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Sustainable Urban Mobility Plans

Sustainable Local-Area Transport Planning Webinar Series – 25 June 2026

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UCC PLANNING SOCIETY

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3. How?:
   Tools, examples
4. Challenges

1. Why?

Overview of what SUMP is

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Challenges

- Sustainability: balancing the needs of the present and future (environment, society, economy)
- Climate change: European Green Deal (climate-neutral EU economy, 90% transport GHG reduction by 2050)
- Urbanisation trends, urban sprawl
- Road congestion
- Road safety (Vision Zero)

Goal: create more liveable cities

Sustainable Urban Mobility ~~Plan~~ Planning

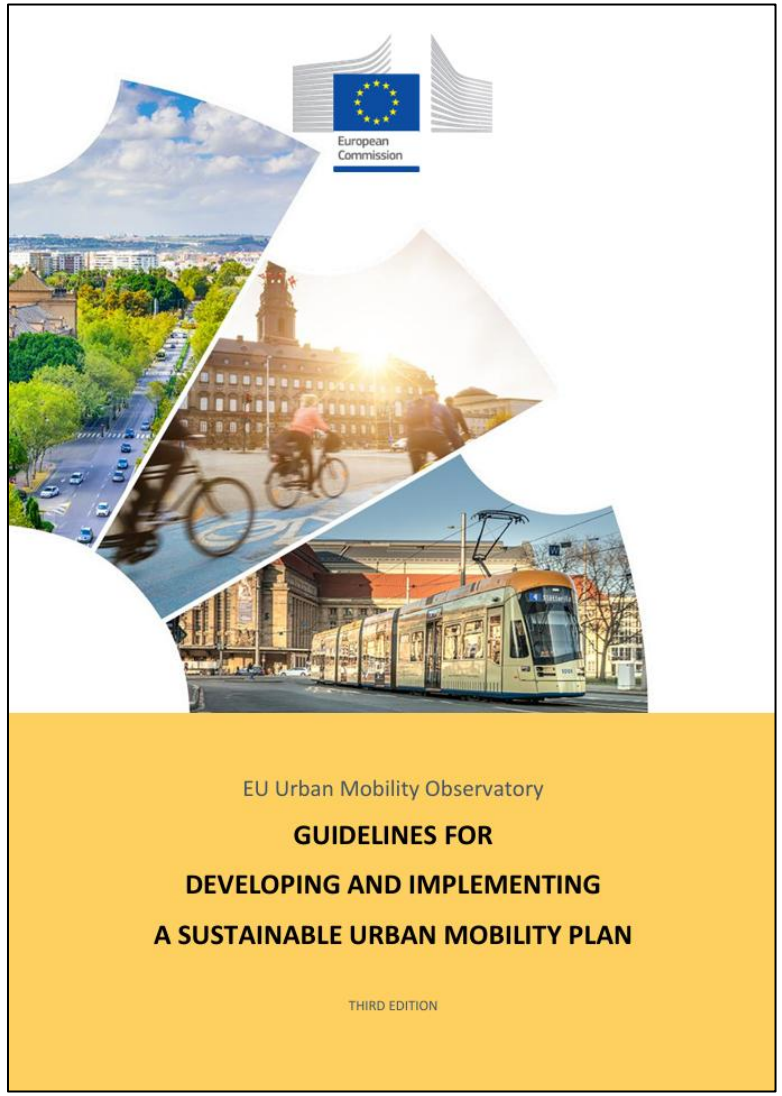
Strategic planning process

Focusing on the mobility of cities and their surroundings

Designed to ensure the mobility for a better quality of life

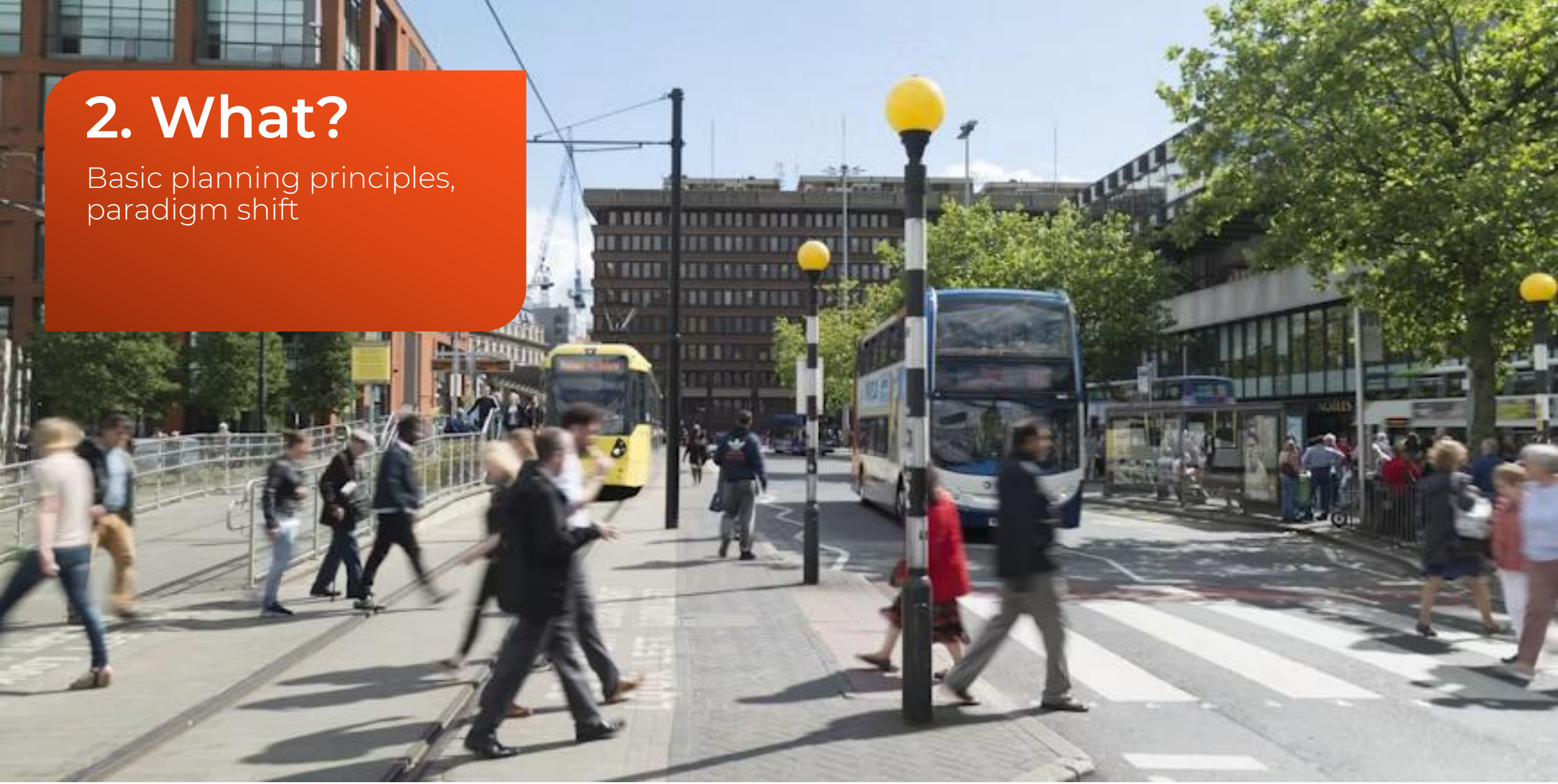
The concept of SUMP

- The EU's urban transport planning playbook
- Guidelines: 2013, 2019, 2026 (June)
- Revised TEN-T Reg. (until 2027):
  - 431 urban nodes to adopt a SUMP
  - Collection of urban mobility indicators
- National SUMP support programme: improving coordination among regions and cities



