



# SUMPS-UP



## SUMP in Member States

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## Abstract

The aim of this summary of National Sustainable Urban Mobility Plan (SUMP) programmes, conducted by SUMP-UP in association with PROSPERITY, is to gather information on current national frameworks that European Member States have developed to support SUMP elaboration and implementation. The current version updates the 2013 “National Inventories Summary” of the ENDURANCE project, using the 2017 National Inventories of 30 countries as the major inputs. This document presents insightful information that could be useful for countries to identify where they currently stand and how they could develop their SUMP-supporting national framework in the future. Two external annex documents present the national inventories and 21 best practices of national programmes.

## Project Partners

Organisation	Country	Abbreviation
ICLEI European Secretariat GmbH (ICLEI Europasekretariat GmbH)	Germany	ICLEI EURO
POLIS -Promotion Of Operational Links With Integrated Services, Association Internationale	Belgium	POLIS
UBC Sustainable Cities Commission	Finland	UBC
Eurocities Asbl	Belgium	EUROCITIES ASBL
Rupprecht Consult – Forschung & Beratung GmbH	Germany	RUPPRECHT
Trivector Traffic AB	Sweden	TRIVECTOR
Wuppertal Institut Fur Klima, Umwelt, Energie GmbH	Germany	WI
Centre d'études et d'expertise sur les risques, l'environnement, la mobilite et l'aménagement	France	CEREMA
Fondazione Torino Wireless	Italy	TOWL
Ayuntamiento De Donostia San Sebastian	Spain	ADS
Malmö Stad	Sweden	Malmo
BKK Budapesti Közlekedési Központ Zártkörűen Működő Részvénytársaság	Hungary	BKK
Tsentar Za Gradska Mobilnost Ead	Bulgaria	SUMC
Birmingham City Council	United Kingdom	BCC
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# Executive Summary

The leading objective of SUMP-Up is to enable mobility planning authorities across Europe to embrace SUMP as the European-wide strategic planning approach, especially in countries where take-up is low and the negative effects of transport are severe. In this purpose, SUMP-Up develops a series of actions towards cities, as local authorities in charge of urban mobility planning. The project also considers the role of the national level as essential for supporting SUMP take-off. This support encompasses governance, financing and capacity building.

The first step to prepare the development or improvement of national programmes consisted of an analysis of the status of national programmes in EU Member States. This analysis 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 SUM-planning in cities, regions and countries;
- the needs of national and/or regional level representatives for the development or improvement of national programmes.

This is a joint report of two CIVITAS projects: SUMP-Up (deliverable D5.1) and PROSPERITY (deliverable D3.1). The analysis included partner countries from both projects. Altogether 28 EU Member States participated while data was provided by 32 representatives (25 countries as a whole and 7 regions from 3 countries). PROSPERITY covered 18 representatives while SUMP-Up covered 14. The results derived from SUMP-Up's analysis of the status of SUMP in European Member States are presented in Chapter 2. "SUMP in the EU Member States", of this report while those of PROSPERITY's analysis of higher levels of government and their support for SUMP in the EU are presented in Chapter 3. "National SUMP programmes". Consolidated conclusions are presented in Chapter 4. "Conclusions".

In addition to this document, two external annex documents are available:

- "Annex 1: National SUMP programme per country/region", which compiles all national inventories and interviews conducted during the data collection phase;
- "Annex 2: Best practices", which presents 21 best practices identified by PROSPERITY for specific topics concerning national programmes.

# 1. Introduction and methodology

## 1.1. Background

With the adoption of the Urban Mobility Package in 2013, and especially through the finalisation of the operational programmes funded by the European Structural and Investment Funds, the Sustainable Urban Mobility Plan (SUMP) concept has been promoted as a strategic planning instrument for local authorities. Moreover, the concept has been 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 SUMP<sup>1</sup>. SUMP take-up rate must be increased in order to achieve key mobility goals, such as better air quality, improved accessibility and mobility, higher road safety, decreased traffic noise, and higher energy efficiency, and to increase the connectivity of the transport system and the overall quality of urban life.

While some advanced countries already have an established policy framework to support sustainable urban mobility planning, 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 policy<sup>2</sup>. Many European cities are thus lacking strong technical support and quality control for SUMP from the national level.

However, the situation is even more complex than this approximate categorisation of countries indicates. For example, within countries, the situation in some regions is substantially different from the rest of the country. Also, city characteristics, such as demographic and geographic aspects, financial capacities, expertise and political structures, are important context conditions for developing and implementing SUMP.

Altogether, this complex situation bears the risk that only a limited share of European cities dares to develop SUMP and that the plans that are developed are in some countries often do not fulfil the minimum quality standards, due to a lack of understanding of the concept.

SUMPs-Up believes 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.

Cities need better guidance, tailored support, easier access to financial instruments and a positive process to inspire and enable them to start developing a high-quality SUMP – in addition to the support needed by national governments. There is a need for a more systematic understanding and targeted support for SUMP development on all political and planning levels concerned with urban mobility development.

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<sup>1</sup> Source: SUMPs-Up proposal phase survey (2015) and CHALLENGE project (2016)

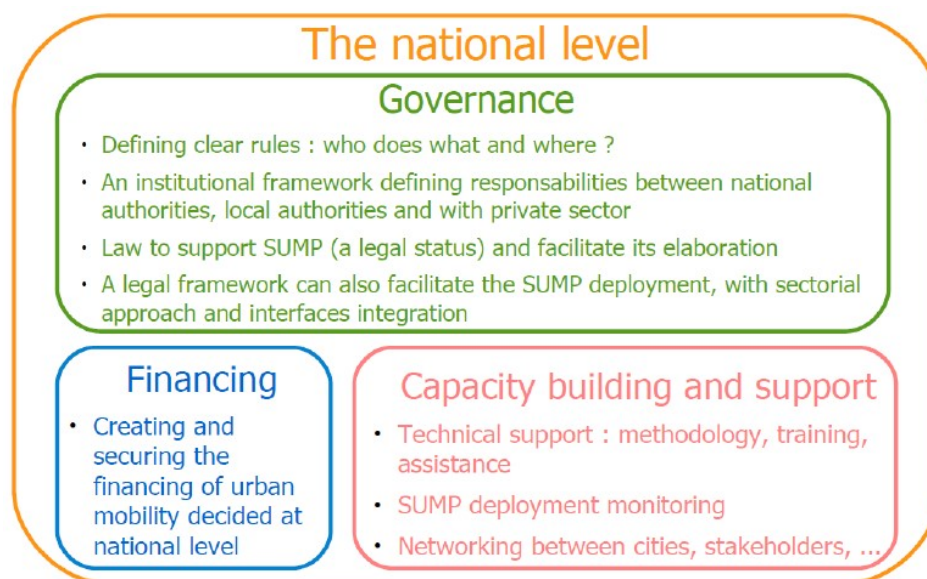
<sup>2</sup> Source: ELTISplus project and in the “State-of-the-art of SUMP in Europe” released at the end of 2011.



## 1.2. Aim and objectives

The leading objective of SUMPs-Up is to fill this gap and enable mobility planning authorities across Europe to embrace SUMP as the European-wide strategic planning approach, especially in countries where take-up is low and the negative effects of transport are severe.

For this purpose, SUMPs-Up is developing a series of actions targeted at cities/local authorities in charge of urban mobility planning. The project also considers the role of the national level as essential for supporting SUMP take-off. This support encompasses governance (including the legal dimension), financing and capacity building (see Figure 1).



**Figure 1: The three pillars of a national (or regional) framework for SUMP support: governance, financing and capacity building**

SUMPs-Up therefore includes an analysis of the current situation in all countries in Europe, the elaboration of a policy paper for national decision-makers on how to improve national framework for SUMP support as well as direct support to three countries.

The preparation of the development or improvement of national programmes starts with an analysis of the current status of national programmes in EU Member States in order to identify and assess:

- the status of national programmes in EU Member States;
- successful existing national programmes and their key contents;
- key problems hindering SUM-planning in cities, regions and countries;
- the needs of national and/or regional level representatives for the development and improvement of national programmes.

The approach was oriented towards the following global objectives:

- Consolidating the need for action, based on available analyses of national frameworks and on a comprehensive city needs analysis from SUMPs-Up work package 1;
- Raising awareness on the importance of the national level for the take-up of SUMP.

Based on the consortium's expertise and pre-analysis in the proposal stage, the national SUMP programme analysis pursued the following main research questions<sup>3</sup>:

- What is the current status of SUMP development in Europe?
- What are the drivers to develop a SUMP?
- What are the barriers to develop a SUMP?
- What is the current status of national SUMP programmes and SUMP take-up in Europe?
- Which elements of existing national SUMP programmes work best?
- What do countries need to (further) develop their national SUMP programmes?

### Note on national or regional levels

Depending on each Member State's own organisation and level of devolution, the global framework in which SUMP is integrated can be national or regional (e.g. in Belgium, Spain, United Kingdom).

In this document, for the sake of simplicity, this framework will usually be called "national", with no systematic explicit mention of "regional" cases.

## 1.3. Methodology

The analysis of national SUMP programmes was conducted at European, national and local levels by both CIVITAS SUMP-Up and PROSPERITY projects.

### 1.3.1. European level

Desk research identified existing sources that have reflected national policy, such as [ENDURANCE](#)<sup>4</sup>. This project produced the first large scale overview of national frameworks with its "National inventories summary" (2013)<sup>5</sup>. Other sources include the [ELTIS](#)<sup>6</sup> member state profiles or the CIVITAS CAPITAL Advisory group on SUMP.

Feedbacks from European experts were also gathered during workshops at the following events:

- European Expert Group on Urban Mobility, Brussels, 23/11/2017;
- EURO CITIES Mobility Forum, Toulouse, France, 16-18/10/2017.

### 1.3.2. National level

The approach at the national level is based on the updating or elaboration of national inventories describing national SUMP programmes. The standardised structure of the national inventory was designed jointly by the two CIVITAS projects, SUMP-Up and PROSPERITY, based on the outcomes of the desk research and built on ENDURANCE's first inventories. SUMP-Up and PROSPERITY collaborated also for the global geographical coverage of European countries or regions (see Figure 2 and Table 1). The specific process for data collection was slightly different between the two projects:

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<sup>3</sup>Those questions were also developed within SUMP-Up work package 1 and its main deliverable "Users' needs analysis on SUMP take up", with an approach oriented towards local authorities.

<sup>4</sup>See <http://www.epomm.eu/endurance/index.php?id=2809>

<sup>5</sup>See [http://www.epomm.eu/docs/2247/D2\\_1\\_ENDURANCE\\_National\\_Inventories\\_Summary\\_final.pdf](http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf)

<sup>6</sup>See <http://www.eltis.org/mobility-plans/member-state-profiles>

- **For SUMP-UP:** A first update of national inventories was made by SUMP-UP partners based on the available descriptions of national SUMP programmes (mainly from ENDURANCE, a few also from ELTIS). Then national level representatives (experts from government or from national public agencies) and/or national focal points (NFP) were interviewed to consolidate the national inventories.
- **For PROSPERITY:** The update of national inventories was prepared by each NFP (except for Sweden, which was prepared by a national level representative, and the UK/Scotland, which was prepared by a regional level representative). They were based on the available descriptions of their national SUMP programmes (from ENDURANCE and/or from ELTIS) and updated with the latest information about the status of SUMP in their countries or regions as well as the status of their national SUMP programme. These inventories were then an input for at least two structured interviews with national level representatives in the local language: one with a national or regional level representative and the other with a national SUMP expert involved in SUMP development and implementation. Interviews aimed at confirming or improving the national inventory and at identifying the status and future development of elements of the national SUMP programme.

The output of this exercise is a set of national reports on national SUMP programmes structured around elements of the programmes which are of main interest to the SUMP-UP and PROSPERITY projects.

### 1.3.3. Local level

SUMP-UP has conducted a needs assessment in order to provide interested stakeholders with an insight into the current status of SUMP take-up in some European countries as well as an idea of the most recurrent drivers of, barriers to, and type of support required by cities when developing SUMP. In particular, local authorities in Europe were asked about the role of national institutions in promoting and fostering the development of SUMP in their country and about their expectations towards their national government. Both quantitative and qualitative research methods were utilised:

- a large online survey with transport planners and stakeholders from 328 European cities;
- interviews with experts in 10 EU Member States;
- a focus group meeting with 18 city experts.

The results and analysis are presented in the SUMP-UP deliverable D1.2 «Users' needs analysis on SUMP take up» (June 2017)<sup>7</sup>.

In addition to this quantitative approach, interviews were conducted with the seven SUMP-UP partner cities<sup>8</sup> to provide additional qualitative data. The structure of these interviews is based on the one developed for national level interviews.

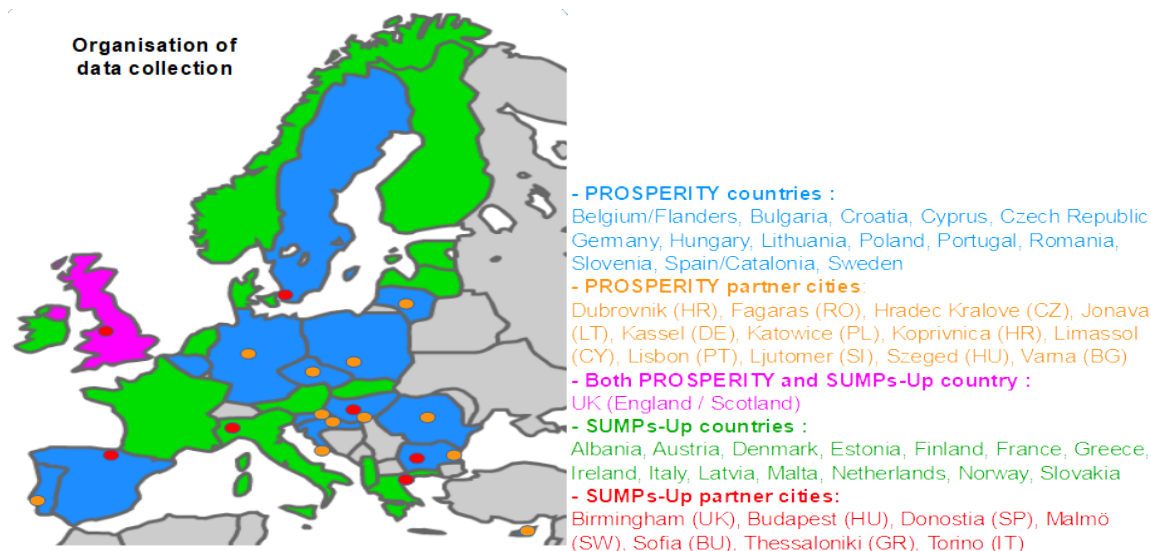
For more detailed information, please see the annex document, "Status of SUMP in European member states – Annex 1: National SUMP programme per country/region", which presents:

<sup>7</sup>[http://www.epomm.eu/docs/2247/D2\\_1\\_ENDURANCE\\_National\\_Inventories\\_Summary\\_final.pdf](http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf)

<sup>8</sup>Birmingham (United-Kingdom), Budapest (Hungary), Donostia (Spain), Malmö (Sweden), Sofia (Bulgaria), Thessaloniki (Greece), Torino (Italy)

- Details of the standardised structure of the national inventory and of the PROSPERITY structured interviews;
- National SUMP programmes per country / region;
- PROSPERITY interviews and SUMP-UP city partner interviews.

The description of the content of this annex document is presented in section 5.1.1.



**Figure 2: SUMP status analysis and data collection: task distribution**

	Country / region	Project		Country / region	Project
Austria	Country	SUMP-UP	Italy	Country	SUMP-UP
Belgium - Brussels	Region	PROSPERITY	Latvia	Country	SUMP-UP
Belgium - Flanders	Region	PROSPERITY	Lithuania	Country	PROSPERITY
Belgium - Wallonia	Region	PROSPERITY	Malta	Country	SUMP-UP
Bulgaria	Country	PROSPERITY	Netherlands	Country	SUMP-UP
Croatia	Country	PROSPERITY	Norway	Country	SUMP-UP
Cyprus	Country	PROSPERITY	Poland	Country	PROSPERITY
Czech Republic	Country	PROSPERITY	Portugal	Country	PROSPERITY
Denmark	Country	SUMP-UP	Romania	Country	PROSPERITY
Estonia	Country	SUMP-UP	Slovakia	Country	SUMP-UP
Finland	Country	SUMP-UP	Slovenia	Country	PROSPERITY
France	Country	SUMP-UP	Spain	Region	PROSPERITY
Germany	Country	PROSPERITY	Spain - Catalonia	Region	PROSPERITY
Greece	Country	SUMP-UP	Sweden	Country	PROSPERITY
Hungary	Country	PROSPERITY	UK - England	Region	SUMP-UP
Ireland	Country	SUMP-UP	UK - Scotland	Region	PROSPERITY

**Table 1: SUMP status analysis in EU Member States and regions: geographic coverage**

## NOTE ON REPRESENTATIVENESS OF RESULTS

The analysis presented in this document is based on various sources of data with different levels of accuracy and confidence, produced at different times. The process of collecting specific data also implied the involvement of many stakeholders, interviewers from PROSPERITY and SUMP-UP teams, as well as interviewees from European Member States, such as national focal points, national level representatives, or city partners.

The quality of the collected data is therefore heterogeneous: in some cases, data is missing or incomplete, can vary in terms of the degree of detail, and may be potentially influenced by the interviewee's professional position and SUMP experience, which results in various levels of subjectivity.

Results, especially detailed results per country, should therefore be used with caution.

### 1.4. Coordination and responsibilities

Cerema (Centre d'études et d'expertise sur les risques, l'environnement, la mobilité et l'aménagement) was responsible for the overall coordination of the national SUMP programmes analysis activities within SUMP-UP and the production of this report, in association with the project coordinator, ICLEI, and the technical partner, Rupprecht Consult, as well as other SUMP-UP participating partners.

Cerema also worked in close collaboration with UIRS - Urban Planning Institute of Republic of Slovenia (PROSPERITY)- to ensure a continuous coordination between the two approaches for the sake of efficiency and optimal use of resources.

More specifically, SUMP-UP (Cerema) was in charge of Chapter 2. "SUMP in the EU Member States", of this report, while PROSPERITY (UIRS) was in charge of Chapter 3. "National SUMP programmes".

The authors would also like to thank all participating partners involved in the survey and interviewees for their time and their valuable inputs.

### 1.5. Structure of the document

The two following chapters of this report will describe the results of the analysis of national SUMP programmes - to provide an overview of the current situation of the SUMP context in the European Member States (chapter 2. ) - and the more detailed national context for SUMP (chapter 3. ).

An analysis will be provided in chapter 4. , based on several research questions formulated in chapter 1.2. above.

A copy of the questionnaire used for the survey and the complete results used for the analysis can be found in the annex to this document.

## 2. SUMP in the EU Member States

### 2.1. General context – Challenges for urban mobility

- Open question: “What are the three major challenges concerning urban mobility in your country?”
- 12 responses
- Top 3: Environment, liveability and efficiency

As a global description of the urban mobility context, the first question was related to the three major national challenges for urban mobility. The top 3 responses are related to:

- **Environment**, at both local level (air pollutant and noise emission) and global level (GHG emission), in connection with the sustainability of the mobility system;
- **Liveability**, with topics such as health (air quality, general quality of life), safety, and social dimension (affordable and user-oriented mobility for all), in association with sustainability;
- **Efficiency** of the transport network, which targets the global level in order to provide the best travel times, increase the capacity and quality of the transport system, “address the needs of the functioning city”, and is oriented towards one or several specific modes (public transport, active modes, road network).

The increased awareness of environmental and liveability issues in urban mobility highlights the evolution in the perception of the role of mobility, whose efficiency is no longer seen as a stand-alone goal but rather as a mean to achieve the objectives of a more comprehensive urban policy.



**Figure 3: The 3 major national challenges for urban mobility (12 responses)**

Some other challenges, although these were mentioned by a fewer number of countries or regions, reflect issues that could apply to a larger number of national contexts, i.e. rural areas' accessibility to cities, the strong connexion to build between land use and transport, and the crucial role of transport to support the local economy.

## 2.2. General SUMP framework in EU countries

- Question: “Which of the categories below regarding SUMP implementation describes best the situation in your country/region?”
- 32 responses
- Results: Forerunner countries or regions: 5 / 16%, active countries or regions: 14 / 44%, engaged countries or regions: 8 / 25%, inactive countries or regions: 5 / 16%

The SUMP framework refers to the legal, governance, methodological and technical tools and actions provided by the national or regional<sup>9</sup> level to support SUMP. A classification in four categories has been made, based on the integration of SUMP within the urban transport framework, the level of support from the national / regional level and the existence of comprehensive legal, methodological and technical support<sup>10</sup> (see Table 2).

Based on the available results, 27 countries and regions out of 32 have incorporated SUMP within their urban transport planning framework to a certain degree. 19 of them do provide some support from the national level, including 5 (3 countries and 2 regions) forerunners who offer comprehensive legal, governance, methodological and technical support.

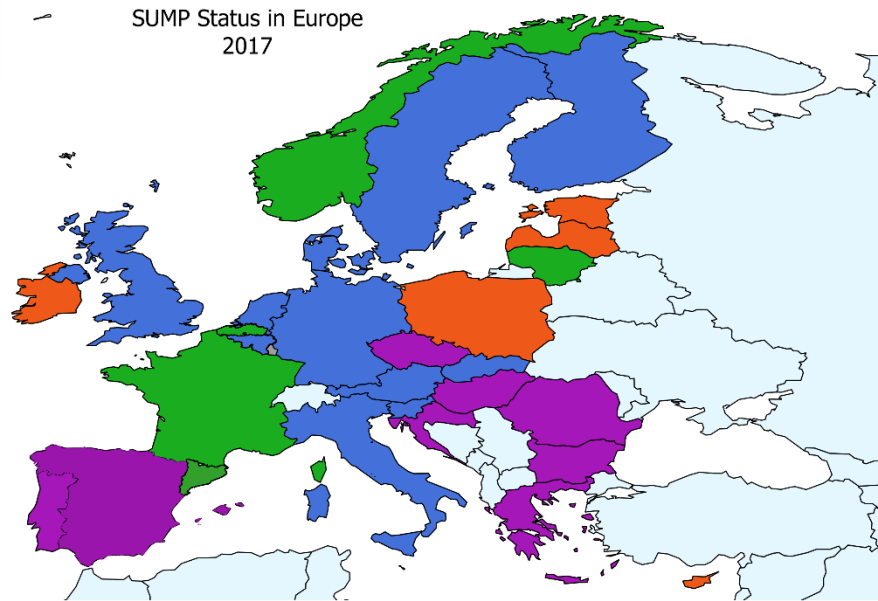
5 countries have not yet integrated SUMP at the national level.

Categories of SUMP status	Integration of SUMP within the urban transport framework	Support from the national / regional level	Comprehensive legal, methodological and technical support SUMP programme, legal definition, national guidance, monitoring, training, ...	Description	Number of countries / regions
1 Forerunner	Yes	Full	Yes	We have a <b>well-established urban transport planning framework</b> that incorporates SUMP (or equivalent document), <b>fully supported from the national/regional level</b> with most of the following elements: a SUMP programme, a legal definition, national guidance on SUMP, assessment scheme, monitoring and evaluation, trainings etc.	5
2 Active	Yes	Partial	-	We have a <b>well-established urban transport planning framework</b> that incorporates SUMP (or equivalent document) <b>with some support from the national/regional level</b>	14
3 Engaged	Yes	-	-	We have an <b>urban transport planning framework that incorporates SUMP</b> (or equivalent document) <b>without a support from the national/regional level</b> - merely as a way of accessing infrastructure funds;	8
4 Inactive	-	-	-	We are <b>moving towards an approach to sustainable urban mobility planning</b> with very limited or no examples of SUMP (or equivalent document);	5

**Table 2: The 2017 categories of SUMP status: definition and number of countries**

<sup>9</sup>Especially in Belgium, Spain and UK

<sup>10</sup>This classification does not integrate the durability of the national framework: is the framework included in a long-term process, or is it still quite young and potentially fragile? This criterion could be investigated in further research.



Status of SUMP national framework

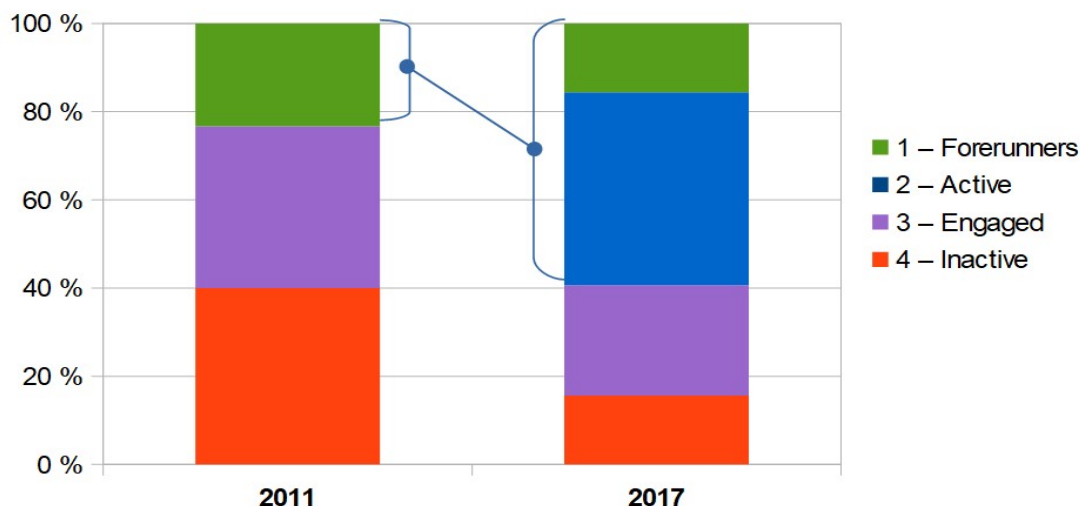
- 1 - A well-established urban transport planning framework that incorporates SUMP, fully supported from the national/regional level with mostly all SUMP-supporting components
- 2 - A well-established urban transport planning framework that incorporates SUMP with some support from the national/regional level
- 3 - An urban transport planning framework that incorporates SUMP without a support from the national/regional level
- 4 - Moving towards an approach to SUMP with very limited or no examples of SUMP
- No data for 2017

Figure 4: Mapping SUMP status in Europe (2017)

2011			2017		
Category	Number of countries / regions (Total : 20)	Countries / Regions	Category	Number of countries / regions (Total : 32)	Countries / regions
1	7	France, Germany, Italy, the Netherlands, Norway, the United Kingdom, Belgium (Flanders)	1	5	Belgium/Flanders, France, Lithuania, Norway, Spain/Catalonia
			2	14	Austria, Belgium / Brussels Capital Region, Belgium/ Walloon, Denmark, Finland, Germany, Italia, Malta, Netherlands, Slovakia, Slovenia, Sweden, UK / England, UK / Scotland
2	11	Austria, Denmark, Estonia, Finland, Hungary, Poland, Portugal, Spain, Slovenia, Sweden, Belgium (Wallonia)	3	8	Bulgaria, Croatia, Czech Republic, Greece, Hungary, Portugal, Romania, Spain
3	12	Bulgaria, Croatia, the Czech Republic, Greece, Ireland, Latvia, Lithuania, Malta, Northern Ireland, Romania, Slovakia	4	5	Cyprus, Estonia, Ireland, Latvia, Poland

Table 3: SUMP status – Comparison 2011 vs 2017





**Figure 5: SUMP status - Comparison 2011 vs 2017**

Note: the 2011 category #1 corresponds to the 2017 categories #1 and #2

A first classification of national SUMP status was made in 2011<sup>11</sup> based on three categories, with category #1 corresponding to the 2017 categories #1 and #2. The comparison with the 2011 situation (see Figure 5) shows a great evolution in terms of the integration of SUMP: the rate of engaged countries has increased from 18 (60%) to 27 (85%), while the number of more advanced countries (category #1 in 2011, categories #1 and #2 in 2017) has increased from 7 (25%) to 19 (60%)<sup>12</sup>.

### 2.3. Cities with an adopted SUMP or elaborating a SUMP

- Questions: “How many cities in your country/region have formally adopted a SUMP?” How many cities in your country/region are engaged in the preparation of their first SUMP? Are there cities in your country with the second or third “generation” of SUMP?”
- 32 responses
- Results:
  - more than 1 000 adopted SUMP
  - 347 first SUMP elaboration
  - 290 SUMP of 2d or 3d generation in 12 countries / regions

The question of the number of cities with a SUMP is of high interest to assess how cities have integrated the concept within their own local mobility policy. Before presenting some results, some specific limitations must be pointed out:

- Only a few countries have real national SUMP registries where all SUMP – or at least a representative part of them – are identified. Therefore, the levels of precision of the figures are variable, from accurate to qualitative or indicative data (some countries are not able to provide a figure).
- The European concept of SUMP is seldom directly put in practice in itself, as

<sup>11</sup> See “Rupprecht Consult, The State of the Art of Sustainable Urban Mobility Plans in Europe, 2011.”

<sup>12</sup>Rates are calculated based on the number of countries and regions integrated in the surveys, respectively 30 in 2011 and 32 in 2017.

countries tend to develop national versions of a sustainable urban mobility plans<sup>13</sup> that more or less consistent with the concept of SUMP. This could be due to specific national characteristics to be taken into account or because several countries started to elaborate their own national SUMP concept before the European one.

- The SUMPs identified in this report are those having been adopted, although there is no guarantee that they are still officially valid or that their measures remain implemented.

Based on the answers, it appears that **more than 1 000 SUMPs have been adopted** so far (see Table 4 and Figure 6).

	Number of adopted SUMP	Number of 1st SUMP elaboration	SUMP of 2d or higher generation
Austria	4	2	0
Belgium / Brussels Capital Region	1	0	1
Belgium/Flanders	307	1	210
Belgium/ Walloon	12	1	8
Bulgaria	9	2	0
Croatia	6	1	0
Cyprus	1	3	0
Czech Republic	3	7	0
Denmark	6	5	2
Estonia	0	0	0
Finland	3	15	0
France	97	29	49
Germany	13	/	/
Greece	20	/	0
Hungary	6	9	0
Ireland	0	8	0
Italia	16	54	0
Latvia	0	5	0
Lithuania	9	9	0
Malta	1	1	1
Netherlands	10	?	
Norway	4	5	4
Poland	10	30	1
Portugal	9	10	0
Romania	65		0
Slovakia	3	5	0
Slovenia	65	6	2
Spain/Catalonia	115	39	8
Spain (excluding Catalonia)	30	0	0
Sweden	75	100	Yes (number unknown)
UK – England	85	0	0
UK - Scotland	32	/	4
<b>Total</b>	<b>1017</b>	<b>347</b>	<b>290</b>

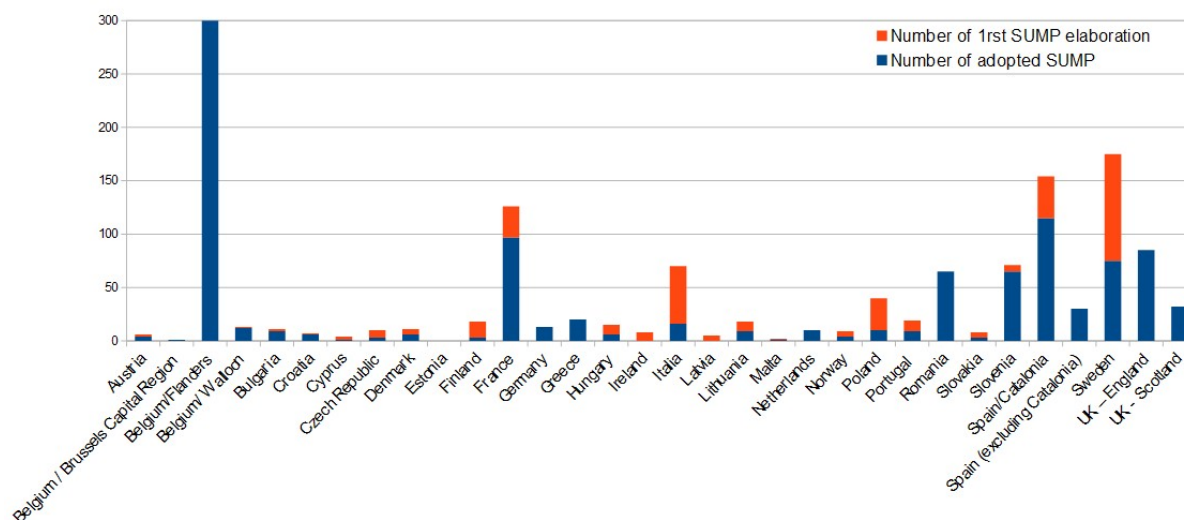
Notes :

- Sweden : between 50 -100

- UK / England : including 4 SUMP in Wales

**Table 4: Number of cities engaged in a SUMP in 2017**

<sup>13</sup>Such as Verkehrsentwicklungsplan (VEP) in Germany, plan de déplacements urbains (PDU) in France, Local transport plan (LTP) in England, etc.



**Figure 6: Number of cities engaged in a SUMP in 2017**

The major contributors are countries where the adoption of SUMPs is made mandatory by law or supported by significant incentives: two regions and a country alone – Belgium / Flanders Capital region, France and Spain / Catalonia - account for half of the total adopted SUMPs.

The dynamic of SUMP elaboration is strong with around 350 SUMPs in preparation. 6 countries or regions – France, Italy, Lithuania, Poland, Spain / Catalonia and Sweden – represent 75% of these.

These results for 2017 can be compared with the 2013 situation as described by ENDURANCE<sup>14</sup> (see Table 5).

For the 2013-2017 period, the total number of SUMPs has increased from 800 to 1 000. The major contributor countries for this increase are Romania, Slovenia and Sweden.

The interest of new cities for SUMPs also seems to hold out, as the number of SUMPs in preparation increased from 160 to 290 from 2013 to 2017. This increase could refer to various situations: cities with effective SUMP elaboration (i.e. with SUMPs likely to be adopted within 4 years) as well as cities where the elaboration process, from intention to adoption, is longer. Those cities could be considered as having a SUMP in preparation in both 2013 and 2017. However, the increase in the total number of adopted SUMPs in this period shows that these cases are not the majority. This means that reaching a total of 1 200 SUMPs in Europe within 4 years could be realistic.

Among the 1 000 SUMPs, 290 SUMPs are of second or third generation. Those cities have already approved one or several SUMPs prior to the one currently approved. They can be qualified as experienced cities, having already completed one or several cycles of the SUMP process. Unsurprisingly, those SUMPs are mainly located in countries with a long tradition in urban mobility planning (Belgium / Flanders and France account for 90%). However, twelve countries do have such experienced pioneer cities. Those cities 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.

<sup>14</sup> ENDURANCE, [D2.1 National Inventories Summary](#), 2013.

	2013 *		2017	
	Cities with an implemented SUMP	Cities planning to introduce a SUMP	Number of adopted SUMPs	Number of 1st SUMP elaboration
Austria	-	2	4	2
Belgium / Bruxelles	> 425	0	1	0
Belgium / Flanders		/	307	1
Belgium / Walloon		60	12	1
Bulgaria	-	-	9	2
Croatia	N/A	N/A	6	1
Cyprus	N/A	N/A	1	3
Czech Republic	-	3	3	7
Denmark	4	3	6	5
Estonia	-	1	0	0
Finland	Many regions + 2 cities	1	3	15
France	90	N/A	97	29
Germany	10	5	13	N/A
Greece	-	2	20	/
Hungary	-	1	6	9
Ireland	-	-	0	8
Italy	19	9	16	54
Latvia	1	1	0	5
Lithuania	-	2	9	9
Malta	N/A	N/A	1	1
Netherlands	26	Medium-sized cities	10	N/A
Norway	9	3	4	5
Poland	-	-	10	30
Portugal	3	> 30	9	10
Romania	-	7	65	/
Slovakia	-	2	3	5

	2013 *		2017	
	Cities with an implemented SUMP	Cities planning to introduce a SUMP	Number of adopted SUMPs	Number of 1st SUMP elaboration
Slovenia	3	5	65	6
Spain (excluding Catalonia)	117	55 almost every Spanish city with over 50,000 inhabitants (145 municipalities) has adopted a SUMP or is currently developing one)	115	39
Spain /Catalonia			30	0
Sweden	N/A	N/A	75	100
UK / England	> 100: All Local Transport Authorities (LTA) in England, 4 Regional Transport Partnerships in Wales; most of LTA in Scotland	N/A	85	0
UK / Scotland			32	/

**Table 5: Number of cities engaged in a SUMP – 2013 and 2017**

\* Data for 2013: “ENDURANCE, National Inventories Summary, 2013”

## 2.4. Ministries in charge of urban mobility planning

- Questions: “Which Ministry / Agency(ies) is/are responsible for the urban mobility policy? Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks?”
- 26 responses
- Results:
  - 50% of countries with 1 ministry, 50 % with 2 or more, 1 without any accountable ministry.
  - 25% of countries with an agency

Half of the surveyed countries or regions (13) have one ministry well-identified and with all major competences to support urban mobility planning. This ministry is usually the one directly in charge of transport (7 countries or regions). In other cases, it is the ministry for the environment (3) or other categories of ministries: infrastructure (1), housing, building and planning (1) or Regional Development, Public Administration and European Funds (1). The choice of this leading ministry could reflect some of the priorities given nationally to urban mobility: infrastructure, regional development, environment, etc.

Half of the countries (11) have two or three ministries collaborating on mobility planning:

- usually one ministry for the transport dimension (ministry for transport or infrastructure);
- in association with the ministry for planning (regional or national development, agriculture, ministry of municipalities, interior) or a ministry for the environment. In some cases, a ministry is also specifically in charge of funding (3 countries).

The multiplication of ministries involved in urban mobility planning creates a risk of having heterogeneous and/or insufficient levels of awareness between the national stakeholders (see next section).

One country doesn't have a ministry that is explicitly in charge of urban mobility planning yet. One quarter of the countries and regions surveyed (7) have created a national agency for mobility, supporting the ministries' action. All of those countries belong to the category of countries that have one single ministry in charge of mobility planning.

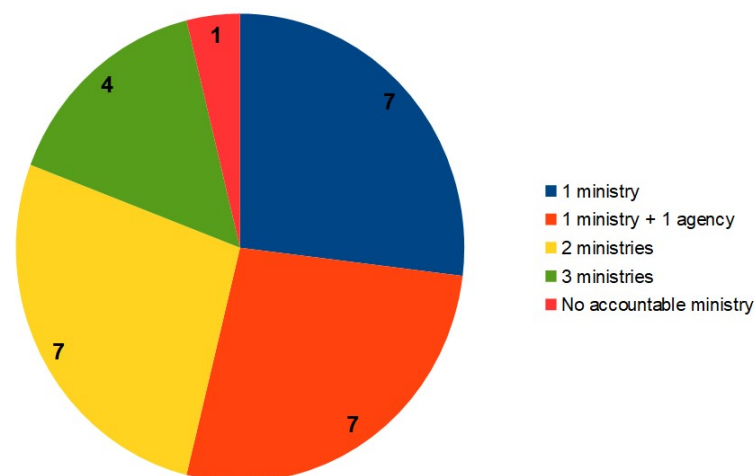


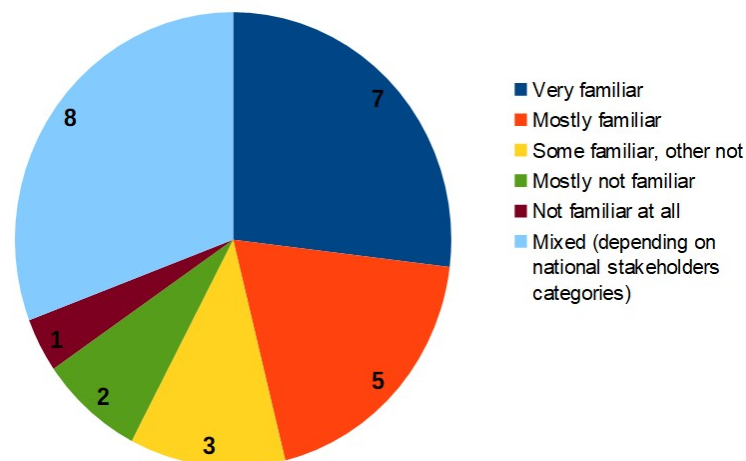
Figure 7: Number of ministries involved in urban mobility planning

## 2.5. Awareness of SUMP concept

- Questions: “*To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept?*”
- 26 responses
- Results:
  - 50% with very or mostly familiar stakeholders, 25% with a mixed situation, 25% with a lower level of awareness
  - 1 single ministry in charge of urban mobility planning = a higher level of awareness

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

In half of the surveyed countries (12), stakeholders are “mostly familiar” to “very familiar” with the SUMP concept, while in 25% of countries (6), the level of awareness is “limited” to “clearly insufficient” (Bulgaria, Estonia, Ireland). Communication and awareness raising efforts shall focus on such countries.

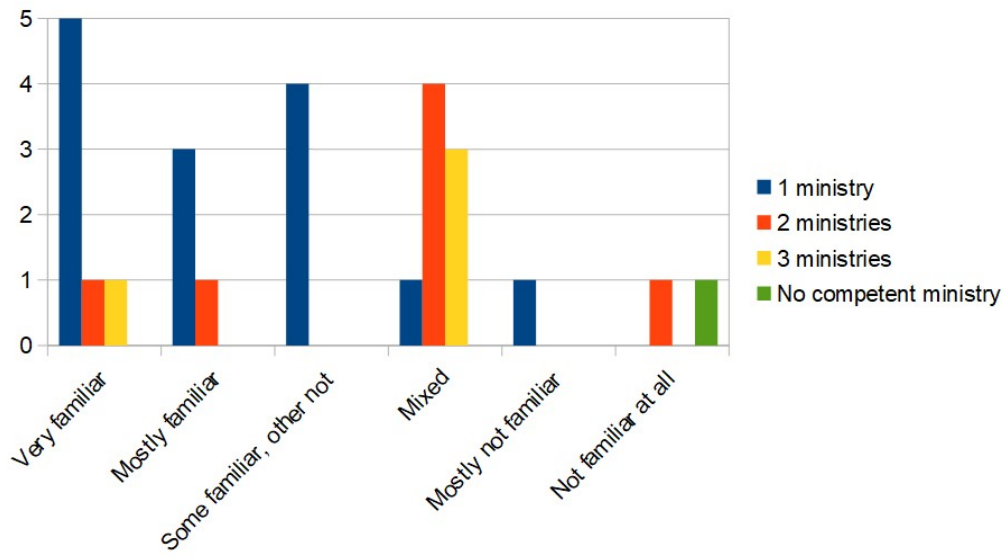


**Figure 8: Level of SUMP awareness at national level**

Another 25% of countries (8) are in a mixed situation: those countries have in majority two or three ministries involved in mobility planning, with a clear distinction of awareness depending on the ministry.

The analysis of the relation between the awareness level and the number of ministries in charge of urban mobility planning (see Figure 9) shows that having a single ministry is correlated with a higher level of awareness. Countries with an agency for mobility are also 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 that are more familiar with SUMP could serve to increase the level of awareness of stakeholders from other associated ministries.



**Figure 9: Number of ministries in charge of mobility planning and corresponding level of awareness**

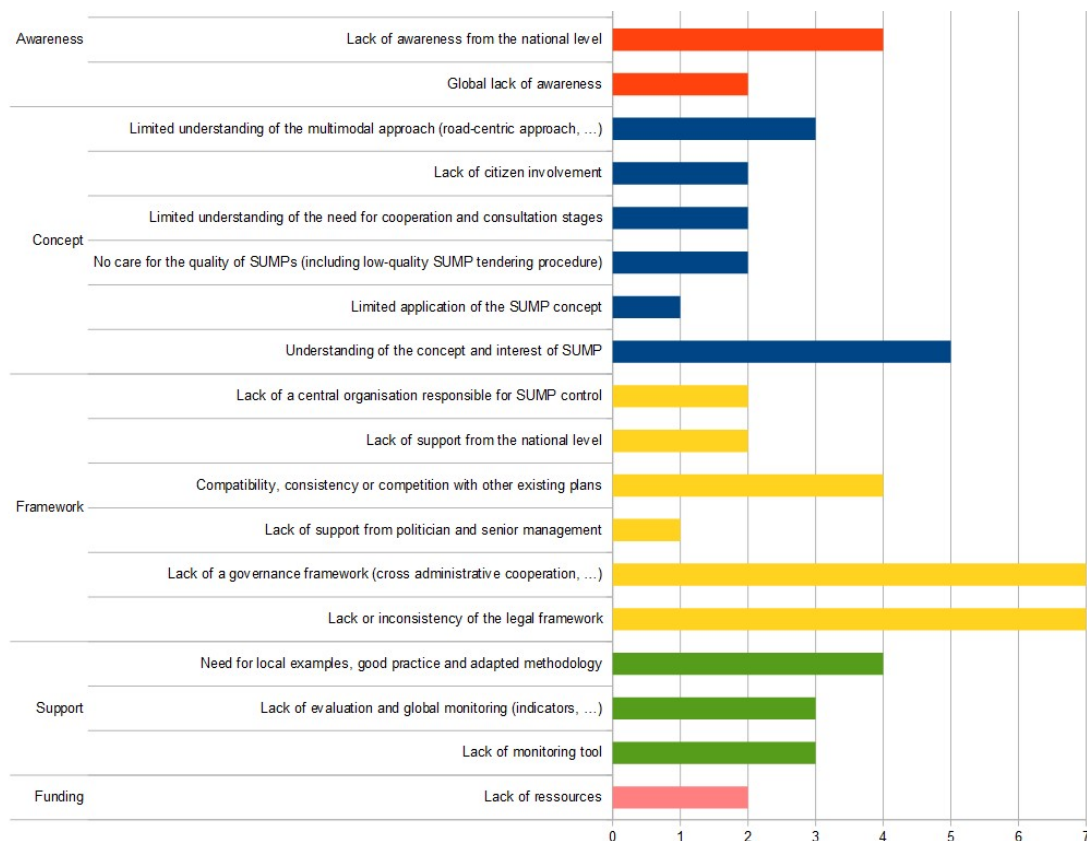


## 2.6. Types of gaps hindering SUMP development

- Questions: “Do you see any gaps in the awareness of SUMP at the higher level of government in your country?”
- 24 responses and 58 mentioned gaps
- Results:
  - Lack of awareness of SUMP concept [14%]
  - Limited understanding of the SUMP concept [26%]
  - Lack of support [17%]
  - Lack or inconsistency of the SUMP framework [40%]
  - Funding [3%]

The questionnaire included an open question about what types of gaps at the higher level of government in the country are hindering SUMP development. Answers have been grouped into 5 main areas and 19 sub-topics (see Figure 10):

- Awareness: Widespread SUMP awareness across all levels;
- Concept: Knowledge gaps in urban mobility planning;
- Support: Know-how, expertise and good practice exchange, methodologies and tools;
- Framework: Having a shared and well-understood national vision and sustainability goals for SUMP development, cross-sectoral cooperation among departments;
- Funding: Having sufficient and dedicated funding for SUMP development.



**Figure 10: Types of gaps hindering SUMP development at the national level - details (58 gaps mentioned for 24 responses)**

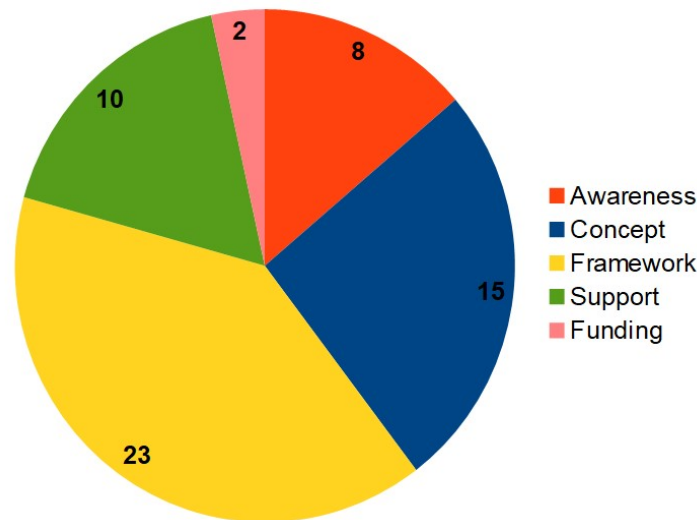


Figure 11: Types of gaps at the national level per areas

#### Lack of awareness of SUMP concept [14%]

- *Lack of awareness, global or specifically at national or local levels:* basic SUMP concept, process and content are not well-known by local stakeholders, national stakeholders or by those of both groups. This could prevent new SUMP-supporting initiatives to start.

#### Limited understanding of the SUMP concept [26%]

- *Concept and interest of SUMP, or a limited application of the SUMP concept:* if stakeholders are globally aware of the SUMP concept, the understanding of the concept (topics, process) as well as of the real benefits of elaborating a SUMP is still considered to be too superficial. This can limit SUMP take-off or lead to poor-quality SUMPs.
- *Specific SUMP key concepts such as the need for cooperation and consultation stages in the SUMP process, citizen involvement, and importance of the multimodal approach:* in contrast to the previous gap, SUMP is considered here to be a known concept overall, but attention should be more focused on some specific components of its concept or process. The fundamental objective of developing a multi-modal mobility system is sometimes not really understood nor put into practice, leading to road-centric approaches where emphasis is still put on motorised vehicles.
- *No care for the quality of SUMP:* the limited understanding of the SUMP concept and of its interest can lead to poor-quality SUMPs. Some local authorities are seen to be more concerned with having a “SUMP document” (e.g. to be eligible for funding) than about developing a real vision and an action plan towards a sustainable mobility.

#### Lack of support [17%]

- *Monitoring tool, evaluation and global monitoring (indicators, ...):* the lack of tools to monitor and evaluate SUMP activity at the national level is seen as an obstacle for SUMP take-off. This could lead to SUMPs with heterogeneous quality and it prevents

national / regional stakeholders from having a global and accurate overview on SUMPs, which is important to develop a relevant SUMP-support policy.

- *Need for local examples, good practice and adapted methodology:* in addition to a reference methodology developed at the European level, a limited provision or a lack of a methodological framework adapted to the national context, with eloquent local examples and recommendations, is considered to impend SUMP elaboration and deployment locally by cities.

### **Lack or inconsistency of the SUMP framework [40%]**

- *The legal framework:* the lack or the inconsistency of the legal framework is one of the most frequent answers. This refers to various situations, like the lack of a legal framework that could support the implementation of a SUMP, the inconsistency of the SUMP mandatory policy or inconsistencies with other policies (e.g. parking laws regulation), and the lack of a procedure for SUMP approval by local authorities.
- *The governance framework:* the main gap concerning governance is related to the lack of cross-administrative cooperation. With no specific organisation facilitating discussion and common decision-making processes, stakeholders – especially administrations – tend to work in silos. This can create counter-productive situations.
- *Compatibility, consistency or competition with other existing plans (urban, mobility, or national and regional plans):* besides SUMPs, some countries already have developed other sorts of plans – on mobility, urban planning, ... - that local authorities have to elaborate. SUMPs can thus be perceived as an additional burden, especially if horizontal integration (between SUMPs and other sectorial plans: urban planning, environment) and vertical integration (between national, regional and local approaches) are poorly supported.
- *Lack of support from the national level or from politicians and senior management:* SUMP take-off could be restrained in the case of absent or too-limited support from the national level, if other stakeholders – e.g. regions – do not to take the lead in urban mobility planning. In countries where SUMP take-up is low, the integration of sustainable urban mobility planning within practices also requires a real will from decision-making actors at the political or high-technician (in ministries or agencies) level. The stability, or at least consistency, of SUMP policy overtime is also important to enable and stimulate stakeholders to investigate mobility planning.
- *Lack of a central organisation responsible for SUMP support and control:* the lack of a central organisation with the assigned mission to support and control SUMPs could limit the elaboration of good-quality SUMPs.

### **Economy [3%]**

- *Lack of resources and unclear or unsecured financial framework:* the insufficiently developed financial framework includes both financial resources from local authorities and dedicated human capacities. Compared to the feedback provided by cities regarding the barriers to SUMP development, which have identified financing as the major barrier (see Section 2.8. ), national level stakeholders did not mention resources as a barrier as frequently.

## 2.7. Bridging the gaps

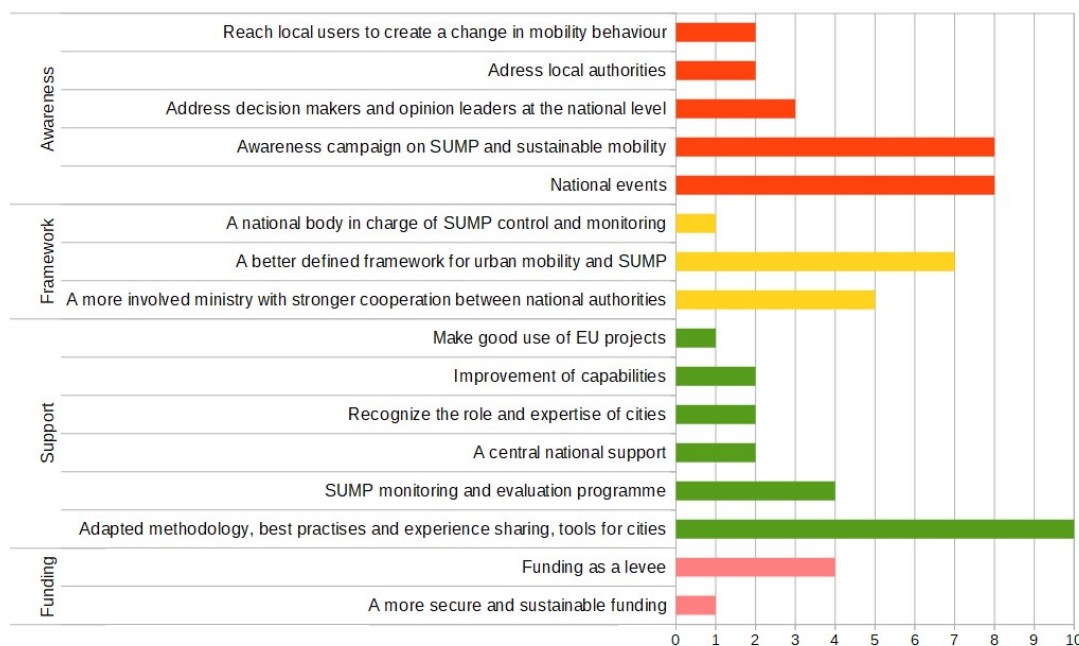
- Questions: “What can the national/regional level do to help overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMPs in your country/region?”
- 23 responses and 62 mentioned solutions
- Results:
  - Awareness [37%]
  - Framework [24%]
  - Support [35%]
  - Funding [4%]

Taking stock of the gaps identified at the national level, some solutions were suggested by the interviewees to overcome those gaps. Answers have been grouped into 4 areas and 16 sub-topics (see Figure 12):

- Awareness;
- Framework;
- Support;
- Funding.

Solutions referring to “SUMP concept”, identified as a stand-alone gap in section 2.6. , are covered here within the “Support” area, mainly under the “Improvement of capabilities” and “Adapted methodology, best practices and experience sharing, tools for cities” sub-topics.

The identification of these solutions could be used for designing future actions. Some of them are already being addressed with SUMP-Up and PROSPERITY, through national capacity building events and SUMP Learning Programmes (SLP) for local practitioners.



**Figure 12: Bridging the gaps hindering SUMP development at the national level (62 solutions mentioned within 23 responses)**

## Awareness [37%]

The first lever to overcome the gaps is to continue and increase awareness through national events and awareness raising campaigns targeting:

- *The national level* to address decision makers and opinion leaders at the national level, and to increase the capacity and knowledge in the ministry directly dealing with urban mobility planning, as well as in satellite ministries less familiar with SUMP but occasionally involved.
- *The local level* to address local authorities with awareness raising campaigns on the SUMP concept and sustainable mobility.
- *Local users* to create or amplify a change in mobility behaviour.

## Framework [21%]

- *Ministry level*: one suggested solution is to have a ministry exclusively in charge of urban mobility or with a clear national leadership. This ministry should be made more proactive with more allocated resources, to be able to develop a stronger cooperation between national authorities. When several ministries are involved, responsibilities and leadership should be clearly defined.
- *A better defined framework for urban mobility and SUMP*s: the development or reinforcement of the framework for urban mobility should be conducted on both legal and governance dimensions to improve the horizontal (between mobility and other thematic areas— urban planning, environment, ...) and vertical (between local, regional and national levels) integration of SUMP. Topics to be investigated should include questions concerning how to integrate SUMP into existing local planning processes and more globally questions about which procedure should be defined for better qualitative evaluation.
- *A national body in charge of SUMP control and monitoring*: the creation of such a national body should enable the provision of a lasting and well-identified central national support (see “Support” section below).

## Support [34%]

- *Adapted methodology, best practises and experience sharing, tools for cities*: one of the most mentioned actions is the provision of methodological resources adapted to the national context, including experiences from the country itself and integrating the national governance, legal and mobility frameworks.
- *Introduce SUMP monitoring and evaluation programme*: a national action supporting monitoring and evaluation at the national level should give visibility to national stakeholders in order to adjust and supervise the national policy, and to local stakeholders in order to understand their city’s performance in terms of SUMP development in comparison with other similar cities.
- *A central national support*: the framework for a central professional support could be based on a stable national reference point, supported by sustainable funding and one which would be in charge of the national monitoring, quality check and assessment of SUMP (database), provision of advisory and assistance programmes for the SUMP-development phase, training and event organisation, etc.

- *Recognize the role and expertise of cities*: it is considered of the upmost importance to recognize cities that have taken the initiative and have experience in developing and implementing SUMPs as valuable and major partners to develop awareness, best practices and methodology on a national scale.
- *Improvement of capabilities*: improvement of capabilities should be organised nationally to increase the capabilities of both local authorities and external expertise, e.g. with the development of academic modules on the SUMP concept and its thematic areas of knowledge (mobility management, parking policy linked to urban space design, economic benefits of sustainable mobility and transport, etc.), possibly related with certificates.
- *Make good use of EU projects*: European action offers many opportunities to support SUMPs, either directly as active partners within projects or as targeted stakeholders. Nationally, these should be used to generate real SUMP take-up momentum beyond the short term.

### Funding [8%]

- More secure and sustainable funding:
  - *Creation of separate funding for SUMPs*: developing separate funding would increase the visibility and the efficiency of support towards cities over time.
  - *Support for encouraging implementation*: financial incentives and support should also concern the last stage of the SUMP circle to ease the implementation of SUMP action plans into real services.
- Funding as a lever:
  - *Funds conditioned to SUMPs*: creating a conditionality of funds is seen as an efficient incentive, especially when there is no legal requirement for SUMPs. The challenge is thus to be able to support technically SUMP elaboration and to monitor and assess the quality of SUMPs to avoid poor-quality “alibi” SUMPs.
  - *Incentives for SUMP updating*: financial support should also target cities with approved and implemented plans, to help these forerunner cities with the transition towards second-generation plans.

## 2.8. What do cities need from the national level?

SUMPs-Up has conducted a needs assessment among European cities in order to provide interested stakeholders with insight into the current status of SUMP take-up in some European countries as well as an idea of the most recurrent drivers, barriers, and type of support required by cities when developing SUMPs. Both quantitative and qualitative research methods were utilised:

- a large online survey with transport planners and stakeholders from 328 European cities;
- interviews with experts in 10 EU Member States;
- a focus group meeting with 18 city experts.

Results and analysis are presented in the SUMP-Up deliverable “Users’ needs analysis on SUMP take up” (June 2017)<sup>15</sup>.

<sup>15</sup> <http://sumps-up.eu/reports/>

## 2.8.1 City survey

The questionnaire for the city survey included a question related to the role of the national level to support SUMP: “Question 13: What kind of additional support from your national government do you need for SUMP development?”.

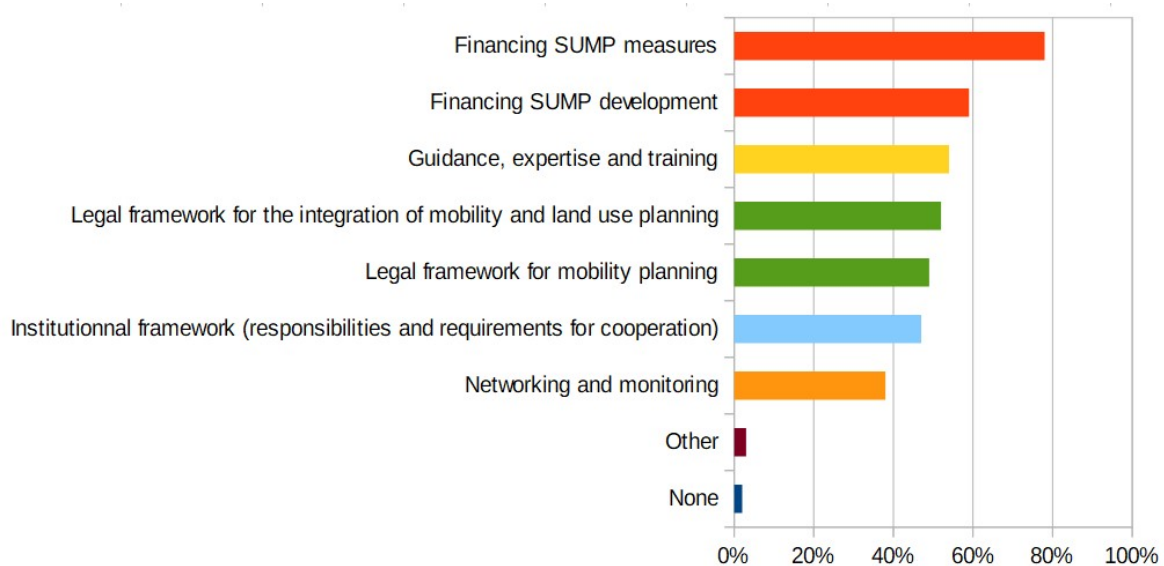
Results (see Table 1 and Figure 13) show the need of cities for support concerning financing, guidance, legal and institutional frameworks as well as networking.

If those topics are quite similar to the gaps and solutions expressed at the national level, their ranking is different with a highest priority given to funding, especially funding for the implementation of SUMP measures. The situation is also related to each national context, with the highest standard deviation for guidance, institutional framework, financing SUMP development, legal frameworks for mobility planning, and for integration with land use.

	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
None	3%	0%	0%	0%	0%	2%	0%	2%
Institutional framework (responsibilities and requirements for cooperation)	28%	56%	65%	29%	42%	41%	74%	47%
Legal framework for mobility planning	22%	50%	47%	53%	45%	51%	66%	49%
Legal framework for the integration of mobility and land use planning	38%	69%	71%	59%	39%	52%	69%	52%
Networking and monitoring	38%	25%	29%	24%	32%	41%	49%	38%
Guidance, expertise and training	47%	31%	47%	71%	42%	56%	83%	54%
Financing SUMP development	44%	63%	71%	59%	32%	64%	69%	59%
Financing SUMP measures	78%	69%	88%	76%	65%	82%	94%	78%
Other	3%	13%	0%	0%	3%	3%	0%	3%

**Table 6: Additional support needed from national government for SUMP development for countries with at least 15 participating cities** (multiple answers possible; results are not weighted by country population)

Source: «SUMP-UP, Users' needs analysis on SUMP take up, 2017».



**Figure 13: Support needed from national government for SUMP development for EU countries** (238 responses)

## 2.8.2 Focus Group

A first focus group meeting was organised in 2017 by SUMP-UP with 18 representatives from 17 European cities (13 countries), with four groups exploring four set of questions. Some elements of the discussion are related to national SUMP programmes:

- Regarding measure selection, discussions at the **national level could set the agenda and influence the interest of cities in determined policy fields** [Group 4 - Measure selection and action plan]. The national level could therefore help cities by highlighting national policy priorities.
- **Lack of national support and an adequate regulatory framework** is a barrier to SUMP implementation (e.g. low emission zones) [Group 2 – Barriers]. This goes beyond just mobility planning, as it is clearly related to operational implementation. However, an inefficient regulatory framework for mobility is likely to prevent cities from being able to implement the whole range of SUMP measures.
- **Drivers for SUMP can be non-mobility objectives:** CO<sub>2</sub> / pollutant emissions, city attractiveness for business and tourism [Group 1 – Drivers and challenges]. Planning urban mobility is a way to address local mobility problems, but it also contributes to reaching other objectives, including objectives at the national level, such as compliance with national commitments under international environment protection agendas.
- In **capital cities**, interaction with the national level is more obvious [Group 2 – Barriers]. As this is where local and national interests meet, the specific role of capital cities, which are usually the cities with the highest mobility stakes in a country as well as those with the most complex governance, is highlighted.



## 3. National SUMP programmes

### 3.1. Introduction

To prepare the development or improvement of national SUMP programmes, SUMP-UP and PROSPERITY started with an analysis of the status of national SUMP programmes in EU Member States. The analysis, the results of which are presented in this chapter, aimed to identify and assess:

- the status of national SUMP programmes in EU Member States;
- successful existing national SUMP programmes and their key contents;
- key problems hindering SUMP-planning in cities, regions and countries;
- the needs of national and/or regional level representatives in the development and improvement of national SUMP programmes.

The results of the analysis are clustered around five main elements of national SUMP programmes:

- the legal and regulatory framework for SUMP;
- financial resources for SUMP preparation and implementation;
- guidelines and methodology for SUMP development;
- monitoring and evaluation of SUMP development and implementation;
- information, education and knowledge exchange.

The analysis of each element is presented with the same structure. After introducing the topic, a summary from the Endurance project report<sup>16</sup> provides the 2013 status of the analysed elements. The subsequent part then presents the current situation, followed by a description of best practices, and concludes with a status overview in all participating countries.

**Best practice examples are only briefly presented in each chapter while comprehensive descriptions can be found in the external annex document, “Status of SUMP in European member states – Annex 2: Best practices”.**

### 3.2. Legal and regulatory framework for SUMP

#### 3.2.1 Introduction

National legislation is one of the most crucial factors for the development of sustainable mobility policies in cities. The chapter describes how different countries approach the regulation of SUMP. Each country involved in the SUMP-UP – PROSPERITY survey described to what extent urban mobility policies are recognised on the national or regional governmental level and whether there are any major policies supporting or counteracting the preparation or implementation of SUMP. Another aspect covered within the chapter is related to the adoption and implementation of SUMP, especially whether they are encouraged by national or regional policies or even made compulsory. All questions were asked to both national and regional levels.

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<sup>16</sup> ENDURANCE, D2.1 National Inventories Summary, 2013, [http://www.epomm.eu/docs/2247/D2\\_1\\_ENDURANCE\\_National\\_Inventories\\_Summary\\_final.pdf](http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf)

### 3.2.2 Summary of the Endurance project report (2013)

The ENDURANCE project report was published in 2013. The report outlined that national legislation and regulation related to sustainable mobility exist on several levels. These instruments also concern areas other than the transport sector, e.g. energy usage, air quality or land use. Most of the countries have at least a national transport policy as the main steering document. In general, the old EU Member States are better equipped in this aspect than new EU Member States. The following issues arise:

- substantial differences in policies and legislative background exist among EU Member States (powers and responsibilities of national and regional levels differ);
- legally binding documents and their legislative “power” also differ among countries (good national strategies do not always need to be supported by the legislation of a lower power or local regulations);
- various levels/definitions of “relation to sustainable mobility” (i.e. the different national policies are not based on a common definition of sustainable mobility);
- transport and mobility-related policies may not be connected to SUMP at all (legislation on air quality exists but has no power on traffic in cities, national cycling policy is focused more on recreational cycling than cycling for commuting purposes).

Most Member States have a national transport policy (18 out of 25 countries included in the study), but environmental issues are also often reflected by legislation (e.g. 16 Member States have legislation on air quality). A good example of nation-wide legislation relevant to SUMP can be cited from Germany, Austria, Poland or the Great Britain, among others.

Contrary to national legislation, regional legislation depends on the rate of decentralization in the respective country, which also depends on the size of the country. Regional legislation is, in general, of less importance than national legislation. Generally, larger countries have substantially more regional governments than smaller ones. There are also several countries with no officially established regions or where the regions have no significant legislative or administrative function (Estonia, Ireland, Latvia, Lithuania, Norway, and Slovenia). On the contrary, in Italy, the national guidelines for Piani Urbani della Mobilità (PUM), which were prepared by the Ministry of Infrastructure and Transport, were adjusted by some regions into regional guidelines (e.g. the Veneto region). Relatively strong regional legislation can also be found in Belgium and the Czech Republic.

### 3.2.3 Current situation (2017)

Compared to the 2013<sup>17</sup> findings by the Endurance project, the 2017 findings of the PROSPERITY and SUMP-Up projects show a similar picture with some improvements regarding legislation related to SUMP. 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. 18 have dedicated programmes and 13 have different documents available in support of the legislation.

The following elements were analysed and the results are summarized below:

- the existence of legislation, programmes and documents on urban mobility at the national/regional governmental level;

<sup>17</sup> Croatia is the last Member State to join the European Union on 1 July 2013.

- supporting or counteracting policies for the preparation and/or implementation of SUMPs;
- existence of mechanisms for compulsory adoption, implementation and updates of SUMPs.

### **Legislation, programmes and documents on urban mobility**

As stated above, countries developed various approaches to address the legislative aspects of sustainable urban mobility and SUMPs. Depending on the administrative situation, in some cases, like Belgium and Spain, where the regional level is well-developed and has an important legislative role, most of the essential elements of legislation are in place at the regional level. In other countries, the national legislation plays the most significant role. The situation described in the Endurance report did not change drastically.

72 % of the surveyed countries and regions (16 countries and 7 regions) have legislation for the field of sustainable urban mobility in place. Most of the countries have, besides legislation, also dedicated programmes to support the activities. Among them, the Flanders and Brussels regions in Belgium, France and Catalonia in Spain have the most developed legislative frameworks, with several supporting policies and compulsory elements, in place. These include dedicated legislation and programmes, and in one case several documents and funding (Flanders), while the compulsory elements include SUMP adoption, SUMP implementation, monitoring and evaluation activities, and SUMP updates.

Many countries who do not have legislation in place yet, have nevertheless developed programmes to support sustainable urban mobility. Such countries are: Cyprus, Czech Republic, Greece, Hungary, Ireland, Portugal, Slovakia and Slovenia. The least developed countries in terms of legislation and related support are Croatia and Estonia.

### **Supporting or counteracting policies**

All countries have at least a few policies in place which support the development of sustainable urban mobility, most countries have several ones. The most commonly stated policies which are in line with urban mobility policies are those related to transport, land use, decarbonisation, energy efficiency, air quality, and specific transport modes, such as cycling policy or policy on public transport quality.

However, many countries also contain a few policies which hinder sustainable urban mobility. In Bulgaria, the policy for Integrated Urban Transport Plans works against SUMPs because it emphasizes infrastructure measures, sometimes accompanied with fragmented mobility initiatives, without considering public participation. In Cyprus, the transport policies that involve upgrading or new road infrastructure constructions favour the use of cars instead of alternatives modes. In Spain, there are national initiatives in place to promote car fleet renewal, acting as an incentive to the car industry, and which thereby promote its use. Besides that, urban development standards used in urban planning are not always coherent with sustainable mobility, for instance low density development standards used in some residential areas result in the development of new suburban areas.

### **Compulsory activities related to SUMPs**

As with legislation, approaches to the compulsory development of SUMPs or elements and activities related to SUMPs are very different between countries. The elements that were

analysed within this study were formal adoption, implementation, monitoring and evaluation, and regular updates.

Most of the countries do not make any of the above elements compulsory, even if they have already developed the legislation. Formal adoption is compulsory in Lithuania and Catalonia but not throughout all of Spain. It is also compulsory in Bulgaria for cities that decide to develop a SUMP, but the decision to do so remains in the hands of the city administration. In several countries, formal adoption is not compulsory but is required to access national or regional funding. Such examples are Portugal, Romania, Slovenia, Sweden and Scotland. Implementation itself is not compulsory in any of the countries, however because adoption is formal and related to an access to funding, there are enough elements to secure the implementation of planned measures.

The monitoring and evaluation of SUMPs are one of the key elements of the methodology, but most countries do not have such compulsory activities in place. The Hungarian SUMP guidelines contain monitoring as a compulsory task. However, the gathering and the assessment of monitoring results is not controlled at the national level. Similarly, in Lithuania there is no evaluation defined at the national and local levels. In Portugal, monitoring and evaluation are not mandatory, even though the Mobility Package defines a set of procedures to accomplish this task, including how to create a monitoring structure, how to conduct the monitoring process, which indicators to use and how to produce progress reports.

However, some countries developed their own systems of monitoring and evaluation. In Slovenia, for example, municipalities must monitor and report results for selected indicators for the following 5 years (at least two indicators per municipality). The methodology for two indicators (modal split and travel to school) was prepared and distributed by the ministry of infrastructure. In Catalonia there is a common indicator set defined for the evaluation of SUMPs. In addition, SUMPs should be subject to an environmental assessment. In Scotland, monitoring and evaluation are compulsory at the regional level but not at the local level.

Regular updates of SUMPs are compulsory in Catalonia, Spain, every 6 years and in Scotland regional plans must be updated every 4 years. In Sweden, SUMP-equivalent updates are compulsory every 4 years as part of larger comprehensive plan updates. In several other countries updates are not compulsory but recommended. Such countries are the Czech Republic and Slovenia, where updates are recommended every 5 years, and Scotland, where updates of local plans are recommended every 3 years, but happen every 5 years. In Romania, as in Sweden, SUMPs should be updated as a part of general plan, but only every 10 years. In other countries updates are voluntary.

### **3.2.4 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 land use planning.

### 3.2.5 Overview: Legislation related to SUMPs

Country - region		Legislative elements in place				Supporting policies	Compulsory elements in place
		Programmes	Funds	Documents	Legislation		
Belgium - Flanders	4	x	x	x	x	Several	Adoption, implementation, monitoring, evaluation, updates
Belgium - Brussels	4				x	Several	Adoption, implementation
France	4	x			x	Several	Several
Spain - Catalonia	4	x			x	Several	Several
Belgium - Wallonia	3		x		x	Several	Adoption only
Finland	3	x		x	x	Some	Some, for larger urban areas
Lithuania	3	x		x	x	Several	Some
Norway	3	x		x		Several	Evaluation only
Romania	3	x			x	Some	Some, some recommended
Slovenia	3	x		x		Several	Some
Sweden	3	Not specified				Several	Some, some recommended
UK - England	3			x	x	Several	Adoption and monitoring partially compulsory
Austria	2	x			x	Several	None
Bulgaria	2	Some on national level, more on city level				None stated	None
Czech Republic	2		x				x
Denmark	2						
Germany	2	x			x	Several	None, some recommended
Greece	2	x				Some	None
Hungary	2	x	x		x	Some	None
Italy	2				x	Several	None
Ireland	2	x		x		Several	None
Latvia	2				x	Several	None
Malta	2	x		x	x	Several	None
Netherlands	2	x		x	x	Several	None
Poland	2			x	x	Several	None
Slovakia	2	x		x		Several	None
Spain	2	x			x	Several	None
UK - Scotland	2			x	x	Several	None, some recommended
Croatia	1			x		Some	None

Country - region		Legislative elements in place				Supporting policies	Compulsory elements in place
		Programmes	Funds	Documents	Legislation		
Cyprus	1	x				None	None
Estonia	1	None				Some	None
Portugal	1	x		x		Some	None

**Table 7: Overview of laws and regulations related to SUMP.**

Legend:

Level	Existence of legislation and programmes related to SUMP	Compulsory elements in place
4	Several	Several
3	Several	Some
2	Some	No
1	No	No

### 3.2.6 Best practice examples

Two best practice examples were identified presenting possible approaches to legislation aspects related to SUMP:

- Plan de déplacements urbains (PDU) – the French SUMP: Legislation (France);
- The Mobility Law in Catalonia boosts SUMP in Barcelona Province (Catalonia in Spain).

