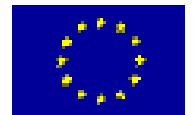




The PILOT Project - Guidance on Sustainable Urban Transport Planning

Bucarest, 23rd November

Sylvain Haon, Polis



- Pilot project
- The need for SUTP
- Key features of SUTP
- SUTP promotion brochure
- Sustainable Urban Transport Planning Process
 - SUTP Missions
 - SUTP Tasks



The project PILOT

Main strategic objective

Promoting sustainable urban transport planning

Two parallel objectives

1. Create a professional “toolbox” for the preparation of Sustainable Urban Transport Plans (SUTP) in European cities, with a manual on sustainable urban transport planning and training modules

2. Test the feasibility and efficiency of integrated and innovative

approaches to preparing SUTPs in four cities and develop a SUTP ready for adoption by the local council in each of these four cities:

Braila (Romania), Evora (Portugal), Lancaster (UK), Tallinn (Estonia)



Braila (Romania)



Lancaster (UK)



Evora (Portugal)



Tallinn (Estonia)



The need for SUTP

The challenge

- Urban **transport policy and mobility planning** imply choices that **strongly affect society as a whole**
→ shaping environment, social and cultural future of our cities;
- Integrated planning processes still **hampered by organisational division** between transport modes, government agencies and services;
- Transport planning **tends to be seen as technical task**, lacking stakeholder participation and delivering only piecemeal measures.

Need for...

- **Multifaceted policy response**, based on **long term strategy**;
- **Consultation** with other authorities and civil society;
- Concrete and achievable **targets**

A new approach to transport planning: with distinctive aim, subject and qualities:

- The aim of SUTP: achieving sustainable urban transport system by considering a serie of objectives;
- Adress movement of goods and persons comprehensively

An innovative process for transport planning:

- A participatory approach;
- A pledge for sustainability;
- An integrated approach;
- A focus on the achievement of measurable targets;
- A move towards costs internalisation;
- A cycle of policy-making and implementation

The European Context and policy framework

- The thematic strategy on the urban environment
- Air quality directives
- EIA and SEA directives
- Noise directive
- Biofuels directive
- ...

- **Piani Urbani di Mobilità in Italy**
- **Local Transport Plans in the UK**
- **Plan de Déplacements Urbains en France**
- **Numerous local experiences, in Belgium, the Netherlands, Austria, Denmark, etc...**

Sustainable Urban Transport Planning helps local authorities to cope with their current and future mobility problem.

SUTP...

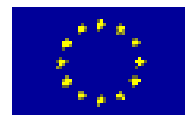
- Encourages **new efficient ways** of local transport planning;
- Resolves transport problems **more effectively**;
- Is a **strategic approach**;
- Receives strong **support by the EU**.



A new planning approach

SUTP...

- **Is not** an additional layer;
 - Builds on **existing practices and regulatory frameworks** in the Member States. Aims to combine and complete these, applying a number of commonly agreed principles;
 - Represents the **direction into which current planning practices should be moving** continuously in order to enhance sustainable urban transport development;
- **A new planning approach that needs to grow from and within local authorities and existing practices.**



“Sustainable Urban Transport Planning promotes strategic thinking and encourages integration. Partners across a range of sectors sign up to the understanding that in order to progress, a holistic approach is required.”

Helen Holland, Bristol County Council



“Sustainable Urban Transport Plans should be innovative but not utopian. The challenge is of course to implement them”

Rudolf Schicker – Councillor for Urban Development, Traffic and Transport of Vienna



“Although the efforts for SUTP are considerable, the benefit of widespread acceptance and the many positive effects of an integrated policy exceed the costs by far.”

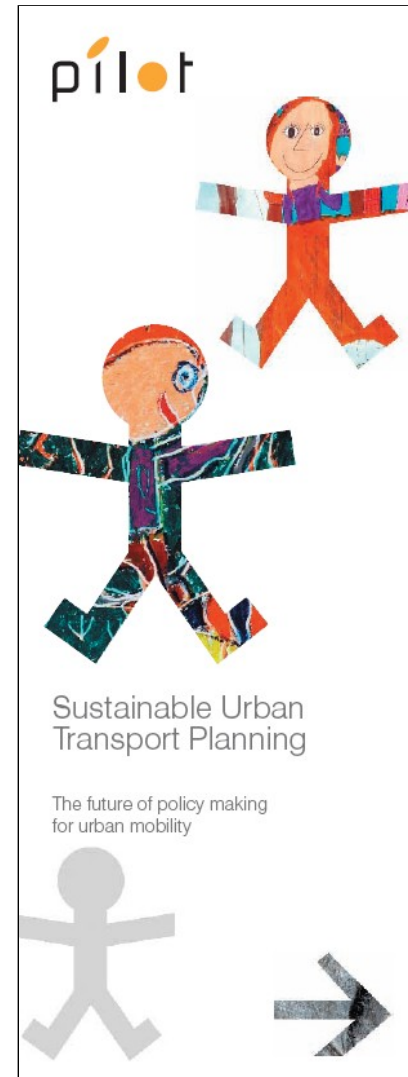
Ingeborg Junge-Reyer, Senator for Urban Development Berlin



