

SUMPS-UP



Status of SUMP in European 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
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Tsentar Za Gradska Mobilnost Ead	Bulgaria	SUMC
Birmingham City Council	United Kingdom	BCC
Thessaloniki Public Transport Authority	Greece	THEPTA

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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 SUMP¹. 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 policy². 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.

¹ Source: SUMPs-Up proposal phase survey (2015) and CH4ALLENGE project (2016)

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

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).

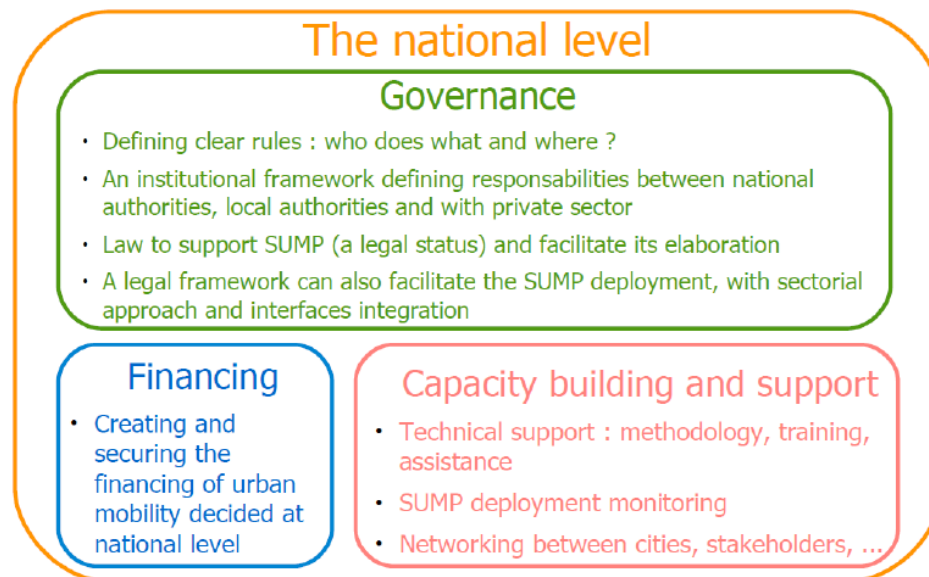


Figure 1: The three pillars of a national (or regional) framework for SUMP support: governance, financing and capacity building

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 questions³:

- 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](#)⁴. This project produced the first large scale overview of national frameworks with its "National inventories summary" (2013)⁵. Other sources include the [ELTIS](#)⁶ 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:

³Those 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.

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

⁵See http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf

⁶See <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)⁷.

In addition to this quantitative approach, interviews were conducted with the seven SUMP-UP partner cities⁸ 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:

⁷http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf

⁸Birmingham (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.

