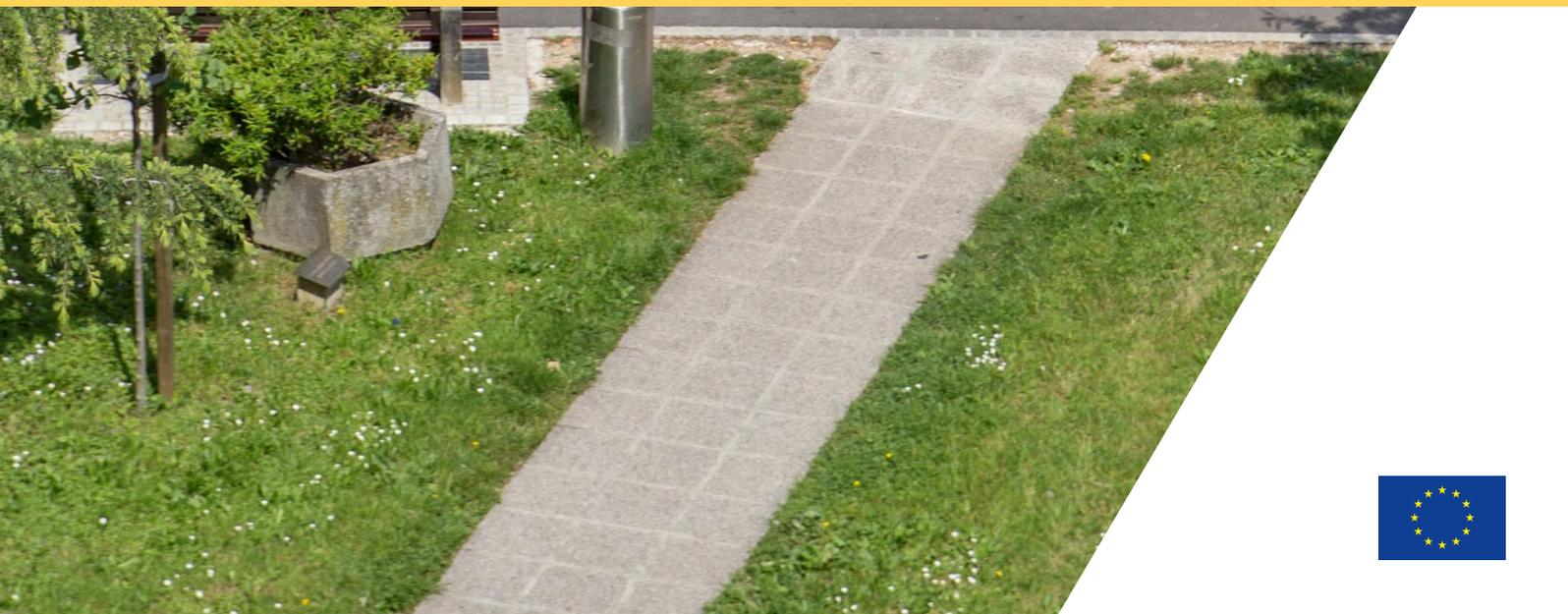




PRACTITIONER BRIEFING

NATIONAL SUPPORT FRAMEWORKS FOR SUSTAINABLE URBAN MOBILITY PLANNING

National SUMP Supporting Programmes



Imprint

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Authors:

Aljaž Plevnik, Mojca Balant, Tom Rye

Reviewers:

Frederic Rudolph, Roberto de Tommasi

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Contacts:

European Commission
Directorate-General for Mobility and Transport
Unit C.1 - Clean transport & sustainable urban mobility
Rue Jean-Andre de Mot 28
B-1049 Brussels

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Guide to the reader

This document provides guidance on a specific topic related to *Sustainable Urban Mobility Planning (SUMP)*. It is based on the concept of SUMP, as outlined by the European Commission's Urban Mobility Package¹ and described in detail in the European SUMP Guidelines (second edition)².

Sustainable Urban Mobility Planning is a strategic and integrated approach for dealing with the complexity of urban transport. Its core goal is to improve accessibility and quality of life by achieving a shift towards sustainable mobility. SUMP advocates for fact-based decision making guided by a long-term vision for sustainable mobility. As key components, this requires a thorough assessment of the current situation and future trends, a widely supported common vision with strategic objectives, and an integrated set of regulatory, promotional, financial, technical and infrastructure measures to deliver the objectives – whose implementation should be accompanied by reliable monitoring and evaluation.