“Our concern for the long-term benefits for health, the environment and the lives of people in our city offers us no alternative to a comprehensive approach addressing the issue of mobility.”

Danica Simsic, Mayor of Ljubljana

- Synthesises **key characteristics** of the approach and **arguments** that underpin it;
- Intends to **raise awareness** of SUTP among **local decision makers**;
- Wants to encourage its **uptake**.



- Gives **guidance on SUTP** for
 - PILOT cities (Lancaster, Evora, Braila, Tallinn),
 - later also for other cities and regions in Europe (6 languages);
- Is oriented to **local practitioners and technical staff** to support them in their daily work;
- Gives a **comprehensive introduction** on how to run a well structured strategic planning process;
- Provides **good practice** examples from all over Europe;
- Highlights useful **tools** for different planning tasks;
- Provides **checklists and defines milestones** that need to be achieved.

5 key Tasks – well-structured strategic planning process

1: Status analysis and scenario development

- 1.1: Inventarisation of existing plans and policies
- 1.2: Status analysis
- 1.3: Scenario development

2: Vision, objectives and targets

- 2.1: Common vision of stakeholders
- 2.2: Definition of objectives
- 2.3: Targets for outcome indicators

3: Action and budget plan

4: Assigning responsibilities and resources

5: Monitoring and evaluation

1: Status analysis and scenario development

1.1: Inventarisation of existing plans and policies

Identify and analyse the key planning documents, procedures and policies relevant to the local SUTP process. Create a reference point of pertinent information sources.

1.2: Status analysis

Provide a comprehensive quantified baseline of the current status of mobility and transport development in the urban agglomeration. Prioritise key mobility problems and identify data gaps

1.3: Scenario development

Develop prospective scenarios that allow discussing complex strategies for future transport development. Inform and stimulate the discussion among stakeholders.

2: Vision, objectives and targets

2.1: Common vision of stakeholders

Develop a common long-term vision for transport and mobility development between all local stakeholders and citizens. Create a qualitative description of the desired future status.

2.2: Definition of objectives

Define clear and measurable objectives that can orientate and prioritise action. Specify what should be achieved through SUTP and when, building on the common vision.

2.3: Targets for outcome indicators

Define a set of measurable, relevant and realistic targets that allow monitoring progress towards achievement of the objectives and assessing the efficiency and effectiveness of the measures taken.

3: Action and budget plan

Define a broad set of policies and measures that helps to achieve the vision and objectives. Ensure realistic delivery and efficient and effective allocation of resources (human, knowledge, funds).

4: Assigning responsibilities and resources

Formalise the responsibility of actors and provide the necessary means for implementing all policies and measures. Ensure the actual implementation of the action and budget plan.

5: Monitoring and evaluation

Assess the planning and implementation process and facilitate anticipation of problems and verification of accomplishments. Inform the development of future improvements.

PILOT checklist

no.	Task description [pages no.]	Current level of consideration (for self-assessment)			
		none	limited	fair	full
	Status analysis & scenario development				
	Inventarisation of existing plans and policies [p.30/31] Identify and analyse the key planning documents, procedures and policies relevant to the local SUTP process. Create a reference point of pertinent information sources.				
	Status analysis [p.36/37] Provide a comprehensive quantified baseline of the current status of mobility and transport development in the urban agglomeration. Prioritise key mobility problems and identify data gaps.				
	Scenario development [p.43/44] Develop prospective scenarios that allow discussing complex strategies for future transport development. Inform and stimulate the discussion among stakeholders.				
	Vision, objectives and targets				
	Common vision of stakeholders [p.52/53] Develop a common long-term vision for transport and mobility development between all local stakeholders and citizens. Create a qualitative description of the desired future status.				
	Definition of objectives [p.59/60] Define clear and measurable objectives that can orientate and prioritise action. Specify what should be achieved through SUTP and when, building on the common vision.				