2. What?

Basic planning principles, paradigm shift




Milestone: Measure implementation evaluated
Milestone: Decision to prepare a SUMP
12.1 Analyse successes and failures
12.2 Share results and lessons learned
12.3 Consider new challenges and solutions
12
Review and learn lessons
01
Set up working structures
1.1 Evaluate capacities and resources
1.2 Create inter-departmental core team
1.3 Ensure political and institutional ownership
1.4 Plan stakeholder and citizen involvement
02
Determine planning framework
2.1 Assess planning requirements and define geographic scope
2.2 Link with other planning processes
2.3 Agree timeline and work plan
2.4 Consider getting external support
03
Analyse mobility situation
3.1 Identify information sources and cooperate with data owners
3.2 Analyse problems and opportunities (all modes)
Milestone: Analysis of problems and opportunities concluded
04
Build and jointly assess scenarios
4.1 Develop scenarios of potential futures
4.2 Discuss scenarios with citizens and stakeholders
05
Develop vision and strategy with stakeholders
5.1 Co-create common vision with citizens and stakeholders
5.2 Agree objectives addressing key problems and all modes
06
Set targets and indicators
6.1 Identify indicators for all objectives
6.2 Agree measurable targets
Milestone: Vision, objectives and targets agreed
07
Select measure packages with stakeholders
7.1 Create and assess long list of measures with stakeholders
7.2 Define integrated measure packages
7.3 Plan measure monitoring and evaluation
08
Agree actions and responsibilities
8.1 Describe all actions
8.2 Identify funding sources and assess financial capacities
8.3 Agree priorities, responsibilities and timeline
8.4 Ensure wide political and public support
09
Prepare for adoption and financing
9.1 Develop financial plans and agree cost sharing
9.2 Finalise and assure quality of 'Sustainable Urban Mobility Plan' document
Milestone: Sustainable Urban Mobility Plan adopted
10
Manage implementation
10.1 Coordinate implementation of actions
10.2 Procure goods and services
11
Monitor, adapt and communicate
11.1 Monitor progress and adapt
11.2 Inform and engage citizens and stakeholders
Implementation & monitoring
Preparation & analysis
Strategy development
Measure planning
SUSTAINABLE URBAN MOBILITY PLANNING
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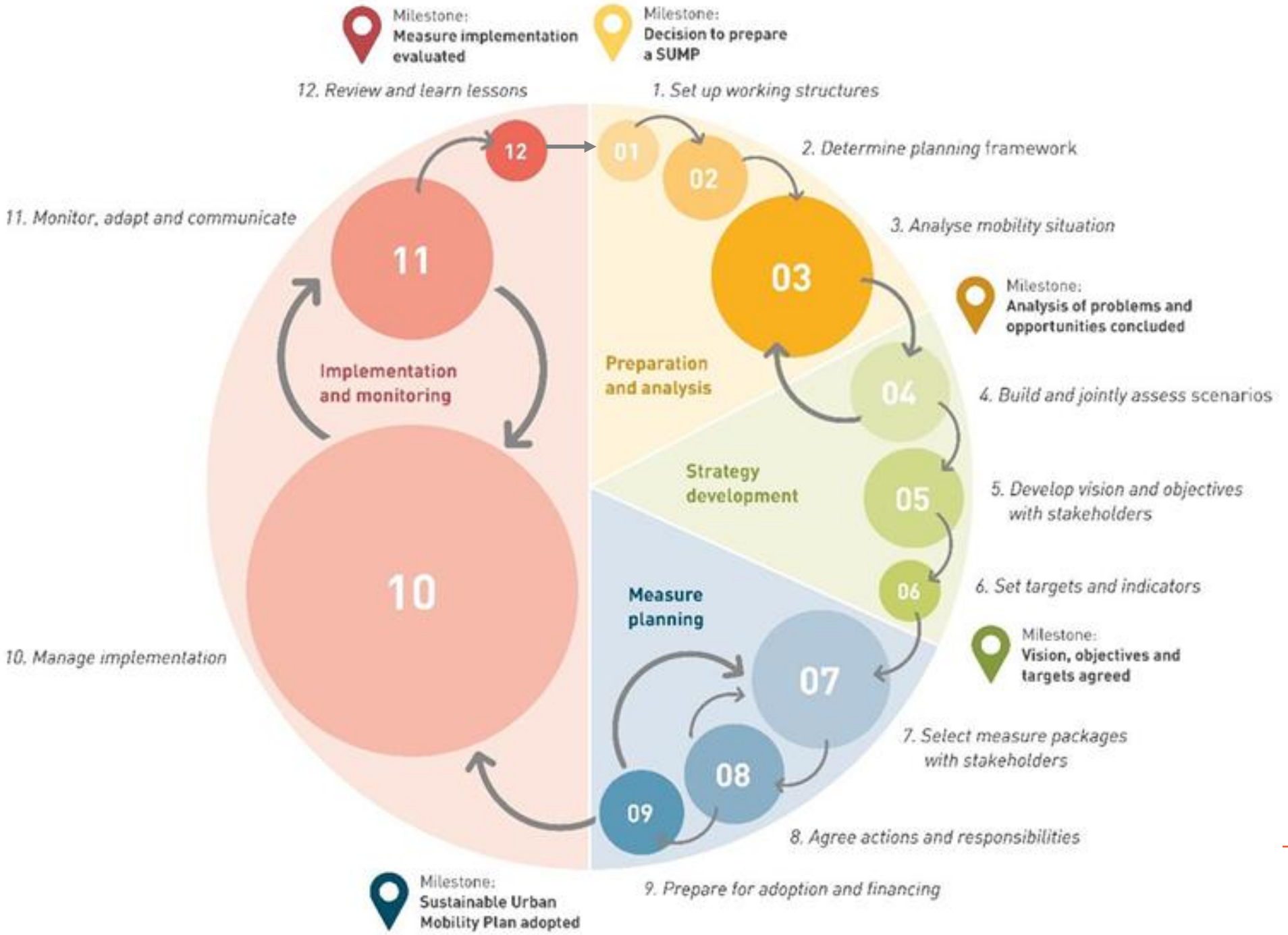
Milestone:
Measure implementation evaluated
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4. Build and jointly assess scenarios
Strategy development
05
5. Develop vision and objectives with stakeholders
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6. Set targets and indicators
10
Measure planning
Milestone:
Vision, objectives and targets agreed
10. Manage implementation
07
7. Select measure packages with stakeholders
08
09
8. Agree actions and responsibilities
Milestone:
Sustainable Urban Mobility Plan adopted
9. Prepare for adoption and financing

SUMP principles

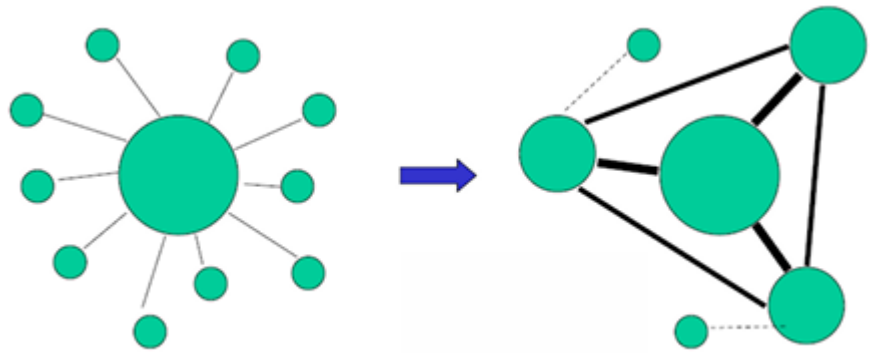
1. Clear and measurable goals and objectives
2. Long-term vision, clear implementation plan
3. Assessment of performance (data-led)
4. Integration of modes, prioritising the sustainable ones
5. Integrated approach (sectoral, territorial)
6. Participatory approach
7. Monitoring & evaluation
8. EU-wide guidance and support

Paradigm shift in transport planning

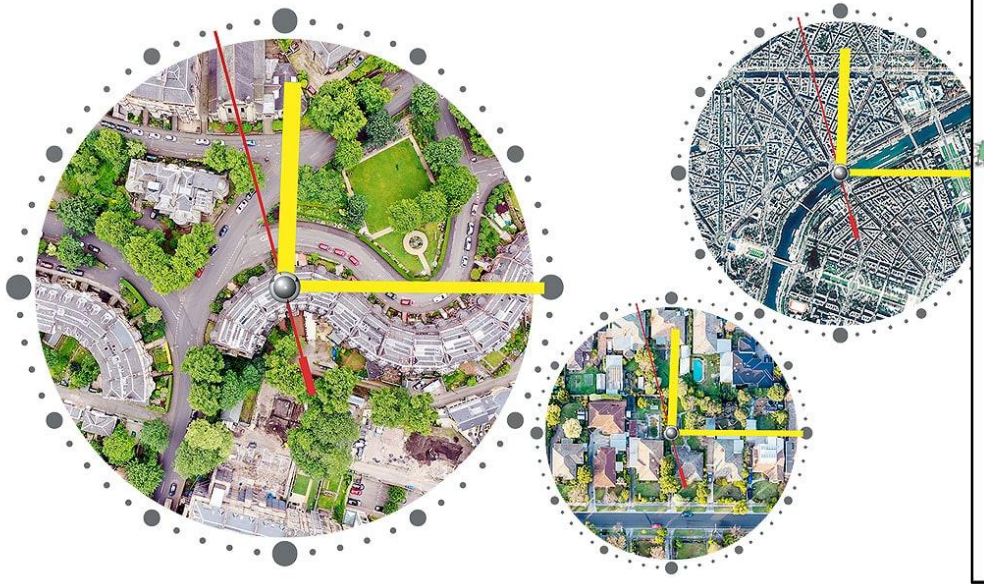
Traditional Transport Planning	Sustainable Urban Mobility Planning
Transport: focus on **traffic**	**Mobility**: focus on **people**
Flows, **capacities**, speeds	**Liveability**, quality of life/environment, economic viability, accessibility, social equity
Competition/**sum of transport modes**	**Integration** of transport modes
Provision of infrastructure, **operational planning** aspects	Combination of infrastructure, services, regulation and information; **service planning**
Sectoral planning	**Interdisciplinary** approach, transport as an integrated part of the planning framework
Short/medium-term delivery	**Long-term vision** → short-term steps
Administrative boundaries	**Functional city**
Informing/consulting the stakeholders	Involvement of the stakeholders, **participation**
Limited **impact assessment**	Systematic and transparent **evaluation**