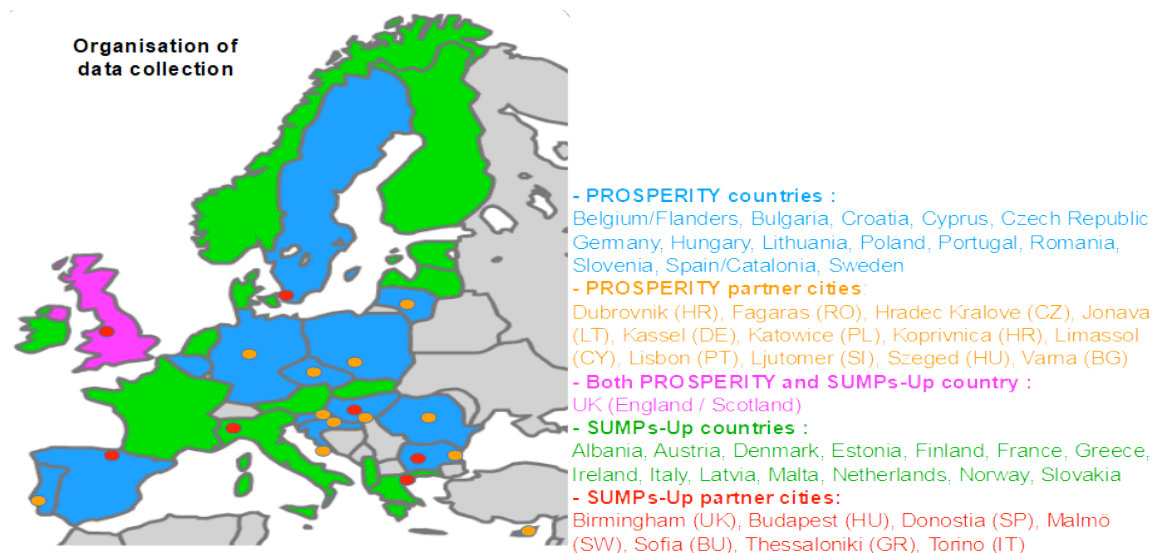


Figure 2: SUMP status analysis and data collection: task distribution

	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.

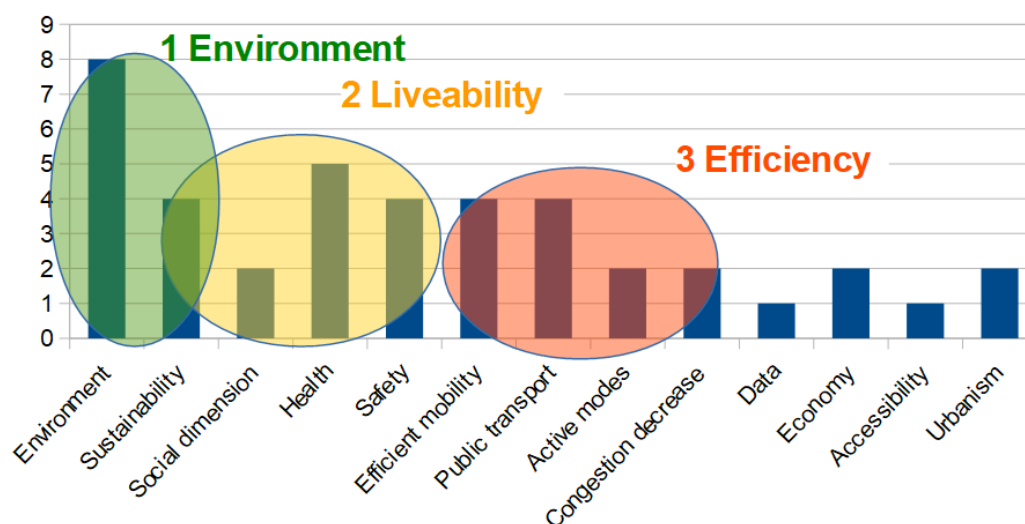


Figure 3: The 3 major national challenges for urban mobility (12 responses)

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 regional⁹ level to support SUMPs. 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 support¹⁰ (see Table 2).

Based on the available results, 27 countries and regions out of 32 have incorporated SUMPs 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.

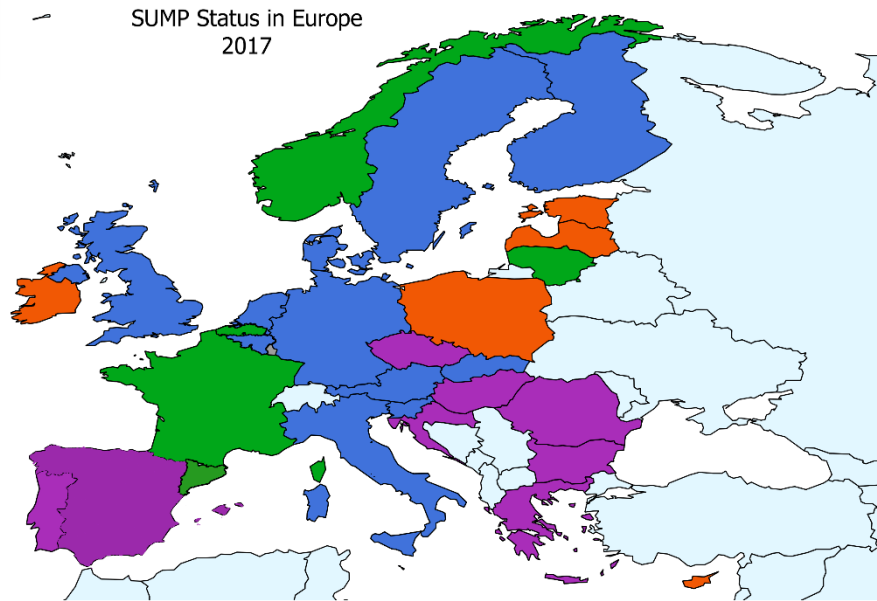
5 countries have not yet integrated SUMPs at the national level.

