

ACTIVITY 2: TRAINING ON DEVELOPING AND IMPLEMENTATION OF SUSTAINABLE URBAN MOBILITY PLANS (SUMP)

Public Transport, Parking Management and Park & Ride

Technical Assistance for development of sustainable urban mobility plans for five municipalities and providing training on developing and implementation of sustainable urban mobility plans [LRCP-9034-MK-CS-CQS-A.1.1.5]

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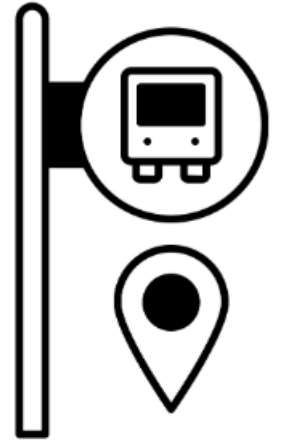
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Why the Public Transport?

- Accessibility for all social groups.
- Reducing transport emissions.
- Supporting compact urban development.
- Reducing congestion and land consumption



Planning for attractive public transport is explicitly treated in the SUMP framework as a key policy field linked to **accessibility, inclusion, climate, livability** and **sustainable mode shift**.

The Foundation of the SUMP Mandate

Public transport is explicitly treated in the SUMP framework as the essential baseline for sustainable urban development. **It is the prerequisite for shifting travel behavior away from private cars.**



Accessibility

Connecting populations to economic centers and attraction points.



Inclusion

Guaranteeing mobility for non-driving demographics.



Emission Reduction

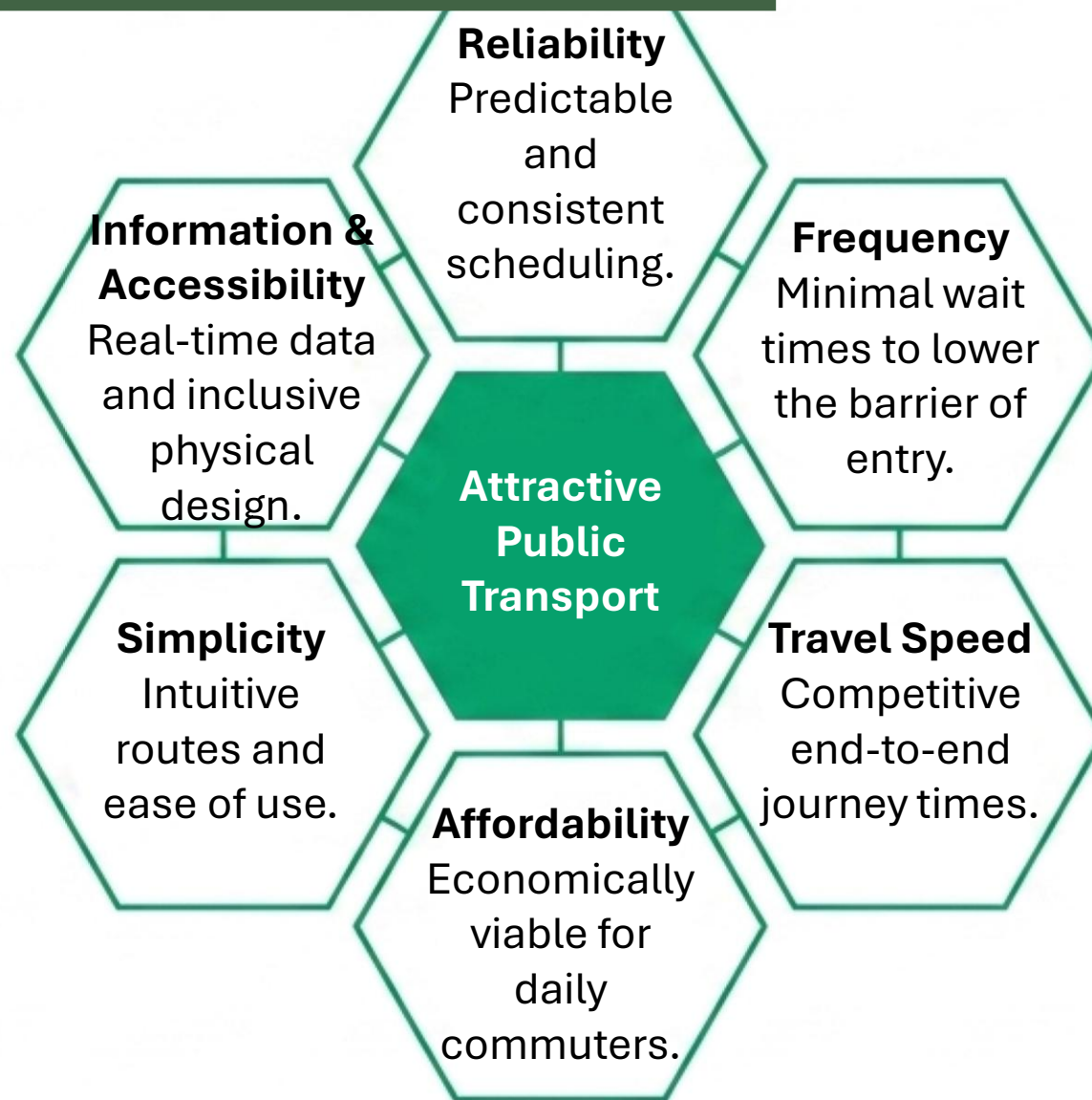
The primary driver of municipal climate targets.



