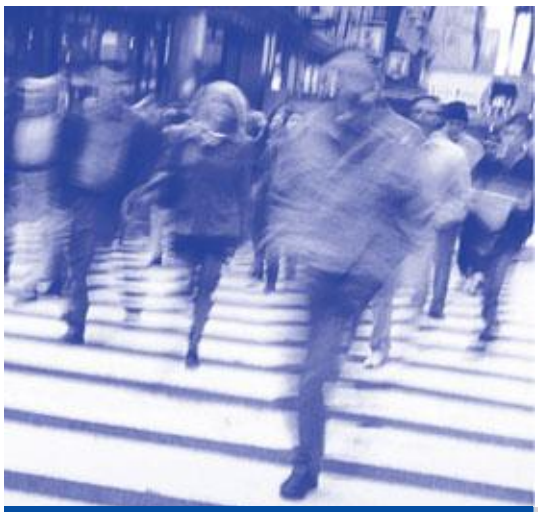

SUMPS-UP

SUMPs status report

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CiVITAS 2020
Cleaner and better transport in cities
SUMPS-UP

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Abstract

This report provides an overview of the state of the SUMP concept in Europe and its take-up throughout EU member states. It informs on the drivers that promote SUMP implementation across the EU and on the main barriers that hinder the broader adoption of SUMP in European cities. It depicts knowledge needs of implementing actors and gives recommendations to local authorities, member states and the EU to foster the diffusion of the SUMPs concept. It builds on the results of different analyses, namely the 'Users' needs analysis on SUMP take-up' (2017); the 'National Sustainable Urban Mobility Plan (SUMP) programmes analysis' (2018); the 'Interim result report: city-level SUMP monitoring and impact evaluation' (2018) and the 'SUMPs-Up interim report on the project level evaluation' (2018).

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
CITY OF TURKU	Finland	CITY OF TURKU
EUROCITIES ASBL	Belgium	EUROCITIES ASBL
RUPPRECHT CONSULT – FORSCHUNG & BERATUNG GMBH	Germany	RUPPRECHT
Trivector Traffic AB	Sweden	TRIVECTOR
WUPPERTAL INSTITUT FUR KLIMA, UMWELT, ENERGIE GMBH	Germany	WI
CENTRE D'ETUDES ET D'EXPERTISE SUR LES RISQUES, L'ENVIRONMENT, LA MOBILITE ET L'AMENAGEMENT	France	CEREMA
FONDAZIONE TORINO WIRELESS	Italy	TOWL
AYUNTAMIENTO DE DONOSTIA SAN SEBASTIAN	Spain	ADS
MALMO STAD	Sweden	Malmo
BKK BUDAPESTI KOZLEKEDESI KOZPONT ZARTKORUEN MUKODO RESZVENYTARSASAG	Hungary	BKK
TSENTAR ZA GRADSKA MOBILNOST EAD	Bulgaria	SUMC
BIRMINGHAM CITY COUNCIL	United Kingdom	BCC
THESSALONIKI PUBLIC TRANSPORT AUTHORITY	Greece	THEPTA

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1 Executive Summary

This report compiles and builds on the results of different analyses carried out in the framework of the SUMPs-Up project, namely the 'Users' needs analysis on SUMP take-up' (2017), which provides insight into the current status of SUMP take-up in some European countries and a hint of the most recurrent drivers, barriers, and needs for support for SUMP development based on input gathered from more than 328 cities and 10 national contact points; the 'National Sustainable Urban Mobility Plan (SUMP) programmes analysis' (2018), which gathers information on the current national frameworks with inputs from 28 European Member States; the 'Interim result report for the city-level SUMP monitoring and impact evaluation' (2018) with inputs from 37 cities, and the 'SUMPs-Up interim report on the project level evaluation' (2018) with feedback from 127 participants in the SUMPs-Up learning activities.

The present report shows that the total number of adopted SUMPs has grown significantly from 800 in 2013 to just over 1000 now, although the situation varies across countries. In addition, an increasing number of countries compared to 2011 are now providing a more structured urban transport planning framework that incorporates SUMPs, including legal definition, guidance, assessment scheme, alongside other types of support.

Although the picture outlines a positive trend, a lot can still be done to encourage cities across Europe to adopt the SUMP concept. The analysis highlighted the main drivers that motivate local authorities and Member States to create the conditions for SUMP development and the barriers that still hinder this process. The analysis also looks at the need for support for specific measures and thematic priorities, the type of support needed, as well as the needs of national and/or local level representatives in development and improvement of national frameworks.

Based on the analysis, this report offers a set of recommendations for local authorities, Member States, and the European Union. These include, for example, a better integration of the SUMP concept with other thematic areas and plans developed by different governmental levels; entrusting a single national body with SUMP monitoring and control; making use of the most experienced cities in SUMP development and implementation to raise awareness and improve the national methodology; making funding available for SUMP development and updates; and using peer-to-peer learning formats to foster knowledge at national and EU level.

Beyond city and regional administrations, who are the primary target group within the SUMP context, this document addresses mobility experts and decision makers at European, national and local level, and members of existing EU platforms. It is the ambition of this report to help address at least some of the Partnership of Urban Mobility objectives and suggest a direction to follow in the future. As such, the document is also of interest for mobility researchers and consultants.

2 Introduction

2.1 About SUMPs-Up

SUMPs-Up is one of the three projects related to Sustainable Urban Mobility Plans (SUMPs) under the European Union's CIVITAS 2020 initiative. It brings together eight partner organisations and seven partner cities, all of whom are seeking to help European cities to introduce cleaner and more sustainable mobility.

The project assists planning authorities to overcome the barriers that prevent or make it difficult to implement SUMPs: capacity building, tailored information, and support during development and implementation phases will equip them with the necessary knowledge and skills to do so.

Planning authorities and their staff will be involved in all stages of the project, with the focus on countries and areas where SUMP take-up is particularly low.

2.2 Approach & deliverables used for this report

This report compiles and builds on the results of different analyses carried out in the framework of the SUMPs-Up project. The three main sources used in this report are:

- 'Users' needs analysis on SUMP take-up' (2017)[1], which combines both quantitative and qualitative data to provide interested stakeholders with useful first-hand insight into the current status of SUMP take-up in some European countries and a hint of the most recurrent drivers, barriers, and needs for support for SUMP development. It is based on input gathered from more than 328 cities and 10 national contact points.
- 'National Sustainable Urban Mobility Plan (SUMP) programmes analysis' (2018)[2] which gathers information on the current national frameworks that European Member States have developed to support SUMP elaboration and implementation. The 'National SUMP programmes analysis' (2018) updates the 2013 'National inventory Summary' of the ENDURANCE project, using the 2017 National Inventories of 32 countries or regions from 28 European Member States as major inputs.
- Interim results from evaluation and monitoring activities carried out in SUMPs-Up, laid down in both the 'SUMPs-Up interim report on the project level evaluation' (2018)[3] and the 'Interim result report: city-level SUMP monitoring and impact evaluation'

[1]Chinellato et al. (2017), Users' needs analysis on SUMP take-up. Available from: http://sumps-up.eu/fileadmin/user_upload/Tools_and_Resources/Reports/SUMPs-Up%20-%20Users%27%20needs%20analysis%20on%20SUMP%20take-up.pdf (Last accessed 26/06/2018)
[2]Durlin et al. (2018), National Sustainable Urban Mobility Plan (SUMP) programmes analysis. Available from: http://sumps-up.eu/fileadmin/user_upload/Tools_and_Resources/Reports/SUMPs-Up_-_SUMP_in_Member_States_report_with_annexes.pdf (Last accessed 26/06/2018). The National SUMP programmes analysis is the result of two deliverables jointly elaborated in 2018 by CIVITAS PROSPERITY and SUMPs-Up projects and respectively called "Higher Levels of Government – their Support for SUMP in the EU" and "Status of SUMP in European member states"
[3]Werland et al. (2018), SUMPs-Up interim report on the project level evaluation; Internal project document, not published.

(2018)[4]. These include an ex-ante survey on the state of SUMP in 37 cities participating in the SUMPs-Up learning activities so far[5], feedback forms from 127 participants in the learning activities, interviews with the 9 SUMPs-Up Leadership Group of cities and regions[6], and key messages from the leadership group event held in Tampere in March 2018[7].