They are presented in the external annex document, “Status of SUMP in European member states – Annex 2: Best practices”.

### 3.3. Financial resources for SUMP preparation and implementation

#### 3.3.1 Introduction

This chapter presents different approaches that countries use for financing SUMP development and the implementation of sustainable mobility related measures. It describes what resources are available for cities in each country or region. 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 that qualifies for funding, which would otherwise not be available.

The chapter also presents approaches to secure minimum standards that SUMP must meet and, if available, where these standards are defined. These standards are again mostly important in countries without specific legislation on SUMP. They secure the minimal quality of the documents and check whether all key activities for development have been considered.

#### 3.3.2 Summary from Endurance project report (2013)

In Norway, the four largest cities (with over 100,000 inhabitants) have a “City Package of Measures” (“Bypakke”), which can be considered a SUMP. The major source of funding comes from revenues from the city tolling cordons.

In Austria, the Federal Ministry of Agriculture, Forestry, Environment and Water Management set up a nation-wide programme in 2004, bundling all of the so-called “soft measures” in the field of energy efficiency and combating climate change with the aim of a market transformation towards more sustainability. The housing, energy savings, renewables and transport sectors were targeted. The programme has been financed entirely from climate protection funds and has been given the name/brand “klima:aktiv”.

PDU in France are partially funded via household travel surveys (necessary for the state of the art, baseline and evaluation of PDUs). State funds cover 20% of all travel surveys, which benefit from a “Certu<sup>18</sup>” standardized methodology.

In the UK, cities applying to the national government for special funds for public transport projects have to show that they have a Local Transport Strategy (LTS) approved by their politicians and that the public transport project for which they want money would help achieve the objectives of the LTS.

In Sweden, some programmes with project-based funding for initiating and supporting sustainable urban transport planning have been carried out. The guidelines prepared are TRAST (Traffic for an attractive city), which have existed since 2007. TRAST is a holistic planning tool supporting municipalities in the development of a balanced transport system in the context of urban development. TRAST contains both a manual and documentation and consists of two handbooks. One aims at supporting municipalities in their work to develop an urban planning process that includes transport planning, and the other includes facts and information about developing traffic strategies, plans and programs.

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<sup>18</sup> The “Certu” standard is the methodological framework for household travel surveys developed in France and continuously consolidated since 1976. It is not mandatory but local authorities can get financial support if they respect the standard.

In Greece, national funding can be requested through the respective calls under the National Strategic Reference Framework.

There is no legal obligation to adopt a SUMP in Spanish municipalities, except in Catalonia, Valencia, and the Basque Country. Nevertheless, municipalities will only be eligible for financial support from the national government regarding transport and mobility if they account for a SUMP.

### 3.3.3 Current situation (2017)

Within this chapter, two major topics are covered. Firstly, the availability of financing from various administrative levels for SUMP and sustainable urban mobility measures, and whether the adoption of a SUMP is a condition to access funding options for investments in mobility. Secondly, information about the minimum standard that a SUMP must meet. Where these standards are defined, these were collected.

Compared to findings from the ENDURANCE project, a larger number of 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 in this field and others indirectly for wider objectives, which sustainable mobility can help to achieve.

The following elements were analysed and the results are summarized below:

- availability of resources for SUMP;
- existence of minimal standards for SUMP.

#### Availability of resources for SUMP

Within this topic, four administrative levels were considered: local (own), regional, national and European. Since all cities can decide to use their own funding to develop and implement a SUMP, this level does not tell much. Similarly, all cities can apply for EU level funding with the same conditions. What is therefore interesting for this study is the existence of regional and national funding.

In countries with well-developed regional administrative levels, financial resources for SUMP and wider sustainable mobility related measures are commonly available. Such examples are Germany, Spain, Sweden (in some cases), and Scotland. More often resources are available at the national level. Such resources are often part of wider national programmes such as operational programmes, supporting programmes from different ministries, funding for energy efficiency and environmental protection, climate protection action plans or directly from the national budget. In most countries, the financial framework for urban mobility is not permanently secured or clearly defined.

Nevertheless, as mentioned in the previous chapter, in countries where SUMP are not legally required, some financial resources are available for cities who decide to develop one. This offers a positive motivation for SUMP development. This mechanism is partially in place in Czech Republic, Germany, Hungary, Spain (for public transport) and is fully in place in Belgium and Slovenia.



## Existence of minimal standards for SUMPs

Access to additional funding poses a question concerning the quality of SUMPs, especially in countries where they are not defined by a national law. Such standards exist in Belgium at the regional level by a decree, in Hungary and Slovenia within national guidelines for SUMPs, and in Spain, where they are defined in the national strategy on sustainable mobility. In the Czech Republic, while minimal standards are not defined, SUMPs are assessed by a committee within the ministry of transport. Other countries do not have any minimal standards defined.

### 3.3.4 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 SUMPs and carry out necessary measures.

### 3.3.5 Overview: Financial resources for SUMP preparation and implementation

Country - region	Existing financial resources for SUMP					Implementation funding conditioned to SUMP adoption
		L	R	N	EU	
France	4	yes	yes		yes	Yes
Norway	4	yes	yes	yes	yes	Yes
Slovakia	4	yes	yes	yes	yes	Yes
Finland	3-4	yes	yes	yes	yes	No
Austria	3	yes	yes	yes	yes	Not directly
Netherlands	3	yes	yes	yes	yes	No
Belgium - Brussels	3	yes	yes			Partly
Belgium - Flanders	3	yes	yes			Partly
Belgium - Wallonia	3	yes	yes			Partly
Denmark	3	yes	yes		yes	No
Germany	3	yes	yes			Partly
Greece	3	yes		yes	yes	No
Italy	2-3	yes	yes	yes	yes	No
Lithuania	3	yes			yes	Yes
Slovenia	3	yes		yes	yes	Yes
Spain	3	yes	some	yes	yes	No
UK - England	3	yes	yes		yes	No
Spain - Catalonia	2-3	yes	yes			No
Bulgaria	2	some		some	yes	No

Country - region	Existing financial resources for SUMP					Implementation funding conditioned to SUMP adoption
		L	R	N	EU	
Croatia	2			some	yes	Partly
Cyprus	2			some	yes	No
Estonia	2			yes	yes	No
Hungary	2	yes			yes	Partly
Ireland	2	yes	yes		yes	No
Malta	2	yes		yes	yes	No
Portugal	2	yes		some	yes	Partly
Romania	2	yes		some	yes	No
Sweden	2	yes	some			No
UK - Scotland	2	yes	yes		yes	No
Czech Republic	1-2			some	yes	Partly
Latvia	1-2	yes			yes	No
Poland	1-2	yes			yes	No

**Table 8: Overview of financial resources for SUMP preparation and implementation.**

Legend: L – local level; R – regional level, N – national level, EU – European level)

Legend of Table 8	Availability of funding from local, regional and national levels	Systematic funding
Level 4	Funding on several levels	Systematic funding
Level 3	Funding on several levels	Systematic to some extent
Level 2	Some funding available	Unsystematic funding
Level 1	No funding (besides EU) available	

### 3.3.6 Best practice examples

Two best practice examples were identified to present possible approaches for securing financial resources for the preparation and implementation of SUMP:

- Financing the development and implementation of SUMP in Belgium;
- Financial support for the development and implementation of SUMP in Slovenia.

They are presented in the external annex document, “Status of SUMP in European member states – Annex 2: Best practices”.

## 3.4. Guidelines and methodology for SUMP development

### 3.4.1 Introduction

This chapter presents an overview of approaches regarding the availability of coherent guidelines or methodologies for SUMPs used at the national or regional level. If the guidelines are available, it explores if they were mainly translated from EU guidelines or whether they were independently developed within the national planning framework. The chapter further explores if SUMP development is supported by national planning guidelines for specific content of urban mobility policy like walking, cycling, public transport or parking.

### 3.4.2 Summary from Endurance project report (2013)

In Italy, the Ministry of Infrastructure and Transport published guidelines and some regions adopted these guidelines to address the needs and situations of the municipalities in their own Piani Urbani della Mobilita' Sostenibile (PUMS).

Local authorities in England and Wales were provided with detailed guidance from the national level to explain what constituted a high-quality Local Transport Plan (LTP); the link to finance provided a strong incentive for authorities to follow the national guidance.

In Slovenia, guidelines for the preparation of an integral transport strategy called "Sustainable mobility for successful future" have been developed. They have been approved by the Ministry of Infrastructure and Spatial Planning, but they are still a non-binding document for Slovenian cities.

In Sweden, some programmes with project-based funding for initiating and supporting sustainable urban transport planning have been carried out. As discussed above, the guidelines prepared are TRAST (Traffic for an attractive city), which have existed since 2007. TRAST is a holistic planning tool supporting municipalities in the development of a balanced transport system for urban development. TRAST contains both a manual and documentation and contains two handbooks. One aims at supporting municipalities in their work to develop an urban planning process that includes transport planning, and the other includes facts and information about developing traffic strategies, plans and programs.

There are also technical guidance documents issued by the Spanish National Government (IDAE) and several regional governments (the Basque Country, Andalusia and Barcelona).

### 3.4.3 Current situation (2017)

Some progress regarding the availability of guidelines was achieved when compared to the data collected for the Endurance report. We identified several countries who developed and maintained their own guidelines independently from the European ones. The following countries fall into this category: Belgium (all three regions developed their own guidelines), France, Germany, Italy, Netherlands, Portugal, Spain, Sweden and the United Kingdom. Some of these guidelines were developed already in 1999 so the extent of their similarity with current EU guidelines is hard to assess.

Several other countries based their national guidelines on EU guidelines. In Bulgaria and Latvia, for example, translated EU guidelines are in use. In Czech Republic, Denmark,

Hungary, Lithuania, Malta, Romania, Slovakia and Slovenia, EU guidelines were translated and upgraded with local best practices and adapted to national legislation.

The remaining countries use the original EU guidelines, provided in the English language, when needed.

### **Availability of other specific guidelines**

In several countries, such as Belgium, Germany, Portugal, Spain and the United Kingdom, there are many guidelines available for topics related to SUMP, such as mobility management, flexible transport, interfaces, road planning, parking policy, shared mobility, pedestrian network, cycling network, public information services, urban design, etc. However, the availability of guidelines varies between countries and many still do not provide any such support.

### **3.4.4 Needs for improvement**

To successfully develop SUMP programmes, countries or regions need their own guidelines, which are adapted to national legislation and the 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 the 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 keeping track of who recently started working on such topics more actively.

### 3.4.5 Overview: Guidelines and methodology for SUMP development

Country - region	Status of guidelines
	<b>Guidelines translated / based on / upgraded from EU SUMP guidelines</b>
Bulgaria	Translated EU guidelines in use, but not obligatory
Czech Republic	Integration of EU guidelines with national best practices
Denmark	Developed in 2014, in line with EU but adapted to national legislation
Hungary	Integration of EU guidelines with national best practices
Latvia	Translated EU guidelines in use, but not obligatory
Lithuania	National guidelines based on EU guidelines
Malta	Integration of EU guidelines with national best practices
Romania	General methodology inspired by EU guidelines existing but not obligatory
Slovakia	National guidelines on basis of EU guidelines and Poly-SUMP methodology
Slovenia	Integration of EU guidelines with national best practices
	<b>Guidelines developed before / independently from EU SUMP guidelines</b>
Belgium - Brussels	Regional guidelines developed in 2013
Belgium - Flanders	First guidelines developed in 1999 as a pilot for the EU SUMP guidelines
Belgium - Wallonia	Regional guidelines developed in 2004
France	Existing national guidelines developed since 1996, in line with EU
Germany	Independently developed guidelines
Italy	Guidelines for urban areas with more than 30.000 inhabitants
Netherlands	National guidelines available
Portugal	National guidelines exist
Spain	Independently developed guidelines
Spain - Catalonia	Independently developed guidelines
Sweden	Independently developed guidelines
UK - England	Independently developed guidelines
UK - Scotland	Independently developed guidelines
	<b>No national guidelines available</b>
Austria	No guidelines or standardized evaluation methods for SUMPs
Croatia	No national guidelines available
Cyprus	No national guidelines available, EU guidelines used when necessary
Estonia	No national guidelines available

<b>Country - region</b>	<b>Status of guidelines</b>
Finland	No national guidelines available
Greece	No national guidelines available
Ireland	No national guidelines available
Poland	No national guidelines available
	<b>Other</b>
Norway	No information provided

**Table 9: Overview of guidelines and methodology for SUMP development in EU Member States and regions.**

	<b>Hyperlinks to guidelines</b>
	<b>Guidelines translated / based on / upgraded from EU SUMP guidelines</b>
Bulgaria	no link available
Czech Republic	<a href="https://www.cdv.cz/file/metodika-pro-pripravu-planu-udrzitelne-mobility-mest-ceske-republiky/">https://www.cdv.cz/file/metodika-pro-pripravu-planu-udrzitelne-mobility-mest-ceske-republiky/</a>
Denmark	<a href="http://www.formelm.dk/billeder/filer/SUMP_for_bagside_printklar.pdf">http://www.formelm.dk/billeder/filer/SUMP_for_bagside_printklar.pdf</a>
Hungary	<a href="https://www.palyazat.gov.hu/ikop-320-15-fenntarthat-vrosi-kzlekedes-fejlesztse-s-elvrosi-vasti-elrhetsg-javtsa-a-kevsb-fejlett-rgikban">https://www.palyazat.gov.hu/ikop-320-15-fenntarthat-vrosi-kzlekedes-fejlesztse-s-elvrosi-vasti-elrhetsg-javtsa-a-kevsb-fejlett-rgikban</a>
Latvia	no link available
Lithuania	no link available *
Malta	no link available
Romania	no link available
Slovakia	<a href="http://www.telecom.gov.sk/index/open_file.php?file=doprava/verejna_osobna_doprava/strategie/PUM_1_0_2.pdf">http://www.telecom.gov.sk/index/open_file.php?file=doprava/verejna_osobna_doprava/strategie/PUM_1_0_2.pdf</a>
Slovenia	no link available *
	<b>Guidelines developed before / independently from EU SUMP guidelines</b>
Belgium - Brussels	<a href="http://goodmove.brussels/en/the-context/#">http://goodmove.brussels/en/the-context/#</a>
Belgium - Flanders	<a href="http://www.codex.vlaanderen.be/Zoeken/Document.aspx?DID=1017814&amp;param=informatie">http://www.codex.vlaanderen.be/Zoeken/Document.aspx?DID=1017814&amp;param=informatie</a>
Belgium - Wallonia	<a href="http://mobilitate.wallonie.be/home/centre-de-documentation/cematheque.html">http://mobilitate.wallonie.be/home/centre-de-documentation/cematheque.html</a>
France	<a href="https://www.cerema.fr/fr/centre-ressources/boutique/general?boutique%5B0%5D=thematique%3A286">https://www.cerema.fr/fr/centre-ressources/boutique/general?boutique%5B0%5D=thematique%3A286</a>
Germany	<a href="http://www.fgsv.de">www.fgsv.de</a>
Italy	no link available
Netherlands	<a href="http://www.sump.nl">http://www.sump.nl</a>
Portugal	<a href="http://www.imt-ip.pt/sites/IMTT/Portugues/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx">http://www.imt-ip.pt/sites/IMTT/Portugues/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx</a>
Spain	<a href="http://www.idae.es/uploads/documentos/documentos_10251_Guia_PMUS_06_2735e0c1.pdf">http://www.idae.es/uploads/documentos/documentos_10251_Guia_PMUS_06_2735e0c1.pdf</a>
Spain - Catalonia	<a href="http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba_pmu_i.pdf">http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba_pmu_i.pdf</a> <a href="http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba_pmu_ii.pdf">http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba_pmu_ii.pdf</a>
Sweden	<a href="http://webbutik.skl.se/bilder/artiklar/pdf/7585-286-7.pdf?issuusl=ignore">http://webbutik.skl.se/bilder/artiklar/pdf/7585-286-7.pdf?issuusl=ignore</a>
UK - England	<a href="https://www.gov.uk/government/publications/national-planning-policy-framework--2">https://www.gov.uk/government/publications/national-planning-policy-framework--2</a>
UK - Scotland	<a href="http://www.gov.scot/Publications/2005/03/20775/537">http://www.gov.scot/Publications/2005/03/20775/537</a>

**Table 10: Overview of on-line availability of guidelines for SUMP development in EU Members States and regions.** (\* a link was provided during the data collection in 2017 but does not work in Feb.2018)

### 3.4.6 Best practice examples

Four best practice examples presenting possible approaches to develop guidelines and methodology for SUMP development were identified:

- Flanders' guidelines for developing and implementing Local Sustainable Mobility Plans (Flanders in Belgium);
- Hungarian guidelines for SUMP development (Hungary);
- Plan de Déplacements Urbains (PDU) – the French SUMP: Guidelines (France);
- Trafik för en attraktiv stad (TRAST) guidelines (Sweden).

They are presented in the external annex document, “Status of SUMP in European member states – Annex 2: Best practices”.



## 3.5. Monitoring and evaluation of SUMP's development and implementation

### 3.5.1 Introduction

Monitoring and evaluation activities are one of the key elements of the SUM planning concept. A good quality assessment scheme of SUMP's development process and implementation impacts is essential. Systematic and regularly implemented monitoring and evaluation increase the efficiency of planning processes and the implementation of measures, help optimise the use of resources and provide empirical evidence for future planning and the appraisal of measures. Key elements of a monitoring and evaluation scheme include:

- performance indicators to assess the SUMP preparation process;
- content of adopted SUMP's and SUMP implementation;
- methodologies for data collection and analysis;
- responsible persons for assessing and reporting;
- responsible persons for the collection and evaluation of information on the national or regional level;
- incentives for cooperation (e.g. connection to the availability of funding) and sanctions in case of non-cooperation.

Typical challenges for the effective execution of monitoring and evaluation usually include lack of experience, limited financial and staff resources, gaps in technical knowledge regarding the definition of performance indicators, retrieval, collection, preparation and interpretation of data and inefficient monitoring and evaluation practices<sup>19</sup>. However, overcoming these challenges and providing regular information to decision makers, potential funding bodies, stakeholders and the public can help reinforce a SUMP's position among policy documents, communicate the benefits it brings to the community and ensure the document's regular improvements.

### 3.5.2 Summary from Endurance project report (2013)

The analysis of the Endurance National Inventories Summary (2013) showed that the monitoring and evaluation of SUMP preparation and implementation is not a common practice in European countries. Examples of monitoring and evaluation schemes or some of their elements were only documented for France, Norway and a part of the United Kingdom (England and Wales).

**France** already has 30 years of experience with the continuous preparation of PDUs since the adopted of the first legislation and documents in 1996. The PDUs have been improved regularly to cover all key topics and cross-sectoral areas characteristic for SUMP's (mobility, urban development, social inclusion, environmental protection as well as a detailed financial and implementation plan). Documents are partially funded via household travel surveys (data is used for the evaluation of PDUs) and are evaluated and reviewed on a five-year basis.

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

In **Norway**, monitoring and evaluation activities are implemented within the network, “Cities of the Future”<sup>20</sup>, where land use and transport are one of the four key focus areas. The initiative was started by the Ministry of the Environment to connect the 13 largest municipalities in Norway in their efforts to reduce greenhouse gas emissions and make the cities a better place to live. The scheme was already evaluated twice (in 2007 and 2012). As details were only available in Norwegian during that time, they were not documented in the Endurance report.

In **England and Wales** local authorities receive almost all their transport funding from the national government and between 2001 and 2011 the LTP (SUMP) and its quality was used as a basis for funding distribution. Guidance on what constituted a high-quality LTP was provided from the national level and the link to funding presented a strong incentive to follow this guidance. The LTP needed to have a detailed spending plan and measurable targets as well as elaborated monitoring and reporting activities. Authorities that prepared LTPs had to submit monitoring reports, which detailed what they had implemented and what the impacts of this implementation were, to the national government. Unfortunately, the link between the quality of LTPs and funding has been broken since 2011. Documents are now prepared for a longer period (for 15 rather than 5 years) and requirements for their content are lower. Some authorities have used this greater freedom to produce LTPs that are much more vague and aspirational than those produced formerly.

### 3.5.3 Current situation (2017)

Compared to the 2013 findings of the Endurance project, the 2017 findings of the PROSPERITY and SUMP-UP projects show that monitoring and evaluation activities are slowly becoming more present in European countries where SUMP, or similar documents, are being prepared and implemented. Half (16/32) of the surveyed countries and regions (hereinafter ‘countries’) implement at least some monitoring and evaluation activities. However, there are still only a handful of countries (3) that have comprehensive and functioning monitoring and evaluation schemes that cover the majority of key activities (Flanders in Belgium, France and Catalonia in Spain), while most active countries (13) implement only a (very) limited set of activities. Also, monitoring and evaluation activities are not mandatory in most countries.

The following activities were analysed and the results are summarized below:

- the existence and scope of monitoring and evaluation schemes (SUMP preparation, SUMP implementation, obligation to monitor and evaluate SUMP, funding);
- the existence of a set of indicators for the monitoring and evaluation of SUMP;
- the existence of independent bodies to assess SUMP;
- the frequency and obligation of SUMP updates.

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<https://www.regjeringen.no/en/topics/municipalities-and-regions/by--og-stedsutvikling/framtidsbyer/cities-of-the-future/id548028/>

## SUMP monitoring and evaluation schemes

As mentioned above, the most elaborated as well as compulsory SUMP monitoring and evaluation schemes to assess the entire SUMP preparation and implementation process are those of France, Catalonia in Spain and Flanders in Belgium. **France** has the longest tradition of SUMP development (35 years) while monitoring has been performed for the last 20 years by the PDU observatory. The PDU observatory is financed by the Ministry of Transport and run by Cerema – a public body in charge of technical support for ministries working in the field of sustainable development. The PDU observatory produces a yearly updated database of mobility planning activities in France. In **Catalonia in Spain**, SUMP development and quality assurance became mandatory in 2003 and is now required by law. A common framework for monitoring and evaluation is provided for that purpose. The framework is comprehensively supported by the Provincial Government of Barcelona (DIBA) to further increase the overall quality of the documents. **Flanders in Belgium** has had a regulatory framework for SUMP for 21 years, though their evaluation only became mandatory in 2012. The scheme focuses on providing continuous support to municipalities in the preparation and implementation processes of their SUMP. The quality management process is performed by institutional bodies at the local and regional level and through a separate evaluation procedure.

In several other countries and regions with existing assessment frameworks (those are usually defined on a national level within the SUMP guidelines), the SUMP monitoring and evaluation process is either not compulsory, not well-elaborated, and/or only covers certain areas within the country. There is also little control and there are no sanctions. However, these schemes represent a good foundation for the future development of assessment activities. Some interesting examples in this group of 13 countries include Portugal, Brussels in Belgium, Slovenia and Malta. In **Portugal**, the scheme is part of the national mobility package that was developed and is implemented by IMT (Institute for Mobility and Transport - IP). While it is not mandatory, the majority of municipalities voluntarily submit their SUMP to IMT for technical appreciation. All 19 municipalities of **Brussels in Belgium** were pilots in the EU Advance project<sup>21</sup> on the assessment and audit of SUMP. In **Slovenia**, the SUMP preparation process of documents developed within a national tender must follow the national SUMP guidelines in order to acquire funding. The process is monitored by the Ministry of Infrastructure. **Malta** has developed a monitoring and evaluation framework at the national level. While it is not yet mandatory, SUMP are nevertheless periodically monitored by the national authority.

A link to funding was only reported by 5 countries. National funding programmes are available in Lithuania and Czech Republic while in Hungary, Slovenia and Cyprus the content of SUMP is controlled by the responsible ministries when documents or/and measures are (co-)financed through the EU operational programme.

## Indicators for monitoring and evaluation

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 7 countries and regions (Catalonia

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<sup>21</sup> <http://eu-advance.eu/>

in Spain, France, Portugal, Sweden, Norway, Scotland in the UK and Malta) have a defined set of indicators for the monitoring and evaluation of SUMPs or mobility in general. There are also further 4 countries and regions with guidance in place which at least suggests possible indicators and/or encourages their use (Slovenia, Finland, Wallonia in Belgium, Slovakia).

### **Independent bodies to assess the SUMP**

Evaluation of the content of adopted SUMPs by an independent body is not a widespread practice. It is generally required when SUMPs are a condition to acquire funding or when SUMPs need to be in line with strategic documents on a higher level. In most countries with existing monitoring and evaluation schemes the evaluators are designated national, regional or territorial bodies (in Catalonia in Spain, Flanders in Belgium, Norway, Brussels in Belgium, Malta, Lithuania) or ministries (in Hungary, Slovakia (2), Czech Republic (2), Slovenia).

### **SUMP updates**

15 countries reported that their schemes require or recommend regular updates of SUMPs. Update frequency varies from 3 to as long as 12 years with the average of 6 years. In some cases, in-between monitoring reports are required on top of that – this is the case in Catalonia in Spain and France, where full updates are required every 6 and 10 years respectively, while mid-term evaluations are required every 3 and 5 years respectively. Regular updates are also compulsory in Flanders and Brussels in Belgium, Sweden, Scotland in the UK (only for the Regional Transport Strategies) and Croatia. In Norway, Scotland in the UK (for LTS), Wallonia in Belgium, Portugal, Slovenia, Malta, Hungary, Romania and the Czech Republic updates are recommended and/or implemented voluntarily.

### **3.5.4 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 (regional) quality control system of the whole SUMP process should be set up in all countries and expert support for cities and consultants should be provided to help them develop and assess their SUMPs (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 aim for best practice transfers from more advanced countries.

### 3.5.5 Overview: Monitoring and evaluation of SUMPs

Elements of monitoring and evaluation (M&E) of SUMPs	Compulsory monitoring	Compulsory evaluation	Indicators for M&E	M&E scheme	External assessment
Austria	No	No	No	No	No
Belgium - Brussels	No	No	No	Yes	Yes
Belgium - Flanders	Yes	Yes	No	Yes	Yes
Belgium - Wallonia	No	No	Partly	Yes	No
Bulgaria	No	No	No	No	No
Czech Republic	No	No	No	No	Some
Croatia	No	No	No	No	-
Cyprus	Yes	Yes	No	No	No
Denmark	No	No	No	-	-
Estonia	No	No	No	-	-
Finland	Partly	Partly	Partly	Yes	-
France	Partly	Yes	Yes	Yes	No
Germany	No	No	No	No	No
Greece	No	No	No	No	No
Hungary	Yes in theory	Yes in theory	No	No	Some
Ireland	No	No	No	No	No
Italy	No	No	No	No	No
Latvia	No	No	No	No	No
Lithuania	Yes	Yes in theory	No	Partly	Yes
Malta	No	No	Yes	Yes	Some
Netherlands	No	No	No	-	-
Norway	No	Yes	Yes	Yes	Yes
Poland	No	No	No	No	No
Portugal	No	No	Yes	Partly	No
Romania	No	No	No	No	No
Slovakia	No	No	Partly	Yes	Yes
Slovenia	Partly	Partly	Partly	Partly	Some
Sweden	Yes	Yes	Yes	No	No
Spain	No	No	No	No	No
Spain - Catalonia	Yes	Yes	Yes	Yes	Yes
UK - England	No	No	No	No	No
UK - Scotland	Partly	Partly	Yes	Partly	No

**Table 11: Elements of monitoring and evaluation (M&E) of SUMPs (“Some” stands for “Only some documents or elements”; “-” stands for “no answer”).**

Countries	Obligation and frequency of SUMP updates	
	Obligation of SUMP update	Frequency
Belgium -Brussels	Yes, compulsory	6-10 yrs
Belgium - Flanders	Yes, compulsory	6 yrs
Croatia	Yes, compulsory	-
France	Yes, compulsory	10 yrs, intermediate 5
Spain - Catalonia	Yes, compulsory	6 yrs, intermediate 3
Sweden	Yes, compulsory	4 yrs
Belgium - Wallonia	Partly, recommended	12 yrs
Czech Republic	Not yet, recommended	5 yrs
Hungary	Partly, recommended	-
Malta	No, implemented voluntarily	6 yrs
Norway	No, recommended	-
Portugal	No, recommended	-
Romania	Not yet, recommended within spatial plans	10 yrs
Slovenia	No, recommended	5 yrs
UK - Scotland	Yes, for regional; No for local (voluntarily)	regional 4 yrs, local 3-5 yrs
Bulgaria	No	-
Cyprus	No	-
Germany	No	-
Ireland	No	-
Italy	No	-
Latvia	No	-
Lithuania	No	-
Poland	No	-
Slovakia	No	-
Spain	No	-
Austria	-	-
Denmark	-	-
Estonia	-	-
Finland	-	-
Greece	-	-

Countries	Obligation and frequency of SUMP updates	
	Obligation of SUMP update	Frequency
Netherlands	-	-
UK - England	-	-

**Table 12: Obligation and frequency of SUMP updates (- stands for no answer).**

### 3.5.6 Best practice examples

Seven best practice examples, covering different activities related to the monitoring and evaluation of SUMP development and implementation, from six countries were identified:

- PDU – the French SUMP: the PDU observatory (France);
- Monitoring and evaluation framework for SUMPs in the Barcelona Province (Spain/Catalonia);
- Quality assurance process for SUMPs in Barcelona Province (Spain/Catalonia);
- Quality management of Flanders' Local Sustainable Mobility Plans (Belgium/Flanders);
- Monitoring and evaluation of SUMP implementation in Portugal (Portugal);
- Quality assessment of SUMPs/SUMFs in the Czech Republic (Czech Republic);
- System of indicators in TRAST (Sweden).

They are presented in the external annex document, "Status of SUMP in European member states – Annex 2: Best practices".

## 3.6. Information, education and knowledge exchange

### 3.6.1 Introduction

Information, education and knowledge exchange all play an important role in SUM planning and are essential for making informed planning decisions. These activities help raise awareness about the benefits of SUMP and sustainable transport (awareness of SUMP is covered in detail in Chapter 2. and enable capacity building at different levels (local, regional, national) and for different target groups (experts, consultants, civil servants, stakeholders, public). Since these activities are implemented in a variety of ways and for different audiences, it is best when they are coordinated under one umbrella to enable unanimous communication. It is also beneficial that information, education and knowledge exchange are implemented regularly and that current best practice examples with high levels of transferability (regarding each local context) are disseminated.

Regarding the dissemination of information, the use of the following sources is most wide spread: websites, newsletters, help-desks, research programmes, supervisors, guidelines and awareness raising events. Education usually includes training activities for both city administration and consultants and is in some cases linked to the acquisition of a license. Knowledge exchange is most often considered as sharing experiences about good (and bad) practices through platforms for transport and/or mobility, networks of cities and experts, conferences, workshops, seminars and initiatives like European Mobility Week<sup>22</sup>.

### 3.6.2 Summary from Endurance project report (2013)

The analysis of the Endurance National Inventories Summary (2013) showed that the majority of the surveyed countries reported the existence of some kind of association or network that tackles transport issues. The five most frequently stated initiatives were local mobility management networks, local EPOMMs (European Platform on Mobility Management)<sup>23</sup>, local CIVINETs (CIVITAS Networks)<sup>24</sup>, “Healthy Cities” associations and national associations of municipalities. In approximately half of the countries, these entities also play the role of a SUMP network and/or platform, while in others they represent a big potential for its formation. Only two countries reported zero activities in this field (Ireland and Latvia). What is also common to the majority of the above-mentioned organizations is that they gained experience with SUMP and mobility management through participation in national or European projects.

However, the existence of sectorial associations or networks does not imply sufficient support regarding information and awareness of SUMP and the SUM planning approach, training activities and knowledge exchange. Almost all countries reported that among the key gaps were a lack of awareness about SUMP, the SUM planning approach or transport related challenges. Other gaps included a lack of communication activities, too few competent experts and expert knowledge, and an insufficient exchange of best practice examples.

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<sup>22</sup> <http://www.mobilityweek.eu/>

<sup>23</sup> <http://www.epomm.eu/>

<sup>24</sup> <http://civitas.eu/civinet>



Some good practice examples, on the other hand, include Belgium, France and Austria. In **Belgium**, all activities are organized separately within each region: cities are provided with comprehensive support regarding information, training, consultation and the exchange of experience. In **France**, guidelines, national observatories and seminars are prepared by national bodies and in close cooperation with networks of cities. The latter and NGOs have also focused on the transfer of experiences and best practices among French cities. An interesting example comes also from **Austria**, where the Federal Ministry of Agriculture, Forestry, Environment and Water Management set up a nation-wide programme, financed by the climate protection fund, called klima:aktiv in 2004. The programme has a section dedicated to mobility management (MM), the “klima:aktiv mobil”, which includes consultation, financial support, public awareness raising campaigns, awarding, certifying and further education.

### 3.6.3 Current situation (2017)

Compared to the 2013 findings by the Endurance project, the 2017 findings of the PROSPERITY and SUMP-UP projects show that information, education and knowledge exchange activities have strengthened a lot during the last few years. Three quarters (24/32) of the surveyed countries and regions (hereinafter “countries”) organise regular (17) or occasional (7) awareness raising events about the benefits of SUMP and sustainable transport. Half (16/32) of the countries have a dedicated SUMP website. Regular trainings are held in 8 countries while occasional trainings are held in an additional 5. Overall, some form of knowledge exchange exists in 21 countries. In countries with a longer tradition of SUMP planning, these activities are an integral part of national SUMP programmes. In countries where the adoption of SUMP planning is still under way, on the other hand, the key facilitators are European projects.

The following activities were analysed and the results are summarized below:

- the main sources of information and awareness raising events;
- the frequency and extent of education activities, number of consultants;
- the existence of facilitated knowledge exchange.

#### Main sources of information and awareness raising events

Regarding the distribution of information about the latest developments in SUMP in surveyed countries, the most commonly used channels are awareness raising events, web sites, newsletters and guidelines (for results on the latter see Chapter 3.4. ). Help-desks, supervisors and research programmes are seldom used.

Information channels in Belgium (all three regions), France, Slovenia and the Czech Republic are very elaborated. They consist of national or regional websites (platform, 1-stop-shop) that combine all kinds of information and support material for SUMP development and implementation, including more or less regular newsletters, regular awareness raising events (except in Wallonia in Belgium) and in some cases a help desk (Flanders in Belgium and France). In **France** and **Belgium**, these platforms have already existed for more than 20 years and were established within national and regional initiatives dedicated to sustainable mobility (more like a top-down approach). In **Slovenia** and the **Czech Republic**, the platforms were established more recently and are a result of knowledge exchange and other activities implemented within different EU projects (more like a bottom-up approach). In

Slovenia, the platform was set-up by the Urban Planning Institute and is supported by the Ministry of Infrastructure. In the Czech Republic, the CIVINET network for the Czech and Slovak Republics serves as a central channel for information, education and knowledge exchange regarding SUMPs.

Awareness raising events about the benefits of SUMPs and sustainable transport are implemented by 24 countries, which makes them the most widespread information activity. They are organized by SUMP focal points or other mobility associations and networks, partners in EU projects, ministries or other national authorities, associations of cities and local authorities.

The publication of newsletters was reported by 8 countries. They cover different combinations of topics, which include: information on mobility in general, mobility planning, good practices, events, ongoing or otherwise relevant national, European and other projects. Some countries even publish topical issues, while others with less capacities distribute translated newsletters from European mobility networks (e.g. EPOMM, ENDURANCE).

The least widespread information sources are supervisors, help-desks and research programmes. 4 countries reported the existence of SUMP supervisors. Flanders in Belgium has a well-developed network of 25 SUMP quality advisors; in Sweden, supervisors are based at the Swedish Transport Administration; Lithuania reported that it has a national commission for SUMPs (consisting of representatives from the transport and environmental ministries and the Lithuanian road, cyclist and disability associations); and Slovakia reported that it has supervisors who have certification from the CIVITAS Initiative<sup>25</sup>. Functional help desks exist in Flanders in Belgium and in France, while CIVINET partly plays this role in the Czech Republic, while in Romania, Regional Development Agencies and some NGOs provide brief advice upon request. Finally, research programmes were only reported by Sweden and Germany.

### **The frequency and extent of education activities, number of consultants**

Regular training activities that are tailored to the local context are essential for improving the capacities, knowledge and understanding of cities and consultants involved in the SUMP preparation and implementation process. However, providing regular and good quality training is a demanding task. This might be why only 13 countries organise trainings (8 regularly and 5 occasionally). Most trainings tackle a broad range of topics that cover a variety of transport and mobility issues, the whole SUMP planning cycle, current local challenges and innovations. Access to training material is usually limited. It is either available only to participants, on special request or is subject to registration. SUMP trainings are in most cases not linked to any kind of license. However, in some cases certificates are handed out and these can be used as a condition or advantage in tenders and procurements.

Trainings that were reported to be of good quality and as helpful include theoretical and practical modules, encourage the participation of foreign experts and work on actual case studies. They are also regularly evaluated and updated. Countries with regular good quality trainings are Belgium (all three regions), France, Norway and Spain (Catalonia). There, trainings are organized at least twice per year and even as often as monthly.

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<sup>25</sup><http://eu-advance.eu/index.php?id=67&country=Slovakia>

<b>Number of consultants relation to demand</b>	<b>of in</b>	Completely in line	Mostly in line	In line in some aspects	Partially insufficient	Completely insufficient	No answer
Number (share) of countries	of	3 (9 %)	12 (38 %)	5 (16 %)	2 (6 %)	1 (3 %)	9 (28 %)

**Table 13: Relation between the number of trained and experienced consultants and the demand from cities (answers from all 32 surveyed countries and regions).**

The number of trained and experienced consultants and experts was reported as being more or less in line with demand in the majority of countries (54 %). However, countries where the SUM planning concept is still a novel practice have especially pointed out that expertise is limited either to consultants (Romania) or to the national level (Malta), while the low awareness of the local level limits the development potential. Also in some other countries, there are enough experts because demand is currently low (Hungary, Bulgaria).

### **Existence of facilitated knowledge exchange**

Knowledge exchange takes different forms. It is an integral part of training activities and all other information and education activities, but can also be implemented as a stand-alone activity. The latter consists of activities focused on the transfer of good and bad practice examples regarding implemented measures and other SUMP development activities between cities, countries and experts. It works best when first-hand experience is transferred from one city, country or expert to another. The surveyed countries were inquired about the existence of facilitated knowledge exchange between cities, both nationally and internationally. The majority of countries (21) are active in this respect. Most frequently, national face-to-face exchange activities for cities (conferences, site visits, workshops, the European Mobility Week) are organised, while practice from abroad is promoted through websites. Activities are usually implemented by national focal points for SUMP (where they exist), but also by cities and city networks themselves, especially where SUMP are still gaining attention. Participation in and support from European projects also plays an important role, especially in the above-mentioned countries.

### **3.6.4 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 of these activities can help overcome the following most frequently reported barriers:

- poor awareness of and low support for SUMP by politicians at all levels and the public;
- a prevailing traditional transport planning approach focused on infrastructure and motorised traffic;
- low capacity of the municipal staff.

What countries need most is the transfer of knowledge and experience from other cities and countries at all levels (especially from similar urban development and cultural contexts) and further support from the EU for all information, education and knowledge exchange activities, with a special focus on supporting the national level in the formation or further development of national frameworks for SUMP.

### 3.6.5 Overview: Information, education and knowledge exchange

Information channels	SUMP web site	Newsletter	Help desk	Research programme	Supervisors	Guidelines (Chapter 3.4. )
Austria	-	-	-	-	-	-
Belgium - Brussels	Yes	Yes	No	No	No	Yes
Belgium - Flanders	Yes	Yes	Yes	No	Yes	Yes
Belgium - Wallonia	Yes	Yes	No	No	No	Yes
Bulgaria	Partly	Partly	No	No	No	Yes
Croatia	Partly	No	No	No	No	No
Cyprus	No	No	No	No	No	No
Czech Republic	Yes	Yes	Partly	No	No	Yes
Denmark	Yes	No	No	No	No	Yes
Estonia	-	-	-	-	-	-
Finland	Yes	No	No	No	No	No
France	Yes	Yes	Yes	No	No	Yes
Germany	Partly	No	No	Yes	No	Partly
Greece	No	No	No	No	No	No
Hungary	No	Yes	No	No	No	Yes
Ireland	No	No	No	No	No	No
Italy	Yes	No	No	No	No	No
Latvia	No	No	No	No	No	Yes
Lithuania	Yes	No	No	No	Yes	No
Malta	Yes	No	No	No	No	Partly
Netherlands	-	-	-	-	-	-
Norway	Yes	No	No	No	No	No
Poland	Yes	No	No	No	No	No
Portugal	Partly	No	No	No	No	Yes
Romania	No	No	Partly	No	No	Yes
Slovakia	Yes	No	No	No	Yes	Yes
Slovenia	Yes	Yes	No	No	No	Yes
Spain	No	No	No	No	No	Yes
Spain - Catalonia	Yes	No	No	No	No	No
Sweden	Yes	No	No	Yes	Yes	Yes
UK - England	-	-	-	-	-	-
UK - Scotland	No	No	No	No	No	Yes

Table 14: Existence of information channels (“-” means no answer).

<b>Education and knowledge exchange activities</b>	Regular trainings	Regular awareness raising events	Facilitated knowledge exchange between cities
Austria	-	-	-
Belgium - Brussels	Yes	Yes	Yes
Belgium - Flanders	Yes	Yes	Yes
Belgium - Wallonia	Yes	No	Yes
Bulgaria	No	Partly	Yes
Croatia	No	Partly	No
Cyprus	Partly	Yes	Partly
Czech Republic	No	Yes	No
Denmark	-	-	Yes
Estonia	-	-	-
Finland	Yes	Yes	-
France	Yes	Yes	Yes
Germany	No	Yes	No
Greece	No	Partly	No
Hungary	No	Yes	Yes
Ireland	No	No	-
Italy	No	Yes	Yes
Latvia	Partly	Partly	Partly
Lithuania	Yes	Yes	Partly
Malta	No	Yes	Yes
Netherlands	-	-	-
Norway	Yes	Yes	Yes
Poland	No	Partly	Partly
Portugal	No	Partly	No
Romania	No	Partly	Partly
Slovakia	Partly	Yes	No
Slovenia	Partly	Yes	Yes
Spain	Partly	Yes	Yes
Spain - Catalonia	Yes	Yes	Yes
Sweden	No	Yes	Yes
UK - England	No	No	-
UK - Scotland	No	No	Yes

**Table 15: Existence of education and knowledge exchange activities (“-” means no answer).**

### 3.6.6 Best practice examples

Six best practice examples from five countries, covering different activities of information, education and knowledge exchange related to raising awareness about SUMP's, their development and implementation, were identified:

- Mobility awareness, mobility advisors training and networking (Belgium/Wallonia);
- Information, education and knowledge exchange in Sweden (Sweden);
- CIVINET network as the channel for information, education and knowledge exchange on SUMP's (Czech Republic);
- National platform for supporting SUMP activities in Slovenia (Slovenia);
- Developing a network of SUMP consultants in Slovenia (Slovenia);
- SUMP related capacity building and training in Barcelona Province (Spain/Catalonia).

They are presented in the external annex document, "Status of SUMP in European member states – Annex 2: Best practices".

In addition, the best practice on quality management of Flanders' L-SUMP's (mentioned in Chapter 3.5.6 on monitoring and evaluation) also describes their network of regional quality advisors that act as consultants for SUMP preparation and implementation.

## 4. Conclusions

This chapter presents the consolidated results of chapters 2. “SUMP in the EU Member States” and 3. “National SUMP programmes”. The content is structured into several research questions and partly builds on relevant results from the SUMP-UP deliverable, D1.2 “Users’ needs analysis on SUMP take up” (June 2017). The research questions are as follows:

- What is the current status of SUMP development in Europe?
- What are the drivers to develop a SUMP?
- What are the barriers to develop a SUMP?
- What is the current status of national SUMP programmes and SUMP take-up in Europe?
- Which elements of existing national SUMP programmes work best?
- What do countries need to (further) develop their national SUMP programmes?

### 4.1. What is the current status of SUMP development in Europe?

The SUMP needs assessment survey (2017), with a respondent rate of 328 cities, gives an overview on the tendencies and variations across countries in Europe. 37% of participating cities have declared to have a plan that qualifies as a SUMP, with high differences across countries: for example, only 6% of the participating cities from Greece and 7% of those from Romania claimed to have conducted integrated SUM planning while the corresponding figure for participating French cities is 78%.

Through the analysis conducted here, a total of 1,000 SUMP-UPs have been identified in Europe. The relation with the rate of SUMP active cities is not self-evident without any information on the number of cities that could potentially engage into mobility planning. However, the large variation in situations across countries has been confirmed by this report, which has clearly identified that three countries alone – Belgium (Flanders and Wallonia), France and Spain (Catalonia) – account for half of the adopted SUMP-UPs in Europe.

### 4.2. What are the drivers to develop a SUMP?

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

The national SUMP programmes analysis confirms the findings from the SUMP-UP user needs analysis and provides additional inputs:

- A financial framework is required to ensure or stimulate SUMP elaboration and, even more important, to ensure the implementation of SUMP measures;

- 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;
- City attractiveness does not directly appear as a major driver from the national level point of view. However, it is usually connected to important urban challenges, such as economic development and accessibility.

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

- Availability of a methodological framework adapted to the national context: best practices, guidance, monitoring and evaluation tools (both for local authorities and the national level);
- Existence of a 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 check and the assessment of SUMPs;
- A legal framework for mobility that gives local authorities all relevant competences to elaborate SUMPs and to implement SUMP measures in close cooperation with other obligatory documents and plans (e.g. land use plans) and other actors of mobility planning (e.g. regions, state, PT operators). This could lead to the development of a legal status for SUMPs, possibly associated with a legal requirement and/or to the merging of SUMPs 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).

### 4.3. What are the barriers to develop a SUMP?

SUMPs-Up's "Users' needs analysis on SUMP take up" (2017) identifies several barriers at the national or regional levels to the development of SUMPs, especially relating to the elaboration and implementation phases:

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

Additionally, structured interviews with national level representatives identified the following most difficult aspects of encouraging SUMPs from a national perspective:

- Lack of SUMP activities and awareness at the 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, and quality control, and professionals with the required competences in SUMP and SUM planning;
- Lack of sustained funding for sustainable mobility on the national, regional and local level 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;
- Benefit of a SUMP is often hidden behind the necessity of having it to access EU funding.

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

The report presents a general overview of characteristics of the city level of maturity and experience with SUMP per selected country. However, as explained above, the correlation between country and take-up of SUMP in cities cannot be clearly established because of the limited representativeness of the results, but trends could be tracked. The national SUMP programmes analysis provides more detailed inputs on the maturity of national (or in some cases regional) levels with regards to SUMP and identifies 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 supporting elements. Countries and regions in this group have developed a system that supports comprehensive long-term transport planning over a 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 non-systematic. Within this group, there are several countries that have worked on their system for a longer period but have not yet established comprehensive support as well as countries that are still developing their system and therefore did not yet manage to develop all supporting elements.

**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 lacks completely support from the national/regional level. The establishment of these frameworks is most commonly motivated as a way of accessing structural funds. There are individual examples of best practice or approaches within this group, however these are not systematic.

**Inactive countries and regions** are those who are 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 this 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 situation<sup>26</sup>. 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, while 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.

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<sup>26</sup> As described by “Rupprecht Consult, The State of the Art of Sustainable Urban Mobility Plans in Europe, 2011”.

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

**Table 16: Status of SUMP framework in surveyed countries (white) and regions (grey).**

## 4.5. Which elements of existing national SUMP programmes work best?

Besides the status of the framework for sustainable urban mobility itself, some countries have identified individual elements of their national SUMP programmes that work well and could be transferred to other countries. Those five elements are summarised below and are described in more detail in chapter 3.

**Best practices examples are presented in the external annex document, “Status of SUMP in European Member States – Annex 2: Best practices”.**

### Legislation

When it comes to legislation related to SUMP, all 3 Belgian regions (Brussels, Flanders and Wallonia) have good experiences with the development of effective solutions on 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 information exchange and good practice information, awareness raising and dissemination activities, workshops and seminars.

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

- The two identified best practices examples are:
- “PDU – the French SUMP” (France);
- “The Mobility Law in Catalonia” (Spain).

### Financial resources

With regards to the financial resources for SUMP preparation and implementation, the financial support framework in Catalonia (Spain) is worth mentioning. They have developed a special tool for financial support applications, which is very simple and efficient and avoids excessive bureaucratic burdens.

Portugal has experience promoting cross-subsidization (e.g. using parking revenues to fund other sustainable mobility elements) as a powerful tool to encourage SUMP.

The two described examples are:

- “Financing the development and implementation of Local Sustainable Mobility Plans in Belgium” (Belgium);
- “Financial support for the development and implementation of SUMP in Slovenia” (Slovenia).

### Guidelines and methodology

Several countries have good experiences with 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 chief contribution is the process-oriented approach to developing traffic strategy.

Good examples were also reported by Hungary, France and Flanders in Belgium and are described as best practice examples in the external annex document, “Status of SUMP in European member states – Annex 2: Best practices”:

- “Flanders’ guidelines for developing and implementing Local Sustainable Mobility Plans” (Belgium);
- “Hungarian guidelines for SUMP development” (Hungary);
- “PDU – the French SUMP Guidelines” (France);
- “TRAST guidelines from Sweden” (Sweden).

### **Monitoring and evaluation**

Regarding the monitoring and evaluation of SUMP development and implementation, several countries have a tradition of data collection, good market of capable companies to conduct high-level studies and are experienced with use of new technologies and methods of data collection.

Seven best practice examples have been identified and described:

- “The French PDU observatory” (France);
- “Monitoring and evaluation framework for SUMP in the Barcelona Province” (Spain);
- “Quality assurance process for SUMP in Barcelona Province” (Spain);
- “Quality management of Flanders’ Local Sustainable Mobility Plans” (Belgium);
- “Monitoring and evaluation of SUMP implementation in Portugal” (Portugal);
- “Quality assessment of SUMP/SUMFs in the Czech Republic” (Czech Republic);
- “System of indicators in TRAST in Sweden” (Sweden).

### **Information, education and knowledge exchange**

In the field of information, education and knowledge exchange, there are several trainings 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 trainings for certified consultants in Slovenia were carried out.

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

Described best practice examples in terms of information, education and knowledge exchange with additional descriptions are:

- “Mobility awareness, mobility advisors training and networking, Belgium – Walloon Region” (Belgium);
- “Information, education and knowledge exchange in Sweden” (Sweden);
- “CIVINET network as the channel for information, education and knowledge exchange on SUMP, Czech Republic” (Czech Republic);

- “National platform for supporting SUMP activities in Slovenia” (Slovenia);
- “Developing a network of SUMP consultants in Slovenia and SUMP related capacity building and training in Barcelona Province, Spain – Catalonia, Barcelona Region” (Spain).

#### 4.6. 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.

##### **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 SUM 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. On 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.

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

To achieve a better quality of SUMP, it is important to improve cooperation with universities to integrate SUM planning content into relevant curricula. Improvement or the introduction of quality assurance for the content of SUMP 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 special focus on mayors and the general public, should take place.

##### **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 of a national (ministry) level to manage SUMP centrally and to establish a common vision for mobility planning.

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

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

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

## 4.7. Research question summary

Research question	Answers summary
What is the current status of SUMP development in Europe?	<ul style="list-style-type: none"> <li>• Within PROSPERITY and SUMP-UP project activities, 1000 SUMP-UPs were identified in EU.</li> <li>• Almost 40% out of 328 of cities participating to the city survey have a plan that qualifies as a SUMP.</li> <li>• There is a large variation between countries considering the number of adopted SUMP-UPs per country, with only three countries accounting for half of the adopted SUMP-UPs.</li> </ul>
What are the drivers of SUMP development?	<ul style="list-style-type: none"> <li>• Existence of a central national or regional support that includes the following elements: legal and financial framework, advisory and assistance programme, efficient governance framework.</li> <li>• High awareness of SUMP-UPs on all levels, which results in support from politicians, professionals and the public.</li> <li>• Availability of a methodological framework adapted to the national context.</li> <li>• Environmental issues.</li> </ul>
What are the barriers to developing a SUMP?	<ul style="list-style-type: none"> <li>• Lack of national framework, institutional cooperation, awareness, political will, funding, knowledge and data.</li> <li>• Strong traditional transport planning approaches focused on infrastructure and motorised traffic, which results in other transport related measures being prioritised over SUMP measures.</li> <li>• Dependence on EU projects regarding funding, capacity building, SUMP development and other SUMP-related activities.</li> </ul>
What is the current status of national SUMP programmes and SUMP take-up in Europe?	<ul style="list-style-type: none"> <li>• Compared to 2011 the SUMP take-up increased considerably.</li> <li>• There are now 60% of more advanced countries (25% in 2011) with existing comprehensive long-term transport planning systems or working actively towards it.</li> <li>• Overall 85% of countries (60% in 2011) have an urban transport planning framework that incorporates SUMP-UPs. However, full support from the national or regional level is only present in forerunner countries (16%).</li> </ul>
Which elements of existing national SUMP programmes work best?	<ul style="list-style-type: none"> <li>• 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"> <li>- Legislation: France, Portugal, Catalonia in Spain, Belgium.</li> <li>- Financial resources: Catalonia in Spain, Portugal, Belgium, Slovenia.</li> <li>- Guidelines: Sweden, Hungary, France, Flanders in Belgium.</li> <li>- Monitoring and evaluation: France, Catalonia in Spain, Flanders in Belgium, Portugal, Czech Republic, Sweden, Poland.</li> <li>- Information, education and knowledge exchange: Wallonia in Belgium, Sweden, Czech Republic, Slovenia, Catalonia in Spain.</li> </ul> </li> </ul>
What do countries need to do to (further) develop their national SUMP programmes?	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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 SUMP-UPs, ideally through formulation of a national SUMP programme.</li> <li>• Other needs include a clear focus on the EU level, development of SUMP-UPs for wider functional areas, better cooperation and continuous dissemination activities at all levels, integration of transport and land use planning and the integration of SUMP planning concept into relevant curricula.</li> </ul>

**Table 17: Research questions summary**



## 5. Annexes

### 5.1. External annexes

In addition to this document, two external annex documents are proposed.

#### 5.1.1 “Annex 1: National SUMP programme per country/region”

This external document presents the standardised structure of the national SUMP programmes and of the PROSPERITY interviews and compiles all available national SUMP programmes, PROSPERITY interviews with national/regional level representatives and SUMPs-Up city partner interviews, as illustrated in Table 18.

Country - region	National SUMP programme	PROSPERITY interviews with national / regional level representatives	SUMPs-Up city partners interview
Austria	Yes	No	
Belgium - Brussels	Yes	Yes	
Belgium - Flanders	Yes	Yes	
Belgium - Wallonia	Yes	Yes	
Bulgaria	Yes	Yes	Sofia
Croatia	Yes	Yes	
Cyprus	Yes	No	
Czech Republic	Yes	Yes	
Denmark	Yes	No	
Estonia	Yes	No	
Finland	Yes	No	
France	Yes	No	
Germany	Yes	Yes	
Greece	No	No	Thessaloniki
Hungary	Yes	Yes	Budapest
Ireland	Yes	No	
Italy	Yes	No	*
Latvia	Yes	No	
Lithuania	Yes	Yes	
Malta	Yes	No	
Netherlands	Yes	No	
Norway	Yes	No	

Country - region	National SUMP programme	PROSPERITY interviews with national / regional level representatives	SUMPs-Up city partners interview
Poland	Yes	Yes	
Portugal	Yes	Yes	
Romania	Yes	Yes	
Slovakia	Yes	No	
Slovenia	Yes	Yes	
Spain	Yes	No	Donastia / San Sebastian
Spain - Catalonia	Yes	Yes	
Sweden	Yes	Yes	Malmö
UK - England	No	No	Birmingham
UK - Scotland	Yes	No	

**Table 18: Overview of financial resources for SUMP preparation and implementation.**

*\* Torino wireless updated the Italian national SUMP programme without any additional city partner interview.*

### 5.1.2 “Annex 2: Best practices”

This external document presents 21 best practices identified by PROSPERITY for the following topics of national programmes:

- 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.

Table 19 presents all 21 best practices per country or region and per topic.

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		Financing the development and			

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 - Flanders		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/Flanders	
Belgium - Wallonia					Mobility awareness, mobility advisors training and networking, Belgium / Walloon Region
Czech Republic				Quality assessment of SUMP/SUMFs in the Czech Republic	CIVINET network as the channel for information, education and knowledge exchange on SUMPs, Czech Republic
France	Plan de déplacements urbains (PDU) – the French SUMP: Legislation		Plan de Déplacements Urbains (PDU) – the French SUMP: Guidelines	Plan de déplacements urbains (PDU) – the French SUMP: the PDU observatory, France	
Hungary			Hungarian guidelines for SUMP development		
Portugal				Monitoring and evaluation of SUMP implementation in Portugal, Portugal	
Slovenia		Financial support for the development and implementation of SUMPs in Slovenia			- National platform for supporting SUMP activities in Slovenia, Slovenia - Developing a network of SUMP consultants in Slovenia, Slovenia
Spain - Catalonia	The Mobility Law in Catalonia boosts SUMP in Barcelona Province			- Monitoring and evaluation framework for SUMPs in the Barcelona Province - Quality assurance process for SUMPs in Barcelona Province, Spain/Catalonia	SUMP related capacity building and training in Barcelona Province, Spain / Catalonia
Sweden			Trafik för en attraktiv stad (TRAST) guidelines	System of indicators in TRAST	Information, education and knowledge exchange in Sweden, Sweden

**Table 19: Details of the 21 identified best practices per country / region and per topic**

## 5.2. References

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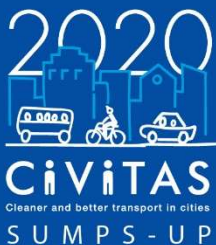
# SUMPS-UP



## Status of SUMP in European member states

### *Annex 1: National SUMP programme per country/region*

Deliverable No.:	D 5.1
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## Abstract

The aim of this National Sustainable Urban Mobility Plan (SUMP) programmes Summary, conducted by SUMP-UP in association with PROSPERITY, is to gather information on current national frameworks that European member states have developed to support SUMP elaboration and implementation. It updates the 2013 “National Inventories Summary” of the ENDURANCE project, using the 2017 National Inventories of 30 countries as the major inputs.

**This documents is one of the two annexes of the “Status of SUMP in European member states” report (SUMP-UP deliverable 5.1). It presents the detailed national SUMP programmes per country and related interviews.**

## Project Partners

Organisation	Country	Abbreviation
ICLEI European Secretariat Gmbh (ICLEI Europasekretariat Gmbh)	Germany	ICLEI EURO
POLIS -Promotion Of Operational Links With Integrated Services, Association Internationale	Belgium	POLIS
UBC Sustainable Cities Commission	Finland	UBC
Eurocities Asbl	Belgium	EUROCITIES ASBL
Rupprecht Consult – Forschung & Beratung Gmbh	Germany	RUPPRECHT
Trivector Traffic Ab	Sweden	TRIVECTOR
Wuppertal Institut Fur Klima, Umwelt, Energie Gmbh	Germany	WI
Centre d'études et d'expertise sur les risques, l'environnement, la mobilite et l'aménagement	France	CEREMA
Fondazione Torino Wireless	Italy	TOWL
Ayuntamiento De Donostia San Sebastian	Spain	ADS
Malmö Stad	Sweden	Malmo
BKK Budapesti Közlekedési Központ Zártkörűen Működő Részvénytársaság	Hungary	BKK
Tsentar Za Gradska Mobilnost Ead	Bulgaria	SUMC
Birmingham City Council	United Kingdom	BCC
Thessaloniki Public Transport Authority	Greece	THEPTA

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Date	Person	Action	Status	Diss. Level
22/02/18	Thomas DURLIN	Creation of the document based on SUMPs-Up national programmes, SUMPs-Up city partners interviews and Prosperity's inputs, for review	Draft	Confidential

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# Executive Summary

The leading objective of SUMP-UP is to enable mobility planning authorities across Europe to embrace SUMP as the European-wide strategic planning approach, especially in countries where take-up is low and the negative effects of transport are severe. In this purpose, SUMP-UP develops a series of actions towards cities, as local authorities in charge of urban mobility planning. The project also considers the role of the national level as essential for supporting SUMP take-off. This support encompasses governance, financing and capacity building.

The first step to prepare the development or improvement of National programmes consisted in the analysis of the status of National programmes in EU member states. This analysis aimed to identify and assess:

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

The report “Status of SUMP in European member states” is a joint report of two CIVITAS projects: SUMP-UP (deliverable D5.1) and PROSPERITY (deliverable D3.1). 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 7 regions from 3 countries). PROSPERITY covered 18 representatives and SUMP-UP 14 (see Table 1).

**This document is an annex to this report and compiles all national inventories per country or region and corresponding interviews conducted during the data collection.**

In addition to this document, another external annex document “Annex 2: Best practices” presents 21 best practices identified by PROSPERITY for specific topics of national programmes.

# 1. Methodology

## 1.1. Introduction

CIVITAS SUMP-Up considers the role of the national level as essential for supporting SUMP take-off at local level. This support encompasses governance (including the legal dimension), financing and capacity building.

SUMP-Up therefore includes an analysis of the current situation in all countries in Europe, the elaboration of a policy paper for national decision-makers on how to improve national framework for SUMP support as well as direct support to three countries.

The preparation of the development or improvement of National programmes starts with the analysis of the current status of National programmes in EU member states in order to identify and assess:

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

The approach was oriented towards the following global objectives:

- Consolidating the need for action, based on available analyses of national frameworks and on a comprehensive city needs analysis from SUMP-Up Work Package 1;
- Raising awareness on the importance of the national level for the take up of SUMP.

Considering the similarities between SUMP-Up and PROSPERITY, another CIVITAS project, the analysis and the data collection have been carried in close collaboration.

The analysis of national SUMP programmes was conducted at European, national and local levels.

## 1.2. European level

A desk research identified existing sources that have reflected national policy, such as [ENDURANCE](http://www.epomm.eu/endurance/index.php?id=2809)<sup>1</sup>, that produced the first large scale overview on national frameworks with its “National inventories summary” (2013)<sup>2</sup>, [ELTIS](http://www.eltis.org/mobility-plans/member-state-profiles)<sup>3</sup> member state profiles or the CIVITAS CAPITAL Advisory group on SUMP.

Feedbacks from European experts were also gathered during workshops at the following events:

- European Expert Group on Urban Mobility, Brussels, 23/11/2017;
- EUROCITIES Mobility Forum, Toulouse, France, 16-18/10/2017.

<sup>1</sup> See <http://www.epomm.eu/endurance/index.php?id=2809>

<sup>2</sup> See

[http://www.epomm.eu/docs/2247/D2\\_1\\_ENDURANCE\\_National\\_Inventories\\_Summary\\_final.pdf](http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf)

<sup>3</sup> See <http://www.eltis.org/mobility-plans/member-state-profiles>

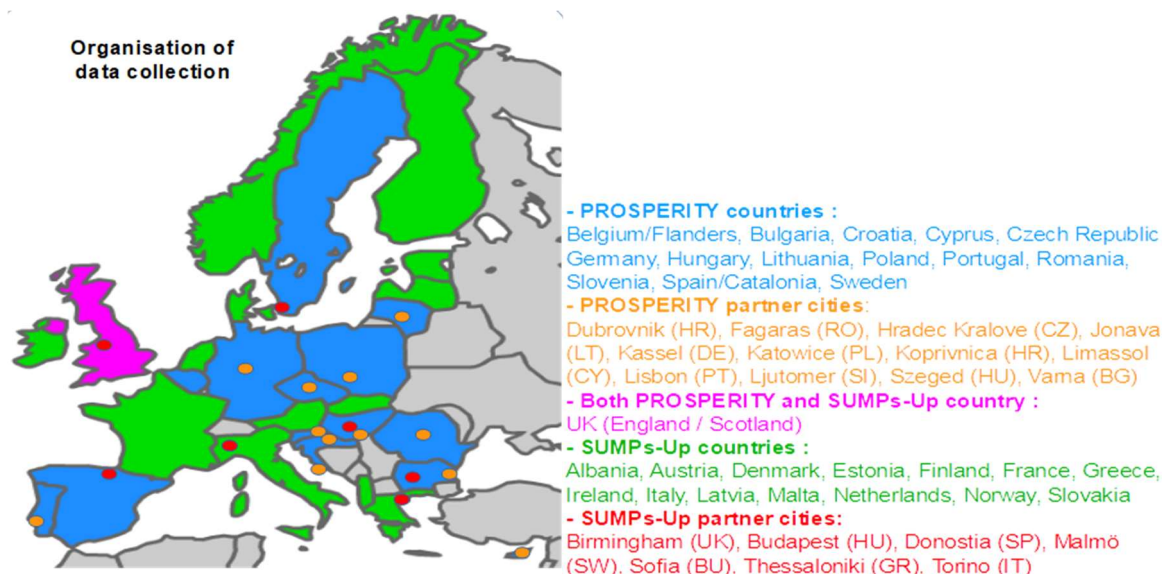
### 1.3. National level

The approach at the national level is based on the updating or elaboration of National inventories describing National SUMP programmes. The standardised structure of the national inventory was designed jointly by the two CIVITAS projects SUMP-UP and Prosperity based on the outcomes of the desk research and built on ENDURANCE's first inventories.

SUMP-UP and PROSPERITY collaborated also for the global geographical coverage of European countries or regions (see Figure 1 and Table 2). The specific process for data collection were slightly different between both projects:

- **For SUMP-UP:** A first update of National inventories was made by SUMP-UP partners based on the available descriptions of National SUMP programmes (mainly from ENDURANCE, few also from ELTIS). Then national level representatives (experts from government or from national public agencies) and/or national focal point (NFP) were interviewed to consolidate the National inventories.
- **For PROSPERITY:** the update of National inventories was prepared by each NFP (except for Sweden – by a national level representative and for UK / Scotland by a regional level representative) based on the available descriptions of their National SUMP programmes (from ENDURANCE and/or from ELTIS) and updated with the latest information about the status of SUMP in their countries or regions as well as the status of their National SUMP programme. These inventories were then an input for at least two structured interviews with national level representatives in local language: one with a national or regional level representative and the other with a national SUMP expert involved in SUMP development and implementation. Interviews aimed at confirming or improving the National Inventory and at identifying the status and future development of elements of the National SUMP programme.

The output of this exercise is a set of national reports on National SUMP programmes structured around elements of the programmes which are of the main interest of SUMP-UP and PROSPERITY project.



**Figure 1: SUMP's status analysis and data collection: task distribution**

Country / region	Project	Country / region	Project
Austria	SUMP's-Up	Italy	SUMP's-Up
Belgium - Brussels	PROSPERITY	Latvia	SUMP's-Up
Belgium - Flanders	PROSPERITY	Lithuania	PROSPERITY
Belgium - Wallonia	PROSPERITY	Malta	SUMP's-Up
Bulgaria	PROSPERITY	Netherlands	SUMP's-Up
Croatia	PROSPERITY	Norway	SUMP's-Up
Cyprus	PROSPERITY	Poland	PROSPERITY
Czech Republic	PROSPERITY	Portugal	PROSPERITY
Denmark	SUMP's-Up	Romania	PROSPERITY
Estonia	SUMP's-Up	Slovakia	SUMP's-Up
Finland	SUMP's-Up	Slovenia	PROSPERITY
France	SUMP's-Up	Spain	PROSPERITY
Germany	PROSPERITY	Spain - Catalonia	PROSPERITY
Greece	SUMP's-Up	Sweden	PROSPERITY
Hungary	PROSPERITY	UK - England	SUMP's-Up
Ireland	SUMP's-Up	UK - Scotland	PROSPERITY

**Table 1: SUMP status analysis in EU Member States and regions: geographic coverage**

### 1.4. Local level

SUMP's-Up has conducted a needs assessment in order to provide interested stakeholders with insight into the current status of SUMP take-up in some European countries, as well as an idea of the most recurrent drivers of, barriers to, and type of support required by cities when

developing SUMPs. In particular, local authorities in Europe were asked about the role of national institutions to promote and foster the development of SUMPs in their country, and about their expectations towards their national government. Both quantitative and qualitative research methods were utilised:

- a large online survey with transport planners and stakeholders from 328 European cities;
- interviews with experts in 10 EU Member States;
- a focus group meeting with 18 city experts.

Results and analysis are presented in the SUMP-UP deliverable D1.2 «Users' needs analysis on SUMP take up» (June 2017)<sup>4</sup>.

In addition to this quantitative approach, interviews were conducted with the seven SUMP-UP partner cities<sup>5</sup> to provide with additional qualitative data. The structure of these interviews is based on the one developed for national level interviews.

## 1.5. Structure of the document

Chapter 2. presents the standardised structure of the national SUMP programmes and of the PROSPERITY interview.

The following chapters compile all available National SUMP programmes, Prosperity interviews with national / regional level representatives and SUMP-UP city partner interview as described by Table 3.

Country - region	National programme	SUMP	PROSPERITY interviews with national / regional level representatives	SUMP-UP city partner interview
Austria	Yes		No	
Belgium - Brussels	Yes		Yes	
Belgium - Flanders	Yes		Yes	
Belgium - Wallonia	Yes		Yes	
Bulgaria	Yes		Yes	Sofia
Croatia	Yes		Yes	
Cyprus	Yes		No	
Czech Republic	Yes		Yes	
Denmark	Yes		No	

<sup>4</sup>

[http://www.epomm.eu/docs/2247/D2\\_1\\_ENDURANCE\\_National\\_Inventories\\_Summary\\_final.pdf](http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf)

<sup>5</sup> Birmingham (United-Kingdom), Budapest (Hungary), Donostia (Spain), Malmö (Sweden), Sofia (Bulgaria), Thessaloniki (Greece), Torino (Italy)

Country - region	National programme	SUMP	PROSPERITY interviews with national / regional level representatives	SUMPs-Up city partner interview
Estonia	Yes		No	
Finland	Yes		No	
France	Yes		No	
Germany	Yes		Yes	
Greece	No		No	Thessaloniki
Hungary	Yes		Yes	Budapest
Ireland	Yes		No	
Italy	Yes		No	*
Latvia	Yes		No	
Lithuania	Yes		Yes	
Malta	Yes		No	
Netherlands	Yes		No	
Norway	Yes		No	
Poland	Yes		Yes	
Portugal	Yes		Yes	
Romania	Yes		Yes	
Slovakia	Yes		No	
Slovenia	Yes		Yes	
Spain	Yes		No	Donastia / San Sebastian
Spain - Catalonia	Yes		Yes	
Sweden	Yes		Yes	Malmö
UK - England	No		No	Birmingham
UK - Scotland	Yes		No	

**Table 2:** Overview of financial resources for SUMP preparation and implementation.

\* *Torino wireless updated the Italian National SUMP programme without any additional city partner interview.*

## 2. Standardised structure of the national inventory and interview

### 2.1. State of the National SUMP programme in COUNTRY-REGION

<i>Author/s of the "Update of National SUMP inventories:</i>	
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The analysis of National SUMP programmes started with the update of the National inventories prepared within the ENDURANCE project by its country partners called National Focal Points (NFPs). Most of NFPs from the ENDURANCE project are partners in one of the ongoing EU projects on SUMP (13 in PROSPERITY, others in SUMP-UP and SUITS). In those countries that were not covered by the ENDURANCE National inventories, a new report with comparable structure was prepared.

Each NFP from 13 member states<sup>6</sup>, 1 national level representative<sup>7</sup> and 1 regional level representative<sup>8</sup> in PROSPERITY (combined with NFPs or partners from two other SUMP projects<sup>9</sup>) prepared an update of their National inventory. Those are based on the available descriptions of their National SUMP programmes (mainly from ENDURANCE, few also from ELTIS) and updated with the latest information about the status of SUMP in their countries/regions as well as the status of their National SUMP programme.

The output of this exercise is a set of national reports on National SUMP programmes structured around elements of the programmes which are of the main interest of PROSPERITY project. The structure of the report is based on the standardised structure of a National inventory prepared in the ENDURANCE project and adapted to the needs of the PROSPERITY project.

#### A. State of the SUMP

- Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?
  - We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document), fully supported from the national/regional level with

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6

Belgium/Flanders (also provided information for Walloon and Brussels regions), Bulgaria, Croatia, Cyprus, Czech Republic, Germany, Hungary, Lithuania, Poland, Portugal, Romania, Slovenia and Spain/Catalonia (also provided information for Spain)

7

Sweden

8

UK/Scotland

9

SUMPs-UP and SUITS



- most of the following elements: a SUMP programme, a legal definition, national guidance on SUMPs, assessment scheme, monitoring and evaluation, trainings etc.;
- We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level (see details below);
  - We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;
  - We are moving towards an approach to sustainable urban mobility planning with very limited or no examples of SUMPs (or equivalent document);
  - Other, please describe:
- How many cities in your country/region which have formally adopted a SUMP?
  - How many cities in your country/region which are engaged in the preparation of their first SUMP?
  - Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

## B. Awareness of SUMPs

- Which Ministry/Agency(s) is/are responsible for the urban mobility policy?
- Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)
- To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.
  - Very familiar
  - Mostly familiar
  - Some familiar, other not
  - Mostly not familiar
  - Not familiar at all
  - Comments, details:
- Do you see any gaps in awareness of SUMPs on the higher level of government in your country? (For example, ministries and agencies have heard about SUMPs, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMPs / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)
- What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMPs in your country/region?