Livability

Reclaiming urban space through efficient land use.

Designing an Effective Public Transport



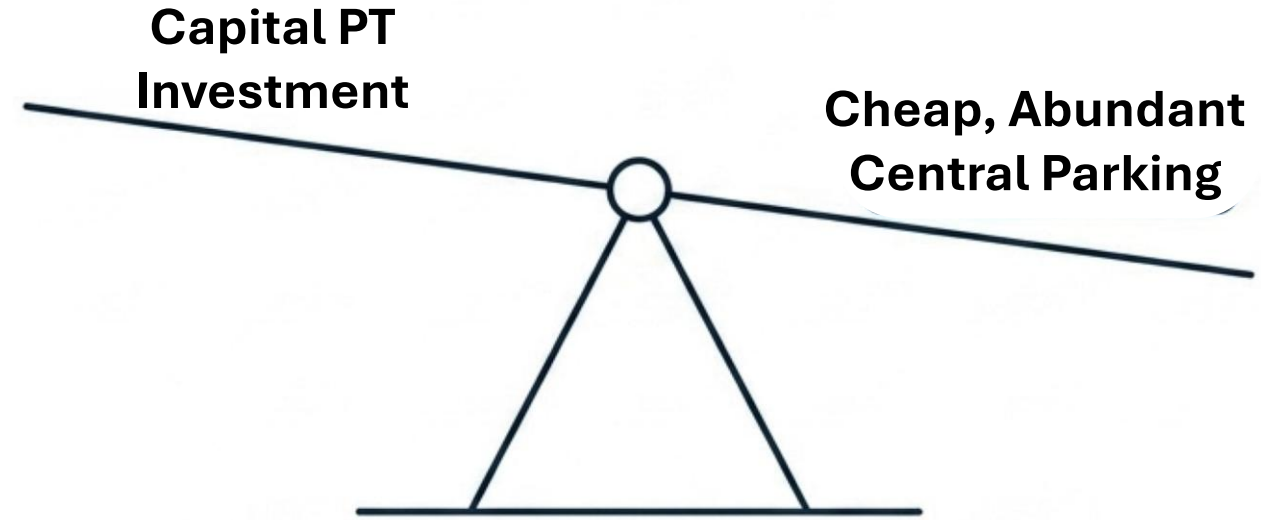
Why PT improvements alone may not be enough?

Core Insight

Travel choices depend heavily on how easy car use remains.

The Conflict

Good public transport makes sustainable travel possible. But if city-center parking remains cheap and abundant, the incentive structure fails. The behavioral shift toward transit is blocked by the subsidized convenience of driving.



No matter how frequent or reliable the public transport, travel choices ultimately depend on how easy car use remains.

If destination parking is abundant, free and unrestricted, the behavioral incentive defaults to the private vehicle.

Redefining Park & Ride

The Definition:

P&R links car travel from outer, disconnected areas with the primary public transport system.

The Purpose:

It serves as a tool for gradual access management in cities where full car restrictions are not yet politically or practically feasible.

The Golden Rule:

