

THE CITY OF TAMPERE

Tampere and SUMP Guidelines

Breakfast @ Sustainability's

12th December, Brussels

Sanna Ovaska

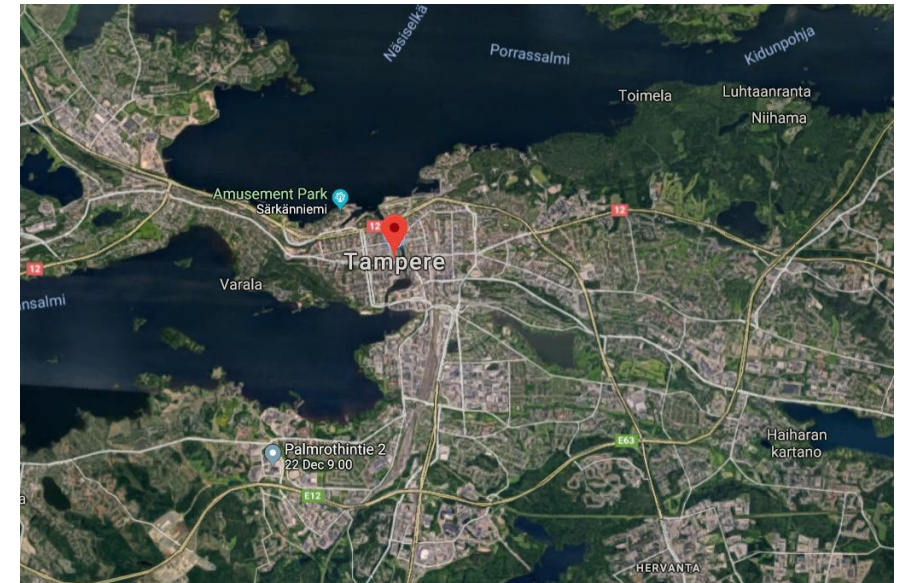




- A very short introduction to Tampere and mobility in Tampere
- SUMP process in Tampere
- SUMP Guidelines, how to develop them and how the guidelines are used in Tampere?

The city centre is already congested with buses, and the narrow neck of land cannot support any more bus traffic.

Greetings from Tampere



Mobility in Tampere: Tramway 2021



City of Tampere / IDIS Design Oy

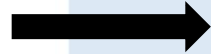


Mobility habits need to change



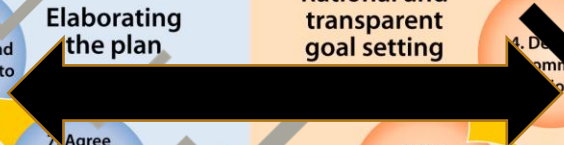
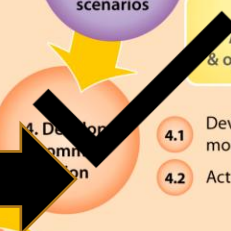
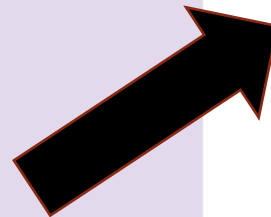
Photos: Tramway Alliance

