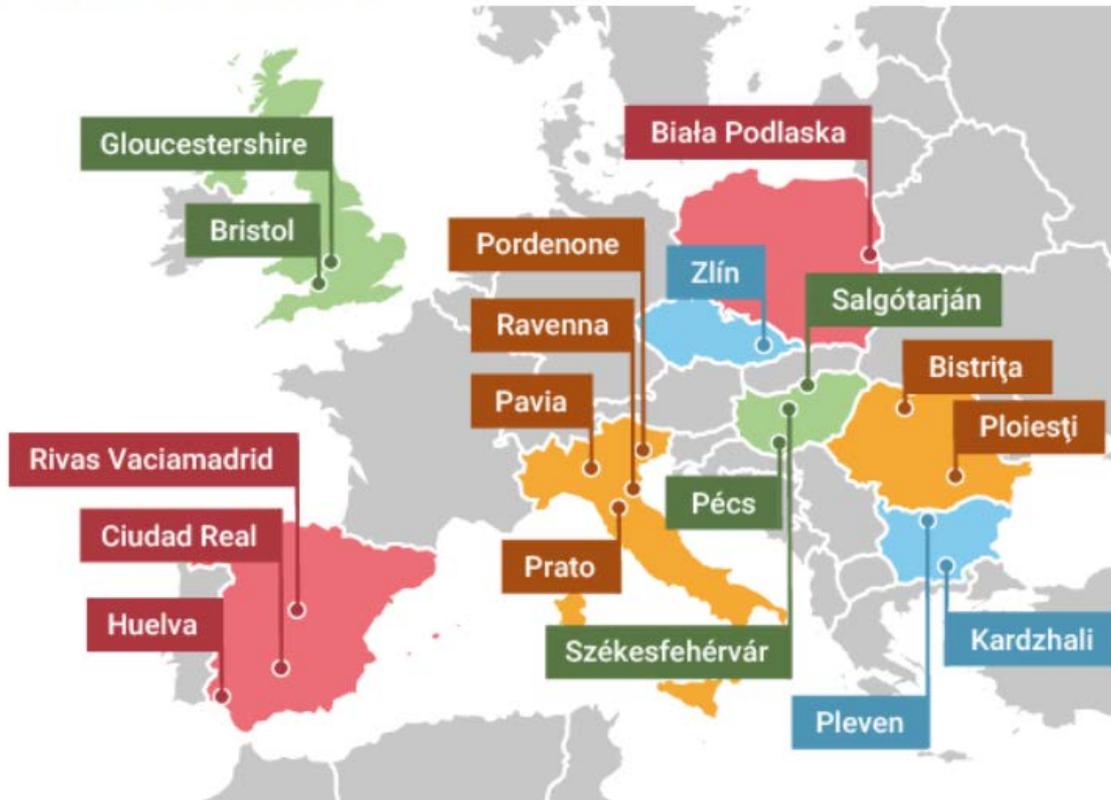
3 SUMP documents to be produced:

- Bristol City Council – SUMP for the Temple Quarter Enterprise Zone
- Gloucestershire County & Tewkesbury Borough Council – 6 ‘Connecting Places Strategies’
- Wrexham County Borough Council – SUMP for the main urban area

Types of assistance provided:

- Technical support
- Mentoring of thought leaders and decision makers
- Carbon assessment
- Detailed assessment techniques
- Embracing of freight and logistics alongside the wider ‘people planning’ aspects
- Stakeholder workshops surrounding the new way of thinking
- Document reviews
- Developing an evidence base

Pioneer cities



Goal: promoting good methodologies practices and outputs produced in the frame of the project

