

SUMPS-UP NEEDS ASSESSMENT

MAIN RESULTS

It is clear that city transport solutions need to change. SUMPs, or Sustainable Urban Mobility Plans, are the key to achieving this. CIVITAS SUMPs-Up, along with its sister CIVITAS SUMP projects, is dedicated to prompting a Europe-wide rethink on transport. To innovate, you first need concrete data: SUMPs-Up's first task was to conduct a thorough analysis of the SUMP playing field.



THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

No presumptions

Our guiding questions were: What is the current state of play for SUMP development in European cities; what motivates cities to develop SUMP; what barriers hamper progress; where is SUMP uptake low; what priorities are shaping cities' SUMP; and what support do cities need to get their SUMP up and running?

Through an online survey, 10 interviews, and a focus group, the initial phase of our project gathered answers to these questions from 328 European cities, 10 national experts and 18 mobility practitioners.



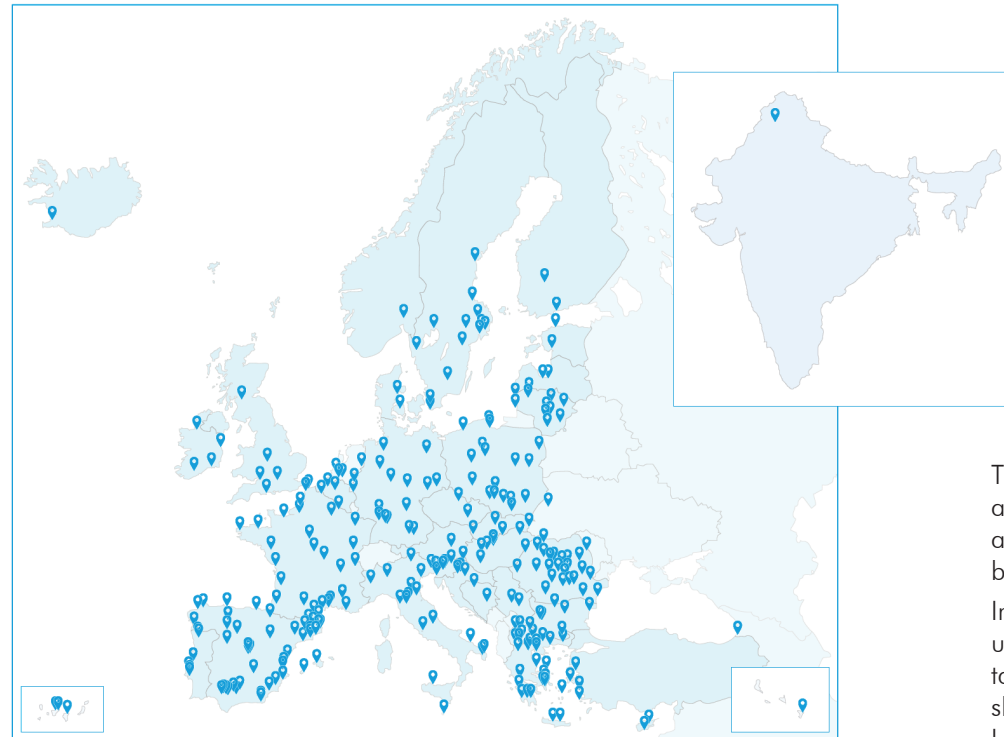
1 Survey with
328 city responses



1 Focus group with
18 mobility experts



Interviews with
10 national experts



RESULTS FEED INTO

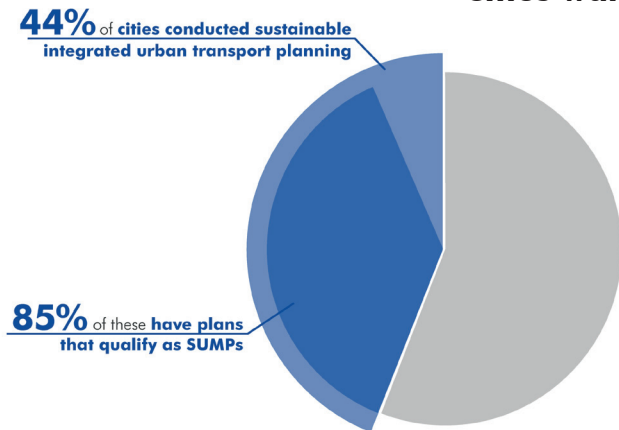
A **knowledge sharing programme** with **100** cities
of which **10** form a **Leadership Group**

The findings were collated, analysed, and visualised using various graphs and images - you can see these below.

In the next phase, which is currently underway, a total of 100 cities are taking part in a series of knowledge sharing programmes, the SUMP Learning Programmes (SLPs). Of those participating, ten cities have formed the Leadership Group. They have entered an intensive peer-to-peer programme that combines further fact-finding with concrete and actionable solutions.