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 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.	5
2 Active	Yes	Partial	-	We have a well-established urban transport planning framework that incorporates SUMP (or equivalent document) with some support from the national/regional level	14
3 Engaged	Yes	-	-	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;	8
4 Inactive	-	-	-	We are moving towards an approach to sustainable urban mobility planning 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

⁹Especially in Belgium, Spain and UK

¹⁰This 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 SUMPs, fully supported from the national/regional level with mostly all SUMP-supporting components
- 2 - A well-established urban transport planning framework that incorporates SUMPs with some support from the national/regional level
- 3 - An urban transport planning framework that incorporates SUMPs without a support from the national/regional level
- 4 - Moving towards an approach to SUMP with very limited or no examples of SUMPs
- 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

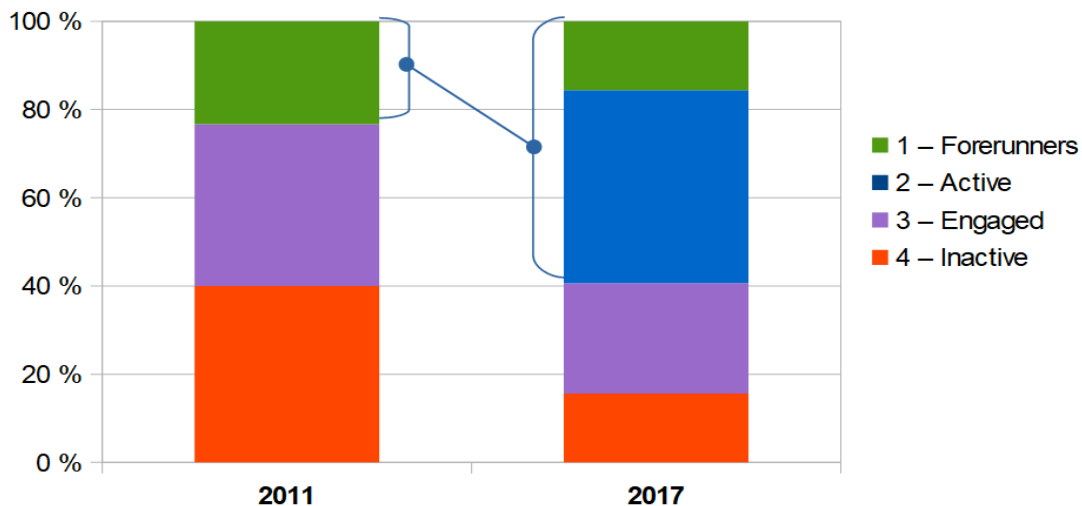


Figure 5: SUMP status - Comparison 2011 vs 2017

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

A first classification of national SUMP status was made in 2011¹¹ 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%)¹².

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

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

¹²Rates 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 plans¹³ 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
Total	1017	347	290

Notes :

