



SUMPS-UP

SUMPS-Up Mobility Practitioners Webinar

09 May 2019

Standards in developing an Action Plan in Sustainable Urban Mobility Plan Development



Image: freepik.com

The context - introduction to an Action Plan



Image: SUMP Guidelines / 2014

When the list of measures is approved, the next step is to **develop an action plan**.

What is an Action Plan?

The action plan is a clarification of how the targets of the SUMP will be met

For successful implementation - developed in several steps
the **long list of measures and integrated packages have been defined** - list to be assessed with stakeholder - **shorter, prioritised list**

- Ensure political and public support;
- Agree on priorities, responsibilities and timeline;
- Identify funding and allocate budgets;
- Develop the **Implementation Plan** - all actions described in detail - monitoring and evaluation planned.

What is an Action Plan?

An action plan is a way to make sure your city's vision will be reached.

Identification of measures and measure packages



Basic questions:

- **What** actions will occur?
- **Who** will carry out these actions?
- By **when** they will take place, and for how long
- What **resources** (i.e., money, staff) are needed to carry out these actions?
- **Communication**

The level of detail and the content could vary between the cities

What are the criteria for a good Action Plan?

- **COMPLETE!** - All the actions should be listed
- **CLEAR** - who will do what by when?
- **CURRENT** - Does the action plan reflect the current work? Does it anticipate newly emerging opportunities and barriers?

Plan well!

- To gain credibility - it shows everything is well ordered and dedicated to getting things done
- To be sure you don't overlook any of the details
- To understand what is and isn't possible for your city to do
- For efficiency: to save time, energy, and resources in the long run
- For accountability: To increase the chances that people will do what needs to be done

Development of a SUMP Action Plan



The set of **measures and measure packages** defined - make up the core and basis of the **Action Plan**.

Timeframe - the action plan should be limited to approximately **five years** - **revisions needed every 2-3 years!**

- The Action Plan should give enough detail and sufficient flexibility
- Timeframes - could be connected to a major change in the city

Assign a programme manager, or coordinator

- The programme manager - responsible for the coordination of the measures and measure packages, follow-up of the implementation and the evaluation
- Help the city in **continuing** to implement measures while revising the action plan or developing a new strategy



Development of a SUMP Action Plan

Birmingham Connected

- The Birmingham Mobility Action Plan (BMAP) has set a **20-year vision**, with high priority schemes.
- As and when new funding becomes available, these schemes will be progressed.
- At the same time, the programme for the next Local Growth Fund round should be developed. The schemes and ideas presented in the plan will be prioritised.
- This will be done in 5 year rolling programmes to coincide with central government funding allocations.

Birmingham Connected's Programme of Short Term Schemes and Policy Initiatives

Funding	Scheme Type	Scheme Name	Programme	2015	2016	2017	2018	2019	2020	2021	Post 2021
Committed Schemes – Funding Acquired	Public Transport	New Street Station Upgrade	2015								
		Metro Line 1 Extension to New Street Station	2015								
		University Station Interchange, Birmingham	2015 – 2017								
		Snow Hill Station: Phase 1	2015 – 2018								
		Snow Hill Station: Phase 2 (Enabling works)	2017 – 2018								
		Metro Extension to Centenary Square	2015 – 2018								
		Bus Journey Time Reliability Improvements	2015 – 2017								
		Bus Lane Enforcement	2015 – 2017								
	Sustainable Transport (Walking, Cycling, Road Safety, Behaviour Change)	Local Sustainable Transport Fund Corridors	2014 – 2015								
		Making the connections	2015 – 2016								
		One Station	2015 – 2016								
		Bike North Birmingham	2014 – 2015								
		Birmingham Cycle Revolution Phase 1	2014 – 2016								
		Birmingham Cycle Revolution Phase 2	2015 – 2017								
		Longbridge Connectivity Scheme	2015 – 2020								
		20 mph Limits	2015 – 2017								
		Digital Safety Camera Pilot	2015 – 2017								
		Walking City	2014 – 2015								
		Walk 2	2015 – 2016								
		Road Safety Schemes	2014 – 2015								
	Highway Schemes	Aston Advanced Manufacturing Hub Pinch Point Improvements	2014 – 2015								
		Ring Road Pinch Point Improvements	2014 – 2015								
		Ashted Circus, Birmingham Ring Road	2015 – 2017								
		Battery Way Extension, Tyseley, Birmingham	2015 – 2017								
		Iron Lane/Station Road/Flaxley Lane	2015 – 2017								
		A34 corridor – Perry Barr, Birmingham	2015 – 2017								
		Selly Oak New Road Phase 1b, Birmingham	2015 – 2020								
		Controlled Parking Zone Programme	2015 – 2016								
Provisionally Funded		A457 Dudley Road	2016 – 2021								
Major Maintenance Schemes		Tame Valley Viaduct (Provisionally Approved)	2016 – 2020								
		Aston Road North Bridge (unfunded)	2016 – 2020								

