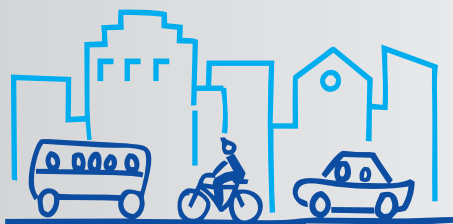


2020
CiViTAS
Cleaner and better transport in cities



THE STATUS OF SUMPS IN EU MEMBER STATES



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THE STATUS OF SUMPS IN EU MEMBER STATES

IMPRINT

About

CIVITAS SUMPS-Up and PROSPERITY are CIVITAS Horizon 2020 projects running from September 2016 to the end of February 2020 and August 2019 respectively. Both work together with planning authorities and local and national governments across Europe to improve the quality of and accelerate the development and implementation of sustainable urban mobility plans.

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
1. INTRODUCTION AND METHODOLOGY	5
2. SUMP _s IN THE EU MEMBER STATES	7
2.1 WHAT IS THE CURRENT STATUS OF SUMP DEVELOPMENT IN EUROPE?	7
2.2 WHAT ARE THE DRIVERS FOR DEVELOPING A SUMP?	8
2.3 WHAT ARE THE BARRIERS TO DEVELOPING A SUMP?	8
3. NATIONAL SUMP PROGRAMMES	9
3.1 WHAT IS THE CURRENT STATUS OF NATIONAL SUMP PROGRAMMES AND SUMP TAKE-UP IN EUROPE?	9
3.2 NATIONAL GOVERNANCE FOR URBAN MOBILITY PLANNING	11
3.3 LEGISLATION	13
3.4 FINANCIAL RESOURCES	14
3.5 GUIDELINES AND METHODOLOGY	15
3.6 MONITORING AND EVALUATION	16
3.7 INFORMATION, EDUCATION, AND KNOWLEDGE EXCHANGE	17
4. WHAT DO COUNTRIES NEED TO (FURTHER) DEVELOP THEIR NATIONAL SUMP PROGRAMMES?	18
4.1 FORERUNNER OR ACTIVE COUNTRIES: COUNTRIES AND REGIONS WITH AN EXISTING NATIONAL SUMP PROGRAMME	18
4.2 RESOURCES NEEDED	18
5. RESEARCH QUESTION SUMMARY	19

EXECUTIVE SUMMARY

In order to enable mobility planning authorities across Europe to embrace the Sustainable Urban Mobility Plan (SUMP) as the European-wide strategic planning approach, both the CIVITAS PROSPERITY and SUMP-Us projects consider the role of the national and regional levels as essential for supporting SUMP take-up. This support encompasses governance, financing and capacity building.

The analysis of the status of national programmes in EU member states was conducted as a first step in the process of supporting the development or improvement of national programmes. It aimed to identify and assess:

- The status of national programmes in EU member states;
- successful existing national programmes and their key contents;
- key problems hindering sustainable urban mobility planning in cities, regions and countries;
- the needs of national and/or regional level representatives for the development or improvement of national programmes.

This document is a short version of two deliverables, one by PROSPERITY (deliverable [D3.1 “Higher Levels of Government – their Support for SUMP in the EU”](#)) and the other by SUMP-Us (deliverable [D5.1 “Status of SUMP in European member states”](#)), presenting the main results of a joint study conducted in 2017 and 2018. The analysis included partner countries from both projects: altogether 28 EU Member States participated while data was provided from 32 representatives (25 countries as a whole and seven regions from three countries).

The analysis includes information about the current state of SUMP and of national SUMP programmes in European Member States as well as recommendations for countries to elaborate or develop their national SUMP programmes.

1. INTRODUCTION AND METHODOLOGY

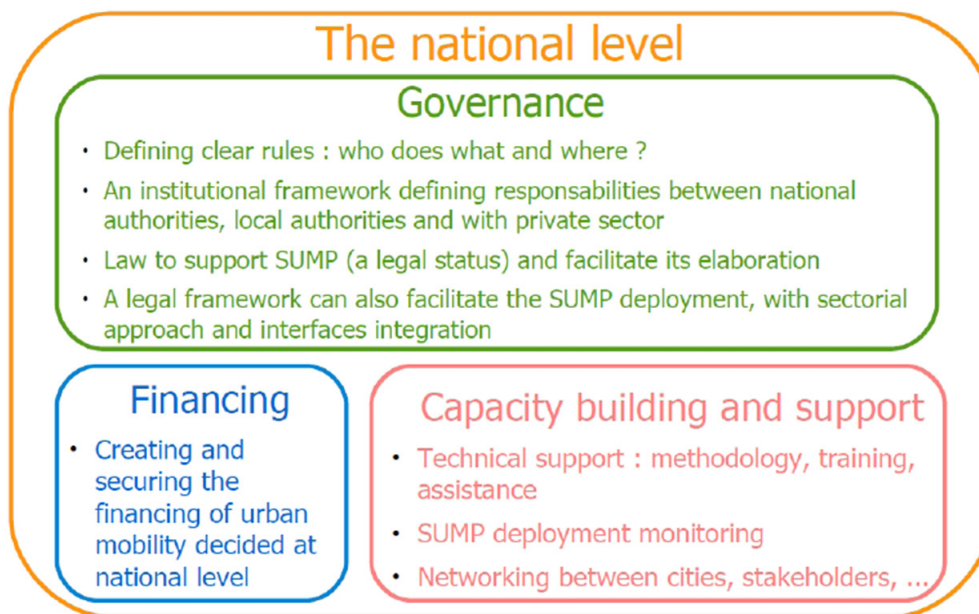
Since the adoption of the Urban Mobility Package in 2013, the SUMP concept has been promoted as a strategic planning instrument for local authorities and used to foster the balanced development and integration of all transport modes, while encouraging a shift towards more sustainable modes of transport. However, even though a lot of high-quality SUMP support for local authorities has been developed in previous years, only a small proportion of European cities have implemented a SUMP¹. It is vital that the take-up of SUMP is accelerated to achieve key mobility goals, such as better air quality, improved accessibility and mobility, higher road safety, decreased traffic noise, higher energy efficiency, and to increase connectivity of transport systems and the overall quality of urban life.

Support from the national or regional level has proved to be crucial for the broad take-up of SUMP on the local level. While some advanced countries already have an established policy framework to support SUMP, other countries are currently moving towards such an approach, and a third group of countries has yet to adopt sustainable urban mobility planning as an objective of transport policy². Many

European cities are thus lacking strong technical support and quality control for SUMP from the national level or from the regional level in Member States where devolution gives regions more competences. This complex situation carries the risk that only a limited share of European cities dares to develop SUMP. Furthermore, the plans developed in some countries are often not fulfilling minimum quality standards due to a lack of understanding of the SUMP concept.