- Sweden : between 50 -100

- UK / England : including 4 SUMP in Wales

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

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

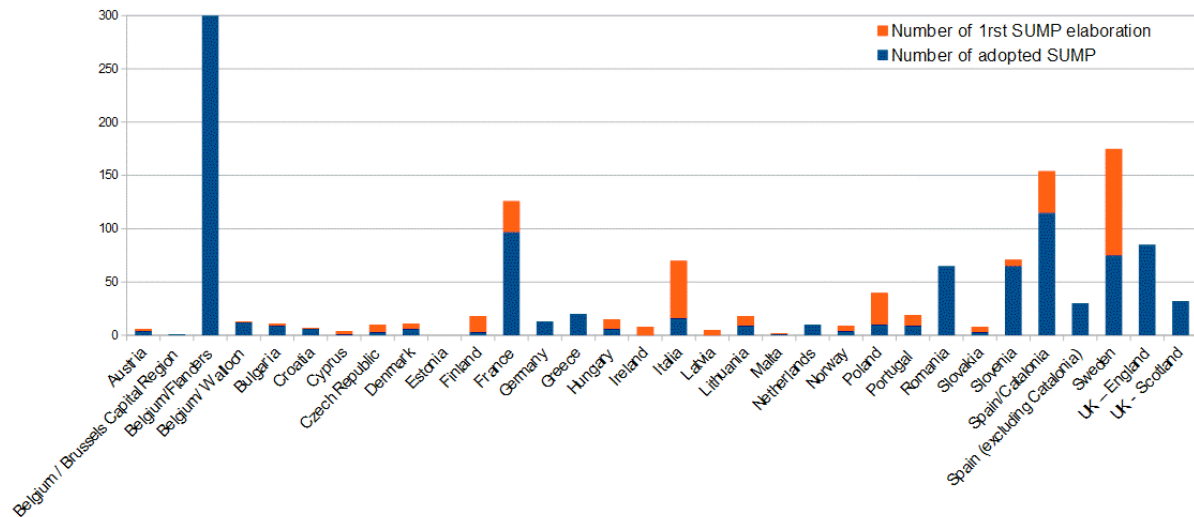


Figure 6: Number of cities engaged in a SUMP in 2017

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 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 ENDURANCE¹⁴ (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.

¹⁴ 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.

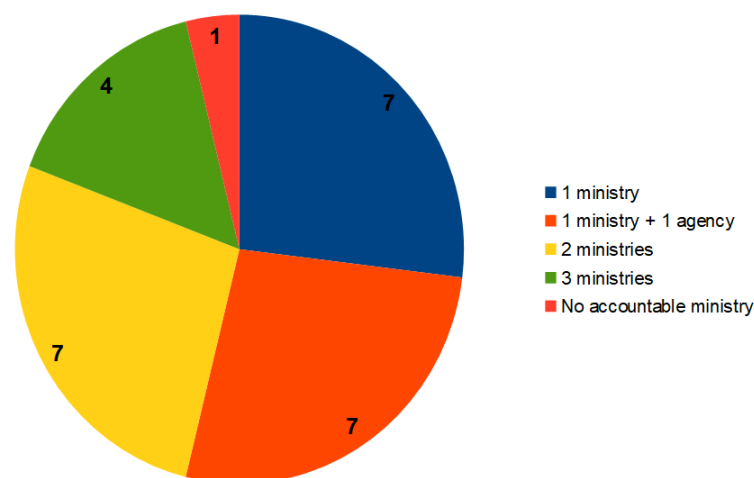


Figure 7: Number of ministries involved in urban mobility planning

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.

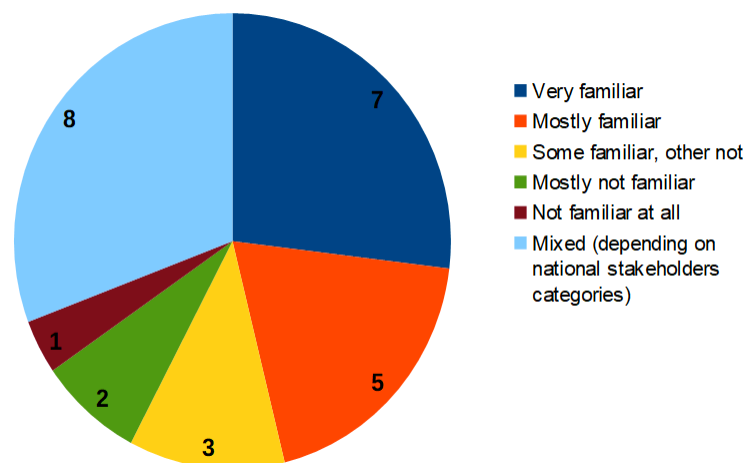


Figure 8: Level of SUMP awareness at national level

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.