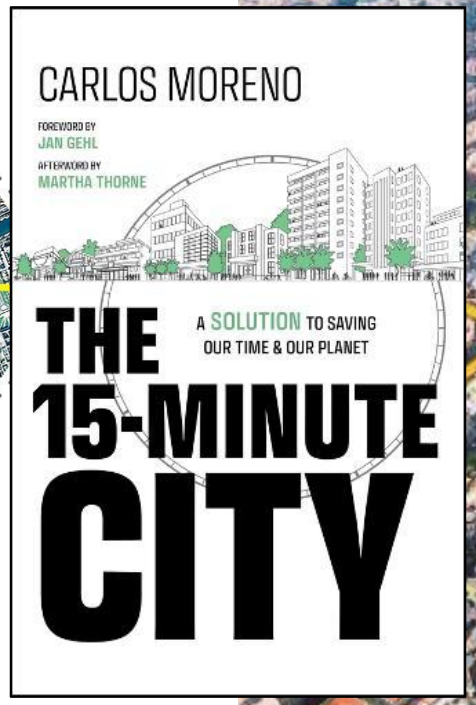
Paradigm shift in transport planning

- Transport as a derived demand → Land-use planning!
- Diversity, density, design of land-use
- Actively influencing travel demand:
  - Avoid (reduce needs)
  - Shift (active modes, public transport connectivity)
  - Improve (efficiency, safety, access, equity, etc.)



Integration of land-use and transport planning policies





SUMP in the planning hierarchy

Regional plans, municipal strategies, urban development plans

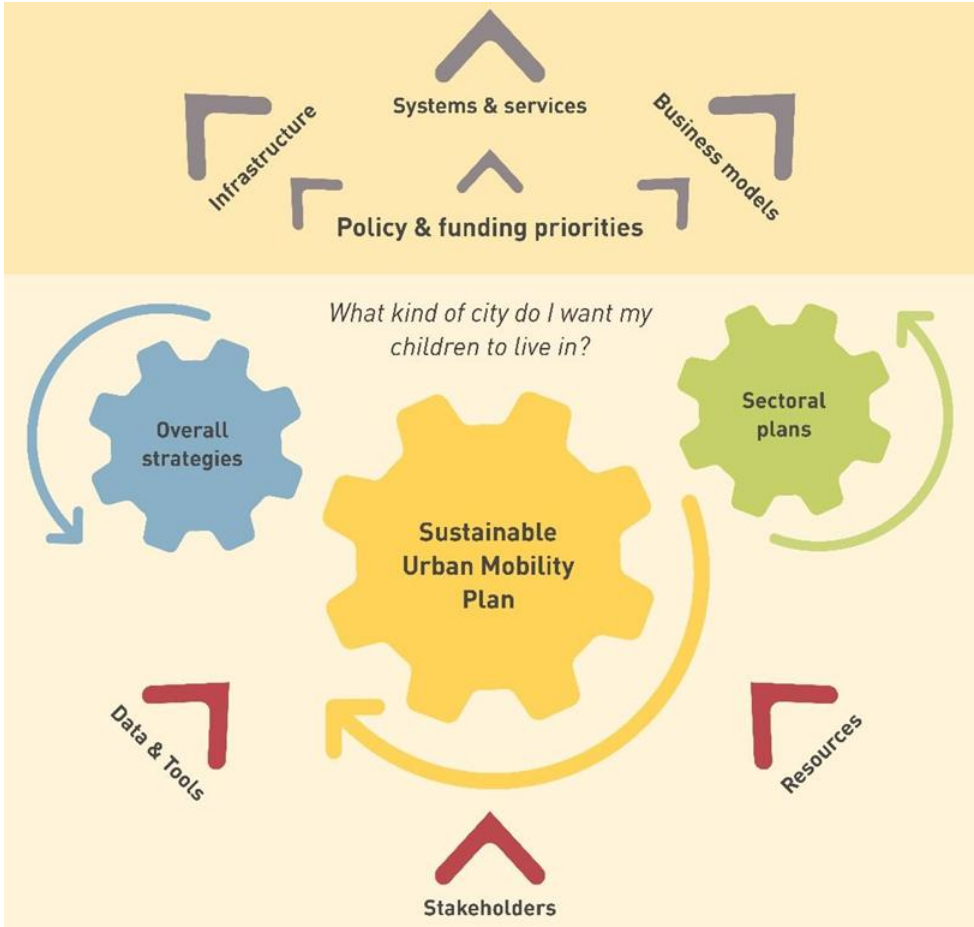
Alignment of aims

Sustainable Urban Mobility Plan

Strategic coordination of mobility aspects

Different traffic plans	Public transport plan	Noise action plan	Clean air plan	Energy action plan (SECAP)	Other sectoral plans of the municipality

Operational land use / zoning and implementation plans



Typical timeframe (9-24 months)

3. How?

Tools, examples

Setting clear objectives (Budapest)

FUTURE VISION

Budapest as a liveable and attractive capital city with a unique character, a respected member of the European network of cities as an innovative economic and cultural centre of the country and the city region

OVERALL OBJECTIVE

The Budapest transport system contributes to the development of a climate-neutral, sustainable, liveable, safe, attractive and healthy urban environment, to make Budapest green and open city that creates opportunities and improves the competitiveness of the capital and its city region.

STRATEGIC OBJECTIVES

INTERVENTION AREAS	I Serving the mobility needs of a climate-neutral, resilient city	II Safe, inclusive and integrated transport	III Open and cooperative regional relations
1. Improving network connections	1.1 Liveable public spaces	1.2 Integrated network development	1.3 Easily interoperable regional systems, convenient mode-switching poin
2. Attractive vehicles	2.1 Modern, locally zero-emission vehicles		
	2.2 Customer-friendly vehicle upgrades		
3. Customer experience-enhancing services	3.1 Shaping transport culture and habits	3.2 Integrated Mobility Services	3.3 Harmonised services in the city-region
4. Efficient governance	4.1 Coordinated urban and mobility development in Budapest	4.2 Coordinated Mobility Management	4.3 Regional cooperation

OPERATIONAL OBJECTIVES

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Data-driven diagnostics

Transport modes	Priority	Investments the last year	Investments the last five years
Walking		100	800
Cycling		200	1300
Public transport		5000	19000
Taxi / transport (e.g. special transport services)		200	1000
Car-sharing		100	200
Car		2000	15700
Total		7600	38000

Targets	Priority	Investments the last year	Investments the last five years
Improve safety and security		1000	4000
Increase walking a cycling		200	1300
Increase quality and use of public transport		5000	19000
Effective freight system		1000	3000
Accessibility private cars		2000	15700
Total		9200	43000