Both CIVITAS [SUMP-UP](#) and [PROSPERITY](#) believe that this is a serious threat to the progress made over the last 10 years in promoting a comprehensive and integrated approach to sustainable urban transport planning. To be able to develop high-quality SUMP, cities need a more systematic understanding and additional targeted support on all political and planning levels concerned with urban mobility development. For this purpose, SUMP-UP and PROSPERITY have developed a series of actions targeting national authorities in an effort to stimulate the elaboration or improvement of SUMP-supporting national frameworks that encompass governance (including the legal dimension), financing, and capacity building (see Figure 1).

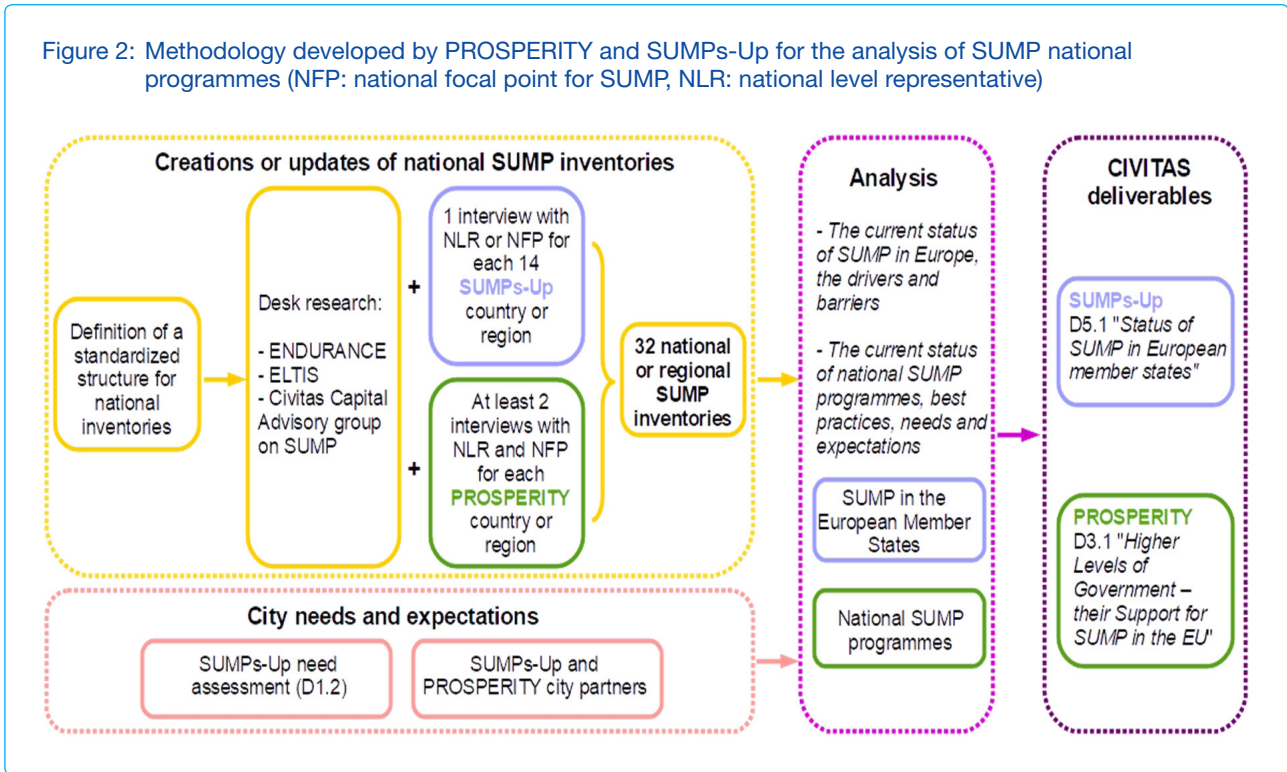
Figure 1: The three pillars of national (or regional) frameworks for SUMP support



¹ Source: SUMP-UP proposal phase survey (2015) and CH4ALLENGE project (2016)

² Source: ELTISplus project and in the "State-of-the-art of SUMP in Europe" released at the end of 2011.

Figure 2: Methodology developed by PROSPERITY and SUMP-UP for the analysis of SUMP national programmes (NFP: national focal point for SUMP, NLR: national level representative)



In this regard, PROSPERITY and SUMP-UP have collaborated to raise awareness on the importance of the national level for the take-up of SUMP and to reiterate the need for action.

They updated and analysed the current state of national SUMP programmes in Europe by establishing a standardised structure of the national inventory and covering all European countries or regions (see Figure 3). The information collected for the analysis was based on questionnaires for and interviews with national level representatives (NLR) or with national focal points (NFP) for SUMP, as well as on existing sources reflecting national policies.

The latter are derived mainly from the [ENDURANCE³](#) project, which produced the first large scale overview on national frameworks with its “National inventories summary” (2013)⁴, the [ELTIS⁵](#) member state profiles, and the CIVITAS CAPITAL Advisory group on SUMP. This resulted in a set of 32 reports on national or regional SUMP programmes. In addition, needs and expectations from local authorities were taken into account through the SUMP-UP deliverable D1.2, “Users’

needs analysis on SUMP take-up” report (June 2017)⁶, and interviews conducted with the seven SUMP-UP partner cities⁷.

The analysis aimed at identifying and assessing:

- The status of national programmes in EU member states;
- Successful existing national programmes and their key contents;
- Key problems hindering sustainable urban mobility planning in cities, regions and countries;
- The needs of national and/or regional level representatives in the development and improvement of national programmes.

[Chapter 2](#) this document presents the current state of SUMP in EU Member States, while [Chapter 3](#) describes the national SUMP programmes. In [Chapter 4](#), some initial recommendations are formulated for countries interested in elaborating or developing their national SUMP programmes. The final chapter, [Chapter 5](#), summarises the main outputs of the study.

