

Integrating Land Use Planning in SUMP

July 2026

SUMP Fundamentals Training



Cofinanciado por:



Conclusions

Different moments to produce a SUMP

1.

When urban planning documents do not exist.

The SUMP needs to be self-supporting; it can also participate in defining urban strategic planning (and land-use vision).

2.

When a city has recently produced or updated a strategic land-use plan.

It allows the SUMP to take foundations in the strategic urban vision and to develop the mobility vision accordingly.

3.

When strategic land-use plans are outdated or fail to define a clear vision for mobility planning.

SUMPs' key issue will be to define long term mobility vision (it must not be obsolete in the short term).

4.

When strategic documents being produced simultaneously (ideal, yet quite uncommon case).

Importance of organising various rounds of discussion to find consensus.



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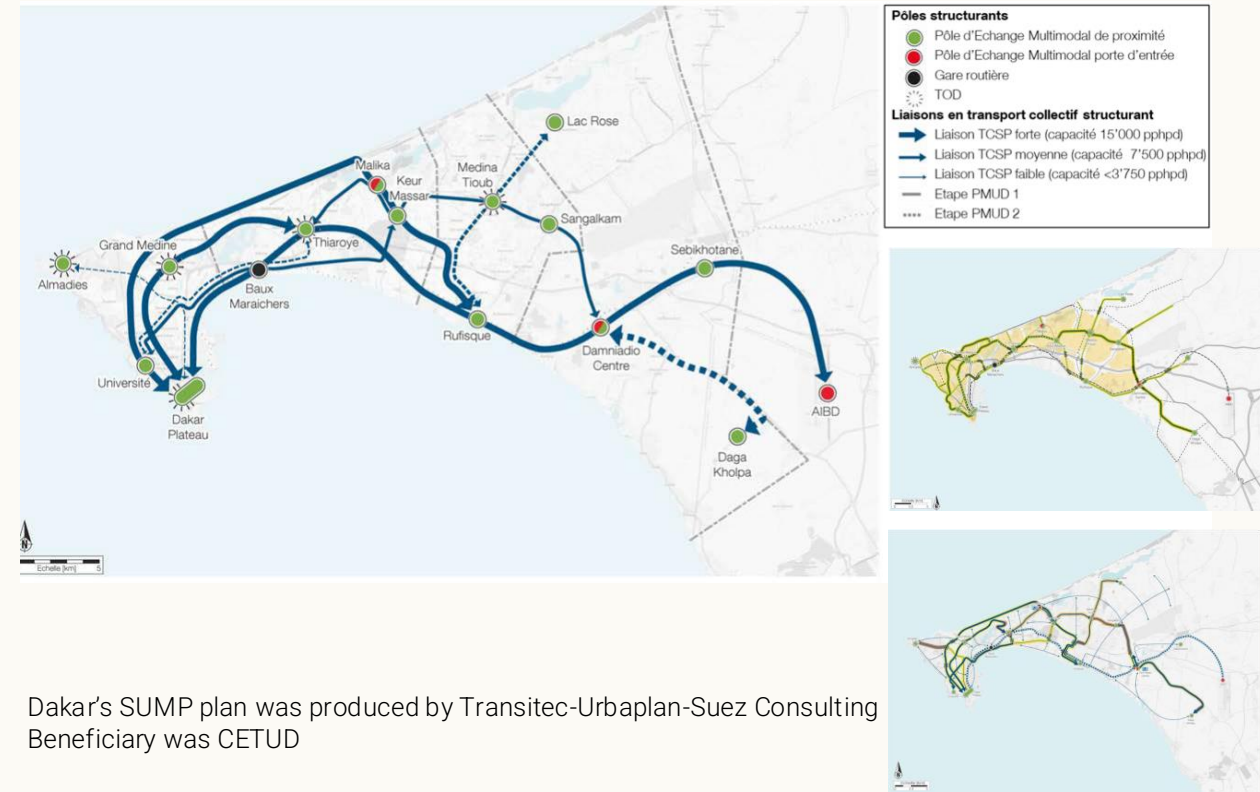
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Dakar, Senegal

The SUMP structures the future public transport main structure around these hubs, defining **main and secondary** ones in line with the decisions from the urban plan.

Non-motorised modes, and road hierarchy follow and complete the vision for the city.