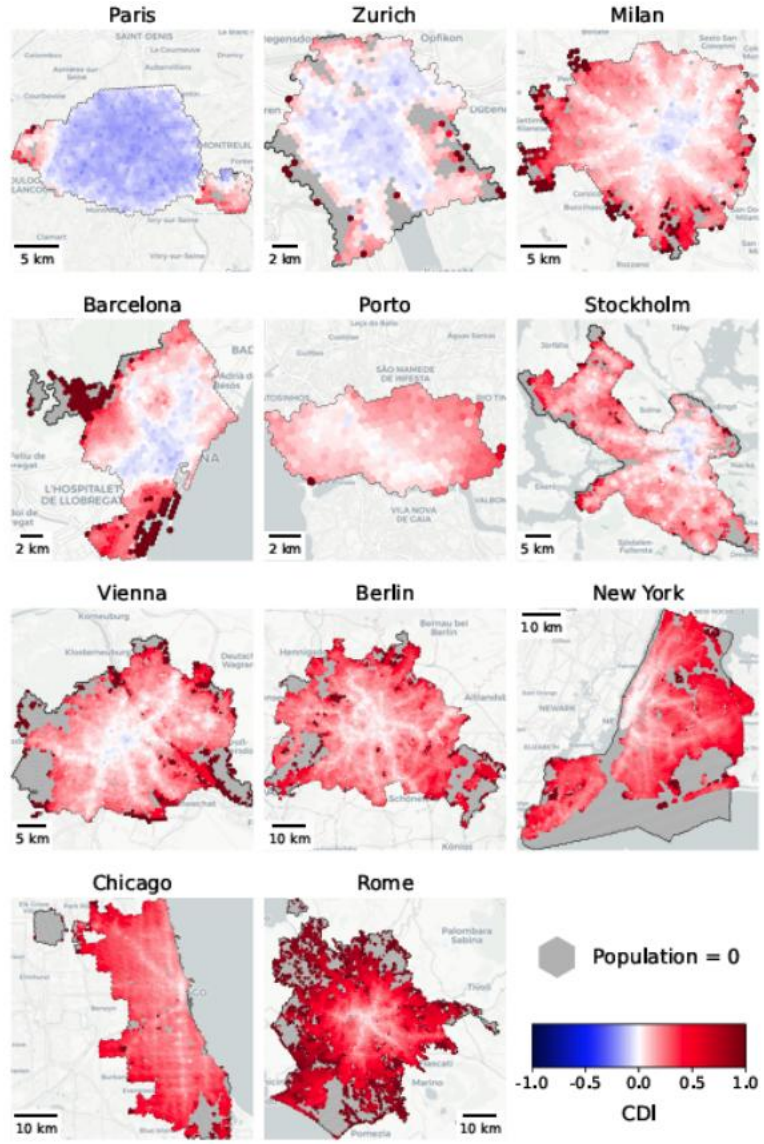
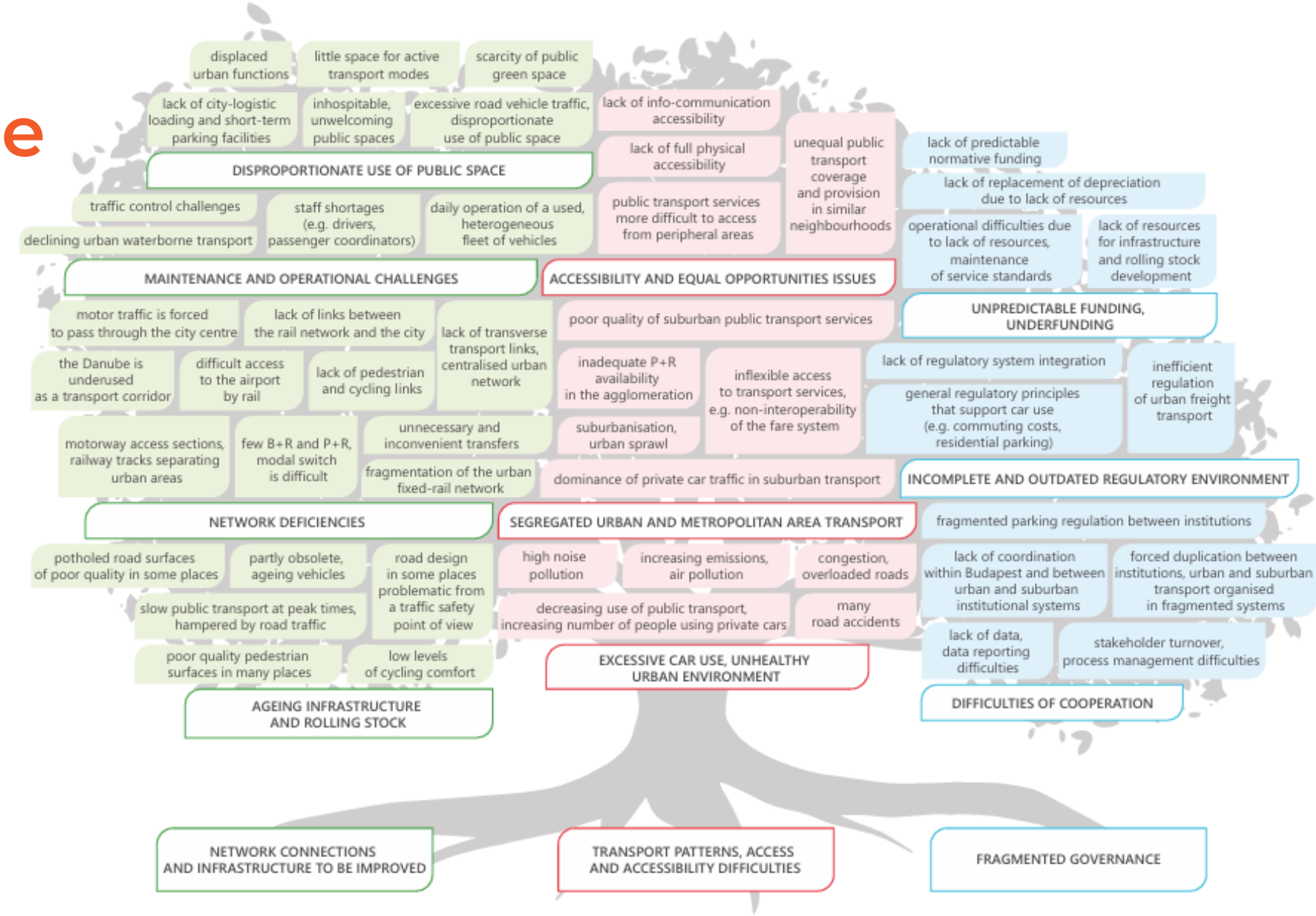
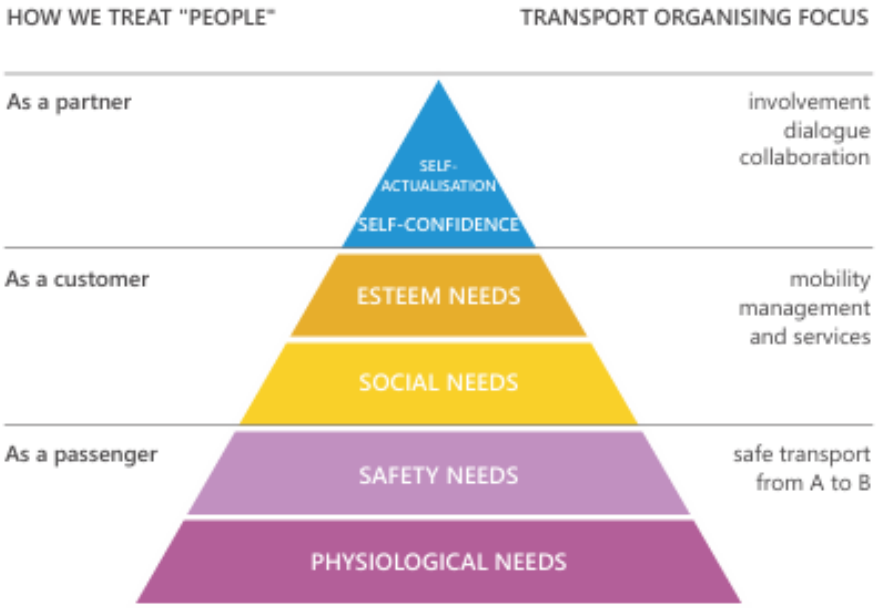


Figure 3: **Maps of Car Dependency Index.** In the blue areas, public transport is estimated to be more efficient than cars, while the opposite is true in the red areas. Peripheries are generally more car-dependent, but the presence of urban train stations and metro stops has a positive impact—evident in the white spots where a car is not strictly necessary.