³ See www.epomm.eu/endorance/index.php?id=2809

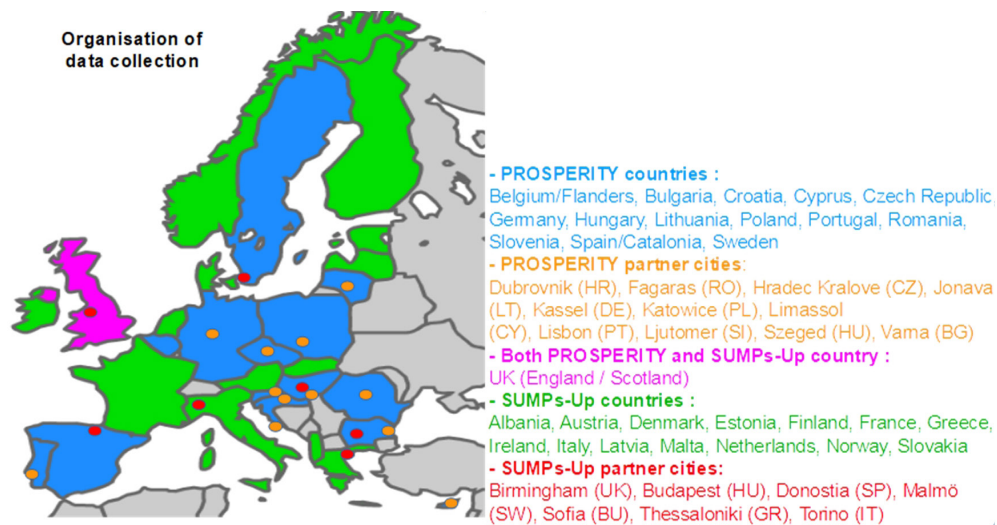
⁴ See www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf

⁵ See www.eltis.org/mobility-plans/member-state-profiles

⁶ www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf

⁷ Birmingham (United-Kingdom), Budapest (Hungary), Donostia (Spain), Malmö (Sweden), Sofia (Bulgaria), Thessaloniki (Greece), Torino (Italy)

Figure 3: SUMP status analysis and data collection: task distribution



2. SUMP IN THE EU MEMBER STATES

This chapter presents consolidated results about the current status of SUMP in EU Member States, structured around the three following research questions:

- What is the current status of SUMP development in Europe?
- What are the drivers for developing a SUMP?
- What are the barriers to developing a SUMP?

2.1 What is the current status of SUMP development in Europe?

The SUMP Needs Assessment Survey (2017), to which 328 cities responded, gives an overview of the tendencies and variations across countries in Europe. Of the cities that have participated in the survey, 37% declared that they have a plan that qualifies as a SUMP. There were significant differences between countries. For example, only 6% of the participating cities from Greece and 7% from Romania claimed to have conducted integrated sustainable urban mobility planning. The corresponding figure for participating French cities was 78%.

Through the analysis conducted here, **a total of 1,000 SUMP have been identified in Europe**. The relation with the rate of active SUMP cities is not self-evident without any information on the number of cities that could potentially engage in mobility planning. However, the large variation in the SUMP development situation found across these countries has been confirmed by this report.

The major contributors are countries in which the adoption of a SUMP is mandatory by law or supported by significant incentives, as three countries alone – Belgium (Flanders and Wallonia), France, and Spain (Catalonia) – account for half of the adopted SUMP in Europe.

In comparison with the 2013 situation, the total number of adopted SUMP has increased from 800 to 1,000, with important contributions from Romania, Slovenia and Sweden, and the number of SUMP in preparation has also increased from 160 to 350.

Among the 1,000 adopted SUMP, 290 are second or third generation plans. Those experienced and pioneer cities, located in 12 countries or regions, have a real role to play at the national level in sharing their experience with other starting cities and in testing and consolidating the national SUMP methodology.

2.2 What are the drivers to develop a SUMP?

The SUMP-UP “Users’ needs analysis on SUMP take up” report (2017) has identified that drivers are mainly influenced by the country in which the city is located, while no clear correlation has been found between drivers and city type or city characteristics. The main drivers identified in the SUMP-UP user needs analysis are the following:

- Availability of national funding;
- GHG emissions and air pollution reduction targets, as well as challenges concerning health, congestion, safety and security, social inclusion, and integration;
- Political and public support;
- Improved attractiveness of a city.

The national SUMP programme analysis performed in PROSPERITY, with inputs from SUMP-UP, confirms the findings of the SUMP-UP user needs analysis and provides additional inputs:

- A financial framework is required to ensure or stimulate SUMP elaboration and, even more importantly, to ensure the implementation of SUMP measures;
- The environment, either global or local, is clearly identified as one of the major challenges for urban mobility and one that could motivate SUMP adoption;
- Support from politicians, professionals, and the public is a key driver that results from a higher awareness of the SUMP concept;
- The attractiveness of cities does not directly appear as a major driver from the national level’s point of view. However, it is usually connected to specific topics, such as economy and accessibility, that pose important urban challenges.

Additional drivers for SUMP take-up identified in the national SUMP programme analysis are:

- The availability of a methodological framework adapted to the national context: best practices, guidance, monitoring and evaluation tools (both for local authorities and at the national level);
- The existence of central national support (via a national body in charge of SUMP control and monitoring) that is well identified, stable and able to provide local authorities with advisory and assistance programmes for SUMP development, training and event organisation, quality checks and the assessment of SUMP;
- A legal framework for mobility that gives local authorities all relevant competences to elaborate a SUMP and to implement SUMP measures in close cooperation with other obligatory documents and plans (e.g. land use plans) and with other actors of mobility planning (e.g. regions,

state, PT operators). This could lead to the development of a legal status of SUMP, possibly associated with a legal requirement and/or to the merging of a SUMP with other existing plans or planning processes;

- An efficient governance framework that allows and enables cross-administrative cooperation locally at the city level and nationally/regionally between ministries (and/or agencies).

2.3 What are the barriers to developing a SUMP?

The SUMP-UP “User needs analysis of SUMP take-up” report (2017) identified several barriers to the implementation, elaboration, and implementation of SUMP at both the national and regional level. These barriers also emerged during the national SUMP programmes analysis:

- Challenging cross-administrative cooperation among the different levels (city, regional, national level);
- Lack of national support and an adequate regulatory framework;
- Lack of political will;
- Lack of capacity to prioritise the implementation of measures - so that they are in line with the SUMP concept - with available resources (which are often limited);
- Lack of data and poor culture of evaluation and monitoring activities.

Additionally, structured interviews with national level representatives identified the following as the most difficult aspects for encouraging SUMP from a national perspective:

- Lack of SUMP activities and awareness at national level and lack of cooperation between relevant national institutions;
- Lack of interest and awareness about the SUMP concept among politicians at all levels;
- Lack of a national framework;
- Lack of professional support, including guidelines, trainings, quality control and professionals with required competences in SUMP and sustainable urban mobility planning;
- Lack of sustained funding for sustainable mobility on the national, regional and local levels for SUMP development and the implementation of SUMP measures;
- Strong traditional transport planning approaches focused on infrastructure and motorised traffic, which results in other transport-related measures being prioritized over SUMP measures;
- In several countries, EU projects are the only facilitator for SUMP activities;
- The benefit of having a SUMP is often hidden behind the necessity of having it for the EU funding.

3. NATIONAL SUMP PROGRAMMES

The first part of this chapter presents consolidated results about the status of national SUMP programmes and the national organisation for urban mobility planning in EU Member States. The second part focuses on the following key elements of national SUMP programmes:

- Legislation;
- Financial resources;
- Guidelines and methodology;
- Monitoring and evaluation;
- Information, education and knowledge exchange.