In contrast to traditional planning approaches, SUMP places particular emphasis on the involvement of citizens and stakeholders, the coordination of policies between sectors (transport, land use, environment, economic development, social policy, health, safety, energy, etc.), and a broad cooperation across different layers of government and with private actors.

This document is part of a *compendium of guides and briefings* that complement the newly updated second

edition of the SUMP Guidelines. They elaborate difficult planning aspects in more detail, provide guidance for specific contexts, or focus on important policy fields. Two types of documents exist: While 'Topic Guides' provide comprehensive planning recommendations on established topics, 'Practitioner Briefings' are less elaborate documents addressing emerging topics with a higher level of uncertainty.

Guides and briefings on how to address the following topics in a SUMP process are published together with the second edition of the SUMP Guidelines in 2019:

- **Planning process:** Participation; Monitoring and evaluation; Institutional cooperation; Measure selection; Action planning; Funding and financing; Procurement.
- **Contexts:** Metropolitan regions; Polycentric regions; Smaller cities; National support.
- **Policy fields:** Safety; Health; Energy (SECAPs); Logistics; Walking; Cycling; Parking; Shared mobility; Mobility as a Service; Intelligent Transport Systems; Electrification; Access regulation; Automation.

They are part of a growing knowledge base that will be regularly updated with new guidance. All the latest documents can always be found in the 'Mobility Plans' section of the European Commission's urban mobility portal Eltis (www.eltis.org).

¹ Annex 1 of COM(2013) 91

² Rupperecht Consult - Forschung & Beratung GmbH (editor), 2019 Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan, Second Edition.



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1. Introduction

This Topic Guide is about national SUMP supporting programmes (NSSPs): programmes run at the national or regional government level to encourage, support, require and/or give incentives and disincentives to cities and other local governments to implement SUMPs. Countries and regions that are known for a long history of SUMP activity, such as England, France, Catalunya, Flanders, Slovenia and to an extent Sweden, are all countries that have also had a national SUMP supporting programme in place, often for many years. It is clear therefore that an NSSP is associated with more and longer-lived SUMP activity – not surprisingly, given that cities often take their policy lead, and often receive money, from higher levels of government.

Document target audience

This document is aimed primarily at higher levels of government: national, regional and provincial governments and their transport and planning agencies. This is because an NSSP is normally organised and financed by these organisations, although it may be run by a third party such as a consultancy or public sector research institute. However, the document is also useful for cities and other local governments who are themselves developing a SUMP. They will by definition be active in and be consumers of the products of an

NSSP, if one exists in their country; and if one does not, they may wish to lobby higher levels of government to set one up.

This document provides information on how to set up NSSPs, and which elements are most effective, based on experience from some of the most advanced NSSPs in Europe, gathered and developed in the framework of the PROSPERITY H2020 SUMP project (2016-2019) in which ministries and national agencies met together at the international level, and then with cities at the national level, to compare, discuss and develop their NSSPs.

Document content

The document first defines NSSPs. It then describes the elements of which they consist and which, from experience in the PROSPERITY project, appear to be most valuable. It goes on to explain the benefits and costs of NSSPs for different levels of government. It relates NSSPs to the SUMP cycle before describing the status of NSSPs in the thirteen countries. A key section of the briefing then follows, on how to set up and improve an NSSP, based on the experience of the National Task Force approach in PROSPERITY. Finally, by way of inspiration, some of the most advanced NSSPs are described.

2. What is a national SUMP supporting programme (NSSP)

This section will define the NSSP concept and introduce in brief its different elements. It will also show that SUMP supporting programmes can be implemented effectively at the sub-national level, for example as in Flanders in Belgium, or Catalonia in Spain.

2.1. The NSSP concept

An NSSP is a set of activities implemented at a higher level of government than cities/municipalities, to encourage and help cities/municipalities develop and implement SUMPs. Thus the “N”SSP can be delivered at the regional level (such as in the Barcelona area); at the provincial level (such as in Flanders or the Brussels Region in Belgium) or at national level (as in Slovenia, for example). The key point is that it is delivered by a higher level of government to help those local governments with their SUMPs.