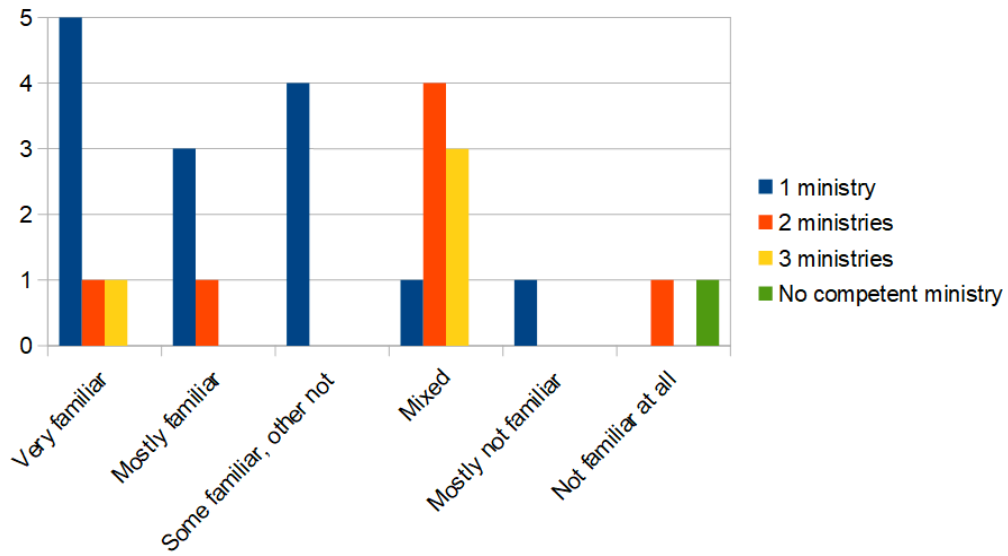


Figure 9: Number of ministries in charge of mobility planning and corresponding level of awareness

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.

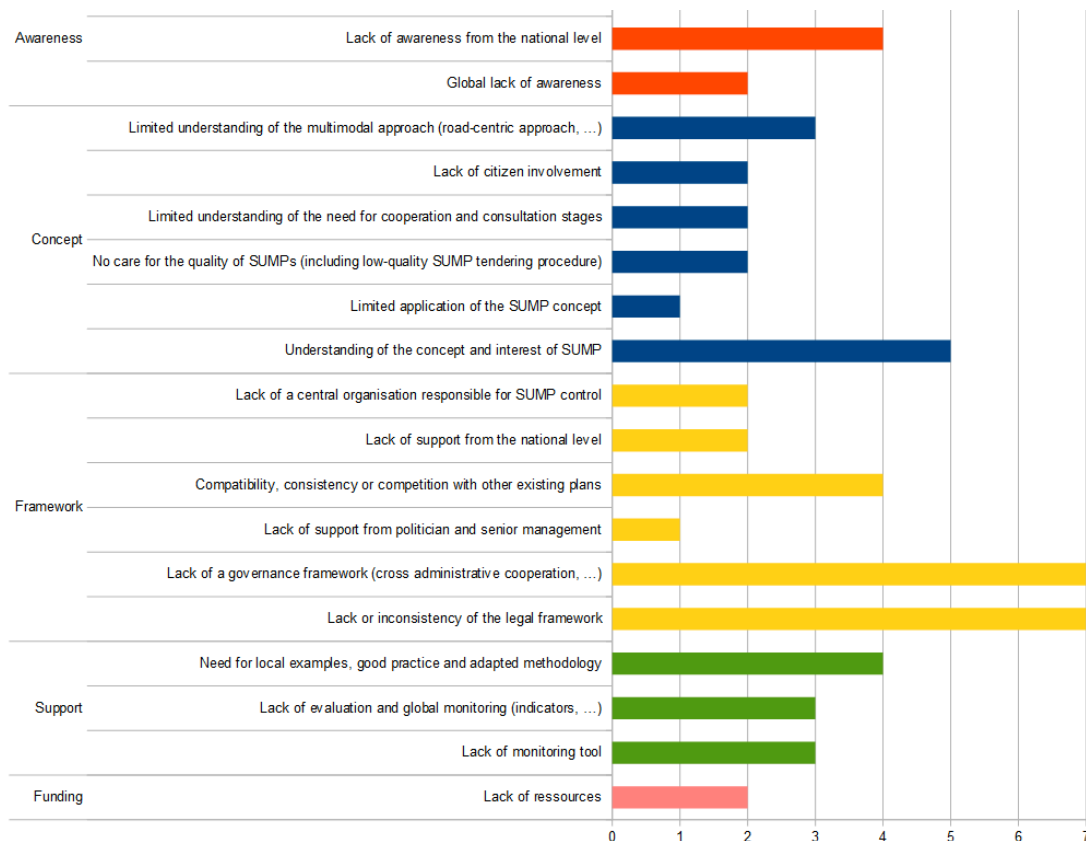


Figure 10: Types of gaps hindering SUMP development at the national level - details (58 gaps mentioned for 24 responses)