Image: https://www.birmingham.gov.uk/downloads/file/1932/birmingham_connected_white_paper 6

Development of a SUMP Action Plan

Describe the measures and measures packages

- Prioritisation is simplified
- Impacts can be assessed
- Relationships between measures are identified – decisions taken on the order of their implementation

Characteristics of measures and measure packages

- **Description of measures** and measures packages: short description is needed, what to do and why, a specific geographic context and the main target group
- **Connection to SUMP vision and targets:** a way of gaining approval for a measure - make a table and mark with a cross those measures adding value to a specific target

Development of a SUMP Action Plan

Characteristics of measures and measure packages

- **Responsibility for the implementation:** Decide which stakeholder is responsible for the implementation of each specific measure
- A task without a responsible person is likely not to be carried out!
- **Implementation period:** estimate when the measure should be implemented – start and end of the measure – it's easier to relate with other measures
- **Funding sources:** consider possible funding sources!

(Local taxes, Budgets from different local policy domains, Revenue funding from tickets, parking fees, congestion charging, etc., National and regional government subsidies, Private sector operators, developers, industry, etc., Fundraising activities including sponsors, EU subsidies, Other sources such as bonds, bank loans and private investment)



Image: freepik.com

Development of a SUMP Action Plan

Birmingham Connected funding!

- The vast majority of the funding available to Birmingham will be from **traditional central government sources**, currently distributed via the Local Growth Fund.
- One source of funding are **charges on development through the planning process** - a relatively new mechanism to raise funds for new infrastructure, charged for new buildings and, can be spent anywhere in the local authority area
- There are opportunities to generate **additional funding** through a variety of initiatives: further enforcement of traffic laws where appropriate, make utility companies pay for lane closure permits and corporate sponsorship of infrastructure or services

Policy Development	Road Safety Strategy	2015							
	Road Space Allocation Policy	2015 – 2017							
	City Centre Transport Masterplan	2015 – 2016							
	Parking Policy including new parking standards	2015 – 2016							
	HS2 Connectivity & Sub Regional Access Study	2015 – 2017							
	Midlands Connect	2015							
	Funding & Finance Strategy	2015 – 2016							
	Intelligent Transport Systems Strategy	2015							
	Travel Plans/Green Travel Districts Supplementary Planning Document	2015 – 2016							
	Local Growth Fund Round 3	2015 – 2016							
	Carbon Roadmap and Smart City Initiatives which support the vision including seeking opportunities to obtain funding	2015 – 2017							
	EU funding ESIF alignment	2015 – 2017							
	New Strategic Transport Plan for the West Midlands 2016	2015 – 2017							
Policy Development	Active Travel Strategy	2015							
	BMAP - Birmingham Connected Review	2017 – 2018							
	Active Travel								
	Cycle Hire Schemes - further roll out	2015 – 2017							
	Smart Cities / UTMIC								
	Birmingham mobile transport app	2015 – 2017							
	Additional Signal based bus priority on local road network	2015 – 2017							
	Servicing & Logistics								
	Develop Pilot neighbourhood freight consolidation	2015 – 2017							
	Better information for HGVs using VMS	2015 – 2017							
	Investigate digital freight atlas and release data	2015 – 2017							
	Investigate hold back freight areas	2015 – 2017							
	Freight advice leaflet	2015							
Supporting Public Transport									
Centro / Bus Operator Quick Wins	2015 – 2017								
Further development of Metro/Bus Rapid Transit Route with Partners	2015 – 2017								
Ultra Low Emission Vehicles									
Support development of an ULEV charging and refuelling network	2015 – 2017								
Low Carbon Vehicle Technology Fund - Conversion of taxis to LPG	2015								
Developing a New Road Space Allocation Policy									
Create digital road (and road user) hierarchy and make available to the public	2015 – 2017								
Review of a high street in line with Road Space Allocation Policy	2015 – 2017								
Green Travel Districts									
Take forward initial development of a GTD with Partners	2015 – 2017								