Pilots to test the effectiveness of the measures

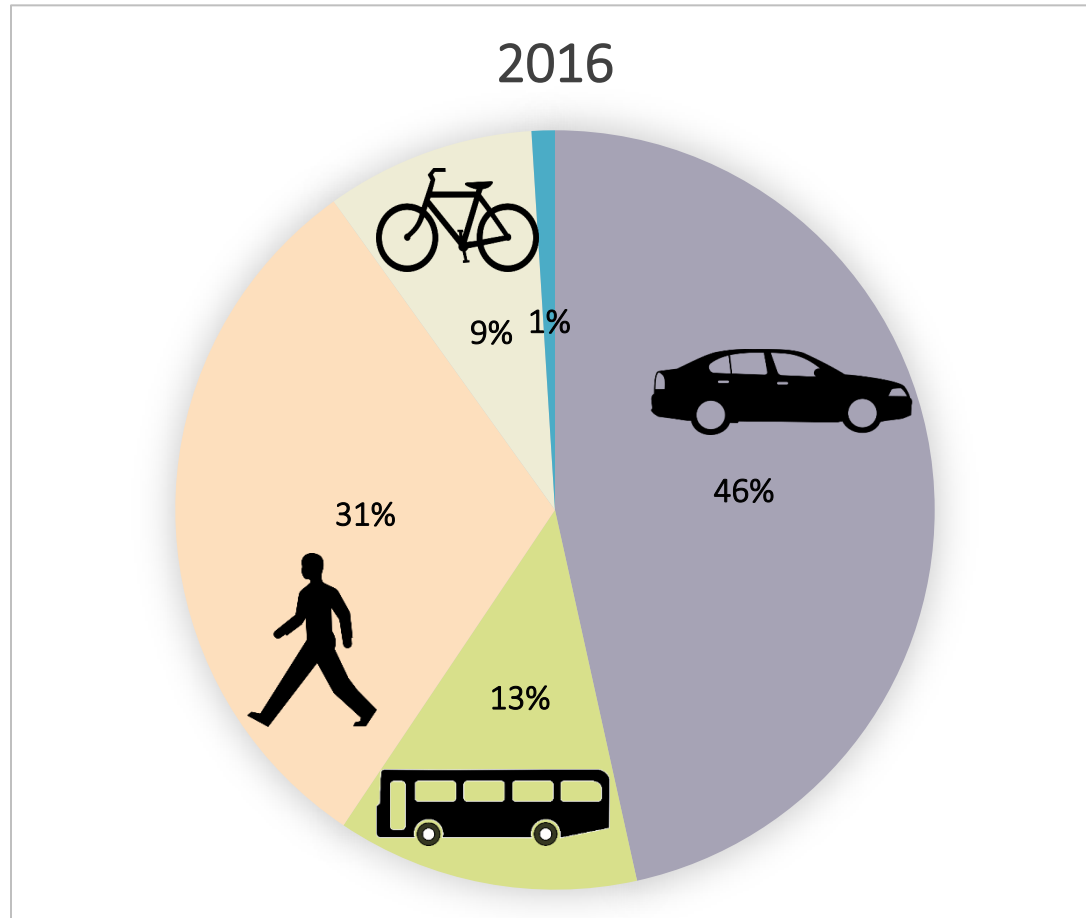


Pre-SUMP 2015
-analysis of the current mobility situation, problems
-recommendations on which topics to concentrate