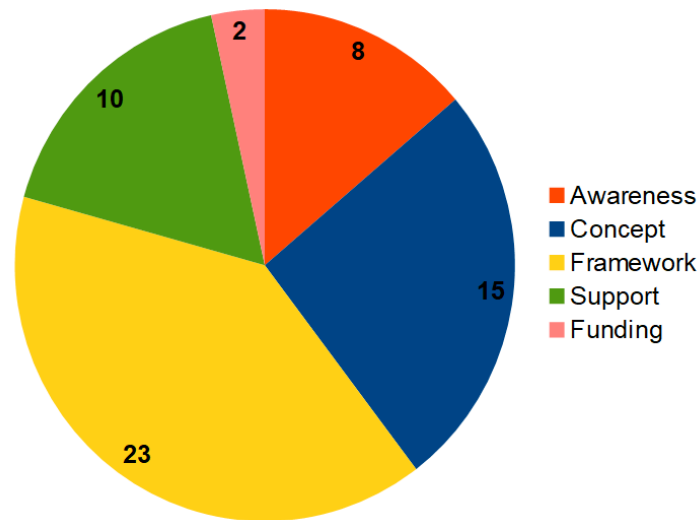


Figure 11: Types of gaps at the national level per areas

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 SUMPs-Up and PROSPERITY, through national capacity building events and SUMP Learning Programmes (SLP) for local practitioners.

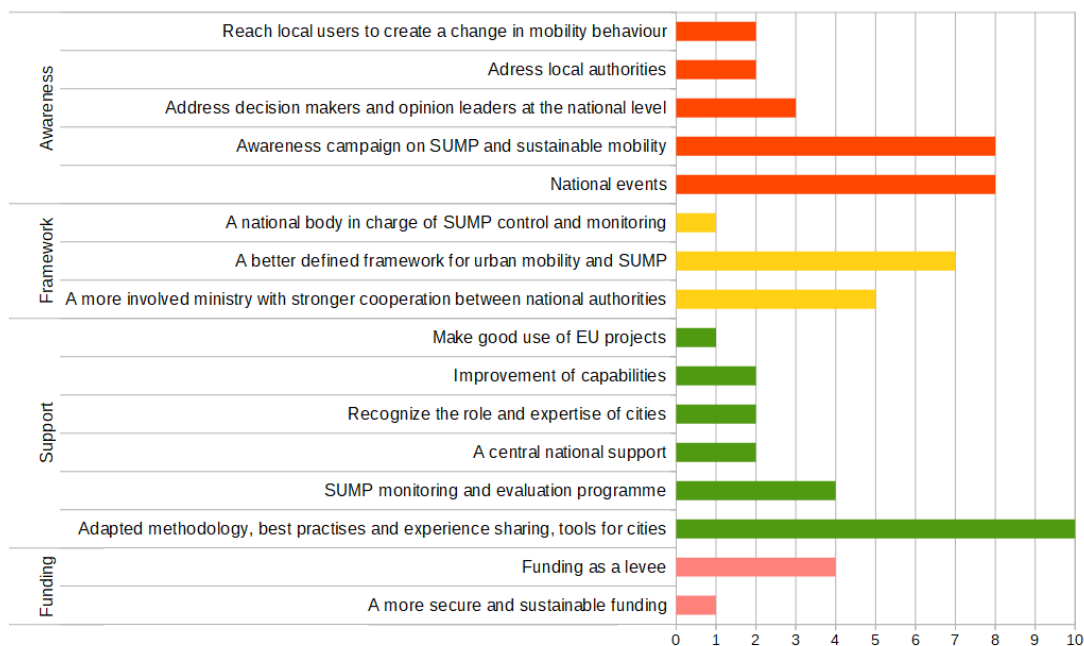


Figure 12: Bridging the gaps hindering SUMP development at the national level (62 solutions mentioned within 23 responses)

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)¹⁵.

