



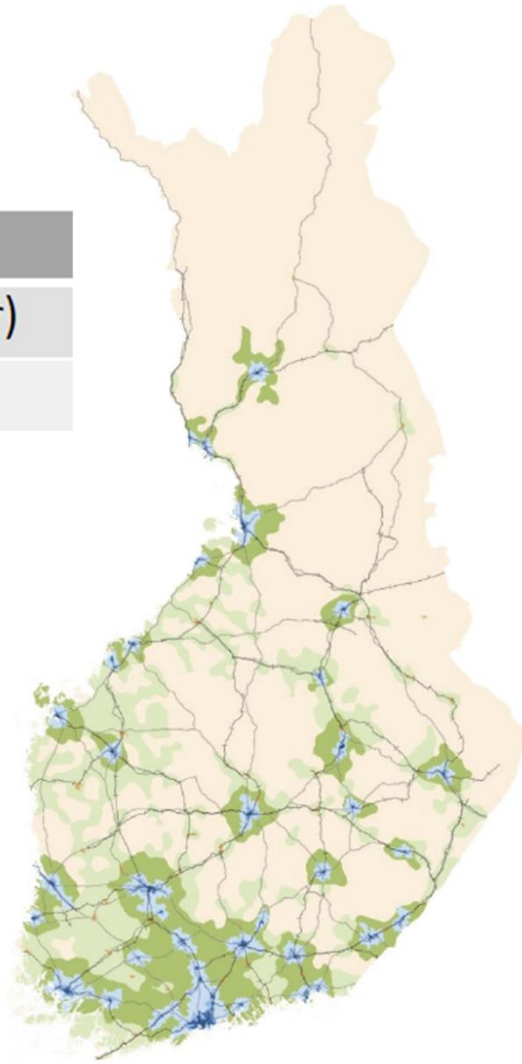
SUMPs in the Finnish context

Tytti Viinikainen, Finnish Transport Agency

5.5 million inhabitants

338 440.83 km² (10.2% water)

18.1 persons per km²

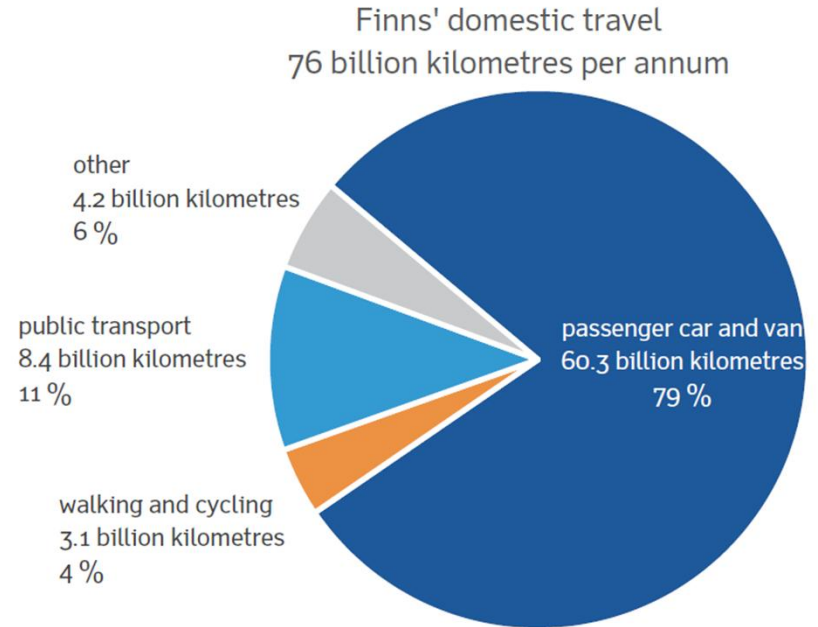
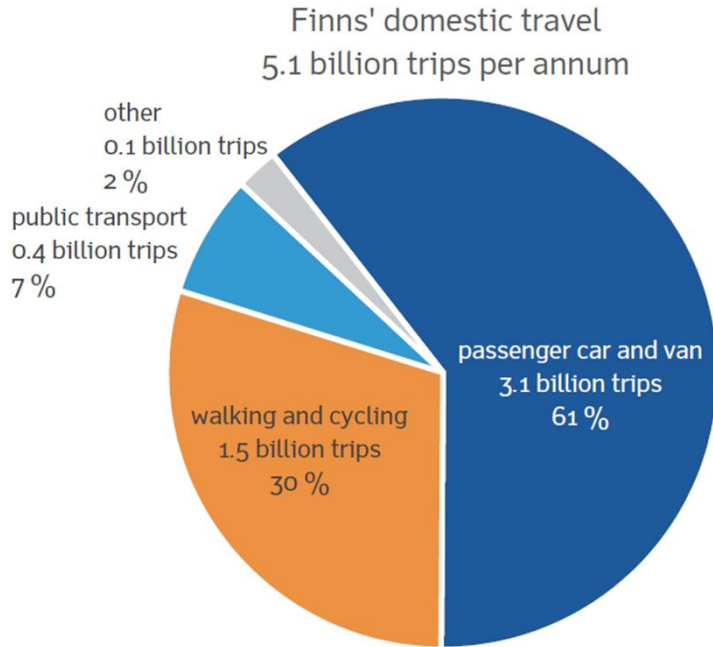