For each of these five elements, the status in 2017, needs for improvement, and examples of best practices are described. Detailed descriptions for the latter can be found in the original deliverables.

3.1 What is the current status of national SUMP programmes and SUMP take-up in Europe?

The report presents a general overview of characteristics of cities' level of maturity and experience in SUMP per selected countries. While the correlation between a country's national SUMP programme and the take-up of SUMP in cities cannot be clearly established because of the limited representativeness

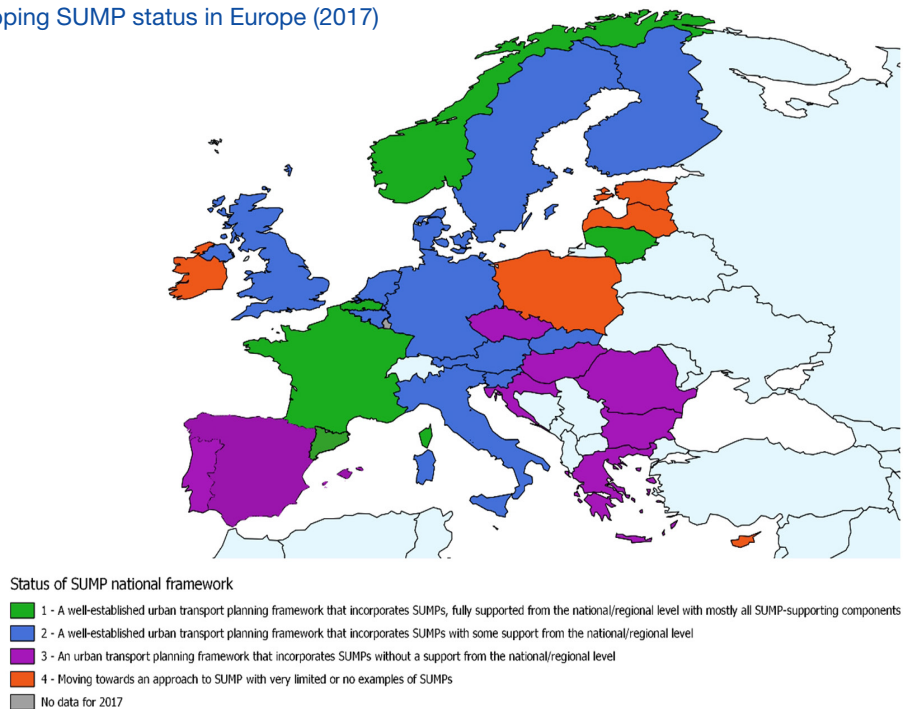
of the results, some trends could be tracked. The national SUMP programmes analysis provides more detailed inputs on the maturity of national (or in some cases regional) levels concerning SUMP and identified the following four classes of countries and regions:

- Forerunner countries and regions (16%);
- Active countries and regions (44%);
- Engaged countries and regions (25%);
- Inactive countries and regions (16%).

Forerunner countries and regions have a well-established urban transport planning framework that incorporates SUMP (or equivalent documents), fully supported from the national/regional level with several assisting elements. Countries and regions in this group have developed a system that supports comprehensive, long-term transport planning over the longer period.

Active countries and regions also have an established urban transport planning framework that incorporates SUMP (or equivalent documents), but the support from the national or regional level is only partial or is non-systematic. Within this group, there are several countries that have worked on their system for a longer time but are yet to establish a comprehensive support system, as well as countries that are still developing their system and have thus not yet managed to develop all supporting elements.

Figure 4: Mapping SUMP status in Europe (2017)



Engaged countries and regions are those that have in recent years managed to develop an urban transport planning framework that incorporates SUMP (or equivalent documents) but which completely lacks support from the national/regional level. The establishment of these frameworks is most commonly done as a way of accessing structural funds. Whilst there are individual examples of best practice or approaches in this group, these are not systematic.

Inactive countries and regions are those moving towards a sustainable urban mobility planning approach with very limited or no examples of SUMP. They are making the first steps towards urban transport planning frameworks, but

current activities to support the development are isolated and non-systematic. Countries in this group could be identified as countries where SUMP take-up is low.

Beyond the current status, the dynamic of SUMP take-up can be estimated based on the comparison with the 2011 situation⁸. The number of more advanced countries has progressed from 25% to 60% and the number of all more or less engaged countries has increased from 60% to 85%. The lowest take-up was identified in Cyprus, Estonia, Ireland, Latvia, and Poland, whilst the leading countries and regions are Flanders in Belgium, France (as also indicated by the SUMP-Up user needs analysis), Lithuania, Norway, and Catalonia in Spain.

Table 1: Status of SUMP framework in surveyed countries (white) and regions (grey).

COUNTRY OR REGION (GREY SHADE)	CLASS	CLASS DESCRIPTION
Belgium - Flanders France Lithuania Norway Spain - Catalonia	Forerunner	We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document), fully supported from the national/regional level with most of the following elements: a SUMP programme, a legal definition, national guidance on SUMP, an assessment scheme, monitoring and evaluation, trainings etc.
Austria Belgium - Brussels Belgium - Wallonia Denmark Finland Germany Italy Malta Netherlands Slovakia Slovenia Sweden UK - England UK - Scotland	Active	We have a well-established urban transport planning framework that incorporates SUMP (or equivalent documents) with some support from the national/regional level.
Bulgaria Croatia Czech Republic Greece Hungary Portugal Romania Spain (without Catalonia)	Engaged	We have an urban transport planning framework that incorporates SUMP (or equivalent document) without support from the national/regional level - this is merely a way of accessing infrastructure funds.
Cyprus Estonia Ireland Latvia Poland	Inactive	We are moving towards an approach to sustainable urban mobility planning with very limited or no examples of SUMP (or equivalent documents).

⁸ As described by "Rupprecht Consult, The State of the Art of Sustainable Urban Mobility Plans in Europe, 2011"

3.2 National governance for urban mobility planning

The national governance for urban mobility planning has been analysed from the angle of the ministries involved in urban mobility planning and the level of awareness of national stakeholders.

Half of the surveyed countries or regions have one ministry designated and with all the major competences to support urban mobility planning. This is usually the ministry for transport (in seven countries/regions), the ministry for the environment (in three), or another one, e.g. infrastructure, housing, building and planning, or regional development, public administration and European funds (each in one country/region).

Half of the countries (11) have two or three ministries collaborating on mobility planning. One of these covers the transport dimension (the ministry for transport or infrastructure) in association with another ministry for planning (regional or national development, agriculture, ministry of municipalities, interior), or instead the ministry for the environment. In some cases, a third ministry is also in charge of funding specifically (three countries).

One country does not yet have a ministry that is explicitly in charge of urban mobility planning.