2.2. What are the typical elements of such a programme – with examples

This section provides more detail about the elements that typify NSSPs, explaining what they are and how they work, with examples. The main elements are:

2.2.1 A national SUMP platform

A national SUMP platform acts as a focal point to promote and inform cities about the overall SUMP concept and the measures and processes that make it up. Such national platforms organise information and promotion via regular meetings, annual conferences, training events, a website, and social media; and also by working with their key stakeholders such as Ministries and city organisations. They also bring international best practice to the country and share it with cities working on SUMP.

As an example, the Slovenian national platform on SUMPs has been running since 2012 but its activities are to be expanded after work done in the PROSPERITY project. The National SUMP Programme plans to

continue to implement the existing information, education, and knowledge exchange activities and even expand or upgrade them. Activities in the coming 5 years will include:

- Organisation of a yearly National Conference on Sustainable Mobility,
- Coordinated discussion of at least one SUM planning topic within each EMW,
- Publish 4 e-newsletters a year,
- Regular support for municipalities and regions in preparing, updating and implementing SUMP,
- An annual study visit to Slovenian or foreign city,
- 2 events for municipalities, regions and/or experts each year, for instance:
 - o Networking events in Slovenia for Slovenian partners in EU projects on SUM planning for knowledge exchange and enabling synergies,
 - o Events for informing and educating municipalities and regions on SUM planning and SUMP,
 - o Specialised training courses on SUM planning and SUMP for individual municipalities or regions,
 - o Training courses for SUM planning experts, especially after the Topical Guidelines have been published,
 - o Training courses for regional SUMP coordinators,
 - o Promotional events for mayors,
 - o Summer school on SUM planning for university students.

2.2.2 Cross-sectoral cooperation and leadership

SUMP is a cross-sectoral issue, requiring input from and with implications for spatial planning, health, environment, safety, economic development and so on. The SUMP Guidelines make this very clear and emphasise the importance of cross-sector policy integration and collaboration in developing SUMPs at the local level. However, the national level can also assist this process and act as a role model by ensuring that the NSSP is guided by national level stakeholders from these various backgrounds. An example of this was set up in Hungary, where several Ministries met regularly to develop a SUMP NSSP Roadmap for the country. The Ministries were as follows and had responsibilities as described below:

- Ministry for Innovation and Technology: national infrastructure developments, energy policy, the use of EU funds, economic development, transport, development policy for the use of non-EU funds, regional development,
- Ministry of Finance: national budget, strategic planning for regional development,
- Prime Minister's Office: development of Budapest and its agglomeration, regional development and urban design,
- Ministry of Interior: local governments, motorway patrol, urban management,
- Ministry of Agriculture: environmental protection;
- Ministry of Human Capacities: education, health.

This broad range of representation is very important from the point of view of encouraging policy integration in SUMP at the city level but also in identifying multiple sources of funding and of political support for the SUMP concept.

2.2.3 SUMP Guidance

Clearly the EU provides guidance on how to develop SUMP in the form of its own guidelines, but many countries have also found it valuable to develop their own guidance, tailored to the national situation and provided in national language. In any case, several countries and regions, such as Spain, Catalunya, Sweden, Scotland and Flanders, had national/regional level guidance that predated the EU Guidelines. Obviously such guidance helps

to encourage a consistent approach to the development of SUMPs in a country but becomes particularly important when other elements of the NSSP, such as finance, for example, are linked to a consistent SUMP format. This was the case for the years 2000-2008 in England, when much of the finance received by local government from national government for transport was linked to the submission and implementation of a SUMP produced according to national guidance. This combination of guidance and funding led to a shift in the focus of local authority transport planning from something very scheme-led to something that was much more objectives-led and thus much more in keeping with the SUMP concept; and to a shift in funding away from road building towards public and active transport and behaviour change programmes.

2.2.4 Financial support

Experience from more developed countries shows that a successful National SUMP Programme requires stable and clearly defined financial and other support schemes. Financial resources (EU and national) are an important element of implementing SUMP planning on all levels. European resources are the main motivation for kick-starting SUMP planning in many countries, however a more comprehensive system of support, for municipalities and regions, can be achieved by countries deploying their own resources.

An example of this can be found in the Spanish Autonomous Region of Catalunya, in the Province of Barcelona. There the provincial government, Diputacio de Barcelona (DiBA), has a SUMP supporting programme for municipalities in the province. Traditionally, DiBA has provided financial support for the development of SUMPs to those municipalities that requested it. As in other jurisdictions with similar initiatives, the establishment of a stable framework of financial support contributed significantly to the take up of SUMPs, with more and more municipalities having one (even smaller municipalities, for whom SUMPs are not obligatory under Catalan law).