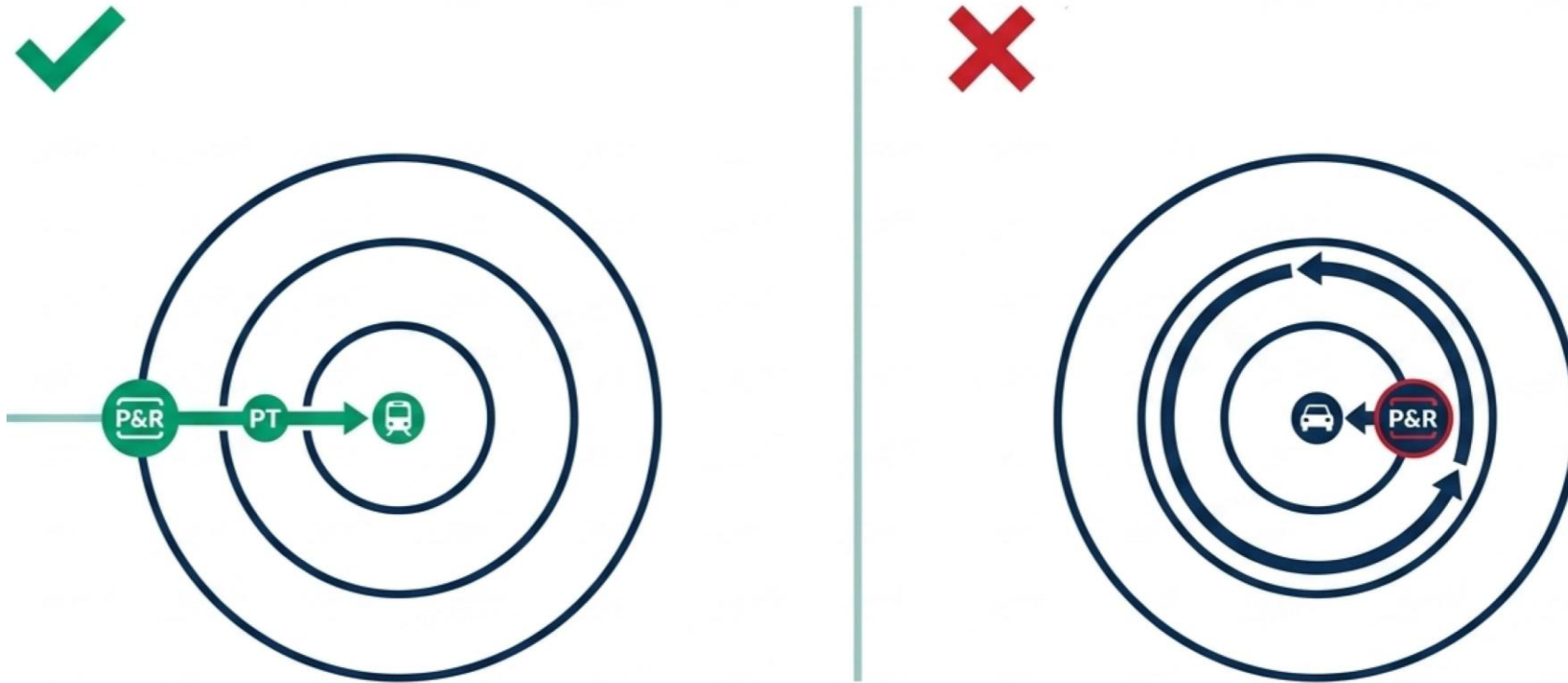
Park & Ride must explicitly replace central parking pressure, never add to it.

A Key Principle for Park & Ride

- Park & Ride should replace central parking pressure
- It should not simply add more parking near final destinations
- It should encourage transfer to urban public transport
- It works best as part of a wider access strategy

Park4SUMP's key messages state clearly that Park & Ride should replace, not add to, city-center parking, and should be located closer to origins than destinations to encourage use of urban public transport.

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P&R Works as an interceptor strategy. It must be located closer to the origins than the destinations.

Adding P&R near final destinations fails because it draws car traffic directly into the urban core.

Parking as a Demand Management Dial

Parking policy is one of the most direct tools to influence destination choice and car use.

Supply



Limiting absolute numbers to physically cap vehicle influx.

Location



Strategically placing parking away from congested centers.

Pricing



Using differentiated tariffs to influence trip necessity and duration.

Duration



Implementing strict time limits to force turnover for short-term users.

Smarter Parking Unlocks Urban Value



Efficiency

Reduces cruising congestion and improves spot turnover for short-term users.



Vitality

Frees public Street space for active mobility and significantly supports local business access.



Reinvestment

Generates direct revenue that can be ring-fenced for sustainable mobility measures.

