



Sustainable Urban Mobility Plans – what do they achieve?

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Structure of presentation



- Mandatory approach to SUMP's – which countries have it?
- What's it achieved?
- How did individual cities achieve results?



[3]

“Mandatory” SUMP systems

- SUMP systems mandatory in:
 - England, Wales
 - Italy
 - France
 - Catalunya
- Systematic evidence of impacts in:
 - England (2001-2008)
 - Wales
- Strong link to funding in:
 - Spain (from 2011)
 - Flanders
 - Wales
 - England (1999-2008)
 - Netherlands (GVVP)



English system of SUMP

- 1999-2011 SUMP compulsory for all English local councils: the **Local Transport Plan (LTP)**
- Some transport funding from national government linked to quality of LTP *and achievement of objectives*
- **Monitoring reports required** – so different from almost every other system

Changes resulting from English SUMP

- Lots of bus infrastructure – lanes, information, stops and stations
- Cycling and walking routes
- Road safety schemes
- Traffic calming and management
- Expansion of parking zones
- Much more maintenance
- New local roads
- **Change in way money was spent**
- **Many cities did NOT use modelling tools to select measures**





Was this different from before?

- Yes, undoubtedly
- With LTP - many cities thought about sustainable transport for first time
- Objectives-based approach, targets, monitoring – all new
- **Tight specification of LTP by government** – (more) activities/spending in new areas (cycling, PT, MM, parking)

17 Did LTP system change travel overall?



- At a macro level, basically, not much – table shows % pax km

	EU25					UK			
	Passenger Cars	P2W	Bus & Coach	Rail - way	Tram & Metro	Passenger Cars	P2W	Bus & Coach	Rail, tram and metro
2004	80.6	2.6	9.1	6.4	1.3	85	1	6	8
2003	80.7	2.6	9.1	6.3	1.3	85	1	6	8
2002	80.7	2.5	9.1	6.4	1.3	86	1	6	7
2001	80.2	2.5	9.3	6.7	1.3	85	1	6	8
2000	80.0	2.5	9.4	6.8	1.3	85	1	6	8
1999	80.1	2.5	9.5	6.6	1.3	86	1	6	7
1998	80.0	2.5	9.7	6.5	1.3	86	1	6	7
1997	79.8	2.5	9.8	6.6	1.3	86	1	6	7
1996	79.6	2.5	9.8	6.7	1.4	87	1	6	6
1995	79.4	2.5	9.9	6.8	1.4	87	1	6	6

Why did travel not change in UK overall?



Many key issues not affected by LTPs:

- Relative costs of travel – mainly determined at national level
- Buses still quite slow, expensive, controlled by private sector
- Lots of new roads continue to be built (local and national)