However, the SUMPs developed so far have not always managed to implement their planned measures nor, consequently, achieve their objectives. This is often due to lack of funding. To help overcome this constraint, the new SUMP Support Programme developed for the Province of Barcelona project will also provide financial support for the implementation of measures planned in the municipalities' SUMPs.

2.2.5 Assessment tools

Particularly where the SUMP is linked to financing, but also more generally to guide municipalities about the strengths and weaknesses of the SUMP that they are developing or wish to develop further, then it can be helpful to have available a methodology to assess the quality of SUMP on a more objective basis.

A good example of this is the Flemish “Quick scan” tool, developed as part of the wider quality assurance process for SUMP in Flanders. It should be borne in mind that Flanders has a long established NSSP and mature institutions and processes as part of this. Since evaluation of SUMP became mandatory in Flanders, the evaluation has been adapted several times to the specific needs of the municipalities, now as the **quick scan tool** which is done every 6 years by the “Guiding Committee” of the SUMP in each municipality, and it is done in three steps:

- Information exchange: planning context, actions, progress...
- Check the SUMP: is it still up-to-date? Which themes need to be deepened or broadened?
- The possible next steps are that a completely new plan is needed; or that the plan should be deepened (with details of how); or that the plan has to be broadened (with details of how)

There is also a regional body that monitors the quick scan procedure and outcomes at municipal level and, when necessary, a SUMP quality advisor from the regional level will suggest adaptations and follow up of the quick scan. In this example, the quality assurance and assessment procedure is intended mainly to act as a form of structured guidance to cities as to how to improve their SUMP, rather than as an objective

assessment for benchmarking purposes. Experience in England in the early 2000s also indicated that this approach of using an assessment procedure as a form of guidance was more effective than using it for benchmarking. Other tools available include the SUMP Assessment Tool (see www.eltis.org) and the CIVITAS Urban Mobility Tool inventory.

2.2.6 Bespoke advice and support

One element of NSSPs can be making special advisers available to assist cities with the development, implementation and update of their SUMP. Once again the DiBA in the province of Barcelona in Spain is a good example of this (another example is Flanders which also provides similar support);

The development of a SUMP is often an enormous challenge for the municipal staff responsible for implementing it. In addition to deploying a tool that is new to many of their colleagues, the very philosophy of the SUMP requires approaches that significantly broaden the perspective usually applied to transport planning. This translates, for example, into the need to set objectives not previously considered and to design packages of measures that cover a wide range of topics, some of them of an innovative nature or not previously addressed. All this is often done in a context of very limited human and economic resources.

Aware of this situation, DIBA designed a personalised technical assistance service through which municipalities that request it can obtain the help of an external specialist (not one of DIBA’s staff) who will work in situ with the municipality in question on the development and implementation of the SUMP. This assistance is not centred on the process of drawing up the plan (which is already being carried out in the Mobility area of DIBA) but is aimed at helping municipal authorities to design the action strategy and, where appropriate, some of the measures to be implemented.

Throughout 2018, as a pilot test, DIBA provided this assistance to the municipality of Cardedeu, which has had the support of an independent expert for the design of the action strategy of its SUMP. The positive assessment of this pilot experience led DIBA to incorporate this service into its new SUMP Support Program, so that, from 2019 on, any municipality that wishes to do so may request this personalised technical assistance.



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2.2.7 Legislation

There are two ways in which legislation can be changed to support SUMP. Firstly, laws may be passed specifically requiring cities (sometimes above a certain size) to prepare a high quality SUMP, or to do so if they wish to apply for certain national government funding streams. Secondly, laws may be changed to reduce barriers to SUMP or measures within SUMP – for example, the laws regarding spatial planning (to make it easier to integrate spatial and transport planning) or those covering parking charging and enforcement, to make it easier to use parking management as a SUMP measure.