The Illusion of Isolated Planning



Improving Public Transport is essential, **but often insufficient on its own.**

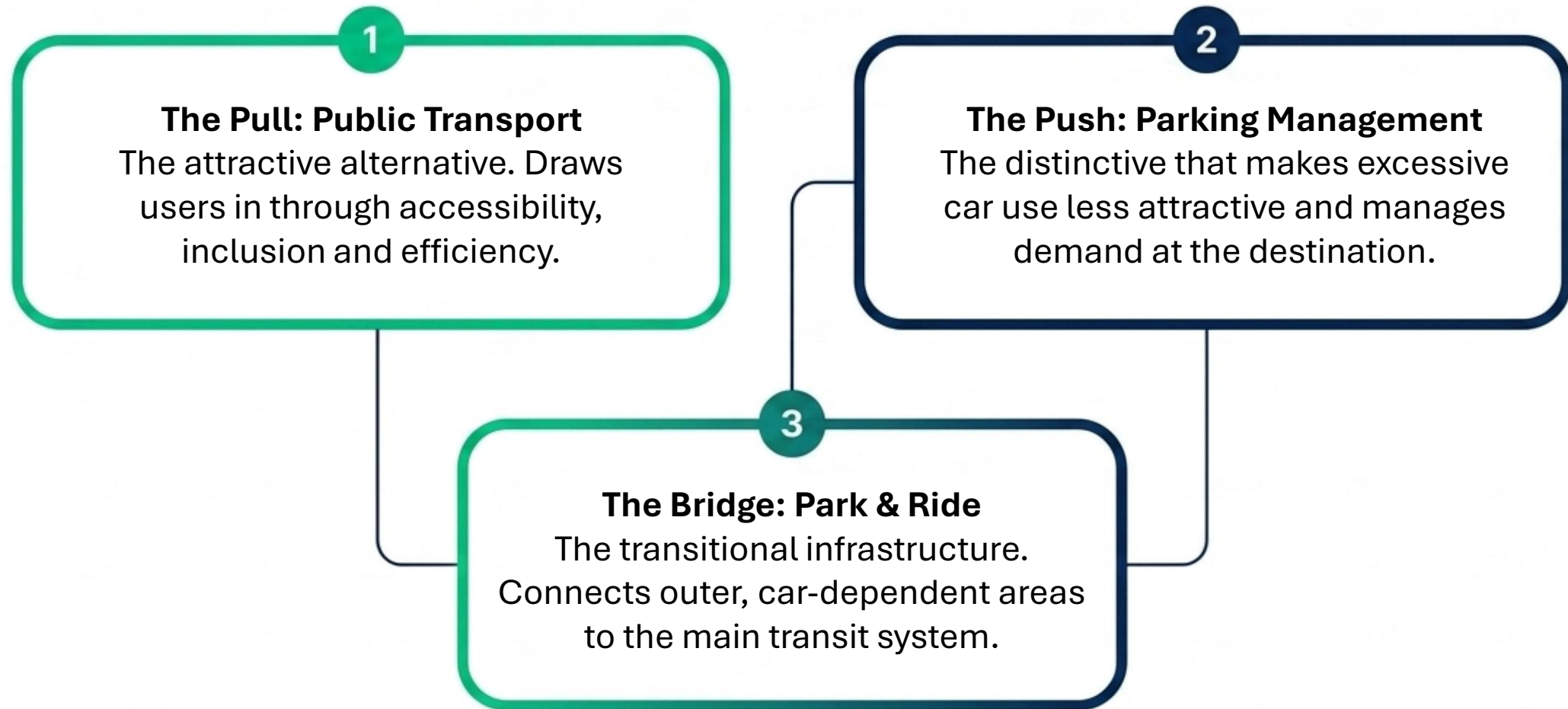


Travel choices are dictated by convenience.
If car access and parking remain cheap and effortless, behavior will not shift.

Time and Cost are the two essential variables that affecting the individual travel behavior and mode choice.

Public transport and **parking** cannot be planned separately. They shape the entirety of urban travel behavior.

The Behavioral Engine: Push, Pull and Bridge



Diagnostic Policy Matrix: Isolated vs. Integrated Interventions

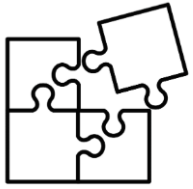
	PT Investment Alone (Isolated Pull)	Parking Restrictions Alone (Isolated Push)	Integrated SUMP Approach (Push+Pull)
Mode Shift	Low (Drivers still drive) !	Public backlash (No alternative) !	High (Multiplicative effect) ✓
Congestion Reduction	Minimal impact	Reduced cruising but harms access	Systemic reduction ✗
Revenue Generation	High capital drain, low farebox recovery	Generates municipal funds	Park funds sustainable PT measures ✗
Space Reallocation	No Street space reclaimed	Reclaimed space but risks business sector	Space confidently reallocated for active transit/livability ✗

Integrated Mobility and Multi-Modal Transport Planning

To achieve modal integration across the urban transport system, all modes of transport must be addressed in a coordinated and holistic manner. In line with SUMP principles, the key objectives of this integrated approach are as follows:

- ✓ To **maximise travel comfort and efficiency** across all transport modes, ensuring seamless intermodal connectivity and reduced overall journey times;
- ✓ To **reduce private car dependency** in the urban area, thereby alleviating congestion and reclaiming public space for sustainable uses;
- ✓ To **enhance the performance and operational efficiency** of the public transport network, through improved service frequency, reliability, and accessibility;
- ✓ To **promote and expand non-motorised transport (NMT) infrastructure**, including walking and cycling networks, as environmentally sustainable and active mobility solutions;
- ✓ To **minimise noise pollution, visual intrusion, and air quality degradation** attributable to high traffic volumes, in accordance with EU urban mobility and environmental standards.