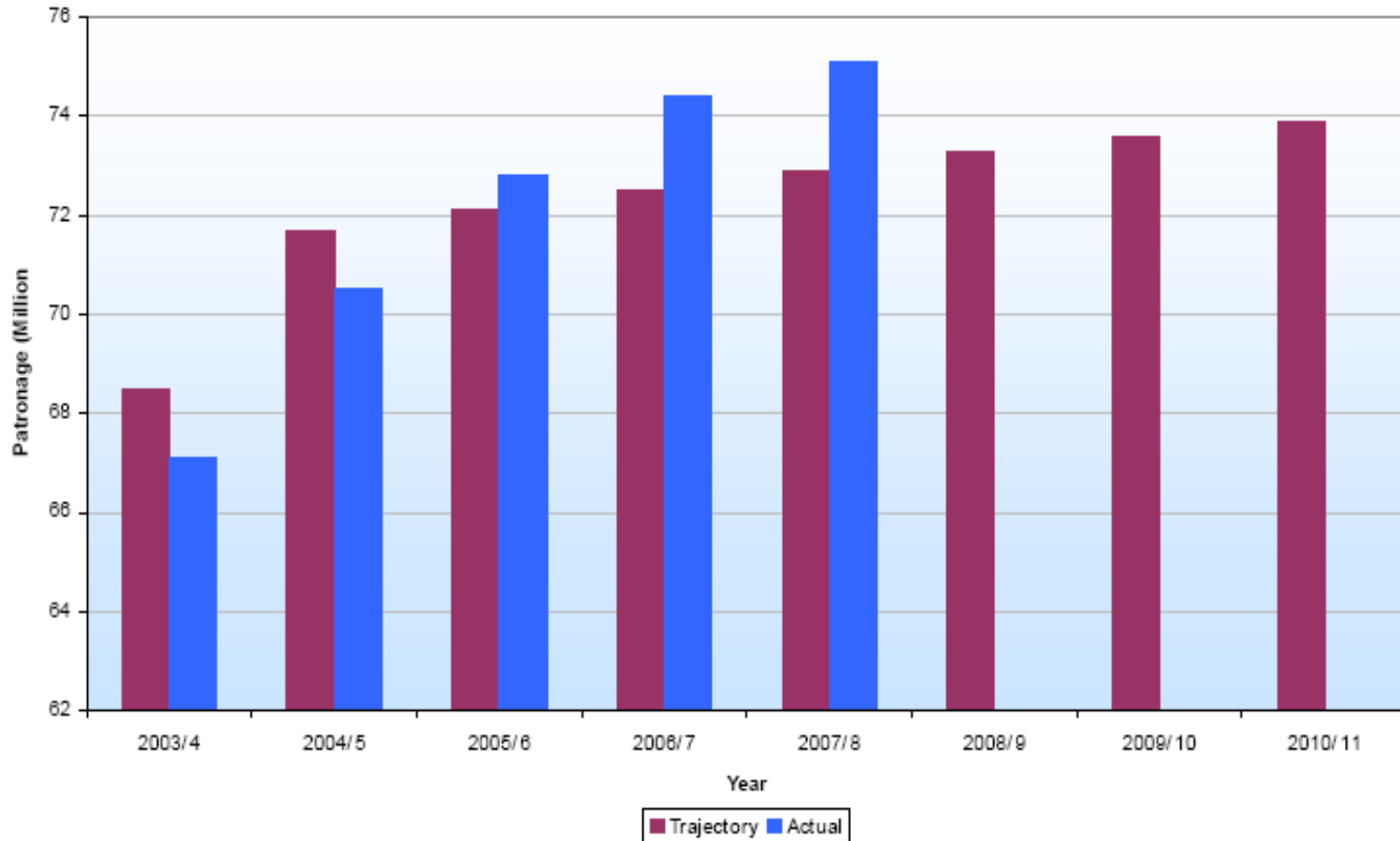


So some results from individual cities (not just in UK)