Analysis of the status quo (Budapest)



Participatory Approach



	Preparation and Analysis	Strategy development	Measure planning	Implementation and Monitoring
Inform	**Face-to-face:** Information event, Press conference, Information booth in public spaces, Exhibition in public spaces, Information campaign with ‚local celebrity', Local citizens/stakeholders as communicators & multipliers for the community **Print:** Poster, Flyer, Brochure **Online:** Social Media posts, Website, Informational App, Broadcast/Podcasts, Video Channel, Newsletter			
Consult	**Social Media (surveys)**, Feedback form on Website, Survey/Feedback forms via App			
	Questionnaires & Surveys, Interviews (telephone, key people, …)		Measures selection survey, Crowdsourcing data	**Evaluation questionnaires & Surveys, Evaluation interviews** (telephone, key persons, …), **Crowdsourcing data**, (Travel) diary, Blind walk
	Crowdsourcing data, e.g. Online map-based survey or Problem reporting via Ap; (Travel) diary, **Walkability inspection**	Delphi survey on future trends		
Collaborate	**Focus groups**, Worldcafé, Topical events, Stakeholder round table, Public discussion			Field trip to implementation site, Co-Maintenance (Adoption programmes), Living lab
	Problem analysis workshop, Brainstorming/ Brainwalking, Blind walk	Scenario workshop, Visioning event, **Future search workshop**, Open space event, Participatory Geodesign	Hackathon, **Measure workshop**, **Planning for Real**	
Empower	Citizen jury/**Citizen advisory committee**, Voting			**Co-Maintenance/ Co-Implementation** (Adoption programmes, e.g. tree adoption)
			Participatory budgeting	

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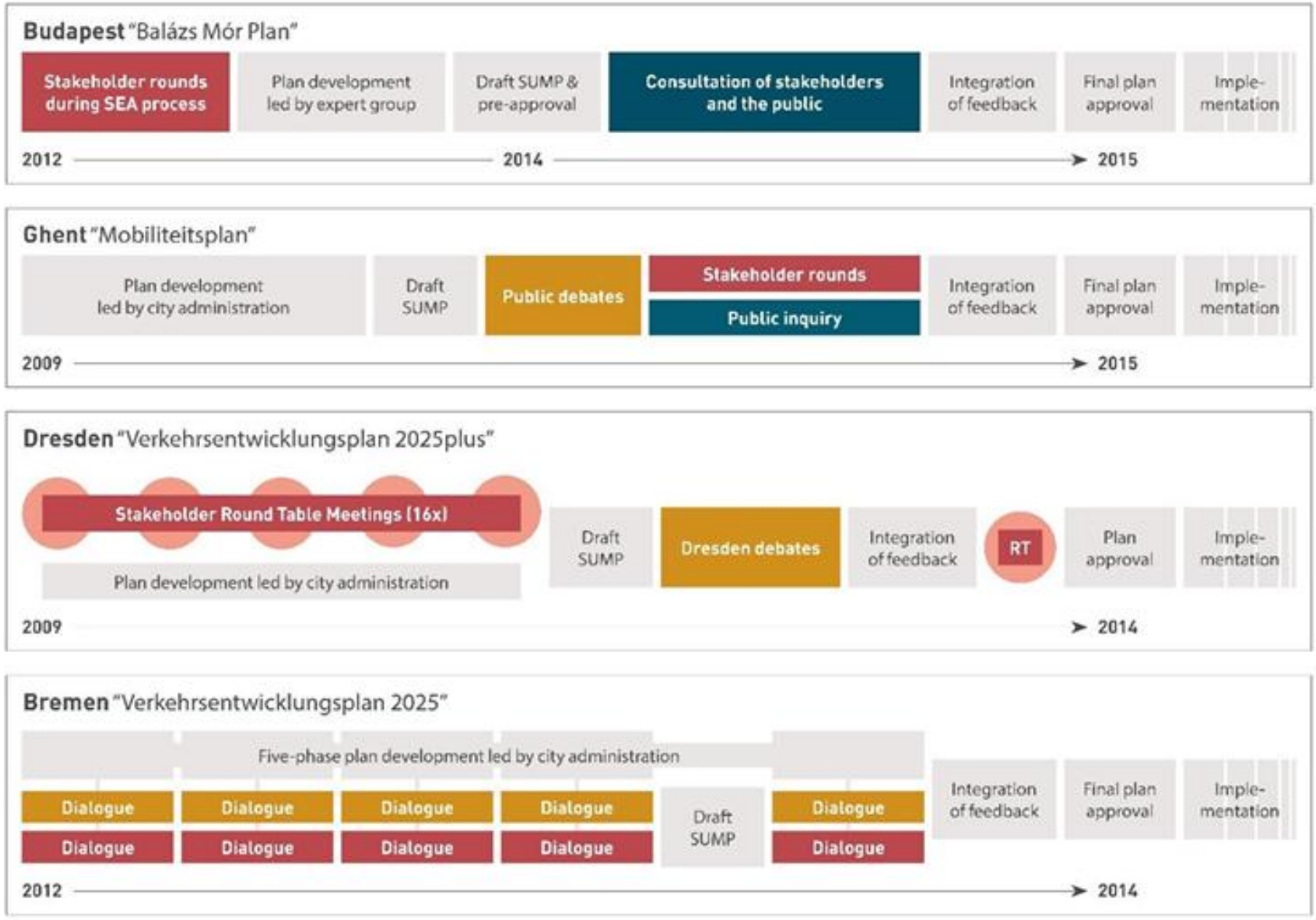
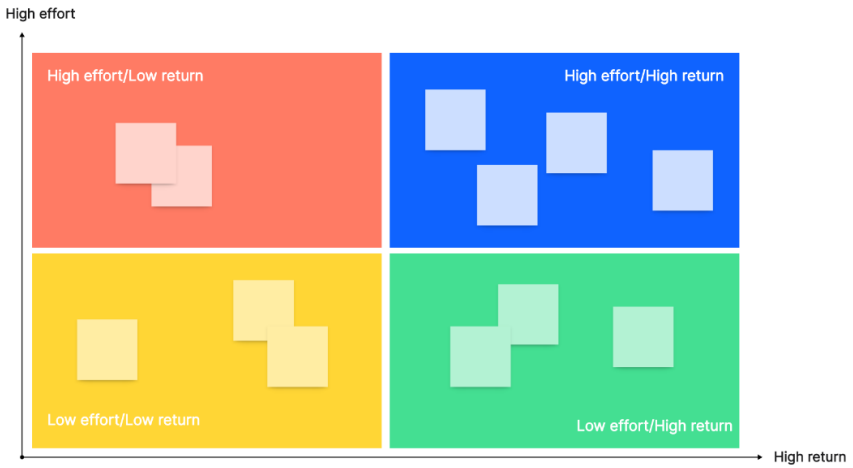


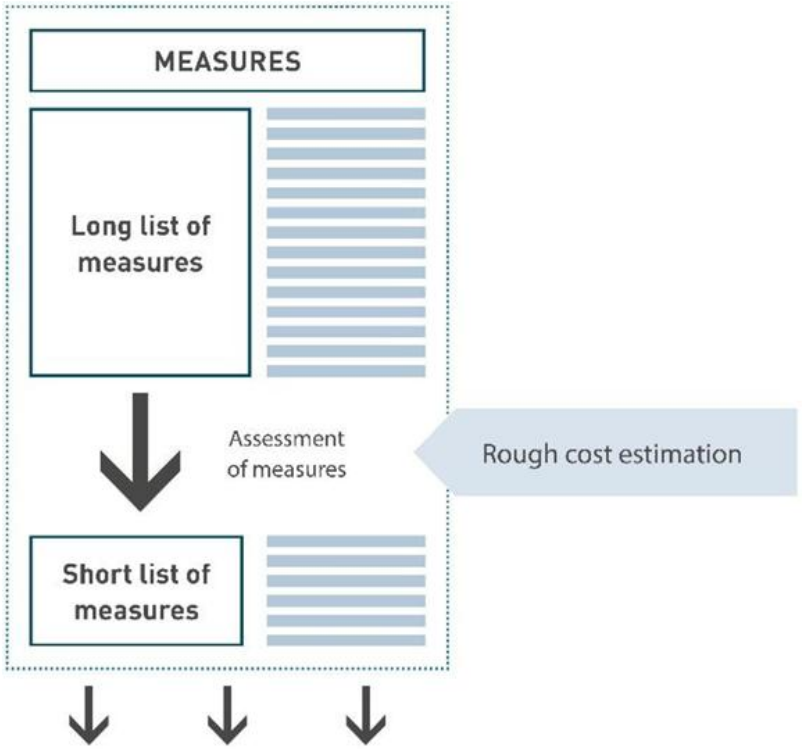
Note: This chart does not reflect the duration of individual planning phases.