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

- How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)
  - with dedicated programmes,
  - with dedicated documents,
  - with specific legislation,
  - Other, please describe and provide a link:

- Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?
  - National / regional transport policy
  - National / regional cycling policy
  - Decarbonisation policies/legislation/programs
  - Legislation on air quality
  - Legislation on PT quality / energy efficiency (relative EU Directives only)
  - Land-use obligations in transport planning
  - National or regional funding conditional on having a SUMP
  - National or regional funding conditional on demonstrating that SUMP has been implemented
  - Others, comments, details:
  
- Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?
- Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.
- Is implementation of a SUMP compulsory in your country/region? Please give details.
- Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.
- Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

## C.2 Financial resources for SUMP preparation and implementation

- Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.
  - at the local level:
  - at the regional level:
  - at the national level:
  - at the EU level:
  - other financial resources:
  - Comments, details:
  
- Is the financial framework for urban mobility secured and clearly defined?
- Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?
- If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

## C.3 Guidelines and methodology for development of SUMP

- Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.
- In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?
- Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

## C.4 Monitoring and evaluation of SUMP's development and implementation

- Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?
- Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

### C.5 Information, education, knowledge exchange

- Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.
  - National/regular SUMP web site?
  - Newsletter?
  - Help desk?
  - National research programme?
  - Supervisors?
  - National guidelines?
  - Other:
- Are regular awareness raising events about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?
- Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?
- If so, how often does training take place?
- If so, which topics does the training cover?
- If so, is the training good quality and helpful? Please explain your answer.
- Are training materials available online? If so please provide a link,
- Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?
- Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?
- Is number of trained and experienced consultants/experts in line with the demand for SUMPs from cities in your country/region?
  - Completely in line
  - Mostly in line
  - In line in some aspects
  - Partially insufficient
  - Completely insufficient
  - Comments, details:
- Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

### C.6 Other forms of support to cities

- Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

## 2.2. Structured interviews with national / regional level representatives

**As described in section 1.3. , this structured interview were used for countries or regions covered by PROSPERITY.**

Interviewees of “Structured interviews with national/regional representatives”:	
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Updated (and in some cases new) National Inventories were an input for the structured interviews with national level representatives. Each NFP translated their National Inventory to local language and sent it to each interviewee in advance.

At least 2 structured interviews in local language were performed in each participating country - one with a national/regional level representative and the other with a SUMP expert involved in SUMP development and implementation in respected country. Representatives from cities participated in another survey about their experience with SUMP and their future needs, which was undertaken by the SUMP-UP project.

The aim of the first part of the interview was a conformation or improvement of the National Inventory. NFPs went through the National inventory and were asked for any changes needed, for any recent developments and additional information.

In the second step of the interview NFPs and interviewees focused on the status and future development of elements of the National SUMP programme collected in “C) State of the National/regional SUMP programmes” in the National inventory. The following topics were discussed:

- What has been achieved by the National programme so far?
- What it has done well, and what not so well?
- What the most difficult aspect of encouraging SUMP is, from a national perspective?
- If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.
- Needs for development or improvement of the existing elements of the National programme
- Plans and ambitions for the missing or underperforming elements of the National programme
- What works well and would you suggest to other countries to transfer from your National programme?
- What you see as innovative in your National programme?
- Are there innovative parts of National programmes elsewhere that you would like to know more about?
- Suggestions for the support from the EU level
- Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme.

## 3. Austria

### 3.1. State of the National SUMP programme in Austria

Author/s of the "Update of National SUMP inventories:	Susanne Böhler-Baedeker, Ana-Maria Baston - Rupprecht Consult
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

Car driver: 61%    Car passenger: 12%    Public transport: 24%    Cycling: 1%  
 Walking: 2%    Taxi: < 1%    Motorcycle: < 1%

What are the three major stakes concerning urban mobility in your country?

- Shift towards sustainability through policies in the field of energy efficiency climate protection targeting housing, energy savings, renewables and transport, enabled through the klima:aktiv national financing programme (respectively klima:aktiv mobil for transport)
- Environment – climate protection, air quality and noise reduction
- Integration of the social aspect of mobility - affordable and user-oriented mobility for all
- Traffic safety for all users

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

1. We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level;

How many cities in your country/region which have formally adopted a SUMP?

Vienna, Graz, Salzburg, Schwechat

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Klagenfurt, Perchtoldsdorf

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

No

#### Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Federal Ministry of Agriculture, Forestry, Environment and Water Management and Austrian Energy Agency are responsible for managing the national funding programme klima:aktiv mobil.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The Federal Ministry of Agriculture, Forestry, Environment and Water Management is managing the national mobility programme klima:aktiv mobil through the Austrian Energy Agency, who prepares the strategies in several aspects tackling energy efficiency and subsequently mobility and offers cities and municipalities consultation and financial support for the implementation of mobility management measures.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Mostly familiar. In Austria there is no consistent approach to SUMP and no specific national guidance, however the urban mobility management policies and transport plans include elements that are SUMP-related.

Do you see any gaps in awareness of SUMPs on the higher level of government in your country? (For example, ministries and agencies have heard about SUMPs, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMPs / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

There are gaps in SUMP awareness at the national level in Austria. Policy-related projects and planning processes which take into account some of the SUMP principles can be found in several cities, but there are few transport masterplans that follow the entire SUMP approach.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMPs in your country/region?

To overcome these awareness gaps, influential decision makers and opinion leaders at the national level must be addressed. There is a strong need for national events to explain the SUMP concept, giving good practice examples of cities with an effective SUMP.

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes,
- with specific legislation,

Are there any major policies supporting preparation and/or implementation of SUMPs in your country/region (tick as many as apply)?

- National / regional transport policy

- National / regional cycling policy
- Decarbonisation policies/legislation/programs
- Legislation on air quality
- Land-use obligations in transport planning

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

There is no more major policy that would directly counteracting SUMP.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No, but there are regulatory tools such as local Mobility Plans or Urban Traffic Plans or master Plans for cycling that have been enforced at the federal level, however they differ from one federal state to another.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No, the development of SUMP as such is not compulsory and not enforced by the regulatory framework, but still sustainable mobility principles are reflected in different legislation related to climate protection, decarbonisation or land use, and financial support for cities depends on their commitment to respect some of the SUMP criteria.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

The Association of towns and cities is open to SUMPs but yet there is still no legislation, real guidelines or standardized evaluation methods for SUMPs.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: local budgets
- at the regional level: possible funding
- at the national level: The national funding programme klima:aktiv mobil links funding for cities with more than 50.000 inhabitants to SUMP criteria, and is offering assistance and consultancy services at different stages of the planning process.
- at the EU level: Projects (CIVITAS) and EU co-funding (regional fund)

Is the financial framework for urban mobility secured and clearly defined?

/

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

The adoption of SUMP in Austria is based on the free will of cities and it is not a mandatory condition for receiving national/regional funding.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

/

### **C.3 Guidelines and methodology for development of SUMP**

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

/

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

/

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

/

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

/

Is the content of adopted SUMP assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP judged to be better get more funding?

No external assessment of SUMP in Austrian cities.

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

/

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

/

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

/

If so, how often does training take place?



/

If so, which topics does the training cover?

/

If so, is the training good quality and helpful? Please explain your answer.

/

Are training materials available online? If so please provide a link,

/

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

/

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

/

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

/

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

/

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

/

## 4. BELGIUM-BRUSSELS CAPITAL REGION

### 4.1. State of the National SUMP programme in BELGIUM-BRUSSELS CAPITAL REGION

<i>Author/s of the "Update of National SUMP inventories:</i>	<i>Patrick Auwerx (Mobiel21) Sofie Walschap, Brussel Mobilité (Mobility Department of the Brussels Capital Region) and BEPOMM network representative</i>
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level;
- Other, please describe:

For Brussels Capital Region there is a tradition of 1 overall SUMP for the Capital Region. The former names were IRIS (1+2), whereas the new plan is called 'GOOD MOVE' BRUSSELS. Because of the strong participation key element, it had to be attractive to stakeholders and citizens.

Mobility is a vital issue for the Brussels-Capital Region. With Good Move, the Government is launching a dynamic and participatory process to develop its new Regional Mobility Plan which will have regulatory status.

#### The IRIS 1 and 2 Plans

The importance of the issues and the changes experienced by the Region create the need today for a more proactive approach than that initiated with the IRIS 1 Travel Plan. From the time of the Region's creation in 1998, this plan laid the foundations for a balanced mobility that would further the development of the Region. In 2010, it was succeeded by the IRIS 2 Plan, which aimed to reduce vehicle traffic by 20%, ensure regional accessibility and promote quality of life. This strategic plan set out some broad orientations and proposed a number of measures to improve mobility.

#### A new plan with regulatory status

To make regional and municipal mobility strategies and projects more consistent with one another, the Brussels-Capital Region approved an Ordinance on 26 July 2013 giving regulatory status to its new Regional Mobility Plan.

The BCR also has other strategic plans that will be integrated with SUMP strategies and measures: pedestrianisation, cycling, road safety plan, parking, freight & smart city.

How many cities in your country/region which have formally adopted a SUMP?

There is one overall Regional SUMP with regulatory status.

There are municipal mobility plans adopted in the 19 Brussels municipalities.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

All 19 municipalities are.

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

The Region’s GOOD MOVE BRUSSELS is a third generation SUMP.

## B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Brussels Mobility.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The overall responsibility lays with Brussels Mobility but there is strong involvement of the 19 municipalities in all phases : ( exploration + benchmark, orientation, action plans, approval, public survey and final approval) , stakeholders and citizens via workshops etc...

See : <http://goodmove.brussels/en/the-context/#>

<http://goodmove.brussels/en/guidelines/>

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Mostly familiar

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Brussels Capital Region is well aware. In 2017, they won the SUMP award for the integration of freight in the SUMP.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

n/a

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes,
- with dedicated documents,
- with specific legislation,

The 3th SUMP has regulatory conditions

The Local Mobility Plans (GeMP) were regulated by Ordinance / Decree and are based on a Covenant (cooperation agreement) between the Brussels Capital Region and the Municipalities.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- Regional transport policy
- Regional cycling policy
- Pedestrianisation strategy
- Decarbonisation policies/legislation/programs
- Legislation on air quality
- PT strategy
- Sustainable development plan
- White paper on Mobility Brussels

All available resources and documents:

- <http://goodmove.brussels/en/brussels-capital-region/>
- <https://mobilite-mobiliteit.brussels/nl>

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

n/a

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Yes, adoption is foreseen in the procedure and strategy/steps.

The Brussels Mobility Committee gives advice, the Brussels Capital Region's Mobility Department approves for the Minister.

Is implementation of a SUMP compulsory in your country/region? Please give details.

The regulatory framework stipulates implementation into action plan.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

The 19 Brussels municipalities were pilot in the EU Advance project on assessment and audit of SUMP. For the 3rd Regional SUMP it is regulated and foreseen in the last – finalisation phase/step.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

This 3rd Regional SUMP has a horizon of 2018-2028.

The local plans have a horizon of 6 years.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:
- at the regional level:
- Comments, details:

Depends on the responsibilities: PT, Regional Roads, ... will be subsidised from the Regional Government / Brussels Mobility, others not. It is defined in the guidelines/ Covenant.

Is the financial framework for urban mobility secured and clearly defined?

Not secured, depends on advice by the Regional Mobility Commission, and approval by Brussels Mobility/Ministry.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

The financing of many actions are regulated via 'acts' that are attached to the overall covenant. Only if actions contribute to the overall regional plan's objectives, they get subsidised.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

The minimum standards are defined in the Ordinance of 2013.

## C.3 Guidelines and methodology for development of SUMPs

Is SUMPs development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes, they are specific to the Brussels context, see: <http://goodmove.brussels/en/the-context/#>

For Local Mobility Plans:

[www.avcb-vsgeb.be/documents/File/raamconv%20richtl.pdf](http://www.avcb-vsgeb.be/documents/File/raamconv%20richtl.pdf)

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

They were initially developed in 2013, after evaluation and improvement of the previous IRIS 1+2.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Regional Planning guidelines

<http://goodmove.brussels/en/the-context/#>

#### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Yes, they are planned. Most of the times it is part of the consultancies work.

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

It is the responsibility of the main partners: Brussels Regional Mobility Service, (Planning service), in cooperation with the consultancy companies that elaborate the Plan.

The GMC (Regional Mobility Commission) is a formed group of 78 professionals from the Ministry/Department of Mobility, other Departments, PT operators, NGO's, Business sector give advice on regularly basis, and cooperate in actions of awareness raising, information delivery and training.

#### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regional SUMP web site? Yes, regional platform <http://goodmove.brussels/en>; "1-stop-shop"
- Newsletter? Yes.
- Help desk? No.
- National research programme? No.
- Supervisors? No.
- National guidelines? Yes, regional guidelines: <http://goodmove.brussels/en/guidelines/> and

<http://goodmove.brussels/en/the-context/#>

- Other:

Regular awareness raising and training events.

Are regular awareness raising events about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Yes, see strong participation elements in the Good Move approach. The GMC (Regional Mobility Commission) plays an important role.

Apart from that, also the Association of Municipalities of the Brussels Capital Region has it's own 'Mobility Cel'. They interact between municipalities and the Brussels Capital Region, give advice, co-organise trainings, and support the CEMA (local Mobility Advisors – civil servants of the Mobility Department of municipalities).

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

CEMA trainings.

Knowledge centre (cooperation with the Brussels Universities) make information available for professionals and decision makers.

AVCB/VSGB (The Association of Municipalities and Cities) also provides trainings.

If so, how often does training take place?

On regularly basis - several topic trainings per month.

If so, which topics does the training cover?

Very broad – both on content and methodologies.

If so, is the training good quality and helpful? Please explain your answer.

They are.

Are training materials available online? If so please provide a link,

Some resources, guidelines, documents and reports are available at the portal website Good Move and Brussels Mobility: <https://mobilite-mobiliteit.brussels/nl/katernen-van-het-kenniscentrum-van-de-mobiliteit>.

Most of them are only available via the 'professionals' pages and login.

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Not apart from references (but administration has a very useful knowledge to evaluate the offers).

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

At the website of Brussels Mobility there is separate (non public) part for professionals where they can find everything.

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 4.2. Structured interviews with national level representatives – BELGIUM-BRUSSELS CAPITAL REGION

<i>Interviewees of “Structured interviews with national/regional representatives”:</i>	<i>Sofie Walschap, Brussels Mobility + BEPOMM</i>
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What has been achieved by the National programme so far?

No national SUMP programme. Ambitious 3rd generation regional SUMP - see previous descriptions.

What it has done well, and what not so well?

Benchmark with other similar cities is part of the exploration.

<http://goodmove.brussels/en/elsewhere/>.

What the most difficult aspect of encouraging SUMP is, from a national perspective?

The regions have own competences, less cooperation and though 1 country. Brussels being the capital and in the middle of the country has extra challenges.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

In the Ordinance of 2013.

Needs for development or improvement of the existing elements of the National programme:

The search for coherence of different plans and levels (municipal) is a new ambition of this Good Move.

Plans and ambitions for the missing or underperforming elements of the National programme:

Coherence + cooperation + stronger participation.

What works well and would you suggest to other countries to transfer from your National programme?

Long tradition, approach of flexible coping with changing challenges (logistics, smart city, ...).

What you see as innovative in your National programme?

Participatory approach, Regulatory framework, coherence actions.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

Monitoring and Evaluation.

Terms of reference EU SUMP.

Suggestions for the support from the EU level:

Exchange of experience, subsidiarity principle for Regions with national/regional guidelines.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

Via BEPOMM (national) network.



## 5. Belgium-Flanders

### 5.1. State of the National SUMP programme in BELGIUM-FLANDERS

<i>Author/s of the "Update of National SUMP inventories:</i>	<i>Patrick Auwerx, Mobiel 21 Dominique Ameele, MOW (MOW Policy Department, SUMP responsible Flanders)</i>
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

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, assessment scheme, monitoring and evaluation, trainings etc.;

How many cities in your country/region which have formally adopted a SUMP?

99% of all municipalities have adopted a S(L)ump. 250 are municipalities. 58 are (small and medium sized) cities, only 6 above 100000.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Only 1/308 municipalities do not have a first SUMP yet.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

- 2nd generation : almost 2/3 of municipalities
- 3th generation: - 10 (most of them are cities)

#### B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Mobility and Public Works (MOW)

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Mobility and Public Works Department has most of the regional competences and is steering to the local level. The Ministry decides.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

Very familiar

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Monitoring and Evaluation part (including indicators) can become better.

Need for a 'functional city concept' (cooperation between municipalities – bigger scale approach)

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Adapt the framework conditions in the regional SUMP programme / decree.

Trainings

Quality control integration (quality advisor's role)

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

with dedicated programmes,

with dedicated documents,

with specific legislation,

with financial support

- <http://www.mobielvlaanderen.be/wetgeving.php?a=22>

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

National / regional transport policy

National / regional cycling policy

Decarbonisation policies/legislation/programs

Legislation on air quality

Legislation on PT quality / energy efficiency

Land-use obligations in transport planning

National or regional funding conditional on having a SUMP

National or regional funding conditional on demonstrating that SUMP has been implemented

- Others, comments, details:

Commuter plan (focussing on home-work modal shift)

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

Vision on Flanders of being the economical hub of Europe hypotheses more sustainable mobility objectives (liveability, safety, environmental)

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Yes, it is compulsory.

Financial incentives are important, as well as combined targets with other policy instruments.

Is implementation of a SUMP compulsory in your country/region? Please give details.

Yes, it is, and it is being assessed, monitored and evaluated.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Yes, but in the adapted decree (2012) a feasible procedure without real indicators – the quick scan was (kind of) compromise to deal with the former too complex and bureaucratic procedures.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

Yes, every 6 years, as a result of the quick scan assessment procedure.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: municipalities decide on own budget
- at the regional level: grants (planning) and subsidies for implementation of measures
- at the EU level: the eligible offer of resources ( e.g. TEN – Structural Funds – Interreg – H2020 - ...)

Is the financial framework for urban mobility secured and clearly defined?

The legible options are provided by Decree. Extra financial (incentive) programmes are decided on timely basis, accordingly policy priorities.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Only for grants and subsidies that are directly addressed to SUMP development and measures.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

Yes, there is. It is well defined in the guidelines of the Decree. Also the MOW and it's quality advisors monitor planning and implementation, and control quality.

## C.3 Guidelines and methodology for development of SUMPs

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes , it is.

<http://www.codex.vlaanderen.be/Zoeken/Document.aspx?DID=1017814&param=informatie>

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

First guidelines 1999 were independently developed and were pilot for the EU SUMP guidelines (EU PILOT Project)

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Yes, for other regional planning guidelines in the Mobility Plan Flanders and in other plans (safety, climate, environmental action plan, spatial planning...)

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

The use of necessary data is advisable, however methodologies and instruments are not defined. It is meant to substantiate the analysis phase. Cities (or the hired consultants) are supposed to collate the information, the MOW quality advisors watch over the quality and use.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

Yes, it is the MOW's quality advisors groups that coach and supervise municipalities and cities within one province (Flanders has 5 provinces). The 25 independent quality advisors take part in the 'municipal guiding commissions', so do all other responsible actors/stakeholders. In this way they keep on track of what is going on, and can intervene at the right time...

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regular SUMP web site?

<https://codex.vlaanderen.be/Zoeken/Document.aspx?DID=1017814&param=informatie>

- Newsletter?

Timely (official) circulars to cities and municipalities

- Help desk?

<http://www.mobielvlaanderen.be/wetgeving.php?a=22>

- National research programme?
- Supervisors?

Yes, the quality advisors

<http://www.mobielvlaanderen.be/overheden/artikel.php?nav=10&mbnr=160&id=1714>

- National guidelines?

<https://codex.vlaanderen.be/Zoeken/Document.aspx?DID=1017814&param=informatie>

- Other:

All institutional cooperation bodies on local and regional level (GBC – RMC)

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Yes, there are : by MOW itself, by VSV (Flemish Mobility Academy) BEPOMM and others ( Association of Municipalities and Cities) , Cycling Embassy Flanders...

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

Yes, see answer above. Same institutions organise.

If so, how often does training take place?

There is offer on monthly basis, promoted via websites, newsletters and circulars.

If so, which topics does the training cover?

Needs based agenda : from practical to theoretical, often innovation and knowledge exchange based.

If so, is the training good quality and helpful? Please explain your answer.

Most of the times it is. All trainings are being assessed and evaluated,, including by participants. Updates and novelties follow accordingly.

Are training materials available online? If so please provide a link,

In most cases they are provided with links to participants only. Updates of general materials (e.g. legislation, standards, vademeca...) are provided for everyone via websites (MOW - [www.mobielvlaanderen.be](http://www.mobielvlaanderen.be))

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

Some of them are (e.g. post-graduate, up-scale training modules...)

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

For consultancies it is an advantage, but it is not mandatory.

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Same institutions that offer trainings. VSV officially plays coordinating role. [www.vsv.be](http://www.vsv.be)

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

MOW, [www.mobielvlaanderen.be](http://www.mobielvlaanderen.be)

## 5.2. Structured interviews with national level representatives – BELGIUM-FLANDERS

<i>Interviewees of “Structured interviews with national/regional representatives”:</i>	<i>Patrick Auwerx, Mobiel 21 Dominique Ameele, MOW Flanders</i>
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What has been achieved by the National programme so far?

20 years of experience and evolution of regional (L)SuMP programme and facilitation services.

What it has done well, and what not so well?

Monitor & Evaluation is without real indicators, can be improved.

Flanders has lots of really small municipalities – need for more intercity/municipality cooperation

What the most difficult aspect of encouraging SUMP is, from a national perspective?

Since there is long time tradition, it is not difficult anymore. There is a general awareness of the benefits.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

Guidelines and financial framework are most important, experience in Flanders shows this.

Needs for development or improvement of the existing elements of the National programme:

Monitoring and evaluation

Looking at functional city - inter municipality plans.

Plans and ambitions for the missing or underperforming elements of the National programme:

The task force and quality chamber (committee of quality advisors) will follow up on this.

What works well and would you suggest to other countries to transfer from your National programme?

Institutional framework conditions

Regional support (skill development, coaching and quality advisors, financial incentives)

Guidelines and updates, trainings and exchange of knowledge

What you see as innovative in your National programme?

Flanders was one of the first pilots for regional SUMP guidelines

Are there innovative parts of National programmes elsewhere that you would like to know more about?

Monitoring and Evaluation

Approach in countries with similar geographical constellation (lots of small and medium sized cities)

Suggestions for the support from the EU level:

Stimulate learning from each other, incentives to those countries that need to take off (e.g. support to a Task Force approach)

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

NA



## 6. Belgium-Wallonia

### 6.1. State of the National SUMP programme in BELGIUM-WALLONIA

Author/s of the "Update of National SUMP inventories:	Patrick Auwerx (Mobiel21) Didier Castagne (SPW – Service Public Wallon - Walloon Mobility Department)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have a (well-)established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level;
- Other, please describe:

The Walloon Region Decree of 2004 offers 2 tools (regional framework guidelines) for Mobility Plans:

PUM (Plan urbain de mobilité): Mobility Plans for urban agglomerations; have similarities with SUMP. (long term vision, objectives, analysis needs, strong interaction with spatial development, involvement of stakeholders, all modes and logistics...) There are minimum requirements on content and methodology.

1 PUM realised: Liège (24 municipalities) and being updated 2017.

PUM is on a higher-level hierarchy, decisions might have consequences for adaptations of the Local Mobility Plans (PCM – Plan Communal de Mobilité); e.g. to insure overall objectives of the PUM.

There are PCM's for all municipalities -50,000 inhabitants; which are the municipalities of Tournai, Mons, La Louvière, Charleroi, Namur, Seraing, Liège, Verviers. For Tournai and Namur the PCM's cover the same urban area as the PMU.

Additional to the PUM and PCM is the SAM (Schémas d'accessibilité multimodale): these documents describe the multimodal accessibility and interaction between urban and rural areas, and contain intermunicipal cooperation acts. Includes also routes for heavy (logistics) traffic. There are 2 SAMs, they cover 50 municipalities and cities.

Province Walloon Brabant (situated just south of Brussels capital Region) has also studied its own « Provincial mobility Plan » (approved in 2011). The impact of Brussels urban sprawl is huge in this province; it's why the provincial authority, even if it doesn't have any legal competence on mobility or land planning, decided to help municipalities to better manage those issues.

SAM Wallonie Picarde and PPM Walloon Brabant sometimes look at connections with neighbourhood country France or other Belgian regions (Flanders – Brussels Capital Region). We also note the « SMOT Wallonie-Luxembourg » (Crossborder Mobility Scheme) approved in 2015. The document, co-funded by the Walloon Region and the Luxembourg

State tries to manage strategies towards a more sustainable way to commute from south of Wallonia to Luxembourg city and the south-east of the Grand-Duchy. This strategy is not really a SUMP, but still contributes to ease the burden of traffic in Luxembourg city.

SAM's, Provincial mobility Plan or SMOT have no mandatory legal status (by any Decree) and are voluntary. You might call them 'light' SUMP's. SAM's are not financed either by Walloon Region.

How many cities in your country/region which have formally adopted a SUMP?

PUM: 1; Agglomeration de Liège.

SAM: 2: Cœur de Hainaut (under construction) and Wallonie Picarde (adopted 2009, implemented)

PCM municipalities - 50,000 inhab.: 9 (Liège and Seraing in PUM Liège, Mons and La Louvière in SAM Cœur de Hainaut; Tournai in SAM Wallonie picarde).

PCM municipalities: 180 (out of 262 municipalities)

How many cities in your country/region which are engaged in the preparation of their first SUMP?

1 (urban agglomeration of Liège) is most SUMP alike, update will be used to adapt it more to EU SUMP guidelines.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

The PCM's and PUM's last 12 years. The update of the PUM of 8 out of 9 most important cities passed recently.

<http://www.epomm.eu/endurance/index.php?id=2809&news=56>

## B. Awareness of SUMP's

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

SPW Mobilité (Walloon Mobility Department) and Ministry.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The PCM's and PUM's regulate the institutional cooperation and coordination between different actors/stakeholders. In most cases consultancies make the plans, under supervision of the institutional bodies (comités). The city council approves the plan, after that is sent to the SPW who also approves it at their time.

On the basis of these plans other complementary strategies and actions are uptaken (timing – budget dependent).

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Some familiar, other not

- Comments, details:

The concept of PUM is less known, whereas the PCM (municipal plans) is known amongst most important stakeholders and institutions on regional and local level : Mobility – Spatial Planning – Municipalities – Road administration – PT operators – few user organisations (cycling still not so active).

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Initiative to do a PUM (closest to SUMP) comes from cities and municipalities of an urban area, asking the regional minister to launch and finance this study. But there is a lack of tools for monitoring...

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

n/a

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with specific legislation,

Legislation: In Belgium, there is no national (federal) urban mobility policy (it's not a federal task). On Walloon regional level, as described formerly, the decree of 2004 creates two kinds of tools: PUM (at level of an urban region) and PCM (at municipal level).

- Other, please describe and provide a link:

A specific regional budget is available to finance those studies. The implementation of a mobility plan depends on each actor's own strategy and budget.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy

There is no national (federal) transport policy, except the railway policy (management contract between federal state and the railway operator). On Walloon regional level, there is a draft of "regional mobility scheme", to be approved by the regional government.

- National / regional cycling policy

A former regional cycling policy ("Wallonie cyclable") is scraping by, especially on its urban component.

- Decarbonisation policies/legislation/programs
- Legislation on air quality
- Legislation on PT quality / energy efficiency

There is no other legislation than the European one, but recent markets to buy 300 hybrid buses for urban lines (and the decision to build a tramway link in Liège). Very recently, the regional Government has adopted a long-term vision about decarbonisation and air quality (including transport) but these objectives are not yet translated in concrete policies.

- Land-use obligations in transport planning : **No**
- National or regional funding conditional on having a SUMP

Just a very little conditional regional budget (“crédits d’impulsion cyclo-pédestres”) only obtainable for municipalities/cities with an approved PCM, and with a “CeM” (Mobility adviser) in its staff.

- National or regional funding conditional on demonstrating that SUMP has been implemented : **No**

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

n/a

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

City councils must adopt PCM. In the case of a PUM, a majority of City councils (representing 2/3 of the population of urban area) have to adopt the PUM (with a final approval by the Walloon government).

Is implementation of a SUMP compulsory in your country/region? Please give details.

**No. Mobility Plans of any kind are indicative**

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Not yet. With the update of the “PUM de l’agglomération de Liège” we try to (begin to) implement environmental indicators, as well as mobility indicators. Precise numbers are now available for regional public transport; for road transport, we experiment the possibilities of digital data.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

Not really compulsory, but it’s admitted this kind of document has a life of 12 years.

## **C.2 Financial resources for SUMP preparation and implementation**

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: YES, see comments
- at the regional level: YES, see comments
- Comments, details:

PUM: 100 % regional

PCM: 75% regional / 25% municipal

No other resources.

Note: the SAMs were financed mainly at local level (just a little help from regional budget). The SMOT Wallonia-Luxembourg was financed 50/50 by each partner.

Is the financial framework for urban mobility secured and clearly defined?

Decree + budget > for studies, you can say yes. All other budgets may vary according to municipal/regional [availability of budget resources](#) and political priorities.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Just a very small conditional regional budget

(“crédits d’impulsion cyclo-pédestres”); see:

<http://mobilite.wallonie.be/files/Centre%20de%20doc/CeMath%C3%A8que/cematheque36.pdf>

only obtainable for municipalities/cities with an approved PCM, and with a “CeM” (Mobility adviser) in its staff; see :

<http://mobilite.wallonie.be/files/Centre%20de%20doc/CeMath%C3%A8que/cematheque28.pdf>.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

The minimum standards are defined in the Decree of 2004 , see 1<sup>st</sup> questions for explanation of requirements concerning content and methodology.

The specification of each mobility study gives more details to translate those aims.

### **C.3 Guidelines and methodology for development of SUMPs**

Is SUMP’s development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

We have the experience of just one “real” SUMP; terms of reference are contained in the specification of this study (we currently work on a new version of it).

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

They were initially developed in 2004 within the regional framework. For the actualisation of the PUM of Liège, we would like to be closer to the 2014 SUMP guidelines.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Many methodological guidelines (“Cémathèques”) are available online on many topics related to PCM’s. See <http://mobilite.wallonie.be/home/centre-de-documentation/cematheque.html>.

### **C.4 Monitoring and evaluation of SUMP’s development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what

information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

There are minimum requirements: annual progress report – including quick scan - as in the Decree.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No

### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regular SUMP web site?

No.

- Newsletter?

Cémathèque's publications (topic + updates)

- Help desk?

No.

- National research programme?

No.

- Supervisors?

No.

- Regional guidelines (Decree)

- Other:

Approved PCM's are available via this link:

<http://mobilite.wallonie.be/home/outils/plans-de-mobilite/villes-et-communes.html>

Note: the first version of "PUM de Liège" is not available online.

Are regular awareness raising events about benefits of SUMP's and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

No.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

The W Region organises twice a year an initial training course for Mobility Advisors (Conseillers en Mobilité – CeM). As part of CeM's Network's members, each CeM receives sometimes a year different publications (CeMathèque, a thematic monography on a precise item / CeMaphore, some practical news over mobility / CeMAtelier, over technical item). Two or three times a year, site thematic visits are organised. More than 1200 CeM have been trained for 15 years. They come from municipalities, PT operators, regional administration,

enterprises, associations... See: <http://mobilite.wallonie.be/home/centre-de-documentation.html>

If so, how often does training take place?

see above

If so, which topics does the training cover?

See the link above

If so, is the training good quality and helpful? Please explain your answer.

If we refer to the evaluation of each session, the different trainings seem helpful.

Are training materials available online? If so please provide a link,

The course's documents are available on (special) request. We don't put it on line to persuade interested persons to follow the course.

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No. Originally, it was foreseen by the decree, but the Walloon market is so small...

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Not apart from references (but administration has now a very useful knowledge to evaluate the offers)

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

In the frame of "CeMs Network", a core "urban CeMs Network" (from the eight > 50'000 inhab. Cities) tries to share experiences. See for instance:

<http://mobilite.wallonie.be/files/Centre%20de%20doc/CeMath%C3%A8que/C%C3%A9math%C3%A8que%2040.pdf>

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 6.2. Structured interviews with national level representatives – BELGIUM-WALLONIA

Interviewees of “Structured interviews with national/regional representatives”:	Didier Castagne – SPW Mobilité
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What has been achieved by the National programme so far?

- No national SUMP programme. For Walloon region, see part 1: regional programme by Decree, 72 % municipalities/cities involved, some 2nd generation (PUM), finance and support, training.

What it has done well, and what not so well?

Monitoring and evaluation hardly existing.

What the most difficult aspect of encouraging SUMP is, from a national perspective?

Lack of finances, other priorities (sometimes less coherent actions)

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

In the Decree 2004

Needs for development or improvement of the existing elements of the National programme:

Monitoring and Evaluation

Study term of reference EU SUMP

Plans and ambitions for the missing or underperforming elements of the National programme:

SPW will consider ‘monitor and evaluation’ and wants to gain knowledge and exchange experience with existing / to be developed (common) M&E framework.

What works well and would you suggest to other countries to transfer from your National programme?

15 years of training of Local Mobility Advisors (Municipal Mobility Departments)

Wallonia has lots of small municipalities and low density areas (partly due to geographical conditions of the Southern – hilly – part of Belgium).

What you see as innovative in your National programme?

Regional Programme decree offers flexibility for cities and municipalities.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

Monitoring and Evaluation

Terms of reference EU SUMP

Suggestions for the support from the EU level:

Exchange of experience, subsidiarity principle for Regions with national/regional guidelines.



Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

[Via BEPOMM \(national\) network](#)

## 7. Bulgaria

### 7.1. State of the National SUMP programme in BULGARIA

Author/s of the "Update of National SUMP inventories:	<b>Lucia Ilieva (CSDCS) and Pepa Rizova (CSDCS-Varna branch)</b>  <b>Answers were collected by structured interviews conducted during face-to-face meetings and discussed during the first meeting of the NTF in June 2017.</b>
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;

How many cities in your country/region which have formally adopted a SUMP?

We have 9 SUMPs elaborated by CSDCS and officially adopted by the City Councils of the following cities:

Lp	City	Region	Year of adoption a SUMP
1	Kavarna	Dobrich	2014
2	Montana	Montana	2015
3	Pleven	Veliko Tarnovo	2015
4	Ruse	Ruse	2015
5	Burgas	Burgas	2015
6	Stara Zagora	Stara Zagora	2015
7	Kardzhali	Kardzhali	2015
8	Veliko Tarnovo	Veliko Tarnovo	2015
9	Gabrovo	Gabrovo	2015

How many cities in your country/region which are engaged in the preparation of their first SUMP?

2 - Sofia, Varna

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

No

#### B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

No one

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

n/a

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- **Mostly not familiar**
- Comments, details:

MRDPW is familiar with Integrated Urban Plans where sometimes there is Integrated Urban Transport Plans including some mobility measures.

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Ministries and agencies have heard about SUMP but the official statement of the ex-Dop. Minister of MRDPW was that SUMP will present a supplementary “burden” for the municipalities.

Ministries and agencies have heard about SUMP, but they do not understand how they could contribute to better planning. An important role is played by the political affiliation of the Minister. In Bulgaria, large transport companies and suppliers of petroleum products have a strong lobby in the government.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

First of all, we have to persuade some state body - Ministry or Province Government– to take over the responsibility of SUMP in particular and of Urban Mobility in general. The survey was done when we had a care-taking Government. The general opinion of the highest state level till present was that the urban transport and mobility is a task of the municipalities and not of the state and there is no need to be centrally coordinated.

A strong lobby can be overcome only with large-scale campaign among the population.

## **C. State of the National/regional SUMP programmes**

### **C.1. Legislation (laws and regulations) related to SUMP**

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- Other, please describe and provide a link:

It is regulated only at municipal level

National level:

Strategy for the development of transport system of the republic  
Bulgaria to 2020 -

[https://www.mtitc.government.bg/sites/default/files/transport\\_strategy\\_2020\\_last\\_r.pdf](https://www.mtitc.government.bg/sites/default/files/transport_strategy_2020_last_r.pdf);

Sofia Municipality:

Ordinance for making public transport more additional shuttle buses of the municipal transport system on the territory of Sofia Municipality -

<http://web2.apis.bg/sofiacouncil/p.php?i=111711&b=0>;

Ordinance on public order using vehicles on the streets, squares and roads on the territory of Sofia Municipality -

<http://web2.apis.bg/sofiacouncil/p.php?i=107053&b=0>;

Ordinance on traffic organization on the territory of Sofia Municipality -

<http://web2.apis.bg/sofiacouncil/p.php?i=108193&b=0>;

Ordinance on the terms and conditions for travel by urban public transport on the territory of Sofia Municipality -

<http://web2.apis.bg/sofiacouncil/p.php?i=1743757&b=0>;

Ordinance on management of municipal roads on the territory of Sofia Municipality -

<http://web2.apis.bg/sofiacouncil/p.php?i=404184&b=0>;

Ordinance of Sofia Municipal Council to build a publicly accessible environment in the city. Sofia -

<http://web2.apis.bg/sofiacouncil/p.php?i=105032&b=0>

Ordinance amending and supplementing Ordinance № 2 from 2004 about planning and design of communication and transport system of urban areas (SG. 86 of 2004);

General Plan for Organization Movement on territory of Sofia Municipality -

<http://sofia.bg/pressecentre/foto/02-02.pdf>;

General Plan Organization Movement territory of Sofia Municipality - Proposal for the introduction of speeds other than 50 km -

<http://sofia.bg/pressecentre/foto/03-02.pdf>;

General Plan Organization Movement territory of Sofia Municipality - Data analysis and proposal of measures to improve safety -

<http://sofia.bg/pressecentre/foto/04-02.pdf>;

General Plan Organization Movement territory of Sofia Municipality - Prepare an action plan regarding bicycle traffic -

<http://sofia.bg/pressecentre/foto/05-02-1.pdf>;

General Plan Organization Movement territory of Sofia Municipality - Prepare an action plan in terms of pedestrian movement -

<http://sofia.bg/pressecentre/foto/05-02-2.pdf>;

Development of demonstratsionen koridor blvd. Slivnitsa to improve the operating characteristics using a computer micro model -

<http://sofia.bg/pressecentre/foto/06-02.pdf>;

Measures and technical measures for - good linking means of public transport -

<http://sofia.bg/pressecentre/foto/07-02.pdf>;

Development of intersections using a micro computer modeling -

<http://sofia.bg/pressecentre/foto/08-02.pdf>;

Proposal of a strategy for using rail infrastructure for public transport (Technology "Tram - Train") -

<http://sofia.bg/pressecentre/foto/09-02.pdf>

Project for integrated metropolitan public transport 2007-2013 -

<https://www.sofiatraffic.bg/bg/transport/proekti-i-inovacii/270/sofia-integrated-urban-transport-project-1>;

Development program for cycling on the territory of Sofia Municipality 2012-2017;

## Development program for cycling on the territory of Sofia Municipality 2016-2019.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- Others, comments, details:

The Ministry of regional development is preparing a new ordinance for territorial and communications planning. CSDCS proposed to introduce SUMP as a planning element for cities that do not have integrated transport plans yet. The expectations are the ordinance to be voted and approved by the end of 2017.

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

The policy for elaborating the named Integrated Urban Transport Plans (IUTP) as part of the Integrated Plans for Urban Development somehow counteracts the SUMP because IUTP emphasize on the infrastructure measures sometimes accompanied with separate fragmented mobility initiatives without taking into account the public participation.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Yes, the formal adoption is necessary for every planning document at municipal level. If there is a SUMP elaborated for some city, it must be officially adopted by the city council.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No, not at all.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No, SUMP were elaborated in the frames of EU-projects and eventual updating will be also possible if the municipalities have new projects.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Some municipalities like Sofia and Ruse will use their municipal budget or part of SUMP will be funded again by some EU-project (Ruse, Burgas).

- at the national level:

Through OP Regions in growth

- other financial resources:

Funding in the frames of EU-projects

Is the financial framework for urban mobility secured and clearly defined?

No

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No, in Bulgaria we don't have any funds for investment in mobility.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

n/a

### **C.3 Guidelines and methodology for development of SUMP**

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

No

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

The EU SUMP guidelines were translated and adapted by CSDCS in the frames of the EU BUMP Project. They are used by every municipality interested in SUMP. Currently, CSDCS is improving and adapting these Guidelines according to the cities' needs in the frame of the PROSPERITY project.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

No

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regional SUMP web site?

All the SUMP information in Bulgaria is published on the CSDCS official site: [www.csdcs.org](http://www.csdcs.org)

- Newsletter?

CSDCS is maintaining the BG EPOMM/ENDURANCE network and publishes translated newsletters there

- Help desk? No
- National research programme? No
- Supervisors? No
- National guidelines?

#### Translated and adapted EU SUMP guidelines

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Such events were organized by CSDCS in the frames of EU-projects: BUMP, SEEMORE, ENDURANCE and ELTIS PLUS. One event was organized by CSDCS together with the EU SUMP Platform. From 2018 a series of events will be organized in the frames of PROSPERITY and TRANSDANUBE pearls projects.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

No; in Oct.2016 a 2-day training was organized in Bulgaria by JASPERS for ministerial and municipal experts.

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

Training materials are available on the CSDCS site in the BUMP-project section ([www.csdcs.org](http://www.csdcs.org))

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

n/a

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

n/a

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

Mostly in line

- Comments, details:

It is valid for CSDCS's experts

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Coordinated by CSDCS through the ENDURANCE network

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a



## 7.2. Structured interviews with national level representatives – BULGARIA

Interviewees of “Structured interviews with national/regional representatives”:	<p><i>Stoyan Passev (Governor of Varna Province)</i></p> <p><i>Mladen Ivanov (transport expert in Varna Municipality, Director of Municipal enterprise “Parking and blue zone”)</i></p> <p><i>Veselin Grozdanov (Ass.Prof. in the Economic University, Sofia)</i></p>
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What has been achieved by the National programme so far?

Nothing, because there is no such programme

What it has done well, and what not so well?

Nothing has been done

What the most difficult aspect of encouraging SUMP is, from a national perspective?

They don't know because nobody has encouraged sump from national perspective

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? Was that element never considered in the first place? – or similar reasons.

They have never considered any elements related to sump at national level

Needs for development or improvement of the existing elements of the National programme:

There is no national programme

CSDCS and the Varna Province Government agreed to develop a Regional SUMP programme that will be expanded later on the territory of the whole country.

Plans and ambitions for the missing or underperforming elements of the National programme:

Our ambitions are to create a regional SUMP programme thus meeting the priorities of the EC for relating urban with rural regions.

What works well and would you suggest to other countries to transfer from your National programme?

SUMPs for touristic regions are very necessary for Bulgaria which is a country with well-developed tourism industry.

What you see as innovative in your National programme?

The concept of SRTMP (Sustainable Regional Tourism Mobility Plans) is our innovation and we already proposed it to several Province governments and municipalities.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

Yes, the logistics part of SUMP is new for Bulgaria and we would like to exchange experience in this field. Tourism and other commerce activities are related with a lot of goods' deliveries.

Suggestions for the support from the EU level:

- Continuation of existing programmes and activities, which were the main source for the SUMP implementation in Bulgaria.
- Improving the access to programmes for less experienced users or partners who are not part of usual consortiums.
- Increasing the funds for SUMP implementation. We would like to have support for funding the SUMPs and SRTMPs in Bulgaria.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

The most effective are the local trainings on different topics mainly related to the selection of appropriate mobility measures and funding of SUMP. Exchange of best practices with more advanced countries (especially from CEE) works very well in Bulgaria and helps to persuade stakeholders to introduce and support SUMP development.

**Notes:**

IN BULGARIA, THE INTEREST FROM THE PART OF THE MINISTRY OF TRANSPORT DIDN'T PERSIST AFTER THE ELECTIONS ON 26th of March. The new ministerial team (which is again composed by the previous deputy-ministers of the GERB-party) doesn't see the role of this Ministry in SUMP and maintains its position before the elections, e.g. SUMPs are tasks of local government.

### 7.3. SUMPs-Up City partner - Sofia

<i>Interviewed SUMPS-Up city partner:</i>	Desislava Hristova, Sofia Urban Mobility Centre (SUMC)
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#### General description of urban mobility in your city

What are the **three major challenges** concerning urban mobility in your city?

- High Car modal share
- Insufficient Cycling infrastructure
- Insufficient Data for mobility

Have you already elaborated one or several **SUMP** in your city? If so, please indicate the year of each SUMP.

1st SUMP in 2012

2d SUMP under elaboration

If so, what were the **main drivers** for the decision to elaborate a SUMP in your city? (legal requirement, requirement for founding, political will, solution for transport challenges, ...)

1: requirement for founding

2: political will

3: solution for transport challenges

#### State of the SUMP in your country/region

As far as you know, which of the categories below regarding SUMP implementation describes best **the situation in your country/region** (please tick)?

- We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level;
- We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;
- Other, please describe:

The current state is between the two previous categories.

#### Awareness of SUMPs

Which **Ministry/Agency(s)** is/are responsible for the urban mobility policy?

- Ministry of Transport
- Ministry of Regional Development and Public Works (MRDPW)

Are **responsibilities divided**? If so, do you know which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

/

To your opinion, to what extent are national or regional ministries and agencies in your country/region **familiar with the SUMP** or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale, according to your own perception.

- **Mostly familiar**

Do you see **any gaps in knowledge and expertise** of SUMPs on the higher level of government in your country? (For example, ministries and agencies have heard about SUMPs, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMPs / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

**A gap between awareness / knowledge of SUMP and real SUMP support**

If so, to your opinion, what can the national/regional level do to help to **overcome these gaps** in awareness in your country/region and, generally, to raise awareness of SUMPs in your country/region?

/

Have you already been in **contact with Ministry/Agency** in charge of urban mobility policy – or could you be in contact if needed? If so, has this been helpful for your city?

Yes: MRDPW, Managing Authority of Operational Programme “Regions in Growth” (MA of OPRG)

## Legislation (laws and regulations) related to SUMP

How is **urban mobility policy regulated** on the national/regional governmental level (tick as many as apply)

N/A

As far as you know, are there any **major policies supporting** preparation and/or implementation of SUMPs in your country/region (tick as many as apply)?

- **National / regional transport policy (in parallel to EU funds) – there is a National Strategy for Development of Transport, but the urban mobility issue is not treated**
- **Legislation on air quality**
- **Land-use obligations in transport planning**
- **(Decarbonisation policies/legislation/programs ?)**

Regarding your own experience, are there any **major policies or lack of policies hindering** preparation and/or implementation of SUMPs in your country/region? (e.g. limited devolution of public transport authority, of car parking control and enforcement or of pricing policy)

N/A

Is **formal adoption** (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any **incentive** for the SUMP adoption? (e.g. legal effects on land use planning, ...). If so, do you think that those incentives are efficient?

It has to be approved by the City Council. But there is no any incentives for SUMP adoption

Is **implementation** of a SUMP compulsory in your country/region?

No

Is **monitoring and evaluation** of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? If so, according to your own experience, are they hard to implement?

No

Are regular **updates of the SUMP** compulsory in your country/region? If so, how often?

No

### Financial resources for SUMP preparation and implementation

Please indicate briefly what **resources** (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Elaboration of SUMP is funded by the local level

- other financial resources:

Technical cooperation funds (TC funds), grant schemes

According to your own experience, is the **financial framework** for urban mobility secured and clearly defined?

Until 2023 - yes

Is adoption of the SUMP a **condition to access any of national/regional funds** for investments in mobility. If so, to access which funds? Do you think that it is or would be useful for supporting SUMP elaboration?

No

If so, is there a minimum **standard** that the SUMP must meet and where is this standard defined? Do you think that it is or would be useful for **supporting good quality SUMP**?

No

### Guidelines and methodology for development of SUMP

Is SUMP development supported from initial steps onwards by coherent **guidelines/methodologies** adopted, recognised and used at national/regional level?

No

If so, do you find them **well adapted and useful** for your city? If no, please explain why.

No

Is SUMP development supported by national planning **guidelines for specific content** of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking)? If so, please list them.

No

### Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to **assess** the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted **SUMPs assessed by an independent body** through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding? If so, have your SUMP ever been externally assessed?

No

### Information, education, knowledge exchange

Which are the **main sources of information** about the latest development in SUMPs in your country? Please, provide the link.

- Other:

Cities websites, conferences

Are **regular awareness raising events** about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organises them, how often and do you participate in them? If not, would you be interested by such events?

Yes, with the support of MA of OPRG; annual meetings

Support from JASPERS

Support from DG REGIO

Is **regular technical training** provided by the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, to your opinion, is the training good quality and helpful? If not, would you be interested by such trainings?

Yes

Is SUMP training for **consultants and experts** involved in SUMP preparation linked to a **license**?

Yes

Do experts hired for the SUMP preparation have to **prove their ability and knowledge** apart from references? Do you think that it is or would be **helpful** for your city?

Only references

Do you think that the **number of trained and experienced consultants/experts** is in line with the demand for SUMPs from cities in your country/region?

- Partially insufficient
- Completely insufficient
- Comments, details:

Between partially and completely insufficient

Is **facilitated knowledge exchange** between cities set up in your country/region? If so, are you participating in it? If so, who coordinates such platform, and is there any relation (bottom-up or top-down) between this network and the national level in charge of mobility planning? What are the other tasks of such platform?

Coordination meetings, organised by MA of OPRG

### Other forms of support to cities

Is there **any other form of support** from the national/regional level to cities which think about, develop or implement a SUMP?

Help to get EU funds

Regarding your city experience, what should be the priority action(s) of the national level to support cities in their SUMP?

To organise training and workshops

To propose methodological documents

Guidelines

Regarding your city experience, which actions of your national level has been successful so far – if any? What should be improved?

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## 8. Croatia

### 8.1. State of the National SUMP programme in CROATIA

Author/s of the "Update of National SUMP inventories:	Nebojša Kalanj (City of Koprivnica)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;

How many cities in your country/region which have formally adopted a SUMP?

At the moment, 6 cities in Croatia have developed a document that can be considered a SUMP.

No.	City	Region	Year of adoption
1.	Šibenik	Šibensko kninska	2016
2.	Sisak	Sisačko moslavačka	2016
3.	Koprivnica	Koprivničko križevačka	2015
4.	Umag	Istarska	2014
5.	Novigrad	Istarska	2014
6.	Lopar	Primorsko goranska	2014

How many cities in your country/region which are engaged in the preparation of their first SUMP?

At the moment, there is an indication that one city in Croatia is developing a SUMP.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

There are no cities that have developed a second generation of an SUMP. The first SUMP developed was in 2012 and was not upgraded till today.

#### B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

The Ministry of Sea, Transport and Infrastructure.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?).

The responsibility for the urban mobility policy is purely in the authority of the mentioned Ministry.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for



aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Mostly familiar
- The Ministry of Sea, Transport and Infrastructure.

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Yes, there is a gap between the level of awareness between the Ministry and the local authorities. The reason for that is the fact that some cities in Croatia have conducted a number of IEE, FP7 and Horizon2020 projects that deal with sustainable mobility i.e. the development of SUMP in the past. In that aspect, they are more aware regarding the SUMP and the effects the SUMP has on the overall transport issues on a local level than the ministry.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

In the first place, the Ministry has to increase their capacity regarding SUMP development and be more proactive. Also, it is of the utmost importance that it recognizes cities in Croatia that have the initiative and the experience of developing and implementing such a document. Also, what is very important is the conditioning of using funds from national and EU sources, especially the OP for “competition and cohesion” by having such a document developed. The availability of quality external expertise is also one of the factors that can be decisive in the promotion of SUMP and the creation of good, quality first generation SUMP in line with the national and EU best practise.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated documents (National transport development strategy – [Transport Development Strategy of the Republic of Croatia 2014 – 2030](#))

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- Decarbonisation policies/legislation/programs

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

No, there are no major policies that are counteracting the preparation and implementation of SUMP in our region.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Since there are no guidelines on SUMP development and preparation developed on a national level there are no requirements that say that when a local authority, upon the completion of the SUMP, has to adopt the document by the City council. At the moment, there are no incentives for the SUMP adoption.

Is implementation of a SUMP compulsory in your country/region? Please give details.

If the document would be adopted by the City council, it would be a compulsory document like any other document that has been adopted by the City council. Therefore, actions mentioned in the document would have to be implemented in the line with the document.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Since there are no guidelines on SUMP development and preparation developed on a national level, monitoring and evaluation of the SUMP implementation is not defined. At the moment, monitoring and evaluation is not compulsory.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

If the document would be adopted by the City council, then an update/revision of the document would have to be obligatory if the document itself says that it has to be updated on a regular basis. If it would not have been adopted by the city council, then it would not be obligatory.

## **C.2 Financial resources for SUMP preparation and implementation**

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

N/a.

- at the regional level:

N/a.

- at the national level:

OP for competition and cohesion, specific topic: sustainable urban transport (EU funding), Fundy for energy efficiency and environmental protection.

- at the EU level:

Horizon2020, CBC Croatia Hungary, Interreg MED and CE

- other financial resources:

N/a.

- Comments, details:

No.

Is the financial framework for urban mobility secured and clearly defined?

The financial framework for urban mobility is not completely secured and clearly defined, on a national level. The framework, on EU is much more clearly defined.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

On a national level, so far there have not been any call for funding available that would specify that. On EU level, there is funding available that is preconditioning such that.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No, there is no minimum standard the SUMP has to meet.

### **C.3 Guidelines and methodology for development of SUMP**

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

No, at this moment it is not supported in that way.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

N/a.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

No.

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No, national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

N/a.

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regular SUMP web site? [www.eltis.org](http://www.eltis.org) , <http://civinet-slohr.eu/>
- Newsletter? N/a.
- Help desk? No.
- National research programme? No.
- Supervisors? No.
- National guidelines? No. >

- Other: No.

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

The majority of the incentive for the benefits of SUMP awareness raising is coming from the local authorities themselves. Till this moment, no awareness raising event from the national side have been organised.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

No.

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link

n/a

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

n/a

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

n/a

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

n/a

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

One of the few platforms that include the exchange of knowledge regarding SUMP in Croatia is the following platform; [www.kc-sump.hr](http://www.kc-sump.hr). The platform includes the exchange of information regarding SUMP and their development in Croatia. The platform was established in the scope of the Civitas Dyn@mo project that was conducted in the City of Koprivnica from 2012 till 2016.

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

N/a.

## 8.2. Structured interviews with national level representatives – CROATIA

Interviewees of “Structured interviews with national/regional representatives”:	<p>SUMP expert: SUMP expert involved in SUMP development and implementation in Croatia</p> <p>Dubrovnik: Representative of the city of Dubrovnik</p>
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What has been achieved by the National programme so far?

- SUMP expert: There is no programme on the national level regarding SUMP in Croatia so far. SUMP are only mentioned (but not as a priority or obligation for cities) in TRANSPORT DEVELOPMENT STRATEGY OF THE. REPUBLIC OF CROATIA. 2014-2030.
- Dubrovnik: n/a

What it has done well, and what not so well?

- SUMP expert:  
Well: It is very good that some cities developed SUMP without national plan or funds for SUMP.  
Not so well: There is no knowledge or political will on the national level about SUMP and all the promotion about SUMP are done through bottoms up activities (from lead cities) or through Civinet network.
- Dubrovnik: n/a

What the most difficult aspect of encouraging SUMP is, from a national perspective?

- SUMP expert: Non-existing guidelines, funds for SUMP development and co-funding for SUMP measure implementation
- Dubrovnik: City of Dubrovnik believes that once this National programme is developed and approved, it will be very challenging to implement it in different cities. First of all, not all the cities in Croatia are on the same level of development- in this situation, we refer to the infrastructure and economical resources. Furthermore, mental shifts which will be necessary for both authorities and public, will be very challenging due to the unwillingness and unpreparedness of local people to change the ongoing and usual processes in everyday living.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

- SUMP expert: They never consider this element. It was discussed through some meetings and workshops but “traditional” transport plan are still preferred. Even existing SUMP are just additional documents to transport plans in cities with SUMP.
- Dubrovnik: Since we in Croatia are missing National guidelines and/or National programme, City of Dubrovnik has decided to develop SUMP as one of the activities within EU project. However, lack of the above-mentioned documents has caused that SUMP to stay unused and unrefereed at when developing new mobility solutions.

Needs for development or improvement of the existing elements of the National programme:

- SUMP expert: Croatia is one of the countries which have yet to adopt any culture of SUM-planning so national guidelines or plan on SUMP will change sustainable mobility planning paradigm in cities.
- Dubrovnik: n/a

Plans and ambitions for the missing or underperforming elements of the National programme:

- SUMP expert: Answer previous question.
- Dubrovnik: n/a

What works well and would you suggest to other countries to transfer from your National programme?

- SUMP expert: The only transferable element is the political will of some cities to work on SUMP even when there is no knowledge, plan or will on the national level to introduce SUM planning.
- Dubrovnik: n/a

What you see as innovative in your National programme?

- SUMP expert: There is no national programme.
- Dubrovnik: n/a

Are there innovative parts of National programmes elsewhere that you would like to know more about?

- SUMP expert: Slovenia is country with similar urban development and cultural context in the last 30 years. In the last 10 they are working on SUM planning more efficiently than Croatian cities and on the national level there are funds from Ministry of transport regarding SUMP so it would be good to transfer knowledge on well done and not well-done processes which were done in the last years for SUMP. That would help for a more efficient and innovative national programme in Croatia
- Dubrovnik: n/a

Suggestions for the support from the EU level:

- SUMP expert: n/a
- Dubrovnik: Support should first and foremost go to the highest national level institution which will produce National guidelines and framework. They are the ones who need to be well trained and educated about this type of Plans, so they could transfer that knowledge to local and regional levels further on.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

- SUMP expert:
  - Culture change in environment for SUMP on the national level
  - New tools and guidelines, case studies etc.
  - Better communication of Ministry of transport towards cities
- Dubrovnik:

- Advise on good practice solutions of measures for our problems
- Share knowledge on how to improve communication with stakeholders and citizens
- Capacity building of the city administration measures
- Exchange visit, workshops, e-learning and webinars, software tools, guidelines, good and bad examples
- Exchange of knowledge with similar cities (size, structure, topography, tourism) to Dubrovnik who made big steps in sustainable mobility
- SUMP expert involved in SUMP development and implementation in Croatia

## 9. Cyprus

### 9.1. State of the National SUMP programme in CYPRUS

Author/s of the "Update of National SUMP inventories:	Mr. Socrates Magides and Mr. Panos Antoniadis (Ministry of Transport, Communication and Works)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level;

How many cities in your country/region which have formally adopted a SUMP?

1 - the capital of Cyprus Nicosia for which an IMMP (Integrated Master Mobility Plan) was completed in 2010.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

3

They are as follows: Limassol, Larnaca and Paphos:

- Limassol's SUMP which launches officially on 13th March 2017 and will last 23 months;
- Larnaca's SUMP for which a tender process will be published by the end of March 2017, expected to begin by September 2017 and lasting 18 months and;
- Paphos's SUMP for which a tender process is expected to be published by September 2017, will begin by first quarter of 2018 and will last 18 months. In addition to the above three cities, the Ministry of Transport plans to carry out an SUMP for the urban area of Famagusta district, as well as a National Sustainable Transport Plan for the whole country.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

No

#### B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

The Public Works Department-PWD (under the Ministry of Transport, Communications and Works) which has a dedicated Sustainable Mobility Section in close collaboration with the Municipalities concerned.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)



The development of SUMP is a task carried out and led by the PWD, in collaboration with the Municipalities concerned, while the responsibility of the implementation of the measures/plans/projects resulting from the SUMP is divided among various authorities, depending on the kind action. For example, parking is managed by the municipalities, while the bus public transport service is managed by the Ministry of Transport. SUMP development follows the ELTIS suggested process, hence the ideas and vision are delivered through a participatory process, while decisions also involve a participatory process with the Ministry, PWD, Municipalities, the Town Planning and Housing Department etc.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Mostly familiar

The Ministry of Transport Communication and Works and the Public Works Department are mostly familiar with the SUMP concept, although the concept for promoting SUMP may vary according to the agencies and the people involved. The Directorate General for European Programmes, Coordination and Development, which is the managing authority for EU funded projects and operates under the Minister of Finance, is fairly familiar with SUMP.

- Some familiar, other not

Some main Municipalities in Cyprus are somehow familiar with the concept of SUMP but the majority of them are not.

- Not familiar at all

Other Ministries, apart from those noted above, are not familiar at all, with the exception of some individuals within these organisations

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Yes, there is a gap in awareness of SUMP at various levels of management in the government. The need for promoting SUMP is not fully understood and there is still a tendency to insist on the "traditional" road-centric approach for mobility. It seems that many consider a change in the Cypriot culture for urban mobility to be difficult (only around 3% use buses, 1% use bicycle and more than 85% use private cars). Obviously, there is a profound need to change the culture, based on an innovative vision to be developed with the stakeholders.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

The PWD has organised during the last five years (including 2017) an annual conference dedicated to sustainable urban mobility and intelligent transport systems, with quite a lot of success. It also organised last year a two-day workshop about SUMP in collaboration with JASPERS. A lot of time has furthermore been invested in preparing, submitting and in projects funded by Horizon 2020 and INTERREG, in collaboration with local and foreign universities and other public organisations and SMEs.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

with dedicated programmes,

Are there any major policies supporting preparation and/or implementation of SUMPs in your country/region (tick as many as apply)?

- Others, comments, details:

There are currently no major policies supporting SUMPs

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

Some of the transport policies that involve upgrading or new road infrastructure construction favour the use of car instead of alternatives modes.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No, the adoption of a SUMP is not compulsory, although the Ministry of Transport has decided to carry out SUMPs in all urban areas in Cyprus. It is expected that the outcomes of the SUMPs will be adopted by the City Councils concerned. Although, no formal incentives are provided, securing EU co-funding is much easier if a city has developed an SUMP

Is implementation of a SUMP compulsory in your country/region? Please give details.

No, the implementation of a SUMP is not compulsory.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Monitoring and evaluation of SUMPs are compulsory, since the SUMPs are co-funded by EU structural funds.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No, regular updates of SUMPs are not compulsory.

### C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the national level:

Governmental budget (15%)

- at the EU level:

EU Structural funds (85%)

Is the financial framework for urban mobility secured and clearly defined?

Yes

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

N/A

### **C.3 Guidelines and methodology for development of SUMP**

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

The SUMP in Cyprus are carried out by Consultants, selected through an open tender procedure, and they are coordinated and supervised by a Steering Committee which is chaired by a member staff of the Sustainable mobility Section of the PWD (usually a transport planner/engineer). The SUMP follow approximately the suggested ELTIS process and guidelines.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

n/a

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Yes, SUMP development can be supported by existing planning guidelines for specific aspects of urban mobility e.g. for walking (Streetscape manual), etc.

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

The development of SUMP is carried out by the Central Government (Ministry of Transport) in close collaboration with the municipalities and communities of the city involved. Local authorities don't have the personnel, nor the expertise to manage the development of a SUMP on their own.

Is the content of adopted SUMP assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP judged to be better get more funding?

No.

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

- Other:

There is not currently a regular form of information provided regarding the development of SUMP in the country. The tender documents for carrying out the SUMP for Limassol and Larnaca include the development of a dedicated web site in each case.

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

As noted above, the Ministry of Transport organises every year for the last five years a conference on sustainable mobility and intelligent transport. Last year, a two-day workshop about SUMP in collaboration with JASPERS was also organised. The Ministry invariably supports cities during the European Mobility Week.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

The annual conference provides traditional training.

The development of SUMP for Limassol and Larnaca includes a one week training session on SUMP and traffic modelling.

If so, how often does training take place?

n/a

If so, which topics does the training cover?

It covers every aspect of sustainable mobility, with different themes specified each year.

If so, is the training good quality and helpful? Please explain your answer.

The training provided is of high quality as it involves speakers and trainers from Cyprus and overseas, experts in their fields.

Are training materials available online? If so please provide a link,

Presentations of the Conference are posted on the web site of the Department of Public Works ([www.mcw.gov.cy/pwd](http://www.mcw.gov.cy/pwd)).

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Yes, the tender documents are very demanding for the economic operators and the individuals involved. It is compulsory to have a six member team specialised in various aspects (e.g. transport planning, engineering, economics, modelling) and additional six members are required specialised in land use planning, environmental planning, public engagement etc.

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

Mostly in line

- Comments, details:

As noted above, SUMP are carried out by consultants through an open tender process.

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Cyprus is a small country with a centralised organisation responsible for carrying out SUMP's i.e. the PWD of the Ministry of Transport with close collaboration from the Municipalities. So, knowledge exchange is essentially carried out through the PWD during the development of SUMP's and the organised annual SUMP conferences.

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

As it made clear the development of SUMP's in Cyprus is a process undertaken by the Ministry of Transport with close collaboration with municipalities involved.

## 9.2. Structured interviews with national level representatives – CYPRUS

<i>Interviewees of “Structured interviews with national/regional representatives”:</i>	<i>Name Surname (Institution); add all interviewees</i>
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No answers received

# 10. Czech Republic

## 10.1. State of the National SUMP programme in CZECH REPUBLIC

Author/s of the "Update of National SUMP inventories:	Zbynek Sperat (CDV - Transport Research Centre)
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### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;

How many cities in your country/region which have formally adopted a SUMP?

3

How many cities in your country/region which are engaged in the preparation of their first SUMP?

8

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

no

### B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Ministry of Transport

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Responsibilities are not divided. Ministry of Transport is responsible for national methodology and national framework of urban mobility planning.

However, cities are responsible for planning within their area. There is also a role of Ministry of Regional Development and Ministry of Environment in their focal areas (land use planning and environment). They can partially finance the elaboration of SUMPs. Czech and Slovak CIVINET network plays important role in awareness rising.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Very familiar

Czech and Slovak CIVINET

Transport Research Centre

- Mostly familiar

Ministry of Transport - *adopted* national methodology for SUMP, created the framework for SUMP but merely as a way of accessing infrastructure funds. National transport policy highlights the importance of SUMPs

Ministry of Regional Development – active in PUM project – Partnership of Urban Mobility.

Ministry of Environment

Do you see any gaps in awareness of SUMPs on the higher level of government in your country? (For example, ministries and agencies have heard about SUMPs, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMPs / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

The SUMP topic is widely promoted in the Czech Republic since cca 2011 through the EU projects (Epomm Plus, QUEST etc.). Since then a lot of activities were implemented:

- BUMP training for SUMP managers (organised by CDV)
- Czech methodology for SUMPs (realised by CDV)
- Committee for assessing urban mobility documents (under Ministry of Transport; assess if SUMPs submitted by cities meet criteria of operational funds)
- Creation of Czech and Slovak CIVINET (CDV acts as a secretariate)
- many conferences, workshops, articles, excursions etc.

Gaps identified:

- There is no authority that evaluates nor monitors the SUMP preparation and implementation. No systematic approach is established. If cities need consultation, they ask CDV or Ministry or others to answer.
- City representatives and even responsible officials are not aware enough about SUMPs (purpose, scale, processes, etc. )
- SUMP tendering procedure must be improved. City officials often do not have required knowledge to prepare high quality tender. This leads to low quality SUMPs and low market prices.
- Lack of understanding of the concept of SUMP, lack of know-how at city level.
- None or very low experience with participation in some cities.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMPs in your country/region?

Introduce SUMP monitoring and evaluation programme, quality check, advisory and assistance programme for SUMP-development phase. Support of horizontal and vertical integration of SUMPs

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)



with dedicated programmes,

with dedicated documents,

- Other, please describe and provide a link:

SUMP is needed for accessing infrastructure funds, national SUMP methodology was prepared with assistance and authorised by the Ministry of Transport

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy: Stress the importance of sustainable urban mobility
- National / regional cycling policy : Cycling in the context of SUMP
- National or regional funding conditional on having a SUMP

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

No

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Adoption of SUMP by city councils is not compulsory (as SUMP is not a compulsory document) but all cities have adopted it. SUMP is not connected to any law, only funding is conditional on having a SUMP. SUMP responds solely to city's field of activity. If a city wants to receive funding from EU operational programs, it has to submit its SUMP to the Committee for assessing urban mobility documents; under Ministry of Transportation.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No, but National methodology (which is not obligatory) recommends updates every 5 years.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

municipal budget

- at the regional level:

none

- at the national level:

supporting programmes of several ministries (Ministry of Environment, Ministry of Regional Development); these are not directly aimed to SUMP but can finance activities which SUMP preparation includes, e.g. participation processes (M. of Environment) or Operational Programme Employment (under Ministry of Regional Development)

- at the EU level:

partly, see above

- other financial resources:

none

- Comments, details:

There are intensive discussions about funding of SUMPs. Some experts are afraid of lower quality of SUMP if city receives external funding for it.

Is the financial framework for urban mobility secured and clearly defined?

No. No direct financing for SUMP

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

It depends on city size: Cities above 150.000 inhabitants will (since 2018) need SUMP to reach funds (see below). There are 4 cities above 150.000 in the Czech Rep. Cities above 40.000 inh. will need (since 2018) so called SUMF (Sustainable urban mobility framework). This is Czech-specific document, which respect SUMP process, but solves only public transport and cycling. Its aim is to promote PT. However, some cities under 150.000 inh. already started with SUMP.

Cities which fit conditions above can get money from 2 funding programmes: Transportation Operation Programme (under Ministry of Transport) - finance infrastructural projects; and Integrated Regional Operational Programme under Ministry of Regional Development. The programme finance infrastructural measures for public transport and bicycle transport, vehicle fleet for city public transport providers, telematics for public transport or terminals and parking systems.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No minimum standards for SUMP are clearly defined, but the size of the city is important. Ministry of Transport through the Committee for assessing urban mobility documents points out importance of public involvement and participation processes.

### **C.3 Guidelines and methodology for development of SUMP**

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes, national methodology for SUMP preparation, built on EU guidelines. Link:

<https://www.cdv.cz/file/metodika-pro-pripravu-planu-udrzitelne-mobility-mest-ceske-republiky/>

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

National guidelines are built on EU guidelines, which are enlarged, replenished and adjusted to national conditions. Much stronger attention is focused on analytical part of SUMP.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

No

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

SUMP's and SUMF's are assessed by Ministry of Transport and Ministry of Regional Development only if the city apply for funding from their funding programmes.

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regular SUMP web site?

CIVINET network <http://www.civinet.cz/>

- Newsletter?

Produced within CIVINET network <http://www.civinet.cz/> Help desk?

<http://www.civinet.cz/>

- National research programme?

No research programme focused exclusively on SUMP's available

- Supervisors?

None

- National guidelines?

Czech Methodology for Preparation and Implementation of SUMP's, finished at the end of 2015, approved by Ministry of Transport in 2016

<https://www.cdv.cz/file/metodika-pro-pripravu-planu-udrzitelne-mobility-mest-ceske-republiky/>

Are regular awareness raising events about benefits of SUMP's and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

CIVINET network organises yearly conferences on SUMP's and excursions. Ministry of Transport organise seminars (twice per year) for cities on SUMP's and their relation to Transportation Operation Programme. These seminars are for cities which want to consult

their progress in SUMPs in relation to the acceptance conditions of Transportation Operation Programme. CDV (author of the Czech national SUMP methodology) has prepared educational programme for SUMP-stakeholders. No training course has been realised yet.

If so, how often does training take place?

n/a

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

no

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

n/a

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

no.

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

In general, not. But some cities in tendering process require the draft of methodology of SUMP they hire.

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

Partially insufficient

- Comments, details:

There is no detail overview about experienced consultant/experts. Our estimation is that the number of experienced experts is partially insufficient.

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

No

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 10.2. Structured interviews with national level representatives – CZECH REPUBLIC

<p><i>Interviewees of “Structured interviews with national/regional representatives”:</i></p>	<p><i>Answers were collected during joint discussion of members of National Task Force Meeting for the Czech Republic (organized in Prague on March 21st 2017).</i></p> <p><i>Participants: V. Sedmidubský, A. Batulková, R. Slabá (all Ministry of Transport), Z. Sperat (CDV)</i></p>
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What has been achieved by the National programme so far?

Introduction of SUMP in the Czech Republic in last years

Strong awareness increase among cities which were interested in SUMP (city officials level).

10days BUMP training for mobility managers.

Czech and Slovak CIVINET network which promotes SUMP was established.

Czech methodology for SUMP certified by the Ministry of Transport.

Connection of SUMP implementation to EU funds

Committee for assessment of urban transport documents – under the Ministry of Transportation

What it has done well, and what not so well?

Positive

- Available funding for SUMP implementation,
- Number of municipalities involved in events of CIVINET,
- Number of cities that went through SUMP training,
- Czech methodology for SUMP certified by the Ministry of Transport.
- Raised awareness among municipalities and consultants,
- Excursions, conferences and workshops organised by CIVINET
- Starting of cooperation with other stakeholders

Negative

- Poor acceptance of SUMP by a big number of mayors and/or leaders on municipal level,
- Parallel (traditional) transport planning along the SUMP in many municipalities,
- Lack of assessment tools for assessing the quality of SUMP documents, tendering procedures and SUMP implementation
- Low quality of tendering procedures lead to low quality SUMP

What the most difficult aspect of encouraging SUMP is, from a national perspective?

- Strong tradition of “old school” transport planning focused on infrastructure & motorised traffic;

- Lack of interest among politicians at all levels.
- Benefit of SUMP is hidden behind the necessity of having it for EU funding
- Opposition towards strategic and long-term planning in many municipalities, especially among transport planners;
- Lack of sustained funding for sustainable mobility on the national, regional and local level.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

- Assessment tools for assessing the quality of SUMP documents (especially content-wise),
- Strategy on how to get interest of politicians.
- Strategy of awareness rising of urban mobility among wider public
- Integration with other sectors (land use planning, health, education),
- Monitoring & evaluation of SUMP implementation.

Needs for development or improvement of the existing elements of the National programme:

1. Trainings and workshops for municipal staff (SUMP city managers)
2. Awareness raising of SUMP for local politicians and at national level
3. Horizontal and vertical integration
4. SUMP quality check
5. Consultancy during SUMP arrangement (preparation phase) and elaboration
6. Awareness rising of population about urban mobility in general
7. Financing of SUMP
8. Institutional, legislative and financial support of SUMP

Plans and ambitions for the missing or underperforming elements of the National programme:

Points mentioned above will be analysed/prepared in detail within the end of the Prosperity project.

What works well and would you suggest to other countries to transfer from your National programme?

Czech methodology for SUMP with strong accent on deep analysis

BUMP training for SUMP managers/coordinators

activities Czech and Slovak CIVINET network

What you see as innovative in your National programme?

Nothing is really innovative, we get a lot of inspiration from abroad.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

Not yet known.

Suggestions for the support from the EU level:

- Methodology of evaluation of SUMP preparation process, SUMP document and implementation
- International/intercity know-how exchange – very well appreciated by Czech city representatives
- Evidence of SUMP benefit from the cities which already evaluated it.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

- detail good case studies
- methods of evaluation of SUMPs

# 11. Denmark

## 11.1. State of the National SUMP programme in Denmark

Author/s of the "Update of National SUMP inventories:	Susanne Böhler-Baedeker, Ana-Maria Baston - Rupprecht Consult
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### General description of urban mobility

What is the average modal split for urban mobility in your country?

Percentage of all trips (Danish National Travel Survey 2010-2013)

Car (driver): 59% Car passenger:.. Public transport: 6% Cycling: 16%

Walking: 17% Taxi:... Motorcycle:.. Public Transport + Cycling: 1% Other: 1%

Percentage of distance travelled

Car (driver): 66% Car passenger:.. Public transport (incl. bus, train, coaches, taxi): 18%

Cycling: 5% Walking:... Taxi:... Motorcycle:.. Other: 11%

What are the three major stakes concerning urban mobility in your country?