Additional inputs were collected following the presentation of this draft document at the following occasions:

- SUMPs-Up General Assembly meeting held in Birmingham on 4-5 June 2018.
- "SUMP: understanding cities' needs and increasing take-up" event held in Brussels on 13 June 2018 with representatives from cities, the European Commission's DG MOVE and DG REGIO, and from other thematic organisations.
- Member States expert group on urban mobility meeting held in Brussels on 5 July 2018.

To conclude, evidence and recommendations that emerged from other projects and initiatives were included in the report when relevant to further substantiate or complement the analysis.

[4]Werland et al. (2018), SUMPs-Up Interim result report: City-level SUMP monitoring and impact evaluation; Internal project document, not published.
[5] The learning activities are collected together in what are known as SUMP Learning Programmes (SLPs). The participants in these programmes are the city and planning authority representatives who have been selected through open calls for applications.
[6] The SUMPs-Up Leadership Group consists of representatives of nine European cities and regions with an extended participation in the SUMPs-Up learning activities that undergo an in-depth evaluation process. The cities are: Cluj Napoca, Edinburgh, Île-de-France Mobilités, Maia, Metropolitan Area of Porto, Norrköping, Perugia, Tampere, Timisoara.
[7] The SUMPs-Up Leadership Group event in Tampere was a workshop to encourage networking and exchange of know-how and practical experiences among the members of the Leadership Group; it was held in Tampere on March 13th 2018

3 Setting the scene

3.1 SUMP concept and EU action

With the adoption of the Urban Mobility Package in 2013, and especially through the definition 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 and used to foster the balanced development and integration of all transport modes, whilst also encouraging a shift towards more sustainable modes of transport.

SUMPs can help to effectively meet targets set at the European level for the coming years. To mention just a few: increasing the number of electric vehicles and charging points by 2020; phasing out conventionally fuelled cars in city centres by 2050 improving air quality by reducing harmful transport emissions by 60% by 2050; and halving the number of deaths from road accidents between 2010 and 2020. In that respect, SUMPs are a means to reach a harmonised and integrated offer of transport alternatives and improve accessibility for all by various means of transport, reduce harmful air pollutants and noise emissions in urban environments, make better use of public space and road space by accommodating active travel, improve urban delivery operations, and regulate private traffic access.

While some advanced Member States already have an established policy framework to support Sustainable Urban Mobility Planning, other countries are increasingly moving towards such an approach, and a third group of countries has yet to adopt Sustainable Urban Mobility Planning as an objective of transport policy. However, the situation is even more complex than this approximate categorisation of countries indicates. For example, in some regions the situation is substantially different from the rest of the country, such in the case of Catalonia in Spain.

Even though much high-quality SUMP support has been developed for local authorities in recent years, in many urban areas urban transport planning is still primarily focused on infrastructure projects. Many European cities are lacking strong technical support and quality control for SUMPs from the national level. City characteristics such as demography and size influence the take-up of the SUMP concept. The following factors also impact upon SUMP development and implementation: financial and personnel resources; the availability of expertise inside the administration, awareness of the positive impacts of integrated planning; strong and lasting political commitment; and administrative structures and routines. Altogether, this complex situation carries the risk that only a limited share of European cities dare to develop SUMPs, whilst plans that are developed in some countries often do not fulfil minimum quality standards due to a lack of understanding of the concept.

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 from 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.

The Partnership on Urban Mobility (PUM) of the Urban Agenda for the EU[8], in its draft action plan no.9 on 'Reinforcing the uptake of sustainable urban mobility planning (Knowledge)[9]', acknowledges these needs and calls for a clearer outlook on the current status and challenges ahead. It asks for a precise indication of what is and should be done at EU and national level in support of municipalities; exactly the questions this report aims to address.

More specifically, the PUM action fiche n.9 advocates:

- A clearer and updated picture;
- on the SUMP framework both at European and national level that depicts the current policy, regulatory knowledge and financial framework;
- Strong national frameworks to foster and ease the implementation of SUMPs;
- An updated overview of the state-of-play for implementing urban transport plans to be featured in a single city database of the SUMP platform on ELTIS – the urban mobility observatory;
- Targeted EU financial support for the development, revision, and implementation of comprehensive sustainable urban transport plans;
- Updated guidelines and tools available on the Eltis platform that include the most recent developments in transport and mobility, such as digitalisation and automation, shared mobility and new mobility services, alternative fuels, urban vehicle access regulation schemes/low emission zones, urban logistics, regional SUMPs, etc.

To address this last point, the European Commission launched the SUMP 2.0 process for the update and further development of the existing SUMP guidelines[10] at the 5th SUMP Conference held in Nicosia (Cyprus) from 14-15 May 2018. Over the course of 2018, key stakeholders will be consulted to identify emerging needs and collect systematic stakeholder input on the improvement, extension, and modification of the existing SUMP guidelines.

The CREATE project[11] recently provided policy recommendations (2018) to help cities successfully reduce road congestion and move towards more sustainable mobility. Some of

[8] European Commission (2018), Urban Agenda for the EU, Partnership on Urban Mobility (PUM). Available from: https://ec.europa.eu/futurium/en/node/1966 (Last accessed on 18/07/2018). The Urban Agenda for the EU was launched in May 2016 with the Pact of Amsterdam. It represents a new multi-level working method promoting cooperation between Member States, cities, the European Commission and other stakeholders in order to stimulate growth, liveability and innovation in the cities of Europe and to identify and successfully tackle social challenges. The objectives of the Partnership on Urban Mobility (PUM) are to propose solutions to improve the framework conditions for urban mobility for cities across the EU. This covers issues relevant to technological advancements, encouraging the use of active modes of transport, improving public transport and promoting multi-level governance measures.

[9] European Commission (2018), Urban Mobility draft action plan of the Partnership on Urban Mobility of the Urban Agenda for the EU. Available from: https://ec.europa.eu/futurium/en/system/files/ged/pum_draft_action_plan.pdf (Last accessed on 18/07/2018)

[10] Rupprecht Consult (2014), Guidelines: developing and implementing a Sustainable Urban Mobility Plan. Available from: http://www.eltis.org/guidelines/sump-guidelines (Last accessed on 18/07/2018)

[11] CREATE project (2015), CREATE. Available from: http://www.create-mobility.eu/create/home (Last accessed on 21/06/2018). CREATE is a CIVITAS project, funded under Horizon 2020, that addresses the task Tackling Urban Road Congestion, taking a long-term view of how this can be achieved,

the CREATE recommendations confirm and substantiate the outcomes of this work and have been referenced where relevant.

3.2 Objective and target audience

This report provides an overview of the state of the SUMP concept in Europe and its take-up throughout EU Member States. It informs on the drivers that promote SUMP implementation across the EU and the main barriers that hinder the broader adoption of SUMP in European cities. It depicts knowledge needs of implementing actors and gives recommendations to foster the diffusion of the SUMPs concept.

This report offers an informed overview that will serve as the basis for capacity building programs addressed to cities and will hopefully pave the way for a dialogue with national governments about SUMP policy frameworks. EU policies and national frameworks have a role to play to foster the capacity of local authorities to develop SUMPs and create an enabling environment to support initiatives by local authorities.

Beyond city and regional administrations, who are the primary target group within the SUMP context, the document addresses mobility experts and decision makers at European, national and local level, and members of existing EU platforms such as the Co-ordinating Group on Sustainable Urban Mobility Planning[12] and the Member States Expert Group on Urban Mobility[13]. It also intends to inform the work of the Partnership on Urban Mobility (PUM) and its working group on 'governance', as well as to feed into the SUMP 2.0 process as described above. It is the ambition of this report to help address at least some of the PUM objectives and suggest a direction to follow in the future. As such, the document is also of interests for mobility researchers and consultants.

To summarise, the report will tackle the following issues:

- State of SUMP take-up across Europe;
- Status of national SUMP programmes in Europe;
- Drivers and motivations to develop a SUMP;
- The main barriers to and solutions for encouraging SUMP take-up;
- Need for support for specific measures and thematic priorities;
- Type of support needed;
- Needs of national and/or local level representatives with regards to the development and improvement of national frameworks.

A set of recommendations for local authorities, Member States and the European Union will be included as a concluding chapter, as well as a reference to the analysis and full set of reports and that have laid the foundation for this document.

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especially in cities experiencing rapid growth in car ownership and use. The project ended in May 2018.