The choice of the leading ministry reflects, to a certain extent, the priorities given nationally to urban mobility: infrastructure, regional development, environment, etc. Having more ministries involved creates a risk of a heterogeneous and/or insufficient level of awareness between the national stakeholders.

In addition, **a national agency for mobility** that is supporting the ministries' actions exists in one quarter of countries and regions (seven), all of them belonging to the category of one single ministry in charge of mobility planning.

SUMP awareness among national stakeholders varies from one country (or region) to another, and sometimes within a country from one category of stakeholders to another or depending on the number of stakeholders involved.

- In 50% of the countries (12), stakeholders are “mostly familiar” to “very familiar”;
- In 25% of countries (six), the level of awareness is “limited” to “clearly insufficient”. Communication and awareness-raising efforts shall focus on such countries;
- A mixed situation prevails in another 25% of countries (eight), mainly countries with two or three ministries involved in mobility planning.

Countries with a single ministry in charge of urban mobility planning and countries with an agency for mobility are associated with a higher level of awareness.

In contrast, having two or three ministries involved in urban mobility planning usually means a mixed situation, with a ministry very or mostly familiar because it is directly concerned with urban mobility (typically the ministry for transport) and one or two “satellite” ministries (planning, environment, funding) less familiar with the concept of SUMP. Within those countries, stakeholders from ministries who are more familiar with SUMP could serve as a relay to increase the level of awareness of stakeholders from other associated ministries.

Table 2: The 21 identified best practices per country/region and per topic detailed in the main report

COUNTRY OR REGION	LEGAL AND REGULATORY FRAMEWORK FOR SUMP	FINANCIAL RESOURCES FOR SUMP PREPARATION AND IMPLEMENTATION	GUIDELINES AND METHODOLOGY FOR SUMP DEVELOPMENT	MONITORING AND EVALUATION OF SUMP'S DEVELOPMENT AND IMPLEMENTATION	INFORMATION, EDUCATION AND KNOWLEDGE EXCHANGE
Belgium - Brussels					
Belgium - Flanders		Financing the development and implementation of Local Sustainable Mobility Plans in Belgium	Flanders' guidelines for developing and implementing Local Sustainable Mobility Plans	Quality management of Flanders' Local Sustainable Mobility Plans	
Belgium - Wallonia					Mobility awareness, mobility advisors training and networking in Wallonia
Czech Republic				Quality assessment of SUMP's/SUMFs in the Czech Republic	CIVINET network as the channel for information, education and knowledge exchange on SUMP's
France	PDU (plan de déplacements urbains), the French SUMP: Legislation		PDU (plan de déplacements urbains), the French SUMP: Guidelines	PDU (plan de déplacements urbains), the French SUMP: the PDU observatory	
Hungary			Hungarian guidelines for SUMP development		
Portugal				Monitoring and evaluation of SUMP implementation in Portugal	
Slovenia		Financial support for the development and implementation of SUMP's in Slovenia			<ul style="list-style-type: none"> National platform for supporting SUMP activities in Slovenia Developing a network of SUMP consultants in Slovenia
Spain - Catalonia	The Mobility Law in Catalonia boosts SUMP in Barcelona Province			<ul style="list-style-type: none"> Monitoring and evaluation framework for SUMP's in the Barcelona Province Quality assurance process for SUMP's in Barcelona Province 	SUMP-related capacity building and training in Barcelona Province
Sweden			TRAST (trafik för en attraktiv stad) guidelines	System of indicators in TRAST	Information, education and knowledge exchange in Sweden

3.3 Legislation

National legislation is one of the most crucial factors for the development of sustainable mobility policies in cities.

Legislation in current national SUMP programmes

Compared to the 2013⁹ findings of the ENDURANCE project, the PROSPERITY and SUMP-Up project findings from 2017 show a similar picture with some improvements regarding legislation related to SUMP. For example, 16 countries have legislation related to urban mobility in place, mostly at the national level. Some have additional or supporting legislation at the regional level. Furthermore, 18 have dedicated programmes and 13 have different documents available supporting the legislation.

The following elements were analysed:

- **The existence of legislation, programmes and documents on urban mobility at the national/regional governmental level:** countries developed various approaches to address legislative aspects of sustainable urban mobility and SUMP, depending on their administrative situation. Of the surveyed countries and regions, 72% have legislation for the field of sustainable urban mobility in place (16 countries and seven regions). Besides legislation, most of the countries also have dedicated programmes to support activities. Nevertheless, many countries that do not yet have legislation in place have developed programmes to support sustainable urban mobility.
- **Policies that support or hinder the preparation and/or implementation of SUMP:** all countries have in place at least a few policies that support the development of sustainable urban mobility, whilst most countries have several. However, many countries still have a few policies that hinder sustainable urban mobility.

- **The existence of mechanisms for the compulsory adoption, implementation and updating of SUMP:** as with legislation, approaches to the compulsory development of SUMP or elements and activities related to SUMP are very different between the countries. Most of the countries do not have any of the above elements as compulsory, even if they have already developed the legislation.

Needs for improvement

Several countries expressed the need for a clear and well-structured regulatory framework at the national level that does not necessarily have to be obligatory. Countries with an existing framework see further improvements in the integration of transport and mobility planning with other sectors, primarily with land-use planning.

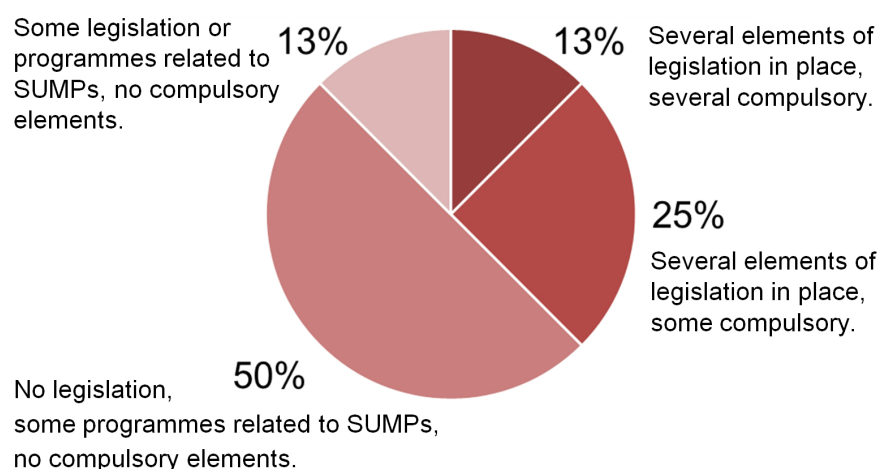
Best practices

When it comes to SUMP-related legislation related, all three Belgian regions (Brussels, Flanders, and Wallonia) have good experience with the development of effective solutions at the regional level.