Image: https://www.birmingham.gov.uk/downloads/file/1932/birmingham_connected_white_paper⁹

Development of a SUMP Action Plan

Characteristics of measures and measure packages

- **Indicators for monitoring and evaluation** : indicators for monitoring and evaluation of the output, outcome and impact of the measure and the action plan – many indicators systems

SUMP Indicators – Turin

Turin has included in the SUMP connected guidelines, targets, measures and **reference indicators**. The example shows guideline number 2 which says: *To guarantee and improve the accessibility for people*, and is divided into three targets with underlying measures.

PUMS – INDICATORI DI RIFERIMENTO AZIONI		
LINEE D'INDIRIZZO	AZIONI	INDICATORI DI RIFERIMENTO
2. Garantire e migliorare l'accessibilità delle persone	2.1. Garantire l'accessibilità ai mezzi pubblici	mezzi pubblici accessibili (planale ribassato bus 669, tram 108)
		mezzi pubblici accessibili sul totale del parco circolante (1.357 totale bus+tram)
		fermate accessibili
		fermate accessibili sul totale delle fermate (2331)
	2.2. Facilitare l'accessibilità degli spazi pubblici	interventi di miglioramento dell'accessibilità degli spazi pubblici
	2.3. Garantire l'accessibilità alle persone diversamente abili	Interventi specifici di abbattimento barriere architettoniche (2003 - 2009)
		percorsi attrezzati con loges
		impianti semaforici dotati di avvisatore acustico

Source: PUMS - Torino
http://geoportale.comune.torino.it/web/sites/default/files/mediadfiles/pums_all1_relazione_p3.pdf

Development of a SUMP Action Plan Template

SUMPs - Up recommends to use the following Action Plan template as a starting point

MEASURE	DESCRIPTION OF MEASURE	RESPONSIBILITY	CONNECTION TO SUMP TARGETS	TIME OF IMPLEMENTATION	FUNDING SOURCE	INDICATORS
Segregated Cycle Facilities	Marked lanes and tracks along major urban streets. Motorised traffic excluded to increase traffic safety for cyclists.	Road owner	Increase the use of bicycle. Increase traffic safety.	Year 1-5	City administration. National road safety funding.	Develop a bicycle network plan Km built bicycle lanes
Develop mobility management plan	Plan about what, when and how to work with mobility management.	City administration	Increase the use of sustainable modes of transport	Year 1: Apr-Oct.	City administration	Plan approved
Improve pedestrian crossings on prioritised routes						
...						
...						

Source: SUMPs-Up Manual on the integration of measures and measure packages in a SUMP - <http://sumps-up.eu/manuals/>

Development of a SUMP Action Plan

Best practice / Turin

The sustainable urban mobility plan of Turin - planning instrument for 2008 - 2018. The measures are described with the following characteristics:

- Connection to the guideline / Connection to the target
- Type of sustainable aspect
- General description and objective with the measure / Responsible part(s)
- Implementation mode / Aim of the measure and indicator
- Implementation period / Economic resources needed