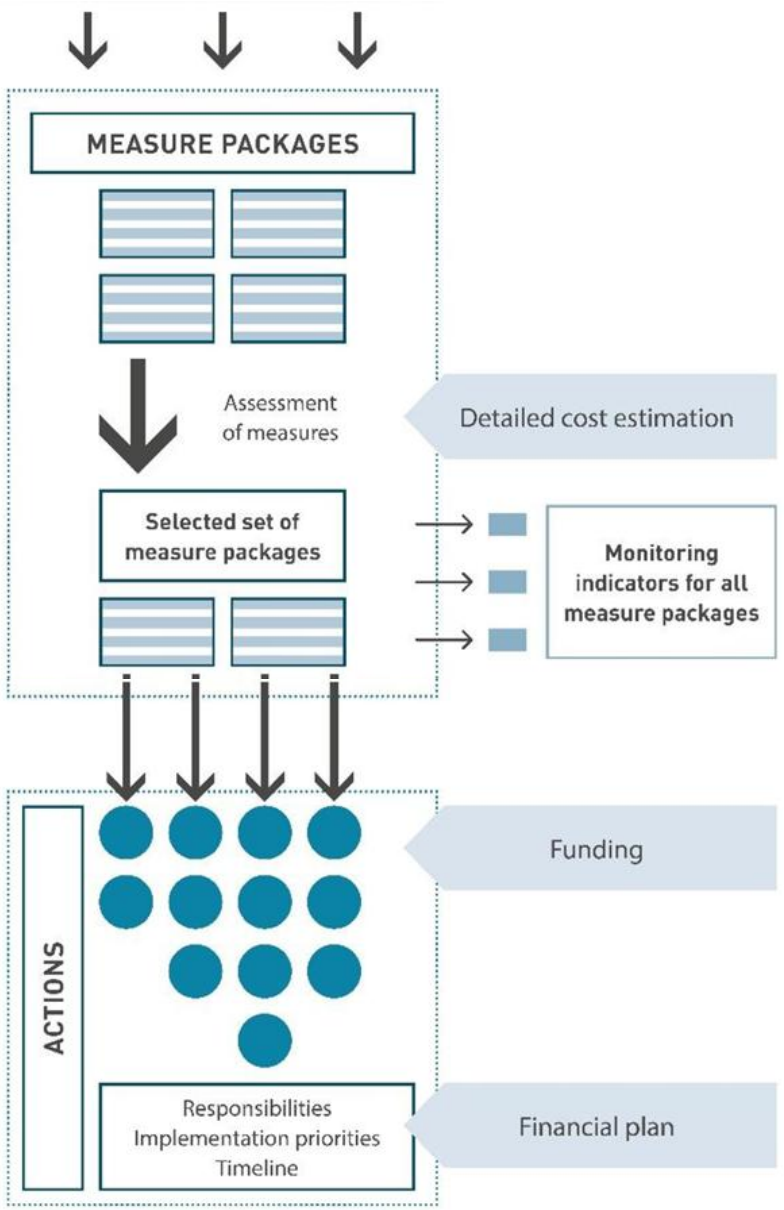
Involvement of: Citizens; Stakeholders; Citizens and stakeholders

Measure/project selection

Systematic quantitative assessments





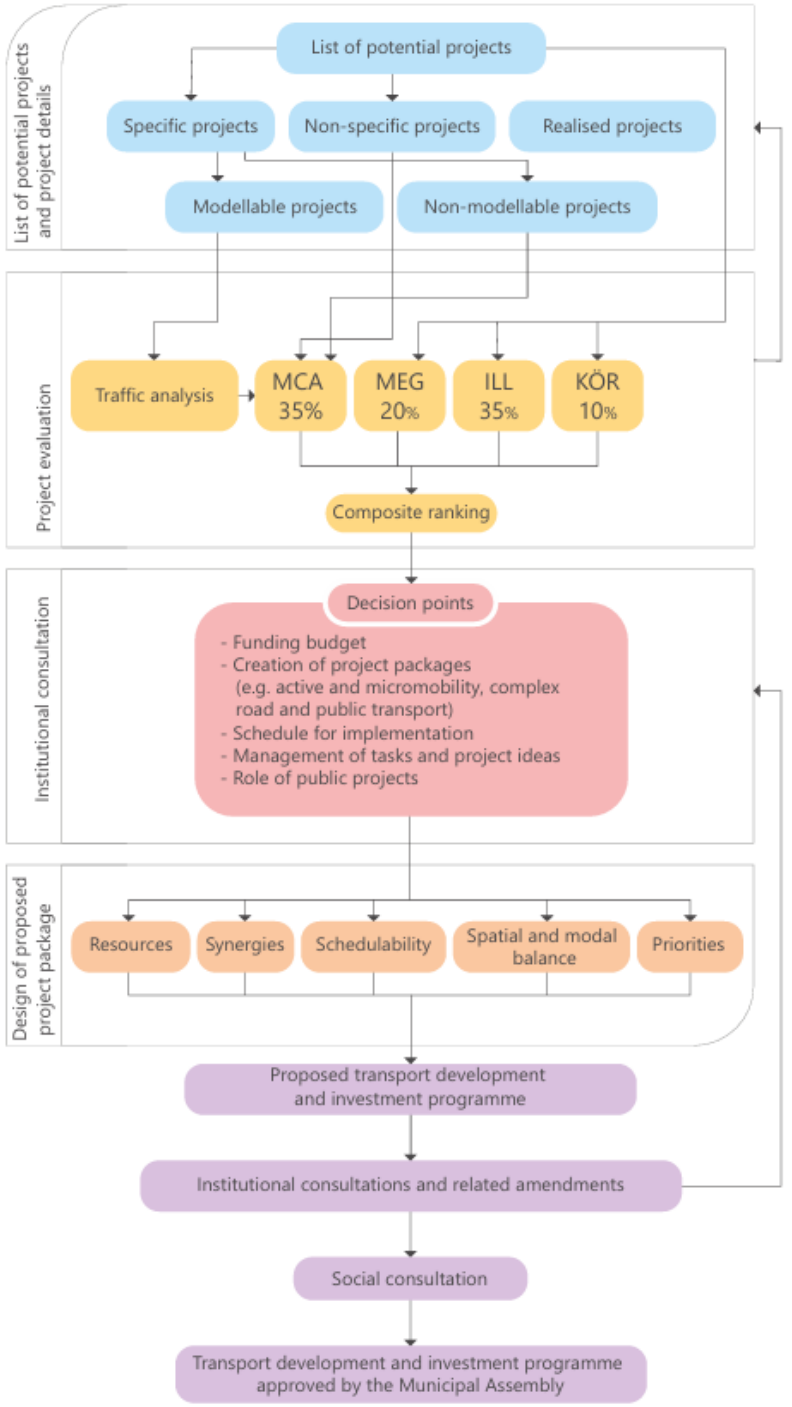


Project selection (Budapest)

Evaluation method	Rankable project: Concrete, modellable project	Concrete, non-modellable project	Not concrete project	Task	Project idea	Decided project	Implemented
Fit assessment (ILL)	+	+	+	+	+	+	—
Environmental and Sustainability Impact Assessment (KOR)	+	+	+	+	+	—	—
Multi-Criteria Assessment (MCA)	+	+	+	—	—	—	—
Feasibility assessment (MEG)	+	+	+	—	—	—	—
Synergy assessment (SZIN)	+	+	+	+	+	+	—