The legal framework in Catalonia (Spain) might be useful to other regions as well. The framework goes beyond mere financial aid and includes technical assistance, methodological guidelines, training activities, a website for knowledge exchange and good practice information, awareness raising and dissemination activities, and workshops and seminars.

At the national level, the Portuguese legislative framework that is being prepared to promote electric, shared, and sustainable mobility can be seen as an example that might interest other countries.

Figure 5: Legislation in current national SUMP programmes



⁹ Croatia is the newest Member State, joining the European Union on 1 July 2013.

3.4 Financial resources

Countries use different approaches for financing SUMP development and the implementation of sustainable mobility-related measures. Financial mechanisms are especially important in countries where national legislation does not define or require the development of SUMP. With them, cities can be motivated to develop a comprehensive strategy and this qualifies them for financing that would otherwise not be available.

Current national financial frameworks

Compared to findings from the ENDURANCE project, more countries developing financial mechanisms for financing SUMP and sustainable urban mobility measures have been identified in the analysis. Almost all countries in the EU have some funding available now, some directly for this field and others indirectly for wider objectives, which sustainable mobility can help to achieve. Two topics were specifically analysed:

- **Availability of resources for SUMP** was considered at four administrative levels (local, regional, national and European). In countries with a well-developed regional administrative level, financial resources for SUMP and wider sustainable mobility-related measures are commonly available. More often resources are available at the national level, often from wider national programmes

from different ministries. However, in most countries the financial framework for urban mobility is not permanently secured and clearly defined. Where SUMP are not legally required, some financial resources are usually available for those cities who decide to develop one as an incentive.

- **Existence of minimal standards for SUMP:** access to additional funding poses a question of quality of SUMP, especially in countries where they are not defined by a national law. Only a few countries have developed such standards, while the majority do not have any.

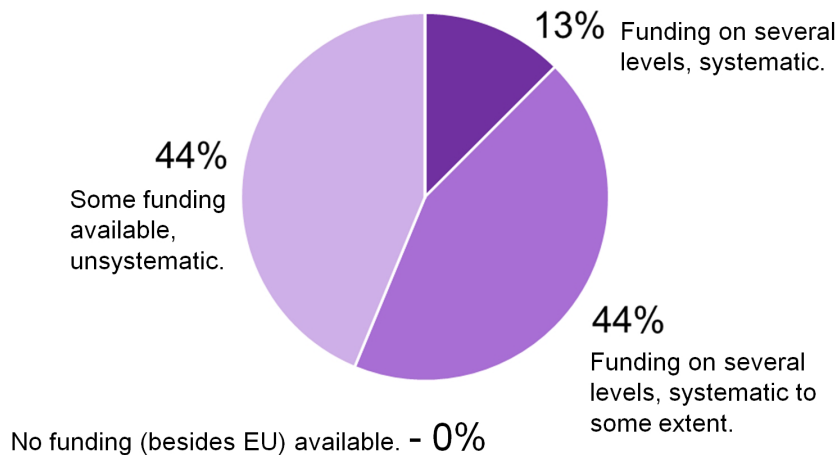
Needs for improvement

Countries should work on providing a stable and clearly defined financial framework for urban mobility, which would encourage more cities to develop their SUMP and carry out necessary measures.

Best practices

Regarding financial resources for SUMP preparation and implementation, the financial support framework in Catalonia (Spain) is worth mentioning. They have developed a special tool used for applications for financial support that is very simple and efficient and avoids excessive bureaucratic burdens. In Portugal, cross-subsidisation (e.g. using parking revenues to fund other sustainable mobility measures) has proved a powerful tool for encouraging SUMP uptake.

Figure 6: Financial resources available in current national SUMP programmes



3.5 Guidelines and methodology

The analysis focused on the availability of coherent guidelines or methodologies for SUMP used at the national or regional level and, when the guidelines were available, it explored if they were mainly translated from EU guidelines or whether they were independently developed within the national planning framework.

Current guidelines and methodology in European Member States

Some progress regarding the availability of guidelines was achieved when compared with the data collected for the ENDURANCE report. Several countries have developed and maintained their own guidelines independently from the European ones. Some of these guidelines were developed already in 1999, so the extent of similarity with current EU guidelines is hard to assess.

Several other countries based their national guidelines on EU guidelines. This was either a direct translation of them or an upgrade that adapted them to national legislation and included local best practices.

The remaining countries use the original EU guidelines (produced in English) when needed.

Needs for improvement

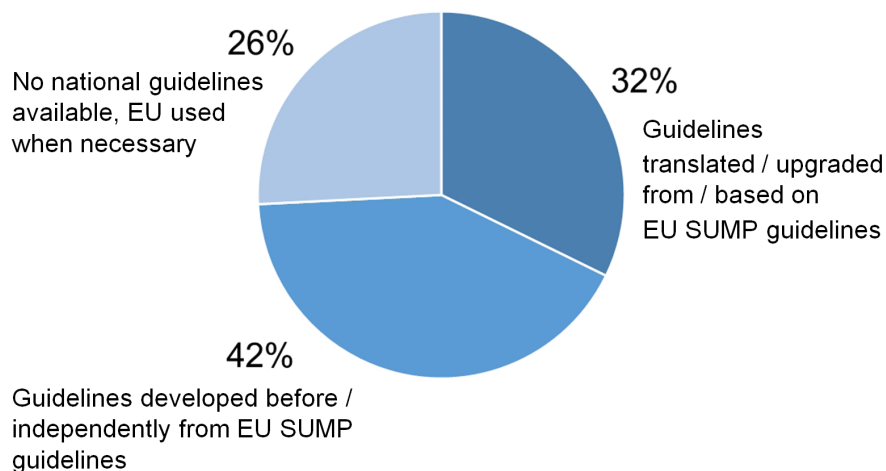
To successfully develop SUMP programmes, countries or regions need their own guidelines adapted to national legislation and the national planning system. EU guidelines offer a solid foundation for the development of such adapted guidelines, but questions related to the scale of cities, administrative division of responsibilities, and existing planning system need to be addressed in the process of adaptation.

Additional specific guidelines for the planning and implementation of specific tasks or an approach to planning individual travel modes are a helpful tool for decision makers and experts. Some countries have already developed a series of such documents, which are updated regularly. An exchange of these documents could be helpful for countries who have recently started working on such topics more actively.

Best practices

Several countries have good experience of the development of guidelines and methodology for SUMP development. In Sweden, the TRAST guidelines thoroughly approach the whole system of sustainable urban mobility planning. Its foremost contribution is the process-oriented approach to developing traffic strategy.