Nottingham



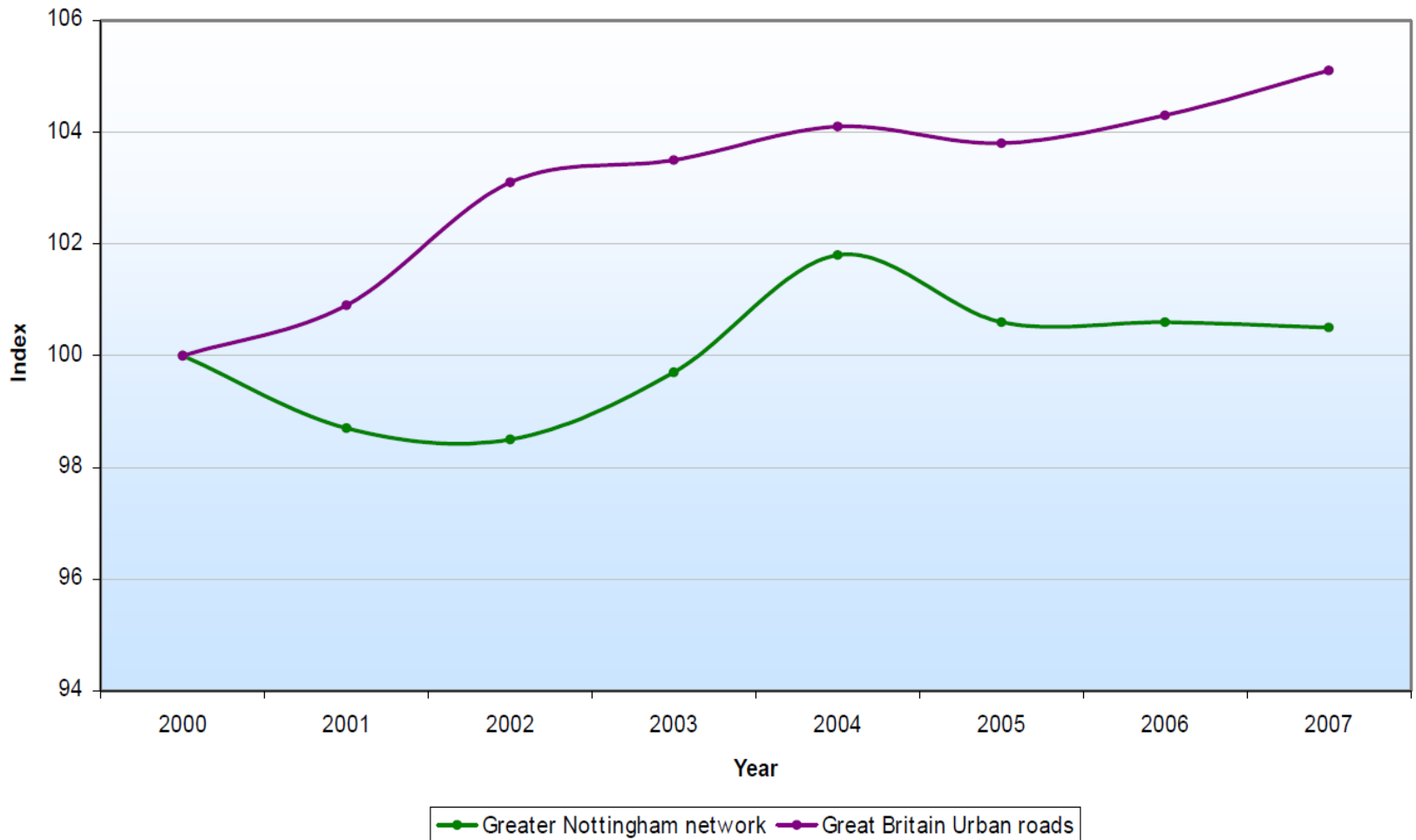
Figure 9.4: Bus and tram patronage levels in Greater Nottingham



Car journey times and traffic growth Nottingham



Figure 9.3: Traffic Growth in Greater Nottingham vehicle km travelled comparison with Great Britain urban roads



How did they do this?

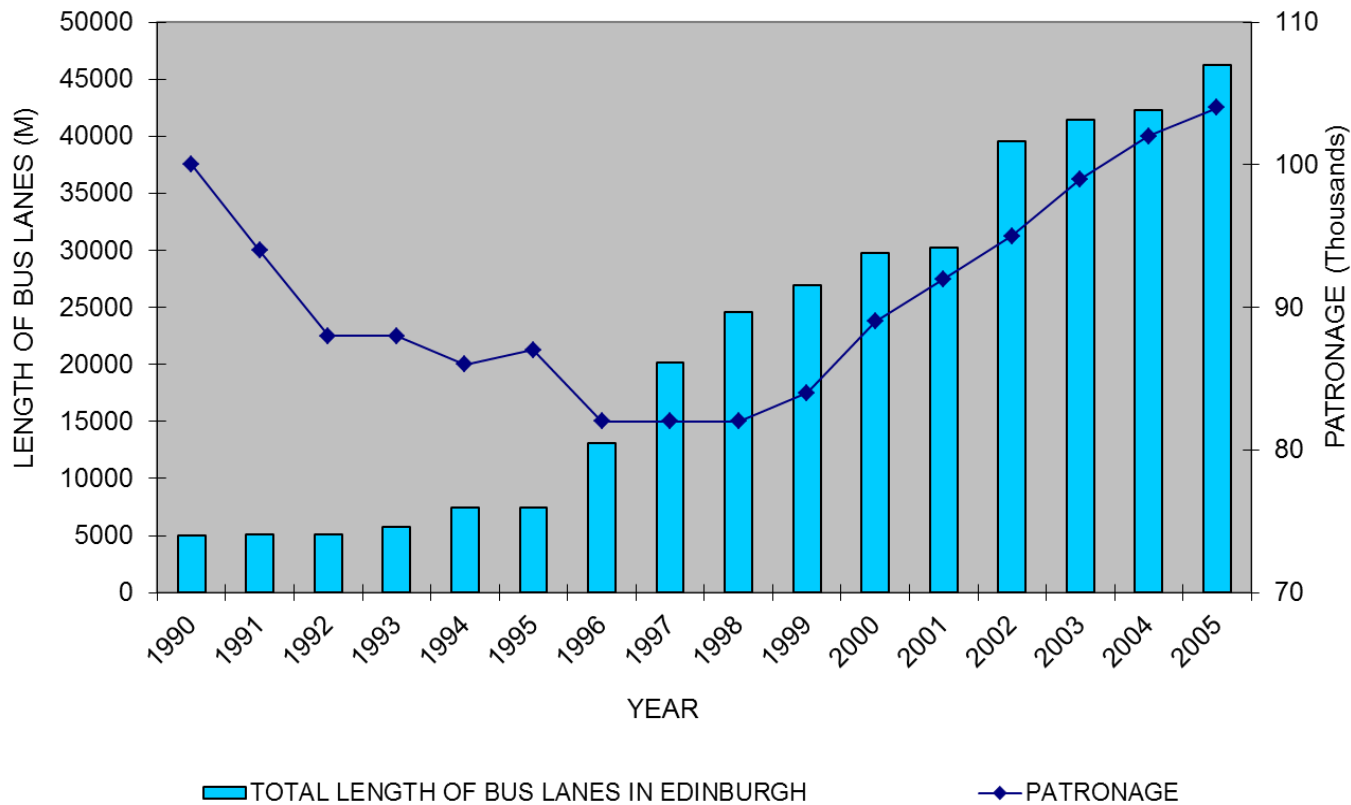
- **Nottingham** – 600,000 people in east central England near other major cities and shopping centres. Industrial and university city.
- **As part of SUMP:**
 - Quite strict parking policy but easy to park if you pay
 - Park and ride
 - High quality buses on simplified network with simple fares structure
 - Pedestrianised, high quality city centre
 - Tram (one line only)
 - Traffic calming, zone 30
- **Very successful city** for jobs and retailing