LINEA D'INDIRIZZO 3.a.: MIGLIORARE LA QUALITÀ DELL'ARIA	
Azione 3.a.2. Adeguare i veicoli circolanti a motore non ecologici	
Misura operativa 3.a.2.1. Adeguare i mezzi del TPL non ecologici con l'installazione dei filtri anti particolato	
LINEA DI SOSTENIBILITÀ: AMBIENTALE	
Descrizione e obiettivo	Prodotti proposti
<p>Riduzione delle emissioni di inquinanti dei mezzi pubblici attraverso l'installazione di filtri anti-particolato sul parco preesistente. È prevista l'installazione dei filtri su 396 veicoli di GTT.</p> <p>I filtri anti particolato consentono di ridurre di oltre il 95% le emissioni di particolato e del 50% di biossido d'azoto (NO₂). Il sistema filtrante è costituito da 4 elementi principali: un filtro anti particolato in carburo di silicio costituito da una struttura a nido d'ape che trattiene il particolato, composto prevalentemente da particelle di carbone di varie dimensioni (il cosiddetto PM₁₀); una marmitta dove viene alloggiato il filtro anti particolato; un additivo (ferrocene) che aggiunto al carburante consente la completa combustione al raggiungimento di una temperatura di circa 250/280°C e una centralina che sovrintende al corretto funzionamento del sistema.</p>	<p>N° di veicoli dotati di filtro anti-particolato</p> <p>Riduzione, nell'area Torinese, di 19 ton di polveri sottili/anno.</p>
Ente/i attuatore/i	Tempi di attuazione
<p>GTT</p> <p>Ministero ambiente</p> <p>Regione Piemonte</p>	<p>Entro marzo 2010 si procederà all'installazione sui veicoli Euro2; in fasi successive si estenderà l'intervento ai veicoli Euro 3 ed eventualmente a quelli di classe Euro 1, se nel frattempo non sono stati sostituiti.</p>
Modalità di attuazione	Risorse economiche necessarie
<p>Accordo di programma per la qualità dell'aria della Regione Piemonte.</p>	<p>Il progetto si inserisce nell'ambito del Programma Regionale per la qualità dell'aria.</p>

Source: PUMS - Torino

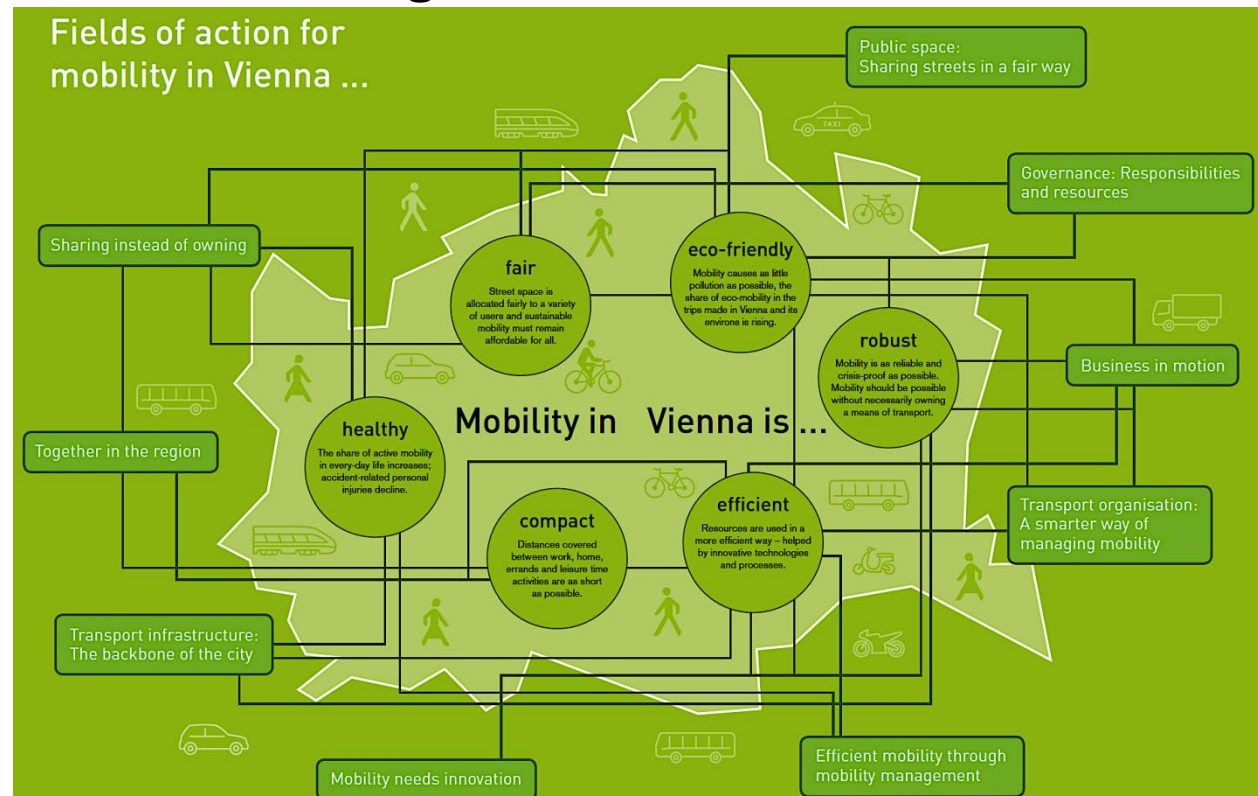
http://geoportale.comune.torino.it/web/sites/default/files/mediafiles/pums_all1_relazione_p3.pdf