/

### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document) with some support from the national/regional level;

- Other, please describe:

SUMPs) are still a fairly new concept of mitigating transport-related problems in Denmark. However, since the 1990s there has been a strong focus within urban planning on traffic and environment, and a long tradition of citizen involvement in the planning process (also local Agenda 21), which supports the dissemination of SUMPs in Denmark. These trends are supported by a growing concern and actions to prevent the negative effects of climate change, resulting in a growing focus on mobility management and SUMPs.

Denmark developed its own SUMP Guidelines in 2014.

How many cities in your country/region which have formally adopted a SUMP?

SUMPs have been completed in the following cities: Copenhagen, Odense, Aalborg, Esbjerg, and Frederiksberg, and some local scale SUMP are also completed for a green field and urban area under development in Roskilde. It does not mean that the cities have completed the full SUMP process but they have a plan and have started implementation.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Since 2014 other cities have started to develop SUMPs: North Djurs, South Djurs, Ballerup, Roskilde, and Elsinore. They are all in different stages of 'Prepare Well' and 'Goal Setting' –



the first two phases of SUMP development described in the SUMP Guidelines. These cities have approximately 50,000 inhabitants and areas of 34 km<sup>2</sup> to 800 km<sup>2</sup>, with larger municipalities located in more rural areas.

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

Four to five years after their first plans, Odense and Copenhagen have now prepared second versions and are implementing them. The plans are diverse. Some focus on strategy and technical measurements, and a few concentrate on all aspects of the SUMP process. (ELTIS State Profile).

## Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Ministry of Transport and Building is the national entity on this matter.

The Danish Transport and Construction Agency advises the Ministry of Transport and Building on matters relating to transport policy and the strategic development of the transport sector (national level).

Still, competences for legislation of transport and land use planning lie solely with the Municipalities (with the exception of the Capital Region where national legislation set out overall land use planning principles).

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

Mostly familiar

- Comments, details:

The majority of large cities in Denmark - Copenhagen, Frederiksberg, Odense, Aalborg and Esbjerg - have a SUMP. Smaller cities like Gladsaxe and Furesø also have plans.

Other cities have been introduced to SUMP methodology, and are using variations of the SUMP approach on smaller geographical areas.

Denmark developed its SUMP Guidelines in 2014.

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

The general thinking of the SUMP approach is well accepted (and used) in planning processes (especially the setting goals, defining scenarios, designing projects and solution), but there is a lack of valid Danish (Nordic) examples of “full SUMP methodology” plans. The biggest gap lies in the understanding of the importance of the “first quarter” of the SUMP process (cooperation within and without the municipal department).

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Ways to overcome:

Concrete end well documented examples of the benefit of the SUMP methodology – especially the first quarter

Danish (Nordic) examples of SUMP's

Awareness raising, training in the SUMP thinking

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with specific legislation,

There is a National Transport Policy, a National Cycling Policy, official Danish SUMP Guidelines, a Planning Act 2007, and regional legislation, such as the ‘Fingerplan’ for the Copenhagen area. However, as explained below, Municipalities are independent in the development of their legislation regarding transport and land use planning.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

National level:

National transport policy	X
National cycling policy	X (under development, expected autumn 2013)
Decarbonisation policies/legislation/programs	X (Off fossil fuel by 2050 Plan)
Legislation on air quality	X
Legislation on PT quality / energy efficiency	
Land use prescribing obligations in transport planning	
National funding conditional on having a SUMP	

National funding conditional on demonstrating that SUMP has been implemented	
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Others, comments, details:

Not a lot of National focus on (green) mobility. Regional focus is stronger (e.g. Climate Strategies, focus on cycling, electric vehicles, alternative fuels, etc) but the regions do not have any legislation and no formal approach to either transport or land use planning. These competences lies solely with the Municipalities (with the exception of The Capital Region where National legislation set out overall land use planning principles, see below).

Regional level:

### The Capital Region

Regional transport policy	X
Regional cycling policy	X
Decarbonisation policies/legislation/programs	
Legislation on air quality	
Legislation on PT quality / energy efficiency	
Land use prescribing obligations in transport planning	X
Regional funding conditional on having a SUMP	
Regional funding conditional on demonstrating that SUMP has been implemented	

Others, comments, details:

Regional Development Plan: Sets out the overall guidelines for the development of the regions within the areas of Transport, Education, Climate and Business development, Climate. The Regional Development Plan is not binding for the Municipalities.

The only region with a specific land use planning legislation for the region, the so called "Fingerplan" (National Legislation) that only allows for new larger offices/housing-areas to be places within a perimeter of 1.000 m of a station (S-Train).

### The Northern Region

Regional transport policy	X
Regional cycling policy	
Decarbonisation policies/legislation/programs	
Legislation on air quality	
Legislation on PT quality / energy efficiency	
Land use prescribing obligations in transport planning	
Regional funding conditional on having a SUMP	
Regional funding conditional on demonstrating that SUMP has been implemented	

Others, comments, details:

Regional Development Plan: Sets out the overall guidelines for the development of the regions within the areas of Innovation (Businesses), Competence, Infrastructure, Tourism & Landscape. The Regional Development Plan is not binding for the Municipalities.

Central Denmark Region:

Regional transport policy	X
Regional cycling policy	
Decarbonisation policies/legislation/programs	
Legislation on air quality	
Legislation on PT quality / energy efficiency	
Land use prescribing obligations in transport planning	
Regional funding conditional on having a SUMP	
Regional funding conditional on demonstrating that SUMP has been implemented	

Others, comments, details:

Regional Development Plan: Sets out the overall guidelines for the development of the regions within the areas of Climate; Environment & Energy, Education, Cities & Landscapes, Mobility, Business development, Culture and Health. The Regional Development Plan is developed in cooperation with the municipalities of the region.

Regional legislation sets out overall visions and loosely formulated goals for transport, mobility and land use planning. The Regional plans and strategies are not legally binding for the Municipalities.

Region of Southern Denmark:

Regional transport policy	X
Regional cycling policy	
Decarbonisation policies/legislation/programs	
Legislation on air quality	
Legislation on PT quality / energy efficiency	
Land use prescribing obligations in transport planning	
Regional funding conditional on having a SUMP	
Regional funding conditional on demonstrating that SUMP has been implemented	

Others, comments, details:

Climate and sustainable development strategy: Sets out concrete goals for the areas of Energy Consumption, Health (and mental health), CSR-strategy for the Region as a workplace

Regional Development Plan: Sets out the overall guidelines for the development of the regions within the areas of Knowledge, Education, Infrastructure & Mobility, and Climate. The Regional Development Plan is not binding for the Municipalities.

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

No evidence was found of such policies.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No, SUMP is not required by law.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No, SUMP is not required by law. Municipalities have developed SUMPs voluntarily.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region?  
Are indicators for SUMP monitoring and evaluation defined on the national/regional level?  
Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: Only Municipal funding available
- at the regional level: Potentially some for networking, training
- at the national level: No apparent resources
- Comments, details:

Funding: Most municipalities are struggling to make ends meet to fulfil legal obligations and provide adequate service to the citizens; any indication that SUMP processes can reduce cost and fulfil municipal goals for more focus areas, e.g. mobility, climate, health, land use, will be positive.

Is the financial framework for urban mobility secured and clearly defined?

See answer regarding funding availability above.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility? If so, to access which funds?

No

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No

## C.3 Guidelines and methodology for development of SUMPs

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

SUMPs are not identified as a specific policy instrument in Danish guidance documents. However, there exist Danish SUMP Guidelines, published in 2014. ([http://www.formelm.dk/billeder/filer/SUMP\\_for\\_bagside\\_printklar.pdf](http://www.formelm.dk/billeder/filer/SUMP_for_bagside_printklar.pdf)).

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

The Danish SUMP Guidelines were developed based on the EU Guidelines, under the ELTISplus project. However, they are adapted to the Danish circumstances and practices.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

There is a National Cycling Policy and a cyclist plan is the first step towards SUMP for many cities, however it is unclear whether this plan or the National Transport Policy specifically support the development of SUMP.

National Cycling Policy 2014: <https://www.trm.dk/da/publikationer/2014/den-nationale-cykelstrategi>

National Transport Policy 2013: <https://www.trm.dk/da/politiske-aftaler/2014/aftaler-om-en-groen-transportpolitik-2013>

#### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

#### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regional SUMP web site?

Danish Transport Authority: <http://www.trafikstyrelsen.dk/EN.aspx>

Ministry of Transport, Building and Housing: <https://www.trm.dk/en>

- National guidelines?

[http://www.formelm.dk/billeder/filer/SUMP\\_for\\_bagside\\_printklar.pdf](http://www.formelm.dk/billeder/filer/SUMP_for_bagside_printklar.pdf)

- Other:

Eltis.org Denmark State Profile site, last updated June 2015, with information on developments of SUMPs. <http://www.eltis.org/mobility-plans/member-state/denmark#>

Endurance Project – Denmark Country Profile:

<http://www.epomm.eu/endurance/index.php?id=2809&country=dk>

Formel M, a public-private initiative. Has helped in the development of 6 local (communal) SUMP-like projects in 4 municipalities. <http://www.formelm.dk/InEnglish/>

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

If so, how often does training take place?

If so, which topics does the training cover?

If so, is the training good quality and helpful? Please explain your answer.

Are training materials available online? If so please provide a link,

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

The Formel M initiative integrates public institutions, private companies and universities. It allows communication and support in the development of SUMP in certain regions. <http://www.formelm.dk>

## **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

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## 12. Estonia

### 12.1. State of the National SUMP programme in Estonia

Author/s of the "Update of National SUMP inventories:	Liard Kranen (ICLEI)
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

What are the three major stakes concerning urban mobility in your country?

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

[We are moving towards an approach to sustainable urban mobility planning with very limited or no examples of SUMPs \(or equivalent document\);](#)

How many cities in your country/region which have formally adopted a SUMP?

The official urban transport plan with most SUMP elements in Estonia is the Tartu Transport Development Plan 2012-2020 ([EN \(link is external\)](#)) that was compiled during the INTERREG-funded [Baltic Biogas Bus project \(link is external\)](#).

The SUMP process for the capital city region of Tallinn is anticipated in co-operation with Estonian Road Administration and Helsinki Region, Tallinn City, Ports of Tallinn and Helsinki (Interreg Central Baltic). Before this, there have been several attempts in Tallinn to have an integrated transport strategy but none of them have gone through an official participatory process nor been adopted by the city council:

- [2007 Tallinn Sustainable Urban Transport Plan \(link is external\)](#) (in Estonian)<sup>[1]</sup>
- [Transport Plan for Tallinn Region \(link is external\)](#), 2010 (in Estonian)<sup>[2]</sup>
- [Pärnu Urban Mobility Plan 2008-2015 \(link is external\)](#)<sup>[3]</sup>

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Estonia has five bigger towns that are in the scope for targeting a SUMP process: Tallinn, Tartu, Narva, Pärnu and Kohtla-Järve/Jõhvi. Only two have more than 100 000 inhabitants. Tallinn, Tartu and Pärnu have been actively participating in a number of sustainable mobility projects.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

N/A

## Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

The Ministry of Interior and the Ministry of Economic Affairs.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Currently the Estonian Ministry of Interior (responsible for planning and regional policy) is working on a national planning document that will include a non-binding guidance on mobility planning. The Ministry of Economy Affairs and Communications is working on specific guidance on pedestrian and cycling planning. Additionally, Estonian SUMP network "[LiLi \(link is external\)](#)" has been established.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

Not familiar at all

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

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What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Tallinn, Tartu and Pärnu have been actively participating in a number of sustainable mobility projects. All these cities have been participating in SUMP related trainings and national transport strategy processes. During national SUMP-related workshops, cities and experts have identified that the biggest gaps in sustainable urban mobility planning are legal and 'ownership' issues about initiating and launching the SUMP process. As it is not limited to single administrative borders there are questions whether the SUMP have to be done on a county level (in Estonia this is a non-elected administrative level that is rather an extension of the national administration), on a city level or needs an ad-hoc or permanent co-operation body to address all these issues.

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- Other, please describe and provide a link:

There is currently no law in Estonia requiring an urban mobility/transport development plan. [The law on local government organisation \(link is external\)](#) (in English) requires only a general urban development plan that is too broad for an integrated [Sustainable Urban Mobility Plan \(SUMP\)](#). However, in recent years there have been several important updates of national transport and planning strategies. National institutions believe that SUMP should not be binding by default. The new National Government's workplan includes establishing a support scheme for sustainable urban mobility planning and related measures

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Formal adaptation is not compulsory. National institutions are in the position that the SUMP should not be binding by default. Currently Estonian Ministry of Interior (responsible for planning and regional policy) is working on national planning guidance that will include guidance on mobility planning. The guidance will be non binding.

Is implementation of a SUMP compulsory in your country/region?

Implementation is not compulsory. Currently there is no law requiring a local transport development plan. The law on local government organization (<https://www.riigiteataja.ee/en/eli/509012014003/consolide>) requires only a general urban development plan that is too broad for an integrated SUMP.

In recent years there have been several important updates of national transport and planning strategies.

- National Spatial Development Plan – Estonia 2030+ <http://eesti2030.wordpress.com/>  
Envisions developing integrated planning policies and national guidance
- National Transport Development Plan – 2014-2020 (adopted by the Parliament, February 2014 <https://www.riigiteataja.ee/aktiisa/3210/2201/4001/arengukava.pdf>)  
Envisions developing sustainable urban mobility planning and mobility management
- National Energy Strategy 2030+ (currently being drafted)

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the national level:
- at the EU level:
- Comments, details:

Funding for SUMP is implicitly available (not as a special funding scheme) from the Estonian Environmental Investment Fund, the EU [European Regional Development Fund \(link is external\)](#) (urban development measures) and encouraged through the preparation of other EU financing schemes, but it is not a prerequisite to get funding. Tallinn has dropped its SUMP funding application from the ERDF urban development measure as there are other sources available for funding 'soft' projects (for example, [INTERREG EUROPE](#)).

Is the financial framework for urban mobility secured and clearly defined?

SUMPs are encouraged through preparation of EU financing schemes (European Cohesion Fund, European Regional Development Fund) as a prerequisite for urban transport related funding. Funding Tallinn SUMP from municipal budget was cancelled during the final reading of the 2014 budget.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

### C.3 Guidelines and methodology for development of SUMP

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

National transport policy is currently being updated, has a strong emphasis on urban and sustainable mobility issues. Also national energy strategy is currently updated, where there is strong emphasis on energy efficiency measures in transport.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

#### Key national strategy documents

- [National Spatial Development Plan \(link is external\)\[1\]](#)
- [National Transport Development Plan 2014-2020 \(link is external\)\[2\]](#)

National Energy Strategy 2030+ (currently being drafted)

#### Main national support mechanisms

- Support scheme for urban areas, Ministry of Finance

- [Estonian Environmental Investment Centre \(link is external\)](#) (in English)

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

Are regular awareness raising events about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

If so, how often does training take place?

If so, which topics does the training cover?

If so, is the training good quality and helpful? Please explain your answer.

Are training materials available online? If so please provide a link,

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Is number of trained and experienced consultants/experts in line with the demand for SUMPs from cities in your country/region?

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

#### **C.6 Other forms of support to cites**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

# 13. Finland

## 13.1. State of the National SUMP programme in Finland

Author/s of the "Update of National SUMP inventories:	Susanne Böhler-Baedeker, Ana-Maria Baston - Rupprecht Consult
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### General description of urban mobility

What is the average modal split for urban mobility in your country?

Car driver: 17%    Car passenger: 4%    Public transport: 34%    Cycling: 11%

Walking: 32%    Taxi: <1%    Motorcycle: <1%

What are the three major stakes concerning urban mobility in your country?

Secure safe and smooth everyday travel for people

Mitigate climate change by reducing emissions

Create a well-functioning and carefully organised public transport

### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document) with some support from the national/regional level;

How many cities in your country/region which have formally adopted a SUMP?

3 cities (Helsinki, Tampere and Turku)

How many cities in your country/region which are engaged in the preparation of their first SUMP?

At the moment around 15 cities are interested in developing a SUMP. .

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

No

### Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

The Ministry of Transport and Communications is responsible for developing the national transport infrastructure and transport policy, and the Finnish Transport Agency is responsible for delivering the transport policy in practice.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The Ministry of Transport and Communications is responsible for developing the national transport infrastructure and transport policy, and the Finnish Transport Agency is responsible for delivering the transport policy in practice.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Very familiar

The Ministry of Transport and Communications developed the national strategy of walking and cycling, and the Finnish Transport Agency has the national responsibility of Mobility Management, R&D program of consolidation of mobility management and land-use

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

SUMP as a planning method hasn't been implemented in Finland at the national level, through dedicated national policies and incentives, but more at the regional level through Transport System Plans, which are partly similar to SUMP but lack some of the SUMP components such as the indicators for monitoring and evaluation, cross-administrative issues and involving citizens and interest groups. At the local level, cities could be more informed of the topics and tools of SUMP and how they could integrate these to their present planning systems. Also good examples of SUMP are always needed and should be spread widely.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

At the local level, cities could be more informed of the topics and tools of SUMP and how they could integrate these to their present planning systems. Also good examples of SUMP are always needed and should be spread widely.

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes,
- with dedicated documents,
- with specific legislation,

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

National / regional transport policy

National / regional cycling policy

Decarbonisation policies/legislation/programs

## Legislation on air quality

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

No

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

The Helsinki Region Transport System Plan, similar to SUMP, has its own legislation and is the only Transport System Plan in Finland that is compulsory according to law.

Is implementation of a SUMP compulsory in your country/region? Please give details.

The SUMP is not compulsory at the national level.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

The Helsinki Region Transport System Plan (HLJ 2015) is the only plan in Finland based on legislation. The impact assessment was a fundamental part of the preparation of HLJ 2015 and must meet the requirements of the Act on the Assessment of the Impacts of the Authorities' Plans and Programmes on the Environment (SOVA).

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

See answer above.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

: Municipal funding, funding from the Centres for Economic Development, Transport and the Environment

- at the regional level:

Funding from the Centres for Economic Development, Transport and the Environment

- at the national level:

There is a state subsidy for Mobility Management that might be possible to target at least some parts of SUMPs

- at the EU level:

Funding coming from participation in European projects can be used for awareness-raising, capacity building and knowledge transfer, or to advance in SUMP preparation.

- other financial resources:

Possible new financing possibility in local/regional level regarding the climate change.

Is the financial framework for urban mobility secured and clearly defined?



[See the answer above related to national funding](#)

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

[The adoption of a SUMP as such is not mandatory in Finland in order to access national/regional funds for investments in mobility.](#)

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

### **C.3 Guidelines and methodology for development of SUMPs**

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

[There are no coherent guidelines yet for plans of safe and sustainable mobility. The publication nr. 43/2003 \(Compiling transport system plans – a process description\) by the Finnish Ministry of Transport and Communications contains guidelines on transport systems. These guidelines are, however, partly out-of-date and several separate development measures have guided planning.](#)

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

No.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

[Environmental Strategy for Transport 2013–2020](#)

[Intelligence in Transport and Wisdom in Mobility \(2013\)](#)

[National Energy and Climate Strategy to 2030](#)

[National Strategy for Walking and Cycling \(2011\)](#)

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

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Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

[The impact assessment of HLJ must meet the requirements of the Act on the Assessment of the Impacts of the Authorities' Plans and Programmes on the Environment \(SOVA\).](#)

## C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

- National/regular SUMP web site?

The Finnish Transport Agency: <http://www.liikennevirasto.fi/web/en>

Union of Baltic Cities <http://www.ubc.net/>

Motiva, leader of the national ENDURANCE network of cities interested in SUMP:

<https://www.motiva.fi/en>

Network of Finnish Cycling Municipalities: <https://ecf.com/community/our-members/480>

Helsinki Region Transport System Plan: <https://www.hsl.fi/en/hlj-helsinki-region-transport-system-plan/hlj-2015>

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

The Union of Baltic cities organises regular awareness-raising events and trainings under the topic SUMP for Finnish cities.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

See above

If so, how often does training take place?

If so, which topics does the training cover?

If so, is the training good quality and helpful? Please explain your answer.

Are training materials available online? If so please provide a link,

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

/

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

/

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

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# 14. France

## 14.1. State of the National SUMP programme in France

<p><i>Author/s of the "Update of National SUMP inventories:</i></p>	<p><i>Thomas Durlin (Cerema)</i></p> <p><i>National level representative: Manuel Martinez, Julie Gozlan (Ministère de la transition énergétique et solidaire : DGITM/DST/FCD/Bureau des politiques de déplacement - FCD1)</i></p>
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### General description of urban mobility

What is the average modal split for urban mobility in your country?

Car driver: 47% Car passenger: 15% Public transport: 9% Cycling: 3%

Walking: 23% Taxi: <1% Motorcycle: 1%

What are the three major stakes concerning urban mobility in your country?

- Competitiveness and economical efficiency, for public and private sectors as well as for individual users
- Decrease of environmental impacts: Climate change, pollutant or noise emission, ...
- Integration of policies for health, solidarity and social integration

### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- 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, assessment scheme, monitoring and evaluation, trainings etc.;

How many cities in your country/region which have formally adopted a SUMP?

97 local authorities have adopted a SUMP. These SUMP are:

- either a PDU (Plan de déplacement urbain) – the French version of SUMP
- or a PLUi-D (Plan local d'urbanisme intercommunal tenant lieu de PDU) – the French land use plan that also includes PDU.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

29 cities are elaborating their first SUMP (PDU or PLUi-D).

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

All major cities have already a SUMP of second generation and several have or are elaborating a SUMP of third generation.

## Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Ministry of Transport, along with its head Ministry of environmental and solidarity transition, is in charge of urban mobility.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Mobility is the responsibility of the Ministry of Transport.

This ministry also collaborates on some topics (like land use plans that can integrate SUMP, or environmental policy) with the Ministry of environmental and solidarity transition.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Very familiar: PDU is now a well-established concept in France (created in 1982 and continuously reinforced since 1996), well known by national stakeholders (central or local departments of the Ministry and agencies)

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / "there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

There is no specific gap on the higher level of government, but awareness may be too limited on some topics for other stakeholders:

- Several important institutional changes recently happened as a consequence of a series of laws (Maptam, Notre, ...). Their consequences are not fully well perceived yet, leading to a transitional state where all stakeholder are still redefining their role and position.
- Small and medium-size cities may have difficulties in understanding what mobility planning tools are available for them and which one would be the best adapted for them.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

The national level initiates actions, directly or via its agencies (mainly Cerema), to increase awareness on legislative changes and their impacts and to better understand the ongoing dynamics within local authorities.

It also develops new planning tools dedicated to small and medium-size local authorities (mobility plan in rural area, light SUMP).

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes, like the roadmap for environmental transition<sup>10</sup>, updated yearly since 2013
- with specific legislation: all major (old and recent) laws impacting mobility are compiled within a code (“code des Transports”<sup>11</sup> - including the framework for PDU<sup>12</sup>)

Are there any major policies supporting preparation and/or implementation of SUMPs in your country/region (tick as many as apply)?

- National transport policy : The law on air quality (1996) made compulsory PDUs for urban areas of more than 100 000 inhabitants.
- National / regional cycling policy : action plan for active modes<sup>13</sup>
- Decarbonisation policies/legislation/programs: law for environmental transition (“loi pour une transition écologique et une croissance verte”, 2015)
- Legislation on air quality : the first law is the law on air quality (1996), completed since by a series of laws (the latest is the law for environmental transition and green growth - 2015)
- Legislation on PT quality / energy efficiency (same as decarbonisation)
- Land-use obligations in transport planning: land use plans are mandatory for all municipalities and must integrate SUMP principles. Municipalities have the possibility to develop land use plans for groupment of cities, and to integrate PDU within the land-use plan
- National or regional funding conditional on having a SUMP: national calls for public transport projects integrate the criteria of having an approved SUMP.

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

Local authorities have more and more competences on all major areas concerning urban mobility, the last one being car parking whose devolution will start in 2018. There is no more major policy that would directly counteracting SUMP.

<sup>10</sup>

<http://www2.developpement-durable.gouv.fr/La-feuille-de-route-2016-pour-la.html>

<sup>11</sup>

<https://www.legifrance.gouv.fr/affichCode.do?cidTexte=LEGITEXT000023086525>

<sup>12</sup>

Articles L1214-1 to L1214-37 -

<https://www.legifrance.gouv.fr/affichCode.do?idArticle=LEGIARTI000031104573&idSectionTA=LEGISCTA000023086207&cidTexte=LEGITEXT000023086525&dateTexte=20170609>

<sup>13</sup>

plan d'action pour les mobilités actives - <http://www.ecologique-solidaire.gouv.fr/marche-et-velo>

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Adoption of PDU is mandatory for local authorities located in urban areas over 100,000 inhabitants. However, there is no direct consequence for local authorities that would not have a plan.

PDU has legally to be taken into account by land-use plans (like for minimum standards for car parking supply).

Is implementation of a SUMP compulsory in your country/region? Please give details.

No.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Monitoring is not mandatory (but recommended), except for safety that is to be monitored.

Evaluation is mandatory every 5 years.

Guidelines suggest a method and indicators for a posteriori evaluation, but they are not mandatory. A priori evaluation (before the approval of the plan) is mandatory. Some indicators related to environment (on green house gaz emissions and pollutant emission) are still required.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

The lifetime of a SUMP is 10 years. In practice, it is updated after one (5 years) or two evaluations (10 years).

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: local authorities budgets (based on a specific local tax: "Versement Transport")
- at the regional level: Possible funding
- at the national level: State funded PDUs until 2003. Now, funding is only possible for household travel surveys.
- at the EU level: Projects (CIVITAS) and EU co-funding (regional fund)

Is the financial framework for urban mobility secured and clearly defined?

Local authorities for mobility in France have the possibility to raise funds via a specific tax dedicated to mobility projects ("versement transport"), paid by companies and whose rate is set by the local authority. This is one of the major source of public transport financing, quite clear and secured, even if local authorities have to cope with a decrease of their budget.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Having a mobility plan was a criteria to be eligible for funds dedicated to public transports projects (3 calls for specific site public transport projects between 2009 and 2013)

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

The standard was PDU (or PLUi-D).

### **C.3 Guidelines and methodology for development of SUMPs**

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

The ministry of transport finances Cerema to develop and disseminate methodologies for all major urban mobility topic, including urban mobility planning<sup>14</sup>.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Guidelines are developed nationally by Cerema (previously called CERTU) since 20 years, so before the EU guidelines. But both approaches are based on similar principles.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Many guidelines related to all urban mobility policy have been produced nationally by Cerema and are available online<sup>15</sup>.

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Guidelines for monitoring<sup>16</sup> and evaluation<sup>17</sup> have been developed, but they are implemented only on a voluntary basis.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No external assessment of PDU.

### **C.5 Information, education, knowledge exchange**

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<sup>14</sup> <http://www.certu-catalogue.fr/mobilite-et-deplacements/deplacements-et-planification.html>

<sup>15</sup> <http://www.certu-catalogue.fr/mobilite-et-deplacements.html>

<sup>16</sup> <http://www.certu-catalogue.fr/observatoires-des-plans-de-deplacements-urbains.html>

<sup>17</sup> <http://www.certu-catalogue.fr/pratiques-locales.html>

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

- National/regular SUMP web site : <http://www.territoires-ville.cerema.fr/planification-des-deplacements-r203.html>
- Newsletter : Transflash, a newsletter on mobility, including mobility planning information when relevant (<http://www.territoires-ville.cerema.fr/consulter-le-dernier-bulletin-transflash-ou-voir-a119.html>)
- Help desk with the NFP contact ([thomas.durlin@cerema.fr](mailto:thomas.durlin@cerema.fr))
- National guidelines: elaborated by Cerema for the Ministry of Transport (<http://www.certu-catalogue.fr/mobilite-et-deplacements/deplacements-et-planification.html>)

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

A meeting on mobility planning on a yearly basis, organized by Cerema with other stakeholders (like local authorities associations)

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, how often does training take place? If so, which topics does the training cover?

Several trainings on mobility planning are provided:

- Trainings for staff of ministry of Transport, organised by Cerema once or twice per year, focused on the specific actions of the ministry,
- Trainings opened to local authorities, consultants and experts, organised by a private training body once a year<sup>18</sup>.

If so, is the training good quality and helpful? Please explain your answer.

Training are organised yearly with a sufficient number of participants. Evaluations are usually good.

Are training materials available online? If so please provide a link,

No

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Completely in line

<sup>18</sup> <http://formation-continue.enpc.fr/nos-formations-courtes/9-mobilite-reseaux-et-systemes-de-transports-infrastructures/206-deplacements-mobilite-transports.html>



Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

In urban mobility, active networks are mainly organised by associations of local authorities (GART<sup>19</sup>, AGIR<sup>20</sup>).

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

No

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<sup>19</sup> <https://www.gart.org/>

<sup>20</sup> <http://www.agir-transport.org/>

# 15. Germany

## 15.1. State of the National SUMP programme in GERMANY

<i>Author/s of the "Update of National SUMP inventories:</i>	<i>Wulf Arndt (DIFU) [Data taken from the interim results (responses from 68 cities) of a Germany-wide online survey conducted in cooperation with the German association of cities (DST).]</i>
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### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level;

How many cities in your country/region which have formally adopted a SUMP?

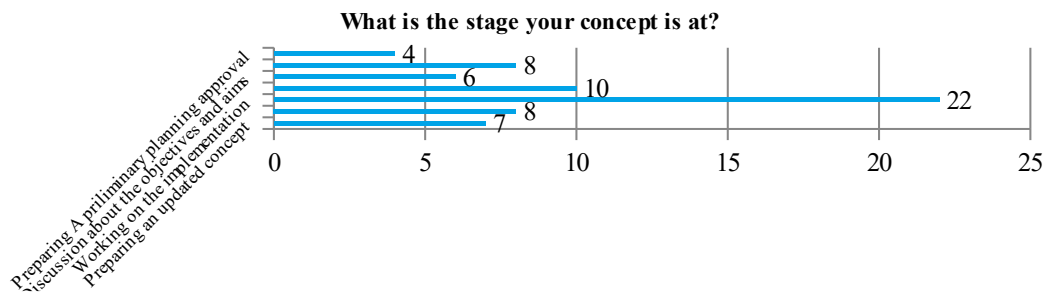
From our survey (n=68), 45 cities have a city-wide integrated transport concept, moreover, 21 of these would define it as a SUMP. As an estimation around 1/3 of the cities has a SUMP.

Some bigger cities with a SUMP are listed below:

	Cities with implemented SUMP (or SUMP equivalent plans)
1	Dortmund (Masterplan Mobility)
2	Hannover (Masterplan Mobility 2025 and "VEP pro Klima")
3	Berlin (city development plan traffic, "Stadtentwicklungsplan Verkehr")
4	Bonn (VEP 2020)
5	Dresden (VEP 2015plus)
6	Halle (Saale) (VEP 2025)
7	Karlsruhe (VEP)
8	München (VEP)
9	Offenbach (traffic management plan 2015 ("Verkehrsmanagementplan 2015))
10	Stuttgart (VEP 2030)
11	City of Aachen (VEP explicitly referring to SUMP)
12	City Region of Aachen (comprising several municipalities) (combined regional VEP explicitly referring to SUMP)

13	Bremen (VEP 2015 comprising most of SUMP elements)
14	Kassel (VEP 2030 comprising most of SUMP elements)
15	Leipzig (updating of the city development plan on traffic and urban space, “Stadtentwicklungsplan Verkehr und Öffentlicher Raum” comprising most of SUMP elements)

How many cities in your country/region which are engaged in the preparation of their first SUMP?



10 of the 45 cities from our survey, with a city-wide integrated transport concept, are preparing their draft version of a SUMP, 12 are working on the implementation, 8 cities evaluating the results and 7 are preparing an updated version of the existing concept. 4 cities are preparing a preliminary planning approval, 8 are on their resolution of the city/ municipal council to set up the concept and 6 are not yet working on a draft version, but are discussing their objectives and aims.

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

YES. Some cities have a SUMP of third generation as Kassel, Dresden, Berlin, München and Bremen. The duration of a SUMP (or VEP) is mostly 10 or 15 years.

## B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

In Germany, the municipalities are legally responsible for urban mobility policy and transportation system. Each larger city has a department for mobility which is responsible for the transportation infrastructure and planning in the respective city.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The municipality departments for mobility or urban planning are responsible for the transportation infrastructure and planning. The final decision about implementation of measures and investment is in the hand of the mayor and the city council.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for

aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Mostly familiar

Ministry of Transportation and Information Technologies (BMVI)

Ministry of Environment, Building .... (BMUB)

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

A number of cities might not have heard about SUMP, other are debating the way how to phase the SUMP concept in the current planning philosophy (e.g. SUMP as a completely new approach vs. a further development of existing instruments).

There is a long tradition of strategic traffic and transport planning in Germany. Although not mandatory, many cities already use or have been using the informal instrument of a traffic and transport development plan (Verkehrsentwicklungsplan – VEP, previously Generalverkehrsplan - GVP) for decades. To a certain extent, the process underlying this planning instrument is comparable to the SUMP concept. However, a lack of key SUMP elements such as a strong political vision, changing the perspective from needs of infrastructure to mobility needs of people or a wider understanding of participation can be determined for most of the currently existing plans.

At present, the German road and transport research association (Forschungsgesellschaft für Straßen- und Verkehrswesen – FGSV) developed guidelines for the preparation, organisation and implementation of a state-of-the-art strategic mobility planning process. Extensively referring to the concept of SUMP, the document is being aimed at integrating German traditions in traffic and transport planning together and the extended scope of a SUMP. The aim is to widen the scope of the existing planning tradition according to the SUMP philosophy. Keeping the high status in mind, the guidelines have to be rated as a key instrument for filling gaps in awareness of SUMP among planning practitioners in Germany.

While the guidelines mentioned are most likely to create awareness among practitioners, the decisive awareness gap may be the one among politicians. As long as mobility planning is not mandatory and clearly defined, it will always be a question of the specific political agenda and will of local politicians to start a SUMP process. Even more, as a lot of administrations experience significant budget cuts and SUMP elements like extensive public involvement almost inevitably raise the cost of the planning process. This leads to another awareness gap within politics on federal and states levels: the existing funding schemes on the federal and states levels could promote SUMP by making them an essential funding prerequisite. Besides that, direct funding of SUMP or SUMP-like VEPs would of course also help especially in an initial phase of SUMP implementation. Thus, the awareness for the benefits of SUMP should ideally be raised on those levels as well.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

It would be important to have a responsible person, an agency or similar entity on the national level (“Bundesebene” – federal government level) for urban mobility, because the regional level cannot solely deal with national problems (emissions, CO<sub>2</sub>) by itself. Thus, a

person responsible for urban transport on the national level should be nominated in Germany.

Moreover, information material on SUMP should be addressing both practitioners on the local level, local politicians as well as federal and states level politicians. It therefore seems obvious to us that the arguments for SUMP contained in the existing literature on SUMP have to be further tailored to effectively reach the target groups mentioned.

### **Summary of the” survey VEP” regarding main gaps in awareness of SUMP:**

There should be clear policy guidelines from the national level, so that SUMP are clearly structured and are rather obligatory to adopt. Many cities do either not know how to develop a SUMP or how to finance it, since SUMP is not obligatory and therefore its preparation does not as easily get financial aid as if it would be promoted by the federal government.

Content-wise, it would be important to receive support (regarding participation methods, or how to develop a transportation model) or distribute best-practice examples to the cities and provide platforms to exchange experiences with SUMP

A national funding programme for SUMP would overcome many gaps in development of SUMP. As transportation plans are not obligatory and the budgets of German municipalities are generally shrinking, a funding program could help the municipalities to develop such complex and resource intensive plan as SUMP.

## **C. State of the National/regional SUMP programmes**

### **C.1. Legislation (laws and regulations) related to SUMP**

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes : Research programmes to urban transport planning
- with specific legislation : Investment programmes (municipality transportation funding law – GVFG), legal base of planning responsibility: German Building law (BauGB)

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy : Only for cycling concepts: National / regional cycling policy (Federal-National level)
- Legislation on air quality (Federal-National level) : Climate Protection Programme of federal government: under the federal national initiative for climate protection cities can apply for co-funding of local climate protection plans. In the region of Frankfurt this has led to special sub-plans focused on mobility.
- Legislation on PT quality / energy efficiency : Every state has its Local Transport Law to regulate PT
- National or regional funding conditional on having a SUMP : To obtain co-funding for local transport infrastructure projects, a kind of urban mobility plan is de facto needed. There is a need for an “integrated plan” to get funding based on the municipality transportation funding law (GVFG). But clear criteria for an “integrated planning” is

missing. The underlying laws (GVFG/ Entflechtungsgesetz) are now extended to 2040. After this period, it is currently not clear if that prerequisite will remain in any form.

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

No

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Usually yes but even the transportation planning is legally informal.

There are no incentives.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No.

Currently there is no explicit legal obligation for a comprehensive urban mobility plan like a SUMP. The German traffic/mobility development plan (Verkehrsentwicklungsplan - VEP) which, as stated before, comes close to a SUMP, is well defined and established but nevertheless not obligatory. Thus, it is not compulsory.

However, implicitly such SUMP like mobility planning is de facto needed due to certain federal national legislation:

As stated before, federal infrastructure funding under the roof of the GVFG requires up to a certain degree comprehensive traffic concepts. Above that the obligatory municipal land use planning (Bauleitplanung) as well as "clean air plans" (Luftreinhaltepläne) and "noise reduction plans" (Lärminderungspläne) require input on the development of mobility and traffic and what effects certain measures in the field of mobility and traffic may have on the matter in question. The federal law on municipal land use planning constitutes an obligation for comprehensive traffic planning without further defining obligations concerning content and process.

Moreover, on the level of the respective German states the legislation on public transport requires local public transport plans (Nahverkehrspläne) which de facto also rely on input from comprehensive mobility and traffic planning.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

## Budgets for traffic planning and VEP (if existing!)

- at the regional level:

If regional bodies do exist (Hannover, Stuttgart, Frankfurt, München, Braunschweig ...) there may be regular budgets for traffic planning which could be used for SUMP

- at the national level:

At the states-level: no resources assigned to SUMP at the moment (to our knowledge), probably funding of SUMP is possible in single states

At the federal-national level: no resources explicitly assigned to SUMP at the moment (to our knowledge). Funding through programs like EXWOST, climate protection action plan etc. may be possible in single cases, e.g. SUMP can be financed if they refer to climate change aspects (as “climate change mitigation concepts”), thus receiving funds from the “climate mitigation initiative” on the national level from the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

- at the EU level:

Some SUMP could be developed through participating in EU-financed projects (i.e. CH4ALLENGE, or partly in Interreg projects)

Is the financial framework for urban mobility secured and clearly defined?

No, because urban transportation planning is not obligatory and is informal.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

To obtain co-funding for local transport infrastructure projects, a kind of urban mobility plan is de facto needed. There is a need for an “integrated plan” to get funding based on the municipality transportation funding law (GVFG). But clear criteria for an “integrated planning” are missing.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No, see above.

### C.3 Guidelines and methodology for development of SUMP

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

German road and transport research association (Forschungsgesellschaft für Straßen- und Verkehrswesen – FGSV) has developed guidelines for the preparation, organisation and implementation of a state-of-the-art strategic mobility planning process. Extensively referring to the concept of SUMP, the document is being aimed at integrating German traditions in traffic and transport planning with the extended scope of a SUMP. The aim is to widen the scope of the existing planning tradition according to the SUMP philosophy. However, these guidelines are falling short on some SUMP aspects.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Independently developed within the national planning framework.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

The German road and transport research association (Forschungsgesellschaft für Straßen- und Verkehrswesen – FGSV) has developed guidelines and legal code for several transport planning contents. [www.fgsv.de](http://www.fgsv.de)

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No.

There exists a manual regarding evaluation of urban mobility planning, adopted from the EU-Project CIVITAS MIMOSA ([http://www.umweltbundesamt.de/sites/default/files/medien/376/publikationen/evaluation\\_zaehlt\\_ein\\_anwendungshandbuch\\_fuer\\_die\\_kommunale\\_verkehrsplanung.pdf](http://www.umweltbundesamt.de/sites/default/files/medien/376/publikationen/evaluation_zaehlt_ein_anwendungshandbuch_fuer_die_kommunale_verkehrsplanung.pdf)). However, it is not working as an evaluation scheme itself.

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

No.

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regular SUMP web site?

Only partly and mostly for cycling concepts: [www.fahrradportal.de](http://www.fahrradportal.de)

- Newsletter?

No

- Help desk?

No

- National research programme?

FGSV (German road and transport research association) - discussing state of the art in traffic planning; preparing guidelines.

DIfU (German Institute of Urban Affairs) - workshops on urban mobility strategies aimed at planning professionals where inputs on the SUMP concept are provided.

- Supervisors?

No

- National guidelines?



German road and transport research association (Forschungsgesellschaft für Straßen- und Verkehrswesen – FGSV) has developed guidelines for the preparation, organisation and implementation of a state-of-the-art strategic mobility planning process.

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

The DIfU (German Institute for Urban Affairs) is one of the most active stakeholders in Germany trying to promote SUMP implementation. The DIfU is regularly organising workshops on urban mobility strategies aimed at planning professionals where inputs on the SUMP concept are provided.

The German road and transport research association (Forschungsgesellschaft für Strassen- und Verkehrswesen – FGSV) has developed guidelines for the preparation, organisation and implementation of a state-of-the-art strategic mobility planning process which are extensively referring to the SUMP concept (although falling short on some aspects).

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

No

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

no

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

no

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

no

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

Completely in line: some consultants/experts

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

no

## C.6 Other forms of support to cites

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

Yes, several networks.

Name of the network	Scope of activities (national / regional / local)	Number of participating cities /other institutions	Relevance to SUMPs
FGSV	National	Numerous planning practitioners and researchers	Dissemination: Providing guidelines for state of the art VEP
Deutscher Städte- und Gemeindebund (DStGB), Deutscher Städtetag (DST)	National	Ca. 500 cities and counties	Dissemination/training: providing information/training about SUMP and promoting knowledge transfer
DIFU	National	About 100 cities plus regions	Dissemination/training: providing information/training about SUMP and promoting knowledge transfer
SRL	National	Association of planning professionals	Dissemination: providing information about SUMP (e.g. via the well known periodical "PlanerIn") and promoting knowledge transfer
DEPOMM	National		
Zukunftsnetz Mobilität NRW	Regional	All cities in the federal state NRW	Dissemination: providing information about SUMP
CIVITAS	Local	A number of cities currently or formerly active in CIVITAS projects; no national CIVINET	Bremen, Dresden, Kassel, and Aachen may provide good VEP/SUMP examples

## 15.2. Structured interviews with national level representatives – GERMANY

<p><i>Interviewees of “Structured interviews with national/regional representatives”:</i></p>	<p><i>There were 11 participants at the interview:</i></p> <p><i>Dr.-Ing. Wulf-Holger Arndt (Difu / PROSPERITY); Dr. Kirstin Lindloff (Difu / PROSPERITY); Markus Becker (BUMB ); Nils Hartwig (BMVI / Expert Group on Urban Mobility (Bundesregierung)); Thomas Kiel (DST); Simone Fedderke (FK Verkehr, Stadt Kassel / PROSPERITY); Dr. Bernd Schuster (Land Hessen/ Expert Group on Urban Mobility (Bundestag)); Prof. Dr. Christian Holz-Rau (TU Dortmund / FGSV); Prof. Dr. Axel Ahrens (TU Dresden / FGSV); Dr.-Ing. Susanne Böhler-Baedeker (Rupprecht Consult) and Dr.-Ing. Michael Frehn (Planersocietät)</i></p>
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What has been achieved by the National programme so far?

- So far, in Germany, there is no national programme of support for SUMP.
- The participants agreed on the need to act in the field of sustainable mobility in Germany. There is a gap between effective local responsibilities and the lack of national support strategies or measures.
- Often, the small cities would have a high(er) need for support, in particular in the procedural dimension of planning. Only a small number of German cities is not interested in the instrument of SUMP.
- One of the interviewees even saw that integrated perspectives would have lost ground in German mobility planning.
- A consensus persisted among the interviewees as to the capacity of SUMP in solving or rather tackling complex problems. Providing for a long-term view they help minimise political risks.

What it has done well, and what not so well?

- The “Forschungsgesellschaft für Straßen- und Verkehrswesen” has published a guideline on “transport planning” which has been revised in 2013.
- So far, there is no exact definition for SUMP in Germany, also in relation to “Verkehrsentwicklungspläne”. Similarly, there is no commonly accepted minimum standard. However, SUMP planning is seen to give weight on procedural perspectives of planning, also emphasising participatory planning.

What the most difficult aspect of encouraging SUMP is, from a national perspective?

- Until now the national ministries (Transport and Environment) only partly see a role for themselves in sustainable urban mobility and SUMP. In particular, the subsidiarity principle suggests that local authorities are responsible for urban mobility problems and planning. There is no legal definition of SUMP or VEP.
- Both national ministries do not have a formal competence in SUMP policy. The Ministry for the Environment has assumed a role by undertaking measures in the field of sustainable urban mobility. Climate change responsibilities justify national policy-making activities in this field. The national climate protection plan 2050 already

specifies measures such as a modal-split concept. The Ministry of Transport knows the concept of SUMP but is not particularly interested in the idea. Only parts of the ministry (certain sectoral departments) are highly interested in the topic, but so far unable to gather support across the ministry and all organisational levels. SUMP would not be “common sense”. Some colleagues would even ask what do we have to do with urban mobility (we are responsible for national roads)? The federal level of government would even see little responsibility (or ownership) for public transport because formal competences have been devolved to the Länder.

- The concept of SUMP is known in both ministries, however, mostly in the respective sectoral departments. The Ministry of Transport is rather critical towards the concept. So far, the sectoral department(s) therefore cannot publicly push the concept.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

- In 2009, the idea of a master plan passenger transport in the ministry of transport has failed (the then transport minister had general objections).
- At the federal level of government, the national transport planning system (“Bundesverkehrswegeplanung”) only focusses on infrastructural needs for the different transport modes. It is questionable that this planning corresponds to SUMP standards or goals.
- One interviewee critically reflects that the federal level of government may have left on their own local authorities in this field. The group of participants unanimously underlines that the involvement of the German Länder in the conception and construction of any SUMP support programme is indispensable.
- Until today, there is no national SUMP programme. Different German cities, however, make use of SUMP, mostly in the German format of “Verkehrsentwicklungsplan” (VEP).
- One interviewee remarks that there was no common communication between the federal level and cities on sustainable mobility. Some cities would be insecure what they should do. Besides, effective local measures would “hurt”. There would be a need of a common language and rules on that.
- In general, it may be claimed that the lack of a national support programme has not been a result of a conscious decision but rather from a perception that urban mobility planning is a local matter.
- A legal solution (obligation for SUMP) and changes in the national law are hardly seen as feasible. The Ministry of Transport could only support legal amendments if the head(s) of the ministry would support it. Even then sectoral departments still would obstruct. Mobility management has been a topic which could be intensely pushed through because the executive levels did not have any stakes in a positive or negative sense.
- Apart from the European guidelines (e. g., Ch4llenge) there is no SUMP methodology. Besides, there is no national evaluation and monitoring system.

Needs for development or improvement of the existing elements of the National programme:

There is no national programme as such.

- At both levels of government, federal and Länder, SUMP efforts could be increased.
- At the Länder level of government, both executive coordinating fora (environment and transport, the so-called Verkehrs- and Umweltministerkonferenzen) could be consulted.
- In autumn 2017, federal elections were held. Sustainable urban mobility could be referenced in the coalition treaty, for instance by means of underlining the need to act in this very same field. Both ministries theoretically could claim budget titles for sustainable urban mobility on the basis of national competences.
- Both ministries could also supply content for a draft support programme. In the case of the ministry of transport it is not sure though whether the executive levels would endorse textual contributions. Correspondingly, plans to develop a support programme have only arisen in the context of the project PROSPERITY, bottom up in both ministries.

Plans and ambitions for the missing or underperforming elements of the National programme:

There is no national programme as such.

- The diesel scandal and EU air quality infringements could change the situation. Cities could also initiate small SUMP programmes in an experimental mode for instance.
- Sustainable urban mobility would require a long-term strategy of ten years, for instance. Otherwise it is not sustainable.
- If SUMPs are to become successful they will have to be easily communicable to citizens: “how can we make SUMPs German”? Participation is one key factor of success.
- Procedural support (by the national level) in SUM planning would be helpful.
- Among the group of participants and interviewees the idea is endorsed to name SUMPs “Mobilitätspläne” in order to find a common language.
- As underlined, so far there have been no plans for a support programme in both ministries. The ministry of transport has not yet undertaken strategic initiatives in this field. In 2018, a budget title could be claimed for 2019.

Proposals for construction of a support programme are gathered:

- Federal government-Länder-agreement (Bund-Länder-Vereinbarung) on mobility plans, this has already worked in the field of town planning, cities then are interested in financial support
- “Kommunalrichtlinie” in the field of climate protection, cities could apply for support/funding (e.g. mobility stations) (- The so-called “Kommunalrichtlinie” is amended regularly, transport could be included, for instance by increasing the amount and quality of mobility concepts.); mobility concepts can be supported, also individual measures/concepts (e.g. in the field of city logistics)

- Federal activities in the field of cycling, co-ordination and moderation by the federal government
- European mobility week organised by Federal Environment Agency (UBA)
- Measures of communication
- Legal amendments (national)

What works well and would you suggest to other countries to transfer from your National programme?

There is no national programme as such.

- The majority of interviewees were convinced that the steps discussed above could be a beginning and that even a reference on sustainable urban mobility in a coalition treaty is feasible. Climate protection would be a useful link which already has worked for national cycling activities. SUMP could be suggested as a useful means in the discussions on “blue badges” for diesel cars.
- A consensus persisted that funding was necessary to motivate cities to implement mobility plans. For small cities pressure to act is necessary.

What you see as innovative in your National programme?

There is no national programme as such.

The national climate protection initiative by the Ministry of the environment has been described as innovative. Certain measures, such as the modal split concept could relate to SUMP or vice versa a support programme could make reference to the measures already envisaged for 2018.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

How other countries make SUMP obligatory and how they set incentives for municipalities.

Suggestions for the support from the EU level:

Monetary support for the cities in setting up a SUMP would be crucial. And a long-term vision. Besides, a common vision or orientation for the different cities would be helpful.

Participation and buy-in of the German Länder is indispensable. The “Verkehrsverbünde” should also be involved in the construction of an SUMP support programme.

The EU level would be useful for the exchange of best practices. It cannot take an immense role if the subsidiarity principle is respected.

One interviewee did not see why and where there would be need of support by the Commission in the field of participation. And would there still be a need for higher levels of involvement?

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

n/a

Interviewees

Person	Institution
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Dr.-Ing. Wulf-Holger Arndt	Difu / PROSPERITY
Dr. Kirstin Lindloff	Difu / PROSPERITY
Markus Becker	BUMB
Nils Hartwig	BMVI / Expert Group on Urban Mobility (Bundesregierung)
Thomas Kiel	DST
Simone Fedderke (Vertr.)	FK Verkehr
Simone Fedderke	Stadt Kassel / PROSPERITY
Dr. Bernd Schuster	Land Hessen/ Expert Group on Urban Mobility (Bundestag)
Prof. Dr. Christian Holz-Rau	TU Dortmund / FGSV
Prof. Dr. Axel Ahrens	TU Dresden / FGSV
Dr.-Ing. Susanne Böhler-Baedeker	Rupprecht Consult
Dr.-Ing. Michael Frehn	Planersocietät

## 16. Greece

No national level representative nor national focal point could have been successfully contacted. Only the SUMP-UP City partner interview is therefore presented for Greece.

### 16.1. SUMP-UP City partner - Thessaloniki

Interviewed SUMP-UP city partner:	Samuel Salem, Thessaloniki Public Transport Authority (ThePTA)
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#### General description of urban mobility in your city

What are the **three major challenges** concerning urban mobility in your city?

1. Traffic congestion and the fact that only busses available as public transport mode to serve a metropolitan area of 1.2 million inhabitants
2. Lack of transport data
3. Legislative / political issues / SUMP development is not compulsory

Have you already elaborated one or several **SUMP** in your city? If so, please indicate the year of each SUMP.

1st SUMP in 2014

Strategic one at the Metropolitan level (14 municipalities)

The municipalities should start developing on their own. There is funding!

If so, what were the **main drivers** for the decision to elaborate a SUMP in your city? (legal requirement, requirement for founding, political will, solution for transport challenges, ...)

The 2014 strategic SUMP elaborated as part of the ATTAC project.

Through the ENDURANCE project, municipalities were convinced that SUMP unlocks the funding from EU.

No legal requirement, nor political will

#### State of the SUMP in your country/region

As far as you know, which of the categories below regarding SUMP implementation describes best **the situation in your country/region** (please tick)?

- We have an urban transport planning framework that incorporates SUMP (or equivalent document) without support from the national/regional level - merely as a way of accessing infrastructure funds;

#### Awareness of SUMP

Which **Ministry/Agency(s)** is/are responsible for the urban mobility policy?



The funding comes from the Ministry for Environment.

The Authority in charge is the Ministry of Transport.

A joint decision is needed ; there is currently a joined committee from experts working on guidelines / specifications.

This as it stands is a one-off initiative

Are **responsibilities divided**? If so, do you know which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Yes. See above

To your opinion, to what extent are national or regional ministries and agencies in your country/region **familiar with the SUMP** or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale, according to your own perception.

- Mostly familiar

Local level

- Some familiar, other not

Ministries (Environment and Transport) – national level

- Mostly not familiar

Regional level

Do you see **any gaps in knowledge and expertise** of SUMP's on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP's, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP's / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

There is a gap in knowledge:

- ministries and agencies have heard about SUMP's, but do not always understand how they could contribute to better planning
- there is no body that develop, accesses nor monitors the SUMP preparation and implementation

If so, to your opinion, what can the national/regional level do to help to **overcome these gaps** in awareness in your country/region and, generally, to raise awareness of SUMP's in your country/region?

National level should care more, participate more in events, fora and conferences, and get informed

Have you already been in **contact with Ministry/Agency** in charge of urban mobility policy – or could you be in contact if needed? If so, has this been helpful for your city?

Contact, but not really helpful

## Legislation (laws and regulations) related to SUMP

How is **urban mobility policy regulated** on the national/regional governmental level (tick as many as apply)

- with dedicated programmes

As far as you know, are there any **major policies supporting** preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National cycling guidance
- Decarbonisation policies/legislation/programs
- Legislation on air quality

Regarding your own experience, are there any **major policies or lack of policies hindering** preparation and/or implementation of SUMP in your country/region? (e.g. limited devolution of public transport authority, of car parking control and enforcement or of pricing policy)

No legislative framework

Lack of formal framework / lack of conditionality for funding

Is **formal adoption** (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any **incentive** for the SUMP adoption? (e.g. legal effects on land use planning, ...). If so, do you think that those incentives are efficient?

No

Is **implementation** of a SUMP compulsory in your country/region?

No

Is **monitoring and evaluation** of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? If so, according to your own experience, are they hard to implement?

No

Are regular **updates of the SUMP** compulsory in your country/region? If so, how often?

No

## Financial resources for SUMP preparation and implementation

Please indicate briefly what **resources** (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:
- at the national level:

A programme for 150 municipalities (out of 350 municipalities). Municipalities get funds from a national programme.

According to your own experience, is the **financial framework** for urban mobility secured and clearly defined?

No

Is adoption of the SUMP a **condition to access any of national/regional funds** for investments in mobility. If so, to access which funds? Do you think that it is or would be useful for supporting SUMP elaboration?

No. It would be very helpful.

If so, is there a minimum **standard** that the SUMP must meet and where is this standard defined? Do you think that it is or would be useful for **supporting good quality SUMP**?

There is a joined committee from experts currently working on guidelines / specifications.

### Guidelines and methodology for development of SUMP

Is SUMP development supported from initial steps onwards by coherent **guidelines/methodologies** adopted, recognised and used at national/regional level?

No. Just translation of Eltis guidelines (SUMP)

If so, do you find them **well adapted and useful** for your city? If no, please explain why.

/

Is SUMP development supported by national planning **guidelines for specific content** of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking)? If so, please list them.

No

### Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to **assess** the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No formal process for monitoring and evaluation

Is the content of adopted **SUMPs assessed by an independent body** through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP judged to be better get more funding? If so, have your SUMP ever been externally assessed?

No

### Information, education, knowledge exchange

Which are the **main sources of information** about the latest development in SUMP in your country? Please, provide the link.

- Other:

There is a national focal point, but not very active at present due to changes in the organisational chart of the Ministry of Transport.

Are **regular awareness raising events** about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organises them, how often and do you participate in them? If not, would you be interested by such events?

They are not regularly implemented ; it mostly happens through European projects.

But very interested by such events

Is **regular technical training** provided by the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, to your opinion, is the training good quality and helpful? If not, would you be interested by such trainings?

No

Is SUMP training for **consultants and experts** involved in SUMP preparation linked to a **license**?

No. This will be defined by the guidelines.

Do experts hired for the SUMP preparation have to **prove their ability and knowledge** apart from references? Do you think that it is or would be **helpful** for your city?

Also specified in the tenders: the types of degree, knowledge

Do you think that the **number of trained and experienced consultants/experts** is in line with the demand for SUMP from cities in your country/region?

- In line in some aspects

Is **facilitated knowledge exchange** between cities set up in your country/region? If so, are you participating in it? If so, who coordinates such platform, and is there any relation (bottom-up or top-down) between this network and the national level in charge of mobility planning? What are the other tasks of such platform?

No formal knowledge exchange

## Other forms of support to cities

Is there **any other form of support** from the national/regional level to cities which think about, develop or implement a SUMP?

No

Regarding your city experience, what should be the priority action(s) of the national level to support cities in their SUMP?

Formal national legislative framework and some conditionalities / incentives

Regarding your city experience, which actions of your national level has been successful so far – if any? What should be improved?

/

# 17. Hungary

## 17.1. State of the National SUMP programme in HUNGARY

<i>Author/s of the "Update of National SUMP inventories:</i>	<i>Andras Ekes (Mobilissimus), Antal Gertheis (Mobilissimus)</i>
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### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;

- Other, please describe:

The professional questions of SUMP are not managed centrally at the national level. On the other hand, a tailor-made guideline for the country and some regional operative programme funds are available for the preparation of this document.

How many cities in your country/region which have formally adopted a SUMP?

6 adopted SUMPs: Debrecen (10/2016), Kecskemét (11/2016), Veszprém (04/2017) Pécs (04/2017), Kaposvár (05/2017), Szeged (09/2017)

According to our information, the following 6 cities are in the process of the adoption of their SUMP: Zalaegerszeg (completed 2016), Tatabánya (comp. 2017), Dunaújváros (comp. 2017), Miskolc (comp. 2017), Nyíregyháza (comp. 2017), Eger (comp. 2017))

(No published national database is available about the list of the adopted SUMPs.)

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Budapest: the Balázs Mór Plan is a much deeper and larger documentation than the SUMPs generally. Its first part has been published for public consultation. The second part is under development (by 2018).

The preparation of SUMP is underways in the following cities: Paks, Székesfehérvár (by 2018), Zirc (by 2018)

(No published national database is available about the list of the SUMPs which are being prepared.)

It should be added, that, as a part of the management of tenders within the frames of Territorial and Settlement Development Operational Programme, the first project monitoring reports are submitted six months after the approval of the tender. That is the first moment when the Ministry of National Economy is informed about the fact that a SUMP is being prepared and about the status within the SUM planning process.

This process is the same for all size of cities in Hungary.

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

Actually, in October 2017, there are no cities in Hungary preparing already a second or third generation SUMP, as the first ones have been adopted in 2016.

The recommended frequency for the revision of the SUMP depends on how fast the local circumstances tend to change, on what resources are available and on the content of the plans. Hence, the validity of a SUMP can vary between 4–7 years in Hungary.

## B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

In general, strategic policies in transport are elaborated by the Ministry of National Development. But, due to the financial management tasks related to the Operational Programme funds, the Ministry of National Economy is also involved.

But, at a national level, there is no central institution or ministry which is responsible for the elaboration of a common urban mobility vision for the whole country.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The following responsibilities are defined:

- The Ministry of National Economy is responsible for the verification of the SUMP (comparison to the elements of the national SUMP guidelines) as, in case of certain transport development projects, the SUMP is a requirement for the access of Integrated Transport Development Operational Programme funds.
- However, actually, there is not enough capacity and no legal role is dedicated to this Ministry for an in-depth quality control of the SUMPs, including the content of the measures.
- The Ministry of National Development – which is generally responsible for national level transport policy making – is involved through the control of Integrated Transport Development Operational Programme projects but does not have daily activities to provide a real professional background framework for the SUMP.
- The National Treasury is involved through the management and monitoring of national financial resources related to the Operational Programme projects.

In the field of SUMPs, there is no real cooperation between the Ministry of National Development and the Ministry of National Economy, the tasks and projects of one ministry cannot be followed by the other one. There is no actual regulation that could define this cooperation.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Very familiar:

## Ministry of National Economy

- Mostly familiar:

## Ministry of National Development

- Mostly not familiar:

## National Treasury

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

In Hungary, the SUMP guidelines are available, which are based on the EU Guidelines and tailor made for the country, but no other level of centralized professional support is available for the cities.

The main problem behind this situation is the lack of a central organization or institutional entity which would be responsible for the control of the whole SUMP process at the professional level. These tasks and roles are not defined in the legal framework which causes the lack of the required official cooperation between the concerned ministerial entities.

In addition, the ministries do not have any legal role to influence the professional content of the approved SUMP including the control of the selection of the SUMP measures.

At the legal level, it is not logical that SUMP are obligatory only for the projects financed by the Integrated Transport Development OP but not obligatory for the projects within the Territorial and Settlement Development OP or other national funding programmes (e.g. Modern Cities Programme).

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Actually, the funding of a SUMP is part of each city's dedicated budget within the Territorial and Settlement Development OP, which may cause a conflict of interest: cities have to choose between providing sufficient resources for good quality SUMP, or implementing a wider range of local transport projects. Hence, instead of the actual financial solutions, separate resources should be earmarked for SUMP.

At an institutional level, a central organization or institutional entity is required with a complete range of responsibilities concerning the professional support and control of the SUMP process, including the possibility to supervise the selection of measures, the control of the monitoring and evaluation tasks and the follow-up of the implementation of SUMP projects.

The preparation of an SUMP should be obligatory as a requisite for the access to funds of a wider range of urban mobility projects and/or in case of a certain city size to provide that the transport projects are designed at the network level and are financially sustainable in the long term. The funding should be provided for the professionally accepted projects defined in the SUMP which latter one should be also controlled centrally.

Regarding the professional support of SUMP, in addition to the definition of national level roles in the quality control, a central professional support framework would be also necessary to achieve a higher level in the quality and feasibility of urban mobility strategies.

The quality and efficiency of SUM planning could be improved even more through a central organization of trainings and workshops for city representatives and experts as well as awareness raising campaigns for city representatives and citizens.

All the tasks and responsibilities explained above require professional competences and capacities which should be elaborated within the concerned institution, based on the legal definition of these roles at the Ministry or Governmental level. This institution or entity should be elaborated within one of two concerned ministries or within a professional background institution of those.

In addition, a national database should be published containing the SUMP which are prepared or already adopted.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- Other, please describe and provide a link:

The preparation of the SUMP is obligatory for cities to get access to funds within the Integrated Transport Development Operational Programme. (And the SUMP must contain the related project to be funded within this OP.)

The content of the SUMP is regulated through the national SUMP guidelines based on which the SUMP is controlled at the level of its structure before the provision of these OP funds.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy
- Decarbonisation policies/legislation/programs
- Legislation on air quality
- Legislation on PT quality / energy efficiency
- Land-use obligations in transport planning

#### National or regional funding conditional on having a SUMP

- National or regional funding conditional on demonstrating that SUMP has been implemented
- Others, comments, details:

Only in case of the access for funds within the Integrated Transport Development Operational Programme (EU Cohesion Fund projects).

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

There is a national strategy for transport infrastructure development in Hungary, but it contains only a few special aspects related to urban mobility. Hence, actually, there is no urban mobility strategy defined at the national level which would support the preparation of SUMP the implementation of the measures selected in them.



This condition leads to difficulties in the preparation of SUMPs comparing to a condition when a central urban mobility strategy would be available, including the definition of the access to funds for the preparation of SUMPs and for the sustainable urban mobility projects that harmonize with that strategy.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

In case of the access to Integrated Transport Development OP funds, the adoption of SUMP is obligatory as it has to harmonize with the objectives of the given OP.

Is implementation of a SUMP compulsory in your country/region? Please give details.

In itself, the implementation of the SUMP projects is not obligatory, but the projects to be funded by transport OPs must appear among the selected measures of the SUMP (see above).

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

The Hungarian SUMP guidelines contain the monitoring as a compulsory task. However, the gathering and assessment of monitoring results is not controlled at the national level.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

The Hungarian SUMP guidelines contain the revision of the SUMP as a compulsory task, but it is not controlled at the national level.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Local governmental own budget.

- at the EU level:

Within the frames of the Territorial and Settlement Development Operational Programme, EU funds are separated for cities to prepare SUMPs and to implement sustainable mobility measures (within the same dedicated budget). It encourages cities to decrease the budget of their SUMP to be able to implement more measures, which induces a decrease in the quality of SUMPs.

Is the financial framework for urban mobility secured and clearly defined?

Some central financial resources are available for the preparation of SUMPs. However, the financial framework related to the development of urban mobility in general is not clearly defined at the national level.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Yes, in case of Integrated Transport Development OP funds for implementing transport projects such as intermodal terminals.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

The structure of the SUMP and the questions to be answered are defined within the Hungarian SUMP guidelines.

### C.3 Guidelines and methodology for development of SUMPs

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes, the Hungarian SUMP guidelines are available here:

<https://www.palyazat.gov.hu/ikop-320-15-fenntarthat-vrosi-kzlekedes-fejlesztse-s-elvrosi-vastielrhetsg-javtasa-a-kevsb-fejlett-rgikban>

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

The Hungarian SUMP guidelines are based on the European SUMP guidelines, tailor-made for the conditions of the country.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

[The guidelines for the bicycle traffic network plans](#)

[Hungarian technical specifications for road planning](#)

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

There is no such scheme.

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

The content of SUMP is controlled by the Ministry of National Economy due to the access for transport OP funds, however this is not a complete, in-depth quality control.

### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regular SUMP web site?
- Newsletter?

[Magyar CIVINET newsletter](#)

- Help desk?
- National research programme?
- Supervisors?
- National guidelines?

Yes: <https://www.palyazat.gov.hu/ikop-320-15-fenntarthat-vrosi-kzlekeds-fejlesztse-s-elvrosi-vasti-elrhetsg-javtsa-a-kevsb-fejlett-rqikban>

- Other:

Participation on EU programmes and projects such as BUMP, Ch4llenge and CIVITAS which contribute to the dissemination of the SUMP methodology.

Many of the activities are coordinated by the National Focal Point called Mobilissimus (private company in urban mobility planning and consultancy).

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

The workshops and events organized within the frames of European programmes and projects mentioned above: Magyar CIVINET workshops organized by the NFP (Mobilissimus) as well as other events and workshops related to other projects such as Ch4llenge (organized by BKK Centre for Budapest Transport) or BUMP (organized by REC).

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

There is no regular training organized by a national or regional level body. However, the selection of training topics of the workshops – organized mostly by private or public transport related companies – is always based on a needs assessment process among the potential participant cities.

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

n/a

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

n/a

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

n/a

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- In line in some aspects
- Comments, details:

The actual demand for SUMP can be satisfied by the few expert companies in Hungary (the number of these may vary between 3 to 5). This situation can be partly explained by the fact that only a few cities are concerned actually in the preparation of a SUMP.

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

The opportunities for knowledge and experience exchange is mainly provided by the workshops of CIVINET and other SUMP related programmes or projects.

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 17.2. Structured interviews with national level representatives – HUNGARY

<p><i>Interviewees of “Structured interviews with national/regional representatives”:</i></p>	<p><i>Gábor Sztanics (Ministry of National Economy); Szeged city representative (Prosperity partner city); Expert partners (Mobilissimus as an expert partner in Prosperity and Csaba Orosz Phd. (professor at the Dept. of Highway and Railway Engineering of the BME Budapest University of Technology and Economics);</i></p>
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What has been achieved by the National programme so far?

- **Gábor Sztanics:** Apart from the preparation of the SUMP Guidelines, there were not any steps taken in the last years to support the preparation of high quality SUMP through central institutional solutions.
- **Szeged:** However, there is no national SUMP programme currently in the country, the process to introduce SUMP in Hungary has started several years ago at the national governmental level. A SUMP guideline has been prepared which suits the Hungarian circumstances and it SUMP can be financed by EU funds within the Territorial and Settlement Development Operational Programme.
- **Expert partners:** In Hungary, there is no SUMP programme operating, although a few steps were already taken for this purpose.  
In the last years, these steps were determined by the appearance of the SUMP concept: the SUMP guidelines have been prepared, and the SUMP became a requisite for the access to certain types EU funds (within the Integrated Transport Development Operational Programme). Financial support for SUMP preparation is available from Territorial and Settlement Development Operational Programme for the cities, so they do not have to do it from their own budget.  
Even with the existing support, a lot more steps are necessary to be done for achieving a national level central management of the SUMP (it is only been solved partly up to now).

What it has done well, and what not so well?

- **Gábor Sztanics:** Not relevant.
- **Szeged:** The steps which have been already taken were advantageous, but compared to other European countries, they happened late.
- **Expert partners:** The preparation of the tailor-made SUMP guidelines for Hungary were advantageous.  
It was also an advantage, that it is possible to finance the preparation of SUMP from the EU funded Territorial and Settlement Development Operational Programme, although it is a disadvantage that the same budget is available for the preparation of the SUMP and for the implementation of some of the related measures: it might cause a decrease in the quality of the plan, or in worse case, it can lead to a decision when the SUMP is not prepared at all (if it is not compulsory for a certain reason for the city).

Another disadvantage is that in many cases, the main reason for the preparation of the SUMP is to access financial support to implement a larger measure and hence, the plan is not prepared as an independent, integrated strategy about the future mobility of the city. This causes the risk that the determination of the recommended measures in the plan is not necessarily based on objective aspects.

What the most difficult aspect of encouraging SUMP is, from a national perspective?

- **Gábor Sztanics:** The lack of the regulation at the national level, which could define and dedicate these tasks to a certain unit of the responsible ministry. This brings organizational, institutional and financial obstacles, including the lack of those professional colleagues who would have the required competencies in the topic.
- **Szeged:** In the aspect of the SUMP-related professional support provided by the national level, only the national guidelines are available, and it is not evident if it could be satisfying in itself a professional-methodological background support needed for the SUMP. An institutional, organizational and professional background is missing, which could provide support and improve the competencies of cities. Furthermore is missing an active professional supervision, because there is no appointed institutional entity for the task.
- **Expert partners:** The management of the SUMP at a national level is limited and the commitment towards it on a ministry level is also missing. As a consequence, a real responsible unit for the management of the SUMP topic at the national level does not exist: these activities belong to more than one ministries at the same time, between whom there is no proper professional cooperation. There is not enough staff with the required professional competencies for the task. Real quality control and professional background support is not available for the cities. The exchange of experience and know-how could only happen through EU funded programmes and projects. In many cities, there is a lack of English-speaking staff with the required expertise. Only a few people attend Hungarian and international professional events and workshops.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

- **Gábor Sztanics:** One of the causes of the difficulties is that the central management of SUMP is not a compulsory task from the EU. There are only recommendations concerning the regulatory and institutional background, which are not obligatory in Hungary. On the other hand, the changes of the institutional background of the operative programmes also engendered difficulties within the management of SUMP: the tasks of the intermediate bodies were integrated to the ministries which has lead to a decrease and lack in the professional staff managing the tenders. It caused a decline in the effectiveness concerning the execution of the tasks.

- Szeged: There is no well-defined responsible institutional entity to manage the SUMPs on a national level and that is why the required background (the procedural framework) does not exist either.
- Expert partners: The changes in the institutional structure of the concerned ministries (Ministry of National Development, Ministry of National Economy) and their background institutions caused that the processes related to the support of the SUMPs are not available now completely (functions of intermediate bodies). This causes a disadvantage in the quality control of the SUMP, the monitoring of the implementation of the plan and the monitoring of the changes of the mobility indicators.

Needs for development or improvement of the existing elements of the National programme:

- Gábor Sztanics: For an improvement in this topic, the elaboration of the regulatory conditions and the definition of the related tasks to the Ministry of National Economy is an essential condition. Financial support should be provided for the required quality and quantity of professional staff. In parallel, the accurate tasks, legal conditions and cooperation forms between the national bodies should be fixed.
- Szeged: The management of SUMP at the central national level should be dedicated to one of the departments of the Ministry of National Development which is responsible for transport policies (eg. to the department responsible for bicycle transportation), where there are already some activities related to sustainable transport modes.  
In order to improve the quality of SUMPs, this methodology should be integrated in engineering higher education and for cities and experts, the opportunities should be elaborated to participate in professional trainings organized from the national level. A quality control is needed to be elaborated (similar to the audits for traffic safety) and the auditors responsible for the supervisions should also be trained. The supervision should be done by a department of the Ministry of National Development.
- Expert partners: The most important condition is the commitment and willingness on a ministry level concerning the central management of SUMPs.  
After that, the elaboration of the institutional background on a national level should be done. The required conditions to a proper management of the tasks at a national institution are as follows:
  - The task should be defined in the regulation framework.
  - A budget should be allocated to the task.
  - The task should be dedicated to one of the units of the concerned institution within the regulations of the given institution.
  - As part of the previous condition, the required professional staff (in the level of competencies and in number) and a responsible should be defined and provided.
  - The tasks and scopes should be defined properly. Everyone should know their tasks, the deadlines and the permissions – the tasks should be well managed.

- The cooperation should be defined: with whom and in what way it is possible. (If the cooperation is elaborated on a bigger scale, then the institutional, financial and legal circumstances should be provided also).
- Education and training should be related to the topic
- If the conditions above are all met, the next step is the gradual implementation of the SUMP programme, including the quality control, the professional guidance, the exchange of knowledge and know-how, the monitoring of the implementation and the quality of the measures, the surveillance of the monitoring of the transportation parameters.  
All the steps should be implemented through the following processes:
  - an accurate, permanent definition of the methodologies to be applied,
  - the specification of the human resources and responsibility scopes,
  - the introduction of the SUMP programme activities,
  - constant monitoring and improvement of the activities.

In case of the realization of these steps, the importance of the preparation of a good SUMP will become more credible.

Plans and ambitions for the missing or underperforming elements of the National programme:

Gábor Sztanics: The plans, goals and development areas can only be defined properly after the first results from the monitoring reports are available within the frames of the related Operational Programmes, after June 2017: these information influence deeply the demand for the institutional improvement.

Szeged: Not aware of such plan at the Ministry level.

Expert partners: No plan is known which would aim the development of these processes on a ministry level.

What works well and would you suggest to other countries to transfer from your National programme?

Gábor Sztanics: It could also be specified later. Actually, the national level has no real influence on the quality of the cities' SUMP.

Szeged: n/a

Expert partners: n/a

What you see as innovative in your National programme?