Edinburgh

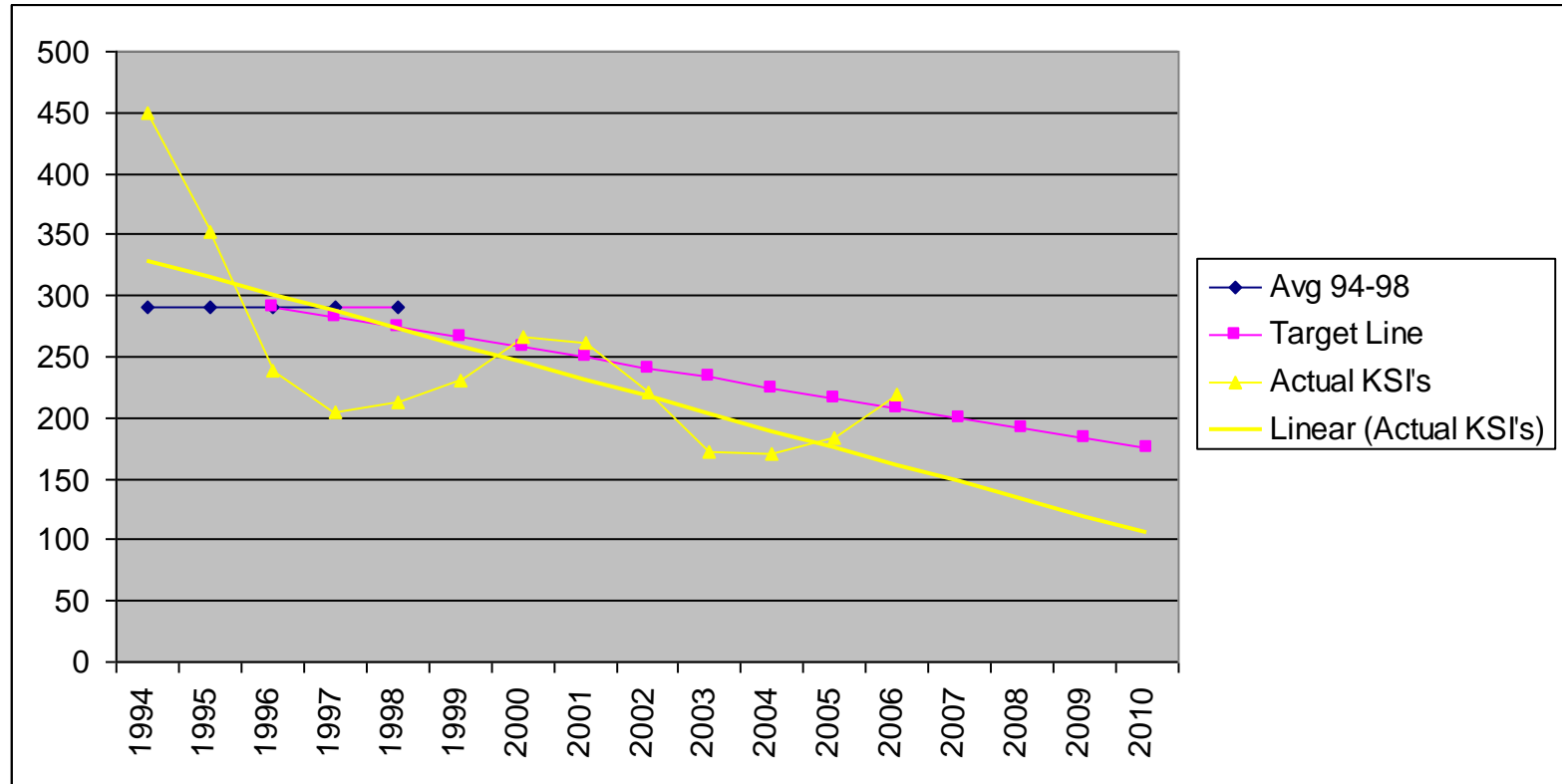
Bus Patronage Vs Length of Bus Lanes





2010 Casualty Reduction Targets

Target 1 : a 40% reduction in people killed or seriously injured in road traffic accidents



How did they do this?