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Urban-rural Classification

- inner urban area
- outer urban area
- peri-urban area
- local centres in rural areas
- rural areas close to urban areas
- rural heartland areas
- sparsely populated rural areas

Modal share in Finland (2016)





Finnish approach to SUMP

- Finland participated in the Endurance EU-project -> national discussions on the SUMP concept
- Conclusion: several existing plans similar to SUMPs, thus the concept has not been actively promoted as such
- However, a few cities and towns have used the SUMP method in their own planning



SUMP guidelines:

“Such a plan should not be considered as ‘yet another plan’. Instead, a Sustainable Urban Mobility Plan should build on existing planning practices and take due consideration of integration, participation and evaluation principles.”

Guidelines

Developing and Implementing
a Sustainable Urban Mobility Plan

Lahti Direction 2030

The Masterplan and Sustainable Urban Mobility Plan 2017-2020

Sustainable Mobility at Hyvinkää in 2030



THE CITY OF TAMPERE

Helsinki Region Transport System Plan

The Regional Transport System Plan 2035 - Turku region



The Finnish counterparts of SUMP: Transport System Plans

- **Transport System Plan** – long-term strategic plan that aligns regional transport policy
- Whole transport network with different modes: walking, cycling, public transport modes, passenger cars, freight transport
- An integrated approach, considering the whole system instead of separate modes or projects
- Produces also a letter of intent between parties
- Almost all big and middle-sized city regions in Finland have Transport System Plans of their own

-> These plans cover many elements of SUMPs

-> Need for improvement: citizen participation; cross-sectoral approach; indicators and monitoring; role of new mobility services; urban logistics

In addition, in some regions there are more operational plans called **Plan for Sustainable and Safe Mobility** = a municipal / regional traffic safety plan with extra emphasis on sustainability, especially mobility management



The Finnish counterparts of SUMP: City level strategies/ transport plans/ “actual” SUMPs

- Most cities and towns make their own transport strategies or plans, covering not the whole region but only the city itself
- There are elements of SUMPs, but this varies from city to city
- The first plan that was actually called SUMP was made year 2016 in Hyvinkää (town with 45 000 inhabitants, many commuters to Helsinki)





The Finnish counterparts of SUMP: City Master Plans

- City of Lahti has integrated the SUMP process in City Master Plan preparation
- City of Tampere following?



THE CITY OF TAMPERE

Lahti Direction 2030

The Masterplan and Sustainable Urban Mobility Plan 2017-2020



The SUMP concept compared to the Finnish counterparts (1)

SUMP: Goals and objectives

- Improving accessibility of urban areas, providing high-quality & sustainable mobility and transport
- The 'functioning city' and its hinterland rather than any administrative region

SUMP: Long-term vision and clear implementation

- Presents / is linked to existing long-term strategy for the urban area & transport and mobility infrastructure and services
- Includes an implementation plan (e.g. timing, responsibilities, resources)

SUMP: Assessment of current and future performance

- Assessment of present and future performance of the urban transport system -> reviewing the current situation; establishing a baseline; defining performance objectives

SUMP: Balanced and integrated development of all modes

- Balanced development of all transport modes, encouraging shift towards sustainable ones. Integrated set of technical, infrastructure, policy-based and soft measures.
- Public transport, walking, cycling, intermodality, urban road safety, road transport and parking, urban logistics, mobility management, intelligent transport systems





The SUMP concept compared to the Finnish counterparts (2)

SUMP: Horizontal and vertical integration

- Integrated approach with a high level of co-operation, co-ordination and consultation between different levels of government and relevant authorities



SUMP: Participatory approach

- Transparent and participatory approach: should involve the relevant actors (citizens, representatives of civil society and economic actors) throughout the process



SUMP: Monitoring, review, reporting

- Implementation should be closely monitored; progress should be assessed regularly on the basis of selected indicators



SUMP: Quality assurance

- Planning authorities should have mechanisms to ensure quality and validate compliance with requirements of the SUMP concept