Gábor Sztanics: n/a

Szeged: n/a

Expert partners: n/a

Are there innovative parts of National programmes elsewhere that you would like to know more about?

- Gábor Sztanics: Concerning this topic, there were very few opportunities so far to make connections with foreign ministries and background institutions through which



the Ministry of National Economy or other ministries could get aware of the best practices.

- Szeged: It would be interesting to know on what basis the SUMP became compulsory or not in other countries and what further regulations exist concerning the cities.
- Expert partners: The processes on a national level and the best practices in Belgium, Slovenia, France, Germany and the Czech Republic.

Suggestions for the support from the EU level:

- Gábor Sztanics: If the elaboration of a national SUMP programme or the central national management of the SUMP was compulsory, it would lead to concrete steps much sooner than if it is only a recommendation.
- Szeged: From a national level, the Institute for Transport Sciences (KTI), as the background institution of the Ministry of National Development should be in contact with the EU, and for the Institute, the frames for an in-depth professional support and consultation should be elaborated for to solve general methodological questions.
- Expert partners: As the SUMP of the cities are managed on a national level in the SUMP programme, it would be important that the supervision of the national SUMP programmes would appear on the EU level. This should include the determination of the tasks (as an obligation) and a guidance to help the creation of a proper institutional and legal framework. On the other hand, these obligations must not appear in the country as limiting conditions: the possibility must be provided to create and operate a tailor-made SUMP programme for the country. An eventual higher level control from the part of JASPERS before the implementation of the selected measures should be assessed.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

- Gábor Sztanics: There is no relationship with the foreign national institutions and that is why the most important purpose is to have the opportunity to make such connections. Through these connections, it would be possible to develop the required knowledge of best practices from an international environment, which could be a key factor in the SUMP programme in the country. Eg.: methods for the involvement of decision-makers of the ministries, or practices that can be applied step-by-step to create the institutional background.
- Szeged: One of the main results, which is expected from the PROSPERITY, is to improve the knowledge of institutions and ministries in the topic of SUMP, including aspects of the regulatory framework, the coordination and the professional control.
- Expert partners: It would be important that the good practices concerning the national management of the SUMP, applied by other countries with similar conditions to Hungary can reach the Hungarian national institutions. The usefulness of experiences about a good practice applied in Central-Eastern Europe and one from Western Europe could be very different in the Hungarian circumstances. The best way to learn about the best practices is through the elaboration of dialogues, eg. at workshops. It may contribute then to direct connections through which the concerned ministry staff could consult with each other.

It would be also important to provide the opportunity for city level and national level institutions to travel abroad to another ministry or city level institution in the frames of exchange visits or workshops to learn about the operational aspects of the similar tasks.

## 17.3. SUMPs-Up City partner - Budapest

Interviewed SUMPS-Up city partner:	Tünde Hajnal, Centre for Budapest Transport (BKK)
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### General description of urban mobility in your city

What are the **three major challenges** concerning urban mobility in your city?

- Participation, involvement of policy makers, awareness
- monitoring of effect of measures
- integration of different national, regional and local networks: connexion, integration and cooperation

Have you already elaborated one or several **SUMP** in your city? If so, please indicate the year of each SUMP.

2014: Draft for public consult, 2015: objectives and measures approved for implementation

If so, what were the **main drivers** for the decision to elaborate a SUMP in your city? (legal requirement, requirement for founding, political will, solution for transport challenges, ...)

1. EU funds
2. Certain urban infrastructure projects

### State of the SUMP in your country/region

As far as you know, which of the categories below regarding SUMP implementation describes best **the situation in your country/region** (please tick)?

- We have a well-established urban transport planning framework that incorporates SUMPs (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 SUMPs, assessment scheme, monitoring and evaluation, trainings;~~
- Other, please describe:

Some support: planning financed by EU as preparation

### Awareness of SUMPs

Which **Ministry/Agency(s)** is/are responsible for the urban mobility policy?

Ministry: national network of transport

Urban mobility policy: municipalities

Are **responsibilities divided**? If so, do you know which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Council approved the idea, BKK developed first strategy, national ministry planned but no SUMP

To your opinion, to what extent are national or regional ministries and agencies in your country/region **familiar with the SUMP** or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale, according to your own perception.

- **Mostly not familiar**

Do you see **any gaps in knowledge and expertise** of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

**A big gap is that awareness of SUMP is very limited (language barrier and lack of motivation)**

If so, to your opinion, what can the national/regional level do to help to **overcome these gaps** in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

**They should learn before they teach ! No practise.**

Have you already been in **contact with Ministry/Agency** in charge of urban mobility policy – or could you be in contact if needed? If so, has this been helpful for your city?

**Contacts: we helped them because of our 5-year experience**

## **Legislation (laws and regulations) related to SUMP**

How is **urban mobility policy regulated** on the national/regional governmental level (tick as many as apply)

- **Other, please describe:**

**Not so far**

As far as you know, are there any **major policies supporting** preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- **National / regional transport policy**
- **Decarbonisation policies/legislation/programs**
- **Legislation on air quality**
- **Legislation on PT quality / energy efficiency**
- **Land-use obligations in transport planning**
- **Others, comments, details:**

**EU funds conditional on demonstrating that SUMP has been implemented**

Regarding your own experience, are there any **major policies or lack of policies hindering** preparation and/or implementation of SUMP in your country/region? (e.g. limited devolution of public transport authority, of car parking control and enforcement or of pricing policy)

**Decision making not based on policies (lack of policies)**

**They do not matter for implementation.**

Is **formal adoption** (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any **incentive** for the SUMP adoption? (e.g. legal effects on land use planning, ...). If so, do you think that those incentives are efficient?

- City council formal adoption for both versions
- No incentives for adoption,
- EU guidelines have been followed, as well as ministry national development

Is **implementation** of a SUMP compulsory in your country/region?

Not compulsory (but for EU funds: Yes)

Is **monitoring and evaluation** of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? If so, according to your own experience, are they hard to implement?

Not mandatory. But done for some big projects because of the EU funding requires to have monitoring and evaluation for 5 years

Indicators decided upon for each project (SUMP indicators are under development in 2017)

Implementation is solveable

Are regular **updates of the SUMP** compulsory in your country/region? If so, how often?

No, there are no regular updates of SUMP yet, but it is planned for Budapest city

## Financial resources for SUMP preparation and implementation

Please indicate briefly what **resources** (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Municipality or EU support

- at the EU level:

It is possible to apply for EU support

According to your own experience, is the **financial framework** for urban mobility secured and clearly defined?

No

Is adoption of the SUMP a **condition to access any of national/regional funds** for investments in mobility. If so, to access which funds? Do you think that it is or would be useful for supporting SUMP elaboration?

Only EU funds have the condition of adoption

If so, is there a minimum **standard** that the SUMP must meet and where is this standard defined? Do you think that it is or would be useful for **supporting good quality SUMP**?

There is a Hungarian guideline, with required standard.

## Guidelines and methodology for development of SUMP

Is SUMP's development supported from initial steps onwards by coherent **guidelines/methodologies** adopted, recognised and used at national/regional level?

Yes

If so, do you find them **well adapted and useful** for your city? If no, please explain why.

Yes, it is based on EU guidelines

Is SUMP development supported by national planning **guidelines for specific content** of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking)? If so, please list them.

More or less the same content than EU guidelines

## Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to **assess** the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

There are no national / regional monitoring schemes

Is the content of adopted **SUMPs assessed by an independent body** through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding? If so, have your SUMP ever been externally assessed?

No other assessment of adopted SUMP

## Information, education, knowledge exchange

Which are the **main sources of information** about the latest development in SUMPs in your country? Please, provide the link.

- National guidelines
- Other:

EU guidelines

Are **regular awareness raising events** about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organises them, how often and do you participate in them? If not, would you be interested by such events?

There are no regular SUMP awareness rising events

Interested by such events

Is **regular technical training** provided by the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, to your opinion, is the training good quality and helpful? If not, would you be interested by such trainings?

No technical training

It would be useful

Is SUMP training for **consultants and experts** involved in SUMP preparation linked to a **license**?

Yes

Do experts hired for the SUMP preparation have to **prove their ability and knowledge** apart from references? Do you think that it is or would be **helpful** for your city?

The hired experts hadn't proven their ability.

It would be useful.

Do you think that the **number of trained and experienced consultants/experts** is in line with the demand for SUMPs from cities in your country/region?

- Partially insufficient
- Comments, details:

There are no SUMP planning traditions nor experienced experts in Hungary

Is **facilitated knowledge exchange** between cities set up in your country/region? If so, are you participating in it? If so, who coordinates such platform, and is there any relation (bottom-up or top-down) between this network and the national level in charge of mobility planning? What are the other tasks of such platform?

No facilitated exchange between cities

## Other forms of support to cities

Is there **any other form of support** from the national/regional level to cities which think about, develop or implement a SUMP?

Not yet

Regarding your city experience, what should be the priority action(s) of the national level to support cities in their SUMP?

It would be helpful to find the place of SUMP in the development planning hierarchy

Regarding your city experience, which actions of your national level has been successful so far – if any? What should be improved?

It would be useful to support financially the implementation of SUMP if approved by an independent body

# 18. Ireland

## 18.1. State of the National SUMP programme in GERMANY

Author/s of the "Update of National SUMP inventories:	Susanne Böhler-Baedeker, Ana-Maria Baston - Rupprecht Consult
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### General description of urban mobility

What is the average modal split for urban mobility in your country?

Percentage of total trips to work (Census 2006):

Car driver: 61% Car passenger: 6% Public transport: 10% Cycling: 2%

Walking: 12% Taxi:... Motorcycle: <1% Other: 8%

Percentage of total trips to work (Census 2011):

Car driver: 66% Car passenger: 4% Public transport: 9% Cycling: 2%

Walking: 10% Taxi:... Motorcycle: <1% Other: 8%

What are the three major stakes concerning urban mobility in your country?

Encouraging the use of public transport and cycling as the primary means of achieving a more sustainable and environmentally friendly transportation culture in Ireland.

### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We are moving towards an approach to sustainable urban mobility planning with very limited or no examples of SUMP (or equivalent document);

- Other, please describe:

SUMP model is not well known in Ireland.

Although the Sustainable Urban Mobility Plan (SUMP) concept is not yet very popular in Ireland, many of the plans and programs contain elements of SUMP thinking. This is particularly evident in the Smarter Travel Programme – which has a strong emphasis on community involvement. The Irish Land Use Development Planning process is structured to provide significant scope for public participation. Cork city recently identified the SUMP process as a strategic aim in its 2015-2021 development plan, making it the first Irish city to acknowledge SUMP in land use and development planning documentation (ELTIS Ireland Profile).

How many cities in your country/region which have formally adopted a SUMP?

None.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

None.



Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

None.

## Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Urban mobility planning in Ireland is generally the responsibility of the local authority.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

As said, is generally the responsibility of the local authority.

Overall responsibility for transport policy in Ireland rests with the Department of Transport Tourism and Sport, but the National Transport Authority has several roles and responsibilities in this regard. It provides policy and technical guidance to local policy-makers and authorities. It also develops programmes such as the Smarter Travel Initiative to promote sustainable transport. These programmes are then delivered by each local authority in association with local businesses, schools and communities.

Major changes are under way in Ireland with respect to the organisation of local and regional government. This reorganisation will result in a substantial reduction in the number of Local Authorities and the number of Regional Authorities. These changes will have impacts on the management of traffic and transport in ways that are, as yet, uncertain.

The Endurance project stated 8 City Partners for the encouragement of SUMP implementation: 4 partners within Dublin (Fingal, Dun Laoghaire-Rathdown County, South County Dublin and Dublin City), Cork, Limerick, Galway, and Waterford.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

Not familiar at all

There is some awareness of the SUMP model in Ireland due to a training workshop carried out under the ELTISplus programme. However, the extent of this awareness is small and confined to certain individuals.

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

There is no commitment on the part of politicians or senior management to implement the SUMP model in its own right.

The structure of land-use and transportation planning in Ireland is such and the administration is configured in such a way as to make it unlikely that a SUMP approach

would be adopted other than in the context of the preparation of a particular Land Use and Transportation Strategy or, more likely the City Development Plan for the area in question.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

The development planning process in Ireland incorporates many of the processes and concepts involved in SUMP and the most likely way of getting SUMP adopted is to try to incorporate the thinking and the approach into the existing local development planning processes.

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level? (Tick as many as apply).

- Other, please describe and provide a link:

Urban mobility planning in Ireland is generally the responsibility of the local authority. In the case of four of the five major cities (Cork, Limerick, Galway and Waterford) mobility plans are not mandatory. Urban mobility planning issues are considered as part of the Land Use and Development Plans created by each local authority every six years. Owing to its greater size, the Greater Dublin Area, however, is required to produce an Integrated Implementation Plan for transport. The production of this plan is the responsibility of the National Transport Authority (NTA) - the current plan covers the period 2013 – 2020. (ELTIS Ireland Profile)

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

#### National level

- Others, comments, details:

The various national policies and legislation set a context within which a SUMP approach might be used. There is no single piece of legislation which would make a SUMP a mandatory model. In addition, most of the sustainable transport supporting context is policy rather than legislation based. The only legislation which could incorporate a SUMP approach in a realistic way is the Planning and Development Legislation.

#### Regional level

- Others, comments, details:

There is no basis for the passing of Regional Legislation in Ireland. Regions have no significant legislative function and virtually all legislation (with the exception of some bye-laws) are passed at a national level.

The principal regional policy that has statutory and mandatory significance are the Regional Planning Guidelines. These Guidelines are, however, made in the context of the Planning and Development legislation and provide a context within which City and County Development Plans are made. These Guidelines are made for each region in Ireland which are as follows –

- Border
- Greater Dublin Area
- Midlands
- Mid West
- Mid-East
- South East
- South West
- West

It should also be noted that these structures are being amended at present and a different regional configuration is likely to apply during the course of this project.

It should also be noted that, at present, there are two NUTS II Regions in Ireland, the Border, Midland and West and the South and East. These are the regional bodies responsible for the ERDF funding which may have some relevance to the SUMP approach.

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

Not evidence of such policies was found at this point.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No

Is implementation of a SUMP compulsory in your country/region? Please give details.

No

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Staff of Local Authorities and possibly of Local Development. Companies and Higher Education Institutes. Possible involvement of transport providers and staff of HEIs

- at the regional level:

Staff of Regional Authorities although the number of staff in these authorities is limited; staff of the NTA in the Dublin area.

- at the national level:

Possible provision of some support from Department of Transport.

- at the EU level:

Not clear at this point what resources might be available.

- other financial resources:

Not clear at this point.

- Comments, details:

It is expected that resources to develop SUMP's will come from the local authorities in the form of:

- Transport Engineers – have knowledge about infrastructure design and layout
- Community Development Officers – have knowledge about public consultation
- Town Planners – Have overall responsibility for the Development Planning process
- Environmental Specialists – Will be involved in Strategic Environmental Assessment and Appropriate Assessment

It is also possible that existing or concurrent local community development projects will also be used as resource for the implementation of SUMP's, e.g. develop neighbourhood cycle lanes during an urban regeneration project.

It is possible that a SUMP Network would be developed under the aegis of the National Transport Authority.

It is also possible that the SUMP network might be established as part of the Local Authority Network which was established in 2009 to support the delivery of the Government's Sustainable Travel Policy Smarter Travel at national and local level.

Is the financial framework for urban mobility secured and clearly defined?

See answer regarding funding possibilities.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No.

### **C.3 Guidelines and methodology for development of SUMP's**

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

No.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

N/A

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

N/A

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

There are no SUMP developments in Ireland.

- Other:
- National Transport Authority: <https://www.nationaltransport.ie/>
- Department of Transport, Tourism and Sport: <http://www.dttas.ie/>
- ELTIS Ireland Profile: <http://www.eltis.org/mobility-plans/member-state/ireland>

Are regular awareness raising events about benefits of SUMP's and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

There are no such regular events.

As part of the ELTISplus project, two training sessions were held in Dublin, in 2012, regarding SUMP awareness raising and technical training. Whilst the events were aimed at a broad range of professionals – national and local decision makers, local planners and implementers, it is not possible to empirically gauge the level of penetration that such SUMP training made.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

No.

If so, how often does training take place?

N/A

If so, which topics does the training cover?

N/A

If so, is the training good quality and helpful? Please explain your answer.

N/A

Are training materials available online? If so please provide a link,

N/A

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

N/A

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

N/A

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

/

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

## **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

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## 19. Italy

The National SUMP inventory for Italy has been made by Fondazione Torino Wireless, one of the SUMPs-Up city partners. Therefore there is no additional city partner interview for Torino.

### 19.1. State of the National SUMP programme in Italia

<i>Author/s of the "Update of National SUMP inventories:</i>	Chiara L. G. Ferroni (Fondazione Torino Wireless)
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

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What are the three major stakes concerning urban mobility in your country?

For Torino:

- 1) Reduction of traffic in the low emissions zone
- 2) Modal split towards more sustainable transportation modes
- 3) More competitive and sustainable Public transport

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level;

How many cities in your country/region which have formally adopted a SUMP?

16 adopted or approved plans (PUM)

(source: <http://www.osservatoriopums.it/osservatorio/pums>)

How many cities in your country/region which are engaged in the preparation of their first SUMP?

54 plans in preparation

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

/

#### Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

In Italy the Ministry responsible for the urban mobility policy is the Ministry of Infrastructures and Transport.

The Ministry of Infrastructures and Transport is responsible for a wide range of policy areas such as:

- planning, financing, implementing and managing the infrastructure networks of national interest as well as the public works falling under State responsibility;
- urban and housing policies also concerning both city systems and metropolitan areas;
- activities related to transport, viability and logistics on the Italian territory including: navigation, safety, maritime and inland waterway transport; civil aviation and air transport; road traffic, safety and land transport;
- The Ministry, in performing its functions:
- collaborates with the Italian Coast Guard and the High Council of Public Works;
- acts in coordination with regional and local institutions also providing guidelines;
- handles international relations and agreements for Infrastructures and Transport sectors;
- guides, monitors and controls supervised or state-owned bodies as well as transport managers.

Source: <http://www.mit.gov.it/en>

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

In terms of responsibility :

- The **Ministry of Infrastructures and Transport** is in charge of the urban and housing policies also concerning both city systems and metropolitan areas; In particular, it implements recommendations, directives and targets related to environmental goals issued by the Ministry for the Environment Land and Sea, achievable through sustainable mobility plans and measures
- The **Ministry of Environment** is in charge of policies for reducing the environmental impact of mobility of people and goods. In particular, it co-finances and supports policies and interventions aimed at the progressive reduction of the use of private motorized vehicles, in favour of more sustainable modes, reducing air pollution emissions from vehicular traffic. In 2014, it has been planned a special fund for sustainable mobility that allots 270 million euros. The annual allocation is about 90 million for three consecutive years. The main objectives are first increasing the efficiency of public transport (in particular those means with the lowest emissions) and second, favouring those cities and communities which have major environmental problems. The article 160-bis. of the new financial plan allots for interventions to improve the quality of air in urban regions as well as for the strengthening of public transport about 90 million euro for each of the years 2007, 2008 and 2009 through a special fund.
- The **Ministry of Economic Development** is in charge of policy and incentives for the competitiveness of Automobile Industry.



To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Very familiar : Ministry of Infrastructures and Transport
- Mostly familiar : Ministry for the Environment Land and Sea

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

No, there is an overall good understanding and knowledge of SUMP policy.

The Italian legislation has recognized 14 Metropolitan Cities (source: The 2014 Local Government Reform - Delrio Law), significant for their urbanizations. All of them has already a SUMP in place. General speaking, most of the smaller cities (under 100.000 inhabitants) have a limited knowledge of SUMP.

Source: <http://www.osservatoriopums.it/osservatorio/pums>

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Through workshops and seminaries, it is possible to overcome any gaps. In these meetings it should be important to invite both experts of sector and testimonial coming from cities to be considered as good practices.

Meanwhile, National government should define guidelines to support the SUMP adoptions.

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with specific legislation,

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy
- Legislation on air quality
- Legislation on PT quality / energy efficiency
- Land-use obligations in transport planning
- Others, comments, details:

Legislation on Mobility Management, that is the Italian Decree on urban sustainable mobility emanated by the Italian ministry of Environment that introduced in 1998 the mobility managers in Italy.

Source: ENDURANCE project.

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

In Italy there are different policies that could promote a sustainable mobility, but they are not combined in a single law and this creates difficulties in their application. Each of them has useful elements to the SUMP implementation.

Source: ENDURANCE project.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Nowadays, in Italy formal adoption of a SUMP is not compulsory and there are not dedicated incentives for it.

Is implementation of a SUMP compulsory in your country/region? Please give details.

Nowadays, in Italy implementation of a SUMP is not compulsory.

In Italy the majority of the cities are familiar with the concept of SUMP, as the Italian legislation uses the term PUM (Urban Mobility Plan): PUM aren't mandatory, but the article 22 of the Law n. 340 of 2000 establishes that single Municipalities or aggregation of Municipalities with more 100.000 inhabitants can receive a state funding up to 60% of the whole investment of the Mobility Urban Plan (PUM). The Italian PUM might be considered as a SUMP, as the Italian legislation (article 22 of the Law n. 340 of 2000) says that "a PUM is an integrated project on urban mobility including infrastructural measures on public and private transport ... as well as on demand management by means the network of the mobility managers ...".

Source: ENDURANCE project.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Nowadays, in Italy monitoring and evaluation of the SUMP implementation is not compulsory and indicators for SUMP monitoring and evaluation are not defined at National level.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

/

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: municipalities funds according with the deliberation
- at the regional level: regional funds according with the deliberation
- at the national level: national funds according with the deliberation
- at the EU level: Depending on participation in EU project

Is the financial framework for urban mobility secured and clearly defined?

Not applicable

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Not yet, The Minister of Transport intent to settle the SUMP's adoption as a condition to access any national funds for mobility. It's envisaged **for the end of the 2017**.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

There is not a standard yet. The Minister of Transport will publish soon (**expected for summer 2017**) recommendations and guidance for a good quality SUMP

### C.3 Guidelines and methodology for development of SUMP's

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

No, there are not any guidelines officially adopted at national level. Although, ELTIS guidelines are well established.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

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Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

The Urban Traffic Plan (also abbreviated as PUT), disciplined by art. 36 of the new Road Code, is compulsory for municipalities with more than 30,000 inhabitants and consists of a coordinated set of actions to improve road traffic conditions in the urban area for pedestrians, public transport and private vehicles. According with it, those actions are defined to be realized and implemented in the short term, in unchanged infrastructure and transport conditions.

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No

## – C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

- National/regular SUMP web site

With the patronage and contribution of the Ministry of the Environment, the PUMS Observatory - Urban Sustainable Mobility Plan – has been established as a reference point for practitioners and cities who are interested in the sustainable urban planning.

<http://www.osservatoriopums.it/osservatorio/pums>

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Yes, there are plenty of events on transport matters at national and local levels. Most of them are organized by association and government bodies (e.g. ANCI, Italian Transport Regulation Authority), National Ministries and Industries Associations (e.g., CLUSTER TRASPORTI ITALIA 2020).

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

None of relevant

If so, how often does training take place? If so, which topics does the training cover? If so, is the training good quality and helpful? Please explain your answer. Are training materials available online? If so please provide a link,

/

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- In line in some aspects

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Yes, there are different working groups at National level, led by the Ministries. Cities and local governments join regularly those groups.

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

Not yet. We do believe that the SUMPs adoption and implementation should be compulsory to access funding for urban mobility

## 20. Latvia

### 20.1. State of the National SUMP programme in Latvia

<i>Author/s of the "Update of National SUMP inventories:</i>	<i>Thomas Durlin (Cerema) National level representative: Inta ROZENSTEINE, Ministry of Transport, Department of Finance and Development Planning</i>
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

Car (driver and passenger): 45% Public transport: 34% Cycling: 2%

Walking: 19% Taxi: - Motorcycle: -

(data for Riga 2008 - <http://epomm.eu/endurance/index.php?id=2809&city=80> )

What are the three major stakes concerning urban mobility in your country?

- Except for Riga, ensuring a good accessibility to the city from remoted rural areas is usually a more critical objective than decreasing congestion.
- Addressing the needs of the "functioning city" and its hinterland, at a higher level than the municipal administrative one
- Decreasing GHG and pollution emissions in the biggest urban areas.

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We are moving towards an approach to sustainable urban mobility planning with very limited or no examples of SUMP (or equivalent document);

How many cities in your country/region which have formally adopted a SUMP?

There are no formally adopted SUMP in Latvia, at the same time Planning Regions and municipalities have their development strategies, development programmes and thematic plans. And cities and towns in this framework can also develop their SUMP.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Transport and Telecommunication Institute is a national contact point on SUMP in the framework of European SUMP network ENDURANCE. National SUMP Network participants are: Jelgava, Daugavpils, Bauska, Riga, Vidzeme Planning Region.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

No

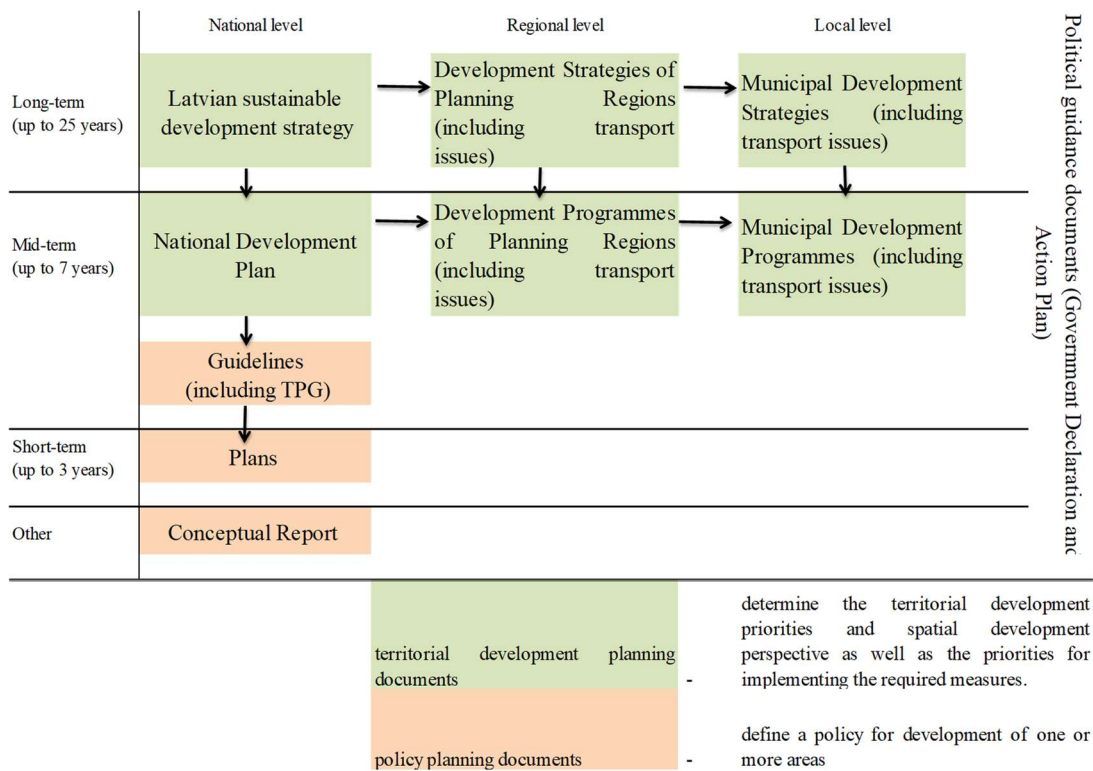
#### Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

- The Ministry of Environmental Protection and Regional Development - The leading state administrative institution in the field of environmental protection and regional development which includes protection of environment and nature, maintenance and rational utilization of natural resources, ensures planning and coordination process of state and regional development, local governments' development and supervision and territorial development planning. The Ministry is not directly responsible for transport planning in cities and towns – it is responsibility of relevant municipalities.
- Ministry of Transport - The leading institution of state administration of transport, which elaborates legal acts and policy planning documents in transport. The Ministry is not directly responsible for transport planning in cities and towns – it is responsibility of relevant municipalities.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Responsibilities are divided according to the following general scheme:



Designing of any planning documents, must ensure its compliance with the hierarchically higher planning documents (vertical integration) and coherence and avoidance of duplication with other planning documents (horizontal integration), including an indication of their mutual connection

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Mostly familiar.

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Ministries and agencies work according to an approved planning system, which does not specifically include SUMP, but where in the respective plans and programs many principles of SUMP can be and are used.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Ministries can support and promote the participation of municipalities in various seminars on SUMP (and the Ministry of Transport is doing it in cooperation with Transport and Telecommunications Institute and with support of Jaspers).

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- With relevant laws and Cabinet regulations

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National cycling policy (plan is being developed)
- National environmental policy
- National Regional development policy
- Others, comments, details:

There are no laws and regulations that directly determine the need for SUMP, but there are a lot of laws that set different requirements for spatial planning, environmental requirements, passenger rights, etc.

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

No

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No

Is implementation of a SUMP compulsory in your country/region? Please give details.

No. Our opinion is that the Member States themselves have to decide how and where to develop sustainable urban mobility planning, how to promote it, as cities and towns are very different.



Is monitoring and evaluation of the SUMP implementation compulsory in your country/region?  
Are indicators for SUMP monitoring and evaluation defined on the national/regional level?  
Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- cities can use their own budgets and EU funds

Is the financial framework for urban mobility secured and clearly defined?

No

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No

## C.3 Guidelines and methodology for development of SUMPs

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes

“Latvia has guidelines from Europe about basic insight in SUMP concept”. (source : ENDURANCE national inventory)

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

From EU guidelines

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

No, as SUMP as such is not included in the national legislation, but relevant issues can be solved through national planning system/

## C.4 Monitoring and evaluation of SUMP’s development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the

information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

No

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

- [National guidelines](#)
- [Other: activities supported by JASPERS](#)

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

[Two workshops organised in the framework of ENDURANCE by Transport and Telecommunications Institute](#)

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

[Within the ENDURANCE workshops](#)

If so, how often does training take place? If so, which topics does the training cover? If so, is the training good quality and helpful? Please explain your answer. Are training materials available online? If so please provide a link,

/

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

(1) Comments, details:

[No information](#)

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

[In the framework of ENDURANCE](#)

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

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# 21. Lithuania

## 21.1. State of the National SUMP programme in LITHUANIA

Author/s of the "Update of National SUMP inventories:	Vaiva Ramanauskienė (ECAT)
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### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

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 SUMPs, assessment scheme, monitoring and evaluation, trainings etc.;

How many cities in your country/region which have formally adopted a SUMP?

9

How many cities in your country/region which are engaged in the preparation of their first SUMP?

9

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

No (although the City of Kaunas did go through the process of developing a 'Sustainable Urban Transport Plan as part of the INTERREG project BUSTRIP in 2006-7, although this was never formally ratified by the city council)

### B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Ministry of Transport and Communications (SUMP issues) and Ministry of Environment (regulations, urban planning issues)

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Ministry of Transport and Communications is responsible for SUMP planning and implementation. Ministry of Environment is responsible for regulations related with environment, pollution, waste, territorial planning, etc. During SUMP preparation, both ministries cooperate in National Commission work, which revise and monitor SUMP

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Very familiar

## Ministry of Transport and Communications (SUMP coordinator)

- Mostly familiar

## Ministry of Environment, Ministry of Health, Lithuanian Road Administration (SUMP revise and monitor)

Do you see any gaps in awareness of SUMPs on the higher level of government in your country? (For example, ministries and agencies have heard about SUMPs, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMPs / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Ministries and agencies have heard about SUMPs, but do not always understand (or do not want to understand) how they could contribute to better planning, cities do not know differences between SUMP and transport plans and what topics are included and what tools are usually incorporated in SUMPs, not all cities do understand the reason of SUMP. The biggest gap is not national or regional authorities' perfunctory role in SUMP, but sustainable mobility awareness campaigns for public – to inform and give knowledge for people about sustainable mobility benefits, reasons, goals etc. It might also be said that the guidelines do not fully incorporate a wider set of regulations outside of predominantly traffic and transport issues (with a lot of emphasis on public transport services across the nine guideline thematic headings).

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMPs in your country/region?

Create awareness campaigns in national and local (regional) levels to encourage people to care about environment, pollution, to learn about sustainability and impact of their daily trips. Also create stronger cooperation between national authorities to promote sustainable mobility in different areas of responsibility. We could also encourage the development of academic modules on specific SUMP areas of knowledge such as mobility management, parking policy linked to urban space design, economic benefits of sustainable mobility and transport etc.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes,
- with dedicated documents,
- with specific legislation,
- Other, please describe and provide a link:

National Guidelines of the preparation of SUMP (in LT: <https://www.e-tar.lt/portal/lt/legalAct/a80a7c10c97a11e48a1edbbba9d2aea36>)

Are there any major policies supporting preparation and/or implementation of SUMPs in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy\*

- Legislation on air quality
- National or regional funding conditional on having a SUMP
- Others, comments, details:

\*National / regional cycling policy (will be adopted in the beginning of 2018)

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

According to the National Guidelines of preparation of SUMP, for cities having more than 25 thous. inhabitants or status of the resort is recommended to prepare and implement SUMP (18 cities in LT). With SUMP they have opportunity to get national and EU funding for implementation of sustainable mobility measures.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

After preparation of SUMP, national commission of SUMP have to accept the plan prepared by each city, and later SUMP compulsory confirmed in the city council.

Is implementation of a SUMP compulsory in your country/region? Please give details.

Implementation is recommended, not compulsory, but without the SUMP you haven't opportunity for big part of national and EU funding. So the Ministry uses the availability of EU funds for the implementation of certain SUMP related measures as a means of getting cities to participate in the development of SUMPs (as well as of course providing funding for the actual SUMP preparation too!).

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

According to the Guidelines of the preparation of SUMP, after SUMP preparation every year cities must organise monitoring events and invite national commission of SUMP. Monitoring is to evaluate how cities implement mobility measures. But there is no evaluation defined on the national and local levels. However, we do have trained SUMP evaluators, trained to use the ADVANCE/QUEST auditing scheme. It might be a good idea to encourage this methodology to be used by cities.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Local budgets for SUMP preparation (no less than 15 % if funding from EU) and for SUMP implementation (depends on municipality which measures they will implement).

- at the regional level:
- at the national level:

Cycling infrastructure, infrastructure for disabled people (for reconstructed or new pavement).

- at the EU level:

For SUMP preparation (no more than 85 %) for SUMP implementation (measures provided in plan) and for mobility measures (not mandatory to have SUMP) (electric vehicle infrastructure, new ecological public transport, cycling infrastructure, PT infrastructure for disabled people and cyclist (racks, braille, video and audio information, etc.))... Also of course some cities are further developing their SUMP through involvement in externally funded EU projects/programmes. Klaipeda is part of the H-2020 CIVITAS 'PORTIS' project with a key element of this being to develop SUMP actions.

Is the financial framework for urban mobility secured and clearly defined?

Yes, conditions to get funding for SUMP preparation and implementation are clearly defined in financing procedure descriptions.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

SUMP is condition to access the EU funding (for specific measures).

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

N/A

### C.3 Guidelines and methodology for development of SUMPs

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

National Guidelines of the preparation of SUMP (in LT: <https://www.e-tar.lt/portal/lt/legalAct/a80a7c10c97a11e48a1eddba9d2aea3> )

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Background of the National Guidelines of the preparation of SUMP is National program of Development of Transport 2014-2022 and COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS Together towards competitive and resource-efficient urban mobility.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Guidelines for development of electric vehicle infrastructure. National cycling plan (will be adopted in the beginning of 2018).

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

According to the Guidelines of the preparation of SUMP, after SUMP preparation every year cities must organise monitoring events and invite national commission of SUMP. Monitoring is for evaluate how cities implement mobility measures. But there are no evaluation schemes on the national and local levels and there are no restrictions if they delay implement measures, etc.

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP judged to be better get more funding?

Adopted SUMP assessed by national commissions of SUMP. Cities can get funding for measures provided in SUMP.

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regular SUMP web site?

Strategy for communication of SUMP related issues (in progress). Currently website of Ministry of Transport and Communications (<http://sumin.lrv.lt/en>) and stakeholders' websites.

- Supervisors?

National commission of SUMP.

- Other:

There should be some updates on the ENDURANCE website but of course as this project is now finished, it is difficult to get people to work on updating this info. There is a link the ENDURANCE project on the website of the Lithuanian Association of Local Authorities.

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Regular: Velomarathon (cycling festival) and Race of electric vehicles (both organising by Ministry of Transport and Communications, one time per year), Europe mobility week (organising by Ministry of Transport and Communications and Ministry of Environment, one time per year). Also cities participate in the European Cycle Challenge. City of Kaunas was the first and in recent years it has been joined by other LT cities.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

Yes, trainings for cities and consultants on different SUMP thematic areas.

If so, how often does training take place?

On average 1 trainings per quarter. Depends on necessity could be more.

If so, which topics does the training cover?

Preparation of SUMP; SUMP implementation process; Promotion of public transport; development of non-motorised transport; modal shift; Road safety and security; universal design; development of ecological transport; Intelligent transport systems.

If so, is the training good quality and helpful? Please explain your answer.



Speakers are from these areas and often experts from Europe.

Are training materials available online? If so please provide a link,

We are trying to promote the database of information provided within the EVIDENCE project as this is a good strong source of supporting data for cities thinking about investing in mobility management measures. However, most of this is only available in ENG which can limit its use here in Lithuania by experts and city officials.

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

no

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Specific knowledge in transport, territorial planning, management, economical issues (not mandatory to have sustainable mobility expert – because there is no licensed experts in this field. Actually this was a small problem in the recent series of city procurement competitions where they asked for tenders for preparing SUMPS. None of the guidelines could ask for mobility management experts because there are no ‘mobility management’ qualifications as such. This meant that the only experts that could be ‘qualified’ were they with papers in established academic areas such as architecture, transport engineering, transport planners etc.

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

Completely insufficient

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Just cooperation between cities.

## **C.6 Other forms of support to cites**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 21.2. Structured interviews with national level representatives – LITHUANIA

<i>Interviewees of “Structured interviews with national/regional representatives”:</i>	<i>James McGeever (Transport expert); Jonas Damidavičius (Ministry representative); Živilė Zareckaitė (Jonava municipality)</i>
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What has been achieved by the National programme so far?

The fact that guidelines have been produced and that there was a long period of promotion and support for the SUMP concept for several years before the finalisation of the guidelines is an achievement. The involvement and encouragement of experts and external professional was good to know. The process of SUMP preparation in accordance with the the guidelines is going on in 18 cities already.

What it has done well, and what not so well?

(See above)

Although much was done to encourage involvement form outside of Lithuania, it still felt like no city was prepared to take the jump into developing a SUMP until the ministry guidelines were developed. In fact, there was no reason why some exploratory SUMP development work could not be done beforehand.

The use of experts was good to see – though often their expertise was not acted upon or used in any new policy or planning initiatives.

Some improvements were made to the academic curriculum to include modules on mobility management, but this could have been further pushed and developed to incorporate several leading experts as visiting lecturers on specific themes. This was a missed opportunity (although many attempts were made to make it happen).

A number of various training courses were organised to support SUMP preparation but their benefits are not satisfactory.

What the most difficult aspect of encouraging SUMPs is, from a national perspective?

James McGeever: “Good question and I am not sure of the answer. I was involved in developing a Sustainable Urban Transport Plan (the development phase just before the EU started using SUMP) for Kaunas. We spent three years working on this, apparently with political support for its output, we had a team of experienced, European experts form a wide range of professional skills base, and yet the final SUTP remained unread by the city council and not actioned. This was during a period of European recognition for Kaunas due to then winning the prestigious CIVITAS City Award as well as the UBC Sustainable City of the Year Award.

So even when a Lithuanian city is doing great things, this great news fails somehow to inspire the national government to listen and act.

The EU Cycle Challenge is another EU promoted scheme to encourage cycling. Lithuanian cities have increased in numbers taking part in this. Has this news led to a national cycling strategy? I think not. Instead we have some increase in routes planned in some cities, but with this investment, nothing is being done at the same time to counter the record number of

road safety accidents, or to engage with businesses to encourage them to encourage employees to take to their bikes as a means of commuter transport.”

Probably the most difficult aspect is trying to get the Ministry / national government to think in a coordinated, multi-ministry manner. Cooperation between ministries were more formal than effective.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

There are SUMP guidelines in Lithuania and also defined the funding mechanism.

James McGeever: “Funding for city and national development is driven by EU cohesion and structural funds. If there was a decision to fully and properly engage with citizens BEFORE these ideas and plans are submitted for EU confirmation, then of course the interests of citizens might become real projects designed to improve their life and the life of all Lithuanian citizens.

The funding budget for thematic objective 7 (sustainable transport) is huge (see table below), but this is mainly for those national infrastructure projects (via baltica, train, roads, air) which are all important, but which all should be linked to a cohesive, coordinated multi-modal strategic plan, and this is what I am missing.

		EU Cohesion / Structural Funds €bn	Operational Programme (OP) Thematic Objective 7 - €bn	SUMP by name specifically mentioned in OP?	% Spend on TO7
1	Estonia	€3.49	€0.476		13.64%
2	Latvia	€4.51	€1.16		25.72%
3	Lithuania	€6.82	€1.15	YES / NO *	16.86%
4	Poland	€77.60	€23		29.64%
5	Cz Rep	€22.00	€6.2		28.18%
6	Slovakia	€14.00	€3.5		25.00%
7	Hungary	€21.90	€3.3	YES	15.07%
8	Romania	€23.00	€6.1		26.52%
9	Bulgaria	€7.60	€1.1		14.47%
10	Croatia	€8.60	€1.3		15.12%
11	Slovenia	€3.07	€0.263	YES	8.57%

The funding for Lithuania’s SUMP development came not from TO 7 but from TO 4 (low carbon economy) which kind of shows how the prioritising of SUMP and mobility management measures works here.”

Needs for development or improvement of the existing elements of the National programme:

Yes – though I think the only real time to add comments and suggestions will be towards the end of 2018/2019 when the country will need to start thinking about what funds will come from the EU after 2020.

Plans and ambitions for the missing or underperforming elements of the National programme:

National program of Development of Transport 2014-2022 was adopted in 2014, so it is new and just started to be implemented. Missing or underperforming elements could be highlighted in the end of the National programme active period.

What works well and would you suggest to other countries to transfer from your National programme?

James McGeever: "Well, the fact that we managed to produce some guidelines is a transferable idea for other countries. Although these are not quite what they should be, because they really should have been more focused on a full mix of benefits rather than a concentration on transport only. I am not sure how much the Social, Environmental, Education, Energy, or Economic Ministries were involved in the development of the SUMP guidelines. This would be interesting to know."

The useful experience for other countries might be national requirement for the cities to have SUMP prepared in order to get access to funding of mobility implementation projects.

What you see as innovative in your National programme?

See above points.

Some cities are doing some great things – but these are not being done as part of a SUMP. For example, in Kaunas we have perhaps the European first app for blind and partially sighted people to inform them of buses arriving at their stop. Fantastic idea, but not a SUMP idea as the SUMP has not yet started.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

It would be good to know what other partners in this project can offer for sure.

Suggestions for the support from the EU level:

To stop making, producing, developing tool kits and guidance materials. There have been probably 60 – 90 EU funded projects on the themes of mobility management all of which have produced such materials. The EU should drop its claim to subsidiarity and decide on a preferred set of tools that all cities should start to use for mobility management. Yes we have the ELTIS 'Wheel of SUMP Process', but we also have a lot of info produced by CIVITAS (and the just finished EVIDENC) projects, all of which the EU 'refers' to but does not enforce upon member states. It should do something more concrete.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

See points above.

In particular it would be good to see policy changes made within the period of the project, only this will make a difference to future planning. Also possibility to improve the national guidelines especially in public participation and awareness raising issue.

## 22. Malta

### 22.1. State of the National SUMP programme in Malta

<i>Author/s of the "Update of National SUMP inventories:</i>	Thomas Durlin (Cerema) National level representative: David SUTTON, Transport Malta
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

Urban mobility in Malta is strongly oriented toward cars, either as a driver or as a passenger:

Car driver: 59% Car passenger: 15% Public transport: 15% Cycling: < 1%

Walking: 8% Taxi: <1% Motorcycle: 1%

What are the three major stakes concerning urban mobility in your country?

The three major identified challenges are:

1. Reduction of the level of congestion
2. Improvement of healthy mobility
3. Facilitation of travels in the shortest possible time.

Compared to other EU countries, Malta presents geographical and demographic specificities: 440,000 inhabitants, mainly living on 2 islands 316 sq.km where population density is very high, with 68 towns and villages, each with a local council. Malta is therefore close to a city state, where the short distances means that national and local levels are directly connected. As an example, in planning mobility for the capital Valletta, (which houses most of the country's main administrative functions such as Parliament, Government Ministries, law courts, as well as businesses and shopping), planners needed to consider trip attraction to the capital city from all towns and villages across the Maltese islands.

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

Malta has an urban transport planning framework that incorporates SUMP, with support from the national level. (i.e. between levels 2 and 3<sup>21</sup>)

How many cities in your country/region which have formally adopted a SUMP?

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Level 2 : "We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document) with some support from the national/regional level"

Level 3 : "We have an urban transport planning framework that incorporates SUMP (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds"

1 major SUMP (Valletta) elaborated in 2006-2011, that associates all neighbouring localities within the harbour areas.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Idem

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

A second SUMP for Valletta is currently being elaborated. The first SUMP comprised a set of measures integrating several components; namely:

- Pedestrianisation of streets in the central area;
- Introduction of a 1,300 space park and ride system located on the periphery of the city;
- Introduction of Controlled Vehicle Access (CVA) time-based charging system to enter the city (using ANPR technology);
- Upgrade of harbour passenger ferry services;
- Introduction of a passenger lift providing access through the fortifications from sea level to city level;
- Introduction of electric minicabs operating in the centre;
- Upgrade of public transport infrastructure.

The above SUMP measures were introduced between 2006 and 2011.

## **Awareness of SUMP**s

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Transport Malta<sup>22</sup> is the Government agency falling under the Ministry for Transport that is mandated to “develop integrated transport policies aimed at achieving modal shifts that favour public transport and non-polluting strategies”.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

There is no real division of responsibilities for mobility planning, as the small size of the country enables the Ministry for Transport and Transport Malta to prepare the necessary policies and plans to integrate all components of urban mobility. Such planning is normally undertaken in consultation with the Local Councils involved.

The Malta Planning Authority is responsible for land use planning.

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<http://www.transport.gov.mt/>

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Mostly familiar:

The Ministry of Transport and Transport Malta are mostly familiar with SUMP concepts, as they host a team of experienced and qualified experts.

Local councils are also mostly familiar with the concept and are working to increase the awareness on some specific subjects, like the communication to users and citizens.

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

There are no particular gaps in awareness of SUMP at Ministry and agency level. There is a high level of expertise, but specialised resources are often limited. The challenge lies rather in the awareness of the need for SUMP by citizens and users.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

The main challenge is related to SUMP acceptance, mostly from car drivers who are most resistant to change in mobility behaviour that would lead to a modal shift.

This requires actions developed at the national level but designed to reach users locally. This is the object of several actions identified in the National Transport Strategy 2050 and in Malta Transport Master Plan 2025.

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

Urban mobility policy is regulated at the national governmental level:

– with dedicated programmes and documents<sup>23</sup>:

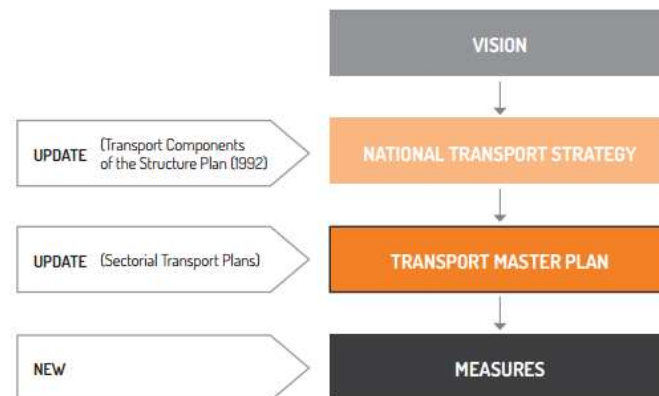
- National Transport Strategy 2050 defines the strategy for Malta: a vision outlining where Malta wants to be in the long term, the strategic goals, the strategic direction on how to get there and the indicators necessary to measure the progress of this strategy.
- Transport Master Plan 2025 sets out the over-arching and multi-modal national framework and the overall priorities which will guide transport investment. It defines clear project pipelines for studies, operational changes, infrastructural and organisational measures and identifies priorities for national and European funds.

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<http://www.transport.gov.mt/transport-strategies/national-transport>

- with specific legislation: the Authority for Transport in Malta Act<sup>24</sup> defines the principles for sustainable mobility and the organisation of the corresponding public action (as Chapter 499 – Article 5 defining the authority for transport in Malta).



*Figure ii.*  
Hierarchy of the Strategic and Planning Framework

(source: Malta Transport Master Plan, p29)

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- The national transport policy is defined by the Transport Master Plan 2025.
- Speed Management Policy, 2010
- National Strategy for the Introduction of Electromobility, 2012 and Malta National Electromobility Action Plan, 2013
- A national cycling policy is being elaborated (draft version)
- Targets for decarbonisation and air quality are set out in the Transport Master Plan. Assessment of Malta's plans for mobility is the subject of the "Strategic environmental assessment of Malta's national transport strategy and master plan".
- Legislation on PT quality / energy efficiency: objectives in terms of PT quality and energy efficiency are not defined by law but rather through the contract binding the Authority with the public operator (e.g. with requirements to use the highest Euro standard for emissions).
- Land-use obligations in transport planning: Spatial Plan for Environment and Development (SPED)

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?



The parking standards relating to new building developments are currently based on minimum levels of parking provision. There is little or no relationship between off-street and on-street parking supply and, as a result of this new development, there is a continuous, net increase in the number parking spaces being provided in main commercial and business centres. This often has the effect of encouraging further car ownership and usage.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Is implementation of a SUMP compulsory in your country/region? Please give details.

Neither the adoption nor the implementation of SUMPs is compulsory. In the past, small grant incentives have been offered to local councils to assist in the planning or implementation of SUMP measures. Developers of major projects are often required to prepare a Green Travel Plan (GTP) as part of the planning process. The operation of a GTP for a number of years is often forms part of the planning conditions relating to the new development. In certain major projects, developers are required to make a financial contribution to the improvement of access to the development by bus, foot and bicycle.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Monitoring and evaluation are not compulsory. However, in practice, they are carried out at the national level as part of the ex-ante assessment of a scheme. This implies that similar indicators for assessment related to the objectives of the SUMP are used.

Impact on mobility is also assessed periodically through the national household travel survey, conducted every 10 years at the national level which elaborates the mobility habits of significant part of all the population (6%).

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

Update of SUMP is not compulsory, though SUMPs are periodically monitored and the measures may be fine-tuned over time

A second generation of Valletta SUMP is currently being elaborated approximately 6 years after the completion of all measures in the first SUMP.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local council level: through their annual budget allocation (though limited), and central government incentives such as the Urban Improvement Scheme, grants for electric vehicles and competitions for measures as part of European mobility week,
- at the national level (Transport Malta)
- at the EU level (ERDF, CIVITAS and Horizon 2020)

Is the financial framework for urban mobility secured and clearly defined?

Malta Transport Master Plan 2025 includes a detailed operational programme which provides a clear ten year financial framework for the planning and implementation of SUMP measures.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds? If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

Access to national funds for mobility is not conditioned by SUMP elaboration and adoption.

### **C.3 Guidelines and methodology for development of SUMPs**

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Malta's Transport Master Plan 2025 sets the operational framework for the planning and implementation of urban mobility measures.

Transport Malta has experienced and qualified people working at national level to disseminate information, methodologies and best practices.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

The national methodological framework for SUMP elaboration integrates broad EU guidelines with best national practices and lessons learned from cities other European countries, particularly with respect to the development of new concepts such as congestion charging in London or Stockholm.

Eurobarometer surveys and European benchmarks and targets relating to urban mobility, health and the environment were taken into consideration during the development of the policies and measures contained in the Transport Master Plan 2025. London or Stockholm.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Guidelines elaboration is in progress.

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Monitoring and evaluation are normally conducted by the national authority. This directly ensures a harmonized approach. Collection, collation and analysis of survey data relating to urban mobility is normally carried out by the national authority.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

Assessment of adopted SUMPs by an independent body is not a mandatory requirement. However, independent mobility research studies have been contracted or separately conducted by the University of Malta on existing SUMPs or on specific aspects of mobility plans which national authorities may use in their ex-post evaluation or monitoring of SUMPs. There is no link between scheme assessment and funding sources.

### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regular SUMP web site : Transport Malta website<sup>25</sup>
- National guidelines, being prepared.

Are regular awareness raising events about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Awareness raising events are organized regularly.

The European week for mobility is used as an opportunity to reach the local level, as well as other activities, like the competition for the best urban mobility plan.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, how often does training take place? If so, which topics does the training cover? If so, is the training good quality and helpful? Please explain your answer. Are training materials available online? If so please provide a link

There is no specific training organised at the national level, as most of the country's experts are employed with the national regulator (Transport Malta) Transport Malta experts regularly participate in mobility events and training courses organised at an EU level.

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license? Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

There is no licence linked to SUMP training. In instances where a public tender issued by the national authority includes a mobility training component, this would be assessed according to qualification and experience criteria.

Is number of trained and experienced consultants/experts in line with the demand for SUMPs from cities in your country/region?

- In line in some aspects: expertise resources at the national level are sufficient, but not sufficient in local authorities and in private sector.

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

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<http://www.transport.gov.mt>

Knowledge exchange between local authorities is coordinated by Transport Malta mainly through seminars and workshops, like other knowledge dissemination activities.

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

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## 23. The Netherlands

### 23.1. State of the National SUMP programme in the Netherlands

<i>Author/s of the "Update of National SUMP inventories:</i>	Liard Kranen (ICLEI) National level representative: Arjen Kapteijns (Dutch Ministry for Infrastructure and the Environment)
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

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What are the three major stakes concerning urban mobility in your country?

The focus lays on the steps needed to take in becoming climate neutral, air quality associated challenges and the general quality of life or liveability.

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document) with some support from the national/regional level;

How many cities in your country/region which have formally adopted a SUMP?

As the local mobility plans are often not yet framed as a SUMP it is difficult to set a specific number. Amsterdam, Rotterdam, Utrecht, Den Haag, Zaanstad, Waddinxveen, Venlo, Nijmegen and Arnhem did for example certainly did develop a SUMP or similar plan.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

#### Medium sized cities

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

In the Netherlands there are over 388 municipalities. All cities have a GVVP, a municipal traffic and transport plan. In these plans there is a lot of attention for mobility issues. The big cities, more than 100.000 inhabitants all have a GVVP with special attention to sustainability and integrated planning. Although they are not called SUMP the GVVP largely follows the SUMP themes as set out by the EC and we could therefore consider the Dutch GVVPs as SUMP. None of these plans can be defined still as a actual SUMP. This has merely to do with the fact that a Dutch definition for a SUMP is not existing.

#### Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

More and more the cities themselves become responsible for the integrated measures taken in order to ensure a thriving and well organised urban mobility. From 2019 onwards with the new 'Omgevingswet' (code of Environment) even more authority over decisions regarding urban mobility will be given to city levels policy makers.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Content related there are opportunities to improve as for now the SUMP's mainly focus on topics related to the environment but if we could manage to integrate more topics into it such as climate change adaptation. The local city planning departments do not yet make steps in creating SUMP's, although the GVVP's can be considered as such and therefore they are indeed creating mobility plans that are 'SUMP proof' There could be more collaboration also with sustainability colleagues and more can be done in general also on the national level.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Mostly familiar

Few people are familiar with the term only. Everybody knows the GVVP though which comprehends similar framework as the SUMP.

Do you see any gaps in awareness of SUMP's on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP's, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP's / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

(No answer was received for this question.)

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP's in your country/region?

For now the national level is not contributing very much on this specific topic. Other organisations and private entities such as VOCW/KBV, DTV Consultants, CIVINET Nederland/Vlaanderen and CROW are working more on the topic. A Dutch publication for SUMP's has been written by CROW-KPVV (a knowledge organization for municipalities) as well tools and best practices summaries were collected and disseminated amongst the cities. In addition, CIVINET NL / VL has published another SUMP pocketbook and CIVINET NL / VL is still working on the translation of the SUMP guidelines. One of the biggest tasks is to bridge the worlds of traffic, environment and (city) planning within and through different public bodies. Also, national support can be given in regards to rational and transparent goal setting, monitoring and evaluation and analysis (CBA, scenario etc).

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

with dedicated programmes,

with dedicated documents,

with specific legislation,

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy
- Decarbonisation policies/legislation/programs

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

Not really relevant for the Netherlands.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

A lot of the policies on national level are supporting the implementation of SUMP in an indirect way. There is no requirement by law, and for a lot of the aspects there is no direct relationship to sumps.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No. As already stated municipalities are obliged to have a sectoral 'verkeers- en vervoersplan'. In essence these GVVPs are SUMP. Municipalities are very much stimulated to make this a SUMP.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: yes
- at the regional level: yes
- at the national level: yes
- at the EU level: depending on EU projects

Is the financial framework for urban mobility secured and clearly defined?

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No

### **C.3 Guidelines and methodology for development of SUMP**s

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

[A Dutch manual for SUMP's has been written by CROW-KPVV \(a knowledge organization for municipalities\) \) as well tools and best practises summaries were collected and disseminated amongst the cities.](#)

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

/

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

/

Are regular awareness raising events about benefits of SUMP's and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

/



Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

/

If so, how often does training take place?

If so, which topics does the training cover?

If so, is the training good quality and helpful? Please explain your answer.

Are training materials available online? If so please provide a link,

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

/

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

/

## **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

## 24. Norway

### 24.1. State of the National SUMP programme in Norway

<i>Author/s of the "Update of National SUMP inventories:</i>	Thomas Durlin (Cerema) National level representative: Tom E Nørbech, Norwegian Public Roads Administration
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

Car driver: 50% Car passenger: 9 Public transport: 15 Cycling: 3

Walking: 21 Taxi: 1 Motorcycle: 1

What are the three major stakes concerning urban mobility in your country?

- Anticipating the expected population growth in the largest urban areas (between +30/+40% in the four largest urban areas)
- Increasing the capacity and quality of the Norwegian transport system
- Developing mobility with respect to local and global environment protection

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- 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, assessment scheme, monitoring and evaluation, trainings etc.;

Regarding the definition of this first category, Norway fulfils all requirement except the legal definition: there is none for SUMP. This is not considered as problematic for local authorities to elaborate and deploy SUMP.

How many cities in your country/region which have formally adopted a SUMP?

4 cities (Oslo & Akershus, Bergen, Trondheim, Stavanger (Nord-Jæren))

How many cities in your country/region which are engaged in the preparation of their first SUMP?

5 cities (Skien/Porsgrunn, Drammen/Kongsberg, Kristiansand, Tromsø, Fredrikstad/Sarpsborg)

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

The 4 largest cities are in the second generation of SUMP.

If there is no maximum duration of a SUMP, plans usually lasts 6-7 years.

## Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Ministry of Transport and Communication: in charge of mobility

Ministry of Municipalities: in charge of urban planning

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Cooperation between both ministries is efficient. E.g. the project to merge land-use and transport plans into one holistic urban mobility agreement.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

– Very familiar: Ministries and municipalities

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

There is no specific gap in awareness of SUMP neither on higher nor local levels of governments. There is still a slight infrastructures bias, but infrastructure investments are being questioned in the light of sustainability.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

/

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes, Urban and Environmental Agreement (UEA)
- with dedicated documents : Planning and Building Act (PBA),

SUMP is not related to any legal definition nor legal framework, which is not considered as a problem.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy : National Transport Plan 2014-2023
- National / regional cycling policy: national cycling strategy and national walking strategy
- Decarbonisation policies/legislation/programs: European legislation

- Legislation on air quality: European legislation
- Land-use obligations in transport planning: urban and environmental agreement with state includes land-use obligations
- National or regional funding conditional on having a SUMP: the total funding is conditioned by the approval of the plan and achievement of the results

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

A national public body is in charge of developing national road infrastructures in Norway. Regarding the complex governance of those kind of projects; the integration with the mobility plan of local authorities may be very limited and possibly counterproductive.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No

Is implementation of a SUMP compulsory in your country/region? Please give details.

No

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Yes. The assessment framework includes criteria for evaluation and monetization.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: mainly by cities
- at the regional level: Regions finance regional transport within the area of a local authority (if any)
- at the national level: co-financing by state and cities (50%/50%)
- at the EU level: possible in principle. In practice : probably not

Is the financial framework for urban mobility secured and clearly defined?

Yes

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Yes

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

Yes. This minimum standard is defined within the urban agreement. The plan must be credible.

### C.3 Guidelines and methodology for development of SUMPs

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Yes

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

Assessment by the National Public Road Administration

### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regular SUMP web site: Government web page, National Public Road Administration (NPRA) web page
- Other: in general media (no specific media dedicated to SUMP)

Are regular awareness raising events about benefits of SUMP's and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Yes, organised by NPRA twice a year

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

Yes

If so, how often does training take place?

### Every month

If so, which topics does the training cover?

### Methods and measures

If so, is the training good quality and helpful? Please explain your answer.

Are training materials available online? If so please provide a link,

/

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Completely in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Exchange activities are conducted during workshops.

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

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## 25. Poland

### 25.1. State of the National SUMP programme in POLAND

Author/s of the "Update of National SUMP inventories:	Maciej Michnej and Tomasz Zwoliński (SMG)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We are moving towards an approach to sustainable urban mobility planning with very limited or no examples of SUMP's (or equivalent document);

How many cities in your country/region which have formally adopted a SUMP?

The SUMP have been formally adopted in 10 cities listed in table 1.

Table 1. The cities with formally adopted a SUMP

Lp	City	Region	Year of adoption a SUMP
1	Gdynia	Pomorskie	2016
2	Wrocław	Dolnośląskie	2015
3	Skawina	Małopolskie	2016
4	Grudziądz	Kujawsko-Pomorskie	2016
5	Pruszcz Gdański	Pomorskie	2015
6	Subregion	Śląskie	2016
7	Jarocin	Wielkopolskie	2015
8	Ostrów Wielkopolski	Wielkopolskie	2015
9	Tarnowskie Góry	Śląskie	2016
10	Inowrocław	Kujawsko-Pomorskie	2016

It needs to be emphasized that above listed SUMP'S have not been independently assessed in relation to SUMP guidance's or frameworks.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

For the first SUMP preparation 30 cities in Poland are engaged - listed in table 2.

Table 2. The cities engaged in the preparation of their first SUMP

Lp.	City	Region
	Krakow	Małopolskie
	Łódź	Łódzkie
	Koszalin	Zachodniopomorskie
	Szczecin	Zachodniopomorskie
	Kalisz	Wielkopolskie
	Olsztyn	Warmińsko-mazurskie
	Elbląg	Warmińsko-mazurskie
	Kielce	Świętokrzyskie
	Katowice	Śląskie
	Częstochowa	Śląskie
	Sosnowiec	Śląskie
	Gliwice	Śląskie
	Zabrze	Śląskie
	Bytom	Śląskie
	Bielsko-Biała	Śląskie
	Ruda Śląska	Śląskie
	Rybnik	Śląskie
	Bydgoszcz	Kujawsko-pomorskie
	Dąbrowa Górnicza	Śląskie
	Chorzów	Śląskie
	Gdańsk	Pomorskie
	Gdynia	Pomorskie
	Białystok	Warmińsko-mazurskie



	Rzeszów	Podkarpackie
	Opole	Opolskie
	Warszawa	Mazowieckie
	Gorzów Wielkopolski	Lubuskie
	Radom	Mazowieckie
	Tarnów	Małopolskie
	Wałbrzych	Dolnośląskie

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

There are no cities in Poland with the second or third “generation” of SUMP. City of Gdynia has planned first update of their SUMP for 2018.

## B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

The urban mobility policy is determined on the national level by the Ministry of Infrastructure and Construction and by The Ministry of Development.

Urban mobility planning in Poland on a national scope was commenced with the adoption of Public Transport Act of 2010, which introduced the requirement to pass a plan for sustainable urban mobility in administrative districts of more than 50k residents and for counties (powiat) of more than 80k residents.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The Ministry of Infrastructure and Construction, Department for Transport Strategy and International Cooperation is responsible for the tasks in the area of transport policy and for initiating and coordinating international cooperation. The Department's tasks related to urban mobility policy include in particular:

- programming objectives and monitoring tasks in the area of transport policy, also developing the Transport Development Strategy;
- coordination of programming and implementation of the guidelines and recommendations of the national documents and the EU's innovative solutions (including intelligent transport systems), energy efficiency in transport and reduce the negative impact of transport on the environment, as well as issues of sustainable mobility;

- acting as coordinator of the National Reform Programme for the implementation of the strategy "Europe 2020"

The Ministry of Development, Department of Development Strategy is responsible for conducting national regional policy, spatial and urban, including the preparation of proposals and implementation of the national strategy of regional development, the concept of spatial development of the country, sub-regional strategies and urban policy. The Department's tasks related to urban mobility policy include in particular:

- coordination of development policy, including the preparation of proposals for policy development and coordination of the implementation of the general development strategy at European and national level, taking into account the territorial dimension and the coordination of the process of preparing and monitoring integrated development strategies;
- coordination of tasks arising from the Polish participation in the implementation of the Europe 2020 Strategy in the context of the European Semester, including the preparation and monitoring of the implementation of the National Reform Programme and monitoring of the implementation of the Recommendations of the Council of the EU for Polish;
- preparing analyses, studies and reports on policy development and socio-economic and spatial Polish, including the macroeconomic trends, foreign trade, cohesion policy and the territorial dimension of development policy;
- coordination of development instruments at a strategic level in the field of national and EU;

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Very familiar

The Ministry of Infrastructure and Construction, Department for Transport Strategy and International Cooperation

- Mostly familiar

The Ministry of Development, Department of Development Strategy

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Currently, on the higher level of government (HLG) there is no national program, guidance or equivalent document strictly related to SUMP methodology. Single action's held by HLG (e.g. in autumn 2016 HLG gave support for SUMP training, conducted by consultancy company) were taken from the external initiative.

There are many sectorial documents, which deals mainly with the development of public transport in the city and region. All these documents could be the basis for future SUMP development, but this documents not comprise any core parts of SUMP methodology: stakeholder involvement, institutional cooperation, measure selection and monitoring and evaluation (assessment).

Probably all existing SUMP's in Poland were made by the cities by their own needs based upon the EU SUMP Guidelines. There was no support, consultancy or assessment from HLG.

The part of new strategic framework for planning sustainable urban mobility in Poland was set by the Partnership Agreement which determined the direction of interventions of Cohesion Policy, Agricultural Policy as well as Fishery Policy in the years 2014-2020. One of the priorities mentioned in the intervention was the development of low-emission public transportation and other green modes of urban mobility.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP's in your country/region?

The national level (HLG) should establish full SUMP program tailored to Poland specific needs, containing a vision, objectives, targets, methodology and assessment tool, to assure that SUMP's developed by the cities are in line with the EU SUMP Guidelines and strategic documents at central government level. The SUMP's adopted by the cities should be a subject for an assessment at the ministerial level against compliance with Transport Development Strategy and other strategic documents at central government level.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated documents
- with specific legislation

Are there any major policies supporting preparation and/or implementation of SUMP's in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy
- Legislation on air quality
- Legislation on PT quality / energy efficiency
- Land-use obligations in transport planning

Are there any major policies counteracting preparation and/or implementation of SUMP's in your country/region?

No.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No such legal obligations.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No such legal obligations.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No such legal obligations.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No such legal obligations.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Mainly own budget of the city/municipality. As may other sectorial documents, SUMPs are prepared in the formula of public tender and developed mainly by consultancy companies.

- at the EU level:

Some parts of SUMP's development could be financed by participation in the EU-financed projects (i.e. CH4ALLENGE, CIVITAS DYNAMO).

Is the financial framework for urban mobility secured and clearly defined?

Cities have to secure the financial framework for urban mobility themselves, like other sectors of urban management.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No such conditions so far.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

No such conditions so far.

## C.3 Guidelines and methodology for development of SUMP's

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

No national guidelines were developed so far.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

n/a

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Some guidelines for planning and designing of transport infrastructure and dealing with spatial planning in connection to urban mobility are available.

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No such schemes available

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

No independent assessment.

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regular SUMP web site?

The Baltic Sea Region Competence Centre on SUMP ([www.bsr-sump.eu](http://www.bsr-sump.eu))

Are regular awareness raising events about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Some training workshops organized by the Ministry of Infrastructure and Construction (in cooperation with Jaspers). National seminar has been organized by CHALLENGE project (Krakow, 2015). Also ELTIS training workshops on SUMPs have been organized (Warsaw, 2015 and 2016). Seminars within CIVITAS DYNAMO have been organized in 2014-2016.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

No regularly scheduled trainings.

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

n/a

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No, only training certificates.

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

Usually yes, within other requirements of public tender procedures.

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Partially insufficient
- Comments, details:

In large cities, scientific resources are sufficient

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

No specific platform for SUMP. However cities gathered within CIVINET Polska have the opportunity to discuss also about SUMP aspects.

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 25.2. Structured interviews with national level representatives – POLAND

Interviewees of “Structured interviews with national/regional representatives”:	Answers were collected during joint discussion of the 1st PROSPERITY National Task Force Meeting for Poland (organized in Krakow, 3rd of March 2017).
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What has been achieved by the National programme so far?

As no national programme is in place, participants have not discussed this issue.

What it has done well, and what not so well?

As no national programme is in place, participants have not discussed this issue.

What the most difficult aspect of encouraging SUMP is, from a national perspective?

Several issues have been raised and discussed:

- lack of awareness about SUMP processes,
- question of how far the document is obligatory, why shall we prepare it?,
- it is helpful to join the EU project dealing with SUMP and try to begin the process/document preparation within this project (case of Civitas Dyn@mo in Gdynia),
- it is helpful to involve local academic sector,
- the most important factor for SUMP are people working in cities and regions and how far they are determined to introduce sustainable mobility,
- generally speaking, financing of the SUMP preparation is not the major barrier,
- the main challenge is to implement SUMP measures and reach objectives and to keep the high interest among citizens and stakeholders (gained for example during consultation processes of the document),
- important issue/barrier is the role of different institutions involved, and how far they are aware of the problems and their potential for solving them,
- in Poland particularly, as a big country in that part of Europe, there is a problem of big number of medium and large sized cities and municipalities (up to 100 could be considered) and therefore no many possibilities to join for example small municipalities for one, regional SUMP process,
- existing metropolitan areas (like Slask/Katowice, Gdynia/Sopot/Gdansk, Krakow area) with different issues and problems – many problems with getting joint vision and agreement with a lot municipalities involved in the region/metropolitan area,
- lack of financing and business models for better integration of public transport in the metropolitan areas / issues of possible discounts in PT

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

So far this issues were not perceived as a problem. Municipalities have to deal with the situation anyhow (i.e. lack of national programme). Sometimes the problem is seen in the unknown level of details in SUMP required (i.e. in dependency to the area/how big is the city),

Needs for development or improvement of the existing elements of the National programme:

As no national programme is in place, participants have not discussed these issues.

Plans and ambitions for the missing or underperforming elements of the National programme:

As no national programme is in place, participants have not discussed these issues.

What works well and would you suggest to other countries to transfer from your National programme?

Several issues have been raised and discussed:

- a new level of public participation in Poland and its development (for example trough different tools such as meetings, 'citizens budget', surveys, consultations, etc.),
- big number and good quality of data gathered in municipalities,
- good level of local knowledge and state-of-the-art situation (well-developed analytical parts of strategic documents),
- regular surveys among citizens concerning level of satisfaction on different business sectors including local public transport,
- tradition of data collection, good market of capable companies to conduct high level studies,
- well-developed information processes towards citizens (i.e. concerning planned surveying),
- many considerations about new technologies and methods of data collection.

What you see as innovative in your National programme?

As no national programme is in place, participants have not discussed this issue.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

The participants concentrated their discussion on electro-mobility, it's current status and possibilities for development in Poland.

Suggestions for the support from the EU level:

- mainly EU co-financed programmes, including projects which could directly finance preparation of the (part of) SUMP,
- support from EU experts, including those working for more advanced cities and countries,
- organization of trainings including certification of local experts to help cities,
- exchange of experiences of more advanced cities and regions and their assessment of the SUMP,



- working together with other employees of the cities/exchange programme – with the regard to issue, that many times these experts have a very practical approach in comparison to academic people,
- clear knowledge what is expected/obligatory to be done by EU cities,
- mobility, its current status and possibilities.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

The participants have not discussed this in detail, however expressed their willingness to follow the project development and expressed willingness to take part in the organized trainings/workshops and other meetings.

## 26. Portugal

### 26.1. State of the National SUMP programme in PORTUGAL

<p><i>Author/s of the Update of National SUMP inventories:</i></p>	<p><i>Rui Velasco (IMT) and José Manuel Lopes Pereira (IMT) through a set of informal internal interviews within IMT and taking in consideration the work previously done in the context of ENDURANCE (Annex I) and ELTIS (Annex II).</i></p>
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;

How many cities in your country/region which have formally adopted a SUMP?

There are nine SUMP adopted: Olhão, Algarve Central, Margem Sul, Cascais, Aveiro, CIM Região Aveiro, Maia, Quadrilátero and Ílhavo.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

At least five SUMP are being prepared and five other SUMP are considered to be at an early stage of preparation.

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

Until the moment there are no second or third generation SUMP in Portugal.

#### B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

The urban mobility policy is the responsibility of the Ministry of Environment in coordination with the Ministry of Planning and Infrastructures.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The responsibilities are shared between the Ministry of Environment (ME), which is responsible for spatial planning, urban planning, and passengers transport systems and the Ministry of Planning and Infrastructures (MPI), which is responsible for development, cohesion and infrastructures policies. The Institute of Mobility and Transports (IMT) is the national agency that supports the Government on the implementation and evaluation of mobility policies

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Very familiar

Institute of Mobility and Transports (IMT)

- Some familiar, other not

Ministry of Environment (ME), Ministry of Planning and Infrastructures (MPI), Municipalities Associations (which are also Local/Regional Transport Authorities).

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

A first obstacle is the lack of a legal framework that supports the implementation of SUMP and that requires a mandatory assessment by a national agency. A national Mobility Package developed by IMT in 2012, that defines the framework to the elaboration of Planos de Mobilidade e Transportes (SUMP) was not formally approved and is seen as an important (but not mandatory) technical document that establishes a set common principles.

A second obstacle was the wide adoption of Sustainable Urban Mobility Action Plans (SUMAPs), since these plans have a somewhat more limited scope than that of SUMP. For many decision makers the difference between these Action Plans and full SUMP is not very clear and when a municipality develops a SUMAP there is the feeling that the mobility planning needs “are solved”.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

It is important to stress the distinction between SUMP and SUMAP and define a legal framework that promotes SUMP adoption and clearly states the SUMP assessment process.

