

## An Action Plan for the first Dutch Regional SUMP

### Institutional cooperation

#### → Context, objectives and target group

With various local Traffic and Transport Plans reaching the end of their time frames in the Dutch region of North Limburg, eight municipalities as well as the regional authorities themselves decided in 2015 to cooperate and develop one new comprehensive mobility plan in line with the European SUMP guidelines. The plan will replace the regional Traffic and Transport Plan and the eight individual municipal Traffic and Transport Plans. This is a unique and innovative approach in the Netherlands. In February 2016, the participants agreed on an Action Plan that should ensure political approval of the first “regional SUMP” by the end of 2017.

#### → Description of the activities

In June 2015 the Regional Mobility Council (Regionaal Mobiliteitsoverleg, RMO), a working group within the North Limburg regional authorities, took the lead in investigating the possibility to prepare a joint urban mobility plan for the various municipalities in the region.

RMO and Venlo, with support of seven other municipalities in the region, spent around eight months developing an Action Plan setting out the process for how the regional SUMP would be prepared:

- getting acquainted with the SUMP methodology and translating this to a common approach suitable for the local context
- writing the basis for the Action Plan
- making the Plan more concrete with the help of external mobility experts and officials from all the municipalities involved
- establishing a working group consisting of policy advisors from each municipality

### The Netherlands - Venlo



- editing the Action Plan to best reflect the results of the process and make it as readable and attractive as possible
- making a so-called infographic to summarize the plan in an understandable way for outsiders
- informing and engaging managers and department directors, as well as politicians, in all municipalities and the region
- obtaining political approval from the regional mobility council and involved municipalities

The aim of the authorities is that the regional SUMP will be published as an interactive web tool, making paper policy plans obsolete. The future web application should include analysis, vision, targets, and concrete measures. Each viewer (citizen, entrepreneur, municipal representative, etc) can reference if, for example there will be a new cycling lane in their street or when the next citizen participation event will be, an entrepreneur could be interested in policies related to parking places. It is possible for each person visiting the webtool to select specifically the topics or policy plans they are interested in.

## → Costs and who paid them

The preparation of the Action Plan has cost approximately 460 man hours. The budget used can only be calculated in man hours, as no specific budget was reserved to come to the Action Plan. RMO and Venlo municipality spent the majority of these hours, as they were the lead authorities for this process. The other municipalities also participated, e.g. by fine-tuning some of the elements and securing political support. For the development of the Urban Mobility Plan itself (incl. all the workshops), a budget of € 375,000 is reserved.

## → Project objectives, indicators, data and impact/results

OBJECTIVE	INDICATOR
An approved Action Plan for the preparation of a "regional SUMP" by the end of 2017	Level of political support
DATA USED	IMPACT/RESULTS
Official overview of political decisions	Political approval of the Action Plan by all 8 municipalities and the regional authority in March 2016

## → Barriers

- Conflicting local interests (e.g. regarding tourism, freight transport)
- Slow decision-making processes
- Lack of political support in some municipalities (politicians fear they may lose local autonomy)
- Conflicts between regional and local interests
- Unfamiliarity with the European SUMP guidelines

## → Drivers

- Common (regional and local) traffic and transport challenges
- Broad political support and a shared vision that sustainability and citizen participation should be key considerations when developing a mobility plan
- The expiration date of many of the local Traffic and Transport Plans of the 8 towns, giving a natural incentive (and deadline) in 2015 to develop a new plan
- New Provincial policies and new subsidy rules require a strategic regional agenda
- A new cooperation agreement for RMO North Limburg was agreed on in 2015
- Benefits of creating common policies on a regional level: synergy leads to at least 25 % cost reduction

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## → More information

<http://www.rmonoordlimburg.nl/9-content/38-mobiliteitsplan-noord-limburg>  
(in Dutch)



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