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Spatial Integration:

Setting up the multimodal transfer hubs (car parking, bike stops, PT stops etc.)
Comfortable walking paths and waiting areas at the transfer points.
Physical improvements to decrease seasonal affects



Payment System Integration:

Intelligent, technologic and integrated payment systems among transport modes
(Parking fees, PT tickets, shared bike system payment integration)



Institutional Integration:

Data driven analysis to identified integration potentials.
Public transport authorities, Parking system authorities, Active mobility authorities
to work collabratively in terms of data collection, analysis and planning.



Passenger Information System:

Intelligent passanger information system input at the transfer hubs, stop points and
parking areas.

A Simple Integrated Policy Package

Coherent measure packages are significantly stronger than isolated, disconnected actions.

The PT Upgrades (Pull)



Increased frequency on core bus services.



Implementation of strict bus priority lanes on key corridors.



High-frequency PT links explicitly connected to peripheral nodes.

The Parking Interventions (Push)



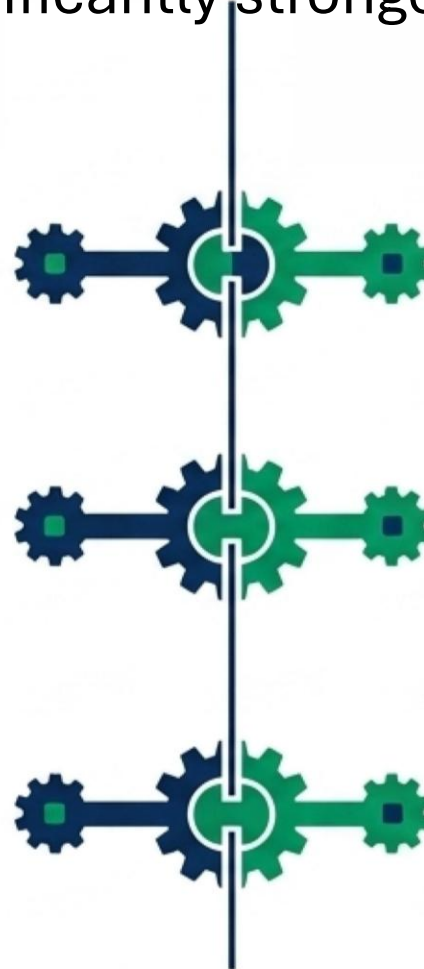
Pricing enforcement in central parking areas.



Strict time limits implemented for prime spaces to force turnover.