An alternative methodology would be to establish a Certificate Schema that certifies the quality of the mobility plans. That schema would have two levels of validation: Municipalities Associations would provide the first level validation; a partnership for SUMP certification (IMT/Municipalities Associations/Independent expert) would ensure the second level validation.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated documents (Mobility Package – link: <http://www.imt-ip.pt/sites/IMTT/Portuques/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx>)

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National or regional funding conditional on having a SUMP (see below)
- Others, comments, details:

Some regional funding (Regional Operational Programmes) is conditional on having a Sustainable Urban Mobility Action Plans (SUMAPs) – but as explained above these plans have a more limited scope than that of SUMP.

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

No.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

The former Transport Metropolitan Authorities of Lisbon and Porto were legally obliged to prepare SUMP (in Portugal known as PMTs), these entities were extinct in 2015 and some of its responsibilities were transferred to the Metropolitan Authorities of Lisbon and Porto, but not the mandatory obligation to prepare a SUMP. For other regions/municipalities SUMP are also not mandatory (a proposal to make PMTs mandatory for municipalities over 50 000 inhabitants or for district capitals was not approved).

As previously stated, SUMAPs adoption is required to access some regional funding, but the same mechanism does not apply to SUMP adoption.

Is implementation of a SUMP compulsory in your country/region? Please give details.

As stated above, implementation of a SUMP is purely voluntary.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Monitoring and evaluation of the SUMP implementation is not mandatory, even though the Mobility Package produced by IMT defines a set of procedures to accomplish that task, that state how to constitute a monitoring structure, how to conduct the monitoring process, which indicators to use and how to produce progress reports.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the national level:

The Energy Efficiency Fund supported the elaboration of some of nine PMT's that are being developed or at an early stage of preparation.

Is the financial framework for urban mobility secured and clearly defined?

n/a

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No. As previously stated, SUMAPs adoption is required to access Portugal 2020 Operational Regional Programmes, but the same mechanism does not apply to SUMP adoption

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

There is no minimum standard for SUMP's.

### C.3 Guidelines and methodology for development of SUMPs

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes, in 2011 the Institute for Transport and Mobility (IMT), developed a national strategy for the approach of accessibility, transport and mobility, and their relation to land use planning, designated as a Mobility Package ([Link](#)). This strategy includes the following documents: National Directives for Mobility; Guide for the development of Mobility and Transport Plans (PMTs); Guide for the development of Mobility Plans for Companies and Poles; Technical and Thematic brochures on sustainable mobility and SUMP/PMT; Guidance on accessibility, mobility and transport issues in land use planning instruments at municipal level.

<http://www.imt-ip.pt/sites/IMTT/Portugues/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx>

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

The Mobility Package (2011) was independently developed, and published before the European Urban Mobility Package (2013).

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

The Technical and Thematic brochures on sustainable mobility and SUMP/PMT ([Link](#)) have specific content for a set of themes, namely: modes of transport; flexible transport; Interfaces; Road Planning and Project; Traffic counts; Parking Policies; Shared Mobility; Pedestrian network; Cycling network; Public information services.

<http://www.imt-ip.pt/sites/IMTT/Portugues/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx>

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

SUMP evaluation is not mandatory but in most situations, the plans were submitted to IMT for appreciation.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No

### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

- National/regular SUMP web site?

SUMP news are occasionally published on IMT's website ([Link](#))

<http://www.imt-ip.pt/sites/IMTT/Portugues/Noticias/Paginas/Noticias.aspx>

- National guidelines?

Yes, as previously mentioned, all Mobility Package information is available at IMT's website ([Link](#))

<http://www.imt-ip.pt/sites/IMTT/Portugues/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx>

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

No SUMP events are regularly organized though sustainable transport is an important theme in many mobility conferences (promoted by municipalities, transport magazines, universities, transport associations, and environmental associations). It is also important to stress that the IMT's Mobility Package was widely disseminated when it was published, in 2011, and through an international conference and several workshops.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

No

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

n/a

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

n/a

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

n/a

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- **Mostly in line**

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

n/a

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

No

## Annex I – Previous Descriptions for Portugal

### Endurance

#### A. Plans in place and current situation

IMT developed a **national strategy** for the approach of accessibility, transport and mobility, and their relation with land use planning, designated as **Mobility Package**, materialized in a set of documents published in 2011, including:

- [National Directives for Mobility](#), set the national strategy for mobility and the appropriate instruments to put in place;
- [Guidance on accessibility, mobility and transport issues in land use planning instruments at municipal level](#), reflecting on the articulation between land use planning and the accessibility, transport and mobility conditions;
- [Guide for the development of Mobility and Transport Plans](#) (PMT/ SUMP), supports technically the development of SUMP/PMT, defining contents and methodologies adjusted to different phases;
- [Technical and Thematic brochures](#) to support on sustainable mobility and SUMP/PMT (11 launched at the moment)

This **Mobility Package** was based on a wide **public participation** in all phases of the work: technical hearings with mobility, transport and land use experts; stakeholders participation meetings; an international conference in 2010 with over 600 participants, most from municipalities; public presentations with focus on national and local stakeholders; 2 regional technical workshops in 2011, in Braga with 190 participants, from around 65 municipalities, and in Évora with 120 participants, from around 60 municipalities, and many others presentations in different forums.

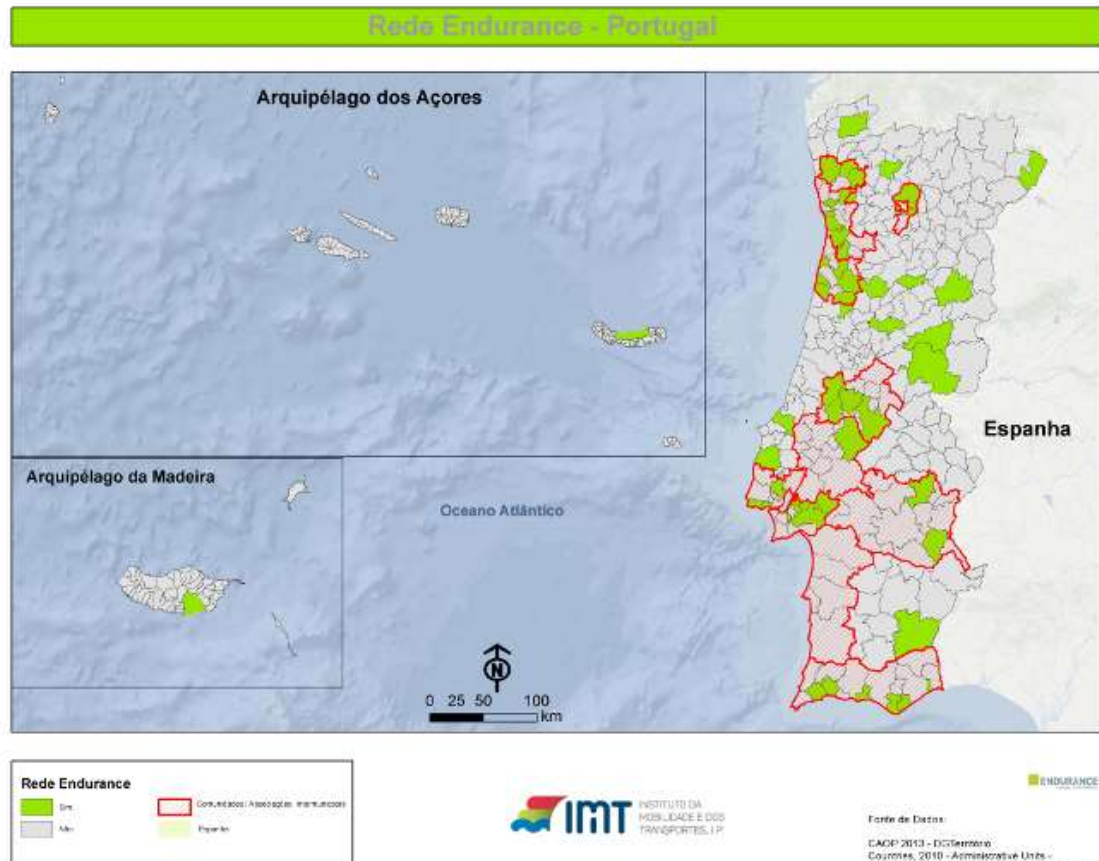
In part, due to the action of IMT, through the Mobility Package, some cities have started to develop PMT/SUMP, with a high impulse in 2010/2012: 10 PMT/SUMP of municipal or intermunicipal scale, were launched from 2010 to 2012. This dynamic was stopped due the financial crises.

In 2014, the Energy Efficiency Found, opened appliances to support SUMP/PMT, to be initiated in 2015.

At the moment, there is a new dynamic for the development of PMT/ SUMP in result of the requirement inscribed in the Partnership Agreement between Portugal and the EC 2014-2020 which conditions the financing of measures and actions in the area of urban mobility to the prior performance of PMT/ SUMP.

IMT is supporting municipalities in defining its strategy for the development of SUMP/PMT and the preparation of contract documents for a public tender for the preparation of plans.

Please see in the map the current situation of the country concerning the development of - SUMP/PMT.



The Portuguese Guide for PMT/SUMP is a very detailed document with a strategic and operational approach (what and how to do?) defining the topics that should be approached, giving examples of good practices (from other cities and plans), suggesting indicators, and showing the importance of public participation and monitoring. This document is aligned with the European SUMP guidelines, and the Commission Urban Mobility Package.

During the Endurance Project two meetings/ workshops already took place:

[1st Endurance workshop on Sustainable Mobility Planning, in Faro, June 2014](#)

[2nd Endurance workshop on SUMP](#), in Vila Real, November 2014

65 local authorities showed interest in participating in the Endurance project.

## B. Legislation

IMT has proposed to the Government that the Directives are adopted as a Ministers Council Resolution, making SUMP/PMT mandatory in bigger municipalities (with more than 50.000 inhabitants or district capitals).

Several changes are now taking place in Portugal, concerning the decentralization of competences from the central government to local authorities in mobility and transport issues, and also, the new framework established by the Programme Portugal 2020, for the application of European structural funds, which may have deep influence on the mobility and transport planning situation of the country.

## C. Legislation

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of European structural funds, which may have deep influence on the mobility and transport planning situation of the country.

The Transport Metropolitan Authorities of Lisbon and Porto are legally obliged to make Urban Displacement Plans/ PMT, which have not yet been done.

## **D. Funding**

Funding for the development of PMT/SUMP and measures implementation is a main issue for municipalities, especially due to the lack of funds on public administration (that supported the development of PMT and the implementation of specific measures) in the last years.

Nevertheless, the development of some (few) SUMP/PMT were supported by the structural regional funds.

In 2014 the Energy Efficiency Fund opened a call to support the development of SUMP/PMT or PMP (Company mobility plans), although very limited. 10 appliances, 9 of which for PMT, are in a final stage of approval.

The new European regional funding framework (2014-2020) limits the support to urban mobility measures to those included on integrated mobility plans. The Regional Operational Programmes include also the financial support to the development of SUMP/PMT by local authorities.

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## 26.2. Structured interviews with national level representatives – PORTUGAL

<p><i>Interviewees of “Structured interviews with national/regional representatives”:</i></p>	<p><i>Three interviews were conducted on 13.03.2017 with two technicians of the Planning Division from the Municipality of Lisbon (Gonçalo Caiado and Vanda Lopes) and one technician from the Lisbon Energy &amp; Environment Agency (Pedro Machado); and a further one on 17.03.2017 with the head of the transport planning department (Susana Castelo) from one of the major Portuguese transport consultant companies (TIS).</i></p>
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What has been achieved by the National programme so far?

The interviewees stated that the evaluation of the State of the National/regional SUMP programmes was thoroughly commented on the “State of the National SUMP programme” evaluation that was conducted by IMT and deserved their approval.

What it has done well, and what not so well?

IMT Mobility Package is seen as one of the most positive aspects of the Portuguese methodological framework and there is a wide recognition of its importance on the technical support to the mobility approaches that have been followed by municipalities on its planning documents.

The availability of proposed indicators by IMT Mobility Package and Portuguese Environment Agency is specifically seen as a plus.

The lack of legal framework for SUMP in Portugal was one of the most important negative aspects stressed by the municipality, even though this situation is somewhat compensated by the IMT Mobility Package (which is a technical document and not a formal legal document) which provides some common framework to SUMP elaboration. As a consequence of the absence of a legal framework, SUMP are not mandatory which was also pointed out as a negative aspect.

A second negative aspect that was also focused were the legally defined high parking indexes that often promote individual transport to urban areas where the use of public transport should be privileged.

Monitoring was also widely mentioned as the dimension where there is more space to improve. The lack of national data and local data that can help monitoring SUMP development is perceived as an important obstacle that can be better transposed with EU support to promote data collection. The frequent disruptions on time series data are perceived as important obstacles in what concerns the implementation of a successful monitoring framework, even though some good examples of data availability exist as the high level of consistency achieved by the time series on road fatalities or the user-friendliness of transport data in the portal Pordata.pt. The English periodic mobility enquiries are seen as a good practice. The Portuguese data available mostly originates only from decadal population census and the promotion of a mobility enquiry chronologically timed to occur between censuses would address the data scarcity issue.

What the most difficult aspect of encouraging SUMP is, from a national perspective?

Some of the most underperforming elements are the lack of institutional stability and the absence of legal evolution predictability, as both elements introduce the need to frequently “start from scratch”.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

The most important missing elements are the ones that could provide chronological, territorial and sectorial articulation for SUMPs. To improve the existing elements the municipality of Lisbon underlined the importance of the creation/reinforcement of regional entities that can plan and coordinate mobility issues.

Given that the lack of articulation, at different levels, remains one of the main challenges to be overcome, the municipality stated that, like other Portuguese municipalities, it is undergoing a transition from a cultural paradigm in which mobility is no longer focus on building road infrastructures and starting with “sustainable mobility” policies and expects that in the near future all sectorial policies that influence mobility (eg policies that allow parents to choose a school in the vicinity of their work) will have to be studied and analysed in an integrated way within urban mobility at local level. In order to improve the methodological framework Lisbon municipality suggested that IMT Mobility Package could be updated and its compatibility with EU mobility package is increased. At the same time the methodological framework could be improved by increasing technicians training in SUMPs and promoting shared experiences, two components where Prosperity is expected to provide some support.

Needs for development or improvement of the existing elements of the National programme:

On the financial framework the municipality of Lisbon pointed out the unbalance of investment between road network and sustainable mobility as the major negative issue, but also states that, recently, at local level there is a tendency to achieve a higher balance between both types of investment.

Another major barrier at this level is perceived to be the lack of a common vision between technicians with co-existent different languages and different mobility paradigms. To achieve a higher consonance, the use of social networks was mentioned as an important innovative tool and the use of European/National level portals to disseminate information was also mentioned.

Another important improvement would be to increase the legal training of technicians that work with SUMPs.

On the financial framework it was stressed that besides considering investment cost, SUMPs should address maintenance and exploitation costs, as a way of consider the short, medium and long term financial commitments.

The fact that mobility plans are mostly oriented towards commuter mobility issues was referred, as an obstacle to address more specific mobility issues, such as touristic mobility issues.

Finally, there isn’t a regular mobility data collection, which is seen as a missing element that hinders the development of sustainable mobility plans.

Plans and ambitions for the missing or underperforming elements of the National programme:

In order to increase the return of investment in sustainable mobility, the proposed actions should be incorporated in a strategic approach (the SUMP) and sequential investment practices that capitalize past investments should be encouraged, creating an articulated framework for mobility development rather than loose and unrelated punctual actions.

To better anticipate mobility issues and prepare timely responses, it was suggested that a national agency could institute a cabinet dedicated to study and prepare responses for mobility trends.

As the absence of a Mobility Observatory was referred as a relevant missing element on the monitoring framework, the use of indicators to monitor and adapt SUMP implementation was also seen as a process that should be improved to achieve higher accountability levels. Possibly, the situation could be improved by promoting a higher level of national monitoring in a scenario that contemplates the empowerment of IMT to monitor the use of indicators and the fulfilment of SUMP objectives.

What works well and would you suggest to other countries to transfer from your National programme?

The promotion of cross-subsidization (e.g. using parking revenues to fund other sustainable mobility elements) is seen as a powerful tool to encourage SUMP.

The publications of IMT Mobility Package (2012) as well as the legal response to shared mobility needs (2017) are seen as positive examples on how to anticipate and timely respond to mobility challenges.

What you see as innovative in your National programme?

At innovation level it was stressed that the city of Lisbon has been redesigning and reshaping its mobility for the past years to reach a new mobility paradigm. The “Mobility Revolution” is an example worth being studied and followed by other countries.

Accordingly to the municipality of Lisbon, Portuguese framework legislation that is being prepared to promote electric, shared and sustainable mobility can be seen as an example that might interest other countries.

The municipality of Águeda was mentioned as a best practice example because they articulate their economic development strategy and the “mobility” concerns, namely promoting their bicycle industry abroad.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

The Danish fund allocation culture was identified as a best practice that could be followed.

As external best practices the case of the French Plan de Déplacement Urbains (PDUs) and the English school mobility plans (considered to be low cost and produce a high return on investment) were referenced as examples worth following.

Suggestions for the support from the EU level:

The allocation of direct funding to SUMP elaboration is seen as a primary action to promote SUMP and EU actuation can be important not only by increasing the financial support to SUMP but also by requiring SUMP to access EU funds.

Besides the creation of a legal framework with mandatory SUMP, the municipality of Lisbon recognizes that EU could help promoting SUMP by promoting the transposition of SUMP

legislation to national legislation. The promotion of knowledge exchange can be better achieved if EU provides support material that can help local technicians to provide evidences of the importance of SUMP adoption.

The promotion of SUMP should begin with the creation of a legal framework that could benefit if promoted different planning solutions to different scales and if had EU support to allow a higher flexibility to better adjust the mobility planning process to local idiosyncrasies. The importance of having proportional solutions, adapted to different urban complexity, should be stressed.

Finally, the EU could also help stressing the importance of training by restricting access to EU mobility funds to authorities with proven investment on mobility training for its technicians.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

Prosperity is seen as important project to help promote a stronger legal framework for SUMP, share best legal and technical practices between participants and promote SUMP training.

At this level the availability of training, both remotely and face-to-face, is a clear path to encourage SUMP. However, it is also important that timely updates are provided as the quick evolution of sustainable mobility management can quickly become outdated.

At the financial level, it is expected that Prosperity can help authorities to understand the importance of adequate funding to SUMP elaboration, and also that different planning solutions are needed to address distinct local issues.

Prosperity is expected to share know-how on mobility experiences, namely on how to overcome data shortage and achieve a feasible monitoring process.

Prosperity is also expected to raise the awareness on the importance of promoting mobility enquiries as a fundamental tool to promote sustainable mobility planning.

## 27. Romania

### 27.1. State of the National SUMP programme in ROMANIA

Author/s of the "Update of National SUMP inventories:	Irina Rotaru (CiMO - Association Cities on the Move)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;

How many cities in your country/region which have formally adopted a SUMP?

There is no official data about the Romanian cities, municipalities and towns that have adopted a SUMP and no institution assigned to monitor the process of SUMP elaboration.

According to "Section 4: The network of localities" of the Law 351/2001 regarding The spatial planning for the national territory, in Romania there are 265 urban localities:

- the capital, Bucharest – level 0,
- 11 county capitals of national importance, with potential influence at European level – level 1,
- 81 county capitals of regional importance - level 2 and
- 172 municipalities and towns - level 3.

7 cities (level 1) classified as regional development poles together with Bucharest and its Ilfov region have been supported in the elaboration and adoption of their SUMPs through the Regional Operational Program 2007-2013 (Bucharest's SUMP is still in a consultation phase).

According to the unofficial empiric information, all 1st level cities and most of 2nd level ones have a SUMP already approved and in implementation phase or in consultation phase. Among 3rd level localities (municipalities and towns), about a half of them have already manifested urban mobility concerns and are in various phases of the elaboration of their SUMPs.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

There is no official data about the number of cities engaged in the preparation of their first SUMP.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

There are no cities with the 2nd or 3rd generation of SUMP, 1st level cities have started their SUMP in 2014-2015, while the other cities, municipalities and towns started them in 2015 or

2016 or have only planned to start them later on. According to the present legislative context, a SUMP generation should last around 10 years.

## B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

The Ministry for Regional Development, Public Administration and European Funds (though its Regional Development and Infrastructure General Directorate) is the main responsible for the urban mobility policies and legislation

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Besides the Regional Development and Infrastructure General Directorate of the Regional Development Ministry that is defining the general urban mobility framework, there is also the Regional Operational Programme General Directorate (Part of the same Ministry) that is indirectly influencing the field as it is responsible with the management of the EU allocations for infrastructure conditioned by the elaboration of SUMPs. Through ROP there were also funded the first SUMP for Bucharest and seven 1st level cities.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Some familiar, other not

The compartments that have responsibilities in the urban mobility field or regional development funding are generally familiar with the SUMP. However, SUMP is still a novel instrument in Romania, not always fully understood especially when it comes to the implementation phase.

Do you see any gaps in awareness of SUMPs on the higher level of government in your country? (For example, ministries and agencies have heard about SUMPs, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMPs / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Cities tend to see the SUMPs as instruments allowing them to obtain funding for infrastructure, frequently ignoring their real purpose. There is not a clear distinction regarding the content of SUMP, the kind of urban mobility activities and studies necessary for different categories of cities. Even if an essential element for the elaboration and implementation of SUMP, cooperation between various entities (localities or institutions or organisations) is not encouraged by the actual legislation. Besides, consultation is mostly formal, not enabling a real implication of the stakeholders in the definition of the urban mobility future of their cities. Monitoring the SUMP's preparation or implementation is almost impossible as there are not clear indicators, nor responsible institutions to perform it. The quality of the SUMP has not been considered at all. The approval process in itself seems very superficial and a total lack of awareness concerning the cost of a SUMP is to be noticed.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMPs in your country/region?

- Support trainings on the content and role of SUMPs;

- Publish official information materials (booklets, guidelines, videos) explaining the SUMP, how to elaborate a good SUMP, how to implement it etc.;
- Institute a monitoring system of the SUMP with various incentives to incite a competition regarding SUMP;
- Better definition of the urban mobility and SUMP general framework with distinctions for different categories of cities;
- A grid on how to assess the quality of a SUMP ( with monitoring and evaluation indicators);
- A grid on how to correctly estimate the costs of the elaboration and approval of a SUMP for different categories of cities;
- Rethink the approval procedure of the SUMP so that to assure a qualitative evaluation made by specialists in the field.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with specific legislation,

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National or regional funding conditional on having a SUMP

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

No

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

The formal adoption of a SUMP is compulsory for it to be recognised as such. Funds have been awarded for the elaboration of 8 SUMP for the main Romanian cities (seven 1st level cities and the capital).

The obtaining of infrastructure funding through ROP is conditioned by the inclusion of the corresponding projects in the SUMP.

Is implementation of a SUMP compulsory in your country/region? Please give details.

Not explicitly. It is highly recommended.

Elaboration and implementation of a SUMP is not compulsory, but recommended. Taking in consideration the dimension of mobility problems in large cities and the existence of European funds dedicated to mobility projects, there is a high interest for eligible authorities to apply for funding for the measures included in the SUMP, hence to implement the SUMP.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.



The monitoring and evaluation of the SUMP implementation is not very explicit and there are no generally approved indicators, nor clear attributions in this sense or a specific procedure to be followed or a possibility of control and enforcement.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

Not yet. For the moment, there is any reference to this issue, only that, according to the recent modifications of the legislation, the SUMP should become part of the General Urban Plans (GUP) that have to be updated once each 10 years.

## **C.2 Financial resources for SUMP preparation and implementation**

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:

Funds from the local Council

- at the national level:

Funds for the mobility projects included in the SUMP can be obtained through the Regional Operational Program 2014-2020.

Is the financial framework for urban mobility secured and clearly defined?

No.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Regional Operational Program 2014-2020 is meant to support sustainable territorial development.

Its Axe 4 is dedicated to urban mobility investments in county capitals (funds for improving the public urban transport; for soft and electric transport and respectively for reducing CO2 emissions in urban areas)

Its Axe 3.2 refers to urban localities, explicitly promoting the SUMP as an instrument helping to reduce the CO2 emissions.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

There is not a clear minimum standard defined for SUMP, nor monitoring competences attributed. The dedicated legislation only refers to the list of elements that it should include, lacking specific quality indicators or a differentiation on various types of cities.

## **C.3 Guidelines and methodology for development of SUMP**

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Not quite. There is a more general methodology adopted in February 2016, but it mainly refers to the general content of the SUMP and not so much to the elaboration and implementation processes. The quality criteria are not considered and there are no generally approved official monitoring references.

There are some more detailed guidelines meant as reference for the local public authorities (to inspire them in the elaboration of SUMP) but without legal value. The first one has been elaborated in March 2014 in the framework of the European project BUMP – Boosting Urban Mobility Plans ([www.bump-mobility.eu](http://www.bump-mobility.eu)), based on the EU document «Guidelines. Developing and Implementing Sustainable Urban Mobility Plans ». The second guide has been elaborated by Jaspers regarding the preparation and implementation of SUMP. It has been translated in Romanian in February 2015 by the ROP Management Authority.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Most of the guidelines are inspired by the EU guidelines and generally not so much adapted to the local specificities.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

Not exactly, there are mainly the European guidelines and recommendations imposing the development of more sustainable transport measures and mobility systems.

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No, SUMP are not actually evaluated qualitatively or monitored. Only the projects included in the SUMP that are presented for funding allocation have to respond to more rigid quality criteria.

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No, only the individual projects presented for funding are assessed. The allocations are not depending on the quality of the SUMP's, but on the presentation of the individual projects submitted for funding.

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regular SUMP web site?

There is not such a national level dedicated website. Information on the legislation and funding available in the urban planning field (and implicitly concerning urban mobility issues) is published on the website of the Ministry of Development. <http://www.mdrap.ro/>

Besides, there are several private websites and Facebook pages or groups that provide news in the field of urban mobility.

Additional information is generally taken from the European platforms in the field like eltis.

- Help desk?

The Regional Development Agencies have people that can provide brief advice on SUMP development and the funding of urban mobility measures/projects. There are also several NGOs providing advice in the field, among which there is also Cities on the Move that has also assumed the role of urban mobility National Focal Point, initiating more focused activities in this field.

- National research programme?

There is not the case. The “Ion Mincu” University of Architecture and Urbanism from Bucharest is proposing an Urban Mobility Master and several PhD researches have been developed here on urban mobility, but up to the present none of them concerned the SUMP specifically.

- National guidelines?

As mentioned above at point C3

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

There are no regular raising awareness events about SUMP or sustainable transport benefits. However, such events have been organised rather frequently in the framework of different EU funded projects like Active Access, Transport Learning, Eltis Plus etc. Besides, in the main Romanian cities took place different international conferences specifically dedicated to urban mobility (like the 2nd European conference on SUMP organised by ENDURANCE, the European SUMP network, in Bucharest 16-17 June 2015 or the 4th edition of Cities of Tomorrow conference in March 2015) or including an urban mobility session. Furthermore, the periodical events informing about the available urban development funding may also serve as incentive for SUMP elaboration and implementation.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

There is no regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation. Through the assistance programme for elaboration of SUMP for 7 urban growth poles and Bucharest-Ilfov, training sessions have been offered for civil servants working for the public administrations considered by this programme.

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

n/a

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

n/a

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No.

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line
- Comments, details:

However, most of them are external experts, while the employees of the local level public administration frequently miss a deeper understanding of the SUMP instrument and of its role and functioning.

Is facilitated knowledge exchange between cities set up in your country? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

No. The only such exchange occasions are generally provided by the activities of the EU funded projects involving Romanian partners.

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

Sometimes, regional development agencies are more or less formally informing and/or advising cities on urban mobility issues and opportunities.

## 27.2. Structured interviews with national level representatives - ROMANIA

<i>Interviewees of “Structured interviews with national/regional representatives”:</i>	<i>Not provided</i>
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What has been achieved by the National programme so far?

Even if transport policy and measures were present in Romania since a long time, urban mobility was considered at political level relatively recently. It has been specifically included into the urban development law only in July 2013.

In Romania, there is not a general programme dedicated to urban mobility or to SUMPs, but along the past decade, references to these became progressively frequent in the urban planning legislation and recommendations.

What it has done well, and what not so well?

According to the persons interviewed, the national references and regulations regarding SUMP, and especially the distinction of this instrument as an eligibility condition for obtaining several types of infrastructure funding, increased the interest of local authorities for it. However, the national legislation in the field can be still improved to explicitly incite local authorities to adapt their SUMPs depending on their particular situation and context and impose a wider participation (involvement of the employees of the local public administration and of the NGOs since the early phases of SUMP elaboration).

What the most difficult aspect of encouraging SUMPs is, from a national perspective?

A specific programme launched in 2014, allowed the elaboration of SUMPs for the main 8 Romanian cities (the capital and 7 growth poles) with European funding. The representative from the European Bank for Reconstruction and Development (EBRD - the institution that guided and monitored the elaboration of these 8 SUMP) estimated that there were significant differences in the attitude and process of elaboration from one city to another. The most challenging technical part seemed to be the prioritisation of the various urban mobility projects and measures (testimonies of both, experts and national level representatives). The main worry (expressed at EBRD level) is related to the administrative capacity of the cities supported to develop SUMPs, to effectively use them and implement them. Both issues are related to the local understanding of this instrument and implicitly to the level of administrative capacity, indispensable not only in the elaboration of a good SUMP, but also in its implementation. That is why, they suggested more thematic training, twinning and experience exchange (between cities in the same region or country or from different states) should be organised in order to improve the national context in the field and the efficacy of this instrument in Romania.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

The methodology used (inspired by the European guidelines and benefiting of Jaspers’ advice) was considered adapted for that first series of large cities, but not very sensible to be replicated as such in the case of smaller cities or towns. They only risk spending a lot of

money on sophisticated analysis that cannot help them identify and meet their real needs. A very positive aspect noticed by the EBRD expert in some cases was the involvement of NGOs and local people in the SUMP elaboration, fact that substantially eased the process helping to produce an instrument better adapted to the actual circumstances and responding to the local needs. In this sense, recalling their experience, the representative of Alba Iulia municipality stressed the fact that the creation of an interinstitutional working group on urban mobility (including people from their different departments concerned, as well as from the county council, public transport operator, police, NGOs and other stakeholders) facilitated their process of SUMP elaboration.

Needs for development or improvement of the existing elements of the National programme:

The communication associated to SUMP raised a lot of debates. Many complained that it was weak preventing a good understanding of this instrument and of its potential, and implicitly affecting the entire process of SUMP elaboration and subsequent implementation. Extended communication and rising awareness campaigns were mentioned among the “obvious” elements that can bring substantial improvement in the SUMP quality. Nevertheless, there were some cases (like for Iasi, one of the growth poles) of clever use of communication tools (like short movies on SUMP or platforms witnessing the evolution of the SUMP associated documents, processes and comments) in the process of SUMP elaboration. On the other hand, public consultation represents still a big challenge for the Romanian local administrations that do not understand its role (frequently seeing it as a loss of time) and miss the resources for it.

Besides the administrative capacity (knowledge and expertise) of the local public administration to work with the SUMP and benefit from it at its full potential, another main issue recurrently mentioned by both, experts and national representatives, was the scarcity of reliable actual data. Over the recent years, Romania knew important changes in the population structure so that working with outdated information empirically updated and various approximations can cause major problems, preventing the proposal of adapted solutions.

Plans and ambitions for the missing or underperforming elements of the National programme:

The inclusion of the SUMP in the General Urban Plan (GUP) was generally perceived as a positive aspect as it encourages a positive correlation of urban mobility with the urban planning regulations, but some of the respondents noticed that the negative aspect linked to this was the more superficial evaluation of the SUMP when approved. Its adoption tends to be rather formal as it is not assessed separately by a specialised commission, but by a more general one as part of the GUP.

Another positive aspect was that when preparing the methodology for the elaboration of the SUMP (adopted in 2016) the Ministry of Development collaborated more or less formally with the EBRD representatives in charge of the coordination of the first 8 SUMP. The shortcoming is that the methodology was too much influenced by this experience, only referring the situation of large cities, while completely ignoring the case of the smaller cities and towns that however represent the majority of the Romanian urban settlements. Besides, smaller cities and towns that have smaller budgets and are also deprived in terms of specialised human resources, have no access to funding for the elaboration of their SUMPs and less chances to get money for the associated projects as they have to compete with the larger

and stronger cities, considered somehow priority. Another aspect that was not enough detailed and limits the flexibility and efficiency of this instrument, is the development of a single SUMP for a larger territory including more settlements functionally related to each other and acting as an urban system.

What works well and would you suggest to other countries to transfer from your National programme?

In all cases, a major problem has been time. The experts complained that especially in the case of large cities (growth poles) the time allocated (one year and a half) was very short for all the analysis and activities they had to do to meet all the requirements. The small and medium municipalities considered that because of the complex administrative procedures and of the changing legislation in the field, the process lasted far too long. This was also because there is no distinction between the large and smaller cities and no simplified procedure / requirements in the case of the latter ones. According to EBRD, SUMP should be adapted to the specificity and capacity of each territory, avoiding overregulation, hence local authorities should benefit of more suppleness to shape this tool depending on their needs and constraints.

What you see as innovative in your National programme?

n/a

Are there innovative parts of National programmes elsewhere that you would like to know more about?

As noticed by experts as well as by EBRD representative, small cities are expected to follow exactly the same endeavours as the larger ones, even if their transport system is far simpler and they have any benefits from a very complex analysis, an evolved traffic model and process that take more time and, if well done, cost more than they usually can afford. Regarding the traffic model, the experts commented that it is very useful for larger cities and only if there are people in the local administration that know how to use it. It should not serve only in the SUMP elaboration phase, but also support its implementation.

Suggestions for the support from the EU level:

All respondents mentioned the need to have increased support (in terms of funding, consultancy and/or experience exchanges) for the elaboration of the SUMP as well as for the implementation of projects included in it. The local officials interviewed stressed the need for more training. In many cases, SUMP has been elaborated exclusively by a specialized company, while town hall representatives were not trained to understand and use it. As one of the officials interviewed said, "99% of the persons invited to the SUMP's presentation (prepared by a specialized company) didn't understand much", in the conditions when the audience was composed of representatives of the local institutions (police, local council, county council, NGOs etc). Taking into consideration the lack of administrative capacity and the continuous process of renewal of SUMP, they viewed as salutary transfer of knowledge and experiences in the field between people in different countries.

The European level recommendations suggest updating the SUMP once each 5 year, but for larger cities only the elaboration and approval of SUMP was meant to be done in one year and a half, time considered definitely insufficient by the experts working on them.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

Main problems: data availability, administrative capacity (knowledge and human resources), lack of flexibility (one general methodology rather suitable in the case of large cities), communication and consultation, evaluation and monitoring



## 28. Slovakia

### 28.1. State of the National SUMP programme in Slovakia

<i>Author/s of the "Update of National SUMP inventories:</i>	<i>Thomas Durlin (Cerema) National level representative: Vladimír TOŤH, Ministry of Transport and Construction of the Slovak Republic</i>
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#### General description of urban mobility

What is the average modal split for urban mobility in your country?

- In passenger kilometres:

Car driver: 32 % Car passenger: 19% Public transport: 30% Cycling: 1,4 %  
Walking: 15 % Taxi: 0,4 % Motorcycle: 0,7 %

- In number of journeys:

Car driver: 27 % Car passenger: 11,5% Public transport: 16,9% Cycling: 5,7 %  
Walking: 37 % Taxi: 0,4 % Motorcycle: 0,4 %

Note that: in the last survey, some people did not specify the transport mode. Therefore the sum of all figures does not add up to 100 %.

What are the three major stakes concerning urban mobility in your country?

The three major identified challenges are related to stakeholders whose mindsets have to evolve towards a more sustainable paradigm:

- decision-makers are still not very open nor aware of sustainable mobility.
- Car drivers have to be more friendly towards other modes, especially cycling and walking.
- Traffic engineers usually still use old standards (e.g. high trend for car traffic demand) and are not fully aware of alternative modes, like cycling paths still considered as not very useful.

#### State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document) with some support from the national/regional level;

Note: the framework is well established but feedbacks from experienced local authorities are still lacking, as cities are still at the first generation of SUMP. Especially, how SUMP is perceived by citizens and stakeholders is not yet fully known.

How many cities in your country/region which have formally adopted a SUMP?

3 cities have already adopted a SUMP. They started before the finalisation of the national methodology for SUMP elaboration, but they still fulfil all major requirements and can be considered as SUMP. The approval was done with the assistance of the JASPERS.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

5 cities (out of 2890 municipalities) are engaged in the process of their first SUMP elaboration. Other municipalities will be incorporated in regional SUMP.

All 8 regions are supposed to develop a regional plan for sustainable mobility (Sustainable mobility plan or SMP). 3 have already adopted their plan.

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

No

## Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Three ministries are cooperated for sustainable urban mobility:

- Ministry of Transport, in charge of urban mobility and transport in general,
- Ministry of agriculture and regional development, in charge of the Integrated regional operational programme 2014-2020, the operational program for regional SMP, including relations with EU funding activities for sustainable planning support.
- Ministry of interior is in charge road marking and road sign policy, and therefore frequently associated to mobility projects to give its final approval.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Recently, the collaboration between the two ministries of transport and agriculture was set up due to different competences and expertise. The cooperation is now effective.

Cooperation with the ministry of interior is still difficult owing to insufficient education. However some negotiations are in progress.

Regions and big cities now share their experiences with smaller ones.

But education is still needed as some barriers remain, like the constant support of politicians for free car park.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Very familiar: the Ministry for Transport is very familiar with the SUMP concept, with a high expertise on mobility planning

- Mostly familiar: thanks to constant collaboration with the Ministry of Transport, the Ministry for Agriculture, more oriented on EU funding, is now familiar with SUMP.
- Mostly familiar: universities and NGOs
- Mostly not familiar: the Ministry of interior is still using old standards that differ from sustainable mobility approach, and that potentially are not compatible with it.
- Mostly not familiar: the majority of transport engineers.

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Despite the collaboration between both ministries of Transport and Agriculture, two major gaps are identified in their relations with the ministry of Interior:

- As the ministry in charge of marking and road sign policy, the Ministry of interior affairs is by law associated to transport projects to give its final approval. However, its expertise in sustainable mobility is lacking at national, regional and local levels. This can lead to project rejections by the police, still using old standards in favour of car-drivers.
- Parking-oriented law regulations: parking is allowed everywhere, unless prohibited by traffic signs or certain provisions (parking before a pedestrian crossing, parking in an intersection, etc.). The enforcement by police is not done thoroughly leading to cars parked all around cities.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

The main action to overcome these gaps concerns communication and awareness:

- communication towards local authorities – technicians and politicians.
- Workshops for policemen / police officers.

This type of action is efficient (as it proved to be with the Ministry of Agriculture) but it is a long-term process.

## State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

– Other, please describe and provide a link:

SUMP is not yet explicitly integrated in law nor in dedicated documents regulating urban mobility. This is not considered as an obstacle, as long as methodological documents set the framework for SUMP.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National cycling policy : The National cycling strategy<sup>26</sup>, elaborated in 2013 and currently being updated.
- Decarbonisation policies and legislation on air quality are competences of the Ministry for Environment. Their impact on mobility policy is integrated within national strategies (cycling, public transport, ...).
- Legislation on PT quality / energy efficiency: the Public Passenger Transport 2030 and the Strategy of Public passenger and non-motorized transport development until 2020
- Land-use obligations in transport planning: Land use plans are mandatory (even if some cities still do not have any). SUMP is a useful input for cities to elaborate land use plans, as municipalities have various level of awareness of mobility. Considering that SUMP are still quite new and that land use plan elaboration and updating is a long term, no real feedback on the relation between SUMP and land use plan is available yet.
- National or regional funding conditional on demonstrating that SUMP has been implemented: in the future, funds for cycling master plan elaboration may be contingent on the existence of a SUMP

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

No other identified policy apart from the one defining the role of the Police and Ministry of Interior (final approval for marking and road sign and for car park) (see above)

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details. Is implementation of a SUMP compulsory in your country/region? Please give details.

No

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Even if monitoring and evaluation are not mandatory, a framework has been developed nationally. Within this framework, regions can define their own indicators.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

Updates are not compulsory yet. The principle of compulsory updates and the associated frequency have to be defined later based on lessons learnt from current SUMPs.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

<sup>26</sup> [http://www.telecom.gov.sk/index/open\\_file.php?file=doprava/cyklistika/Cycling\\_Strategy\\_2013\\_2nd\\_edition\\_EN.pdf](http://www.telecom.gov.sk/index/open_file.php?file=doprava/cyklistika/Cycling_Strategy_2013_2nd_edition_EN.pdf)

- at the local or regional level, depending on the type of plan (elaborated by local authorities or by regions)
- at the national level
- at the EU level.

Is the financial framework for urban mobility secured and clearly defined?

The efficient and clear collaboration with the Ministry of Agriculture, in charge of dealing with EU funds, leads to a secured and clearly defined financial framework.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

National and EU levels are associated for cofinancing, based on similar criteria. All 8 regions are now funded.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

The standard is defined by the methodology developed by the Ministry of Transport.

In practice, several authorities started to elaborate their SUMP before the methodology was approved, but the compatibility of their approaches with the methodology principles has been checked.

Drawing on European funds for regions and municipalities is contingent on SUMP development. Inasmuch the programming cycle started in 2014 and the first drafts of SUMP are expected in 2018-2019, to provide beneficiaries with some money in the first half of the operational programme, half of the financial allocation was released to finance so-called no-regret projects. In order to draw money a beneficiary have to submit so called project-fiche which is assessed by the joint commission comprising members of the ministry of transport (responsible for mobility) and ministry of agriculture (responsible for financing). Once the commission approve the project, it is considered as a no-regret project able to be financed before completion of a SUMP. Only projects indisputably favourable for public transport and sustainable mobility could advance in the no-regret pipeline. Other projects must be justified in SUMP.

### **C.3 Guidelines and methodology for development of SUMP**

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

The ministry of Transport has elaborated and disseminated methodical guidelines<sup>27</sup> on how to prepare SUMP.

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

National guidelines are inspired

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<sup>27</sup>

[http://www.telecom.gov.sk/index/open\\_file.php?file=doprava/verejna\\_osobna\\_doprava/strategicke/PUM\\_1\\_0\\_2.pdf](http://www.telecom.gov.sk/index/open_file.php?file=doprava/verejna_osobna_doprava/strategicke/PUM_1_0_2.pdf)

- By European guidelines: ELTIS guidelines for SUMP (“Developing and Implementing a Sustainable Urban Mobility Plan”) and by the ELTIS Poly-SUMP Methodology (“How to develop a Sustainable Urban Mobility Plan for a polycentric region”).
- By existing Slovakian Terms of reference for so called regional transport masterplans to help with the adaptation to the national context.

A checklist was used to ensure a posteriori that cities with already approved SUMP do comply with SUMP principles.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

No specific guidelines have been developed, as those topics are integrated within the SUMP guidelines.

#### **C.4 Monitoring and evaluation of SUMP’s development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

A framework for monitoring and evaluation has been developed nationally. Within this framework, Authorities can define and use their own indicators.

Is the content of adopted SUMP’s assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP’s judged to be better get more funding?

Adopted SUMP are assessed by Ministry of Agriculture and Ministry of Transport, as well as by experts from JASPERS.

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP’s in your country? Please, provide the link.

- National/regular SUMP web site of Ministries
- Supervisors, with the certification from Civitas Initiative
- National guidelines
- Other: JASPERS

Are regular awareness raising events about benefits of SUMP’s and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Conferences with delegates of regions, local authorities and citizens, as well as work groups and think tanks - mostly with the biggest cities - are regularly organised by the national authority.

Those events enables top-down and bottom-up communication, which is considered as very valuable by all stakeholders.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

There is no specific training provided on the national level, but awareness raising events include some training activities.

If so, how often does training take place? If so, which topics does the training cover? If so, is the training good quality and helpful? Please explain your answer. Are training materials available online? If so please provide a link,

Usually once a year. The main goal is to exchange information (issues, obstacles, solutions) and to brainstorm.

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

Slovakia is involved in the Advance project and therefore uses the corresponding list of certified experts<sup>28</sup>.

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line (cf the Advance list of experts)

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

There is no specific knowledge exchange between regions or cities, as current events are considered as sufficient to create a natural dynamic of experience sharing between stakeholders.

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

Dissemination tools are provided by the ministry of Transport to communicate on the importance of sustainability, e.g. a brochure on the Public Passenger and non-motorized transport strategy (update in preparation).

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<sup>28</sup> <http://eu-advance.eu/index.php?id=67&country=Slovakia>

## 29. Slovenia

### 29.1. State of the National SUMP programme in SLOVENIA

Author/s of the "Update of National SUMP inventories:	Aljaž Plevnik and Mojca Balant (Urban Planning Institute of the Republic of Slovenia)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

[We have a well-established urban transport planning framework that incorporates SUMP \(or equivalent document\) with some support from the national/regional level;](#)

How many cities in your country/region which have formally adopted a SUMP?

65

How many cities in your country/region which are engaged in the preparation of their first SUMP?

6

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

YES, 2 (Nova Gorica and Ljutomer)

Depends on the availability of funding and projects (10 years for Nova Gorica (however, a regional SUMP was prepared in-between in 2015); 5 years for Ljutomer).

#### B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Ministry of infrastructure

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Formally the Ministry of infrastructure is responsible. However, it is strongly supported and collaborates on regular basis with the Urban Planning Institute of the Republic of Slovenia, who was the driving force for SUMP in the country for more than a decade.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Very familiar

Ministry of infrastructure

Urban Planning Institute of the Republic of Slovenia

- Mostly familiar



Other ministries (e.g. Ministry of the environment and spatial planning, Ministry of health, intersectoral group for sustainable mobility which is involved in EMW activities)

#### Regional development agencies

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

SUMP awareness in Slovenia has improved significantly over the last few years. The SUMP concept was introduced by Urban planning institute of the Republic of Slovenia through different activities, but mainly through the EU project Civitas Elan (2008 – 2012) and national project on Sustainable urban transport plans (2011 – 2012). Within those two projects first two SUMP were prepared, European SUMP guidelines were translated and adapted to local context and the Ministry of infrastructure strengthened its support for SUM planning.

Since then several activities for promoting SUMP concept aim at improving the awareness and acceptance by cities (municipalities). The most important among them are:

- participation in European projects on sustainable mobility and European mobility week within which numerous awareness raising and training events are organized;
- national tenders for SUMP preparation (2015 – 2017 by the Ministry of infrastructure, 2017 – 2018 by the Ministry of the environment and spatial planning).

The interest of cities is growing. In 2017 more than 60 cities adopted their first or second-generation SUMP and in 2018 this number will rise to more than 70. This means that in 2018 two thirds of “urban settlements” (urban areas around urban settlements with all together over 5.000 inhabitants) in Slovenia will have a SUMP in place.

Main gaps in awareness of SUMP identified in Slovenia are:

- lack of political support on the local level (mayors);
- lack of understanding that implementation is as important as adoption of a SUMP;
- lack of understanding that SUMP concept aims at changing / improving the entire paradigm of transport planning;
- lack of local funding for sustainable transport measures – cities primarily rely on national and European funding;
- lack of know-how on city level;

Implementation has only started in 2017 so further gaps can be expected.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

The Ministry of infrastructure is already very active and does its best to improve the awareness of SUMP. It is important that implementation of these activities continue in future on a regular basis (tenders for measure implementation, M&E of implementation, EMW...). For the future, the dissemination of results and good practice will be important for gaining recognition and ownership of SUMP on all levels.

Awareness raising among decision makers on city level is most important. Mayors are the main target group.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes
  - currently dependent on Cohesion Policy;
  - basic content of the national programme is outlined in »National strategy for sustainable urban mobility planning on local level« from 2012; some further issues are described in »Guidelines for intersectoral approach«, also from 2012;
- with dedicated documents
  - translated and adapted EU SUMP Guidelines

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
  - Basic content of the national SUMP programme is outlined »National strategy for sustainable urban mobility planning on local level« from 2012 with some further issues covered in »Guidelines for intersectoral approach«, also from 2012;.
  - National transport policy (not very much SUMP oriented apart from strategic goals).
- Decarbonisation policies/legislation/programs
  - Action plan of renewable energy sources 2010-2020. The objective of this national development plan is to decrease CO2 emissions for 20% in comparison to 1990.
- Legislation on air quality
- National or regional funding conditional on having a SUMP
- Others, comments, details:
  - Recent and current activities including the tender for cca 60 SUMP; awareness raising activities and implementation of measures are part of »Operational Programme for the Implementation of the EU Cohesion Policy in the Period 2014 – 2020«, investment priority 4.4.

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

No.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Yes – adoption by the Municipal / City Council.

Incentive – national funding tenders in this field are conditioned by an adopted SUMP.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Yes, for SUMPs that were prepared within the national tender. Municipalities have to monitor and report results of selected indicators for the next 5 years (at least 2 per municipality). Methodology for two indicators (modal split and travel to school) was prepared and distributed by the Ministry of infrastructure (municipalities were encouraged to monitor those two).

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No.

Municipalities are encouraged to review their SUMP every 2 years and update it every 5 years.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:
  - Cities can assign resources for implementation of measures in their annual budget. However, these budgets are already under pressure from all sectors and political will has to be strongly in favour of sustainable mobility to assign budget to it. Most of them aim at applying for a regional, national or European tender (some already require an adopted SUMP).
- at the national level:
  - Currently there are two ongoing national tenders (by the Ministry of Infrastructure (within operational programme 2014 – 2020) and Ministry of the environment and health (2017 – 2018).
- other financial resources:
  - Potential to take part in a SUMP related EU project.
- Comments, details:
  - Lack of resources is one of the most common barriers.

Is the financial framework for urban mobility secured and clearly defined?

Yes, for current operational programme (2014 – 2020).

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Yes, to access Cohesion funds (tenders by the Ministry of Infrastructure).

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

SUMP preparation must follow National SUMP Guidelines (translated and adapted EU SUMP guidelines) with clearly define obligatory activities. Final documents as such (the content) are not reviewed. Slovenia is aiming for development of such evaluation scheme within the PROSPERITY project.

### C.3 Guidelines and methodology for development of SUMPs

Is SUMP's development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

In 2012, national guidelines 'Sustainable mobility for successful future: Guidelines for preparation of Sustainable urban mobility plan' (in Slovene: Trajnostna mobilnost za uspešno prihodnost: Smernice za pripravo Celostne prometne strategije) were issued.

[www.trajnostnamobilnost.si/Portals/0/publikacije/TM\\_Brosura\\_FINAL.pdf](http://www.trajnostnamobilnost.si/Portals/0/publikacije/TM_Brosura_FINAL.pdf)

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

They are a translation and adaptation to local context of the EU SUMP Guidelines.

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

No, but some are under preparation (cycling, mobility management).

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

Cities (62) that prepared SUMP's within the national tender by the Ministry of infrastructure had to follow National SUMP Guidelines and report about the process and activities (three reports with predefined minimal standards had to be submitted to the Ministry of infrastructure. A 5-year M&E scheme was also set-up for these cities (at least 2 indicators have to be reported, cities can choose them, but were also encouraged to monitor at least one indicator suggested by the Ministry (the latter provided methodology for two indicators - modal split and travel to school).

Is the content of adopted SUMP's assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No, though it is planned that such scheme will be developed for Slovenia within the PROSPERITY project.

### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National/regional SUMP web site? : Yes, national platform for sustainable mobility:  
<http://www.trajnostnamobilnost.si/>
- Newsletter? : Yes, 1-2 per year.
- Help desk? : No.
- National research programme? : No.
- Supervisors? : No.
- National guidelines? : Yes:  
[www.trajnostnamobilnost.si/Portals/0/publikacije/TM\\_Brosura\\_FINAL.pdf](http://www.trajnostnamobilnost.si/Portals/0/publikacije/TM_Brosura_FINAL.pdf)
- Other: Awareness raising and training events (at least 1 per year).

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Yes. At least 1 per year organized by the national platform, Ministry of infrastructure, Urban Planning Institute of the Republic of Slovenia and other partners (local or from EU projects).

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

There were numerous trainings in recent years, but nothing regular yet. Some for consultants, some for cities. All topics were covered: awareness raising, preparation of SUMP, key topics (parking, PT, public participation, M&E....).

If so, how often does training take place?

See above

If so, which topics does the training cover?

See above

If so, is the training good quality and helpful? Please explain your answer.

According to evaluation surveys implemented afterwards all trainings were both of good quality and very helpful.

Are training materials available online? If so please provide a link,

No, they were only distributed to attendees.

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

Yes – three dedicated trainings were implemented prior to national tender for SUMP preparation. A list of certified SUMP consultants was prepared by the Ministry and each expert group preparing the SUMP had to have at least one person from the list.

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No. References and license (at least one of the members of the expert group needs to have it).

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

Mostly in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Partially through EMW activities and national events on sustainable mobility. First National conference on sustainable mobility took place in Feb. 2017.

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

none

## 29.2. Structured interviews with national level representatives – SLOVENIA

<p><i>Interviewees of “Structured interviews with national/regional representatives”:</i></p>	<p><i>Answers were collected during joint discussion at the 1st PROSPERITY National Task Force Meeting for Slovenia (organized in Celje in March 13th 2017).</i></p> <p><i>Participants: Polona Demšar Mitrovič, Tadej Žaucer and Gregor Steklačič (all from the Ministry of Infrastructure); Mitja Kolbl (Prosperity city Ljutomer); Peter Zajc (Regional development agency of Koroška); Tjaša Kump Murn (Development centre of Novo mesto); Marjan Lep (University of Maribor, Faculty of Civil Engineering, Transportation Engineering and Architecture); Vanda Mezgec (Municipality of Nova Gorica); Mojca Strbad (Ministry of the Environment and Spatial Planning, Spatial Planning, Construction and Housing Directorate) and Marjeta Benčina (Coalition for Sustainable Transport Policy (NGO)).</i></p>
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What has been achieved by the National programme so far?

Big progress was made in a relatively short period (less than 10 years). SUMP are now well known and used planning practice. National programme contributed a lot – mainly with adapted EU guidelines, providing funding for SUMP preparation and implementation (using Cohesion funds), awareness raising events, trainings, list of certified SUMP consultants, linking SUMP with EMW, integrating SUMP into the National Climate Change Fund etc.

What it has done well, and what not so well?

- Positive
  - Available funding for SUMP preparation & implementation,
  - Integration of SUMP into the National Climate Change Fund – they finance further development and implementation of SUMP,
  - Number of municipalities with SUMP involved in events of national SUMP platform,
  - Number of consultants that went through SUMP training,
  - Raised awareness among municipalities and consultants,
  - Testing SUMP approach on different scales – from neighbourhoods to regions,
  - Guidelines for infrastructure for pedestrians and cyclists, for P+R and more guidelines planned,
  - Organised exchange of good practice,
  - Cooperation with NGOs,
  - Linking SUMP with EMW,
  - Ambitious plans for the future.
- Negative

- Poor acceptance of SUMPs by a big number of mayors and/or leaders on municipal level,
- Parallel (traditional) transport planning along the SUMP in many municipalities,
- Mix of implemented transport measures in many municipalities,
- Lack of assessment tools for assessing the quality of SUMP documents,
- Lack of horizontal projects which would guide municipalities and consultants in developing their SUMP and assessing their documents, and would monitor the whole SUMP process in the country.

What the most difficult aspect of encouraging SUMP is, from a national perspective?

- Strong tradition of “old school” transport planning focused on infrastructure & motorised traffic;
- Transport planning academia and transport modelling – both are opposing SUMP and arguing for traditional planning approaches;
- Opposition towards strategic and long-term planning in many municipalities, especially among transport planners;
- Lack of sustained funding for sustainable mobility on the national, regional and local level;

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

- Putting SUMP into law,
- Link to the finance after this programme period of Structural funds,
- Assessment tools for assessing the quality of SUMP documents (especially content-wise),
- Regional cooperation of municipalities with SUMP,
- Regional coordinators for SUMP (as those in Flanders),
- Integration with other sectors (land use planning, health, education),
- Demystification of some traditional methods (e.g. transport models),
- Guidelines for some important fields of SUM planning – e.g. parking, mobility management, integration with land use planning, public transport etc.
- National set of indicators for urban mobility,
- Monitoring & disseminating the good practice on the national level,
- Monitoring & evaluation of the National SUMP programme.

Needs for development or improvement of the existing elements of the National programme:

- Renewed National strategy of SUM planning,
- Improved SUMP guidelines,



- Funding of SUMP development & implementation after the end of this EU programme,
- Restructuring of national funding for the local level mobility,
- Cooperation/integration of SUM planning into the work of National agency for infrastructure,
- Campaigns for awareness raising of general public,
- Closer cooperation with mayors with special events or/and a platform,
- Improved cooperation with Universities.

Plans and ambitions for the missing or underperforming elements of the National programme:

- Most of the missing or underperforming elements are planned to be improved within the next two years. National platform is preparing two projects within the Cross-border and LIFE programmes, which could fulfil these ambitions.

What works well and would you suggest to other countries to transfer from your National programme?

- The concept of National SUMP Platform which has many similarities to the EU SUMP platform.
- Coordinating ongoing EU project with local partners in this field,
- Using the Structural funds (for those countries where these are available),
- Trainings for certified consultants,
- Linking SUMP with EMW, Climate change, Health programmes,
- Encouraging also smaller municipalities in developing SUMP.

What you see as innovative in your National programme?

- Most of the elements were transferred from abroad, not many really innovative elements. Maybe Slovenia is among forerunners in pushing SUMP concept to different scales (from neighbourhoods to regions).

Are there innovative parts of National programmes elsewhere that you would like to know more about?

- Flanders, Sweden and Catalonia will play the model role for the future development of National SUMP programme in Slovenia – we'll learn from their experience.

Suggestions for the support from the EU level:

- Continuation of existing programmes and activities, which were the main source for the quick improvements in Slovenia,
- Improving the access to programmes for less experienced users, or partners who are not part of usual consortiums,
- EU should balance their view on SUMP – at the moment DG MOVE and Jaspers don't have the same position about SUMP,
- Increasing the funds for SUMP implementation.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

- It is a promising project which already showed good results in enabling exchange between ministries. Expectations are high in learning about details of good practice, especially the one from Flanders, Sweden and Catalonia.

## 30. Spain

### 30.1. State of the National SUMP programme in SPAIN

Author/s of the "Update of National SUMP inventories:	Miguel Mateos (GEA 21)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- Other, please describe:

SUMP is promoted at the national level (for instance, through the National Strategy on Sustainable Mobility), but since 2008 (when a financial support program was stopped) without any kind of support. Its adoption is not a condition to access infrastructure funds. But, according to the Sustainable Economy Law, since 2014 SUMP are a condition to get financial support from the National government for public transport operation.

There are regions with a well-established urban transport planning framework that incorporates SUMP, fully supported by a SUMP programme, a legal definition, guidance on SUMP, assessment scheme, monitoring and evaluation, trainings etc. (for example, Catalonia).

How many cities in your country/region which have formally adopted a SUMP?

Unknown. There are no official records. According to IDAE estimations (National Energy Agency), almost every Spanish city with over 50.000 inhabitants (145 municipalities) has adopted a SUMP or is currently developing one. There are also smaller municipalities which have adopted a SUMP too.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Unknown.

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

Yes. But the exact number is unknown. There is also no common criteria regarding the time needed to update SUMP

#### B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

In Spain, urban mobility is the sole competence of municipalities. With some regions having some legal framework affecting urban transport (e.g. Catalonia, Comunidad Valenciana)

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

n/a

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Some familiar, other not

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

The concept is wide spread, although there is not always a clear understanding of the whole SUMP process, its scope and extent.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

- Develop and promote a clear and homogeneous methodology, coherent with the SUMP principles
- Create a reference point providing training and facilitating information exchange

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- Other, please describe and provide a link:

Urban mobility is considered within national strategies such as Sustainable Mobility, Urban Environment, etc.

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- Decarbonisation policies/legislation/programs
- Legislation on air quality
- National or regional funding conditional on having a SUMP

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

For many years there have been initiatives (at the National level) to promote car fleet renewal acting as an incentive to the car industry, thus promoting its use, which is not in line with SUMP objectives.

Also, in some cases, the application of certain policies can counteract with SUMP objectives. For example, urban development standards used in Urban Planning are not always coherent with sustainable mobility (e.g. low density standards used in some residential areas, mostly in suburban areas).

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

No

Is implementation of a SUMP compulsory in your country/region? Please give details.

No

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

No

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: Municipal budget
- at the regional level: Some regions provide financial support to the development of SUMPs (e.g. Diputació de Barcelona)
- at the national level: IDAE (the Spanish National Energy Agency) provides financial support to energy efficiency projects, including several sustainable transport measures
- at the EU level: Structural Funds + European funding programmes (Horizon 2020,...)

Is the financial framework for urban mobility secured and clearly defined?

No (i.e. there is not a common framework at the national level)

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

Not for investments in mobility, but for public transport subsidies

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

SUMPs are requested to be in line with the principle outlined in the Spanish National Strategy on Sustainable Mobility. It is not clear, however, how is this assessed.

## C.3 Guidelines and methodology for development of SUMPs

Is SUMPs development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

In 2006 a methodological guide was issued by the Spanish Government ([http://www.idae.es/uploads/documentos/documentos\\_10251\\_Guia\\_PMUS\\_06\\_2735e0c1.pdf](http://www.idae.es/uploads/documentos/documentos_10251_Guia_PMUS_06_2735e0c1.pdf)). But it is a bit outdated. The European guidelines were translated within the BUMP project (the translation needs some refinement, though)

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Independently developed (for the official guide in 2006)

### Translated (for the BUMP guide)

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

- Guidance on the development on Work Travel Plans:  
[http://www.idae.es/uploads/documentos/documentos\\_10250\\_Guia\\_PTT\\_A2006\\_A\\_8\\_ab6195c.pdf](http://www.idae.es/uploads/documentos/documentos_10250_Guia_PTT_A2006_A_8_ab6195c.pdf)
- Guidance on cycling policy and infrastructure:  
[http://www.gea21.com/media/publicaciones/la\\_bicicleta\\_en\\_la\\_ciudad\\_1999.pdf](http://www.gea21.com/media/publicaciones/la_bicicleta_en_la_ciudad_1999.pdf)
- PROBICI – Guidance to promote cycle mobility in urban areas:  
[http://www.idae.es/uploads/documentos/documentos\\_LibroProBici-GuiaBici-web1\\_1\\_f17cebb2.pdf](http://www.idae.es/uploads/documentos/documentos_LibroProBici-GuiaBici-web1_1_f17cebb2.pdf)
- Guidance on bike parking facilities:  
[http://www.idae.es/uploads/documentos/documentos\\_Manual\\_de\\_aparcamientos\\_de\\_bicicletas\\_edf1ed0e.pdf](http://www.idae.es/uploads/documentos/documentos_Manual_de_aparcamientos_de_bicicletas_edf1ed0e.pdf)
- Guidance on public bike systems:  
[http://www.idae.es/uploads/documentos/documentos\\_Guia\\_Bicicletas-Maqueta\\_definitiva\\_bd7fce42.pdf](http://www.idae.es/uploads/documentos/documentos_Guia_Bicicletas-Maqueta_definitiva_bd7fce42.pdf)
- Guidance on Walk to School initiatives:  
[http://www.fomento.gob.es/escolar/Camescolar\\_Guia\\_Altareso.pdf](http://www.fomento.gob.es/escolar/Camescolar_Guia_Altareso.pdf)

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

No

### C.5 Information, education, knowledge exchange

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National guidelines?  
[http://www.idae.es/uploads/documentos/documentos\\_10251\\_Guia\\_PMUS\\_06\\_2735e0c1.pdf](http://www.idae.es/uploads/documentos/documentos_10251_Guia_PMUS_06_2735e0c1.pdf)

Are regular awareness raising events about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

FUNDACION CONAMA, who took over the role of ENDURANCE NFP for Spain, maintains a working group on SUMPs and organizes regular workshops and technical sessions.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

The activity of FUNDACION CONAMA, also includes some training

If so, how often does training take place?

Not fixed.

If so, which topics does the training cover?

Not fixed.

If so, is the training good quality and helpful? Please explain your answer.

Yes

Are training materials available online? If so please provide a link,

No

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

FUNDACION CONAMA, who took over the role of ENDURANCE NFP for Spain

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 30.2. Structured interviews with national level representatives – SPAIN

<i>Interviewees of “Structured interviews with national/regional representatives”:</i>	<i>Name Surname (Institution); add all interviewees</i>
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No answer received



### 30.3. SUMPs-Up City partner – Donastia / San Sebastian

Interviewed SUMPS-Up city partner:	Inaki Baro Garin – Tamara Gomez Valdes, Municipality of Donostia/San Sebastian (DDS)
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#### General description of urban mobility in your city

What are the **three major challenges** concerning urban mobility in your city?

1. Reduce private traffic
2. Recover public space
3. Promote active modes

Have you already elaborated one or several **SUMP** in your city? If so, please indicate the year of each SUMP.

1rst in 2008 (until 2024)

If so, what were the **main drivers** for the decision to elaborate a SUMP in your city? (legal requirement, requirement for founding, political will, solution for transport challenges, ...)

To have a mobility strategy instead of punctual measures

#### State of the SUMP in your country/region

As far as you know, which of the categories below regarding SUMP implementation describes best **the situation in your country/region** (please tick)?

- We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds

#### Awareness of SUMPs

Which **Ministry/Agency(s)** is/are responsible for the urban mobility policy?

Ministry of Industry

Are **responsibilities divided**? If so, do you know which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

- Basque government has competence on road
- Provinces have competences at provincial level

They create political barriers.

To your opinion, to what extent are national or regional ministries and agencies in your country/region **familiar with the SUMP** or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its

level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale, according to your own perception.

- Very familiar

Only local administrations

- Mostly familiar

But not active (at the national level)

Do you see **any gaps in knowledge and expertise** of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Lack of a governmental agency / body to coordinate SUMP

If so, to your opinion, what can the national/regional level do to help to **overcome these gaps** in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Set up an ad-hoc agency

Have you already been in **contact with Ministry/Agency** in charge of urban mobility policy – or could you be in contact if needed? If so, has this been helpful for your city?

Yes, with Basque government only

## Legislation (laws and regulations) related to SUMP

How is **urban mobility policy regulated** on the national/regional governmental level (tick as many as apply)

- with dedicated programmes
- with specific legislation

As far as you know, are there any **major policies supporting** preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy (included in transport policy)

Regarding your own experience, are there any **major policies or lack of policies hindering** preparation and/or implementation of SUMP in your country/region? (e.g. limited devolution of public transport authority, of car parking control and enforcement or of pricing policy)

Not at the country level

Is **formal adoption** (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any **incentive** for the SUMP adoption? (e.g. legal effects on land use planning, ...). If so, do you think that those incentives are efficient?

Formal adoption is required for cities over 50.000 inhabitants

No incentive

Is **implementation** of a SUMP compulsory in your country/region?

No

Is **monitoring and evaluation** of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? If so, according to your own experience, are they hard to implement?

No

Are regular **updates of the SUMP** compulsory in your country/region? If so, how often?

No

## Financial resources for SUMP preparation and implementation

Please indicate briefly what **resources** (if any) are available in your country/region for cities to prepare a SUMP.

- at the regional level:

Basque Government (no awareness on other Spanish regions)

According to your own experience, is the **financial framework** for urban mobility secured and clearly defined?

No

Is adoption of the SUMP **a condition to access any of national/regional funds** for investments in mobility. If so, to access which funds? Do you think that it is or would be useful for supporting SUMP elaboration?

No

If so, is there a minimum **standard** that the SUMP must meet and where is this standard defined? Do you think that it is or would be useful for **supporting good quality SUMP**?

/

## Guidelines and methodology for development of SUMPs

Is SUMP development supported from initial steps onwards by coherent **guidelines/methodologies** adopted, recognised and used at national/regional level?

There is a practical SUMP guide for the elaboration and implantation of Sustainable Urban Mobility Plans written in 2006 by the IDAE (Institute for Energy Diversification and Energy) and the Ministry of industry, tourism and trade.

If so, do you find them **well adapted and useful** for your city ? If no, please explain why.

/ When the SUMP of our city council was drafted they were based on this guide, but we believe that at the moment it is a little out of phase and some areas should be reviewed

Is SUMP development supported by national planning **guidelines for specific content** of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking)? If so, please list them.

Within the national SUMP practical guide, these subgroups are established: socio-economic, territorial and urban characteristics, general characteristics of the demand for mobility, traffic and circulation, parking, public transport, freight transport, mobility on foot and by bicycle, and environmental and energy aspects.

In the SUMP of our city council, very similar subgroups are established, including some new more: pedestrian mobility, cycling mobility, public transport, road and traffic circulation, freight circulation and distribution, public space-citizen space, parking, fleet management of clean vehicles, Mobility management, training and education, communication, outreach and marketing, new urban developments and new transport infrastructures.

## Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to **assess** the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted **SUMPs assessed by an independent body** through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding? If so, have your SUMP ever been externally assessed?

No

## Information, education, knowledge exchange

Which are the **main sources of information** about the latest development in SUMPs in your country? Please, provide the link.

- National guidelines

Author: IDAE, Publisher: IDAE, 2006, Spanish Language, Format: Paper

The current mobility habits in the city are characterized by a continuous urban expansion and a growing dependence on the private vehicle, producing a large consumption of space and energy and environmental impacts that highlight the need to achieve a good urban transport system Designed to be less dependent on fossil fuels. To achieve this, it is necessary to enable resources, implement measures and change trends, all of which makes necessary the awareness and involvement of all society and the collaboration between deferents Administrations to reach integral solutions that imply a change in the trend, towards sustainability, in Urban mobility.

The methodology presented here is indicative. This manual should be used as a reference guide and not be taken in a prescriptive way. Each urban area is free to develop its own scheme of work or adapt it according to the particular circumstances of each case.

The guide is structured in the following sections:

- Analysis of urban mobility in Spain and Europe
- What is a Sustainable Urban Mobility Plan (PMUS)?
- Political and legal frame of reference for mobility plans in Europe
- Methodological elements for the development of a PMUS

- Examples of mobility plans in Spain and Europe

This material is available in pdf format at the web address:

<http://www.idae.es/sites/default/files/publications/online/324/index.html>

- Other:

The Professional Association of Technicians in Sustainable Urban Mobility (APTeMUS) offers since March 2016 a list of municipalities with the status of the PMUS. The document includes a descriptive analysis of the results and, in these municipalities with PMUS, a link is attached for consultation. This paper covers the information gap that exists and allows the consultation of interested professionals.

Of the 532 municipalities inventoried, 48% have written PMUS, 8% have it in writing and 44% still do not have PMUS. The proportion of municipalities with PMUS increases with the size of the population; Thus, in municipalities with more than 50,000 inhabitants, 80% have PMUS drafted compared to 17% in municipalities with between 15,000 and 20,000 inhabitants.

The Inventory has been revised in May 2016, incorporating user input, updates and interactive map to improve the visualization of the data.

<http://www.aptemus.org/download/pmus/inventario/Inventario-PMUS-Espana-Marzo-2016.pdf>

Are **regular awareness raising events** about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organises them, how often and do you participate in them? If not, would you be interested by such events?

At international / EU level mainly

Is **regular technical training** provided by the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, to your opinion, is the training good quality and helpful? If not, would you be interested by such trainings?

Not aware about trainings

Is SUMP training for **consultants and experts** involved in SUMP preparation linked to a **license**?

/

Do experts hired for the SUMP preparation have to **prove their ability and knowledge** apart from references? Do you think that it is or would be **helpful** for your city?

/

Do you think that the **number of trained and experienced consultants/experts** is in line with the demand for SUMP from cities in your country/region?

- Completely insufficient

Is **facilitated knowledge exchange** between cities set up in your country/region? If so, are you participating in it? If so, who coordinates such platform, and is there any relation (bottom-up or top-down) between this network and the national level in charge of mobility planning? What are the other tasks of such platform?

Yes, on mobility issues

Logistic bodies could coordinate but it depends on the subject of the meeting

### Other forms of support to cities

Is there **any other form of support** from the national/regional level to cities which think about, develop or implement a SUMP?

Only at EU level

Regarding your city experience, what should be the priority action(s) of the national level to support cities in their SUMP?

- Training
- Overall strategy
- Exchange of experiences among cities

Regarding your city experience, which actions of your national level has been successful so far – if any? What should be improved?

Not at national level

# 31. Spain - Catalonia

## 31.1. State of the National SUMP programme in SPAIN-CATALONIA

Author/s of the "Update of National SUMP inventories:	Miguel Mateos (GEA 21)
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### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have a well-established urban transport planning framework that incorporates SUMPs (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 SUMPs, assessment scheme, monitoring and evaluation, trainings etc.;

How many cities in your country/region which have formally adopted a SUMP?

115 municipalities account for a SUMP in the Barcelona region (64 of which were not required by law and were made on a voluntary basis).

How many cities in your country/region which are engaged in the preparation of their first SUMP?

39 municipalities are engaged in the preparation of their first SUMP

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

8 municipalities are currently updating their SUMP. According to the regional legislation, updating is necessary every 6 years.

### B. Awareness of SUMPs

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

In Catalonia, urban mobility is the sole responsibility of Municipalities, but there are other administration levels with some incidence in urban transport policy, namely:

- Generalitat de Catalunya (Departament de Territori i Sostenibilitat) = Regional Government
- Diputació de Barcelona (Gerència de Serveis d'Infraestructures Viàries i Mobilitat) = Provincial Government
- Autoritat del Transport Metropolità de Barcelona-ATM = Management authority for the Barcelona metropolitan region (164 municipalities)
- Àrea Metropolitana de Barcelona-AMB = Management authority for the Barcelona metropolitan area (36 municipalities)

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

- Generalitat de Catalunya: legal framework; regional policy and vision; environmental assessment; SUMP quality assurance and approval.
- Diputació de Barcelona: SUMP programme (including financial support); methodological guidance; technical assessment; training.
- Autoritat del Transport Metropolità de Barcelona: metropolitan region transport planning; integrated public transport provision and management within the metropolitan region; SUMP approval (for municipalities within the wider-metropolitan area); SUMP monitoring and evaluation.
- Àrea Metropolitana de Barcelona: metropolitan transport planning; integrated public transport provision and management within the metropolitan area.
- Municipalities: SUMP development and implementation; sectorial policies (walking, cycling, parking, etc.).

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Very familiar:

Generalitat de Catalunya

Diputació de Barcelona

Autoritat del Transport Metropolità

Àrea Metropolitana de Barcelona

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

n/a

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

n/a

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated programmes,
- with specific legislation,

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?



- National / regional transport policy (Regional Master Plan on Mobility for Catalonia; Mobility Plan for the Metropolitan Region of Barcelona; Mobility Plan for the Metropolitan Àrea of Barcelona)
- National / regional cycling policy (Bicycle Master Plan for Catalunya)
- Decarbonisation policies/legislation/programs (Strategy on Climate Change)
- Legislation on air quality (translation of the European legislation)
- Land-use obligations in transport planning (Induced demand analysis for new developments)

Are there any major policies counteracting preparation and/or implementation of SUMPs in your country/region?