Figure 7: Current guidelines and methodology in current national SUMP programmes

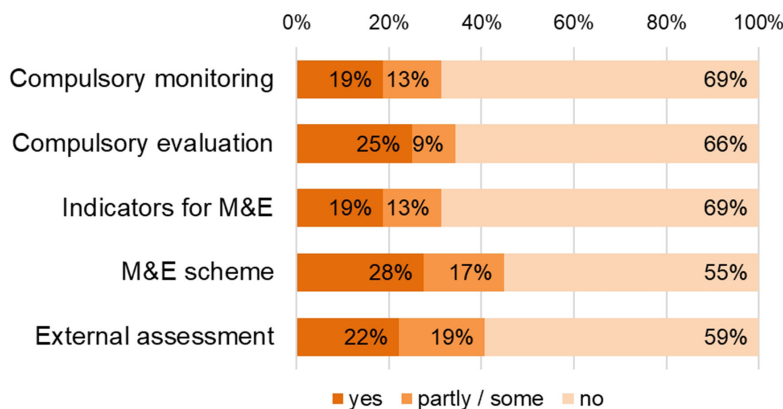


3.6 Monitoring and evaluation

Monitoring and evaluation activities are one of the key elements of the sustainable urban mobility planning concept. A good quality assessment scheme for SUMP development processes and implementation impacts is essential. Systematic and regularly implemented monitoring and evaluation increases the efficiency of planning processes and the implementation of measures, helps optimise the use of resources, and provides empirical evidence for the future planning and appraisal of measures.

A set of common indicators defined on a national or regional level, and their regular monitoring, is an essential part of every successful monitoring and evaluation scheme. It allows for a transparent overview of impacts on a national/regional/local level and enables comparisons between cities. Despite these benefits, only seven countries and regions have defined a set of indicators for monitoring and evaluating SUMP or mobility in general whilst four countries and regions have guidance in place that at least suggests possible indicators and/or encourages their use.

Figure 8: Existing elements of monitoring and evaluation (M&E) of SUMP



Evaluation by an independent body

of the content of adopted SUMP is not a widespread practice. It is generally required when a SUMP is a condition to acquire funding or when SUMP needs to be in line with strategic documents on a higher level. Evaluators are usually designated national, regional, or territorial bodies or ministries.

In the analysis, 15 countries reported that their schemes require or recommend **regular SUMP updates**. The frequency of updates varied from three to 12 years, with an average of six years. In some cases, additional monitoring reports were composed between updates.

Typical challenges for the effective execution of monitoring and evaluation usually include a lack of experience, limited financial and staff resources, gaps in technical knowledge regarding the definition of performance indicators, the retrieval, collection, preparation and interpretation of data, and inefficient monitoring and evaluation practices¹⁰. However, overcoming these challenges and providing regular information to decision makers, potential funding bodies, stakeholders and the public can help to ensure the SUMP's position as a necessary policy document, communicate the benefits it brings to the community, and ensure the document's regular improvements.

Current monitoring and evaluation frameworks at national level

Compared to the 2013 findings of the ENDURANCE project, PROSPERITY and SUMP-Up project findings from 2017 show that monitoring and evaluation activities are slowly becoming more present in those European countries where SUMP, or similar documents, are being prepared and implemented. Half of the surveyed countries and regions implement at least some monitoring and evaluation activities. However, there are still only a handful of countries with comprehensive and functioning monitoring and evaluation schemes covering the majority of key activities, while most active countries implement only a (very) limited set of activities. In addition, monitoring and evaluation activities are not mandatory in most countries.

Needs for improvement

Several countries expressed the need for the development or further improvement of SUMP monitoring and evaluation schemes. The elements that countries pointed out as most frequently lacking in existing schemes are a clear set of indicators, assessment tools, and trained experts. An active national (or regional) quality control system of the whole SUMP process should be set up in all countries and expert support provided for cities and consultants to help them develop and assess their SUMP (also content-wise). Monitoring and evaluation activities should also be encouraged by decision makers and endorsed by politicians. Finally, less developed countries in the field of monitoring and evaluation should aim to adapt best practice from more advanced countries.

Best practices

Regarding monitoring and evaluation of SUMP development and implementation, several countries have a tradition of data collection, as well as many organisations/companies with expertise and experience in data collection and using new technology to gather data.

¹⁰ Quick facts on monitoring and evaluation: Assessing the impact of measures and evaluating mobility planning processes, CH4ALLENGE project, 2016.

3.7 Information, education and knowledge exchange

Information, education, and knowledge exchange all play an important role in sustainable urban mobility planning and are essential for making informed planning decisions. These activities help raise awareness about the benefits of SUMP and sustainable transport. They also form part of and make it easier to organise capacity building activities at different levels (local, regional, national) and for different target groups (experts, consultants, civil servants, stakeholders, public). As activities are implemented in a variety of ways and for different audiences, it is best to coordinate them under one umbrella to ensure they are communicated consistently. Overall, it is recommended to organise activities that foster knowledge exchange, raise awareness, and build relevant capacity, as well as to disseminate current best practice examples with high levels of transferability (for the local context in question).

Current national activities for information, education, and knowledge exchange

Compared to the 2013 findings from the ENDURANCE project, PROSPERITY and SUMP-Up project findings from 2017 show that activities related to information, education, and knowledge exchange have become far more common in the last few years. Three quarters of the surveyed countries and regions organise regular or occasional awareness raising events about the benefits of SUMP and sustainable transport. Close to two thirds (63%) of surveyed countries and regions also have a dedicated SUMP web site. Regular trainings are held in eight countries, with occasional ones held in another five. Overall, some form of knowledge exchange exists in 21 countries. In countries with a longer tradition of sustainable urban mobility planning, these activities are an integral part of national SUMP programmes, whilst in countries where adoption of sustainable urban mobility planning is still under way, the key facilitators are European projects.

Needs for improvement

Needs for improvement in the field of information, education and knowledge exchange were expressed by one third of the surveyed countries. When improved and strengthened, all these activities can help overcome the following common barriers:

- Poor awareness of and support for SUMP among politicians at all levels, as well as among the public;
- A prevailing traditional transport planning approach focused on infrastructure and motorised traffic;
- Low capacity of municipal staff.

What countries need most is knowledge and experience from other cities and countries on all levels (especially from those in similar urban development and cultural contexts) and further support from the EU for all information, education, and knowledge exchange activities. There should be a special focus on supporting national levels to form or further develop national frameworks for SUMP.

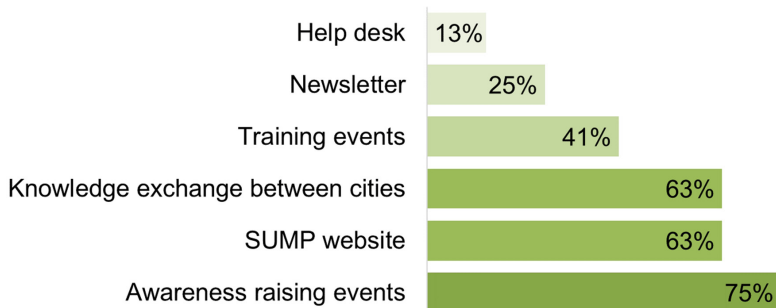
Best practices

In the field of information, education and knowledge exchange, there are several training and knowledge exchange activities taking place in Belgium that are worth mentioning.