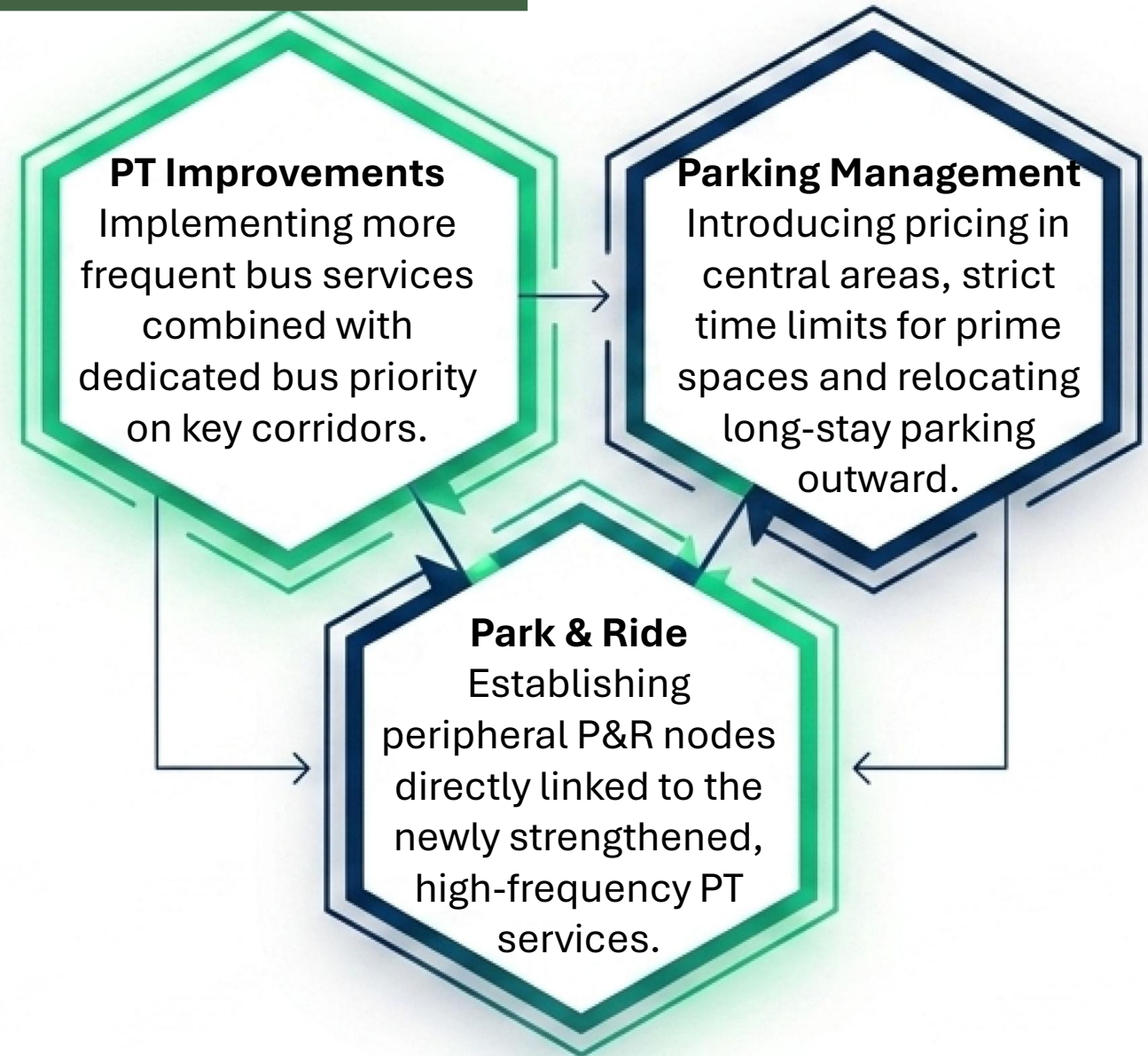


Relocation of long-stay parking to the outer P&R intercept nodes.



Constructing a Simple Integrated Package

Coherent measure packages are exponentially stronger than isolated interventions.