Development of a SUMP Action Plan

Best practice / Vienna

Just another good example....Vienna Urban Mobility Plan

The City of Vienna has included in its SUMP a list of Fields of action for mobility - not be considered clearly separated thematic chapters - **mutual interaction and cross-referencing**



Images: Urban Mobility Plan Vienna / <https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008443.pdf>

Development of a SUMP Action Plan

Best practice / Vienna

Vienna Urban Mobility Plan

The measures developed bring important contribution to reaching the objectives and the action fields presented above.

This table, Contributions of the Measures to the Objectives presents an **assessment of their impacts**.

CONTRIBUTIONS OF THE MEASURES TO THE OBJECTIVES

Fields of action/Measures

Governance: Responsibilities and resources

	fair	healthy	eco-friendly	robust	efficient	compact
01 More resources for active mobility						
02 Cooperation and services of the City Administration to the districts						
03 Local mobility plans						
04 Planning tools and processes for the future of public transport						
05 Coordination and classification of the street and route network						
06 New priorities and requirements for transport expert assessments						
07 Creation of a data sharing system on mobility						

Public space: Sharing streets in a fair way

08 Focus on coexistence in traffic						
09 More quality and safety of school forecourts						
10 Temporary opening of streets for active mobility						
11 More quality of street spaces – appealing design and amenities						
12 Repurposing of street areas						
13 High importance of eco-mobility in new street spaces						

Efficient mobility through mobility management

14 Consultancy on multi-modal mobility: a one-stop shop						
15 Mobility management in schools and enterprises						
16 Mobility management for new neighbourhoods						
17 Introduction of an online housing and mobility calculator						
18 Private-law agreements on mobility issues						

Sharing instead of owning

19 Further development of bike sharing systems						
20 Closer interlinkage of classic car sharing with public transport						
21 Support to new systems of car sharing						
22 Establishment of mobility points						

Transport organisation: A smarter way of managing mobility

23 Compilation of a Vienna intersection register						
24 Shorter waits for pedestrians and cyclists						
25 More intersections with simplified control						
26 Accelerating major public transport lines						
27 Shortening distances for cyclists						

Images: Urban Mobility Plan Vienna /

<https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008443.pdf>

Development of a SUMP Action Plan

Best practice / Vienna

Vienna Urban Mobility Plan

Images: Urban Mobility Plan Vienna /
<https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008443.pdf>