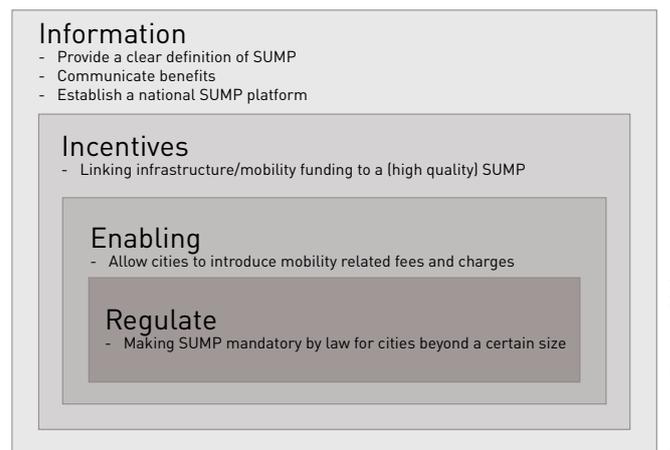
More evolved NSSPs may include laws that require SUMP or similar transport plans, or the achievement of SUMP-type objectives by cities. Where SUMP planning starts to take on a national dimension through some other NSSP activities, then it can be that the further development and stability of this planning approach needs to be placed in a legal framework and that some legal basis for SUMP planning has to be developed.

The experience of more experienced countries indicates that legislation is an important step in the development and stability of SUMP planning and could contribute to, for example, less dependence of SUMP planning on EU financing and initiatives since the formal recognition of SUMP in law may provide a rationale for national government to provide permanent funding to the NSSP. Legislation can also strengthen cross-sectoral integration in SUMP planning. An example of a law on SUMP is in Catalunya, where municipalities with 50,000 or more inhabitants are required to develop one, something that has been in place since 2001.

2.3. Summary

The various elements of an NSSP can be categorised into different levels of intervention, as shown in Figure 2.1 below (developed by Durlin and Rudolph in the SUMP-UP H2020 project, 2019). The outer boxes require less intervention by national government, but as one moves to the centre, this implies a significant level of national action to support and facilitate SUMP.

Figure 2.1: Categories of elements of NSSPs.



This chapter has outlined the elements of NSSPs. The next goes on to explain the benefits they can deliver.

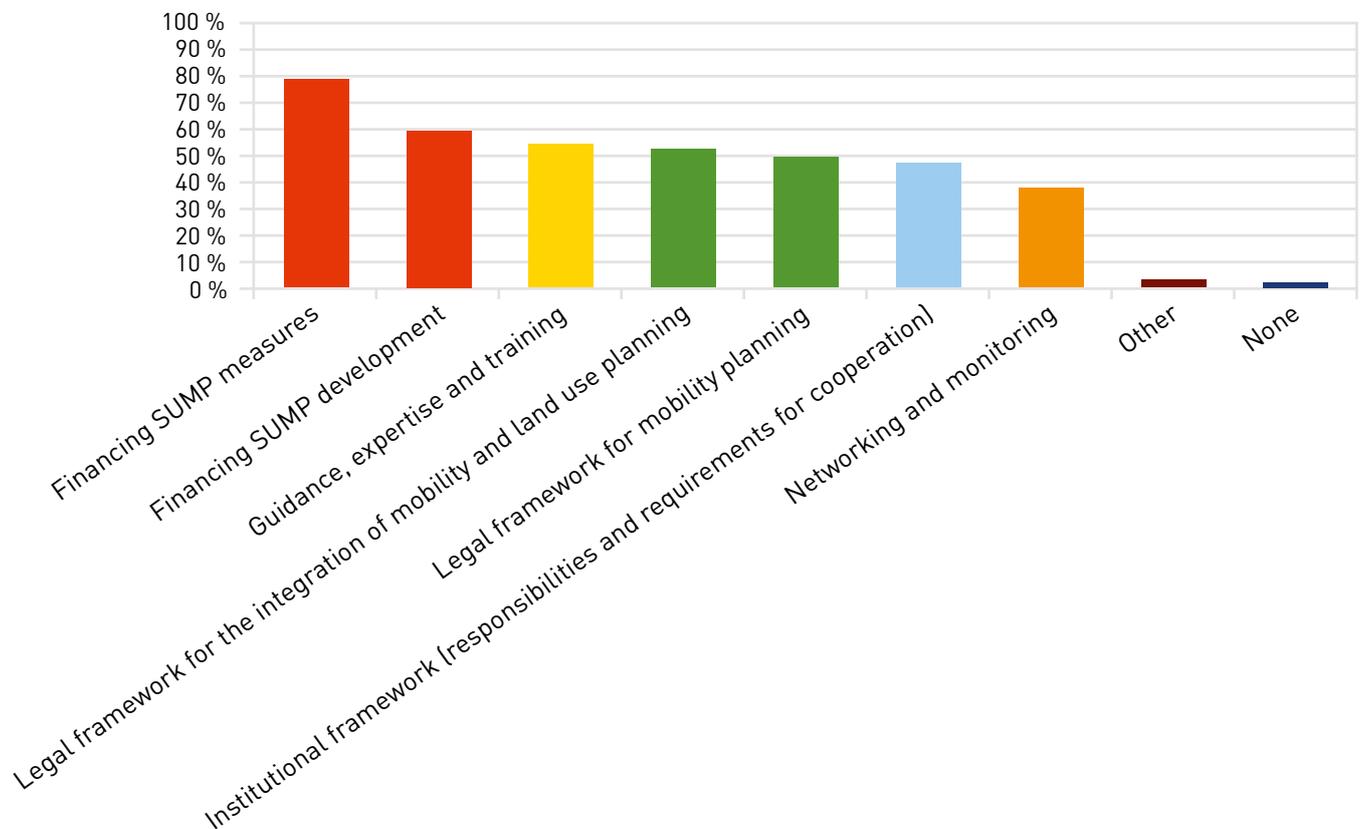
3. What benefits do NSSPs deliver for cities and for the national level