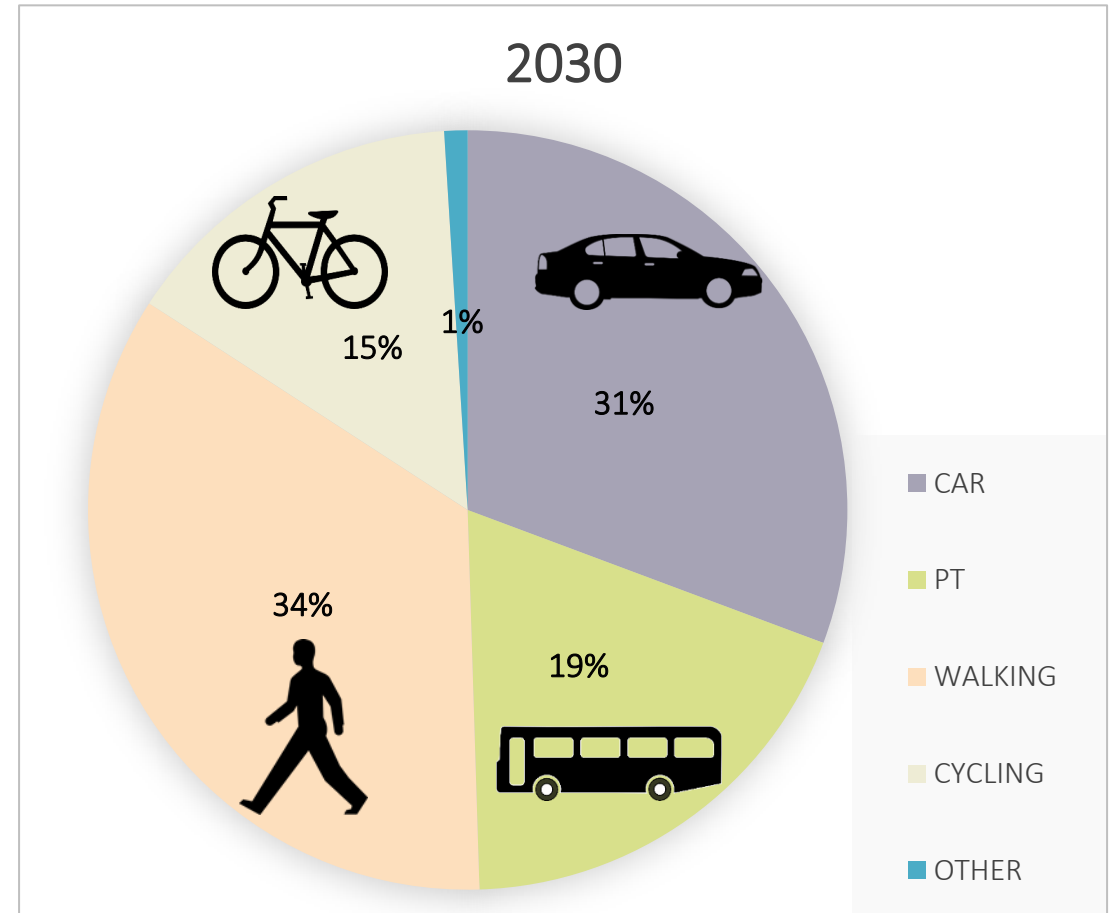
Tramway decision 2016



Tampere carbon-neutral by 2030: Modal Share Target 2030



working day September



- CAR
- PT
- WALKING
- CYCLING
- OTHER



About the guidelines

+++++ SUMP guidelines are professional, comprehensive, flexible. They describe the SUMP process very well.

+++++ Together with all the extra material and SUMP learning programmes, the guidelines give excellent help for the process.

+++++ The guidelines are for all professionals working with mobility.