For many years there have been initiatives (at the Spanish level, thus affecting Catalonia) to promote car fleet renewal acting as an incentive to the car industry, thus promoting its use, which is not in line with SUMP objectives.

Also, in some cases, the application of certain policies can counteract with SUMP objectives. For example, urban development standards used in Urban Planning are not always coherent with sustainable mobility (e.g. low density standards used in some residential areas, mostly in suburban areas).

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Yes. As a general rule, SUMPs are compulsory for municipalities over 50.000 inhabitants, as well as municipalities being the capital of their corresponding county. In addition, all municipalities in the Metropolitan Area of Barcelona with over 20.000 inhabitants, are also required to develop a SUMP.

Nevertheless, financial support from Diputació de Barcelona is also extensive to municipalities not legally requested to develop a SUMP.

Is implementation of a SUMP compulsory in your country/region? Please give details.

Literally, the Law refers to the development and approval of an SUMP. There is not explicit reference to its development, although it is implied by the legal requirement to adopt one.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Yes. There is a common indicator set defined for the evaluation of SUMPs.

In addition, SUMPs should be subject to an environmental assessment.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

Yes. SUMPs should be updated every 6 years. While every 3 years a monitoring report is required to assess the status of SUMP implementation.

## C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: Own municipal budget
- at the regional level: Diputació de Barcelona co-finances the development of SUMPs (10% to 50% depending on the city size)

Is the financial framework for urban mobility secured and clearly defined?

Yes. Financial support to SUMP developments ranges from 10% to 50% depending on municipal size. Application procedures and financial conditions are clearly described by Diputació de Barcelona.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No, according to the Catalonia law. Although there is a Law at the Spanish national level stating that SUMPs are a condition to get financial support from the National government for public transport operation.

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

N/A

### C.3 Guidelines and methodology for development of SUMPs

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Yes.

Plans de mobilitat urbana. Reflexions i criteris d'elaboració - Volum I:

[http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba\\_pmu\\_i.pdf](http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba_pmu_i.pdf)

Plans de mobilitat urbana. Directrius tècniques per la seva elaboració - Volum II:

[http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba\\_pmu\\_ii.pdf](http://xarxamobal.diba.cat/XGMSV/documents/biblioteca/diba_pmu_ii.pdf)

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

They were independently developed

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

- Guidelines on cycling policy and infrastructure (issued by the regional administration): [http://territori.gencat.cat/web/.content/home/01\\_departament/normativa\\_i\\_documentacio/documentacio/territori\\_mobilitat/transport\\_public/publicacions/manual\\_per\\_al\\_disseny\\_de\\_vies\\_ciclistes\\_a\\_catalunya/pdf/vies\\_ciclistes\\_cast\\_tcm32-45417.pdf](http://territori.gencat.cat/web/.content/home/01_departament/normativa_i_documentacio/documentacio/territori_mobilitat/transport_public/publicacions/manual_per_al_disseny_de_vies_ciclistes_a_catalunya/pdf/vies_ciclistes_cast_tcm32-45417.pdf)
- Guidelines for the design of urban streets towards sustainable mobility (issued by the Barcelona Metropolitan Area): [http://www3.amb.cat/repositori/MOBILITAT/Manual\\_2014\\_10.pdf](http://www3.amb.cat/repositori/MOBILITAT/Manual_2014_10.pdf)

- Guidelines for the design of cycling infrastructure (issued by the Municipality of Barcelona):  
<http://prod-mobilitat.s3.amazonaws.com/ManualCarrilBici2016.pdf>

#### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

On the one hand, the Law requires that SUMPs have to be updated every 6 years. A common set of indicators has been agreed for the evaluation of SUMPS after this period.

Also every 3 years a monitoring report is required to assess the status of SUMP implementation. A reduced number of the above referred indicator set is used for that purpose (only transport supply indicators). Complemented by a qualitative assessment.

Municipalities have to gather all the related information, in some cases making use of certain tools developed by upper administrative levels (Generalitat de Catalunya; ATM), and provide it to the corresponding institution (Generalitat de Catalunya or ATM, depending on whether the municipality is part of the Barcelona metropolitan region or not).

On the other hand, SUMPS are required to be subject to an environmental assessment, conducted by the corresponding department of the Generalitat de Catalunya. The procedures established by the European SEA Directive are used for this.

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding?

Not really an independent body, but SUMPs are assessed by the Generalitat de Catalunya or the designated territorial body to guarantee that they are in line with the regional mobility policy.

#### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMPs in your country? Please, provide the link.

- National/regular SUMP web site?
- Xarxa Mobal: <http://xarxamobal.diba.cat/mobal/cat/home/home.asp>

Are regular awareness raising events about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

Diputació de Barcelona organizes a technical workshop on SUMP and sustainable mobility related issues on a yearly basis.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

Yes

If so, how often does training take place?

Diputació de Barcelona offers two yearly training courses for municipal staff on:  
sustainable mobility planning (36 hours)

mobility management (36 hours)

If so, which topics does the training cover?

Sustainable mobility planning

- Local transport planning concepts
- Mobility and health
- Elaboration of SUMP
- Sectorial planning: walking facilities, cycling facilities, road infrastructure, public transport networks, traffic calming and shared spaces, road safety
- Environmental assessment of SUMPs
- Public participation and institutional cooperation
- Promotion activities
- Induces mobility analysis
- Smart cities and new technologies
- GIS and data management tools
- Site visits
- Mobility management
- Monitoring of SUMPs
- Local road safety
- Walk to school campaigns
- Commuter travel plans
- Traffic management
- Public transport management
- Parking management
- Urban goods distribution
- Signaling
- Mobility bylaws
- Case studies

If so, is the training good quality and helpful? Please explain your answer.

Yes. Although, after several years offering it, an update and improvement of the courses is desired (and hopefully provided within PROSPERITY)

Are training materials available online? If so please provide a link,

No. Not exactly the training material, but Xarxa Mobal (<http://xarxamobal.diba.cat/mobal/cat/home/home.asp>) collects a wide number of technical articles and good practice

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

Yes, through the web portal Xarxa Mobal:

<http://xarxamobal.diba.cat/mobal/cat/home/home.asp>

coordinated by Diputació de Barcelona

### **C.6 Other forms of support to cites**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

AMB (Metropolitan Area of Barcelona) provides financial support for the development of sustainable urban mobility measures framed under the corresponding municipalities' SUMP

## 31.2. Structured interviews with national level representatives – SPAIN-CATALONIA

<p><i>Interviewees of “Structured interviews with national/regional representatives”:</i></p>	<p><i>Representatives from the Diputació de Barcelona; from the Generalitat de Catalunya (higher government level) and from several municipalities (Barberà del Vallès, Esparreguera, Granollers, Masnou, Montcada i Reixac, Santa Coloma de Gramenet, Vic and Vilanova i la Geltrú).</i></p>
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What has been achieved by the National programme so far?

Ongoing technical support and guidance for the development and implementation of SUMP.

DIPUTACIÒ BARCELONA:

- Consolidating a financial support programme for the development and implementations of SUMP
- Putting SUMP in the policy agenda, promoting an ongoing discussion and search for improvement as regard of its methodology, benefits and scope
- Rising awareness about the importance of developing SUMP as a useful tool for urban policy beyond the legal requirement to adopt one (as demonstrated by the fact that a wider number of non-binding municipalities are developing SUMP)

GENERALITAT DE CATALUNYA:

- Consolidating a financial support programme for the development and implementations of SUMP
- Prompting a change in the planning activity of municipal staffs, moving from a traffic oriented vision to a sustainable mobility approach

MUNICIPALITIES:

- Consolidating a financial support programme for the development and implementations of SUMP

What it has done well, and what not so well?

DIPUTACIÒ BARCELONA:

- Well: development of a comprehensive and updated methodological framework, helping produce good-quality SUMP
- Not so well: the needed coordination between administrative levels and other stakeholders

GENERALITAT DE CATALUNYA:

- Well: development of a comprehensive and updated methodological framework, helping produce good-quality SUMP
- Not so well: follow-up and further implementation of the plans

MUNICIPALITIES: N/A

What the most difficult aspect of encouraging SUMP is, from a national perspective?

#### DIPUTACIÒ BARCELONA:

- Rising awareness about SUMPS as strategic planning tool for a 6 years horizon, which requires a minimum political consensus and the allocation of human and economic resources beyond its elaboration phase

#### GENERALITAT DE CATALUNYA:

- The actual implementation of the foreseen actions to restrict or discourage the use of cars, due to the low level of political leadership in this regard in many cases

#### MUNICIPALITIES: N/A

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

The impression is that there are no major missing elements in this regard (which doesn't mean there are no things to improve in the existing elements).

Needs for development or improvement of the existing elements of the National programme:

#### DIPUTACIÒ BARCELONA:

- Achieve a higher implication at the political level in the process of elaborating the SUMP
- Better coordination with other administration levels and stakeholders
- Improved communication to the citizenship as regards of the plans being implemented and its achievements
- Updated training activities directed towards municipal staffs

#### GENERALITAT DE CATALUNYA:

- Achieve a higher implication at the political level in the process of elaborating the SUMP
- A sound methodology for the monitoring and evaluation of SUMP
- A better visualization of the positive impacts that result from its implementation (improved quality of life, safer and more comfort travel, health benefits, etc.)

#### MUNICIPALITIES:

- The framework for technical assistance to the municipalities beyond the elaboration phase

Plans and ambitions for the missing or underperforming elements of the National programme:

#### DIPUTACIÒ BARCELONA:

- It is planned to launch a pilot project to provide personalised technical assistance to municipalities in the development of their plans through the involvement of independent experts providing guidance to both politicians and technical staff, with a special focus on the implementation of push & pull measures
- It is expected that the creation of a working group that regularly gather the different administrative levels with competences on urban transport planning (task force) will

help improve the needed coordination with relevant stakeholders, as well as the distribution of responsibilities for the deployment of the measures foreseen in the plan

- A change in the structure and layout of SUMP is being designed in order to ease its communication and dissemination among the population
- Training courses are about to be reviewed and updated

#### GENERALITAT DE CATALUNYA:

- It is planned to update and simplify the current indicator panel used for monitoring and evaluation of SUMP, which is too large and is difficult for municipalities to properly address
- It is planned to deliver a standard methodology for the mandatory update of SUMP after a 6 years period (as stated by the mobility law)

#### MUNICIPALITIES:

- Financial support for the implementation of measures.

What works well and would you suggest to other countries to transfer from your National programme?

#### DIPUTACIÒ BARCELONA:

- The legislative framework
- The financial support framework
- The creation of a specific department piloting SUMP development and channelling the dialogue and technical assistance to municipalities
- The creation of a reference point centralizing all SUMP related information and being responsible for awareness rising and capacity building activities

#### GENERALITAT DE CATALUNYA:

- The legislative framework
- The financial support framework

#### MUNICIPALITIES:

- Easing the possibility of the technical staff in charge of SUMP development in their corresponding municipality to attend to capacity building activities (for instance, providing financial support covering 100% of the costs of the training course to municipal staff which is currently developing a SUMP). The training course is intended to consolidate the sustainable mobility conceptual grounds upon which the SUMP should be built, thus assuring the good quality of the resulting SUMP.

What you see as innovative in your National programme?

#### DIPUTACIÒ BARCELONA:

The tool used for the application to financial support, which is very simple, smooth and efficient, avoiding excessive bureaucratic burdens

The creation of a support framework that goes beyond the mere financial aid, including technical assistance, methodological guidelines, training, web site for information exchange



and good practice information, awareness rising and dissemination activities, workshops and seminars, etc.

GENERALITAT DE CATALUNYA: N/A

MUNICIPALITIES: N/A

Are there innovative parts of National programmes elsewhere that you would like to know more about?

DIPUTACIÒ BARCELONA:

- We are confident that the PROSPERITY Project will help us identify those innovative elements elsewhere, especially in those territories where there is a strong focus on the actual implementation of the measures. Currently, the weakest point is moving from planning to the action

GENERALITAT DE CATALUNYA: N/A

MUNICIPALITIES: N/A

Suggestions for the support from the EU level:

DIPUTACIÒ BARCELONA:

- The exchange of experiences from first hand, for instance, favouring the participation experts or practitioners from pioneering cities in workshops, seminars, etc. in the “importer” territory
- Further developing the methodological guidelines of the different phases and steps in SUMP development

GENERALITAT DE CATALUNYA:

- Fostering the creation of an SUMP related network to promote knowledge exchange and the transference of good practises
- Further developing the methodological guidelines of the different phases and steps in SUMP development

MUNICIPALITIES:

- Favouring site visits to pioneering cities.
- Training activities.
- Financial support for the implementation of measures.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

DIPUTACIÒ BARCELONA:

- Identification of new approaches (more innovative and/or efficient) for the different elements of our support programme
- Help establish a wider network of contacts to facilitate knowledge exchange and good practice transfer from first hand

GENERALITAT DE CATALUNYA:

- Help establish a wider network of contacts to facilitate knowledge exchange and good practice transfer from first hand

**MUNICIPALITIES:**

- Help establish a wider network of contacts to facilitate knowledge exchange and good practice transfer from first hand

## 32. Sweden

### 32.1. State of the National SUMP programme in SWEDEN

Author/s of the "Update of National SUMP inventories:	Ulf Pilerot (Trafikverket)
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#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document) with some support from the national/regional level;

How many cities in your country/region which have formally adopted a SUMP?

50–100

How many cities in your country/region which are engaged in the preparation of their first SUMP?

100

Are there cities in your country with the second or third "generation" of SUMP? If so, which, and in which "generation"? Also, typically how long does one "generation" of SUMP last in your country?

Yes, there are. A "generation" is about 4 – 10 years

#### B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Swedish Association of Local Authorities and Regions and Ministry of enterprise and innovation.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

There is a cooperation between National Board of Housing, Building and Planning, Swedish Association of Local Authorities and Regions and Swedish Transport Agency.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a "Very familiar" to "Not at all familiar" scale.

- Some familiar, other not

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

There are big differences.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

It's very important to create routines, networks, exchange of experience and to coordinate the efforts.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

Other, please describe and provide a link (see below):

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy
- Decarbonisation policies/legislation/programs
- Legislation on air quality
- Land-use obligations in transport planning

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

No

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

First question: no, second question: it's very important for the process

Is implementation of a SUMP compulsory in your country/region? Please give details.

No

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

No

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

Yes, if it is a part of the comprehensive plan, every fourth year

### C.2 Financial resources for SUMP preparation and implementation

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: It is up to the local authorities
- at the regional level: Varies

Is the financial framework for urban mobility secured and clearly defined?

No

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

No

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

n/a

### **C.3 Guidelines and methodology for development of SUMP**

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

<http://webbutik.skl.se/bilder/artiklar/pdf/7585-286-7.pdf?issuusl=ignore>

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

[They are independently developed within the national planning framework](#)

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

[The transport policy objectives and the environmental quality objectives](#)

### **C.4 Monitoring and evaluation of SUMP's development and implementation**

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No

Is the content of adopted SUMP assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP judged to be better get more funding?

No

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP in your country? Please, provide the link.

- [National/regular SUMP web site?](#)  
[Swedish Association of Local Authorities and Regions and Swedish Transport Agency](#)
- [National research programme?](#)  
<http://www.vinnova.se/sv/> and <http://www.mistra.org/>
- [Supervisors?](#)
- [Mathias.warnhjem@trafikverket.se](mailto:Mathias.warnhjem@trafikverket.se) *and* [elin.sandberg@trafikverket.se](mailto:elin.sandberg@trafikverket.se)

- National guidelines?

<http://webbutik.skl.se/bilder/artiklar/pdf/7585-286-7.pdf?issuusi=ignore>

Are regular awareness raising events about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

There is a regional network with meetings once a year.

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

There is a plan to introduce one this year.

If so, how often does training take place?

n/a

If so, which topics does the training cover?

n/a

If so, is the training good quality and helpful? Please explain your answer.

n/a

Are training materials available online? If so please provide a link,

<http://webbutik.skl.se/bilder/artiklar/pdf/7585-286-7.pdf?issuusi=ignore>

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

A network, Swedish Transport Administration

[http://skl.se/download/18.2064a667148a7e3a2b68aec8/1413465507075/Ulf+Pilerot\\_SKL+oktober-14.pdf](http://skl.se/download/18.2064a667148a7e3a2b68aec8/1413465507075/Ulf+Pilerot_SKL+oktober-14.pdf)

## C.6 Other forms of support to cities

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

n/a

## 32.2. Structured interviews with national level representatives - SWEDEN

<p><i>Interviewees of “Structured interviews with national/regional representatives”:</i></p>	<p><i>Helena Were (Municipality of Gävle, Head of the traffic department);</i>  <i>Christer Ljungberg (CEO Trivector);</i>  <i>Mathias Wärnhjelm (Swedish Transport Administration, central position as Urban and Regional Planner)</i></p>
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What has been achieved by the National programme so far?

- **Helena Werre:** The municipality has done a lot with the help of the TRAST-guidebook.
- **Christer Ljungberg:** The Swedish TRAST (Transport for an attractive city) is a very well-functioning concept for helping cities to create their SUMP. It started more than ten years ago with a the first handbook, which have been revised two times. To that there have been developed a number of additional special themes handbooks on themes like mobility management, goods transport etc. In the overall structure there are many similarities with the European SUMP concept.
- **Mathias Wärnhjelm:** A series of guidebooks have been developed resulting in a great basis for swedish municipalities in their work with traffic strategies.

What it has done well, and what not so well?

- **Helena Werre:** It's good to have something to base your work on. There is however very much information in the full document which makes for quite some reading, good thing the condensed version exists.
- **Christer Ljungberg:** The revision of the concept, as well as the additional handbooks are very good. There is a need for a new view on bottom up perspective and how to involve different actors such as the inhabitants in the city.
- **Mathias Wärnhjelm:** The national authorities could have done more to support implementation, for example training activities and marketing of the guidelines. The focus has been towards municipalities, which is good for them but a hindrance for regional planning. It has sometimes been construed as having an unbalanced focus towards urban areas and not catering enough towards the needs pertaining to rural areas.

What the most difficult aspect of encouraging SUMPs is, from a national perspective?

- **Helena Werre:** You need to address the issue of lack of resources in the municipalities. Especially if the municipality is small. There is also important to keep supporting the processes over time.
- **Christer Ljungberg:** To get the right involvement among different actors in the city. The difference in quality of the SUMPs vary a lot due to this factor. It could also be difficult to get enough commitment from responsible politicians, which could for example to get funding for necessary measures.

- Mathias Wårnhjelm: There is a shortage of direction on the national stage. A very substantial part of the responsibility is carried by the municipalities. The principle of municipal self-governance is of such a high magnitude that the national level is hesitant to infringe on municipal policymaking.

If it is missing certain “obvious” elements like national guidelines or a link to finance, why this is – does it result from consideration of the element in question? was there a conscious decision that it should not form part of the National programme at the time? was that element never considered in the first place? – or similar reasons.

- Helena Werre: It would help if there was a template for the smaller municipalities, a matrix. It would make it easier to develop documents.
- Christer Ljungberg: The concept TRAST is well implemented in most of the larger cities in Sweden.
- Mathias Wårnhjelm: The national traffic strategy has been reliant on using zoning laws which in Sweden is administrated by the municipalities. The correlation between zoning permits and infrastructure has been less than optimal as result of this. The municipal self-governance is also a driver in this dynamic.

Needs for development or improvement of the existing elements of the National programme:

- Helena Werre: The most important part of the work is the process. That is where this question gets discussed.
- Christer Ljungberg: See above. The constant improvements of the concept is very good. If we should ask for more, than stronger decision support for monitoring and evaluation is needed. For example, a set of suggested TRAST indicators for cities to use in their monitoring programme.
- Mathias Wårnhjelm: There need to exist a balance between urban and rural areas. Quality assurance is need for existing traffic strategies as well as ongoing traffic strategy-processes. Further development of the monitoring and evaluation of projects would also be positive.

Plans and ambitions for the missing or underperforming elements of the National programme:

- Helena Werre: There should be a requirement for municipalities with a population over 100 000 people to have a SUMP.
- Christer Ljungberg: Hopefully the constant improvements of the concept will continue. Training activities planned for autumn 2017
- Mathias Wårnhjelm: There is a constant review of existing guidebooks and new guidebooks are being produced. The latest one being “A sustainable trade policy”. There are networks for municipalities to develop common traffic strategies.

What works well and would you suggest to other countries to transfer from your National programme?

- Helena Werre: We have come a long way towards getting things done. It can't stay just a document.
- Christer Ljungberg: As most of the concept works well, the whole way of working with it could be transferred to other countries. Especially the suggested working process in the TRAST-guide could be useful for other countries



- Mathias Wärnhjelm: Our foremost contribution is probably the process oriented approach to developing traffic strategy. A good process is much more than a consultant's item.

What you see as innovative in your National programme?

- Helena Werre: The guide is simple. There should be an initiative to develop general benchmarking to ease the comparison between Europe and Sweden.
- Christer Ljungberg: The way of seeing TRAST as a living concept with continuous improvements are innovative. Now there is a need for a new handbook on how to include innovations in the SUMP.
- Mathias Wärnhjelm: To use a process oriented approach and to strive towards developing new areas in the realm of traffic strategy.

Are there innovative parts of National programmes elsewhere that you would like to know more about?

- Helena Werre: Legislation. E.g. in England it is possible to demand things from commercial actors in another way than what is possible in Sweden. To many parts are voluntary.
- Christer Ljungberg: Not a clue...
- Mathias Wärnhjelm: How to support and develop other countries traffic strategies? Quality assurance? Systems for financing and how to financially incentivise?

Suggestions for the support from the EU level:

- Helena Werre: To develop standardized benchmarking and set demands from the highest level.
- Christer Ljungberg: A common benchmarking scheme like Ecomobility SHIFT, focused on SUMP's could be a good tool. In Sweden Trivector have transformed Ecomobility SHIFT into a national benchmarking tool, and every year all cities with more than 30.000 inhabitants are benchmarked on their performing on sustainable transport.
- Mathias Wärnhjelm: A continued cooperation in the same vein as "Prosperity" and a continuation of "Prosperity road map task force" that develops the process of traffic strategies, especially on the national level. That would increase the general knowledge on all levels.

Expectations on where could Prosperity help you in the development or improvement of each of the specific elements of the National SUMP programme:

- Helena Werre: Not a participant in Prosperity and hence is not qualified to answer the question.
- Christer Ljungberg: No idea
- Mathias Wärnhjelm: n/a

### 32.3. SUMPs-Up City partner - Malmö

Interviewed SUMPS-Up city partner:	Andreas Nordin, City of Malmö (CoM)
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#### General description of urban mobility in your city

What are the **three major challenges** concerning urban mobility in your city?

- Increasing population
- Differences between different parts of the city : social, economic (holistic approach) and health

Have you already elaborated one or several **SUMP** in your city? If so, please indicate the year of each SUMP.

2016

If so, what were the **main drivers** for the decision to elaborate a SUMP in your city? (legal requirement, requirement for founding, political will, solution for transport challenges, ...)

- Solutions for the challenges economy, environment and social by having a holistic approach: a “big picture” to integrate them altogether
- Objective: 30% car share by 2030

#### State of the SUMP in your country/region

As far as you know, which of the categories below regarding SUMP implementation describes best **the situation in your country/region** (please tick)?

- We have an urban transport planning framework that incorporates SUMPs (or equivalent document) without a support from the national/regional level - merely as a way of accessing infrastructure funds;
- Other, please describe:

SUMP is not compulsory. Only Malmö and Lund have one in the region.

#### Awareness of SUMPs

Which **Ministry/Agency(s)** is/are responsible for the urban mobility policy?

The Ministry of Enterprise and Innovation

Are **responsibilities divided**? If so, do you know which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

The Ministry of Enterprise and Innovation delivers the vision and Trafikverket (the transport agency) sets the goals (the most important player)

To your opinion, to what extent are national or regional ministries and agencies in your country/region **familiar with the SUMP** or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its

level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale, according to your own perception.

- Mostly familiar

Familiar with the concept, but they don't use it.

Do you see **any gaps in knowledge and expertise** of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Higher level of government don't know how to contribute.

There is no monitoring nor regulatory framework.

If so, to your opinion, what can the national/regional level do to help to **overcome these gaps** in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

To make the SUMP compulsory

Have you already been in **contact with Ministry/Agency** in charge of urban mobility policy – or could you be in contact if needed? If so, has this been helpful for your city?

No direct contact. The city of Malmö have participated in developing national cycling policy and to a lesser extent other policies.

## Legislation (laws and regulations) related to SUMP

How is **urban mobility policy regulated** on the national/regional governmental level (tick as many as apply)

- with dedicated documents, more at the regional level. Documents at the national level are more focused on environmental targets / documents.

As far as you know, are there any **major policies supporting** preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- Regional transport policy
- National cycling policy
- National decarbonisation policies
- National Legislation on air quality

Regarding your own experience, are there any **major policies or lack of policies hindering** preparation and/or implementation of SUMP in your country/region? (e.g. limited devolution of public transport authority, of car parking control and enforcement or of pricing policy)

If you can show a need for car travel car drivers can have a tax deduction based on the kms they drive to work everyday (vs cycling leads only to 25€ deduction)

Is **formal adoption** (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any **incentive** for the SUMP adoption? (e.g. legal effects on land use planning, ...). If so, do you think that those incentives are efficient?

No

Is **implementation** of a SUMP compulsory in your country/region?

No

Is **monitoring and evaluation** of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? If so, according to your own experience, are they hard to implement?

No

Are regular **updates of the SUMP** compulsory in your country/region? If so, how often?

No, just recommended at the regional level

## Financial resources for SUMP preparation and implementation

Please indicate briefly what **resources** (if any) are available in your country/region for cities to prepare a SUMP.

- at the regional level: guidelines

According to your own experience, is the **financial framework** for urban mobility secured and clearly defined?

No

Is adoption of the SUMP a **condition to access any of national/regional funds** for investments in mobility. If so, to access which funds? Do you think that it is or would be useful for supporting SUMP elaboration?

Not a condition now, but that would be useful

If so, is there a minimum **standard** that the SUMP must meet and where is this standard defined? Do you think that it is or would be useful for **supporting good quality SUMP**?

Not now, but that would be useful

## Guidelines and methodology for development of SUMP

Is SUMP development supported from initial steps onwards by coherent **guidelines/methodologies** adopted, recognised and used at national/regional level?

Not coherent approach, and only regional recommendations

If so, do you find them **well adapted and useful** for your city? If no, please explain why.

Malmö started the SUMP before the regional guidelines were ready and thus influenced them.

Is SUMP development supported by national planning **guidelines for specific content** of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking)? If so, please list them.

Yes for walking, cycling and public transport

## Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to **assess** the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the

information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

### No monitoring and evaluation schemes

Is the content of adopted **SUMPs assessed by an independent body** through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMPs judged to be better get more funding? If so, have your SUMP ever been externally assessed?

No

### Information, education, knowledge exchange

Which are the **main sources of information** about the latest development in SUMPs in your country? Please, provide the link.

- National/regular SUMP web site : from Traffic Administration and Board of Housing
- Newsletter : Specific field newsletters
- National research programme : Swedish National Road and Transport Research Institute<sup>29</sup>
- Supervisors: Through consultants
- National guidelines: Only on specific fields

Are **regular awareness raising events** about benefits of SUMPs and sustainable transport organized on the national/regional level for cities and consultants? If so, who organises them, how often and do you participate in them? If not, would you be interested by such events?

No

Is **regular technical training** provided by the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, to your opinion, is the training good quality and helpful? If not, would you be interested by such trainings?

No

Is SUMP training for **consultants and experts** involved in SUMP preparation linked to a **license**?

### ADVANCE and QUEST

Do experts hired for the SUMP preparation have to **prove their ability and knowledge** apart from references? Do you think that it is or would be **helpful** for your city?

No prove apart from references.

It may be helpful, depending on how you prove it.

Do you think that the **number of trained and experienced consultants/experts** is in line with the demand for SUMPs from cities in your country/region?

- Mostly in line

<sup>29</sup>

[www.VTI.se](http://www.VTI.se)

Is **facilitated knowledge exchange** between cities set up in your country/region? If so, are you participating in it? If so, who coordinates such platform, and is there any relation (bottom-up or top-down) between this network and the national level in charge of mobility planning? What are the other tasks of such platform?

Yes, through networks but not lead by national level

### Other forms of support to cities

Is there **any other form of support** from the national/regional level to cities which think about, develop or implement a SUMP?

Support for Poly-SUMP would be helpful

(Plan at the national level)

Regarding your city experience, what should be the priority action(s) of the national level to support cities in their SUMP?

Help them setting goals

Regarding your city experience, which actions of your national level has been successful so far – if any? What should be improved?

Manuals on specific fields

## 33. UK-England

### 33.1. SUMPS-Up City partner - Birmingham

<i>Interviewed SUMPS-Up city partner:</i>	David Harris - Transport Policy Manager, Birmingham City Council
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#### General description of urban mobility in your city

What are the **three major challenges** concerning urban mobility in your city?

Cities growth, 2. poor air quality and related to that health issues, 3. inequality

Have you already elaborated one or several **SUMP** in your city? If so, please indicate the year of each SUMP.

Yes. Birmingham Connected (Birmingham Connected<sup>30</sup>, 2014), Movement for Growth (Transport for West Midlands<sup>31</sup>, 2016)

If so, what were the **main drivers** for the decision to elaborate a SUMP in your city? (legal requirement, requirement for founding, political will, solution for transport challenges, ...)

The Birmingham Development Plan (BDP) forecasts 51,000 new jobs and 13,000 new homes in the city centre by 2031, with 75,000 people living in the city centre (an increase of 30,000). This is expected to create an additional 140,000 daily trips (a 30 per cent increase from 480,000 trips today) to and within the city centre or 56,000 extra vehicles. Birmingham has an ambitious target of a 60% reduction in total CO2 emissions by 2027, against 1990 levels and the need to achieve compliance air quality legislation, particularly with nitrogen dioxide, in the shortest possible time. Birmingham also suffers from high levels of deprivation, with 40% of the population living in the 10% most deprived areas in England, and Birmingham is ranked the 6th most deprived authority in England by this measure. Investment in and enhancement of the transport network will help to ensure that people have good access to the jobs and opportunities created as the city grows.

In recognition of Birmingham identified that a radical shift in transport strategy was required to ensure that the city's transport network will be able to meet the demands being placed upon and help to create more sustainable travel behaviour. The Birmingham Mobility Action Plan 'Green Paper' published in 2013 set out the scale of the challenge and the possible options which could be taken to address the mobility challenges facing the city. Following extensive consultation a final 'White Paper'; Birmingham Connected was published in 2015.

It was considered that developing the strategy in line with Sustainable Urban Mobility Plan (SUMP) principles would position Birmingham better in terms of potential funding sources including European funding. Producing this paper and all of the technical detail that sits behind it will enable Birmingham to have better access to a wide range of funding streams.

#### State of the SUMP in your country/region

<sup>30</sup> [https://www.birmingham.gov.uk/downloads/file/1932/birmingham\\_connected\\_white\\_paper](https://www.birmingham.gov.uk/downloads/file/1932/birmingham_connected_white_paper)

<sup>31</sup> <https://www.tfwm.org.uk/strategy/movement-for-growth/>

As far as you know, which of the categories below regarding SUMP implementation describes best **the situation in your country/region** (please tick)?

- Other, please describe:

There is not national framework for SUMP or a national strategy in England. This is different for Scotland, Wales and Northern Ireland. There is a White Paper but this is not a real framework. Important for the approval and financing of local projects is the Transport Assessment Guidance.

## Awareness of SUMP

Which **Ministry/Agency(s)** is/are responsible for the urban mobility policy?

Transport policy in the UK is the responsibility of a range of actors. Transport policy is, in the main, led by the Secretary of State for Transport. The Department for Transport (DfT) is the lead Government department on this subject, though other departments play a role in some policy areas, such as the Treasury (setting budgets and taxes); the Department for the Environment, Food and Rural Affairs (environmental policy; they also have the policy lead on inland waterways); Communities and Local Government (planning policy); and the Home Office (road traffic and other transport-related offences and the licensing of wheel clampers).

The Government provides the high level national strategy. Local Transport Plans (LTP) is a statutory transport plan required by legislation – Movement for Growth is the statutory transport plan for the West Midlands.

Local authorities in England shape their transport policies taking account to national transport policy/guidance. Whilst devolution has been progressive to Scotland, Northern Ireland and Wales, the English regions have been pushing for more control over transport particularly funding. More devolution, including fiscal powers, from central government have started to happen with the creation of Combined Authorities and the election of metro mayors.

Are **responsibilities divided**? If so, do you know which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Transport functions are split but SUMP does not have a status.

To your opinion, to what extent are national or regional ministries and agencies in your country/region **familiar with the SUMP** or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale, according to your own perception.

- Some familiar, other not :

It depends on the local authority

Do you see **any gaps in knowledge and expertise** of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)



There is a patchwork of different urban mobility policies. Coherence is lacking. UK Transport Policy & Strategy is set out in a range of documents and in some cases in statements made by Ministers.

If so, to your opinion, what can the national/regional level do to help to **overcome these gaps** in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Nationally, Brexit will create difficulties

Regionally, UK framework allows cities to determine approach. Ultimately, need to ensure that business cases meet UK government criteria (Transport Assessment Guidance).

Have you already been in **contact with Ministry/Agency** in charge of urban mobility policy – or could you be in contact if needed? If so, has this been helpful for your city?

Birmingham Connected was launched with the support of the Secretary of State for Transport. However, the decision to develop SUMP still sits with local authorities.

## Legislation (laws and regulations) related to SUMP

How is **urban mobility policy regulated** on the national/regional governmental level (tick as many as apply)

- with dedicated programmes, X
- with dedicated documents, X
- with specific legislation, X
- Other, please describe:

Regulated by different actors

As far as you know, are there any **major policies supporting** preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy x
- National / regional cycling policy x
- Legislation on air quality X
- Others, comments, details:

NB – the work coming forward would support SUMP but not explicitly aligned to whether authorities have SUMP in place.

Regarding your own experience, are there any **major policies or lack of policies hindering** preparation and/or implementation of SUMP in your country/region? (e.g. limited devolution of public transport authority, of car parking control and enforcement or of pricing policy)

No, there is no explicit hindering or stopping. UK Government would view those local authorities have the ability to determine whether to develop SUMP.

Is **formal adoption** (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any **incentive** for the SUMP adoption? (e.g. legal effects on land use planning, ...). If so, do you think that those incentives are efficient?

No. Local Transport Plans are statutory but there is no requirement to develop these as SUMPs.

Is **implementation** of a SUMP compulsory in your country/region?

No.

Is **monitoring and evaluation** of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? If so, according to your own experience, are they hard to implement?

No.

Are regular **updates of the SUMP** compulsory in your country/region? If so, how often?

No.

### Financial resources for SUMP preparation and implementation

Please indicate briefly what **resources** (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level:
- at the regional level:
- at the national level:
- at the EU level:
- Comments, details:

Funding for transport is made available via a range of sources at the national, regional and local level. For the most part transport funding is national – this is either passed to local authorities as part of ongoing national funding for local transport measures and is supplemented from competitive bidding across a range of areas. Some funding is passed to regional authorities to determine priorities for funding. Local authorities have tools and powers to generate local income e.g. road user charging, work place parking etc. but given contentious nature very few authorities have implemented.

According to your own experience, is the **financial framework** for urban mobility secured and clearly defined?

No. The approach to transport funding in the UK creates a lack of long term stability for investment.

Is adoption of the SUMP a **condition to access any of national/regional funds** for investments in mobility. If so, to access which funds? Do you think that it is or would be useful for supporting SUMP elaboration?

No.

If so, is there a minimum **standard** that the SUMP must meet and where is this standard defined? Do you think that it is or would be useful for **supporting good quality SUMP**?

/

## Guidelines and methodology for development of SUMP

Is SUMP development supported from initial steps onwards by coherent **guidelines/methodologies** adopted, recognised and used at national/regional level?

No.

If so, do you find them **well adapted and useful** for your city? If no, please explain why.

/

Is SUMP development supported by national planning **guidelines for specific content** of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking)? If so, please list them.

There are SUMP specific guidance and the UK Government has tended to move away from providing prescriptive planning guidelines around transport. See the National Planning Policy Framework document <https://www.gov.uk/government/publications/national-planning-policy-framework--2> - it contains limited information on Connectivity.

## Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to **assess** the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

No. Movement for Growth and Birmingham Connected are being monitored using similar indicators.

Is the content of adopted **SUMPs assessed by an independent body** through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP judged to be better get more funding? If so, have your SUMP ever been externally assessed?

/

## Information, education, knowledge exchange

Which are the **main sources of information** about the latest development in SUMP in your country? Please, provide the link

/

Are **regular awareness raising events** about benefits of SUMP and sustainable transport organized on the national/regional level for cities and consultants? If so, who organises them, how often and do you participate in them? If not, would you be interested by such events?

No.

Is **regular technical training** provided by the national/regional level for cities and consultants involved in SUMP preparation and implementation? If so, to your opinion, is the training good quality and helpful? If not, would you be interested by such trainings?

No.

Is SUMP training for **consultants and experts** involved in SUMP preparation linked to a **license**?

No.

Do experts hired for the SUMP preparation have to **prove their ability and knowledge** apart from references? Do you think that it is or would be **helpful** for your city?

Not to my knowledge.

Do you think that the **number of trained and experienced consultants/experts** is in line with the demand for SUMP from cities in your country/region?

/

Is **facilitated knowledge exchange** between cities set up in your country/region? If so, are you participating in it? If so, who coordinates such platform, and is there any relation (bottom-up or top-down) between this network and the national level in charge of mobility planning? What are the other tasks of such platform?

/

### Other forms of support to cities

Is there **any other form of support** from the national/regional level to cities which think about, develop or implement a SUMP?

There is nothing SUMP specific although there may be elements which would support development of a SUMP.

Regarding your city experience, what should be the priority action(s) of the national level to support cities in their SUMP?

Clear national strategy setting out the approach around SUMP – in a post Brexit UK I am unable to be confident on the appetite.

SUMP or no SUMP a more consistent and stable approach to transport funding is required for UK transport.

Regarding your city experience, which actions of your national level has been successful so far – if any? What should be improved?

/

## 34. UK-SCOTLAND

### 34.1. State of the National SUMP programme in SCOTLAND

Author/s of the "Update of National SUMP inventories:	<b>Nazan Kocak (Edinburgh Napier University)</b>
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The UK, as a nation state, is made up of four different countries with their own governments, all of which have a different approach to SUMP. These countries are England, Northern Ireland, Scotland and Wales. This review covers Scotland.

#### A. State of the SUMP

Which of the categories below regarding SUMP implementation describes best the situation in your country/region (please tick)?

- We have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document) with some support from the national/regional level (see details below);
- Other, please describe:

Scotland has 32 local authorities (municipalities) and 7 statutory regional transport partnerships (RTPs) which are made out of and govern by the relevant local authority constituents. Local SUMPs are known as local transport strategies (LTS) in Scotland (local transport plans in England and Wales). There is also no statutory requirement for local authorities to produce LTSs, although they have a statutory basis in the Transport (Scotland) Act 2001 (only compulsory if the local authority proposes to introduce a road user charging scheme). Local authorities were required to prepare Road Traffic Reduction Act Reports (RTRA reports). Given the overlap between the measures that can reduce road traffic and the measures that can be considered as part of a Local Transport Strategy, the Government requested that the two elements be presented together. When developed, LTS has to be in-line with the Government's Local Transport Strategy guidance (1st edition was released in 2000 to help the development of the 1st generation LTSs, the most up-to-date Guidance was realised in 2005 to help the development of the 2nd generation LTTs). It is expected to be revisited and updated in the near future).

Regional transport strategy (RTS) on the other hand is a compulsory requirement and has to be developed by every RTP and submitted to the Ministers for approval. Every RTS has to be developed in line with the Government's Regional Transport Strategy Guidance (2006). RTS play the role of a bridge between the Scotland's National Transport Strategy and the LTSs. RTS follow a broadly similar structure to the LTS but at the regional level. RTPs cannot implement the RTS (except single authority RTP such as SPT, Westran and ZETRAN); they depend on local and national authorities to do so. Local authorities has t undertake functions in-line with the RTSs.

How many cities in your country/region which have formally adopted a SUMP?

(also see below) – around the same time as the second round of LTSs, the Government passed a legislation establishing 7 statutory RTP through the Transport (Scotland) Act 2005

and required them to produce compulsory RTSs. 7 RTPs developed their first RTSs in 2007-2008. As a result of this, some local authorities decided not to continue producing their own LTSs after the second round but to contribute to the relevant RTS to ensure their schemes/initiatives are captured in them. This is because preparation of an LTS is a very cumbersome process and requires major resource to produce one following the national guidelines.

How many cities in your country/region which are engaged in the preparation of their first SUMP?

Although it was not a compulsory requirement, all 32 Scottish local authorities produced their first LTS covering 2001-04 as a result of the legislation that formalised the development of a LTS. They were encouraged by Government to produce a LTS for supporting statutory Road Traffic Reduction Reports and relevant but unlinked funding bids.

7 RTPs developed their first RTSs between 2007-2008.

Are there cities in your country with the second or third “generation” of SUMP? If so, which, and in which “generation”? Also, typically how long does one “generation” of SUMP last in your country?

LTS’s time scale is officially 3 years. Although it appears that after the first generation LTSs, local authorities decided to make their LTS to cover 5-year period. Only a few continued to produce 2nd and 3rd generation LTSs, for example Edinburgh (3), Stirling (2) East Dunbartonshire (3). Majority have instead contributed towards their respective RTSs.

RTSs are required to be reviewed and refreshed every 4 years. All 7 RTPs have developed their 2nd generation (Refresh) RTSs.

## B. Awareness of SUMP

Which Ministry/Agency(s) is/are responsible for the urban mobility policy?

Transport Scotland reporting to Minister for transport and the islands and the relevant ministers in relevant subject areas.

Are responsibilities divided? If so, which Ministry/Agency has responsibility for what functions and tasks? (For example, who delivers the ideas & vision, who prepares what and who decides on what, are there barriers in their cooperation?)

Transport Scotland, which is part of the Scottish Government’s relevant agency, is responsible for developing the National Transport Strategy (NTS) which sets out the national transport vision, objectives and the major outcomes that all reflect the Government’s National Outcomes - what the Government wants to achieve over the next ten years.

To what extent are national or regional ministries and agencies in your country/region familiar with the SUMP or equivalent concept? If several ministries/agencies have responsibility for aspects of SUMP, please list each ministry/agency and then rank its level of familiarity with SUMP on a “Very familiar” to “Not at all familiar” scale.

- Very familiar

Do you see any gaps in awareness of SUMP on the higher level of government in your country? (For example, ministries and agencies have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / 'there is no body that develop, accesses nor monitors the SUMP preparation and implementation, etc.)

Scottish Government and its agencies have knowledge about SUMP, but the focus is mainly in Regional and National Transport Strategies. Both strategies closely accessed and monitored.

The assumption is that LTS or any local relevant policies and initiatives will be fed into RTS by the relevant local authorities. No agency monitors the development and implementation of local SUMP.

What can the national/regional level do to help to overcome these gaps in awareness in your country/region and, generally, to raise awareness of SUMP in your country/region?

Currently there are plans to review the governance of Transport and relevant policy and implementation tools such as NTS, RTS and LTS.

## C. State of the National/regional SUMP programmes

### C.1. Legislation (laws and regulations) related to SUMP

How is urban mobility policy regulated on the national/regional governmental level (tick as many as apply)

- with dedicated documents,
- with specific legislation,

Are there any major policies supporting preparation and/or implementation of SUMP in your country/region (tick as many as apply)?

- National / regional transport policy
- National / regional cycling policy
- Decarbonisation policies/legislation/programs
- Legislation on air quality
- Legislation on PT quality / energy efficiency (relative EU Directives only)
- Land-use obligations in transport planning
- Others, comments, details: Other Government policies, plans or action plans (a full detail is presented in the last National Transport Strategy Annex 1 at <https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf> )

Are there any major policies counteracting preparation and/or implementation of SUMP in your country/region?

The deregulation and privatisation of public transport constrains the options for urban mobility.

Is formal adoption (e.g. in the city council) of a SUMP compulsory in your country/region? Is there any incentive for the SUMP adoption? (e.g. legal effects on land use planning, ...). Please give details.

Developing LTS is not compulsory duty but once developed and adopted by the local authority, they can regulate the local development plan and govern any action plans relevant to road safety, public transport, cycling, walking and air quality etc.

Developing and adopting a RTS is a compulsory duty on RTPs. Implementation of the strategy relies on the constituent local authorities and the national agencies only if the schemes have a national significance.

Is implementation of a SUMP compulsory in your country/region? Please give details.

No in either case (LTS or RTS). However, having relevant strategies and actions in LTS and RTS's will strengthen the case for funding applications.

Is monitoring and evaluation of the SUMP implementation compulsory in your country/region? Are indicators for SUMP monitoring and evaluation defined on the national/regional level? Please give details.

Monitoring and evaluation of LTS is not a compulsory activity but local authorities with 2nd and 3rd generation LTSs produce monitoring reports to set the scene for their future LTSs.

Monitoring and evaluation of the RTSs is compulsory activity for the RTPs. RTPs (except the single authority ones) do not have powers or the funding availability for delivering the schemes/initiatives listed in their RTPs unless all their constituent local authorities agree to provide them with monies and powers to do so. RTS monitoring results mainly reflects what has happened/changed during the RTP timescales rather than what the RTS has directly achieved.

Are regular updates of the SUMP compulsory in your country/region? If so, how often? Please give details.

LTS is not compulsory but majority of the Scottish local authorities do refresh their LTSs. It is supposed to be every 3 years but in general they are refreshed every 5 years or longer (depending on the resources of the local authority to undertake the works).

RTSs are required to be reviewed and refreshed every 4 years.

## **C.2 Financial resources for SUMP preparation and implementation**

Please indicate briefly what resources (if any) are available in your country/region for cities to prepare a SUMP.

- at the local level: Local authorities allocate resources for the development of LTS from their own transport budgets.
- at the regional level: Local authorities co-fund part of the core functions and RTS cost in their area. RTPs also receive an annual grant to engage with other stakeholders.
- at the national level: There is no additional funding available for the development of a LTS or a RTS.
- at the EU level: Additional EU funding might be available if the local authority or the RTP becomes a partner to a project that supports the development and implementing some aspects of a LTS or a RTS but so far there is only limited cases such as in Dundee and Aberdeen.

Is the financial framework for urban mobility secured and clearly defined?

No, local authorities are allocated a core budget for all services depending on their population and raise revenues locally through Council tax and other sources. They then divide it up to various local services (transport, education etc) for delivery. There are



additional national funding available for various capital spending programmes such as active travel, carbon reduction fund etc which the local authorities bid for its allocation.

Funding is handled separately from LTS and where provided is usually ring-fenced for specific schemes and programmes (Active Travel, Green Bus Fund, Bus Route Development Fund, Bus Service Operator Grants, National Concessionary Scheme etc). There is often therefore no clear link between the projects in the LTS and what transport projects the local authority actually funds. This is probably because local politics develops faster than the LTS and schemes in the LTS become lower priority over time.

Is adoption of the SUMP a condition to access any of national/regional funds for investments in mobility. If so, to access which funds?

None

If so, is there a minimum standard that the SUMP must meet and where is this standard defined?

n/a

### C.3 Guidelines and methodology for development of SUMP

Is SUMP development supported from initial steps onwards by coherent guidelines/methodologies adopted, recognised and used at national/regional level? If so, please provide the link.

Regional Transport Strategy Guidance:

<http://www.gov.scot/Publications/2006/03/06145237/0>

Local Transport Strategy Guidance: <http://www.gov.scot/Publications/2005/03/20775/53774>

In case of existing national/regional guidelines – are they mainly translated EU guidelines or were they independently developed within the national planning framework?

Independently developed country specific guidance

Is SUMP development supported by national planning guidelines for specific content of urban mobility policy (e.g. Walking, Cycling, Public transport, Parking etc.)? If so, please list them and provide the link:

There is guidance available from the UK and Scottish Government and professional bodies (eg CIHT and Sustrans) on these subjects. For example:

- Transport Advisory Leaflet 2/00, Framework for a Local Walking Strategy
- Local Transport Note 1/04 - Policy, Planning and Design for Walking and Cycling
- Sustrans Active Travel Strategy Guidance, 2015

### C.4 Monitoring and evaluation of SUMP's development and implementation

Have national/regional monitoring and evaluation schemes been set up to assess the entire SUMP preparation and implementation process? If so please give details – for example, what information has to be submitted by whom to whom, how often? Who collates all the information? What happens if cities do not supply the information requested? Does this apply to cities of all sizes?

There is no national assessment on the performance of LTSs or RTSs.

LTS guidance requires them to include a monitoring and evaluation framework - a set of performance indicators, targets and planned outcomes which can be used to assess whether the strategy is delivering the stated objectives.

There was a review of the 1st generation LTSs (Review of Local Transport Strategies and RTRA Reports Final Report, 2001 <http://www.gov.scot/Publications/2002/01/10588/File-1> )

There is a formal reporting of the compulsory RTS monitoring and evaluation process but the actions/initiatives are not attached to any funding stream, results are not tied to any performance related review of funding.

Is the content of adopted SUMPs assessed by an independent body through the national/regional assessment scheme? If so, is this assessment linked to the funding sources from higher level, such that SUMP's judged to be better get more funding?

No. Only internal approval by a relevant council committee is required to assess and formalise the strategy.

Ministerial approval is required for RTSs. This is to make sure the link between the National Transport Strategy and the Strategic Transport Projects Review.

### **C.5 Information, education, knowledge exchange**

Which are main sources of information about the latest development in SUMP's in your country? Please, provide the link.

- National guidelines?

Regional Transport Strategy Guidance:

<http://www.gov.scot/Publications/2006/03/06145237/0>

Local Transport Strategy Guidance: <http://www.gov.scot/Publications/2005/03/20775/53774>

- Other topic, outcome or mode related guidelines are also available.
- Other:

CIHT Scottish Policy Forum: Transport in Scotland - A Guide to Members:

[www.ciht.org.uk/download.cfm/docid/7D72EE8A-2145-4B04-A73969249F2CB561](http://www.ciht.org.uk/download.cfm/docid/7D72EE8A-2145-4B04-A73969249F2CB561)

Are regular awareness raising events about benefits of SUMP's and sustainable transport organized on the national/regional level for cities and consultants? If so, who organize them and how often?

No

Is regular training provided on the national/regional level for cities and consultants involved in SUMP preparation and implementation?

No

If so, how often does training take place?

N/A

If so, which topics does the training cover?

N/A

If so, is the training good quality and helpful? Please explain your answer.

N/A

Are training materials available online? If so please provide a link,

N/A

Is SUMP training for consultants and experts involved in SUMP preparation linked to a license?

No

Do experts hired for the SUMP preparation have to prove their ability and knowledge apart from references?

No

Is number of trained and experienced consultants/experts in line with the demand for SUMP from cities in your country/region?

- Mostly in line
- In line in some aspects

Is facilitated knowledge exchange between cities set up in your country/region? If so, who coordinates such platform? What are other tasks of such platform? Please, provide the link.

- The following organisations support local authorities in various aspects of mobility.
- Convention of Scottish Local Authorities (COSLA) - [www.cosla.gov.uk/](http://www.cosla.gov.uk/)
- Scottish Cities Alliance - <https://www.scottishcities.org.uk>
- ATCO - <https://www.atco.org.uk/>
- SCOTS - <http://www.scotsnet.org.uk/>

### **C.6 Other forms of support to cities**

Is there any other form of support from the national/regional level to cities which think about, develop or implement a SUMP? Please, provide the link.

N/A

## 34.2. Structured interviews with national level representatives

This task did not apply to Scotland.



# SUMPS-UP



## Status of SUMP in European member states

### *Annex 2: Best practices*

Deliverable No.:	D 5.1
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Responsible Author(s):	Thomas Durlin (Cerema)
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## Abstract

The “Status of SUMP in European member states” report, conducted by CIVITAS SUMP-UP in association with PROSPERITY, aims at gathering information on current national frameworks that European member states have developed to support SUMP elaboration and implementation. It updates the 2013 “National Inventories Summary” of the ENDURANCE project, using the 2017 National Inventories of 30 countries as the major inputs.

**This documents is one of the two annexes of the “Status of SUMP in European member states” report (SUMP-UP deliverable 5.1). It presents best practices for specific topics of national programmes.**

## Project Partners

Organisation	Country	Abbreviation
ICLEI European Secretariat Gmbh (ICLEI Europasekretariat Gmbh)	Germany	ICLEI EURO
POLIS -Promotion Of Operational Links With Integrated Services, Association Internationale	Belgium	POLIS
UBC Sustainable Cities Commission	Finland	UBC
Eurocities Asbl	Belgium	EUROCITIES ASBL
Rupprecht Consult – Forschung & Beratung Gmbh	Germany	RUPPRECHT
Trivector Traffic Ab	Sweden	TRIVECTOR
Wuppertal Institut Fur Klima, Umwelt, Energie Gmbh	Germany	WI
Centre d'études et d'expertise sur les risques, l'environnement, la mobilite et l'aménagement	France	CEREMA
Fondazione Torino Wireless	Italy	TOWL
Ayuntamiento De Donostia San Sebastian	Spain	ADS
Malmö Stad	Sweden	Malmo
BKK Budapesti Közlekedési Központ Zártkörűen Működő Részvénytársaság	Hungary	BKK
Tsentar Za Gradska Mobilnost Ead	Bulgaria	SUMC
Birmingham City Council	United Kingdom	BCC
Thessaloniki Public Transport Authority	Greece	THEPTA

## Document History

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# Executive Summary

The leading objective of SUMPs-Up is to enable mobility planning authorities across Europe to embrace SUMP as the European-wide strategic planning approach, especially in countries where take-up is low and the negative effects of transport are severe. In this purpose, SUMPs-Up develops a series of actions towards cities, as local authorities for urban mobility planning. The project also considers the role of the national level as essential for supporting SUMP take-off. This support encompasses governance, financing and capacity building.

The first step to prepare the development or improvement of National programmes consisted in the analysis of the status of National programmes in EU member states. This analysis aimed to identify and assess:

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

The report **“Status of SUMP in European member states”** is a joint report of two CIVITAS projects: SUMPs-Up (deliverable D5.1) and PROSPERITY (deliverable D3.1). 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 7 regions from 3 countries).

**This document is an annex to this report and presents best practices for specific topics of national programmes identified by PROSPERITY.**

# 1. Introduction

CIVITAS SUMP-UP considers the role of the national level as essential for supporting SUMP take-off at local level. This support encompasses governance (including the legal dimension), financing and capacity building.

SUMP-UP therefore carried out an analysis of the current situation in all countries in Europe, the elaboration of a policy paper for national decision-makers on how to improve national framework for SUMP support as well as direct support to three countries.

The preparation of the development or improvement of National programmes started with the analysis of the current status of National programmes in EU member states in order to identify and assess:

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

The approach was oriented towards the following global objectives:

- Consolidating the need for action, based on available analyses of national frameworks and on a comprehensive city needs analysis from SUMP-UP Users' needs assessment;
- Raising awareness on the importance of the national level for the take up of SUMP.

Considering the similarities between SUMP-UP and PROSPERITY, another CIVITAS project, the analysis and the data collection have been carried in close collaboration.

The analysis of national SUMP programmes was conducted at European, national and local levels<sup>1</sup>. Based on the collected data<sup>2</sup>, PROSPERITY identified several best practices that are presented in this document.

The following chapters detail the best practices for each of the following topics:

- 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.

Table 1 presents all 21 best practices per country or region and per topic.

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<sup>1</sup> See the main document "Status of SUMP in European member states" for further details on the methodological approach.

<sup>2</sup> See the external annex document "Status of SUMP in European member states - Annex 1: National SUMP programme per country/region" that compile all collected data.

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		Financing the development and implementation of Local Sustainable Mobility Plans in Belgium; see Part 3.1.			
Belgium - Flanders			Flanders' guidelines for developing and implementing Local Sustainable Mobility Plans; see Part 4.1.	Quality management of Flanders' Local Sustainable Mobility Plans; see Part 5.4.	
Belgium - Wallonia					Mobility awareness, mobility advisors training and networking; see Part 6.1.
Czech Republic				Quality assessment of SUMP/SUMFs in the Czech Republic; see Part 5.6.	CIVINET network as the channel for information, education and knowledge exchange on SUMP; see Part 6.3.
France	Plan de déplacements urbains (PDU) – the French SUMP: Legislation; see Part 2.1.		Plan de Déplacements Urbains (PDU) – the French SUMP: Guidelines; see Part 4.3.	Plan de déplacements urbains (PDU) – the French SUMP: the PDU observatory; see Part 5.1.	
Hungary			Hungarian guidelines for SUMP development; see Part 4.2.		
Portugal				Monitoring and evaluation of SUMP implementation in Portugal; see Part 5.5.	
Slovenia		Financial support for the development and implementation of SUMP in Slovenia; see Part 3.2.			<ul style="list-style-type: none"> <li>- National platform for supporting SUMP activities in Slovenia, Slovenia; see Part 6.4.</li> <li>- Developing a network of SUMP consultants in Slovenia; see Part 6.5.</li> </ul>

Country or region	Legal regulatory framework and 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
Spain - Catalonia	The Mobility Law in Catalonia boosts SUMP in Barcelona Province; see Part 2.2.			- Monitoring and evaluation framework for SUMP in the Barcelona Province; see Part 5.2. - Quality assurance process for SUMP in Barcelona Province; see Part 5.3.	SUMP related capacity building and training in Barcelona Province; see Part 6.6.
Sweden			Trafik för en attraktiv stad (TRAST) guidelines; see Part 4.4.	System of indicators in TRAST; see Part 5.7.	Information, education and knowledge exchange in Sweden; see Part 6.2.

**Table 1:** Details of the 21 identified best practices per country / region and per topic

## 2. Legal and regulatory framework for SUMP

### 2.1. Plan de déplacements urbains (PDU) – the French SUMP: Legislation, France

Best practice topic	Monitoring and evaluation
Title	<b>Plan de déplacements urbains (PDU) – the French SUMP: Legislation</b>
Country – region	France
In brief	
<p>Created in 1982, PDU (Plan de déplacements urbains) – the French SUMP –has been mandatory for urban areas with over 100.000 inhabitants since 1996. This is associated with a legal definition of a PDU in terms of content, elaboration process (public enquiry, partners' consultation) and relations with other plans developed for other topics or at different scales. PDU is now a well-established concept in France with around 100 approved PDUs (mandatory and not mandatory) that cover half of the population and 4.000 municipalities.</p>	
Context	
<p>In France, actors in charge of urban mobility planning are local authorities for mobility defined as groups of municipalities (altogether 330 local authorities covering 9.300 municipalities and 47 million inhabitants). PDU was created in 1982 to enable these local authorities to organise mobility. It became mandatory in 1996 for urban areas with over 100.000 inhabitants. Since then, several laws (environmental, social, on accessibility for disabled people, etc.) were adopted to increase the requirements from PDU while the core nature of the document was kept the same.</p>	
Description	
<p>During the period 1982 – 1996 (between the creation of the initial PDU and its mandatory status), around 30 PDUs were adopted in France by most of the biggest cities. In 1996 PDU became mandatory to increase the number of PDUs in France and to highlight the vision of urban mobility planning as a central tool for public policies. Around 2012, all major laws concerning PDU were compiled into the Transport code. The consequence is that the legal framework for PDU is now clearly available, and clear to all stakeholders. This is useful for all local authorities (those obliged to prepare a PDU and others). Links of legal compatibility between PDU and other planning documents are also clearly stated. This increases visibility and respect of the rules even by actors who are not specialized in mobility planning.</p> <p>PDU can now be merged with the land use plan on a voluntary basis (after a short period when this was mandatory). This results in a single document where consistency between mobility and urbanism is guaranteed. Even though the law creates an obligation to elaborate a PDU, there is no real consequence if a local authority does not comply with this requirement. In theory, state authority could elaborate and approve a PDU instead of the local authority, but this is clearly unrealistic. In practice, all big local authorities submitted to mandatory PDU have approved a plan themselves.</p> <p>The obligation to elaborate a PDU applies to local authorities - with institutional bodies - intersecting urban areas with over 100.000 inhabitants. These urban areas are defined based on geographical criteria (population density and continuity of buildings) and independently from institutional frontiers. These legal criteria create some intermediate and counterintuitive situations. On one hand, several small or medium-sized local authorities under 100.000 inhabitants are subject to a mandatory PDU because one of their municipalities belongs to an urban area with over 100.000 inhabitants. These authorities usually do not fulfil the obligation. On the other hand, several big local authorities with more than 100.000 inhabitants are not subject to a mandatory PDU because they do not have the required population density to count for a continuous urban area with over 100.000 inhabitants. In practice, those big local authorities are engaged in mobility planning.</p>	
Results	
<p>Creating a legal framework for PDU/SUMP has proved to be very useful especially for the following reasons: to give a national priority to this subject and to increase awareness of it; to establish a clear framework for mobility planning; to set clear legal and mandatory rules for compatibility between PDU and other urban plans and to increase the quality of plans through the definition of requirements for content and process.</p>	

Challenges, opportunities and transferability
<ul style="list-style-type: none"> <li>• The creation of a legal framework could be a very interesting measure to initiate a national strategy.</li> <li>• The legal complexity: the current PDU concept is the result of a series of laws that gradually built up into a quite complex framework. This is suitable for bigger local authorities, but not really for small or medium-sized local authorities any longer.</li> <li>• The mandatory PDU/SUMP: PDU was made mandatory for the biggest urban areas to boost local authorities' activities where the highest needs are. However, without any real sanction, this mandatory rule could be seen more as an incentive and a way to highlight a national priority. As strict mandatory rules for SUMP could be counterproductive, the opportunity of such a measure should be carefully assessed.</li> <li>• Relations with other plans: the law has put PDU in the middle of a quite complex framework that encompasses plans in several areas (mobility, land use, environment) and at different scales (local, regional, national). While this is crucial for the consistency of actions, it could also create complexity when elaborating or updating a plan.</li> </ul>
Resources
<p>Section of the French code defining SUMP (in French) (Last visited: 08/02/2018):  <a href="https://www.legifrance.gouv.fr/affichCode.do?idArticle=LEGIARTI000031104573&amp;idSectionTA=LEGISCTA00023086207&amp;cidTexte=LEGITEXT000023086525&amp;dateTexte=20171201">https://www.legifrance.gouv.fr/affichCode.do?idArticle=LEGIARTI000031104573&amp;idSectionTA=LEGISCTA00023086207&amp;cidTexte=LEGITEXT000023086525&amp;dateTexte=20171201</a></p> <p>List of French PDUs/SUMPs (in French) (Last visited: 27/02/2018):  <a href="https://www.cerema.fr/fr/actualites/liste-composition-aom-au-1er-janvier-2017">https://www.cerema.fr/fr/actualites/liste-composition-aom-au-1er-janvier-2017</a></p> <p>Contact: Thomas DURLIN, Cerema (thomas.durlin@cerema.fr)</p>

## 2.2. The Mobility Law in Catalonia boosts SUMP in Barcelona Province, Catalonia – Spain

Best practice topic	Legislation
Title	The Mobility Law in Catalonia boosts SUMP in Barcelona Province
Country – region	Spain – Catalonia, Barcelona Region
In brief	<p>In Spain as a whole, SUMPs are not mandatory neither is there a SUMP support programme at the national level. Among others, one reason for this is that competences on urban mobility are held at the local level. However, the initiative of the Regional Government in Catalonia is demonstrating that SUMPs can be fostered by higher administrative levels, particularly through the combination of an adequate regulatory framework and a comprehensive support programme. A good example is the one deployed in Barcelona Province (one of the four provinces of Catalonia) which already has 115 municipalities with a SUMP in place and 39 on the way.</p>
Context	<p>In Catalonia, urban mobility is the sole responsibility of municipalities. However, there are four other administration levels with some role in urban transport policy. The first one is Generalitat de Catalunya (Regional Government) which defines legal framework, regional policy and vision, environmental assessment and SUMP quality assurance and approval. The second one is Diputació de Barcelona (Provincial Government, DIBA) which provides SUMP management and support to local planning activities. The third one is ATM (Management authority for the Barcelona metropolitan region: 164 municipalities) that covers integrated planning and public transport provision within the metropolitan region, SUMP approval (for municipalities within the wider metropolitan area) and SUMP monitoring and evaluation. And the fourth one is AMB (Management authority for the Barcelona metropolitan</p>

area: 36 municipalities) which defines integrated planning and public transport provision within the metropolitan area.
<b>Description</b>
<p>In 2003, the Regional Parliament of Catalonia issued a Mobility Law aiming to integrate mobility into urban and economic development policies, foster public transport and active mobility modes, reduce congestion and emissions in urban areas and increase traffic safety. For this purpose, it defines three different planning levels, each with corresponding planning tools, that mainly focus on sustainable mobility and transport management:</p> <ul style="list-style-type: none"> <li>• National (i.e. Regional) Mobility Guidelines (NMG) that provide the overall framework (strategic guidelines, targets, etc.);</li> <li>• Mobility Master Plans that enable territorial application of the NMG in the different territories in which Catalonia is divided and</li> <li>• Urban Mobility Plans that are local strategies towards sustainable mobility.</li> </ul> <p>The latter is considered an essential tool to achieve sustainable mobility and is compulsory for all those municipalities whose competences include the provision of public transport services (over 50.000 inhabitants as well as municipalities being the capital of their corresponding county). In addition, all municipalities in the Metropolitan Area of Barcelona with over 20.000 inhabitants are also required to develop a SUMP.</p> <p>The application of the Mobility Law in the different territories is managed at the Provincial level. In some cases, like in the Barcelona Province, the managing authority (DIBA) has also developed a SUMP programme that goes beyond the Mobility Law, including financial support to municipalities (DIBA co-finances SUMP preparation from 50 % to 90 % - depending on the size of municipality with smaller municipalities receiving more funds), methodological guidance, technical assessment, training, etc.</p> <p>Quality assurance and approval of SUMPs is the responsibility of the Regional Government (Generalitat de Catalunya) except for the municipalities within the Barcelona metropolitan region (164 municipalities) where SUMP approval is the responsibility of ATM. They are responsible for ensuring that the SUMPs are in line with the National Mobility Guidelines and the corresponding Mobility Master Plan.</p>
<b>Results</b>
<p>As a result of this framework, there are currently 115 out of 311 municipalities with a SUMP in the Barcelona region (64 of which were not required by law but were made on a voluntary basis). An additional 39 municipalities are engaged in the preparation of their first SUMP and 8 municipalities are currently updating their SUMP.</p>
<b>Challenges, opportunities and transferability</b>
<p>DIBA's provision of a financial support programme has been very beneficial to SUMP development. But the more relevant achievement of the SUMP support programme (framed under the Mobility Law) is that it has raised awareness about the importance of SUMPs as a useful tool for urban policy beyond its legal requirements, as demonstrated by the fact that a wide number of municipalities are developing SUMPs even though they are not required to do so.</p>
<b>Resources</b>
<p>More information (in Spanish) (Last visited: 08/02/2018):</p> <ul style="list-style-type: none"> <li>• <a href="http://mobilitat.gencat.cat/es/details/Article/llei_mobilitat-00002">http://mobilitat.gencat.cat/es/details/Article/llei_mobilitat-00002</a></li> <li>• <a href="http://xarxamobal.diba.cat/mobal/cat/home/home.asp">http://xarxamobal.diba.cat/mobal/cat/home/home.asp</a></li> </ul> <p>Contact: Mercè Taberna (<a href="mailto:tabernatm@diba.cat">tabernatm@diba.cat</a>)</p>

## 3. Financial resources for SUMP preparation and implementation

### 3.1. Financing the development and implementation of Local Sustainable Mobility Plans in Belgium, Belgium

Best practice topic	Financial resources
Title	Financing the development and implementation of Local Sustainable Mobility Plans in Belgium
Country – region	Belgium
In brief	
<p>Belgium is a federal state with strong regionalised competences in most policy domains – mobility is one of them. The 3 regions – Flanders, Brussels Capital Region and Wallonia – all have separate SUMP legislation, guidelines and financing conditions.</p>	
Context	
<p>The general basic rule for financing is: “The level where the competence and/or ownership lies, also pays!” For example, public transport is a regionalised competence, so (in general) all major strategic investments are paid by the Regional Governments via the yearly approved budgets for the transport operators. So, even in the framework of an approved SUMP (which is a local competence with consultation of the higher-level government), the regions will pay for the implementation of measures that are within their competence. In all 3 regions, there are also conditionally-bound ‘grants’ for the uptake &amp; development of the Local Sustainable Mobility Plans (L-SuMPs; the same as SUMPs). For example, Wallonia pays 100 % for the planning of the 8 PUMs (urban region mobility plans), but only 75 % for the PCM (municipal mobility plans).</p>	
Description	
<p>Specific financing conditions are determined in the respective Regional guidelines or legislation documents (Decrees) on L-SuMPs. In addition, having an approved SUMP and trained mobility department/staff is sometimes also a precondition for obtaining specific operational subsidies or grants, e.g. in the Wallonia this is the case for ‘impulse credits dedicated to the improvement of cycling networks’.</p> <p>Some inspiring financial incentives and (legal) preconditions:</p> <ol style="list-style-type: none"> <li>1. Flanders Region <ol style="list-style-type: none"> <li>1.1. L-SuMP (new) plan or study – up to 100 % grant</li> <li>1.2. 2nd generation update (broadening or deepening) – 50 % grant</li> <li>1.3. Subsidiarity principle (co-financing) for local level priority projects; e.g. redesign of school vicinities, site based travel plans, multimodal access to e.g. business areas, cycle networks improvement.</li> <li>1.4. Cooperation agreement grant for infrastructure that belongs to the region: e.g. major road infrastructure redesign, dedicated bus lines, noise and light barriers.</li> </ol> </li> <li>2. Brussels Capital Region</li> </ol> <p>The financing of many actions is regulated via ‘acts’ that are attached to the overall covenant (Regional cooperation guidelines). Only if L-SuMP actions contribute to the overall regional plan objectives (IRIS 3 – Good Move Brussels) they do get subsidised. The Regional Mobility Commission (a body similar to SUMP Task Force) gives advice while the final decision lies with the Ministry (Department of Mobility).</p>	



3. Wallonia
Except for the PCM's (municipal mobility plans) and PUM's (urban mobility plans), there is also a kind of voluntary cooperation between rural communities and (smaller) neighbourhood cities. This cooperation is defined in the SAM (Schémas d'accessibilité multimodale or 'light SUMP') and aims to increase the multimodal accessibility of the sub regions, often dealing with the organisation of (demand dependent) public transport and additional sharing systems or MaaS introduction. However, these 'light-SUMPs' have no legal status and are not financed by the region either.
<b>Results</b>
The existence of relatively good and reliable financing conditions for SUMP development and implementation in all regions have had a motivational effect for municipalities and cities to start and improve their SUMP policy. In combination with conditional guidelines, standards, a solid institutional cooperation framework and quality assurance, it is a strong incentive for cities and municipalities.
<b>Challenges, opportunities and transferability</b>
<p>Providing financial resources for SUMP's often depends on political decision making and choices (e.g. 'What do we spend public money on?'). Since SUMP often needs to rely on long term vision, the continuity of financial resources might become an issue at times of austerity.</p> <p>The subsidiarity principle has proven its reliability in many policy domains. Financial resources (even co-financing) are important for the uptake and continuity of SUMP. When fully committed to the aims and targets of the SUMP, they can also be highly cost-effective.</p> <p>Financing can also be secured through hypothecating specific revenues – e.g. the city of Ghent's Mobility Department decides autonomously over financing their mobility policy. They do not have to rely on the overall city's budget but can redistribute parking revenues to more sustainable measures. Thus, parking management can become a highly strategic element supporting overall SUMP objectives!</p> <p>Even public-private partnerships and crowd funding are alternatives that become more popular for financing mobility projects and strategies that are not only directed by public authorities. In Antwerp, the Ringland citizen movement collected 10.000 € to pay for an alternative feasibility study of the R1 Ring Road.</p>
<b>Resources</b>
<p>The websites of the respective Regional Mobility Departments provide basic information on financing conditions for SUMP's (however, only in official Belgian languages; NL or FR); details are only for internal use (of Belgian public services with own account) (Last visited: 08/02/2018):</p> <ul style="list-style-type: none"> <li>• <a href="http://www.mobielvlaanderen.be/beleidsplanning.php?a=14">http://www.mobielvlaanderen.be/beleidsplanning.php?a=14</a></li> <li>• <a href="http://mobilite.wallonie.be/home/politiques-de-mobilite.html">http://mobilite.wallonie.be/home/politiques-de-mobilite.html</a></li> <li>• <a href="https://mobilite-mobiliteit.brussels/nl/prioriteit-en-acties">https://mobilite-mobiliteit.brussels/nl/prioriteit-en-acties</a></li> </ul>

### 3.2. Financial support for the development and implementation of SUMPs in Slovenia, Slovenia

Best practice topic	Financial resources
Title	Financial support for the development and implementation of SUMPs in Slovenia
Country – region	Slovenia
In brief	In 2015, the Ministry for Infrastructure launched a tender for financing the preparation and update of SUMPs in Slovenian cities and municipalities. In 2017 the first of three tenders for implementing

measures from new or updated SUMP was launched. The whole operation is co-funded by European Cohesion Policy.
<b>Context</b>
<p>The concept of SUMP proposed by the European Commission has been successfully adopted in Slovenia and is becoming more and more a part of regular planning practice. In recent years, sustainable mobility planning has become an important topic in most Slovenian cities and municipalities. Some cities have been working on SUMP and different sustainable mobility measures for almost a decade, while others are joining the movement each year.</p> <p>In Slovenia, the Ministry of Infrastructure is formally responsible for urban mobility policy. It is strongly supported by and collaborates on a regular basis with the Urban Planning Institute of the Republic of Slovenia, the organisation which has been the driving force for SUMP in the country for more than a decade. During this time, SUMP have been promoted systematically and a great deal of effort was put into awareness raising activities and trainings. However, the impact was limited as until recently there was no budget to support these activities at the local level (apart from coordination of European Mobility Week). The budget situation improved significantly in recent years and this has resulted in a strong boost to the development and implementation of SUMP in Slovenia.</p>
<b>Description</b>
<p>The most important activities regarding SUMP in Slovenia took place between 2008 and 2012 when the first two SUMP were prepared (one within an EU and the other within a national project), European SUMP guidelines were translated and adapted to the local context and a national strategy for SUM planning was outlined (in two documents: “A National strategy for sustainable urban mobility planning at the local level” and “Guidelines for an intersectoral approach”). Consequently, the Ministry of Infrastructure’s support to SUM planning was strengthened and approx. 40 million EUR of structural funds for SUMP preparation and implementation were secured from the 2014-2020 Operational programme of the European Cohesion Policy.</p> <p>As SUMP are not an obligatory document in Slovenia, securing funding was the best way to encourage their preparation and implementation. The first and biggest tender (approx. 20 million EUR) was launched by the Ministry of Infrastructure in 2015. More than 60 SUMP were prepared or updated with these funds in 2017. In 2017 another tender (while much smaller) was launched by the Ministry of the Environment and Health. Some 6 documents are currently being prepared within it (during early 2018). Only the municipalities with at least one urban area were eligible to apply for funding in both cases which translates into about half of all municipalities in Slovenia (approx. 100 municipalities out of 212). All municipalities that prepared SUMP within these tenders are obliged to monitor and evaluate at least two key mobility related indicators within 5 years after SUMP adoption.</p> <p>Having an approved SUMP is now a precondition for being eligible for co-funding for implementation of selected SUMP measures. For this purpose, the second half of the 40 million EUR of the above-mentioned funding scheme is now (early 2018) also available. Measures improving infrastructure for walking and cycling and public transport stops have been and will be co-financed within three tenders in 2017 and 2018. All municipalities with completed SUMP and at least one urban area have a pre-defined maximum amount of funding guaranteed within the tender (according to the number of inhabitants in urban areas) while co-funding from the EU and national funds is 80 %.</p>
<b>Results</b>
<p>More than 70 SUMP were prepared or updated in 2017 or are under preparation. This means that in 2018 one third of municipalities in Slovenia will have a SUMP. Also, the group of experts managing sustainable urban mobility at the Ministry of Infrastructure has grown from one person to five people and two topic guidelines (infrastructure for walking and cycling) were published by the same Ministry while a number of new ones are being developed.</p>
<b>Challenges, opportunities and transferability</b>
<p>Following recent achievements and thanks to participation in the PROSPERITY project, the National SUMP programme will be developed further with focus on further support, regional SUMP, the next Operational Programme, and more dedicated national funds.</p>

The biggest challenge is still raising support and changing the perspective of local political leaders towards SUM planning since SUMP are often prepared mainly to access funding and do not fully embrace the concept of sustainable mobility and improving transport planning. Also, a challenge of developing SUMP for smaller municipalities (without urban settlements) remains on the agenda and could be solved with regional SUMP.