Lists of measures by means of transport

MEASURES FROM THE 9 FIELDS OF ACTION FOR BICYCLE TRAFFIC

Measures	Page	Pedestrian traffic	Bicycle traffic	Public transport	Motorised individual traffic and freight transport
01 More resources for active mobility	44				
02 Cooperation and services of the City Administration to the districts	44				
03 Local mobility plans	44				
05 Coordination and classification of the street and route network	46				
06 New priorities and requirements for transport expert assessments	46				
07 Creation of a data sharing system on mobility	47				
08 Focus on coexistence in traffic	50				
09 More quality and safety of school forecourts	52				
10 Temporary opening of streets for active mobility	52				
12 Repurposing of street areas	54				
13 High importance of eco-mobility in new street spaces	54				
14 Consultancy on multi-modal mobility: a one-stop shop	57				
15 Mobility management in schools and enterprises	60				
16 Mobility management for new neighbourhoods	60				
17 Introduction of an online housing and mobility calculator	61				
18 Private-law agreements on mobility issues	61				
19 Further development of bike sharing systems	66				
22 Establishment of mobility points	69				
23 Compilation of a Vienna intersection register	72				
24 Shorter waits for pedestrians and cyclists	72				
25 More intersections with simplified control	72				
27 Shortening routes for cyclists	86				
33 Good conditions for freight bikes	81				
36 Multi-modal stops – more than simple public transport stops	86				
37 Expanding bicycle parking facilities on private and public land	87				
40 Improving availability and quality of cycling infrastructure	89				
41 Developing long-distance cycling routes	89				
46 Innovation needs assessment through the monitoring process	89				
47 Active steering of innovation projects	89				
48 Targeted use of funding in research and innovation	89				
49 Close cooperation with researchers and teachers	99				
50 Broadening existing innovation	99				
Cooperation in the Region					
Cross-border intermodal traffic information system	103				
Exchange of information and coordination in the region	106				
Cooperative processes in the region	106				
Joint projects in the region (Transport services agreement, regional transport axes, public transport network and nodes, bicycle traffic)	106				

MEASURES FROM THE 9 FIELDS OF ACTION FOR PEDESTRIAN TRAFFIC

Measures	Page	Pedestrian traffic	Bicycle traffic	Public transport	Motorised individual traffic and freight transport
01 More resources for active mobility	44				
02 Cooperation and services of the City Administration to the districts	44				
03 Local mobility plans	44				
05 Coordination and classification of the street and route network	46				
06 New priorities and requirements for transport expert assessments	46				
07 Creation of a data sharing system on mobility	47				
08 Focus on coexistence in traffic	50				
09 More quality and safety of school forecourts	52				
10 Temporary opening of streets for active mobility	52				
11 More quality of street spaces – appealing design and amenities	54				
12 Repurposing of street areas	54				
13 High importance of eco-mobility in new street spaces	57				
14 Consultancy on multi-modal mobility: a one-stop shop	60				
15 Mobility management in schools and enterprises	60				
16 Mobility management for new neighbourhoods	61				
17 Introduction of an online housing and mobility calculator	61				
18 Private-law agreements on mobility issues	62				
22 Establishment of mobility points	69				
23 Compilation of a Vienna intersection register	72				
24 Shorter waits for pedestrians and cyclists	72				
25 More intersections with simplified control	72				
36 Multi-modal stops – more than simple public transport stops	86				
38 More convenience for pedestrians: the "Vienna City Route Network"	87				
39 Developing strolling promenades	88				
46 Innovation needs assessment through the monitoring process	98				
47 Active steering of innovation projects	98				
48 Targeted use of funding in research and innovation	98				
49 Close cooperation with researchers and teachers	99				
50 Broadening existing innovation	99				
Cooperation in the Region					
Cross-border intermodal traffic information system	103				
Exchange of information and coordination in the region	106				
Cooperative processes in the region	106				