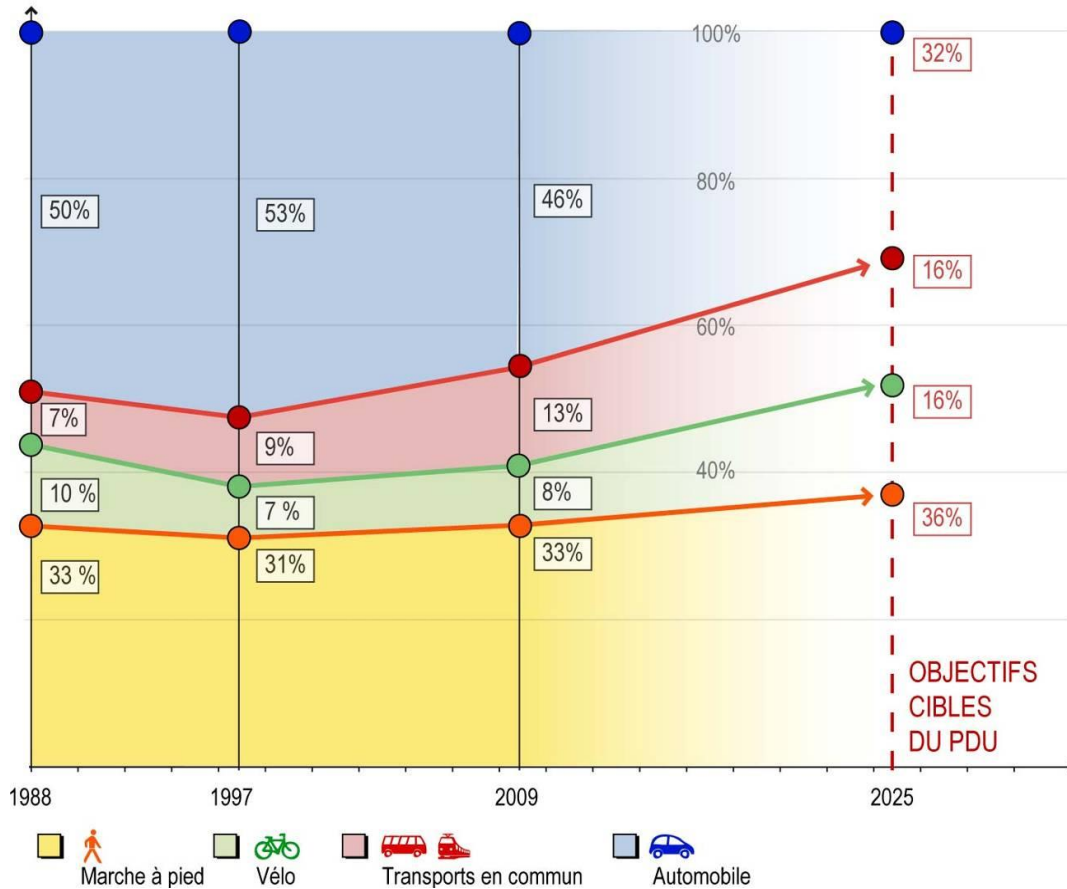


- **Edinburgh** – historic capital city of 450,000 people
- **As part of SUMP:**
 - Strict parking policy
 - Traffic calming, zone 30
 - Park and ride
 - High quality buses on simplified network and bus priority
 - Excellent cheap bus service with simple fares structure
 - Reduction in road capacity in city centre
 - Linking land use planning with sustainable mobility
- **Very successful city** for jobs and tourism



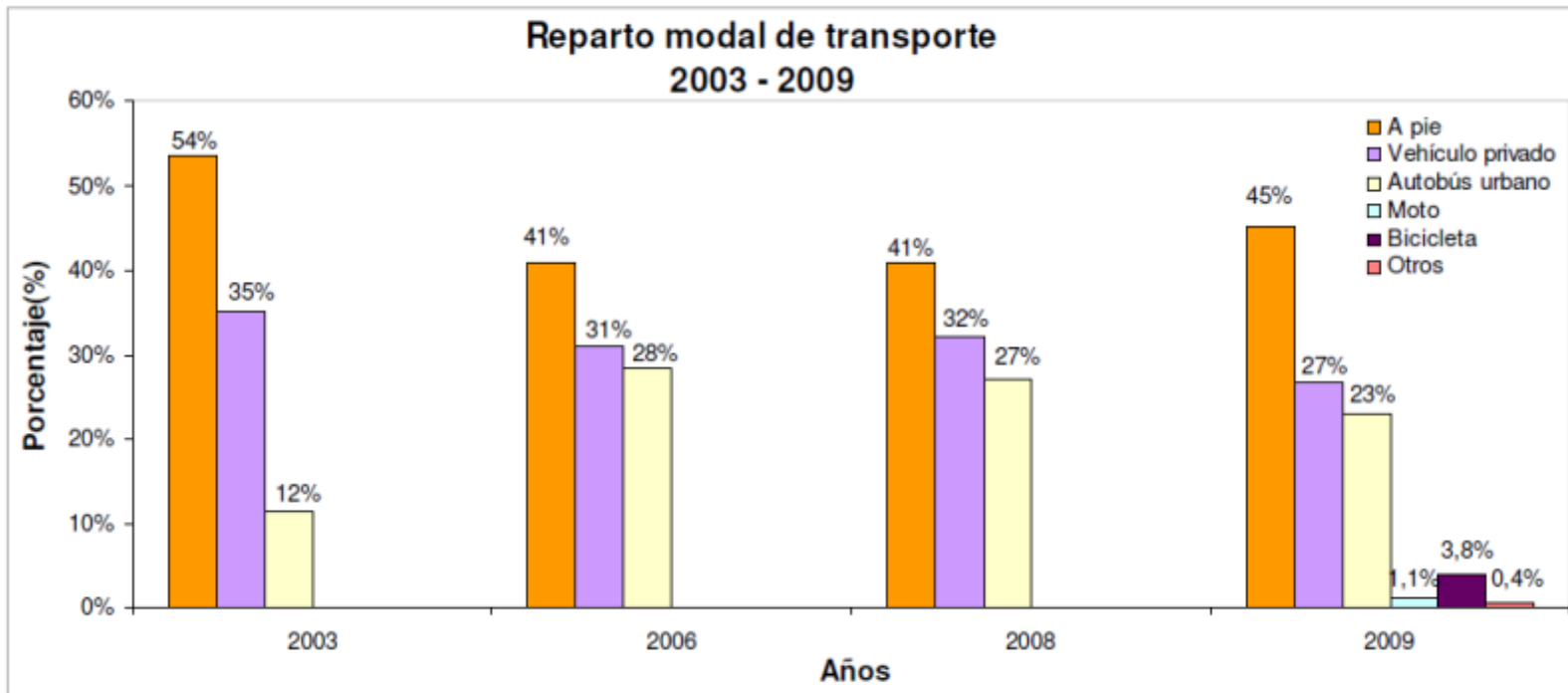
Strasbourg France

(thanks to F Wefering, Rupprecht Consult)