There is a high potential for transferability of the approach implemented in Slovenia within the region with special focus on countries of the CIVINET Network Slovenia-Croatia-South-East Europe.

#### Resources

Information about ongoing tenders and other relevant activities is published on Ministries' websites and on Slovenian Platform for Sustainable Mobility (SPTM) (all following pages only in Slovenian) (Last visited: 08/02/2018):

- [http://www.mzi.gov.si/si/javne\\_objave/javni\\_razpisi/](http://www.mzi.gov.si/si/javne_objave/javni_razpisi/) (Ministry of Infrastructure)
- [http://www.mop.gov.si/si/javne\\_objave/javni\\_razpisi/](http://www.mop.gov.si/si/javne_objave/javni_razpisi/) (Ministry of the Environment and Spatial Planning)
- <http://www.trajnostnamobilnost.si> (SPTM)

Contact: Polona Demšar Mitrovič, Ministry of Infrastructure ([Polona.Demsar-Mitrovic@gov.si](mailto:Polona.Demsar-Mitrovic@gov.si))

## 4. Guidelines and methodology for SUMP development

### 4.1. Flanders' guidelines for developing and implementing Local Sustainable Mobility Plans, Belgium – Flanders Region

Best practice topic	Guidelines
Title	Flanders' guidelines for developing and implementing Local Sustainable Mobility Plans
Country – region	Belgium – Flanders Region
In brief	
<p>Belgium is a federal state with strong regionalised competences in most policy domains – mobility is one of them. Since 1996, the Flanders Region (in the North) has supported local authorities (308 municipalities and cities) with a regulatory framework for Local Sustainable Mobility Plans (L-SuMPs; the same as SUMP).</p>	
Context	
<p>The regulatory framework has been legally adapted four times to better suit the needs of the municipalities, incentivise better quality L-SuMPs and integrate sustainable mobility efforts at the local and regional level:</p> <ol style="list-style-type: none"> <li>1996: Mobility covenant for structuring institutional cooperation between local level, regional level and public transport authorities. The Covenant introduced L-SuMP guidelines.</li> <li>2001: Mobility covenant adopted by Decree (legislative document). The L-SuMPs became recommended (but not mandatory) and subsidised (financial incentive), so is the implementation of L-SuMPs' approved measures.</li> <li>2009: Introduction of Regional SuMP by Decree.</li> <li>2012: Adjustment and integration of former legal frameworks in one Decree. L-SuMPs and their evaluation become mandatory.</li> </ol>	
Description	
<p>Flanders regional L-SuMP guidelines define the conditions for sustainable mobility in an overall mission and vision. They have 5 strategic objectives (accessibility, mobility for all, traffic safety, livability, environmental and climate protection) and 4 main basic principles: hierarchy of modes (walking &gt; cycling &gt; public transport and car sharing &gt; private car), public participation, quality assurance and control (process and content) and financing conditions. L-SuMPs have a planning horizon of 10 years with a vision focus of 30 years. Documents have two legal parts: the informative part containing research, analysis and vision and the steering part containing scenarios, priorities, operational targets and action plan. The measures are grouped into 3 working domains: spatial planning, mobility networks and accompanying measures (e.g. enforcement, mobility management, services). All stakeholders involved share responsibility, which means cooperation and common decision making become most important and are thus an integral part of the institutional cooperation process.</p> <p>Furthermore, a dozen of thematic handbooks ('vademecia') support the planning and implementation/design of L-SuMP measures. There are separate documents on parking, bicycle infrastructure, bicycle networks and bicycle parking, road design, public domain design, traffic calming, school vicinities and Mobility Effect Reporting.</p>	
Results	

In Flanders, 99 % of all 308 local authorities (municipalities and cities) have a L-SuMP. 70 % has a second-generation plan, whereas a small leading minority is adopting a third generation L-SuMP. Amongst these, the cities of Ghent, Bruges and Antwerp are competing with other EU SUMP champion cities.

The existence of a mandatory – but relatively easy ‘quick scan’ monitoring and evaluation tool in combination with a reliable quality control process (see case study on monitoring and evaluation for Flanders) and financing mechanisms are all contributing effectively to the continuous progress of most of the L-SuMPs in Flanders.

#### Challenges, opportunities and transferability

Flanders are a very densely populated area with historical (sub)urban sprawl and high economic growth resulting mostly from its location in the heart of Europe. The predominant use of cars/trucks and all related negative effects remain a big challenge for the livability in the region. This also emphasises the need to change the L-SuMP focus to a more ‘functional city’/ intermunicipal level approach. Also, a lack of clear indicators when assessing outcomes of the L-SuMP is something that could be improved.

A new Decree on ‘Basic Accessibility’ (2017) will also structure 15 new ‘transport regions’ with a greater autonomy in managing mobility-for-all and public transport, developing multimodal approach and introducing new concepts (e.g. MaaS).

The Flanders Mobility Covenant (regional) guidelines for L-SuMP were pilot for the later EU SUMP Guidelines (within EU Life project PILOT on Sustainable Transport Plans, 2005).

#### Resources

- [www.mobielvlaanderen.be](http://www.mobielvlaanderen.be) (Flanders Mobility Department website and cloud for mobility policy tools) (Last visited: 27/02/2018).
- Presentation on the Flanders SUMP Guidelines by D. Ameele, Head of the Flemish L-SuMP Department at the 4th European Conference on SUMP in Dubrovnik, Croatia, 29-30 March 2017.

## 4.2. Hungarian guidelines for SUMP development, Hungary

Best practice topic	Guidelines
Title	Hungarian guidelines for SUMP development
Country – region	Hungary
In brief	
<p>In Hungary, funding for the development of SUMPs is available for cities under the Territorial and Settlement Development Operative Programme (TOP; code TOP-6.4.1-15). The Hungarian SUMP guidelines serve as the basis of the funding scheme TOP to elaborate SUMPs in cities; cities must take into account and comply with its content. However, there is no quality control for the content: the funding for the SUMP is based on a simple check as to whether the required content (titles, paragraphs) are present in the document or not.</p>	
Context	
<p>There are two ministries responsible for the SUMP. In general, the Ministry of National Development develops strategic transport policies, but due to the financial management tasks related to Operational Programme funds, the Ministry of National Economy is also involved.</p> <p>Even though Hungary does not have a national SUMP programme, a funding scheme for SUMP development exists. EU Structural and Investment Funds under the framework of TOP and co-financed by the Hungarian government support the SUMP process. Hungarian cities receive funding for writing their SUMPs without centrally organized quality control of the content. Also, as the</p>	

existence of SUMPs is a prerequisite for accessing infrastructural funds for sustainable urban mobility, the motivation for SUMP elaboration might not comply with the original purpose of SUMPs.
<b>Description</b>
The first-generation SUMPs appeared in Hungary at the end of 2016 as a result of the TOP funding scheme. Until then, most Hungarian cities and towns followed outdated transport plans (if they had any at all). The funding scheme provided the necessary resources for SUMP elaboration since Hungarian local governments have very limited resources available. The TOP provides funding for professional work that is mostly subcontracted to external experts. The latter usually follow the SUMP preparation process as described in Hungarian SUMP guidelines (adapted from EU SUMP guidelines). The adaptation of these guidelines was also financed within TOP and occurred in two phases. Firstly, two sets of guidelines were developed in parallel by the two concerned ministries. Secondly, these guidelines were unified and updated in early 2017. The resulting guidelines take into account local planning and administrative context which made the SUMP process in Hungary faster and simpler. Funding for implementation of the SUMP is also coming from the same funding programme (TOP).
<b>Results</b>
There is no national database of SUMPs in Hungary. The Hungarian National Focal Point for SUMPs, Mobilissimus Ltd, keeps an unofficial list. All existing SUMPs in Hungary have been completed in 2016 and 2017. Most were partially or completely financed from TOP and adopted by City Councils (e.g. in Debrecen, Kecskemét, Veszprém, Pécs, Kaposvár, Szeged, Eger and Zalaegerszeg). Some other cities have completed their SUMP, but the documents have not yet been adopted by the City Councils (these cities are Tatabánya, Dunaújváros, and Nyíregyháza). Furthermore, the preparation of a SUMP is underway in at least four more cities: Budapest (first part completed, second part under way; a considerably more detailed document than in other cities), Paks, Székesfehérvár and Zirc.
<b>Challenges, opportunities and transferability</b>
The guideline is a mandatory background document that must be considered while elaborating SUMP within the funding scheme (when the city would like to receive the funding for preparation). This raises the issue of motivation, if the content or the purpose of getting access to further funding is the main goal. The missing real quality assessment of the elaborated SUMPs is another challenge. The guidelines are more suitable for larger cities. The motivation for smaller cities and towns to develop and adopt a SUMP is also missing because these cities have a limited amount of funding accessible from the TOP and thus often prefer to implement transport projects and do not prepare a SUMP.
<b>Resources</b>
<ul style="list-style-type: none"> <li>Website of the funding scheme (in Hungarian) (Last visited: 28/02/2018): <a href="https://www.palyazat.gov.hu/top-641-15-fenntarthat-vrosi-kzlekedesfejleszts">https://www.palyazat.gov.hu/top-641-15-fenntarthat-vrosi-kzlekedesfejleszts</a></li> <li>Contact: András Ekés, Hungarian SUMP expert (ekes@mobilissimus.hu)</li> </ul>

### 4.3. Plan de Déplacements Urbains (PDU) – the French SUMP: Guidelines, France

Best practice topic	Guidelines
Title	Plan de Déplacements Urbains (PDU) – the French SUMP: Guidelines
Country – region	France
In brief	Created in 1982, PDU (Plan de déplacements urbains) – the French SUMP – is now a well-established concept in France. There are around 100 approved PDUs (mandatory and not mandatory) that cover half of the population and 4.000 municipalities. Since its creation, PDU has been

continuously supported at national level by legislation and production of guidelines. The latter cover a large scope of topics: from methodology for PDU elaboration to best practices or thematic analysis.
<b>Context</b>
In France, actors in charge of urban mobility planning are local authorities for mobility defined as groups of municipalities (altogether 330 local authorities covering 9.300 municipalities and 47 million inhabitants). PDU was created in 1982 to enable these local authorities to organise mobility. It became mandatory in 1996 for urban areas with over 100.000 inhabitants. Since then, several laws (environmental, social, on accessibility for disabled people, etc.) were adopted to increase the requirements from PDU while the core nature of the document was kept the same.
<b>Description</b>
As a support for the national PDU policy, PDU has been continuously supported by production of guidelines for more than 20 years. Their objective was and is to facilitate local authorities in the development of PDUs and to harmonize their preparation process and content.  Guidelines cover a large scope of topics from methodology for PDU elaboration to best practices and thematic analysis. Their production is financed by the Ministry of Transport while they are written and researched by Cerema (previously called CERTU) – a public body in charge of technical support for the ministries working in the field of sustainable development. Other stakeholders as national associations of local authorities, public bodies, etc., are regularly included in the process of development of the guidelines (for definition of the objectives of certain guidelines, sharing of experience, comments on the document, etc.). Guidelines usually target all French actors (state, local authorities, private sector) and sometimes focus on specific target group like politicians or members of state departments. Guidelines are available for free or upon payment.
<b>Results</b>
Thanks to the constant support of the Ministry of Transport for guidelines production, the French PDU corpus now offers a comprehensive set of documents covering a large variety of topics, as follows:  1. General guidance: legal and methodological guidelines;  2. Guidance or State of the art on PDU process: participation and stakeholder involvement, monitoring;  3. Guidance or State of the art on PDU themes: car parking, environmental assessment, accessibility for disabled people, road safety, environment, urban freight, merging of land use and mobility plans;  4. Factsheets or assessment reports.  The constant provision of new versions of the of PDU guidelines also contributes to the visibility of the topic; directly with the release of new documents and indirectly through the association of stakeholders that contributes to keeping the subject alive.
<b>Challenges, opportunities and transferability</b>
Regarding the French experience, having guidelines for PDU/SUMP in the local language and adapted to the local context (legislation, organisations, etc.) is a key element of a national policy to support local authorities, private sector and public stakeholders (especially those in charge of monitoring and supporting local authorities). Existing guidelines already offer rich technical content. They should now be complemented with more focus on e.g. communication and targeting decision makers. The challenge is also to keep a constant level of activity, especially with updates that will integrate new best practice from France and from other European guidelines.
<b>Resources</b>
<ul style="list-style-type: none"> <li>Eltis webpage for France (Last visited: 28/02/2018): <a href="http://www.eltis.org/mobility-plans/member-state/france">http://www.eltis.org/mobility-plans/member-state/france</a></li> <li>Contact: Thomas DURLIN, Cerema (<a href="mailto:thomas.durlin@cerema.fr">thomas.durlin@cerema.fr</a>)</li> </ul>

## 4.4. Trafik för en attraktiv stad (TRAST) guidelines, Sweden

Best practice topic	Guidelines
Title	Trafik för en attraktiv stad (TRAST) guidelines
Country – region	Sweden
In brief	
<p>The planning support developed at EU level, Sustainable urban mobility plan (SUMP), and the Swedish planning support system, Transport for an attractive city (TRAST), both aim to support development of sustainable transport in cities and support the planning process of the development of one or more plans.</p> <p>A comparison has shown that identical or similar areas and requirements are addressed in SUMP and TRAST regarding the planning process while TRAST also includes a comprehensive handbook addressing the development of traffic strategies, traffic plans and actions.</p>	
Context	
<p>Both SUMP and TRAST include instructions in the form of guidelines that must be interpreted and translated into a plan, practical planning and actions by cities. In addition, TRAST includes handbooks and guides with suggestions, discussion and examples of measures, actions and policies. In both TRAST and SUMP, implementation is supported through projects (e.g. facilitating the exchange of experiences between cities). Many cities in Sweden have already developed or are developing mobility plans (e.g. Traffic strategies) based on the TRAST guidelines.</p>	
Description	
<p>TRAST comprises a set of Swedish guidelines with the aim of supporting integrated planning and the development of a balanced and sustainable urban mobility and attractive cities. The first edition was published in 2004 and the third edition in 2015. The material includes two main handbooks, a guide and several additional background reports and supporting handbooks. One of the handbooks includes background facts and information about activities and measures for urban transport and logistics system development while the other handbook and the guide aim at supporting the planning process itself.</p> <p>The TRAST Planning Process Handbook includes three main sections:</p> <ol style="list-style-type: none"> <li>1. “Attractive city” where qualities of an attractive city and planning strategies are defined;</li> <li>2. “Local planning of travel and transport” in which suggestions regarding structural support for local planning can be found;</li> <li>3. “Local strategies, plans and programmes” where planning process support is presented.</li> </ol> <p>The TRAST Guide provides support to municipalities of all sizes that are in the process of developing a mobility plan. The guide is designed to help create a systematic and clear working process and is divided into three phases: “initiate and get an assignment”, “develop a mobility plan” and “implement and manage”.</p> <p>The TRAST Background Handbook is a review that addresses activities and measures and includes sections on city qualities, transport planning, accessibility, safety and security in general, traffic safety, traffic and environmental effects, transport systems (including subsections on pedestrian, bicycle, motorbike, public bus, rail, car, goods and emergency traffic).</p> <p>The planning process recommended in TRAST is structured in three planning stages, of which the TRAST recommendations can be applied in the first two: strategic planning (including spatial planning and the development of one or several mobility plans) and action planning (including for example transport plans and identification of measures). The third stage is project planning.</p>	
Results	



An evaluation in 2013 showed that about one third of all Swedish cities (municipalities) had developed a plan (Traffic strategy according to TRAST), and almost 70 % of the largest 30 cities. Almost another third was working to develop a plan and the remaining cities were interested in doing so. Many of the cities that have not yet developed a plan are therefore relatively small and have limited resources to do so. No data is available about the number of plans developed according to SUMP, but as referred above the TRAST and SUMP guidelines are similar.

#### Challenges, opportunities and transferability

There is significant potential in exchanging experiences between TRAST and SUMP implementation guidelines (a TRAST Check list, which is a shorter version of the TRAST Guide, was recently translated into English to make the TRAST material accessible to planners in other countries) and strategies. Initiatives to promote SUMP and TRAST have similar challenges: further development of sustainable mobility and further development of planning processes that support the development of sustainable mobility are key challenges regardless of which system is used as support. Continued cooperation, transfer and exchange of knowledge at the European level is therefore considered to be a successful strategy. It is, however, important that experiences and good examples of the promotion of sustainable mobility and planning processes are evaluated and evidence-based.

There is also a taskforce consisting of the representatives from the National transport administration, the National Board of Housing, Building and Planning, the Swedish Association of Local Authorities and Regions, the Swedish National Road and Transport Research Institute (VTI), two cities, consultancies and academies. This taskforce will form a status report, define the benefits of using SUMPs and create a plan of what to do including responsibilities.

#### Resources

- The TRAST planning support material (handbooks and guides) is available (in Swedish) at (Last visited: 28/02/2018): <https://www.trafikverket.se/for-dig-i-branschen/Planera-och-utreda/samhallsplanering/samspel-mellan-trafik-och-bebyggelse/Planera-for-hallbara-stader-och-atraktiva-regioner/Trafik-for-en-ataktiv-stad/>.
- For further information contact Ulf Pilerot, project leader: [ulf.pilerot@trafikverket.se](mailto:ulf.pilerot@trafikverket.se).

## 5. Monitoring and evaluation of SUMP's development and implementation

### 5.1. PDU – the French SUMP: the PDU observatory, France

Best practice topic	Monitoring and evaluation
Title	Plan de déplacements urbains (PDU) – the French SUMP: the PDU observatory
Country – region	France
In brief	
<p>Created in 1982, PDU (Plan de déplacements urbains) – the French SUMP – is now a well-established concept in France. There are around 100 approved PDUs (mandatory and not mandatory) that cover half of the population and 4.000 municipalities. For twenty years, the ministry of Transport has been supporting the PDU policy also by funding the monitoring of the documents through a PDU observatory. This observatory produces a yearly updated database of mobility planning activities in France that is useful for the ministry activities (policy, guidelines) and for local authorities.</p>	
Context	
<p>In France, actors in charge of urban mobility planning are local authorities for mobility defined as groups of municipalities (altogether 330 local authorities covering 9.300 municipalities and 47 million inhabitants). PDU was created in 1982 to enable these local authorities to organise mobility. It became mandatory in 1996 for urban areas with over 100.000 inhabitants. Since then, several laws (environmental, social, on accessibility for disabled people, etc.) were adopted to increase the requirements from PDU while the core nature of the document was kept the same.</p> <p>During the PDU development process, state departments (organised in France into 100 units) are included in three ways: as technical partners providing local authorities first level assistance; as mobility stakeholders since the French state is also a mobility operator and as law enforcement officers to guarantee that the plan abides by the legal framework. These roles give state departments a high level of information on local mobility planning activities.</p>	
Description	
<p>As a support for the national PDU policy, PDUs have been continuously supported by the PDU observatory that identifies activities of local authorities (LA) in the field of mobility planning.</p> <p>LA for mobility can take various institutional forms of association of municipalities depending on the total population that they cover and grouping different competences (mobility, land use, car parking, road infrastructure, etc.). The composition of LA (i.e. the list of covered municipalities) can evolve, as LA usually tend to extend to non-covered municipalities or as several LA can merge into one bigger LA. The PDU observatory is then elaborated in association with an observatory of LA for mobility.</p> <p>PDU observatory is financed by the Ministry of Transport and run by Cerema (previously called CERTU) – a public body in charge of technical support for the ministries working in the field of sustainable development.</p> <p>Once a year, all state departments are asked about mobility planning activities of LA in their area (e.g. decision to elaborate a PDU, elaboration in progress, public enquiry, evaluation). Together with other data sources (direct contacts with local authorities or via the Cerema network) this feeds into a yearly update of the PDU database. Documents related to LA' activities (e.g. plans, evaluation reports, specifications) are also collected to form a PDU library. Results (tables, graphs, maps) are published on the Cerema website.</p> <p>The database includes the following information: type of LA for mobility (depending on the institutional form of association of municipalities), municipalities covered (including population and surface area), type of urban area (size, role of the LA within the urban area (monocentric / polycentric)), existence</p>	

of a PDU (or other types of mobility plans) and years of previous plans, link to (non-)obligation to elaborate a PDU, relation with land use plans, GIS data for map production.
<b>Results</b>
<p>The PDU observatory is now well established and known by stakeholders. It provides accurate and up-to-date data describing the situation of mobility planning in France. Almost all plans adopted since 2000 are kept in the PDU library.</p> <p>The PDU observatory appears to be useful in at least four different contexts: for the production of guidelines, for the LA to better assess its own activities in respect to others, for activities related to the national policy for urban mobility and for communication at the national or international levels. Furthermore, the PDU observatory is indeed used as a tool to help with law implementation and evolution.</p> <p>In terms of law implementation, the PDU observatory defines the list of LAs that must elaborate a mandatory PDU. The law also states that private companies located where a PDU has been approved must develop a mobility management plan, and the PDU observatory defines the list of municipalities where private companies must do so.</p> <p>In the sense of how the law might evolve, the database gives sound insights into LA activities and on long-term trends in mobility planning, helping with the identification of potential needs for new or modified law. It also enables assessment of possible scenarios for such modifications, for example, to assess the impact of a decrease of the threshold for a mandatory PDU – now 100.000 inhabitants – to 50.000 or 75.000 inhabitants.</p>
<b>Challenges, opportunities and transferability</b>
<p>One of the key success factors for such an observatory is the stability of the observatory over time to create the required framework for long-term activities. Conditions needed for this are a stable and identified national National Focal Point (Cerema), guaranteed funding from the Ministry, cooperation with LAs (which leads to a more or less formally defined network) and with other relevant stakeholders (state departments, association of LAs).</p> <p>The PDU observatory is still evolving with new types of plans to be included in the future (especially mobility plans for rural areas or for mid-sized cities) and with new data to highlight the potential of cooperation between mobility and other topics like land use plan or urban policy.</p>
<b>Resources</b>
<p>Cerema webpage presenting the 2017 PDU observatory (in French) (Last visited: 28/02/2018): <a href="http://www.territoires-ville.cerema.fr/base-des-pdu-et-autres-plans-de-deplacements-au-a2526.html">http://www.territoires-ville.cerema.fr/base-des-pdu-et-autres-plans-de-deplacements-au-a2526.html</a></p> <ul style="list-style-type: none"> <li>Contact: Thomas DURLIN, Cerema (thomas.durlin@cerema.fr)</li> </ul>

## 5.2. Monitoring and evaluation framework for SUMP in the Barcelona Province, Spain/Catalonia

Best practice topic	Monitoring and evaluation
Title	Monitoring and evaluation framework for SUMP in the Barcelona Province
Country – region	Spain – Catalonia
<b>In brief</b>	
<p>The Mobility Law in Catalonia states that all SUMP must be reviewed and updated every 6 years while every 3 years a monitoring report is required to assess the status of SUMP implementation. A common framework for monitoring and evaluation is provided for that purpose, combining a common set of indicators and the requirement to conduct an environmental assessment of all SUMP, according to the European Environmental Impact Assessment (EIA) legislation.</p>	

Context
<p>After the Regional Parliament of Catalonia issued its Mobility Law in 2003, SUMPs became mandatory for all municipalities whose competences include the provision of public transport services (over 50.000 inhabitants as well as municipalities being the capital of their corresponding county). In addition, all municipalities in the Metropolitan Area of Barcelona with over 20.000 inhabitants are also required to develop a SUMP.</p> <p>The application of the Mobility Law in the different territories is managed at the Provincial level. In some cases, like in the Barcelona Province, the managing authority (Diputació de Barcelona or DIBA) has also developed a SUMP programme that goes beyond the Mobility Law, including financial support (10 % to 50 %), methodological guidance, technical assessment, training, etc.</p> <p>According to the Mobility Law, all SUMPs should be updated every 6 years, while every 3 years a monitoring report is required to assess the status of SUMP implementation. A common framework for monitoring and evaluation is provided for that purpose.</p>
Description
<p>Within DIBA's SUMP support programme, the common framework for monitoring and evaluation is clearly presented at the earliest stage of SUMP development. It is described in one of the three key elements of the SUMP programme - in the Terms of Reference and consists of two main elements:</p> <p>A common set of indicators including 37 indicators structured in 8 thematic areas (overall mobility; pedestrians; bicycle; public transport; cars; parking; urban goods distribution; traffic safety) and 10 additional indicators linked to the objectives of the Mobility Master Plan for the Barcelona Metropolitan Region.</p> <p>Requirement to conduct an environmental assessment of all SUMPs, according to the European EIA legislation. This includes the need to monitor SUMPs against a set of 15 additional indicators focusing on environmental performance.</p> <p>In addition to these indicators, municipalities include as many other indicators as they consider relevant for the evaluation of their SUMPs.</p> <p>Municipalities are also required to describe their approach to indicators' calculation (i.e. data sources, data collection processes, tools, etc.). To assist them in this process, the Regional Government has developed an emissions calculation tool that is freely available to all practitioners.</p> <p>As part of the quality assurance process linked to SUMP's approval, the Regional Government (delegated to Autoritat del Transport Metropolità - ATM for the municipalities within the Barcelona metropolitan region) assesses whether the described data sources, data collection processes, tools, etc. are in line with the overall monitoring and evaluation framework.</p> <p>SUMPs are required to be updated every 6 years after being evaluated according to this framework and every 3 years a monitoring report is required to assess the status of SUMP implementation. A reduced number of the above described indicators set is used for that purpose (only transport supply indicators) and the report is complemented by a qualitative assessment.</p>
Results
<p>Currently there are 115 SUMPs in place in Catalonia, all of which have already planned and initiated their corresponding monitoring and evaluation activities with 8 of them that have already covered the full evaluation cycle and are currently updating their SUMPs.</p>
Challenges, opportunities and transferability
<p>While comprehensive and well structured, there are sometimes issues regarding data collection responsibilities when SUMPs are framed under the Mobility Master Plan for the Metropolitan Region.</p> <p>Based on the experience of the above-mentioned cities, the current monitoring and evaluation framework is perceived to be too extensive and sometimes difficult for municipalities to properly address.</p> <p>It is also planned to update and simplify the current indicator list used for monitoring and evaluation. The aim is to improve the link between SUMP goals and indicators through fewer and better targeted</p>

indicators. It is expected that this will also help communicating the impacts that result from SUMP implementation to citizens (improved quality of life, safer and more comfortable travel, health benefits, etc.). Qualitative elements will also be included for that purpose.

#### Resources

More information (in Spanish) (Last visited: 28/02/2018):

- XARXA MOBAL: <http://xarxamobal.diba.cat/mobal/cat/home/home.asp>
- AMBIMOB: [http://mediambient.gencat.cat/es/05\\_ambits\\_dactuacio/avaluacio\\_ambiental/eines\\_documentacio\\_tecnica/eines/ambimob/index.html](http://mediambient.gencat.cat/es/05_ambits_dactuacio/avaluacio_ambiental/eines_documentacio_tecnica/eines/ambimob/index.html)

### 5.3. Quality assurance process for SUMP in Barcelona Province, Spain/Catalonia

Best practice topic	Monitoring and evaluation
Title	Quality assurance process for SUMP in Barcelona Province
Country – region	Spain – Catalonia
In brief	
<p>In 2003 SUMP development became mandatory in Catalonia under the Mobility Law. The Mobility Law also requires a quality assurance process where all SUMP are reviewed to guarantee that they are in line with the sustainable mobility principles defined in the law and that the methodology is in line with SUMP principles. If not positively assessed, SUMP are required to be amended before approval. Complementarily, DIBA's (Diputació de Barcelona, Provincial Government) support programme for SUMP development includes several “up-stream” elements to increase the overall quality of the documents.</p>	
Context	
<p>After the Regional Parliament of Catalonia issued its Mobility Law in 2003, SUMP became mandatory for all municipalities whose competences include the provision of public transport services (over 50.000 inhabitants as well as municipalities being the capital of their corresponding county). In addition, all municipalities in the Metropolitan Area of Barcelona with over 20.000 inhabitants are also required to develop a SUMP. Quality assurance and approval of SUMP is the responsibility of the Regional Government (Generalitat de Catalunya) except for the municipalities within the Barcelona metropolitan region (164 municipalities) where SUMP approval is the responsibility of ATM (Management authority for the Barcelona metropolitan region).</p>	
Description	
<p>Once the Mobility Law was approved and after a first stage when familiarization with the new planning instrument was the main concern, quality assurance became the main priority for DIBA in its role to support the development of SUMP in the Barcelona Province. Aiming to help municipalities develop the best possible SUMP, DIBA put in place a support framework that goes beyond mere financial aid, including several elements aimed at increasing quality of the resulting documents and planning procedures. There are three key elements:</p> <ol style="list-style-type: none"> <li>1. “Terms of Reference” clearly state SUMP content, phases and procedures and is used for the tendering of the corresponding plans.</li> <li>2. “Methodological guidelines” are a comprehensive methodological guidebook providing insights on different tasks to be undertaken during SUMP development.</li> <li>3. “Technical assistance” is an appointed team of DIBA's staff that provides assistance to municipalities during the elaboration of their SUMP.</li> </ol> <p>However, as stated by the Mobility Law, the final quality assurance remains with the Regional Government (or with ATM in case of the municipalities within the Barcelona metropolitan region). This means that, once the SUMP is finalised and before its formal approval, it must be reviewed by the afore- mentioned organizations. They then issue a report stating whether the corresponding SUMP is in line with the sustainable mobility principles in the Mobility Law and the upper level Plans linked to it and also whether the methodology and process was in line with SUMP principles. The reviewing process can result in a “Favourable assessment”: SUMP can be approved (minor amendments can be required) or a “Non-favourable assessment”: SUMP needs to be amended and then reviewed again before its approval.</p>	
Results	
<p>While the overall quality of SUMP is good, final results are still unbalanced between municipalities because they are strongly dependent on the skills and know-how of the technical staff in each case.</p>	

Challenges, opportunities and transferability
In order to increase current performance, DIBA has recently launched a pilot project to provide personalised technical assistance to municipalities in the development of their plans through the involvement of independent experts providing guidance to both politicians and technical staff and with a special focus on the implementation of push and pull measures. If successfully assessed, this pilot project will be extended as general practice within the SUMP support programme.
Resources
<ul style="list-style-type: none"> <li>• More information (in Spanish) (Last visited: 28/02/2018): <a href="http://xarxamobal.diba.cat/mobal/cat/home/home.asp">http://xarxamobal.diba.cat/mobal/cat/home/home.asp</a></li> <li>• Contact: Mercè Taberna (<a href="mailto:tabernatm@diba.cat">tabernatm@diba.cat</a>)</li> </ul>

## 5.4. Quality management of Flanders' Local Sustainable Mobility Plans, Belgium/Flanders

Best practice topic	Monitoring and evaluation
Title	Quality management of Flanders' Local Sustainable Mobility Plans
Country – region	Belgium – Flanders Region
In brief	Belgium is a federal state with strong regionalised competences in most policy domains – mobility is one of them. Since 1996 the Flanders Region (in the North) has supported local authorities (308 municipalities and cities) with a regulatory framework for Local Sustainable Mobility Plans (L-SuMPs). After several 'practice-based' improvements the L-SuMPs and their evaluation became mandatory in 2012.
Context	Quality assurance and control is a basic principle defined in the Flemish L-SuMP guidelines. Nevertheless, in daily practice the emphasis and philosophy behind the principle is more trying to answer the question: "How can the Flemish Authorities give (better) advice and support the development of high quality L-SuMPs on the local level". The idea of shared responsibility and the need for institutional cooperation are two additional principles that are embedded in the Flemish framework programme and that – in fact – also helped shape the organization of the quality management procedures.
Description	<p>Quality management (monitoring and evaluation) of L-SuMPs in Flanders is performed by institutional bodies at the local and regional level and through a separate evaluation procedure.</p> <p>Firstly, the Municipal Guiding Commission (GBC) is the mandatory local advisory board that takes an active part in the entire process of the L-SuMPs; from planning to evaluation. The GBC consists of all (institutional) stakeholders – both horizontal and vertical – and can be broadened with representatives of the public. The GBC decides on the L-SuMP milestones by consensus. Once every 6 years, the GBC starts also the evaluation procedure (the quick scan, see later). The GBC meets on average every 3-6 months. The GBC is built by the L-SuMP municipal core team.</p> <p>Secondly, the 308 municipalities are also advised by one of the 25 Flemish civil servants who are quality advisors. They are divided into 5 Regional Guiding Commissions – RMC (one for each of the 5 Flemish provinces). The RMC is consulted when the decision-making by consensus is lacking in the GBC. RMCs also watch over the eligibility of the content and procedures following the L-SuMP guidelines and commitments and ensure multidisciplinary quality control. Quality advisors meet regularly at quality chambers (knowledge exchange and skill development meetings). The quality</p>

chamber is chaired by the head of the Flemish Government's SUMP department. Academic experts might be invited to train and facilitate discussions on the most relevant political SUMP related issues.

Finally, a high level governmental Task Force will discuss and prepare adaptations in the SUMP guidelines or (partly) renewal of the Decree according to the advice from the quality chambers.

Beside the monitoring, quality control and follow-up done by the above stated institutional bodies, the Flanders' L-SuMP Common Assessment Framework also includes a separate evaluation procedure – the quick scan tool (QS). Since the latter became mandatory in 2012, it has already been adapted several times to the specific needs of municipalities. The QS is done every 6 years by the GBC and includes three steps:

- A. Information exchange: planning context, actions, progress, etc.;
- B. L-SuMP Scenario check: whether it is still up-to-date; which topics need to be developed in more detail more (deepened) or added (broadened);
- C. Conclusion: possible choices are (1) new plan is needed; (2) plan must be deepened; (3) plan must be broadened.

The RMC is informed of the GBC's quick scan procedure and outcomes. When necessary, the quality advisor will suggest adaptations. Follow-up on the quick scan is – again – issued by the GBC.

#### Results

The existence of a mandatory (but relatively undemanding) quick scan monitoring and evaluation tool in combination with a reliable quality management process and financing mechanism (see case study 'Financing the development and implementation of L-SuMPs in Belgium') is contributing effectively to continuous progress of most of the L-SuMPs in Flanders. 99 % of all 308 local authorities (municipalities and cities) have a L-SuMP. 70 % have a second-generation plan, whereas a small leading minority is adopting a third generation L-SuMP. Amongst these, the cities of Ghent, Bruges or Antwerp are competing with other EU's SUMP champion cities.

#### Challenges, opportunities and transferability

Parts of the quality management principles and implementation can be easily transferred to other national SUMP guidelines. This is a challenge for most of the Task Forces that are being developed in CIVITAS Prosperity project. The option to establish a strong higher level supporting and advisory organisation needs a clear political decision and additional financial resources. However, the cost/benefit might evolve positively through the years.

The quick scan tool in Flanders has a rather narrow orientation. It will help to establish (1) whether a SUMP is still current and (2) directions for the city's future mobility policy. However, it does not provide an indicators-based monitoring and evaluation. The latter might be gradually integrated into the SUMP guidelines starting with the champ L-SuMPs and not as a mandatory element. This is a future ambition of the Flanders region.

#### Resources

- [www.mobielvlaanderen.be](http://www.mobielvlaanderen.be) (Flanders Mobility Department website and cloud for mobility policy tools) (Last visited: 28/02/2018)
- Presentation on the Flanders SUMP Guidelines by D. Ameele, head of the Flemish L-SuMP Department at the 4th European Conference on SUMP in Dubrovnik, 29-30 March 2017.
- Flanders Quick Scan templates are available in English; contact [patrick.auwerx@mobiel21.be](mailto:patrick.auwerx@mobiel21.be)

## 5.5. Monitoring and evaluation of SUMP implementation in Portugal, Portugal

Best practice topic	Monitoring and evaluation
Title	Monitoring and evaluation of SUMP implementation in Portugal



Country – region	Portugal
In brief	
<p>The absence of a legal framework that supports the monitoring and evaluation of SUMP is a challenge that might be overcome, either through the empowerment of a national authority with monitoring competences or through the establishment of a partnership to promote a certification scheme to verify the quality of SUMP.</p>	
Context	
<p>The lack of a legal framework that would support the implementation and monitoring of SUMP in Portugal is a known obstacle. The absence of this legal framework also hinders the monitoring and evaluation process of SUMP implementation since the SUMP assessment by a national agency is not mandatory.</p> <p>The wide adoption of Sustainable Urban Mobility Action Plans (SUMAPs) is also seen as a challenge, since at the decision maker level the difference between these Action Plans and full SUMP (Planos de Mobilidade e Transportes) is not very clear and the adoption of a SUMAP can lead to the misperception that sustainable mobility planning needs have already been fully addressed.</p>	
Description	
<p>In Portugal, monitoring and evaluation of SUMP implementation is not a mandatory process. The not very definitive Portuguese legal framework for SUMP, namely the lack of a formal legal approval of IMT's (Instituto da Mobilidade e Transportes) Mobility Package and no mandatory SUMP (not even for cities with more than 50.000 habitants as proposed by IMT), is seen as a major limitation for the development, monitoring and evaluation of a successful SUMP programme.</p> <p>Despite this legal limitation, the national Mobility Package that was developed by IMT in 2012, deserves a wide recognition and is seen as an important (but not mandatory) technical framework for the elaboration of SUMP. As a result of this recognition, it is important to stress that, even though SUMP evaluation is not mandatory, the majority of municipalities voluntarily submit their SUMP to IMT for technical appreciation.</p> <p>The IMT Mobility Package consists of several documents, including a Support Guide for preparing SUMP. This guide consists of technical requirements and main content and procedures that must be considered in the various stages of SUMP preparation and implementation. The evaluation and analysis of SUMP by IMT mainly focuses on checking the content of the SUMP against the guide according to the following points: I – SUMP Terms of Reference/Preparatory Phase; II – SUMP Development Steps (there are 6 preparation steps) and III – Other questions.</p>	
Results	
<p>Within the Portuguese framework, it is important to stress the distinction between SUMP (Planos de Mobilidade e Transportes) and SUMAPs (that have a more limited scope). Presently there are twenty-one SUMAPs that cover most of the national territory and nine already adopted SUMP (Olhão, Algarve Central, Margem Sul, Cascais, Aveiro, CIM Região Aveiro, Maia, Quadrilátero and Ílhavo). Most of the latter municipalities used IMT Mobility Package's technical framework to elaborate their SUMP.</p>	
Challenges, opportunities and transferability	
<p>One of the challenges is the need to develop a legal framework that promotes SUMP adoption and clearly defines the assessment process, possibly through the empowerment of a national authority with a clear mandate to monitor SUMP implementation. The absence of a national Mobility Observatory is therefore understood as a relevant missing element of the monitoring framework while the availability of indicators to monitor and adapt SUMP implementation is also seen as a process that should be improved to achieve higher accountability levels.</p> <p>In the absence of this legal SUMP assessment process, an alternative methodology would be to establish a partnership to promote a certification scheme to verify the quality of SUMP. This scheme could have two levels of validation: Associations of Municipalities would provide the first level validation and a partnership for SUMP certification would ensure the second level validation.</p>	

Resources
<p>Further information:</p> <ul style="list-style-type: none"> <li>resources on IMT Mobility Package (in Portuguese) (Last visited: 28/02/2018): <a href="http://www.imt-ip.pt/sites/IMTT/Portugues/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx">http://www.imt-ip.pt/sites/IMTT/Portugues/Planeamento/DocumentosdeReferencia/PacotedaMobilidade/Paginas/QuadrodeReferenciaparaPlanosdeMobilidadeAcessibilidadeeTransportes.aspx</a></li> <li>Guide for Elaboration of Mobility and Transport Plans that includes the monitoring section (in Portuguese) (Last visited: 28/02/2018): <a href="http://server109.webhostingbuzz.com/~transpor/conferenciamobilidade/pacmob/quia_pmts/Guia_para_a_elaboracao_de_PMT_Marco_2011.pdf">http://server109.webhostingbuzz.com/~transpor/conferenciamobilidade/pacmob/quia_pmts/Guia_para_a_elaboracao_de_PMT_Marco_2011.pdf</a></li> </ul> <p>Contact: IMT - IP (<a href="mailto:dseap.secretariado@imt-ip.pt">dseap.secretariado@imt-ip.pt</a>)</p>

## 5.6. Quality assessment of SUMP/SUMFs in the Czech Republic, Czech Republic

Best practice topic	Monitoring and evaluation
Title	Quality assessment of SUMP/SUMFs in the Czech Republic
Country – region	Czech Republic
In brief	
<p>In the Czech Republic, the preparation of SUMP or its simplified version SUMF (Sustainable Urban Mobility Framework) is not mandatory by law. However, since it is connected to funding from the EU Operational programmes (OP), cities are strongly motivated to prepare SUMP/SUMF. A special committee was established by the Ministry of Transportation to assess how SUMP/SUMFs submitted by cities meet the criteria of the OP.</p>	
Context	
<p>The first Czech cities started to prepare SUMP in 2012-13. In autumn 2017, three SUMP are completed and ready for implementation while another up to 10 documents are in the process of development. As there was no previous experience with SUMP in the Czech Republic, the Czech Ministry of Transport introduced the so called SUMF as the initial step for SUMP preparation. It is a simplified SUMP focusing only on public transport and cycling with limited participation activities. Its purpose is to declare that a city has strategies for public and bicycle transport development. Neither SUMP nor SUMF are compulsory, but they are a condition for acquiring EU funding from OP – SUMP is required for cities above 150.000 inhabitants (all four of Czech cities above 150.000 are working on one (2) or have already prepared one (2)). Cities of 50.000-150.000 inhabitants can choose between SUMP and SUMF since both are accepted by the Ministry of Transportation. Most of Czech cities are in a process of elaboration of their SUMP or SUMF.</p>	
Description	
<p>Since 2016, there has been a national SUMP methodology for Czech Cities. It was prepared by Transport Research Centre (CDV) and was approved by the Ministry. Methodological guidance for SUMF elaboration was prepared by the Ministry and is part (annex) of the SUMP methodology described above. The Ministry has informed the cities about the procedure of SUMP/SUMF submission, however, the cities are not obligated to follow the methodologies. Cities can submit their documents to the Ministry as soon as they are approved by their city councils. The mayor of the city sends an official request for a submission to deputy minister of transportation.</p> <p>In March 2017, the Ministry of Transportation established a “Committee for Assessing Urban Mobility Documents” (KPDMM). It includes representatives of the Ministry of Transportation, the Ministry of Regional Development (responsible for the second funding programme within OP), an academic body (Czech Technical University in Prague) and an expert body (CDV). The committee checks whether the submitted SUMP/SUMF meets the criteria and required standards of OP. The review focuses on</p>	

analysis phase, relation to higher policies, goals, transport models and participation. Participation processes has to be proved only for SUMP.
<b>Results</b>
The assessment is more administrative than content oriented. It focuses on the preparation process and verifies whether all required steps from the methodology were elaborated and documented. The Committee does not assess the technical issues (process of measure selection, quality of designed measures, etc.). Until November 2017, three SUMPs were submitted for assessment. All of them were accepted as documents which meet the criteria of OP.
<b>Challenges, opportunities and transferability</b>
A described process of assessment is a good starting point for countries which have already started with SUMP's preparation several years ago and are now finishing the first documents.  The positive effect of the described assessment process is that cities are aware of an "assessing body" which forces them to improve the quality of their documents. On the other hand, there are no specific and detailed criteria for assessment which could help the cities to meet the Ministry's requirements. It is also possible to discuss the SUMP/SUMF with the responsible department of Ministry before submission, but an official and approved document for cities describing the actual assessment process is missing.
<b>Resources</b>
For further information contact Zbynek Sperat from the Transport Research Centre (CDV): <a href="mailto:zbynek.sperat@cdv.cz">zbynek.sperat@cdv.cz</a> .

## 5.7. System of indicators in TRAST, Sweden

<b>Best practice topic</b>	<b>Monitoring and evaluation</b>
Title	System of indicators in TRAST
Country – region	Sweden
<b>In brief</b>	
<p>In the Swedish planning support system TRAST (Transport for an attractive city) evaluation of measures and actions as well as of the planning process is identified as of the utmost importance for the development of sustainable mobility. TRAST proposes ways of development of goals and indicators as well as methods for evaluation. Furthermore, the development of an evaluation plan is proposed to be included in the sustainable mobility plan.</p> <p>A challenging next step in sustainable mobility planning is to move from ambitious plans and goals to actual implementation and improved sustainability. Cooperation between cities, regions and countries is most likely a good strategy to achieve this while using the available resources for the development of the knowledge required.</p>	
<b>Context</b>	
<p>The planning support developed at EU level, Sustainable urban mobility plan (SUMP), and the Swedish planning support system, Transport for an attractive city (TRAST) both aim to support the development of sustainable transport in cities and support the planning process of the development of one or more plans. Approximately fifty percent of the Swedish municipalities have developed sustainable mobility plans following the TRAST.</p> <p>TRAST comprises a set of Swedish guidelines with the aim of supporting integrated planning and the development of balanced and sustainable urban mobility and attractive cities. The first edition was published in 2004 and the third edition in 2015. The material includes two main handbooks, a guide and several additional background reports and supporting handbooks. TRAST has been demonstrated to be very similar to the EU SUMP Guidelines.</p>	

Description
<p>According to TRAST, indicators to be used as a basis for evaluation of sustainable urban mobility planning should be based on goals that are decided within the framework of mobility plans and on general sustainability goals. Some examples of perspectives that may be evaluated are aspects of the transport system, traffic volumes, accessibility, traffic safety and security, environmental effects and city characteristics. Different evaluation methods are suggested (travel surveys, other surveys, traffic counts, etc.). In the “TRAST Background handbook” different methods for evaluation of different perspectives are proposed while some specific goals and indicators are proposed in the “TRAST Guide”.</p> <p>On a more general level, standard Swedish methods like “Samlad effektbedömning” (Combined Impact Assessment), an analysis of different impacts (including cost-benefit analysis and analysis of fulfilment of national goals and distributional impacts) may be used. Furthermore, also the planning process is suggested to be included in the evaluation. The development of a plan for evaluation is proposed to be included in the sustainable mobility plan.</p>
Results
<p>Approximately fifty percent of Swedish municipalities have developed sustainable mobility plans following the TRAST.</p>
Challenges, opportunities and transferability
<p>Objective evaluation of measures and actions to promote sustainable mobility is both a requirement and a challenge. It is a requirement for the development of the knowledge base about sustainable mobility and for making it possible to draw conclusions and develop good examples from implemented measures and actions. It is, however, also a challenge since transferability of knowledge relies on verified methods and data. The development of knowledge therefore requires methods for evaluation that may be elaborated and costly.</p> <p>The promotion of sustainable mobility depends on the availability of verified methods, measures and actions. It is a challenging next step in sustainable mobility planning to move from ambitious plans and goals to actual implementation and improved sustainability. Cooperation between cities, regions and countries is most likely a good strategy to achieve this while using the available resources for the development of the knowledge required.</p>
Resources
<ul style="list-style-type: none"> <li>• The TRAST material is available at (Last visited: 28/02/2018): <a href="https://www.trafikverket.se/for-dig-i-branschen/Planera-och-utreda/samhallsplanering/samspel-mellan-trafik-och-bebyggelse/Planera-for-hallbara-stader-och-atraktiva-regioner/Trafik-for-en-attraktiv-stad/">https://www.trafikverket.se/for-dig-i-branschen/Planera-och-utreda/samhallsplanering/samspel-mellan-trafik-och-bebyggelse/Planera-for-hallbara-stader-och-atraktiva-regioner/Trafik-for-en-attraktiv-stad/</a>.</li> <li>• For further information contact Ulf Pilerot, project leader: <a href="mailto:ulf.pilerot@trafikverket.se">ulf.pilerot@trafikverket.se</a>.</li> </ul>

## 6. Information, education and knowledge exchange

### 6.1. Mobility awareness, mobility advisors training and networking, Belgium / Walloon Region

Best practice topic	Information, education, knowledge exchange
Title	Mobility awareness, mobility advisors training and networking
Country – region	Belgium – Walloon Region
In brief	<p>In 1999, some years before the adoption of the Decree on Municipal Mobility Plans (2004) that created the municipal mobility plans (PCM) and the urban region mobility plans (PUM), it seemed essential to improve awareness and skills about mobility to create shared vision, concepts and vocabulary within the Walloon Region. This led to a training programme of Mobility Advisors (CeM – Conseillers en Mobilité) and this first step was complemented by the edition of a thematic mobility quarterly publication (Cémathèque – about 50 pages) of a newsletter (Cémaphore) and of methodological guidelines (CeMatelier). On this base, DG “Mobility” of the Walloon Region created the Mobility Advisors Network (“Réseau des CeM”). A network meeting is organised once a year around a thematic issue.</p>
Context	<p>There are 262 municipalities in the Walloon Region: 9 of them have more than 50.000 inhabitants (but only 4 are considered as cities of more than 50.000 inhabitants regarding the Urban audit of the DG Regio). Two thirds of the municipalities have a Plan communal de Mobilité - PCM (local mobility plan, studied at municipal scale), which can be considered as “local SUMP”. Currently, the Liège agglomeration (620.000 inhabitants) is the only one having a mobility plan at the scale of the urban region (PUM; 24 municipalities) more or less in the spirit of a “real” SUMP. Three zones (province of Walloon Brabant, “Coeur de Hainaut” around Mons and “Wallonie Picarde” around Tournai) have also studied their accessibility on a larger scale than municipal, but remained in the field of mobility (without a real view on land use).</p>
Description	<p>CeM training is intended to raise awareness on mobility issues, to train mobility advisors (these are experts from different backgrounds) and to create a common vocabulary between stakeholders coming from municipalities, policy departments, federal or regional administrations, public transport operators, specialized NGO’s, etc.</p> <p>Since the beginning, approximately 1.400 CeMs have been trained (about 50 each year). 780 are still active in the mobility field.</p> <p>The training takes 16 days (8x2 days) distributed over one year. It consists of lectures by national trainers and external specialists and of onsite visits. Since 2015, the training of CeM candidates from municipalities also includes further 3x2 days of “practical exercises” concluded by a sort of exam.</p> <p>Several publications on the topic are published regularly. Up to now, 45 Cémathèques (publication, each of about 40 to 50 pages long) have been published. Last publication is dedicated to the new motorizations while other issues cover subjects like “the local cycling plan”, “urbanization and parking policy”, “mobility of elderly people”, “walking promotion strategies”, “home to work mobility”, “local mobility monitoring”, etc. There are already 138 Cémaphores (leaflets, in general 8 pages). Recent numbers are only in a digital version. The most recent tool is the “CemAtelier” (five publications). It aims to give very practical and useful information to CeM’s. All listed publications are available online (in French only); see <a href="http://mobilite.wallonie.be/home.html">http://mobilite.wallonie.be/home.html</a> (&gt; centre de documentation).</p>

There is also the CeM Network (“Réseau des CeM”), coordinated by the Region, which allows the advisors to get precise and practical information from their colleagues. It is a way to share information and experience for the benefit of all members of the network. Once a year, the network members are invited to join the yearly meeting of CeM. On this day, certificates are presented to new CeMs and thematic speeches are held. For example, the 2017 theme was smart mobility. (Details on: <http://mobilite.wallonie.be/home/je-suis/un-conseiller-en-mobilite/etre-conseiller-en-mobilite/le-colloque-annuel.html>).

And finally, the Region also proposes regular training activities about concrete issues. The more recent one dealt with communication tools and strategies in local mobility policies.

#### Results

Approximately 1.400 mobility advisors were trained since the beginning of this programme (780 still active at the end of 2017). 45 “Cémathèques” and 138 “Cémaphores” were published. It’s also interesting to point out the initiative of the Walloon Region in creating a network of Mobility managers (MM) for companies, focused on home to work journeys. This network is managed by the Union of Walloon Companies and has recently also held a training for “mobility referents in schools (MRS)”. CeM, MM and MRS are, in a way, cousins of the same family. The three networks communicate with one another. The oldest one, the CeM network, is now well established and inspires other departments (land use planning, commercial estates planning, etc.) to create of their own networks.

#### Challenges, opportunities and transferability

Networking and the support of the series of practical tools helping CeM’s in their day-to-day work gives very interesting results. It already created a common culture and encouraged share of experience. As a real high-level training (e.g. at university level) doesn’t exist in French-speaking Belgium, the CeM training was opened to a broader public. As Wallonia is a mid-scale on European level, this kind of cooperation in the context of a lack of academic resources and great “state bodies” existing in larger countries is a good way to disseminate knowledge and experience.

#### Resources

- <http://mobilite.wallonie.be/home/je-suis/un-conseiller-en-mobilite.html> (Last visited: 28/02/2018)
- <http://mobilite.wallonie.be/home/centre-de-documentation/cemaphore.html> (Last visited: 28/02/2018)
- <http://mobilite.wallonie.be/home/centre-de-documentation/cematheque.html> (Last visited: 28/02/2018)

Contact: [didier.castagne@spw.wallonie.be](mailto:didier.castagne@spw.wallonie.be)

## 6.2. Information, education and knowledge exchange in Sweden, Sweden

Best practice topic	Information, education, knowledge exchange
Title	Information, education and knowledge exchange in Sweden
Country – region	Sweden
In brief	In Sweden, several city networks, including networks with a regional focus, have been established during the past ten years to promote sustainable mobility planning. These initiatives have proven to be a successful strategy for providing information and education as well as knowledge exchange regarding sustainable mobility planning to and between cities. Cities have been supported to develop both local (urban) and regional sustainable mobility plans. Network strategies have proved to be especially efficient for involving and supporting small cities in sustainable mobility planning.
Context	

<p>The Swedish planning support TRAST (Transport for an attractive city) includes a set of Swedish guidelines with the aim of supporting integrated planning and the development of balanced and sustainable urban mobility and attractive cities. The first edition was published in 2004 and the third edition in 2015. The material includes two main handbooks, a guide and a number of additional background reports and supporting handbooks that are available at: <a href="https://www.trafikverket.se/for-dig-i-branschen/Planera-och-utreda/samhallsplanering/samspel-mellan-trafik-och-bebyggelse/Planera-for-hallbara-stader-och-atraktiva-regioner/Trafik-for-en-attraktiv-stad/">https://www.trafikverket.se/for-dig-i-branschen/Planera-och-utreda/samhallsplanering/samspel-mellan-trafik-och-bebyggelse/Planera-for-hallbara-stader-och-atraktiva-regioner/Trafik-for-en-attraktiv-stad/</a> (Last visited: 28/02/2018). TRAST has been shown to be very similar to the EU SUMP Guidelines.</p>
<p>Description</p>
<p>Information and education regarding sustainable mobility planning have mainly been provided from national administrations to local and regional actors through city networks and workshops. Many Swedish cities are highly interested in knowledge exchange regarding actions and measures to improve the sustainability of mobility. There is a high demand for information about evidence-based benchmarking and good examples.</p> <p>Since the development of TRAST in 2004 information and education have been provided to cities through a number of networks resulting in the development of sustainable mobility plans in majority of Swedish cities. Since about 2013, SUMPs are also a basis for this work.</p> <p>Because there are many small cities in Sweden, there have also been initiatives based on TRAST that take a regional perspective, for example the TRANA network in northern Sweden. In this case a regional sustainable mobility plan (Regional Traffic Strategy) was developed within the city network which included both a regional mobility perspective and local perspectives of the cities in the region. The network provided opportunities for small cities to join their resources to be able to develop sustainable mobility planning.</p>
<p>Results</p>
<p>City network initiatives have proved to be a successful strategy to provide information and education as well as knowledge exchange regarding sustainable mobility planning to and between cities. Regional city networks have proved to be a successful strategy for small cities to join their resources in developing sustainable mobility planning. Regional and local plans are usually developed with complementary perspectives.</p> <p>Many cities in Sweden have already developed or are developing mobility plans (e.g. Traffic strategies) based on TRAST guidelines. An evaluation in 2013 showed that about one third of all Swedish cities (municipalities) had developed a sustainable mobility plan (for example Traffic strategy according to TRAST), and of the largest 30 cities, almost 70 %. No data is available about the number of plans developed according to SUMP, but as referred above the TRAST and SUMP guidelines are similar.</p>
<p>Challenges, opportunities and transferability</p>
<p>Support to cities through networks has generally proved to be a successful form for providing information and education about sustainable mobility planning. The strategy resulted in a high number of developed sustainable mobility plans (also in small cities with limited resources). The established networks and workshops arranged by the networks have also proved to be a suitable form for knowledge exchange regarding good examples and benchmarking.</p> <p>Remaining challenges are the evaluation of good examples and the development of knowledge about resilient actions and measures. Another main challenge is to define a TRAST/SUMP-process including answers to questions such as: Which is the lower limit for a TRAST/SUMP-process? Which is the minimum level of content? Should there be subsidies connected to having a SUMP or not? What about rural areas?</p> <p>There is also a taskforce consisting of the representatives from the National transport administration, the National Board of Housing, Building and Planning, the Swedish Association of Local Authorities and Regions, the Swedish National Road and Transport Research Institute (VTI), two cities, consultancies and academies. This taskforce will form a status report, define the benefits of using SUMPs and create a plan of what to do including responsibilities. Results will be a valuable information for dissemination to the networks.</p>

Resources
For further information contact Ulf Pilerot, project leader: <a href="mailto:ulf.pilerot@trafikverket.se">ulf.pilerot@trafikverket.se</a> .

### 6.3. CIVINET network as the channel for information, education and knowledge exchange on SUMP, Czech Republic

Best practice topic	Information, education, knowledge exchange
Title	CIVINET network as the channel for information, education and knowledge exchange on SUMP
Country – region	Czech Republic
In brief	The network “CIVINET Czech and Slovak Republic” (CIVINET CZ and SK) is a legal body (a network) that provides its members with a wide range of services in the topics of urban mobility and therefore also on SUMP. At its core is the know-how exchange and education through seminars, workshops, conferences, study visits and excursions. The secretariat of CIVINET CZ and SK is provided by the Transport Research Centre (CDV) from the Czech Republic.
Context	The first Czech cities started with their first SUMP in 2012-13. In autumn 2017, three SUMP are completed and ready for implementation while another up to 10 documents are in the process of development. As there was no experience with SUMP in the Czech Republic, the Czech Ministry of Transport introduced the so called SUMF (Sustainable Urban Mobility Framework) as the initial step for SUMP preparation. It is a simplified SUMP focusing only on public transport and cycling with limited participation activities. SUMP and SUMF are not compulsory for the cities, but they are needed for EU funding from the Operational programmes (OP) – SUMP is required for cities above 150.000 inhabitants and either of the documents for cities between 50.000 and 150.000 inhabitants. CIVINET CZ and SK supports cities in the uptake, preparation and implementation process of SUMP and SUMFs.
Description	<p>CIVINET CZ and SK is a legal organization and was established in 2014 within the EU CIVITAS Capital project. It connects municipalities that apply integrated planning for cleaner and more sustainable urban mobility as well as other entities interested in sustainable mobility. It enables and encourages exchange of experience and best practice, thereby helping cities to develop and implement strategies, policies and measures for sustainable mobility. The objectives of CIVINET CSR are to:</p> <ul style="list-style-type: none"> <li>• promote the CIVITAS approach to integrated sustainable mobility principles among cities, in the media, among the general public and to other relevant entities within the Czech and Slovak Republics;</li> <li>• promote the CIVITAS Initiative in the Czech and Slovak languages, thereby contributing to the removal of language barriers;</li> <li>• inform network members and other Czech and Slovak cities about the achievements of the CIVITAS Initiative;</li> <li>• provide a focus for dialogue between local authorities, state administration and the European Commission on sustainable mobility issues with regard to the situation in the Czech and Slovak Republics;</li> <li>• support active communication between the CIVINET CZ and SK network members, with other CIVINETs, the European CIVITAS Forum network members and the European Commission;</li> <li>• assist member cities in the early phases of SUMP preparation.</li> </ul>



<p>The CIVINET initiative differs two kinds of memberships: a full membership with voting rights may be awarded to Czech and Slovak local self-governing authorities (municipalities, regions) that are interested in and capable of becoming involved in the overarching CIVITAS Initiative and an associate membership which is open to associations of cities, research centres, universities and other organisations focusing on activities in compliance with the mission of the CIVINET network.</p>
<p><b>Results</b></p> <p>In November 2017, CIVINET CZ and SK has 16 full members (cities) and 5 associated members. In the last two years the following activities were organised for the network members: excursions to Freiburg (Germany) and Strasbourg (France) in 2016, excursion to Dresden (Germany) in 2017, CIVINET CZ and SK conferences in Brno (2016) and Olomouc (2017).</p> <p>As from 2017, full members are obliged to pay a yearly membership fee according to city size (from 180 to 2.200 €). However, the income from membership fees is not sufficient to cover all activities of the network. Other sources that support organisation of some CIVINET's activities are Activity Fund of CIVITAS SATELLITE Projects and Prosperity project.</p>
<p><b>Challenges, opportunities and transferability</b></p> <p>Cities appreciate possibilities of know-how exchange, excursions, seminars and newsletters provided by CIVINET CZ and SK. They are very interested in learning from one another as they have had lack of possibilities to do it beforehand. The network also supports SUMP preparation and implementation. As SUMPs are a relatively new topic in the Czech Republic and because most of cities are currently in the process of SUMP elaboration, the request for information is very concrete and specific and most often relates to implementation, monitoring and evaluation phases of SUMPs.</p> <p>Introduction of membership fees was an important milestone in network existence. No city has rejected to pay the fee, but there was a discussion about the amount of the fee and the related city-size categories were also discussed a lot.</p>
<p><b>Resources</b></p> <p>More information on <a href="http://www.civinet.cz">www.civinet.cz</a> (Last visited: 28/02/2018).</p> <p>For further information also contact Zbynek Sperat from the Transport Research Centre (CDV): <a href="mailto:zbynek.sperat@cdv.cz">zbynek.sperat@cdv.cz</a>.</p>

## 6.4. National platform for supporting SUMP activities in Slovenia, Slovenia

Best practice topic	Information, education, knowledge exchange
Title	National platform for supporting SUMP activities in Slovenia
Country – region	Slovenia
In brief	<p>Training and knowledge exchange on SUMPs for experts in Slovenia is organized by a national contact point for SUMPs called the Slovenian Platform on Sustainable Mobility (SPTM). The platform provides several tools such as web page and newsletters but also training events, field trips, seminars, conferences and also since 2016 an annual National conference on sustainable mobility. Continuous training events respond to actual challenges and barriers, provide knowledge to consultants and other stakeholders involved in development and implementation of SUMPs in Slovenian cities and municipalities.</p>
Context	<p>The concept of SUMPs proposed by the European Commission was successfully adopted in Slovenia and is becoming more and more part of regular planning practice. In recent years, sustainable mobility planning has become an important topic in most Slovenian cities and municipalities. Some cities have</p>

been working on SUMPs and different sustainable mobility measures for almost a decade, while others are joining the movement each year.

However, there is still lack of knowledge in municipal administrations about the meaning and benefits of sustainable mobility planning and about the importance of focusing on more than just car accessibility. Municipalities which, for example, decide to put more focus on walking and cycling quite often discover that there is a lack of necessary knowledge and experience within the municipality, but also among consultants. It is therefore crucial to provide this knowledge to those employed in city administrations and to their external consultants. Only by doing so all local policies related to sustainable mobility can be developed to their full potentials.

#### Description

To exchange knowledge and disseminate valuable information, the Ministry of Infrastructure and the Urban Planning Institute of the Republic of Slovenia established a Slovenian Platform on Sustainable Mobility (SPTM). The main communication tool for the platform is a web page with all relevant national documents and publications, information and links. An additional channel for spreading information is regular newsletters that cover the key messages on events, ongoing projects, good practice and funding opportunities.

Another essential element of the SPTM is the address book of relevant stakeholders. It lists more than 1.500 recipients related to sustainable mobility in Slovenia from various backgrounds (experts working on the topic, representatives of local and regional administrations, ministries and other governmental agencies, NVOs and media).

Besides providing information on a number of events, trainings and field trips have already been organized as part of SPTM activities. Three in-depth trainings of SUMP methodology were organized in 2015 and 2016. More than 50 consultants were trained and they then formed the core team for preparation of SUMPs within the national tender in 2016-2017 (every expert group was obliged to have at least one trained expert). The first national conference on sustainable mobility was organized in 2017 to exchange experiences between the experts and municipalities face to face. Several other trainings, events and new support materials are planned in the future, responding to the challenges that experts and local administrations have identified.

The platform was used as a helpful dissemination tool for several EU projects on sustainable mobility and especially SUMP (e.g. PUMAS, PUSH&PULL, CH4ALLENGE, EVIDENCE). With its clear focus on providing much needed knowledge to experts actively working on sustainable mobility, it is able to transfer the project results and other information directly. At the same time, the topics of training and other events planned within those projects were adapted to relate to identified local challenges and were therefore much more useful.

#### Results

The results of the continuous training activities for SUMP consultants by SPTM can be seen in the changing approach to transport and mobility planning in at least some Slovenian towns and cities that started focusing on sustainable mobility through SUMP preparation. More than 60 municipalities developed their SUMPs in 2016-2017 and will implement different measures in the coming years.

An important outcome of the platform is a network of experts who are trained in SUMP methodology, continue their training with other topics related to sustainable mobility and are actively working on SUMPs in Slovenia and surrounding countries. The consultants are regularly meeting at trainings and other events to exchange their experience and gain new knowledge on topics which remain underdeveloped.

#### Challenges, opportunities and transferability

One of the main challenges is to keep the quality of activities at a high level and to identify relevant topics that need further training.

Further development of a community of experts who regularly meet, learn about new practices and exchange experiences is a valuable activity which will be developed further and could be transferred to other countries as well. In several EU countries, national reference points for SUMP or sustainable mobility in general are already active. Some of them already provide training and other capacity building activities, and others could do so in future.

Resources
<ul style="list-style-type: none"> <li>SPTM web site (in Slovenian) (Last visited: 28/02/2018): <a href="http://www.trainostnamobilnost.si">www.trainostnamobilnost.si</a></li> <li>Contact: Nataša Ilnikar, the Ministry of Infrastructure (<a href="mailto:Natasa.Ilnikar@gov.si">Natasa.Ilnikar@gov.si</a>)</li> </ul>

## 6.5. Developing a network of SUMP consultants in Slovenia, Slovenia

Best practice topic	Information, education, knowledge exchange
Title	Developing a network of SUMP consultants in Slovenia
Country – region	Slovenia
In brief	<p>Before financing the development or update of a large number of SUMPs in Slovenia, the Ministry of Infrastructure had to provide training to ensure that all consultants would follow the National SUMP guidelines while preparing documents. Each consulting consortium had to have at least one person holding the certificate of attendance at the training in order to enter the bid for developing the SUMP financed with funds provided by the Ministry.</p>
Context	<p>The concept of SUMPs proposed by the European Commission was successfully adopted in Slovenia and is becoming more and more part of regular planning practice. In recent years, sustainable mobility planning has become an important topic in most Slovenian cities and municipalities. Some cities are already working on SUMPs and different sustainable mobility measures for almost a decade while others are joining the movement each year.</p> <p>The biggest push for SUMP development in Slovenia in recent years came when the Ministry of Infrastructure secured approximately 40 million EUR of structural funds for SUMP preparation and implementation in the 2014-2020 Operational programme of the European Cohesion Policy. More than 60 SUMPs were prepared or updated with these funds in 2017.</p>
Description	<p>In 2015 the Ministry of Infrastructure (the Ministry) opened a tender for development of up to 70 SUMPs in the following 2 years. This opened a demand for larger number of consultants familiar with the SUMP development process as promoted by the European union since the Ministry wanted to ensure that all consultants would follow the National SUMP guidelines while preparing the document.</p> <p>Three 2-day training events were organised in cooperation with Urban Planning Institute. Training events went through the whole process of SUMP development, with practical examples from Slovenia and abroad. More than 50 consultants from all major companies in the country were trained and received a certificate of attendance. The group was very interdisciplinary, covering experts from fields of spatial and transport planning, architects, landscape architects, etc. Additionally, the training for municipalities was organised to raise awareness and to prepare them for managing the SUMP development process for their municipality. During the SUMP development process, several other trainings and workshops for consulting experts were organised under the umbrella of the National SUMP platform (SPTM) covering specific topics of the SUMP development process and transport planning. SPTM is also continuing to organise knowledge exchange and other events for the SUMP implementation phase.</p>
Results	<p>More than 50 consultants from more than 40 companies were trained and received a certificate of attendance. The Ministry maintains a database of consultants with certificates for other municipalities developing a SUMP.</p>

<b>Challenges, opportunities and transferability</b>
<p>Further development of the SUMP approach requires continuous training of consultants. The Ministry will have to establish a system of regular refresher training events and further maintain (and develop) the list.</p> <p>The Ministry also plans to introduce regional SUMP. For this a new training and certificates will have to be developed.</p> <p>There is a high potential for transferability of the approach to all countries with similar development of SUMP and with national/regional funding involved.</p>
<b>Resources</b>
<ul style="list-style-type: none"> <li>List of certified consultants who attended the SUMP trainings (Last visited: 28/02/2018): <a href="http://www.trajnostnamobilnost.si/Portals/0/dogodki%202015%20in%20prej/102015_CPS_3/CPS-vsi-nosilci-potrdil.pdf">http://www.trajnostnamobilnost.si/Portals/0/dogodki%202015%20in%20prej/102015_CPS_3/CPS-vsi-nosilci-potrdil.pdf</a></li> <li>Contact: Polona Demšar Mitrovič (<a href="mailto:Polona.Demsar-Mitrovic@gov.si">Polona.Demsar-Mitrovic@gov.si</a>)</li> </ul>

## 6.6. SUMP related capacity building and training in Barcelona Province, Spain / Catalonia

<b>Best practice topic</b>	Information, education, knowledge exchange
<b>Title</b>	SUMP related capacity building and training in Barcelona Province
<b>Country – region</b>	Spain – Catalonia, Barcelona Region
<b>In brief</b>	<p>After several years since the Mobility Law in Catalonia made SUMP mandatory for a large number of municipalities, Diputació de Barcelona (DIBA) has acknowledged that the skills and know-how of the technical staff in each municipality is a key factor for the resulting quality of SUMP. Aiming to improve the overall quality of SUMP, DIBA's support programme includes regular capacity building and training activities as well as exchange seminars.</p>
<b>Context</b>	<p>After the Regional Parliament of Catalonia issued its Mobility Law in 2003, SUMP became mandatory for all municipalities whose competences include the provision of public transport services (over 50.000 inhabitants as well as municipalities being the capital of their corresponding county). In addition, all municipalities in the Metropolitan Area of Barcelona with over 20.000 inhabitants are also required to develop a SUMP. The application of the Mobility Law in the different territories is managed at the Provincial level. In some cases, like in Barcelona Province, the managing authority (DIBA) has also developed a SUMP programme that goes beyond the Mobility Law, including financial support (10 % to 50 %), methodological guidance, technical assessment, training, etc.</p> <p>Having acknowledged that the skills and know-how of the technical staff in each municipality is a key factor for the resulting quality and flow of the process, DIBA's support programme to the development of SUMP includes regular capacity building and training activities as well as exchange seminars.</p>
<b>Description</b>	<p>DIBA offers two comprehensive yearly training courses (36 hours each) for municipal staff. The courses are intended to consolidate the sustainable mobility conceptual grounds upon which the SUMP should be built, thus assuring good quality in the resulting document. Also, to make it easier for technical staff in charge of SUMP development in each municipality to attend capacity building activities, DIBA provides financial support covering 100 % of the costs of the training courses.</p> <p>The first course is entitled "Sustainable mobility planning" and covers the following topics: local transport planning concepts; mobility and health; elaboration of SUMP; sectorial planning: walking</p>

facilities, cycling facilities, road infrastructure, public transport networks, traffic calming and shared spaces, road safety; environmental assessment of SUMPs; public participation and institutional cooperation; promotional activities; mobility analysis; smart cities and new technologies; GIS and data management tools; site visits. The second course is entitled “Mobility management” and covers the following topics: monitoring of SUMPs; local road safety; walk to school campaigns; commuter travel plans; traffic management; public transport management; parking management; urban goods distribution; signalling; mobility by laws and case studies.

In addition to the above-mentioned courses, DIBA also organises regular awareness raising mobility seminars (on an annual basis). They include a technical workshop on SUMP and sustainable mobility related issues. Finally, knowledge exchange is also facilitated through the web portal Xarxa Mobal (see below).

#### Results

Both training courses and seminars are very well received by practitioners in the Barcelona region. On average 20 trainees attend each course while the most recent annual mobility seminar had 250 attendees.

#### Challenges, opportunities and transferability

After several years with more or less the same content, training courses are about to be reviewed and updated. Not only the content, but also the training approach may be adapted to widen its scope and make courses attractive also for practitioners who already attended the previous editions but might need an update on a certain topic or field of action.

#### Resources

- More information (in Spanish) (Last visited: 28/02/2018): <http://xarxamobal.diba.cat/mobal/cat/home/home.asp>
- Contact: Mercè Taberna ([tabernatm@diba.cat](mailto:tabernatm@diba.cat))