\+ method used to assess the project type

— method not used to assess the project type



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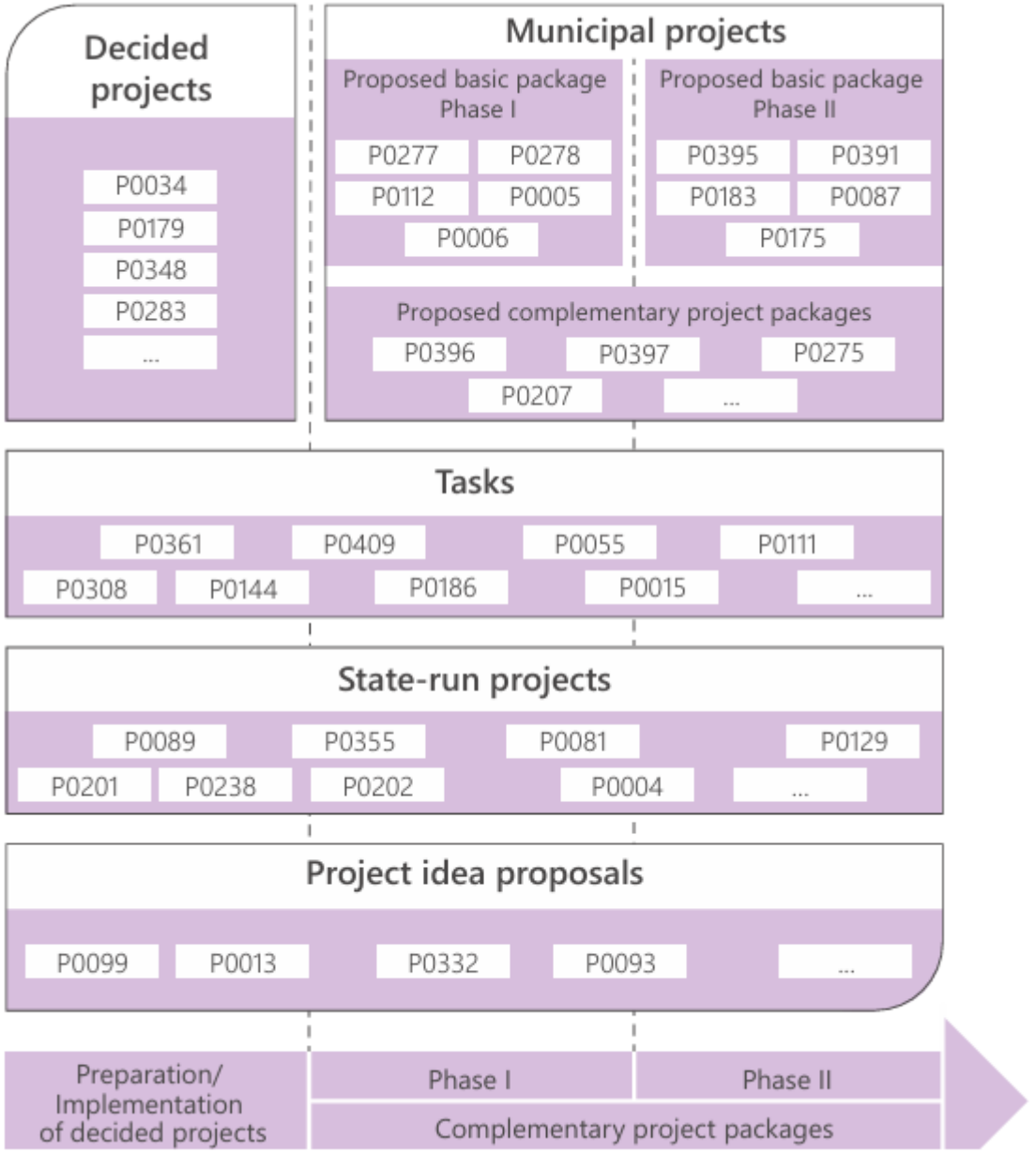
Project types, Phasing (Budapest)



Monitoring & Evaluation: Sustainable Urban Mobility Indicator set

- PT accessibility, affordability & satisfaction
- Environment, energy efficiency
- Safety
- Congestion, delays
- Multimodality
- Active travel
- Public spaces, security
- Commuting time

No.	Indicator	Type
1	Affordability of public transport for the poorest group	Core
2	Accessibility of public transport for mobility-impaired groups	Core
3	Air pollutant emissions	Core
4	Noise hindrance	Core
5	Road deaths	Core
6	Access to mobility services	Core
7	Greenhouse gas emissions	Core
8	Congestion and delays	Core
9	Energy efficiency	Core
10	Opportunity for active mobility	Core
11	Multimodal integration	Core
12	Satisfaction with public transport	Core
13	Traffic safety active modes	Core
14	Quality of public spaces	Non-core
15	Urban functional diversity	Non-core
16	Commuting travel time	Non-core
17	Mobility space usage	Non-core
18	Security	Non-core

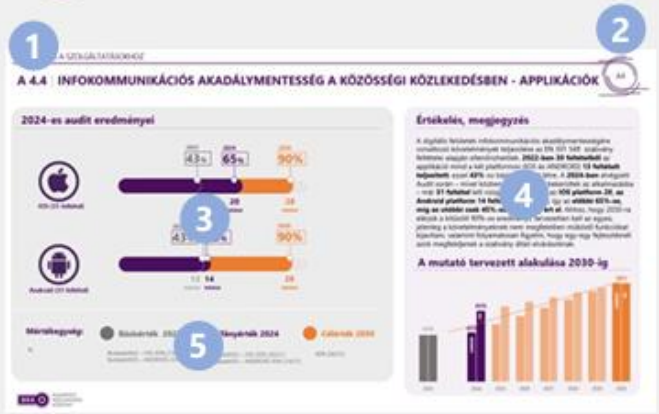
SUMI (Budapest)

CORE INDICATORS	MODAL SPLIT	A1.1 Modal split: distribution of trips in Budapest on a passenger-km basis A1.3 Transport division of labour: distribution of trips to Budapest by trip number
	CLIMATE INDICATORS	A2.1 Greenhouse gas (GHG) emissions from transport A2.2 Transport energy use A2.3 Transport-related air pollution indicator (PM2.5)
	SAFETY	A3.1 Road safety index - serious injuries A3.2 Road safety index - fatalities
	ACCESS TO SERVICES	A4.3 Physical and audiovisual accessibility in public transport A4.4 Infocommunications accessibility in public transport
	TRAFFIC	A5.1 Road congestion indicator A5.2 Percentage of disruption to basic public transport services A5.3 Availability of Bubi public bicycles and shared micromobility tools
	CUSTOMER EXPERIENCE	A6.1 Customer satisfaction indicator
	MULTIMODALITY AND ACCESSIBILITY	A7.4 Proportion of people travelling to or from the suburbs by public transport
COMPLEMENTARY INDICATORS		K1.2.1 Percentage of main cycling network with adequate service comfort K2.1.1 Ratio of pure electric cars and trucks registered in Budapest K2.2.1 Ratio of public transport services provided by modern, accessible vehicles K3.1.1 Passenger safety-perception indicator K3.2.2 Level of satisfaction with passenger information services K3.3.1 Rate of fare integration
INDEX OF PROGRESS		The index shows the progress made in implementing the 44 actions set out in the BMT Objectives

Mobility reporting (Budapest)

1. Indicator code number, title
2. Topic code
3. The indicator infographic
4. Evaluation, analysis
5. Unit of measurement, Baseline, Actual, Target
6. Definition of the indicator
7. Methodology of the calculation
8. Additional information

Core indicators



Code numbering of basic indicators:
A. [Subject number]. indicator number.

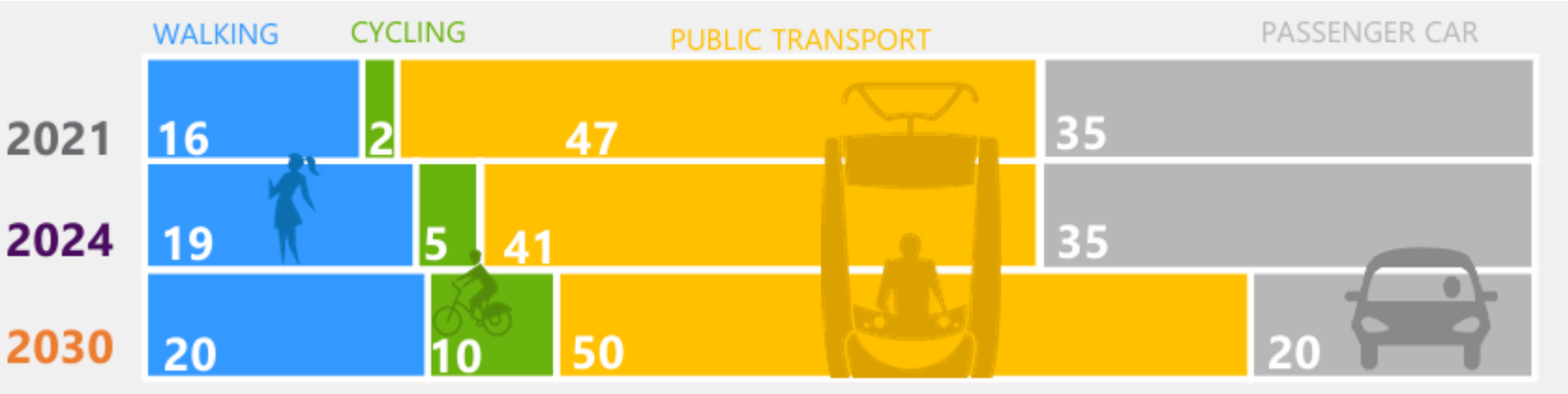
Complementary indicators

Code numbering of additional indicators:
K. [BMT operational target number]. indicator number.