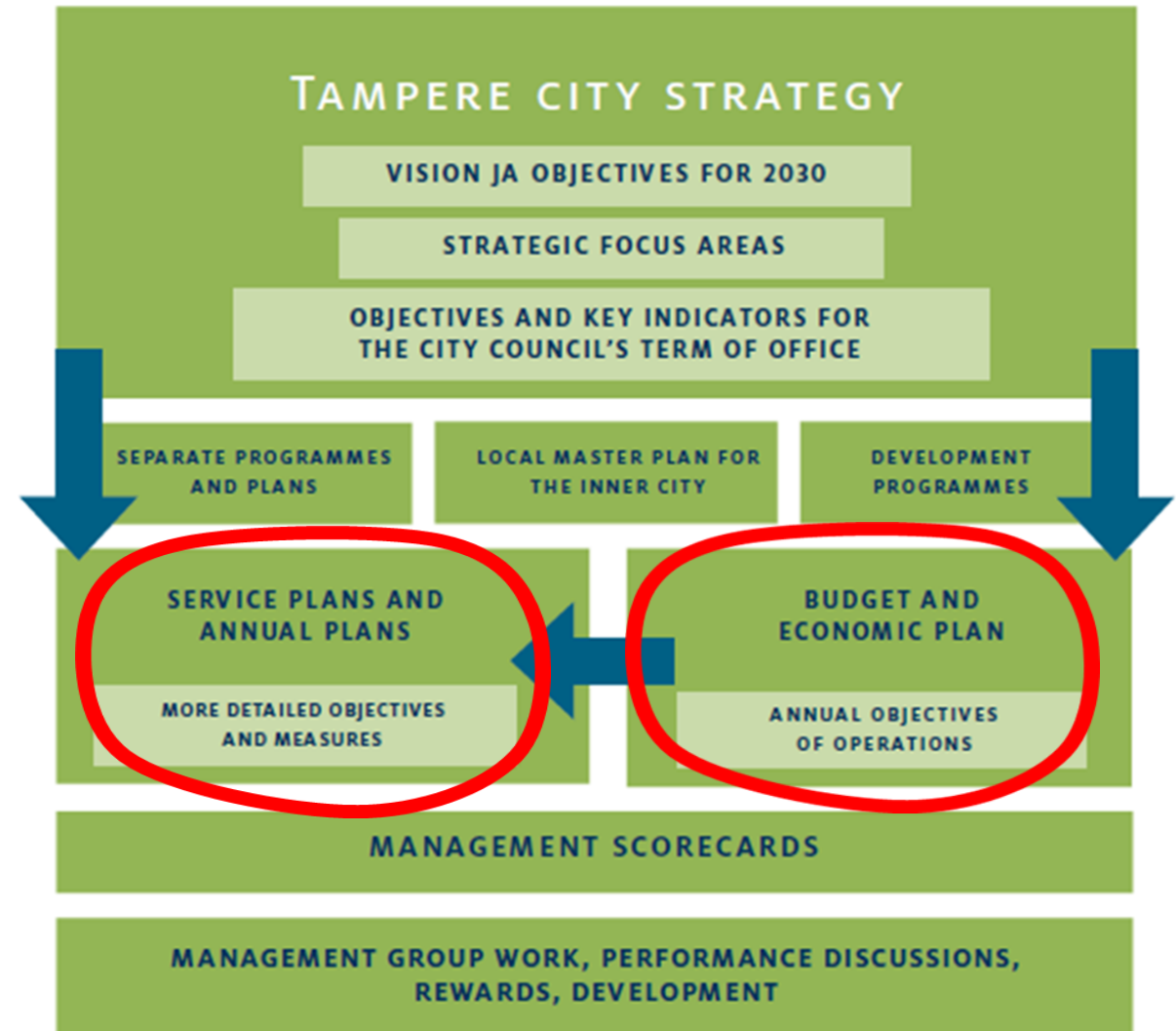
How to develop the guidelines?

- When are we ready to say that we want to reduce the car traffic? Carrots are not enough, sticks are needed.
- Where is the starting point for the process?
- Planning principles, guidelines for traffic planners are important

Starting Point:
"We want to
improve mobility
and quality
of life for our
citizens!"

How to develop the guidelines?

- Measures: every decision matters.
Need for strict political principles, like:
 - traffic hierarchy
 - reduced capacity for cars
 - climate impact evaluation, SUMP evaluation of every decision
 - x €/ % for sustainable modes or mobility management
 - sharing the urban space
 - planning with targets





How to develop the guidelines?

- Pilots, development projects and testing the measures
 - Vision, targets and measures can not be accepted at the same time.
 - Testing the measures is very important
 - Pilots in Tampere, like: city bikes, e-bikes, parking norms + shared cars, school mobility plans, commuter parking, MaaS services, 30 km/h areas, winter maintenance...
 - Many measures are accepted before the whole SUMP programme is accepted.
 - Political situation in Tampere is quite difficult.



How to develop the guidelines?

- Interaction
 - new methods of participation (page 38): co-design, gaming, social media, chats
 - Participation for itself? For which purpose and which question to ask/ what to decide? How to utilise the result?
 - Our experience: smaller, limited topics (city strategy vs. commuter parking maps)

Thank you!

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