[12] ELTIS (2014), SUMP co-ordinating group members. Available from: http://www.eltis.org/mobility-plans/european-platform/coordinating-group-members (Last accessed on 18/07/2018)

[13] European Commission (2018), Expert Group on Urban Mobility. Available from: http://ec.europa.eu/transparency/regexpert/index.cfm?do=groupDetail.groupDetail&groupID=3165 (Last accessed on 18/07/2018)

4 Key findings on SUMP status, drivers, and barriers

4.1 State of SUMP take-up across Europe

The 'Users' needs analysis on SUMP take-up' (2017), which was based responses from 328 cities, gives an overview on the tendencies and variations across countries in Europe on SUMP take-up. Of the cities who participated in the survey, 44% said they have already conducted integrated sustainable urban transport planning, whilst 37% of the total stated they have a plan that qualifies as a SUMP, in other words a strategic planning instrument that fosters the balanced development and integration of all transport modes whilst encouraging a shift towards more sustainable modes of transport[14]. In addition, 16% of cities surveyed declared they were currently developing a SUMP, whilst 19% were eager to do so.

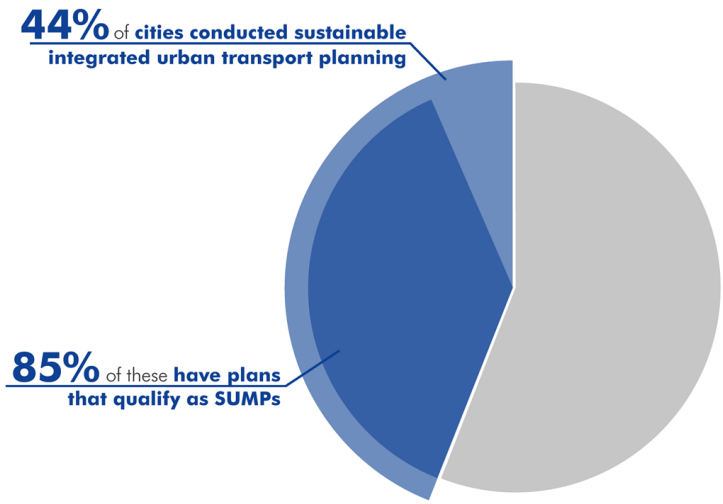

Figure 1:Experience of cities with sustainable integrated urban transport planning.

Source: 'Users' needs analysis on SUMP take-up' (2017)

The analysis also indicated that the share of cities that have a SUMP varies strongly across EU Member States. For example, only 6% of surveyed cities from Greece and 7% of those from Romania claimed to have conducted integrated sustainable urban mobility planning. By By contrast, the corresponding figure for participating French cities is 78%.

The 'National SUMP programmes analysis' (2018) identified a total of 1,000 adopted SUMPs in Europe in 2017. In comparison with the 2013 situation as described by the ENDURANCE[15] project, the 'National SUMP programme analysis' (2018) shows that the total number of adopted SUMPs has increased from 800 to 1,000, with important contributions from

[14]ELTIS (2018), The SUMP concept. Available from: http://www.eltis.org/mobility-plans/sump-concept (last accessed on 31/05/2018)
[15] Brůhová et al., (2013), ENDURANCE D2.1 National Inventories Summary. Available from: http://www.epomm.eu/docs/2247/D2_1_ENDURANCE_National_Inventories_Summary_final.pdf (Last accessed on 18/07/2018)

Romania, Slovenia, and Sweden. The 'National SUMP programme analysis' (2018) also confirmed the variation of the situation across countries.

As a matter of fact, two regions (Flanders in Belgium and Catalonia in Spain), and one country account for half of the number of adopted SUMPs in Europe. This seems to confirm the high rate of experience with SUMPs in France that emerged from the 'Users' needs analysis on SUMP take-up '(2017). In the aforementioned countries, the adoption of a SUMP is sometimes mandatory by law. However, it is also supported by clear framework conditions, guidance and significant incentives.

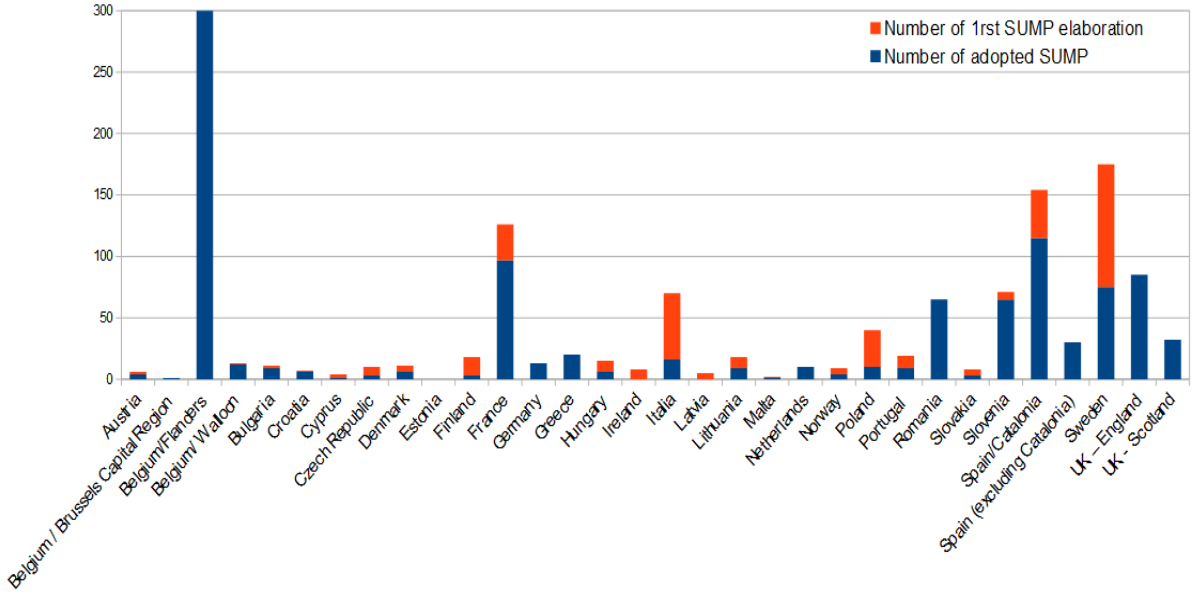

Figure 2: Total number of SUMPs per country/region in 2017.

Source: National SUMP programme analysis (2018)

According to the 'National SUMP programmes analysis' (2018), 290 of the 1,000 SUMPs adopted are second or third generation plans. These experienced and pioneer cities - located in 12 countries/regions - have a potential role to play at national level in sharing their experience with starter cities and testing and consolidating the national SUMP methodology.

Furthermore, the 'National SUMP programme analysis' (2018) showed that SUMP elaboration is becoming more common. Compared to 160 in 2013, there are currrently around 350 SUMPs in preparation,. Six countries/regions – Finland, France, Italy, Poland, Spain (Catalonia) and Sweden – represent 75% of these. This tendency confirms the data collected in the 'Users' needs analysis on SUMP take-up' (2017) about first SUMP elaboration and willingness to develop a SUMP.

Key messages on the state of SUMP take-up across Europe:

- 44% out of 328 cities declared to have already conducted integrated sustainable urban mobility planning.
- Total number of adopted SUMPs has grown significantly from 800 in 2013 to 1000 in 2018, although the situation varies across countries.
- The number of cities that are elaborating – or are preparing to elaborate – a SUMP is high. Compared to 160 in 2013, 350 SUMPs are now under preparation.
- The 290 experienced and pioneer cities (those already in the process of elaborating a

second or third generation plan) have a potential role to play at the national level in sharing their experience with other starting cities and testing and consolidating the national SUMP methodology.

4.2 Status of national SUMP programmes in Europe

The 'Users' needs analysis on SUMP take-up' (2017) presents a general overview of the characteristics of cities' level of maturity and experience in sustainable urban mobility planning per selected country. However, the correlation between SUMP take-up in countries and cities could not be clearly established due to the limited representativeness of the results. However, some trends could be tracked. The 'National SUMP programmes analysis' (2018) provides more detailed inputs on the maturity of national (or in some cases regional) levels concerning sustainable urban mobility planning and identified the following four classes of countries and regions:

- Forerunner countries and regions (16% - five countries or regions);
- Active countries and regions (44% - 14 countries or regions);
- Engaged countries and regions (25% - eight countries or regions);
- Inactive countries and regions (16% - five countries or regions).

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 assisting elements. Countries and regions in this group have developed a system that supports comprehensive, long-term transport planning over longer periods of time.

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 is non-systematic. Within this group, there are several countries that have worked on their system for a longer time but are yet to establish a comprehensive support system, as well as countries that are still developing their system and have thus not yet managed to develop all supporting elements.