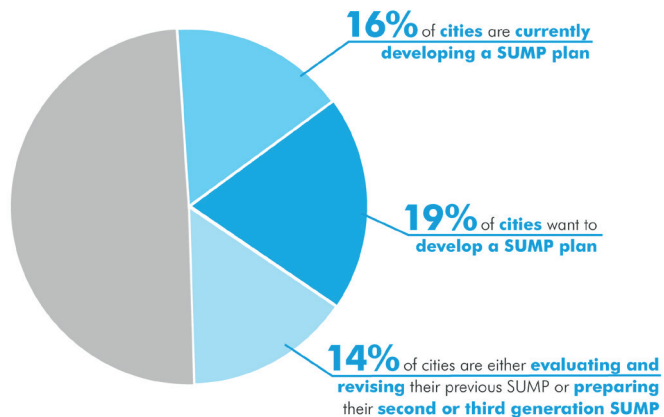


Cities want SUMP



The progress that cities have made to date is difficult to establish, as previous studies have not been as systematic as this one. This makes SUMP-Up something of a baseline for further research. We gathered data on current SUMP development, tendencies, and variations across Europe. Almost half of the cities surveyed (44%) have already conducted sustainable integrated urban transport planning, and the majority of these (85%) have plans that qualify as SUMP. Around one in five cities (19%) want to develop a SUMP, and 16% are currently developing one.

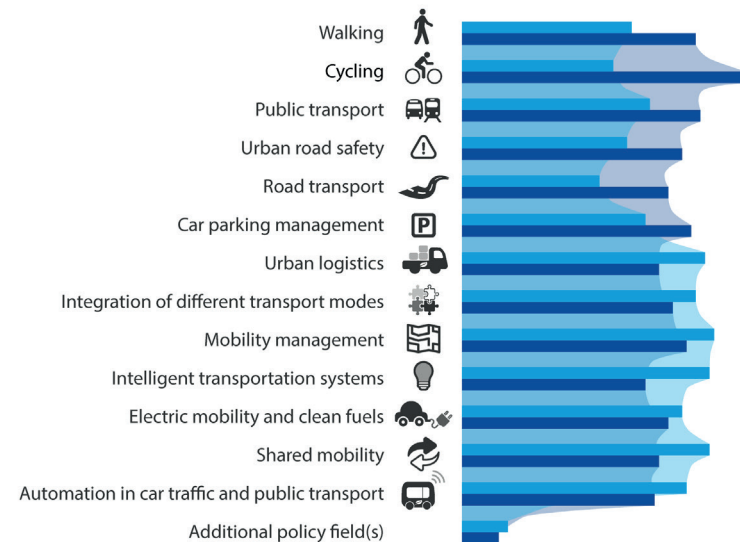
Whilst this is great news for SUMP, there are still enormous intra-national and international variations. In France, for example, close to eight out of ten surveyed cities (78%) have conducted integrated sustainable urban transport planning. This stands in stark contrast to Greece, where fewer than one in ten (7%) have done so.



Subsumption of possibility into policy

Not long ago, transport planning was all about making room for cars. Yet a mindset is now coming to the fore, with people, not vehicles, at its centre. Cities require support and dedicated training for selecting measures in new policy areas, such as shared mobility services and automation, thereby to make a more informed and broader selection of measures. When it comes to traditional mobility policy areas like cycling and road safety, cities already have the necessary understanding, but made clear that they also have a real need for assistance in implementing related measures.

