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
Modal share in Finland (2016)

Finns' domestic travel
- 5.1 billion trips per annum
- passenger car and van: 3.1 billion trips (61%)
- walking and cycling: 1.5 billion trips (30%)
- public transport: 0.4 billion trips (7%)
- other: 0.1 billion trips (2%)

Finns' domestic travel
- 76 billion kilometres per annum
- passenger car and van: 60.3 billion kilometres (79%)
- public transport: 8.4 billion kilometres (11%)
- walking and cycling: 3.1 billion kilometres (4%)
- other: 4.2 billion kilometres (6%)
Finnish approach to SUMPs

- 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.”
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 SUMP

- 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.
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 SUMP, 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?

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