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

Inactive countries and regions are those moving towards a sustainable urban mobility planning approach with very few or no examples of SUMPs. They are making the first steps towards urban transport planning frameworks, yet current activities to support the development of them are isolated and non-systematic. Countries in this group could be identified as countries in which SUMP take-up is low.

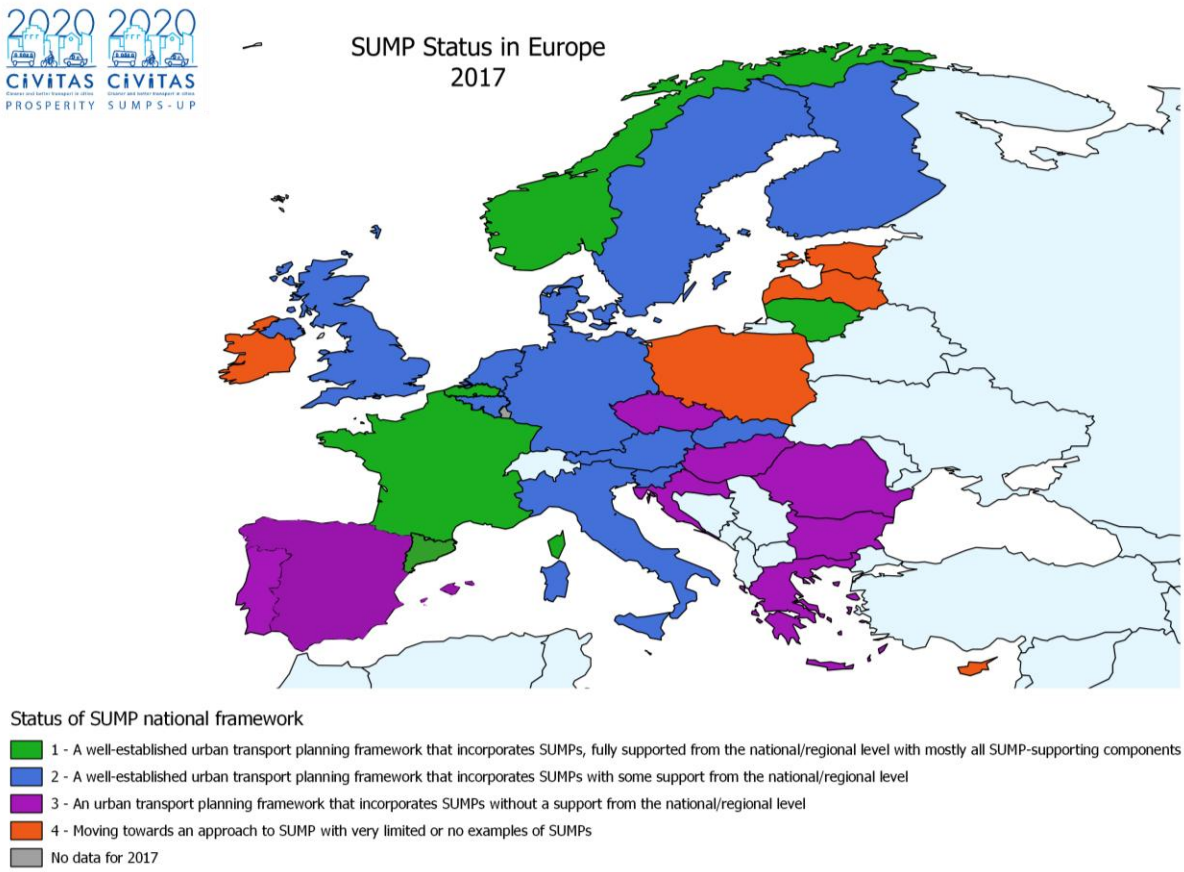

Figure 3: Categories of SUMP status in Europe – 2017.
Source: National SUMP programmes analysis (2018)

Beyond the current situation, the dynamics of SUMP take-up can be estimated based on a comparison with the 2011 situation[16]. The share of more advanced countries and regions (forerunner and active countries) has grown from seven (23%) to 19 (60%) and the number of forerunners, active and engaged countries altogether has increased from 18 (60%) to 27 (85%). In other words, the amount of inactive countries has decreased from 12 (40%) to five (15%).

[16] As described by "Rupprecht Consult, The State of the Art of Sustainable Urban Mobility Plans in Europe, 2011". This analysis of the 2011 situation is based on 30 countries and regions, while 32 countries or regions have been covered in the 'National SUMP programmes analysis' (2018).

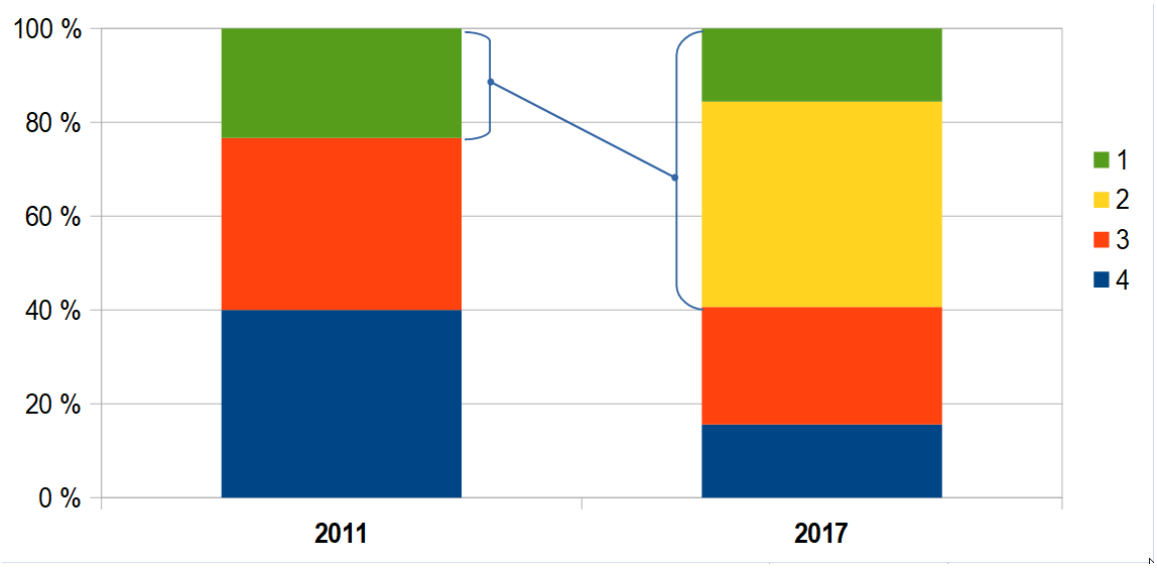

Figure 4: Categories of SUMP status - Comparison 2011 / 2017
Source: National SUMP programmes analysis (2018). Nota: the 2011 category #1 corresponds to the 2017 categories #1 and #2

The lowest take-up was identified in Cyprus, Estonia, Ireland, Latvia, and Poland, while the leading countries /regions are Flanders in Belgium, France, Lithuania, Norway, and Catalonia in Spain.

2011			2017		
Category	**Number of countries / regions** (Total : 30)	**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, The 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 1: Categories of SUMP status in Europe – 2017.
Source: National SUMP programmes analysis (2018)

Most of those leading countries and regions are also home to the largest amount of SUMPs (as described in the previous chapter). They are similar to one another in that they have a strong national framework that includes:

- A legal framework, establishing a legal definition of SUMP and its relations with other plans, with the possibility to include several mandatory topics, such as SUMP elaboration, evaluation, quality assessment, etc;
- An institutional framework in which stakeholders covering levels from ministries to local and regional authorities have clearly designated roles;
- Guidance, methodologies, awareness raising events, training, networking opportunities and documents adapted to the national context;
- A secure and easily accessible financial framework that includes incentives.

In fact, most of the SUMPs identified in the 'National SUMP programmes analysis (2018)' hail from two regions and a country that have a robust legal framework in place where having a SUMP is mandatory by law or supported by significant incentives (Flanders in Belgium, France, and Catalonia in Spain). Yet though making SUMPs obligatory might be effective, the analysis showed that this alone does not guarantee the adoption of good quality SUMPs. Having good quality SUMPs requires this measure to be complemented by a system of incentives and a supporting framework to ensure that all relevant stakeholders (from local authorities to the private sector) are fully aware of the SUMP concept, have access to the relevant guidelines, can share their experience, and have all the (legal and governance-related) levers to develop and elaborate SUMPs.