CITIES NEED SUPPORT WITH SELECTING MEASURES AND IMPLEMENTING MEASURES

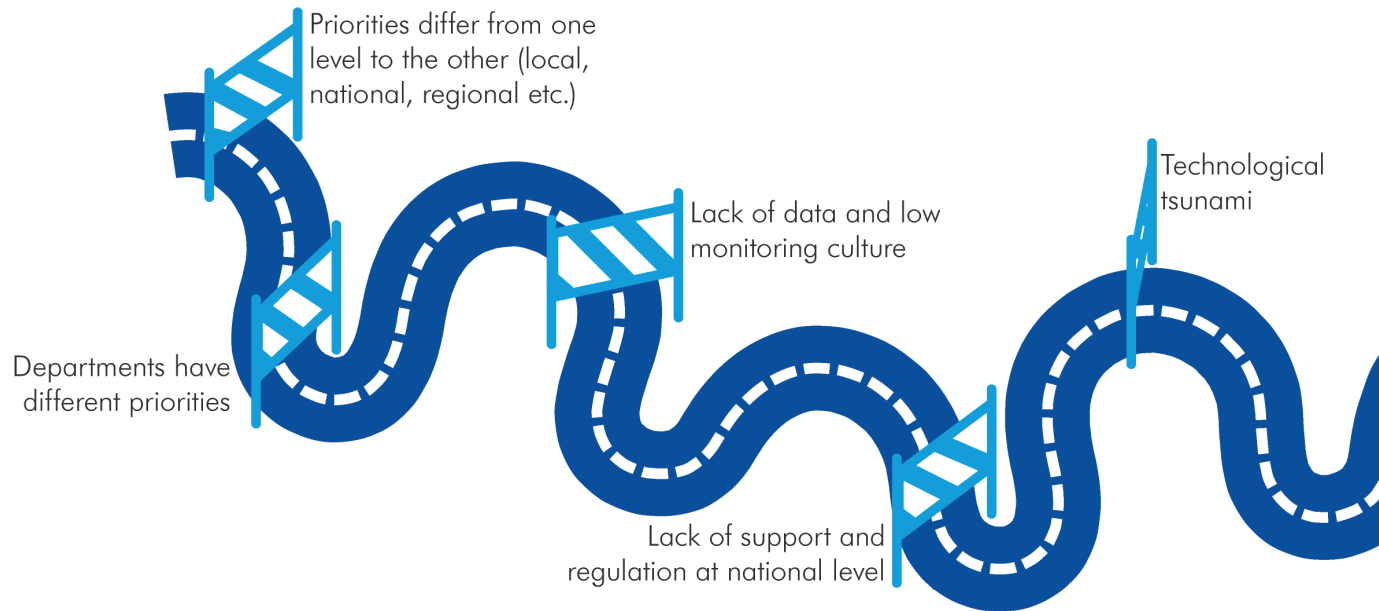


There is a general enthusiasm for new policy areas, such as electric vehicles, with traditional measures now lower on the agenda. Nonetheless, in every area of SUMP development, cities - especially starter and small- and medium-sized cities - require support at all levels, in particular at the national level.



Roadblocks slowing SUMP

We have seen how to accelerate progress towards SUMP, but what are the major roadblocks slowing cities down? Often, a difference in priorities between district, city, regional, and national levels - not least a lack of support and regulation at national level - are serious obstacles. Even at city level, different priorities within separate departments and a lack of communication and mutual understanding between them cause problems.

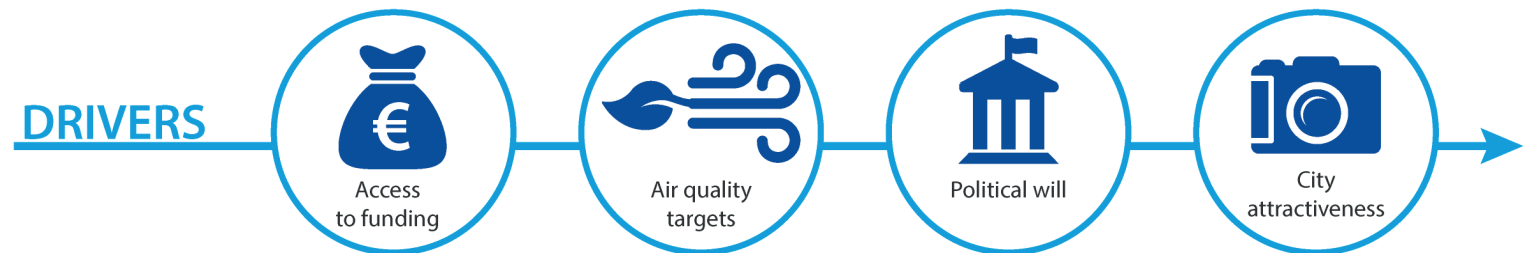


Cities need a better understanding of (and perhaps specific training on) how to foster political and public support for SUMP. A lack of data is also a big issue preventing cities from identifying mobility issues and implementing successful solutions. Finally, the technological tsunami - the rapid pace of technological innovation - is making it difficult for cities to keep up with the latest regulatory challenges.

No need for sumptuous solutions

How can we get more cities motivated to develop SUMP? The vast majority of cities said that access to funding (85%), addressing transport challenges (83%), and political will (78%) would be key drivers. Having politicians recognise that developing sustainable mobility measures can be to their (political) advantage and that they also benefit the public would represent significant progress, whilst providing national funding for SUMP would also help to get cities on board.

Alongside this, the desire to meet CO2 emission reduction targets and reduce air pollution was a major driver. For many, the fact that sustainable urban mobility makes cities far more attractive to visitors and residents was also a compelling argument for SUMP.



Tackling SUMP's together



Having established cities' needs, the next question is how to address them: what are the best ways to support cities? First and foremost, they want to be able to share knowledge with and receive examples of best practice from each other. Information on funding and legal frameworks was deemed less interesting, as it can vary dramatically according to location. Cities considered it useful to have case studies that provided photos of effective solutions; detailed advantages and disadvantages of specific measures; outlined the barriers encountered; and a clear overview of results of each measure as well as barriers encountered. Readability of best practice examples for both politicians and experts was also a concern.

Workshops and peer-to-peer learning activities also rated highly as useful tools. Nine out of ten cities (91%) felt that the CIVITAS SUMP projects and the knowledge sharing they facilitate are necessary. The vast majority (85%) were happy to learn through English.

Tools for the systematic evaluation of transport planning, such as mobility indicators and indicator sets, were low on the list of priorities. It might be necessary to reiterate the importance of self-evaluation to cities. Finally, cities said that they needed more support from national governments, particularly in the form of financing, but also guidance, training, and more favourable legal frameworks for SUMP development.