In Slovenia, the concept of National SUMP Platform was developed, which has many similarities to the EU SUMP platform. Through this platform, several training sessions for certified consultants in Slovenia were carried out.

In Catalonia (Spain), a reference point centralising all SUMP-related information was created. It was responsible for different awareness raising and capacity building activities.

Figure 9: Information, education and knowledge Exchange activities found within current national SUMP programmes



4. WHAT DO COUNTRIES NEED TO (FURTHER) DEVELOP THEIR NATIONAL SUMP PROGRAMMES?

As described in the previous chapters, the analysis used structured interviews with national level representatives to identify the elements of national SUMP programmes that need most support. Responses were grouped to reflect whether or not the interviewed country or region already had a national SUMP programme.

4.1 Forerunner or active countries: countries and regions with an existing national SUMP programme

Countries and regions with an existing national SUMP programme most often mentioned the following needs:

- Constant improvement of national SUMP programmes and their elements (e.g. national strategy of sustainable urban mobility planning, SUMP guidelines and other tools, awareness-raising events, training activities for professionals and city staff, professional support);
- Improvement or introduction of monitoring and evaluation activities and stronger decision maker and political support for their implementation;
- Securing or restructuring (continuous) national funding for SUMP development and implementation.

In addition, several other essential elements were mentioned. At the EU level, a clear statement of ambitions, targets and focus for the next EU structural funds programming period could be useful, especially in countries that do not have their own budgets for sustainable mobility.

At the national level, it would be crucial to expand the scope of SUMP to functional areas with the development of inter-municipal or regional SUMP. In addition, improved coordination with other administrative levels, stakeholders and politicians should be developed during the SUMP elaboration process. A need for a better integration of transport and land use planning and the search for coherence among different plans should be developed as well.

To achieve high-quality SUMP, it is important to improve cooperation with universities to integrate sustainable urban mobility planning content into relevant curricula. Improvement or the introduction of quality assurance for SUMP content should be developed as well.

And finally, to maintain a high level of political and public support, continuous awareness-raising, communication and promotional campaigns presenting the positive impacts of SUMP implementation, with a special focus on mayors and general public, should take place.

4.1 Inactive or engaged countries: countries or regions with no national SUMP programme or countries and regions starting to develop one

Countries and regions that have only started to develop or do not yet have a national SUMP programme most often mentioned the following, slightly different needs:

- Institutional, legislative and financial support for SUMP and SUMP measures;
- Commitment and willingness at the national (ministry) level to manage SUMP centrally and to establish a common vision for mobility planning.

Again, several other essential elements were mentioned. Firstly, starting countries and regions, or those with no national SUMP, expressed a need for the formulation of a national SUMP programme or at least the elaboration of regulatory conditions for SUMP development and, thus the appointment of a responsible body (e.g. ministry, ministry department).

Secondly, the adoption of national SUMP guidelines is particularly needed in countries that did not yet develop them. In addition, it is crucial to support capacity building through trainings and workshops for municipal staff and professionals and through the integration of sustainable urban mobility planning content into relevant university curricula. This can support the elaboration of a SUMP consultancy service as well as the quality control and training of corresponding national supervisors.

As experiences in more developed countries show, the introduction of monitoring and evaluation activities as well as the stimulation of regular mobility data collection is essential. Once the basic data is available, awareness-raising activities, targeting local politicians, stakeholders and the public, about the positive effects of SUMP and urban mobility in general can take place at the national level.

5. RESEARCH QUESTION SUMMARY

Table 3: Research questions summary

RESEARCH QUESTION	ANSWERS SUMMARY
What is the current status of SUMP development in Europe?	<ul style="list-style-type: none"> • Within PROSPERITY and SUMPs-Up project activities, 1000 SUMPs were identified in EU. • Almost 40% out of 328 of cities participating in the city survey have a plan that qualifies as a SUMP. • There is a large variation between countries considering the number of adopted SUMPs per country, with only three countries accounting for half of the adopted SUMPs.
What are the drivers of SUMP development?	<ul style="list-style-type: none"> • Existence of a central national or regional support that includes the following elements: a legal and financial framework, advisory and assistance programme, efficient governance framework. • High awareness of SUMP on all levels, which results in support from politicians, professionals, and the public. • Availability of a methodological framework adapted to the national context. • Environmental issues.
What are the barriers to developing a SUMP?	<ul style="list-style-type: none"> • Lack of a national framework, institutional cooperation, awareness, political will, funding, knowledge and data. • Strong traditional transport planning approaches focused on infrastructure and motorised traffic, which results in other transport-related measures being prioritised over SUMP measures. • Dependence on EU projects regarding funding, capacity building, SUMP development and other SUMP-related activities.
What is the current status of national SUMP programmes and SUMP take-up in Europe?	<ul style="list-style-type: none"> • Compared to 2011, the SUMP take-up increased considerably. • Compared to 25% in 2011, 60% of more advanced countries have existing, comprehensive long-term transport planning systems or are working towards them. • Overall, 85% of countries (60% in 2011) have an urban transport planning framework that incorporates SUMPs. However, full support from the national or regional level is only present in forerunner countries (16%).
Which elements of existing national SUMP programmes work best?	<ul style="list-style-type: none"> • Best practice examples for five key elements of existing national SUMP programmes were identified. Several countries and regions with well-developed frameworks stand out for more than one element. Identified best practices are listed below. <ul style="list-style-type: none"> • Legislation: France, Portugal, Catalonia in Spain, Belgium. • Financial resources: Catalonia in Spain, Portugal, Belgium, Slovenia. • Guidelines: Sweden, Hungary, France, Flanders in Belgium. • Monitoring and evaluation: France, Catalonia in Spain, Flanders in Belgium, Portugal, Czech Republic, Sweden, Poland. • Information, education and knowledge exchange: Wallonia in Belgium, Sweden, Czech Republic, Slovenia, Catalonia in Spain.
What do countries need to do to (further) develop their national SUMP programmes?	<ul style="list-style-type: none"> • For countries and regions with an existing national SUMP programme: constant improvement of national SUMP programmes and their elements, improvement or introduction of monitoring and evaluation activities and national funding for SUMP development and implementation. • For countries and regions that have only started to develop or do not yet have a national SUMP programme: institutional, legislative and financial support for SUMP development and implementation and the introduction of a central management of SUMPs, ideally through the formulation of a national SUMP programme. • Other needs include a clear focus at the EU level, the development of SUMPs for wider functional areas, better cooperation and continuous dissemination activities at all levels, the integration of transport and land use planning and the integration of the sustainable urban mobility planning concept into relevant curricula.



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