This shows that a clear and well-structured regulatory framework (which does not involve making having a SUMP obligatory) increases the value and usefulness of integrating SUMPs vertically with other planning documents developed at different governmental levels (local, regional and national plans), and horizontally (plans for mobility, environment, land-use, etc.) Doing so ultimately encourages SUMP take-up.

In conclusion, those countries that have ambitious SUMP programmes in place could also play a role in transferring their expertise to countries with less developed frameworks.

Key messages on the status of national SUMP programmes in Europe:

- Depending on the maturity of national (or in some cases regional) levels in sustainable urban mobility planning, the following four classes of countries and regions can be identified: forerunners; active; engaged; and inactive.
- The analysis shows that an increasing number of countries (19 now compared to seven in 2011) provide a more structured urban transport planning framework that incorporates SUMPs and includes legal definitions, guidance, assessment schemes, alongside other types of support.
- Framework conditions on the national level are important to foster SUMP take-up. Introducing a clear and well-structured regulatory framework, which does not necessarily have to be obligatory, can play a role in encouraging SUMP take-up.
- Countries that have ambitious SUMP programmes in place could also play a role in transferring their expertise to countries with less developed frameworks.

4.3 Drivers and motivations for developing a SUMP

The 'Users' needs analysis on SUMP take up' (2017) has showed that drivers are often influenced by national frameworks, whilst no clear correlation has been found between drivers and city type or city characteristics. The 'National SUMP programmes analysis' (2018) mostly confirms these findings and provides additional inputs as explained below. The main drivers identified by both local authorities and national representatives are the following:

- Availability of national funding is a key driver for local authorities. Similarly, national representatives stated that a financial framework that includes financial incentives is required to ensure or stimulate SUMP elaboration and, even more importantly, to ensure the implementation of SUMP measures.
- Environmental concerns, both at the global and local level, are identified by national representatives as being something that could instigate SUMP adoption. In fact, CO_2 emissions reduction targets and air pollution are strong drivers to developing a SUMP in cities, especially in countries where there are sector-specific and binding targets. Moreover, other significant challenges associated with urban development, like public health, congestion, safety and security, social inclusion and integration, climate change, air pollution, and (public) participation can be addressed through a SUMP.
- Support from politicians, professionals, and the public is a key driver. This results from greater awareness of SUMPs at both the local authority and national level.
- The improved attractiveness of cities (achieved through SUMP implementation) is a strong argument at the local level to start a SUMP, as it can have a positive impact on the economic and touristic development of the city. In itself, this does not seem to be a major driver from the national level perspective. However, it is usually connected to wider topics, such as economic wellbeing and accessibility and other important urban development challenges.

Moreover, the 'National SUMP programmes analysis' (2018) identified the other following incentives and enablers for SUMP development:

- A legal framework for mobility that gives local authorities all relevant competences to elaborate SUMPs and implement SUMP measures in close cooperation with other obligatory documents and plans, such as land-use plans, and with other actors involved in mobility planning, such as regions, central governments, and public transport operators. This could prompt the development of a legal definition for SUMPs (possibly associated with a legal requirements), and/or lead to SUMPs being merged with other existing plans or planning processes.
- An efficient governance framework that facilitates cross-departmental cooperation locally at the city level and regionally/nationally between ministries and/or agencies.
- A methodological framework adapted to the national context including best practice examples, guidance, and monitoring and evaluation tools (both for local authorities and at national level).
- The existence of a central national support mechanism via a national body in charge of SUMP control and monitoring that is clearly outlined, long-lasting, and able to

provide local authorities with advice and assistance related to SUMP development, SUMP quality checks and assessments, and organise relevant training and events.

Interviews with the SUMPs-Up Leadership Group of cities and regions (2018) indicated that most cities consider sustainable urban mobility planning, in contrast to sectoral transport planning, as an opportunity to tackle transport related environmental and health problems. This confirms what emerged from the other two analyses. In some cases, the concept is perceived as a way to overcome 'silo thinking' within administrations and contribute to the city's overall sustainable development strategy. Other reasons to develop a SUMP are to access European and/or national funding and to comply with (or anticipate future) national legal requirements to adopt the SUMP concept in mobility planning.

Key messages on the drivers and motivations for developing a SUMP:

- The availability of secured national and EU funding and a stable financial framework with financial incentives for SUMP development all spur interest in SUMPs.
- Environmental protection, including improving air pollution and reducing CO_2 emissions, is a strong driver at city and national level for adopt a SUMP. Similarly, improving health and social inclusion in cities and increasing safety and security are all strong motivations for developing a SUMP.
- Political support and participation of the public and key stakeholders is crucial to raise awareness of and increase the uptake of the SUMP concept.
- Improved city attractiveness resulting from SUMP implementation is a major driver for cities, whereas from the national level point of view it is usually linked to specific topics such as economy and accessibility within an urban context.
- Clear legal, governance, and methodological frameworks are crucial to encourage SUMP elaboration and related measure implementation. They enable effective cooperation at all levels and give guidance for the different steps of the SUMP cycle.
- Clear leadership at national level, with a well-identified, stable national body supporting SUMP development, quality check and SUMP assessment is a crucial driver to develop a SUMP.
- Approaching a SUMP as an overarching sustainable development strategy is a good way to overcome 'silo thinking' in administrations and tackle transport-related environmental and health problems.

4.4 Main barriers to SUMP take-up and solutions for these

The 'Users' needs analysis on SUMP take up' (2017), the 'National SUMP programmes analysis' (2018) and the interviews with the SUMPs-Up Leadership Group of cities and regions (2018) identified several barriers to SUMP development, elaboration, and implementation at both the national and regional levels. However, it also provided solutions for tackling those problems. The main barriers and solutions can be found below.

- A lack of cooperation exists among different levels (city, regional, national level). This seems to be particularly valid for capital cities, where interaction with the national levels occur more regularly. Similarly, city officials reported a lack of cooperation with

other cities' administrations due to different (political) interests or there being a workplace culture not used to such a cooperation. Interviews with national level representatives also revealed that there is a lack of SUMP activities and awareness at national level and lack of cooperation between relevant national institutions.

- These could be addressed by:
  - Setting up formal or informal meetings to exchange on relevant issues that can facilitate a culture of cooperation. Once relationships have developed, such meetings could be used for common decision making.
- Lack of horizontal integration constitutes a barrier in city administrations where the competences are split across different departments.

  The interviewed city officials mentioned the following measures as being ways to improve the situation:
  - Understanding sustainable mobility as a critical part of the city's or the region's sustainable development strategy;
  - Harmonising SUMPs and Sustainable Energy Action Plans to maximise their impact, as demonstrated by the SIMPLA project[17].
  - Introducing low-level informal cooperation with other departments to avoid misunderstandings and provide a constructive co-working culture.
  - Installing a formalised interdepartmental working group for the development of a SUMP and/or for sustainable mobility measure implementation with regular (weekly or monthly) formal meetings.
  - Involving external consultants to overcome intra-administrative cooperation problems.
  - Restructuring different departments to form a single multidisciplinary department for sustainable mobility planning.
- City officials mentioned the lack of support from the national level and of an adequate regulatory framework, such as in the case of low emission zone regulations. The lack of a or inconsistency in the legal framework is also one of the most frequent answers among national level representatives. This encompasses various situations, such as the lack of a legal framework to support SUMP implementation, inconsistency in the policy of making SUMPs mandatory, inconsistencies with other policies (e.g. parking law regulations), and the lack of a local authority procedure for SUMP approval. To address these gaps, the interviewed national representatives suggested:
  - Providing methodological resources adapted to the national context, including experiences from the country itself and integrating the national governance, legal, and mobility frameworks;

[17] SIMPLA (2018), SIMPLA. Available from: http://www.simpla-project.eu/en/ (Last accessed on 17/07/2018). SIMPLA supports local authorities in harmonising their SEAPs and SUMPs. The project targets small and medium-sized municipalities with a population between 50.000 and 350.000 inhabitants proposing a four-step approach to foster harmonised planning.

- The development or reinforcement of the framework for urban mobility in both its legal and governance dimensions to improve the horizontal (i.e. between mobility and other themes like urban planning and public health) and vertical integration (between local, regional, and national levels) of SUMPs. This was also one of the main recommendations from the CREATE project[18].
- Entrusting a single national body with SUMP control and monitoring to enable the provision of lasting and clearly outlined central national support. Supported by sustainable funding, this would act as a stable national reference point, be in charge of national monitoring, quality checks and assessments of SUMPs (via a database), and provide advice and assistance for cities in the SUMP development phase, deliver training, and organise events.
- Recognising the role and expertise of cities that have the initiative and experience of developing and implementing SUMPs as valuable and major partners for raising awareness and developing best practice and methodology on a national scale. City networks and EU projects can also help facilitate knowledge sharing.