Dakar's SUMP plan was produced by Transitec-Urbaplan-Suez Consulting
Beneficiary was CETUD



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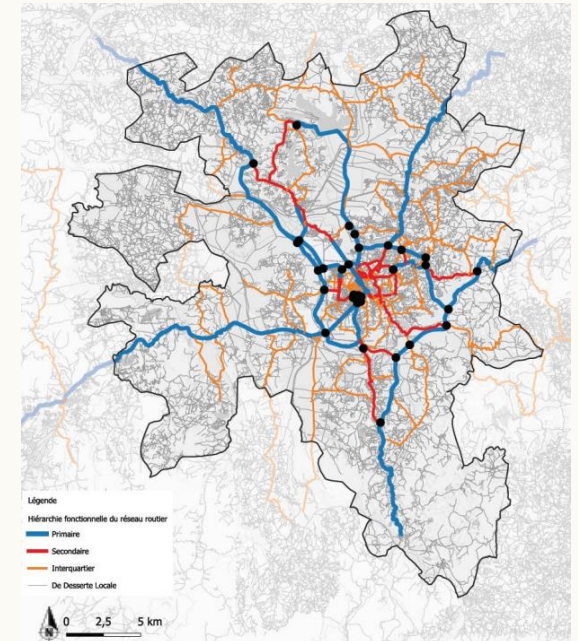
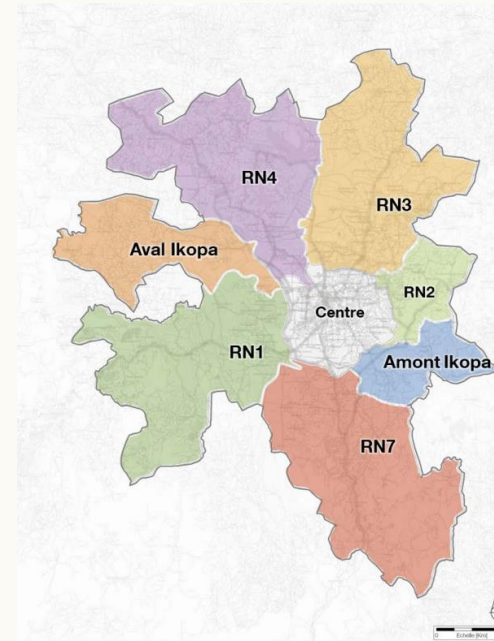
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Antananarivo, Madagascar

The recent urban master plan for the city was never adopted and Antananarivo relied on an outdated version.

The SUMP sought to **include projects defined in the recent version** in order to ensure that key features of the urban structure were kept in the SUMP vision.



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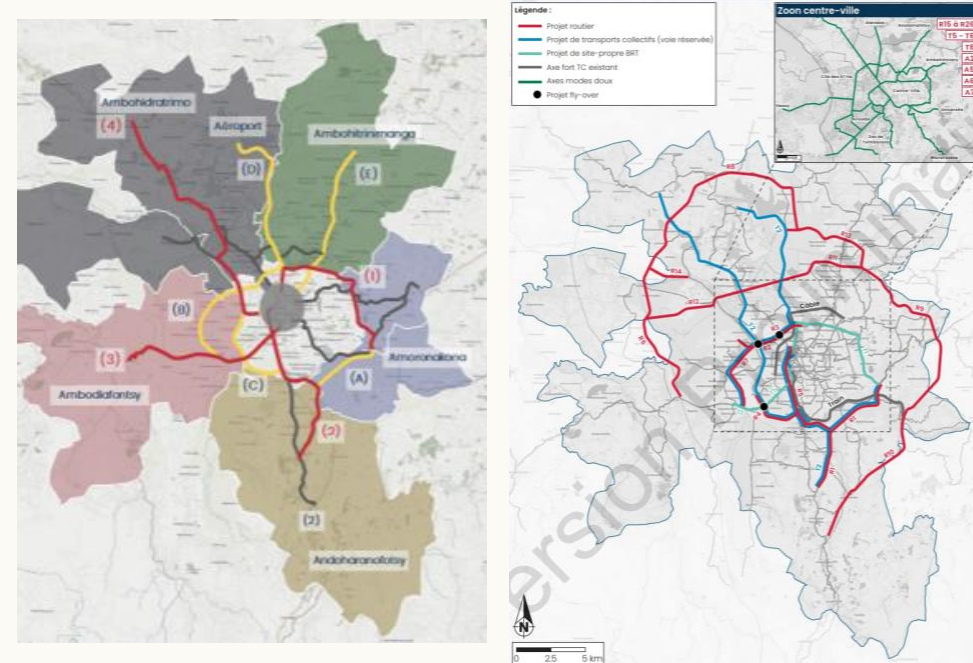
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Antananarivo, Madagascar

Proposals included in the SUMP often **lacked political support** and it is highly unlikely that, in the current context, measures will be implemented.

The initial objective of the SUMP being mandatory has since been scrapped.



Antananarivo's SUMP plan was produced by Transitec-DVDH-Suez Consulting
Beneficiary was the Antananarivo Commune