



Sustainable Urban Mobility Plan (SUMP)

AWARD 2013



Spotlight on the finalists

Rivas Vaciamadrid (SPAIN)

Rivas Vaciamadrid has witnessed unique growth in its population: from 500 inhabitants in 1980 to 80 000 in 2013. Although this has changed mobility patterns, 39.5% of daily trips are still made by people commuting to Madrid. As private vehicles account for 81 % of transport related energy consumption, with its SUMP, Rivas Vaciamadrid aims to reduce this proportion while also improving road safety and reducing noise and air pollution. For example its 'School Paths' programme includes a municipality-wide road safety educational programme and involves specific schools in family/teacher discussions on their school's mobility. The SUMP was drawn up following the mobility department's extensive collaboration with related departments such as environment, safety, education and health. Additionally through cross-sector working groups, Rivas Vaciamadrid brought together municipal politicians, technical staff, environmental NGOs, transport operators and users, and local businesses, among others. The jury commended Rivas Vaciamadrid for its excellent understanding of how to take social, economic and environmental policy criteria into account in transport planning through establishing cross-sectoral working groups.

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Strasbourg (FRANCE)

Strasbourg started its journey towards sustainable urban mobility in the 1990s with the reintroduction of a modern transport system. In addition to constructing an interconnected public transport system, the city also improved cycling infrastructure to combat a drop in the cycling modal share. In the 2000s an SUMP was developed with the aim of reducing car journeys and promoting multimodal transport. Strasbourg works towards these goals through actions such as: the 'affordable fare structure' which ensures access to public transport for households with limited income; introducing alternative fuels for buses and trams; and cross-border collaboration to extend the tram line to the German city of Kehl. Given the interrelation with other fields of competence at state, regional and local level, Strasbourg's city transport department worked with its departments for health, economic development and urban ecology, among others, to develop its SUMP. The jury praised Strasbourg for its strong commitment to sustainability principles in its transport planning, and for translating all dimensions of sustainability – social, environmental and economic – into actions. It highlighted in particular the city's commitment to the often neglected social dimension with its advanced public transport ticketing system.

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Vitoria-Gasteiz (SPAIN)

Growth induced challenges led Vitoria-Gasteiz to debate the city's sustainable mobility. To enable discussion, it set up a Citizens Forum for Sustainable Mobility in 2006 and an interdepartmental coordination committee. As a result, its first SUMP was approved in 2007. The plan aimed to reorganise the traffic, free up space, improve coverage of the transport network, consolidate the network of cycle paths and set up a network of pedestrian walkways. One of the city's key strategies to achieve these objectives is the 'superblocks' concept, a concept which defines urban cells within the city and only allows motorised transport on the outer streets, leaving the inner streets for pedestrians, cyclists and services. This strategy has successfully led to a higher modal share for walking. The city's SUMP goes beyond transport and also extensively incorporates public space. Thus working groups, run by the Citizens Forum for Sustainable Mobility, also involve municipal departments such as the local police, the department of economic development, the public health unit and the environmental studies centre. Vitoria-Gasteiz's consistent combination of transport planning with urban planning was lauded by the Jury, which particularly commended the city's integrated efforts to reduce the adverse impact of transport on the climate and citizen's health.

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