1. Timing of the planning process

To ensure the “right” timing is a key to success. This Mission therefore focuses on the time-sensitive aspects of SUTP, addressing the strategic dimension of timing as well as logical order, duration of activities and planning risks. In particular the need for a coordination of schedules between SUTP and related decision making processes is highlighted in order to place SUTP issues on pertinent agendas and increase the overall relevance of the approach.

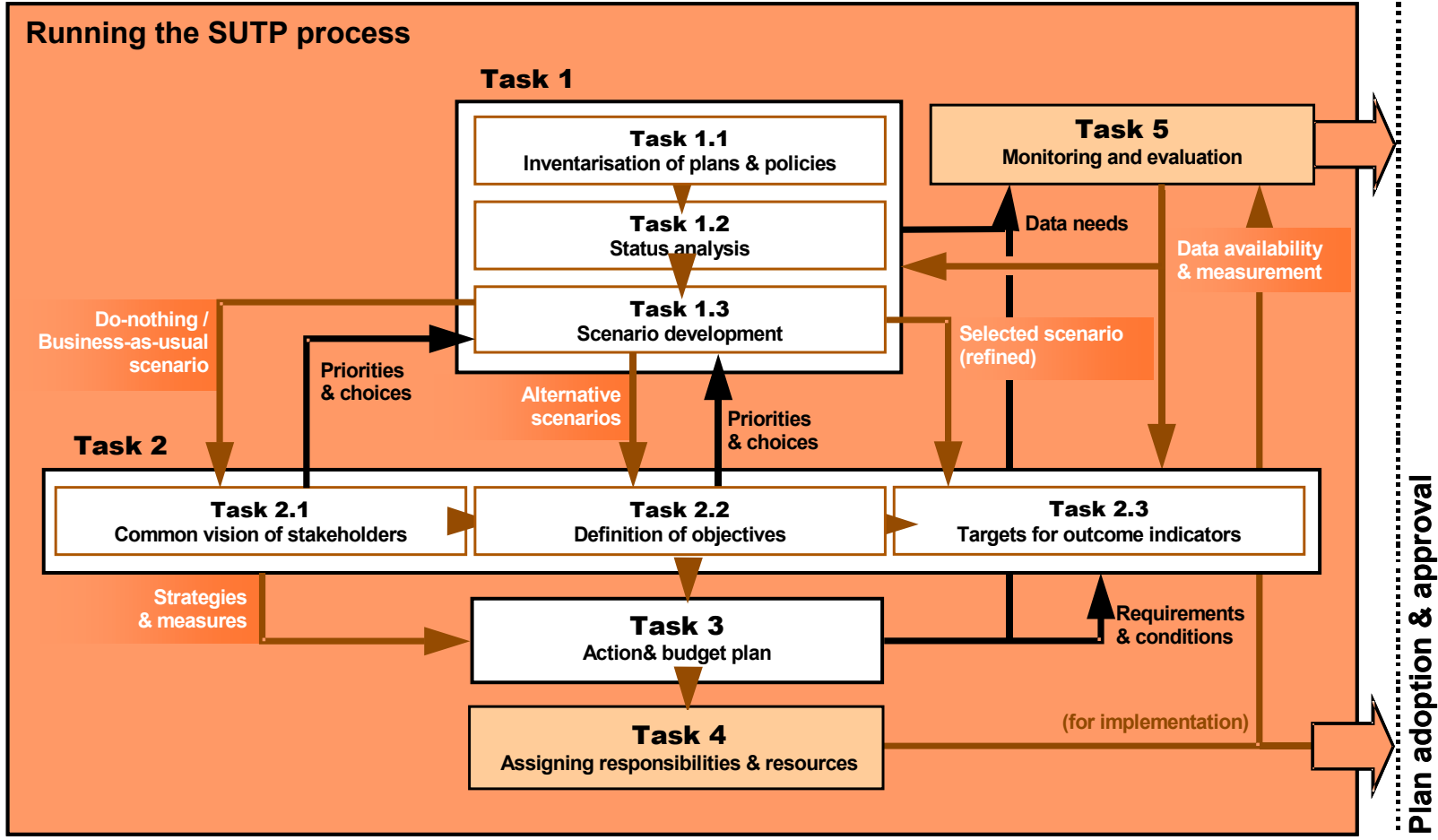


Figure 5: Indicative SUTP schedule – based on a total duration of 3 years

SUTP phases	Duration	Period	
Overall sustainable development strategy		20 –30 years horizon	
Building a strategic/operational framework	1 year	M -12	M 0
Running the SUTP process	2 years	M 0	M 24
Status analysis and scenario building	10 Months	M 0	M 10
Vision, objectives, targets	9 Months	M 4	M 12
Action and budget plan	10 Months	M 13	M 22
Assignment of responsibilities & resources	2 Months	M 23	M 24
Monitoring and evaluation mechanism	15 Months	M 6	M 22
Plan adoption and approval	1 Month	M 24	M 24
Monitoring and evaluation of implementation: annual progress		annual progress	
New action and budget plan		5 years after approval	