- Park and ride
- Tram
- Urban renewal and pedestrianisation
- City centre some parking restraint
- Traffic calming, zone 30

Burgos Spain



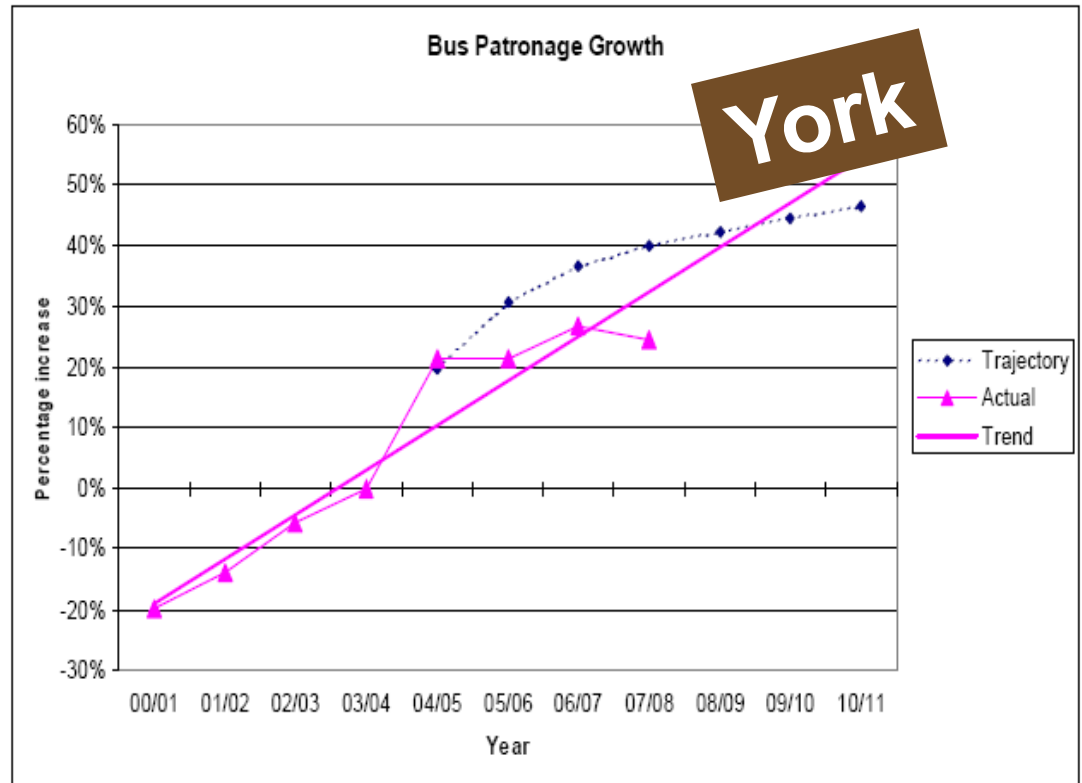
- Restructured bus network
- City centre pedestrianisation
- Extension of parking blue zones
- Cycling network, Traffic calming, zone 30



York

Achievements 2001-2006:

- Bus patronage growth of 45%
- Peak-hour urban traffic lower than 1999 levels
- A high quality Park & Ride service
- A 10% increase in non-car modes for trips to the city centre at peak times
- Over 20% reduction in road accidents



Source: City of York council, www.york.gov.uk/transport/ltp/ltp1/delivery/



Conclusions

- SUMP's at individual city level can achieve results
- Need for improved alternatives and restrictions on car use (parking management) to achieve mode shift
- Transport in country as a whole needs action at national not just city level if change to be achieved



Find out more

www.mobilityplans.eu – Guidelines, general info

www.eltis.org – case studies of measures to implement in your SUMP

www.its.leeds.ac.uk/konsult - costs and impacts of measures to implement in your SUMP

www.transportlearning.net – training and capacity building materials