60+ applications received

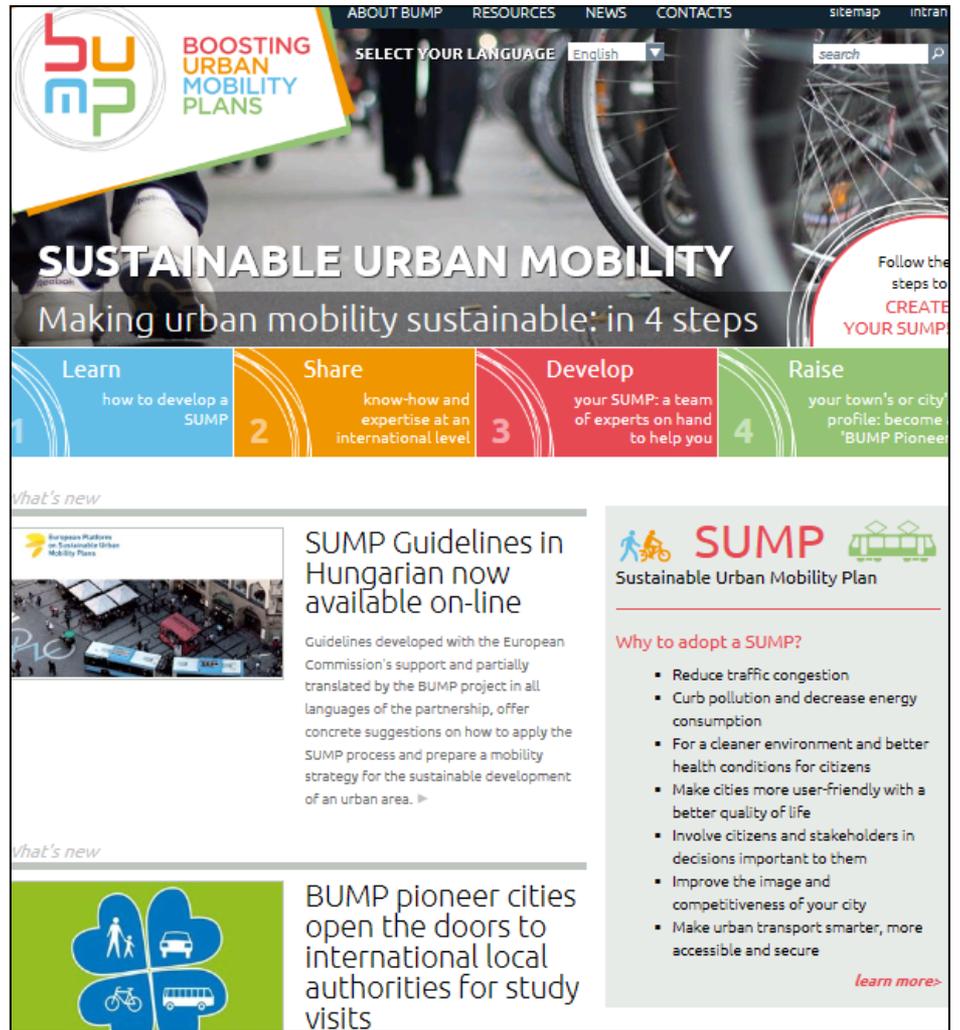
From Portugal, Italy, Spain, the Netherlands, Romania, Cyprus, Poland, Latvia, Slovenia, Croatia, Albania, Serbia, Macedonia, Bosnia Herzegovina

32 study visits

51 selected local authorities

8 replicating organizations interested in adopting and implementing BUMP's methodologies and tools

Keep updated with BUMP's progress!



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BOOSTING URBAN MOBILITY PLANS

SUSTAINABLE URBAN MOBILITY

Making urban mobility sustainable: in 4 steps

Follow the steps to **CREATE YOUR SUMP**

- Learn**
how to develop a SUMP
- Share**
know-how and expertise at an international level
- Develop**
your SUMP: a team of experts on hand to help you
- Raise**
your town's or city profile: become a 'BUMP Pioneer'

What's new

SUMP Guidelines in Hungarian now available on-line

Guidelines developed with the European Commission's support and partially translated by the BUMP project in all languages of the partnership, offer concrete suggestions on how to apply the SUMP process and prepare a mobility strategy for the sustainable development of an urban area. ▶

SUMP
Sustainable Urban Mobility Plan

Why to adopt a SUMP?

- Reduce traffic congestion
- Curb pollution and decrease energy consumption
- For a cleaner environment and better health conditions for citizens
- Make cities more user-friendly with a better quality of life
- Involve citizens and stakeholders in decisions important to them
- Improve the image and competitiveness of your city
- Make urban transport smarter, more accessible and secure

learn more>

BUMP pioneer cities open the doors to international local authorities for study visits

www.bump-mobility.eu

Thank you!

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