2. Strategic coordination and actor relations

Identifying urban mobility stakeholders and understanding their potential role and position in the process are important conditions to achieve the overall goals of SUTP. To avoid any naive “cooperative activism”, this Mission underlines the need to systematically assess the strategic interests and resources of the different actors.

3. Responsibility and geographical coverage

SUTP must relate to a specific territory for which it is being performed. Since a commonly accepted definition of the “urban agglomeration” will never exist, the most suitable spatial delimitation needs to be agreed by the stakeholders concerned. This implies considering the perimeter and remit of local authorities in order to appropriately allocate the overall responsibility. It equally requires accounting for actual mobility patterns to agree a suitable territorial coverage.

4. Citizen participation

- **Involving citizens in planning is not merely a requirement stipulated by EU directives and international conventions.**

It is a fundamental duty of local authorities to ensure the legitimacy and quality of decision making. This Mission highlights the need to arrange for citizen participation in SUTP at various stages: Vision and scenario development, definition of objectives and targets, selection and review of measures. It also proposes appropriate formats and techniques.

5. Stakeholder involvement

This Mission stresses the importance of involving all different types of stakeholders throughout the SUTP process, addressing their specific requirements. A dedicated strategy is needed, drawing on different formats and techniques when dealing with authorities, private businesses, civil society organisations, or all of them together.

6. Integration of policies for SUTP

Aims

- Maximise policy impacts and avoid contradictions
- Acknowledge for the interactions between planned and unplanned changes in urban structures (density, functions, socio-economic patterns, ecosystems) and transport;
- Establish the planning of mobility and transport as a shared policy domain, truly serving the different needs of society – economic, social, environmental – and not as an end in itself;
- Define concrete axes and issues of integration between SUTP and other policies at local, regional, national and European level – in order to maximise synergy effects and prevent frictions or inconsistencies;