MEASURES FROM THE 9 FIELDS OF ACTION FOR PUBLIC TRANSPORT

Measures	Page	Pedestrian traffic	Bicycle traffic	Public transport	Motorised individual traffic and freight transport
02 Cooperation and services of the City Administration to the districts	44				
03 Local mobility plans	44				
04 Planning tools and processes for the future of public transport	44				
05 Coordination and classification of the street and route network	46				
06 New priorities and requirements for transport expert assessments	46				
07 Creation of a data sharing system on mobility	47				
12 Repurposing of street areas	54				
13 High importance of eco-mobility in new street spaces	57				
14 Consultancy on multi-modal mobility: a one-stop shop	60				
15 Mobility management in schools and enterprises	60				
16 Mobility management for new neighbourhoods	61				
17 Introduction of an online housing and mobility calculator	61				
18 Private-law agreements on mobility issues	62				
20 Closer interlinkage of classic car sharing with public transport	67				
22 Establishment of mobility points	69				
23 Compilation of a Vienna intersection register	72				
26 Accelerating major public transport lines	73				
28 Vienna-within easy reach internationally	78				
36 Multi-modal stops – more than simple public transport stops	86				
42 Shipping up rail transport services for the city and the region	90				
43 Strengthening primary routes in public transport by expanding the underground network	92				
44 Optimum public transport services for new urban development areas	93				
46 Innovation needs assessment through the monitoring process	98				
47 Active steering of innovation projects	98				
48 Targeted use of funding in research and innovation	98				
49 Close cooperation with researchers and teachers	99				
50 Broadening existing innovation	99				
Cooperation in the Region					
Cross-border intermodal traffic information system	103				
Attractive tickets for cross-border passenger transport	104				
Implementation of projects in TEN rail corridors	104				
Exchange of information and coordination in the region	106				
Cooperative processes in the region	106				
Joint projects in the region (Transport services agreement, regional transport axes, public transport network and nodes, bicycle traffic)	106				



Development of a SUMP Action Plan

Impact assessment and appraisal of the measures

Different types of assessment:

1. Assessing how the measures and measure packages contribute to the SUMP vision and targets - assessment should end with an indication of the priority of the measure / make the impact assessment in a workshop gathering stakeholders with different forms of knowledge and types of responsibilities

Table 1: Example of an impact assessment of the measures and measure packages and reasoning of the expected outcome of the measure. Assessment scale from -2 to 2; -2 = the measure imposes a clear risk on the achievement of the target, 0 = the measure has a neutral effect on the target, 2 = the measure clearly contributes to the target.

MEASURE / MEASURE PACKAGE	SUMP VISION AND TARGETS			PRIORITY LEVEL (SUMMARY OF SUMP VISION)	EXPECTED OUTCOME	
	Increase of traffic safety	Increase of walking, cycling and public transport	Decrease of private car traffic		... if measure is implemented	... if measure is not implemented
Segregated Cycle Facilities	2	2	1	5 (2+2+1)	Better infrastructure for cyclists. More people using the bicycle for everyday trips.	No improvements for cyclist. In the best of scenarios that means no decrease of people using the bicycle.

Source: SUMP-UP Manual on the integration of measures and measure packages in a SUMP - <http://sumps-up.eu/manuals/>

Development of a SUMP Action Plan

Impact assessment and appraisal of the measures

Different types of assessment:

2. scenario-based assessment in which the expected outcome is valued
a reasoning of what will happen if a certain measure is implemented or not

There are several tools available to support appraisals and impact assessments. You can find more examples in the **CIVITAS Tool Inventory**: <http://civitas.eu/tool-inventory>

The Urban Nodes Assessment tool - assess impact of the Dutch national transport policies it combines two commonly used approaches, MCA (multi criteria analysis) and CBA (cost benefit analysis) to evaluate all impacts of a measure

ID	Measure	Category	Accessibility	Safety	Environment	Perception/ strategy	Interaction	Costs	MCA Results	Ranking
			30	15	10	5	5	35		
PT1	Upgrade the main railway station in Ljubljana as	Improvement of inter-modal points	7	1	10	10	10	9	8	2
IM1	Construction of substitute cargo by-pass line/Bu	Development of the transport network	1	5	6	7	10	1	4	4
IM2	Introduction of HSR yellow lanes to ensure prior	Extension of public transport lines	10	10	1	4	1	10	8	1
RN1	A new transport and logistics terminal at : short	Improve the efficiency of urban logistics.	4	1	1	1	6	9	5	3

Example from the "Urban Nodes assessment tool".