- A lack of political will and a lack of interest in and awareness of the SUMP concept among politicians at all levels was reported by both city representatives and national level officials as recurrent problems. They also knew little about SUMP best practice.

  The lack of awareness, interest, and political commitment on the level of decision makers could be overcome through different facilitating actions:

  - Continue increasing awareness with national events and campaigns targeting decision makers and opinion leaders at the national and local level, thereby increasing capacity and knowledge in ministries and local planning authorities. The focus should be on those ministries and departments dealing directly with urban mobility planning. Other satellite ministries less familiar with but also involved in sustainable urban mobility should be also addressed.
  - Integrate sustainable urban mobility planning into national strategic policy documents (like the Sustainable Development Strategy) as a policy target or an indicator.
  - Increase awareness at local and national level on urban mobility-related problems – such as air quality, noise emissions, and congestion – among the general public, politicians, and the administration. Emphasise sustainable mobility's contribution in reaching broader policy objectives and targets, such as ones related to environmental protection, health, social inclusion, and safety and security.

- A common problem was the lack of capacity to prioritise measure implementation in accordance with the SUMP concept with the resources available (which are often limited). Most interviewed cities feel the lack of both staff and financial capacity in the development phase, and even more keenly in the SUMP implementation phase –

[18]Jones et al. (2018), CREATE WP7 D7.5 - Project summary and recommendations for cities. Available from: http://nws.eurocities.eu/MediaShell/GetMediaBytes?mediaReference=id173997f (Last accessed on 17/07/2018)

especially when it comes to funding infrastructure projects. Interviewed national representatives also reported the lack of sustained funding for sustainable mobility on the national, regional, and local level for encouraging SUMP development and SUMP measure implementation. In many countries, EU projects are the only facilitator for SUMP activities, whilst a SUMP's benefits are often hidden behind the necessity of having it for EU funding. A shared approach to addressing this issue could entail:

- Cities that apply for project funding should be able to combine resources from different levels (EU, national and regional).
- At national level, more secure and sustainable funding could be achieved by creating a separate stream of funding for SUMPs. Over time, this would increase the visibility and efficiency of support for cities. Moreover, financial support and other incentives should also be provided for the last stage of the SUMP Cycle to simplify the implementation of SUMP action plans into real services.
- At national level, attaching conditions for acquiring funds is seen as an efficient incentive, especially when there is no legal requirement to have a SUMP. The challenge is thus to be able to support SUMP elaboration and monitor and assess the quality of SUMPs to avoid poor-quality “alibi” SUMPs.
- At EU and national level, make funding available for SUMP development itself.
- At national level, put in place incentives for updating SUMPs. Financial support should also target cities with approved and implemented plans to help these forerunner cities transition towards second (or even third) generation plans.

- Citizens and interest groups, if not adequately involved in a dynamic, open and flexible, decision process can hinder the implementation of valid plans, both in the design and implementation phase. Ways to overcome this include:
  - Involving local users, especially younger generations, in targeted awareness raising campaigns and in the main steps of the SUMP development.
  - Collecting and showcasing good practice examples; providing group-specific evidence that sustainable mobility measures have positive impacts, such as for inner-city commerce and business.
  - Promoting a positive vision of a SUMP as being tool that contributes to sustainable development, makes cities more attractive, and future-proofs them.
  - Piloting measures to test the reaction to them, raise awareness of them, and gain feedback than can be used to refine them if they are implemented at a later date.
- A lack of data and a poor culture of conduction monitoring and evaluation activities was mentioned. From the interviews with the leadership group cities, it emerged that for many relevant indicators data availability and use is restricted – data is either not available at all, its use is restricted, or there is a fee for doing so. In other cases, data is available, but owned by many different actors which makes it difficult to gather it. Additionally, many cities do not have experience with conceptualising and conducting evaluations and selecting the most appropriate indicators. To tackle this, interviewed city representatives suggested:

- After setting up a SUMP, gather relevant data on the city level according to an evaluation concept. Establishing a sustainable process for data collection from all stakeholders can even be one of the measures of the plan.
- Cooperate with external consultants that can provide knowledge on evaluation and use the external expertise to increase your own internal capacity.
- At EU and national level, focus funding and capacity building opportunities in the areas of evaluation, indicator development, and data gathering.

- The pace of technological change – or the *technological tsunami* – is so fast that it stretches the capacity of local administrations to anticipate it and put in place policies and regulatory frameworks that can respond to the challenges those innovations pose. An example is connected and automated vehicles technologies.
  - As emerged from the CREATE project, it is important to collect and analyse data to support the city's vision, especially investigating how anticipated technological changes can help achieve the set objectives. This will that if/when such changes arise they can be utilised and value drawn from them[19].

- There is a lack of professional support, including guidelines, trainings, quality control and professionals with required competences in SUMPs and sustainable urban mobility planning. Additionally, interviews with national level representatives also identified that there are strong traditional transport planning approaches focused on infrastructure and motorised traffic. This results in those transport-related measures being prioritised over SUMP measures. To tackle this, it is important to:
  - Organise capacity building activities nationally to increase skills of both local authorities and external expertise, e.g. by developing academic modules on SUMPs and related areas of thematic knowledge (mobility management, parking policy linked to urban space design, economic benefits of sustainable mobility and transport, etc.). Certificates should also be considered upon course completion.

- Cities participating in the Partnership on Urban Mobility workshop in Prague[20] also mentioned that the formal SUMP requirements as set out in the EU guidelines do not allow for flexibility. For example, Dutch cities often have a strong planning tradition and very ambitious plans in place. However, these do not qualify as SUMPs because they do not meet formal requirements. The process of adapting these current plans would require significant additional efforts. Similarly, smaller local authorities often do not have enough resources to follow the full SUMP cycle.
  - SUMP guidelines should allow for flexibility and meet the different needs of local authorities. For example, smaller cities would welcome a "SUMP-light" concept. These needs could be addressed in the SUMP 2.0 process.

[19] Jones et al. (2018), CREATE WP7 D7.5 - Project summary and recommendations for cities. Available from: http://nws.eurocities.eu/MediaShell/GetMediaBytes?mediaReference=id173997f (Last accessed on 17/07/2018)

[20] A Partnership on Urban Mobility workshop was organised alongside the EUROCITIES Mobility Forum in Prague on 25/04/2018.

Key barriers to SUMP take-up:

- Lack of vertical and horizontal cooperation: 'silo thinking' and uncooperative administrative structures can hamper integrated planning.
- Lack of support from the national level, including a lack of an adequate regulatory framework, a lack of or inconsistencies in the legal framework, a lack of a clear SUMP approval procedure, and a lack of financial support.
- Lack of political support, interest, best practices and awareness about SUMP concept among politicians at all levels.
- Lack of financial and personnel resources for the development and implementation phase.
- Lack of involvement of citizens and interests' groups in the SUMP design and implementation phase.
- Lack of data and poor culture for monitoring and evaluation activities.
- The fast pace of technological change and the challenge of anticipating it.
- Lack of knowledge on 'how to SUMP'.
- Lack of flexibility in the current SUMP guidelines and cycle.

5 Key findings on support needs

5.1 Need for support for specific measures and thematic priorities

When addressing cities' take-up needs and thematic priorities, it is worth recalling that traditional transport planning approaches were mainly focused on optimising car traffic flows, road infrastructure construction, and creating parking spaces for cars. Yet a new transport paradigm is emerging. A slow shift from transport to mobility planning approaches has begun - instead of engineering car-centred solutions, people-centred planning processes are coming to the fore.

Mobility planning now encompasses new policy areas where planners look at improving and harmonising people and goods movement in urban environments, reducing private car use, and tackling public health and road safety problems.