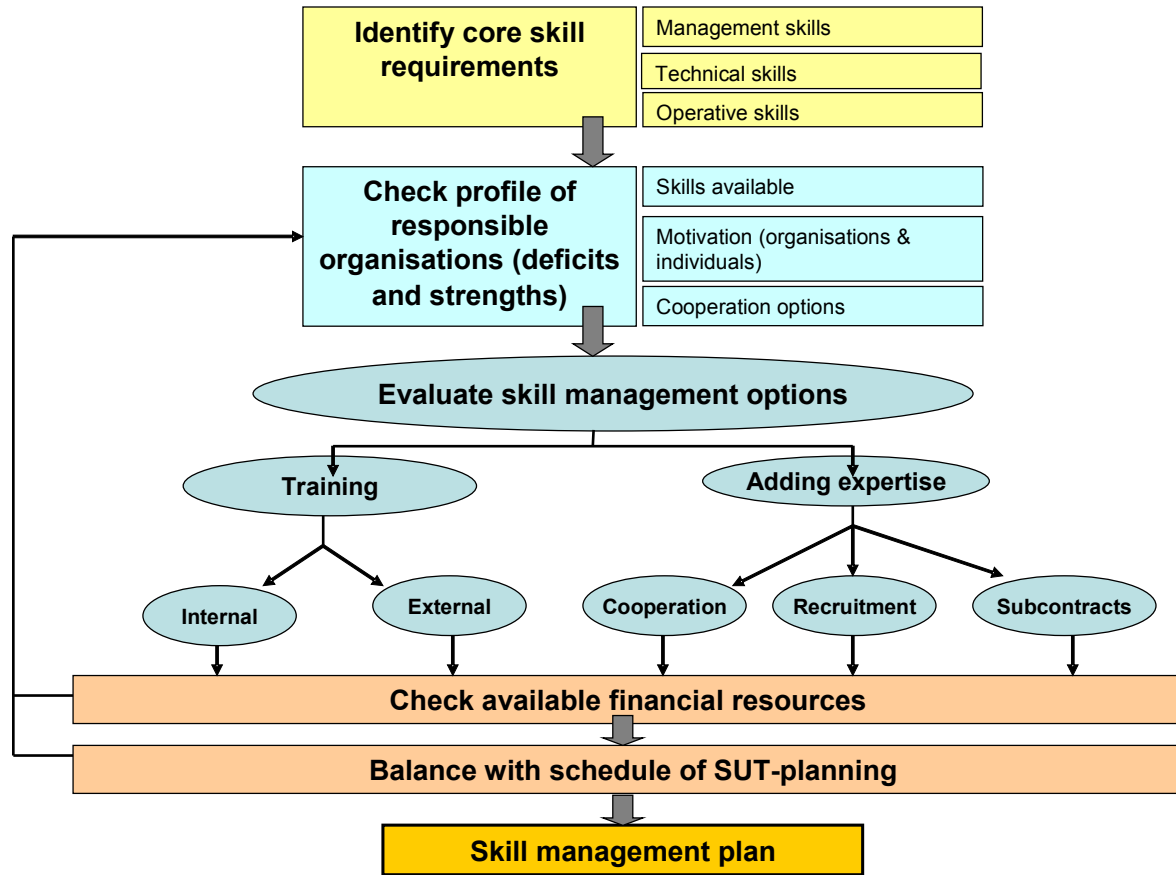
7. Social inclusion and gender equity

Transport and mobility have a strong bearing on social inclusion and gender equality. This mission implies consideration of aspects as diverse as data collection or the balanced constitution of working groups, but also calls for the conception of dedicated policies to enhance the mobility of the disadvantaged.

Target groups could be : Children, Young people and students, Elderly People with disabilities, People with low incomes and low educational qualifications, Minority groups and immigrants, Socially marginalised people (e.g. drug addicts, ex-prisoners) Tourists.

8. Skill management

For most public authorities, the specific skills required for running the SUTP process will exceed the capacities of their staff. While it may be common practice to bring in external expertise for particular technical tasks, this Mission underlines that also a long-term perspective should be adopted, linked to enhanced stakeholder cooperation. The aim is to comply with temporary skill requirements and to equally manage a durable development of the necessary capacities among local actors.



9. Information and public relations

In view of societal changes driven by informatisation and mediatization, issues such as awareness and acceptance demand a new thinking in public policy making. This Mission therefore highlights the need for a more conscious approach to the use and distribution of information throughout the SUTP process. Two dedicated communication strategies should substantiate this approach, one towards the local media, the other for marketing SUTP among citizens and stakeholders.

10. Management and organisation

SUTP requires from all actors involved entering a “terrain vague” in policy making. New tasks have to be tackled in addition to habitual ones, changing procedures and contents. Different communication lines have to be established and schedules modified. In short, working across boundaries and transforming established planning practices also requires creating a politically approved reference, clarifying for all parties *who-does-what-and-when*.



- Plan adoption and approval
- Policies and measures
 - Reducing the need for motorised transport
 - Enhancing modal shift
 - Developing clean and silent transport systems
 - Improving transport efficiency



- Overview of **SUTP process** and components

For each component:

- Aim
- Reasoning
- How to proceed
- Check list and milestones
- Further sources

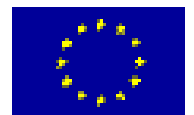


+ good practice and tool boxes



What the manual offers

- Illustrates the **necessary elements** for a complete SUTP process;
- Helps you identify your **starting point** & devise your **individual strategy**;
- Shows a **range of options and tools** for working on particular tasks/ missions;
- References **good practice** solutions;
- Provides links to **further information sources**.



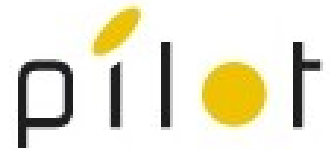
- **NO “cookbook” prescribing each move to make** – manual needs interpretation within the local situation!
- **NO detailed technical handbook** - emphasis is on the complete picture of SUTP!
- **NO claim of “infallibility”** – complementary (local) expertise is of course advisable!
- **NO “success guarantee”** – SUTP critically depends on local actor commitment!



Testing the manual in the PILOT cities

- **PILOT cities** will be the first ones to receive the manual;
- **Testing** the manual in their daily work on SUTP;
- Crucial role for PILOT cities to provide feedback to **fine tune** the guidance material:
 - Structure; Coherence (links between the different tasks and missions); Information depth; Style & readability
- Finally distribution of manual (quick reference booklet & website) on a wider scale to **other cities and regions**.





Thank you!

Sylvain Haon

www.pilot-transport.org