

Sustainable Urban Mobility Plans for Developing Cities

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European policy

- Urban transport causes 80% of congestion, 14% of all CO₂
- Urban areas account for 60% of people, 85% of economy
- Thus urban transport cannot be left solely to cities
- Current policy:
 - Supports the development of Sustainable Urban Mobility Plans
 - Encourages incentives, expert assistance
 - Proposes making SUMP's mandatory for cities over a given size
 - And making allocation of EC Funds conditional on SUMP's
- New SUMP guidelines published in early 2014
 - 11 elements; 32 specific activities
 - www.mobilityplans.eu

Characteristics of a SUMP

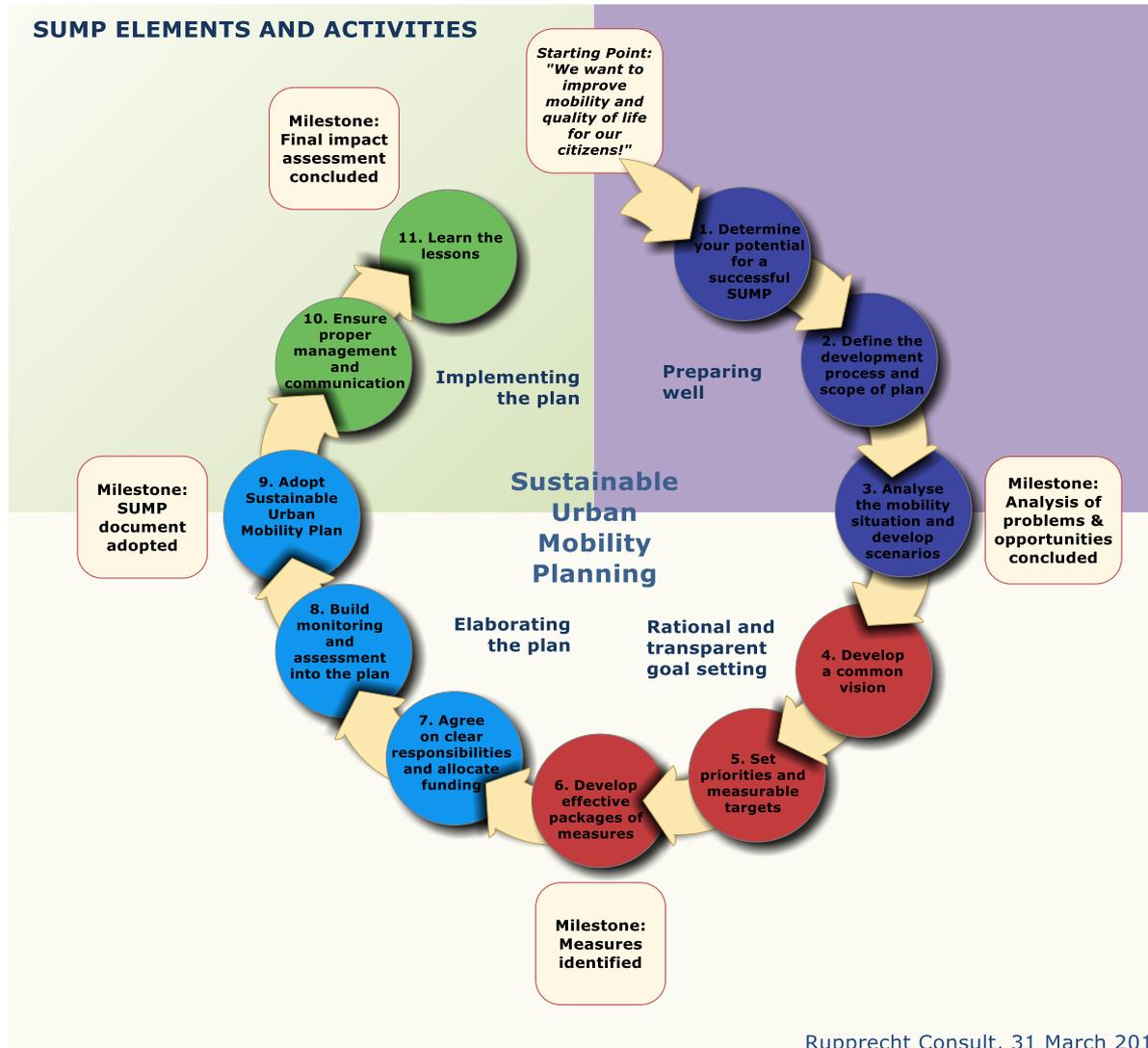
- Long term vision and strategy
- Participatory involving citizens and stakeholders
- Committed to sustainability in all its dimensions
 - Economic, environmental, social
- An integrated approach
 - Between modes of transport (and types of policy measure)
 - Between policy sectors
 - Between neighbouring authorities
 - Between tiers of government
- Cost-effective, affordable, solutions to meet agreed targets



The capabilities of EU countries

- Well established approach to SUMP's
 - 5 countries
 - Plus Flanders, England and Wales
- Moving towards the development of SUMP's
 - 10 countries
 - Plus Wallonia, Scotland
- Yet to adopt the principles of SUMP's
 - 10 countries
 - Plus Northern Ireland
- But even the first group are not yet comprehensive