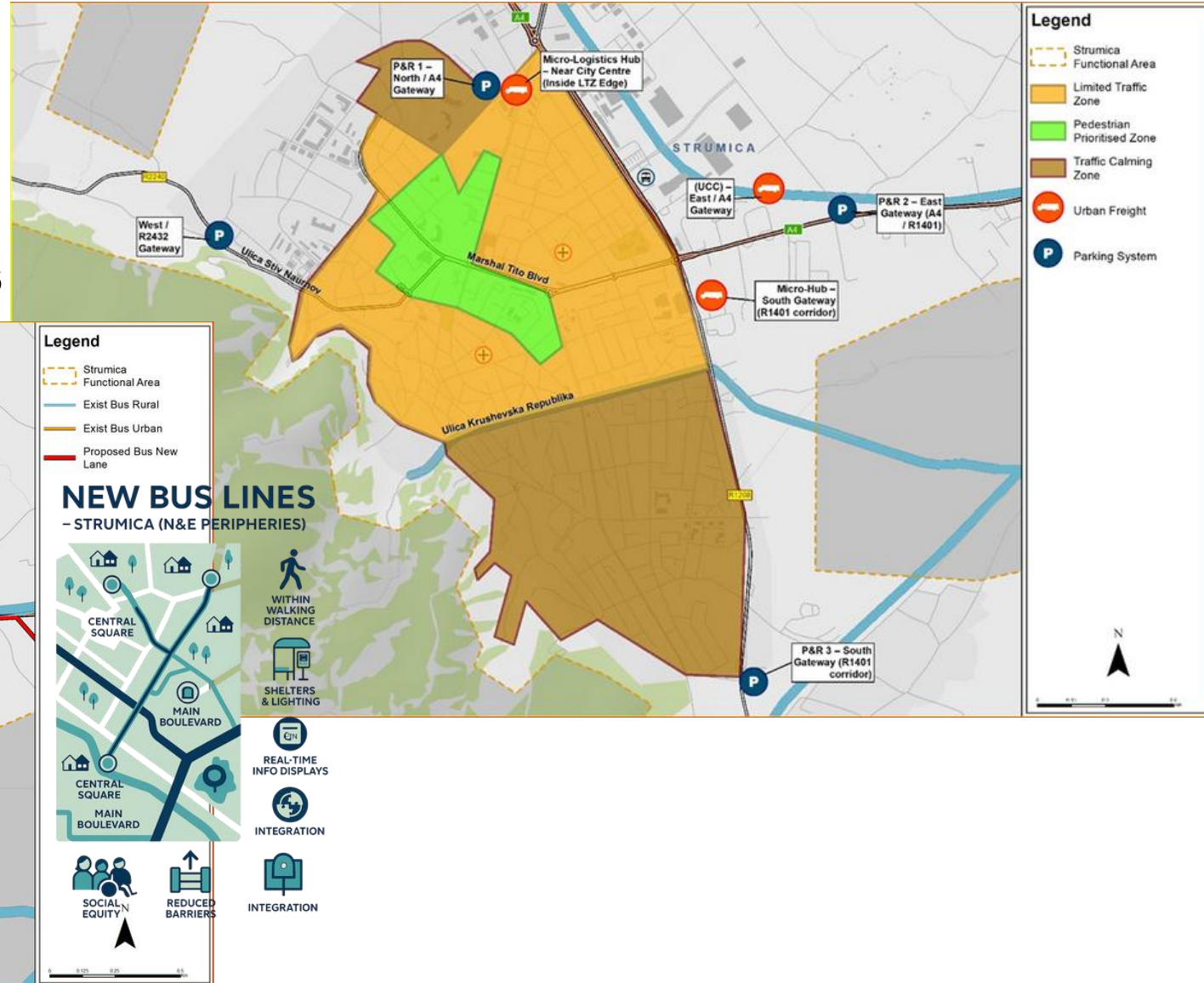
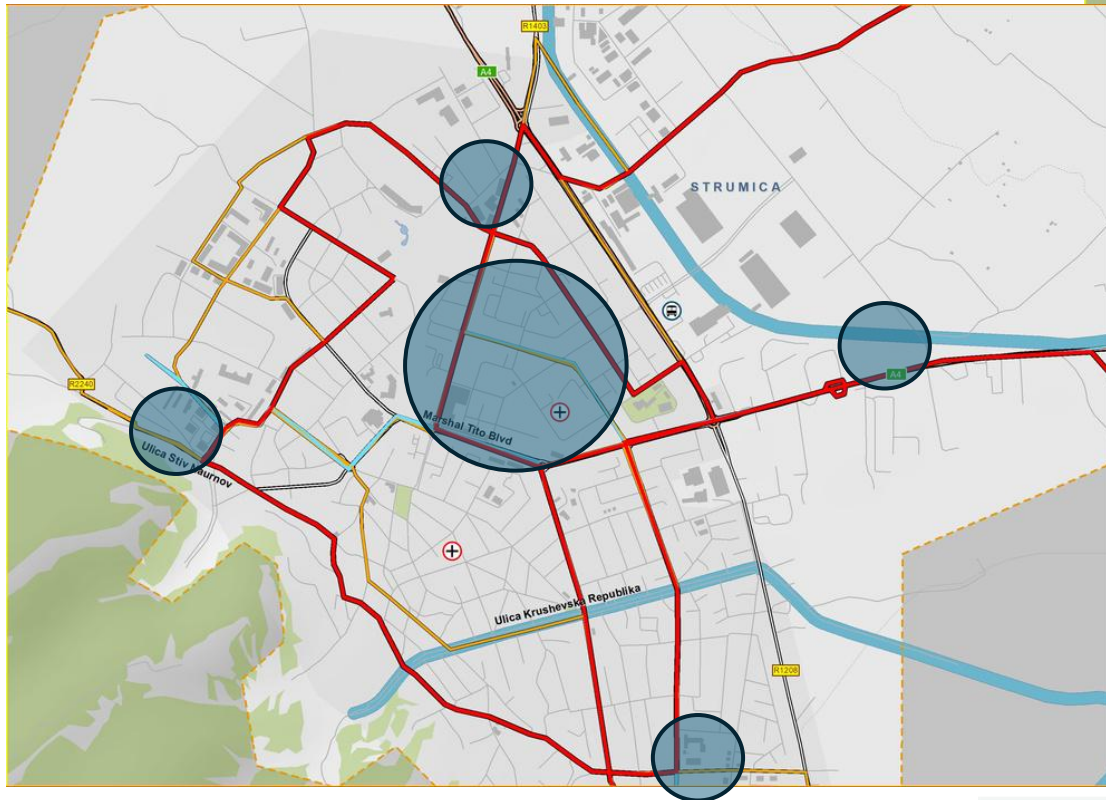