Source: www.mobility-academy.eu/course/view.php?id=84#section-3

Source: SUMP-UP Manual on the integration of measures and measure packages in a SUMP - <http://sumps-up.eu/manuals/> **18**

Development of a SUMP Action Plan

Relationships between measures

The measures depend on each other – **relationships are needed**

- between them and with external factors influencing the transport system
- larger impact can be obtained
- measures relate in: timing, geography, funding sources, etc. or “impact relations” (e.g. promotion campaigns)
- help save human and financial resources
- enhance the effects of the Action Plan

Development of a SUMP Action Plan

The recommended characteristics of the measures and measure packages are further developed in the implementation plan.

- for a measure to be implemented it is usually necessary to break it down into **two or more activities – timeframe and as many details as possible**
- **describe resources:** number of persons necessary, knowledge, competence or tools needed
- estimate the total cost of the measure and broken down to activities
- Involve stakeholders: regional authorities, private land owners, public transport authority, external stakeholders (bicycle associations, business associations or neighbour cities) – gain trust, create ownership, enhance the success of the implementation

Development of a SUMP Action Plan

Template for the Implementation Plan

SUMPs - Up recommends to use the following Implementation Plan template as a basis

MEASURE	DESCRIPTION OF MEASURE	RESPONSIBILITY	ACTIVITIES WITHIN A MEASURE	IMPLEMENTATION PERIOD	RESOURCES NEEDED	COST	STAKEHOLDERS INVOLVED
Segregated Cycle Facilities	Marked lanes and tracks along major urban streets.	Road owner	Analysis of bicycle lanes needed.	Year 1: Jan-May	2 traffic and city planners	30 000 € + 20 % of fulltime from traffic planner	Bicycle associations
			Develop a bicycle network plan.	Year 1: May-Dec	4 traffic and city planners	40 000 €	Bicycle associations, neighbour cities
			Plan and construct bicycle lanes.	Year 2-5	Planners, developers	500 €/m	Construction companies
Develop mobility management plan	Plan about what, when and how to work with mobility management.	City administration	Develop mobility management plan	Year 1: Apr-Oct	Expert on behaviour change, traffic planner	30 000 €	-
Improve pedestrian crossings on prioritised routes							

Source: SUMPs-Up Manual on the integration of measures and measure packages in a SUMP - <http://sumps-up.eu/manuals/> **21**

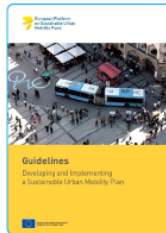
References

Guidelines: Developing and Implementing a Sustainable Urban Mobility Plan

The SUMP Guidelines are available on the ELTIS-platform, www.eltis.org/guidelines/sump-guidelines.

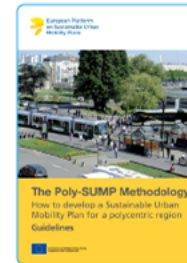
These guidelines are intended for urban transport and mobility practitioners and other stakeholders involved in the development and implementation of a Sustainable Urban Mobility Plan.

The guidelines are introducing the concept and the benefits of Sustainable Urban Mobility Plans and contain a description of the 11 steps of the SUMP-process (Rupprecht Consult, 2014).



The Poly-SUMP Methodology: How to develop a Sustainable Urban Mobility Plan for a polycentric region: Guidelines

Based on the SUMP process there are also guidelines available for how to develop a Sustainable Urban Mobility Plan for a polycentric region. www.eltis.org/sites/eltis/files/tool/polysump-sump-guidelines-final.pdf.



Measure selection: Selecting the most effective packages of measures

For more information about the theory and evidence behind measure selection, see Measure selection – Selecting the most effective packages of measures for Sustainable Urban Mobility Plans. The publication produced in the CH4LLenge project gives a wide introduction to the subject measure selection, how measure selection is an important part in sustainable urban mobility planning and what evidence and principal constraints there are regarding measure selection.

www.sump-challenges.eu/kits



<http://sumps-up.eu/manuals/>



Thank you!

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