¹⁵ <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».

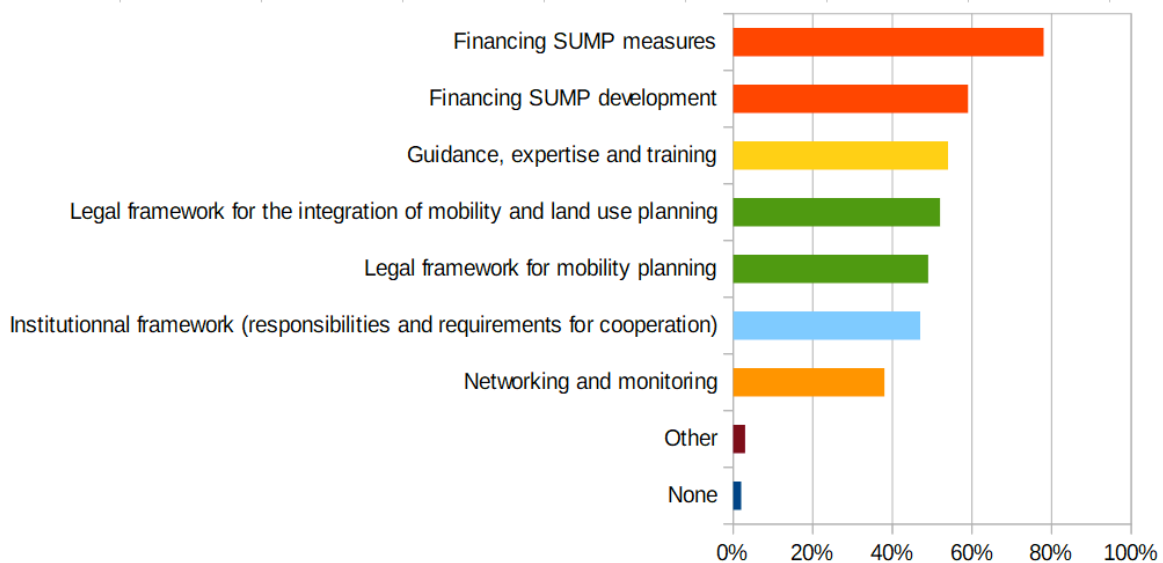


Figure 13: Support needed from national government for SUMP development for EU countries (238 responses)

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:** CO₂ / 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 report¹⁶ 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.

¹⁶ ENDURANCE, D2.1 National Inventories Summary, 2013, 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 SUMPs 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 SUMPs 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 2013¹⁷ 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;

¹⁷ 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 “Certu¹⁸” 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.

¹⁸ 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
	Guidelines translated / based on / upgraded from EU SUMP guidelines
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
	Guidelines developed before / independently from EU SUMP guidelines
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
	No national guidelines available
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

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

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

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

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 SUMPs 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 practices¹⁹. 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 SUMPs (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, CH4ALLENGE project, 2016.

In **Norway**, monitoring and evaluation activities are implemented within the network, “Cities of the Future”²⁰, 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 project²¹ 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

²¹ <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 SUMP in the Barcelona Province (Spain/Catalonia);
- Quality assurance process for SUMP 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 SUMP/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 Week²².

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)²³, local CIVINETs (CIVITAS Networks)²⁴, “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.

²² <http://www.mobilityweek.eu/>

²³ <http://www.epomm.eu/>

²⁴ <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 Initiative²⁵. 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.

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

Number of consultants in relation to demand	Completely in line	Mostly in line	In line in some aspects	Partially insufficient	Completely insufficient	No answer
Number (share) of countries	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).

Education and knowledge exchange activities	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 SUMPs 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 SUMPs per selected country. However, as explained above, the correlation between country and take-up of SUMPs 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 SUMPs 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 SUMPs (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 SUMPs (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 SUMPs (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 situation²⁶. 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.

²⁶ 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 SUMPs (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 SUMPs, 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 SUMPs.

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

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 SUMP, 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 SUMP 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 SUMP in the Barcelona Province - Quality assurance process for SUMP 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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