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Developing Transport Alternatives	Measures to Encourage Use of Alternative Modes	Land Use Management	Policies & Programmes
<i>Mobility solutions</i>	<i>Demand management tools</i>	<i>Urban planning tools</i>	<i>Governance instruments</i>
Public transport improvements & network expansion	Road user charging (RUC) / congestion pricing	Smart growth and compact city principles	Travel demand management (TDM) programmes
Non-motorised transport (NMT) infrastructure development	Distance-based charging mechanisms	New urbanism and mixed-use development	Commuter benefits and transit fare subsidies
Ride-sharing & car-pooling programmes	Fuel taxation instruments	Transit-oriented development (TOD)	Campus mobility management plans
Flexible working arrangements & teleworking promotion	Parking pricing and management strategies	Parking supply management	Tourist and visitor transport programmes
Tele-working facilitation to decrease Daily trips	NMT financial incentives and subsidies	Transit-focused growth strategies	Least-cost mobility planning
Bicycle/public transport integration (intermodality)		Car-free urban planning	Performance monitoring & evaluation frameworks
High-occupancy vehicle (HOV) priority schemes		Traffic calming measures	

Example from MK5SUMPS

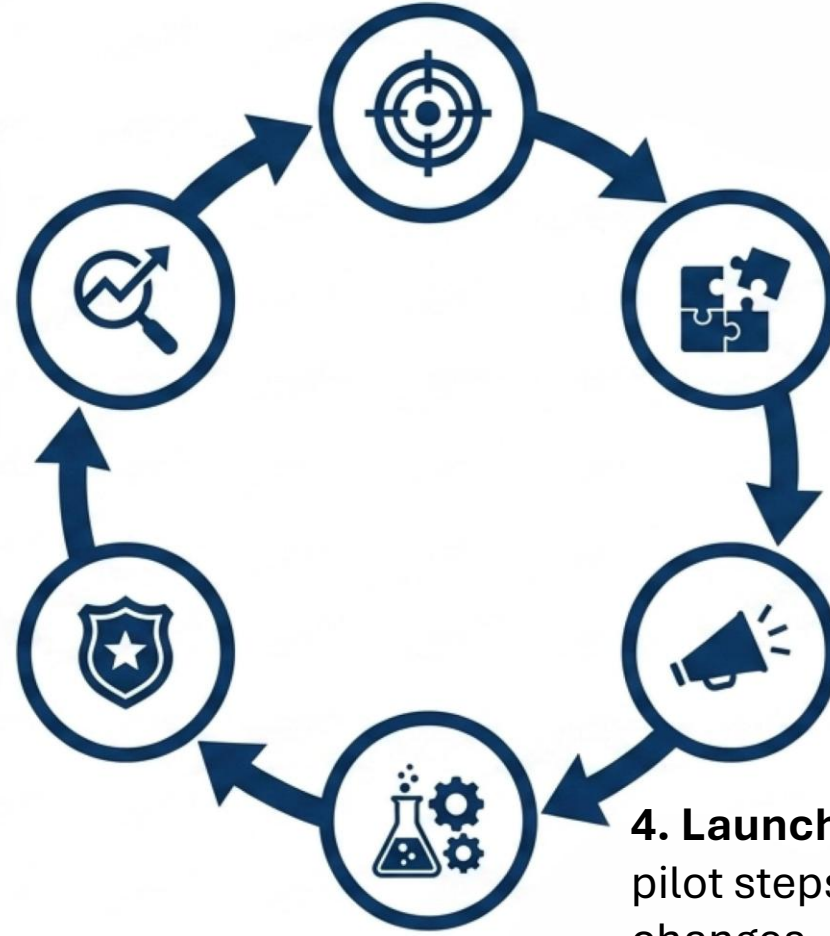
Integrated PT & Park&Ride Facilities



Pragmatic Execution: The 6-Step Implementation Loop

6. Monitor & Adjust: Track ridership vs. central occupancy data; adjust tariffs and frequencies accordingly.

5. Scale Enforcement: Strengthen parking monitoring and enforcement gradually but consistently.



1. Define the Spatial Problem: Map exactly where parking is overused (core) and underused (periphery).

2. Pair the Measures: Combine exactly one PT improvement with one parking demand measure.

3. Communicate the Trade-off: Publicly articulate the expected benefits (e.g. «Parking fees fund this new bus lane»).

4. Launch Pilots: Use temporary, measurable pilot steps before permanent infrastructure changes.

Key Takeaways

- ✓ Public transport and parking policies are interconnected tools within sustainable urban mobility planning.
- ✓ Improving PT alone is often not enough to achieve mode shift if car use remains cheap, easy, and highly convenient.
- ✓ SUMP promotes an integrated approach balancing accessibility, environmental sustainability, economic vitality, and quality of life