In this way, the following conclusions can be drawn on cities' take-up needs and thematic priorities in SUMP development from the results presented in the 'Users' needs assessment report' (2017):

- Starter cities, small cities, towns located in rural areas, and cities with a high rate of motorised traffic seem to have a limited knowledge of sustainable mobility and sustainable alternatives. Thus, they have a high need for support in selecting and implementing measures. However, when it comes to topics, cities seem to have similar priorities, regardless of their level of SUMP experience, size, and modal split.
- Based on the responses from cities that participated in the analysis, Greece, Italy and Spain displayed a higher need for support.
- Cities need support in *selecting* measures for sustainable urban mobility planning, especially for new mobility policy areas (e.g. urban logistics, shared mobility services, use of public space and automation in car traffic and public transport). As emerged from the analysis, city administrations still tend to have a limited knowledge of them and would be in favour of addressing those in dedicated trainings.
- On the other hand, there is a lower need for support in selecting measures in more traditional mobility modes and policy fields, such as cycling, road transport, urban road safety, and car parking management. This is linked to the degree of measure maturity: traditional modes and policy measures were selected years ago and must now be implemented. This creates a need for support in *implementing* measures in these more mature fields. For instance, cities showed a low support need for cycling measure selection, but at the same time a real need for support to implement them.
- There is some evidence of country-based thematic priorities. In Italy, irban logistics and mobility management seem to be thematic priorities, with the same applying for the integration of different transport modes in Spain and intelligent transportation systems and automation in Greece.
- From the needs assessment, it also emerged that there is currently a strong political willingness to address some newer mobility policy areas, for instance electric mobility and clean fuels. This has pushed the interest in these measures to the top of the

political agenda in some countries, whereas measures related to cycling and urban road safety are not gaining the same degree of attention.

Key messages on the need for support for specific measures and thematic priorities:

- Starter cities, small cities, and towns located in rural areas seem to have a limited knowledge of sustainable mobility and sustainable alternatives and thus have a high need for support.
- Regardless of their SUMP experience, cities need support in evaluating transport planning and newer mobility policy areas such as urban logistics, shared mobility, the use of public space, and automation. Future capacity building programmes and funding opportunities should focus on these aspects.
- There is a lower need for support in selecting measures in more traditional mobility modes, such as cycling, and policy fields, such as urban road safety, road transport and car parking management. Instead, more assistance is needed in the implementation of these measures.
- There is some evidence of country-based thematic priorities. This might depend on the political willingness to address some specific thematic areas that led to measures in those respective areas being pushed to the top of the political agenda.

5.2 Type of support needed

When it comes to the type of support and tools cities need, the 'Users' needs analysis on SUMP take up' (2017) contributed to the following considerations:

- The type of support cities would like to have is primarily in the form of 'good practice examples'. According to inputs collected from cities, a good practice example should contain photos to better visualise the physical solution, advantages and disadvantages of the measure, a clear overview of results, and barriers to the measure implementation. Cities are particularly interested in detailed information on the budget and timeframe for SUMP development. On the other hand, legal aspects are not considered very useful as they can largely differ from one country to another. Also, a good practice example should target a variety of readers, including both politicians and technical experts.
- Workshops, peer-to-peer learning activities, and documents like handbooks, guidelines, and manuals were named as valuable tools by survey respondents.
- Evaluation and mobility indicators or indicator sets were almost never mentioned by participating cities in the survey as tools or methods used in transport planning. This indicates that the systematic evaluation of transport planning is not undertaken and remains a low priority in European cities. Initiatives such as the Sustainable Urban Mobility Indicators project[21], which aims to improve transport data management skills

[21]The Sustainable Urban Mobility Indicators (SUMI) project is a service contract of the European Commission's Directorate-General for Mobility and Transport that will test and validate a set of urban mobility indicators developed by the World Business Council for Sustainable Development (WBCSD) in at least 53 European urban areas.

and frameworks at city level by testing and validating a set of pre-defined urban mobility indicators, are a step in the right direction and should be further encouraged.

- It is worth mentioning that only 7-9% of cities who participated in the survey expressed no need for support. This shows that even more experienced cities need guidance.

Some of these findings could also be drawn from the stakeholder interviews with the Leadership Group and the leadership group event (held in March 2018):

- Most cities indicated that they have learning needs in evaluation, indicator development, and data gathering.
- Organising the public participation and stakeholder integration process was a critical issue for many cities. Their lack experience with integrating the general public and specific stakeholders into the SUMP process resulted in low participation rates, inefficient discussions, and obstructive behaviour from some stakeholder groups.
- Several cities cooperated with consultancies in the SUMP development process to deal with both a lack of staff and knowledge regarding SUMPs. However, this did not lead to capacity being built in the administration if the consultant did not lead the process in a way that saw the responsible department “learn by doing”. Thus, when subcontracting, cities should systematically use external expertise to increase their own internal capacity. Guidelines for ways to successfully integrate external expertise into SUMP-related work could be therefore useful.
- Since a lack of political support is a key challenge to many cities (as explained earlier), it would be helpful to provide administrations with methods for a strategic political communication to convince hesitant decision makers.

Findings from the SUMPs-Up interim report on the project level evaluation – which inter alia assessed the quality and usability of different formats that were used during the first SUMPs-Up Learning Programmes (SLPs) – highlight the importance of peer-to-peer learning among cities. The peer-to-peer learning formats included expert inputs (from other active CIVITAS projects), the presentation and discussion of city examples, interactive sessions and tasks, and site visits. Based on feedback from 127 participants in the SUMP learning classes, all formats were rated as being useful and adequate. In particular, respondents said the direct exchange among cities and good practice examples were valuable sources of information.

Key messages on the type of support needed:

- Good practice examples are effective tools for cities and national bodies to learn from each other and get inspired: they should include quick facts and details on the budget and time required for SUMP development.
- Peer-to-peer learning formats and direct exchange are highly appreciated among cities and should be increasingly used to foster knowledge exchange and ultimately SUMP take-up across cities in Europe.
- Evaluation of transport planning is not yet being undertaken systematically and still has a low priority in European cities, which indicates learning needs in evaluation, indicator development, and data gathering.

- Public participation and stakeholder engagement are still challenging for cities. Efforts should be made to make this process more effective.
- Guidance on the systematic integration of external know-how (e.g. from consultants) into city administrations would be useful.
- Guidance on strategic political communication would help convince decision makers as to the need for SUMPs.

5.3 Needs of national and/or local level representatives in development and improvement of National frameworks

Most of the participating cities in the 'Users' needs assessment' (2017) expressed a need for additional support for SUMP development from their national government, especially for financing SUMP development and measures. Alongside this, guidance, expertise, training, networking, and the establishment of a better legal framework were all sought.

According to the same analysis, there is no difference in the need for additional national support based on city type and city characteristics. However, there are different needs in different countries. It is worth stressing that the majority of cities declared a need for support in financing SUMP development and SUMP measures, irrespective of the country they are located in and their level of SUMP experience.

On the other hand, the 'National SUMP programmes analysis' (2018), analysed what countries need to (further) develop their national SUMP programmes, showing once again that the definition or reinforcement of the national SUMP programmes and their elements is key (e.g. having a national strategy of sustainable urban mobility planning, SUMP guidelines, regulatory conditions for SUMP development, an appointed body dealing with SUMPs, awareness raising events, training for professionals and city staff, and professional support).

As experiences in countries with higher level of SUMP expertise show, the introduction of monitoring and evaluation activities and the stimulation of regular mobility data collection is also essential. Once basic data is available, awareness raising on the positive effects of SUMP and urban mobility in general can take place at the national and local level for politicians, other stakeholders, and the public.

On national level, national representatives acknowledge the need to expand the scope of SUMPs to functional areas with the development of inter-municipal or regional SUMPs. The CREATE projects goes a step further in suggesting the establishment of a Metropolitan Authority for transport (or equivalent) that integrates all modes, land-use, and transport entities in order to solve integration issues[22].

In terms of financial support, national representatives mentioned that securing or restructuring (continuous) national funding for SUMP development, implementation, and updating, as well as for the development of sub-strategies and corresponding measures, is a strong need.

[22]Jones et al. (2018), CREATE WP7 D7.5 - Project summary and recommendations for cities. Available from: http://nws.eurocities.eu/MediaShell/GetMediaBytes?mediaReference=id173997f (Last accessed on 17/07/2018)

At EU level, there should be a clear statement of the ambitions, targets, and focus for the next EU structural funds programming period. This would be especially useful in countries that do not have their own budgets for sustainable mobility.

To achieve higher quality SUMPs, national representatives highlighted that it is crucial to support capacity building at national level through training and workshops for municipal staff and professionals and integrate sustainable urban mobility planning content into relevant university curricula.

In conclusion, at the Partnership on Urban Mobility (PUM) workshop held in Prague in April 2018[23], local representatives mentioned the importance of making use of the existing EU initiatives and platforms to promote and support SUMP take-up, for example the enabling role that CIVINETs could play.