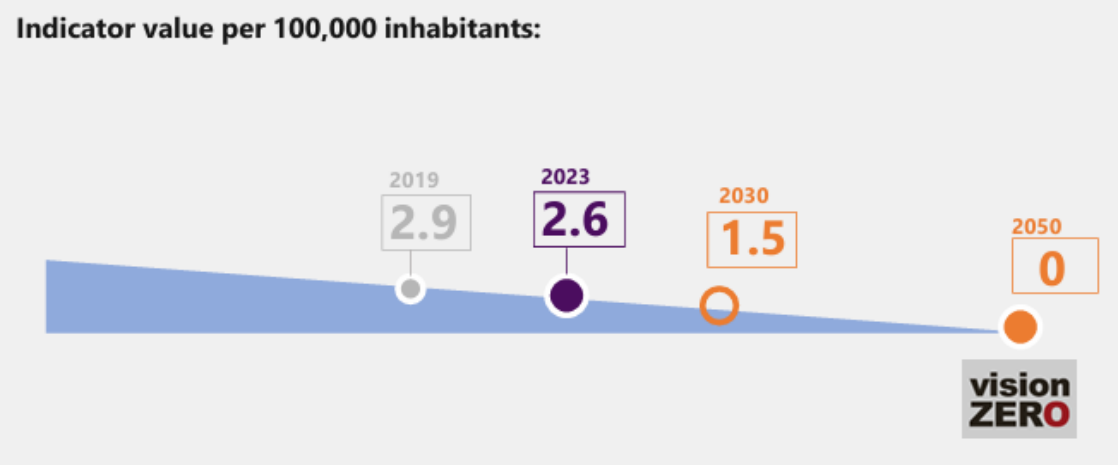
Index of progress

SUMI examples (Budapest)

Modal split



Fatalities

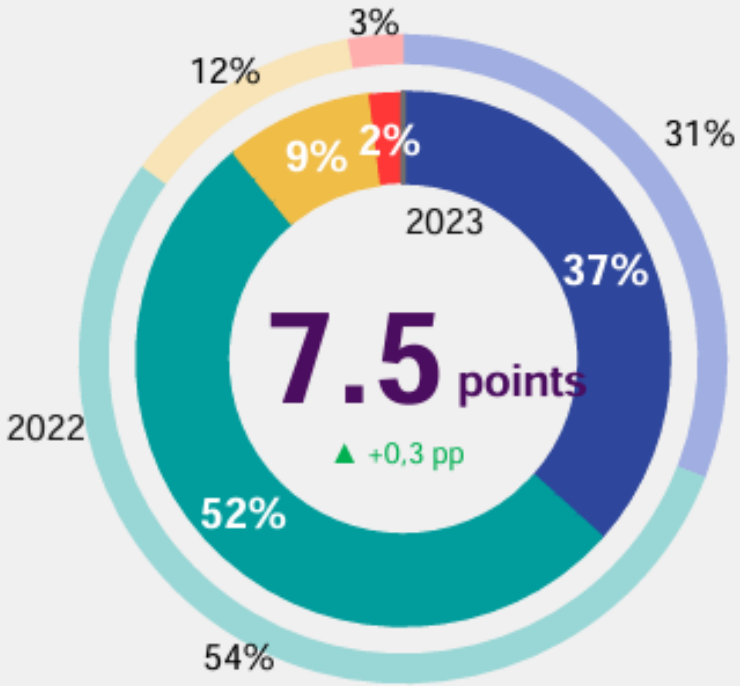


SUMI examples (Budapest)

Transport energy use

Accessibility

SUMI examples (Budapest)



Satisfaction with public transport	2022	2023	
Overall satisfaction	**7.2**	**7.5**	▲0,3
Availability	7.5	7.8	▲0,3
Passenger information	7.5	7.7	▲0,2
Staff	7.2	7.6	▲0,4
Speed	7.3	7.6	▲0,3
Reliability	7.2	7.6	▲0,4
Security	7.1	7.5	▲0,4
Comfort	6.7	7.2	▲0,5
Price level	6.2	7.1	▲0,9

▼/▲ = significant difference compared to previous measurement

Base: public transport users, n=1000

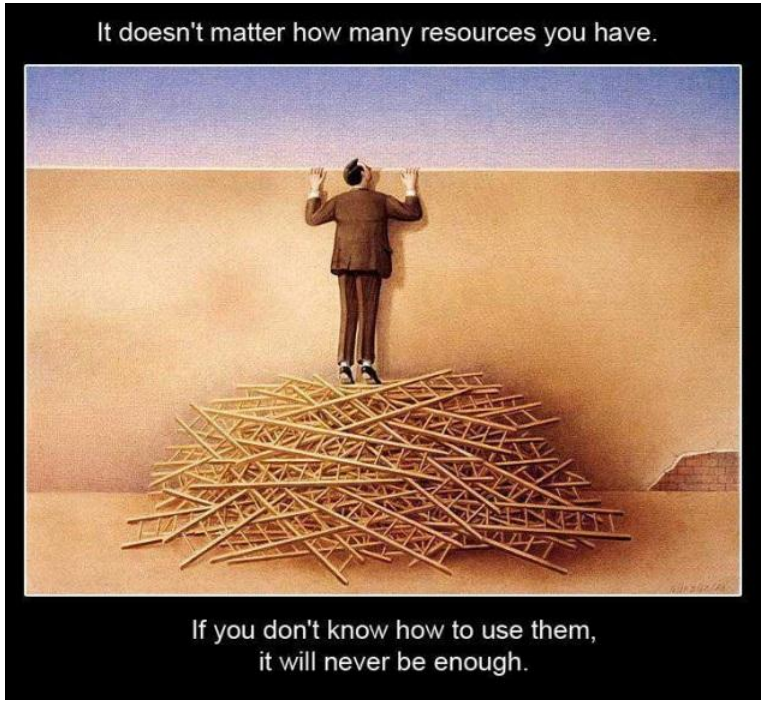
Fully satisfied | Rather satisfied | Not satisfied | Not satisfied at all

4. Challenges

Plans are easy, change is hard!

Main barriers

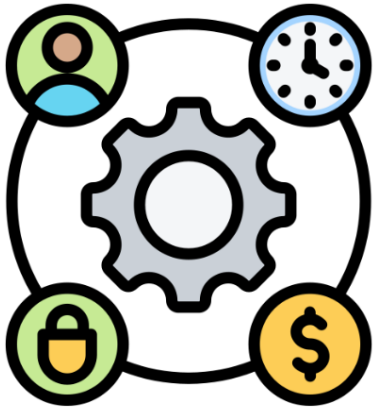
- Political will, inconsistency of actions and plans
- Limited staff resources
- Lack of vision
- Lack of clear responsibilities
- Data availability
- Lack of stakeholder involvement
- Funding
- Resolving conflicting interests
- Domination of traditional transport planning



What could help?

- Learning from each other, Case studies
- How to sell the plan, and encourage decision-taking
  - Right framing of the issues
  - Sense of ownership – participation
  - Pressure of Monitoring & Evaluation (SUMI)
  - Quick wins, Testing out

Resources

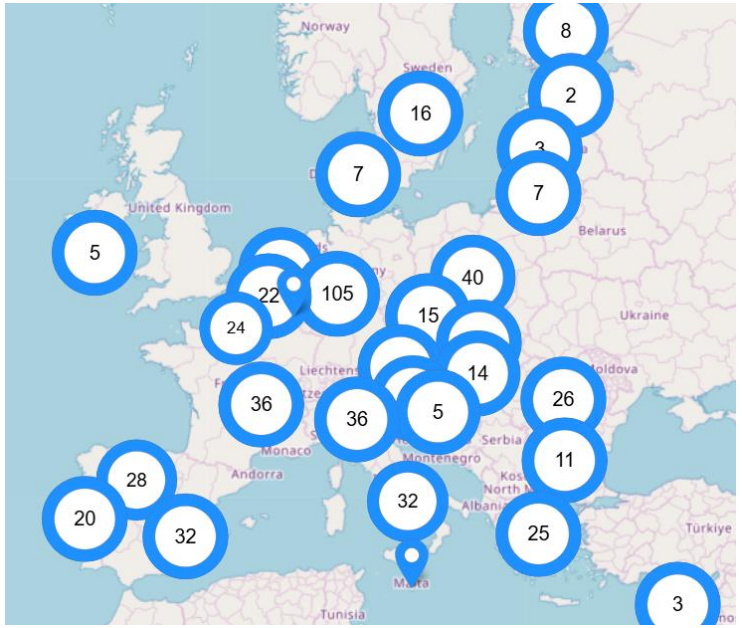


Official Guidelines:

examples, practical considerations, checklists

https://urban-mobility-observatory.transport.ec.europa.eu/

UMO's EU city database on SUMPs
(c. 550 SUMPs around Europe,
5 listed in Ireland: Cork, Dublin, Galway, Limerick, Waterford)



Thank You

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