The SUMP cycle (actually a spiral)



National guidance

- France: PDUs for cities over 100k since 1996
 - Now with broader focus and five yearly reviews
- UK: TPPs from 1974 to 2000; LTPs since 2001 in England
 - Three rounds of five year LTPs, each specified very differently
 - But UK government has now withdrawn from providing guidance
- Other countries with requirements and guidance
 - Norway (1993); Italy (2005); Spain (2006); Flanders (2010)
- Three sources of input
 - Good practice in individual cities
 - Research into barriers to planning
 - Research into ways of overcoming barriers

Research into the barriers

- ECMT study 2002-2006
 - Identified seven key barriers
 - Developed recommendations for national governments
- The UK Atkins study
 - Identified weaknesses in cities' processes, abilities for LTP1
 - Made recommendations for enhancements in LTP2
- The UK DISTILLATE study
 - Worked alongside LTP2 preparation
 - To identify the key barriers and develop tools to overcome them
- The IMPACT study
 - Adopted a similar approach in Scandinavia

The principal barriers

- Remarkable consistency
 - Between ELTISplus, ECMT, Atkins, DISTILLATE, IMPACT
- The seven principal barriers
 - Conflicting institutional roles, vertically and horizontally
 - Hesitant political commitment to sustainability, solutions
 - Poor integration between policy sectors, e.g. transport & land use
 - Inappropriate funding for plan preparation and implementation
 - Limited skills in option generation; undue supply-side emphasis
 - Limited public support; lack of experience in stakeholder input
 - Poor data; lack of evidence on performance of new policies

Research on overcoming the barriers

- PILOT (EC)
 - Manual, training tools, guidelines, recommendations
 - Focusing on coordination, vision, objectives, targets, monitoring
- GUIDEMAPS (EC)
 - Handbook on project management, stakeholder involvement
 - Particular emphasis on implementation and reviewing outcomes
- DISTILLATE (UK) and PROSPECTS (EC)
 - Tools for monitoring, option generation, financing, modelling, appraisal, partnership working; decision-makers' guidebook
- CH4ALLENGE (EC)
 - Guidance on participation, institutions, option generation, evaluation
 - Including enhanced knowledgebase, KonSULT, with 61 policy measures

The barriers in developing cities

- The ADB assessment
 - Inadequate enabling environment from national governments
 - City institutions which are poorly managed, unable to deliver
 - Dominance of politics over professional advice
 - Over-optimistic assumptions on available finance
 - Plans based on wish lists rather than feasible strategies
 - Dominance by experts; lack of involvement of stakeholders, residents
 - Transport plans based on black box models, not empirical evidence
- The PSTC assessment
 - CODATU's new Permanent Scientific and Technical Committee
 - Reached similar views on the barriers
 - To be presented in the PSTC open session tomorrow

The ADB paradigm

(And very similar guidance from the
World Bank External Advisory Panel)

- Base transport policy on what is needed and what works
- Use empirical evidence and expertise of stakeholders, users
- Land use planning as part of the solution
 - Support public transport, walking, cycling; reduce need to travel
- Use both demand-side and supply-side measures
 - Restrict car use, support alternatives, encourage behavioural change
- Develop plans to reflect wider city vision and spatial strategy
- Ensure plans are affordable, adaptable and implementable
- Demonstrate policy effectiveness to and with stakeholders

Tackling the barriers

- Conflicting institutional roles
 - Assess applicability of guidance from ECMT, Europe
 - Strengthen role of national government
 - Identify appropriate local governance structures, skill needs
 - But also reconsider the role of the expert
- Hesitant political commitment
 - The aspect on which guidance is weakest
 - Needs a new set of disciplinary skills
- Poor integration between policy sectors
 - Strengthen understanding of role of land use planning
 - Particularly to reflect rapid rate of development
 - Develop guidance in this context

Tackling the barriers

- Inappropriate financing
 - Need to identify funding sources and potential funding at the outset
 - Then optimise the strategy within these financial constraints
 - Decision-support tools already available to help with this
- Lack of skills on option generation
 - Use decision-support tools to help identify suitable policy measures
 - Then consider how best to package those policy measures
 - But those tools must be focused on developing cities' needs, contexts
- Lack of expertise in stakeholder and citizen engagement
 - Assess applicability of guidance from Europe
 - Identify critical stakeholder groups
 - Develop transferable experience of stakeholder, citizen input

Tackling the barriers

- Poor data, lack of evidence on performance of new policies
 - Strengthen skills in monitoring, data interpretation
 - Establish database of empirical evidence covering those policy measures of most relevance to developing cities
 - Then upgrade option generation decision-support tools
- The proposed approach of PSTC
 - Identify case study cities/regions in each continent
 - Assess the barriers to SUMP development
 - Assess whether current guidance is relevant, comprehensive
 - Develop proposals for enhanced, focused guidance
 - Consider the best ways of disseminating such guidance

For further information

- Comments welcome!
 - a.d.may@its.leeds.ac.uk
- Come to the PSTC open session
 - 1600-1730 on Wednesday