Key messages on the needs of national and/or local level representatives in development and improvement of national frameworks:

- Financing SUMP development and the implementation of SUMP measures is a priority for cities regardless of the country they are located in, their size, and their characteristics. It is important that adequate support is made constant support is made available to cities to encourage SUMP take-up.
- Developing or reinforcing the national SUMP programme and its elements is critical. This includes establishing regulatory conditions for SUMP development and appointing a body responsible for SUMP development in countries that do not have one.
- Introduce monitoring and evaluation guidelines and activities in a systematic way and stimulate regular mobility data collection.
- On national level, it would be crucial to expand the scope of SUMP to functional areas with the development of inter-municipal or regional SUMP.
- EU financial support should be available for actual SUMP development and updates, as well as for the development of sub-strategies and corresponding measures.
- On the EU level, a clear statement of the ambitions, targets and focus for the next EU structural funds programming period would be useful, especially for countries that do not have own budgets for sustainable mobility.
- Organise capacity building activities nationally in cooperation with universities, like academic modules on SUMP and linked thematic areas for both local authorities and external expertise.
- Make use of existing EU initiatives and platforms to promote and support SUMP take-up.

[23] A Partnership on Urban Mobility workshop was organised alongside the EUROCITIES Mobility Forum in Prague on 25/04/2018.

6 Recommendations

In the previous chapters we saw that the total number of adopted SUMPs has grown significantly from 800 to 1,000 since 2013, although the situation varies across countries. Among the 1,000 adopted SUMPs, 290 are second or third generation plans, and additional 350 SUMPs are in preparation. In addition, when compared to 2011, an increasing number of countries are now providing a more structured urban transport planning framework that incorporates SUMPs, including a legal definition, guidance, an assessment scheme, and other types of support.

Although the picture outlines a positive trend, a lot can still be done to encourage cities across Europe to embrace the SUMP concept. SUMPs-Up's analysis highlighted the main drivers that motivate local authorities and member states to create the conditions for SUMP development, the barriers that still hinder this process, and potential ways to overcome these. The analysis also looked at the need for support for specific measures and thematic priorities, the type of support needed, as well as the needs of national and/or local level representatives in development and improvement of national frameworks.

Based on the analysis in the previous chapters, some recommendations can be drawn for the main stakeholders involved in the SUMP process and SUMP take-up. The following paragraphs will thus summarise a series recommendations to local authorities, Member States, and the European Union that have emerged following this analysis. These are broken down into four further sub-sections based on the activities they focus on:

- **Contextualise and integrate** looks at how to integrate SUMPs better into the broader context and establish the necessary links to improve their impact.
- **Introduce and institutionalise** covers actions and processes that can be introduced and institutionalised into the current work flow or framework to enhance SUMP development and take-up.
- **Involve and facilitate** focuses on recommendations for fostering and enabling a participatory approach, specifically in the different steps of the SUMP cycle.
- **Fund and support** suggests solutions for needs related to resources and capacity building that should be addressed in the future.

6.1 Recommendations to local authorities

6.1.1 Contextualise and integrate

- Consider a Sustainable Urban Mobility Plan as an overarching city and regional level strategy to overcome silo-thinking and tackle transport-related environmental and health problems.
- Expand SUMP scope to functional areas, e.g. inter-municipal or regional SUMPs.
- Emphasise the contribution of sustainable mobility and SUMP as a tool to address environmental protection, as well as health, social inclusion, safety, and security.
- Harmonise SUMPs and Sustainable Energy Action Plans to maximise synergies.

6.1.2 Introduce and institutionalise

- Set up formal or informal meetings between different administrative bodies to exchange on relevant issues and create a culture of cooperation.
- Establish a low-level informal cooperation with other departments to avoid misunderstandings and provide a constructive co-working culture.
- Create a formal interdepartmental working group for SUMP or SUMP measure development with regular (weekly or monthly) formalised meetings.
- Bring different departments together in a single multidisciplinary department for sustainable mobility planning, thereby ensuring a crosscutting approach.

6.1.3 Involve and facilitate

- Increase awareness on urban mobility-related problems - e.g. air quality, noise emissions, road safety, or parking problems - among the public, politicians, and city administrations: this will help form coalitions of the willing.
- Involve citizens in a transparent SUMP development process and co-create with them. Participatory approaches should address younger generations specifically as they can act as drivers for change.
- Provide group-specific evidence that sustainable mobility measures have positive impacts, such as for inner-city commerce and business, to convince them of the benefits.
- Promote a positive vision of a SUMP - frame it as something that contributes to sustainable development and makes cities attractive and future-proof.
- Pilot measures initially to test the reaction to them, raise awareness, and gain feedback that can be used to refine them if they are implemented at a later date.
- Cities experienced in SUMP development and implementation are valuable and major partners for raising awareness and sharing best practices and methodologies at the national level. City networks and EU projects can help facilitate knowledge sharing.

6.1.4 Fund and support

- Cities that apply for project funding should be able to combine resources from different levels (EU, national and regional)
- When subcontracting, systematically use the external expertise to increase your own internal capacity.
- Evaluation of transport planning process and SUMP impact is not yet being conducted systematically and remains a low priority in most EU cities. This indicates learning needs in the areas of evaluation, indicator development, and data gathering.

6.2 Recommendations to Member States

6.2.1 Contextualise and integrate

- Develop or reinforce both the legal and governance dimensions of the national framework for urban mobility - this improves vertical integration (between different administrative levels like local, regional and national level) and horizontal integration (among different departments).

- Integrate sustainable urban mobility planning into national strategic policy documents like the Sustainable Development Strategy, for example as a policy target or as an indicator. Emphasise the contribution of sustainable mobility in reaching broader policy objectives and targets, e.g. environment protection, health, social inclusion, safety and security.

6.2.2 Introduce and institutionalise

- Introduce a clear and well-structured regulatory framework that does not necessarily have to be obligatory to further encourage SUMP take-up.
- Entrust a single national body with SUMP control and monitoring to enable the provision of a lasting and well-identified central national support.

6.2.3 Involve and facilitate

- Provide a methodological framework adapted to the national context, including best practices from the country, guidance, and monitoring and evaluation tools.
- Increase awareness through national events and awareness raising campaigns – these should target decision makers and opinion leaders at the national and local level.
- Organise capacity building activities nationally like academic modules on SUMP and linked thematic areas (with certificates) for both local authorities and external expertise.

6.2.4 Fund and support

- Make funding available specifically for SUMP development.
- Incentivise updating SUMPs: financial support should target cities with approved and implemented plans to help them transition towards second-generation ones.
- Create a separate stream of funding dedicated to SUMPs that is secured and sustainable over time. That would increase the visibility and the efficiency over time of the support towards cities. Moreover, financial support and other incentives should also concern the last stage of the SUMP circle to ease the implementation of SUMP action plan into real measures.
- Make receiving SUMP funding dependent on SUMP adoption, especially where there is no legal requirement for a SUMP. There should also be technical support for its elaboration and quality monitoring to prevent poor SUMPs created just to gain funding.

6.3 Recommendations to the European Union

6.3.1 Involve and facilitate

- Countries that have ambitious SUMP programmes in place could play a role in transferring their expertise to countries with less developed frameworks.
- Even experienced SUMP cities need support in areas such as transport evaluation and newer mobility policy areas, such as urban logistics, shared mobility, use of

public space, and automation. Future capacity building programmes and funding opportunities should also focus on these aspects.

- Good practice examples are effective tools for cities - and national bodies - to learn from each other and be inspired: they should include quick facts and details on the budget and time required for SUMP development.
- Peer-to-peer learning formats and direct exchange are highly appreciated among cities and should be increasingly used to foster knowledge exchange.
- Expand and update the existing SUMP Guidelines to allow for flexibility and go beyond formal requirements to meet the needs of different cities, for instance smaller local authorities would welcome a “SUMP-light” concept.

6.3.2 Fund and support

- Provide a clear statement of ambitions, targets, and focus for the next EU structural funds programming period, especially for countries that do not have their own budgets for sustainable mobility.
- Make funding opportunities available for actual SUMP development and updates (or the development of sub-strategies and corresponding measures). This need has been clearly expressed by cities from different locations and of varying sizes.
- More detailed guidance and support on public participation and stakeholders’ engagement, on working with external consultancies, and on strategic political communication would be needed by local authorities to tackle their current challenges.
- Make use of the existing EU initiatives and platforms to promote and support SUMP take-up, such as for example the CIVINETs.

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