As noted above, countries and regions with national programmes have higher rates of SUMP take up and implementation and a longer history of this activity. Flanders has a 20 year history of higher government working to encourage cities to take up SUMPs and as a result 97% of the municipalities in the region have a SUMP, and the majority of these are either the second or third generation. While SUMPs were compulsory in England, then all municipalities with a transport responsibility had a SUMP and organised the planning and implementation of their transport measures in line with national SUMP guidance. This meant a shift in emphasis in both countries away from the construction of new infrastructure (especially roads) to a more holistic approach, based on achievement of broader objectives, in which better management of the existing infrastructure, together with greater emphasis on public transport, cycling, walking and road safety all became more important in transport planning practice.

Some countries/regions, such as France and Catalunya, require SUMPs for larger cities, but an impact of their programmes has been to encourage those cities that are not obliged to have a SUMP to develop one anyway. So for example in the Barcelona region, 115 municipalities have a SUMP, but only 64 of them were required to develop one by law.

From the point of view of cities, the SUMP-UP and PROSPERITY project questionnaire to cities on their needs from the national level highlighted the following, as seen in Figure 1, below. Clearly finance and a clear national framework are seen as the most important factors by cities that can be delivered in an NSSP.

Figure 3.1: Results of survey of 328 cities about their needs for national support in SUMP



From the point of view of national governments, then a more consistent approach to SUM planning across the cities in the country can make it more likely that national targets are achieved (for example, for air quality, or greenhouse gas reduction) and the administration of programmes and funding can be easier in some ways because all municipalities will react to these from a similar perspective.

National/regional governments understandably set objectives and key performance indicators (KPIs) for their NSSPs to ensure that there is something against which to measure the success of the programme. An example of the objectives and targets for the Slovenian programme are set out in Table 3.1, below:

Table 3.1: Objectives and KPIs, Slovenian NSSP

PERFORMANCE AT THE NATIONAL LEVEL
<ul style="list-style-type: none"> • Number of municipalities with adopted SUMP • Number of regions with adopted SUMP • Number of SUMP that have been subject to quality assessment • Number of municipalities with updated SUMP • Number of issued Topical Guidelines • Extent of national investment in transport infrastructure for each travel mode • Extent of national co-financing of SUMP measures (amount and source of funds) • Extent of supporting activities: <ul style="list-style-type: none"> - Organisation of a National Conference on Sustainable Mobility - Coordinated discussion of at least one SUM planning topic during the EMW - Number of published e-newsletters - Number of implemented events for municipalities, regions and/or experts - Number of study visits - Implementation of support for municipalities and regions
IMPACT AT THE NATIONAL LEVEL
<ul style="list-style-type: none"> • Modal split of RS inhabitants • Motorisation rate in RS (number of vehicles/1000 inhabitants) • Number of traffic accidents with deaths and serious injuries in RS (all; within settlements; within urban settlements) • Passenger transport in PT in RS • Household expenditure for mobility in RS • Number of cities in RS with an exceeded number of days with a daily excessive concentration of particulate matter and NO₂

The table above shows that a NSSP is also an incentive for the national level to gather much more comprehensive information about the status of SUMP in the cities in that country, and ultimately to see how far the NSSP is influencing SUMP activity, and travel behaviour of the country’s citizens. Meanwhile, the chapter as a whole demonstrates that NSSPs have a significant impact on SUMP activity and take-up in a country.



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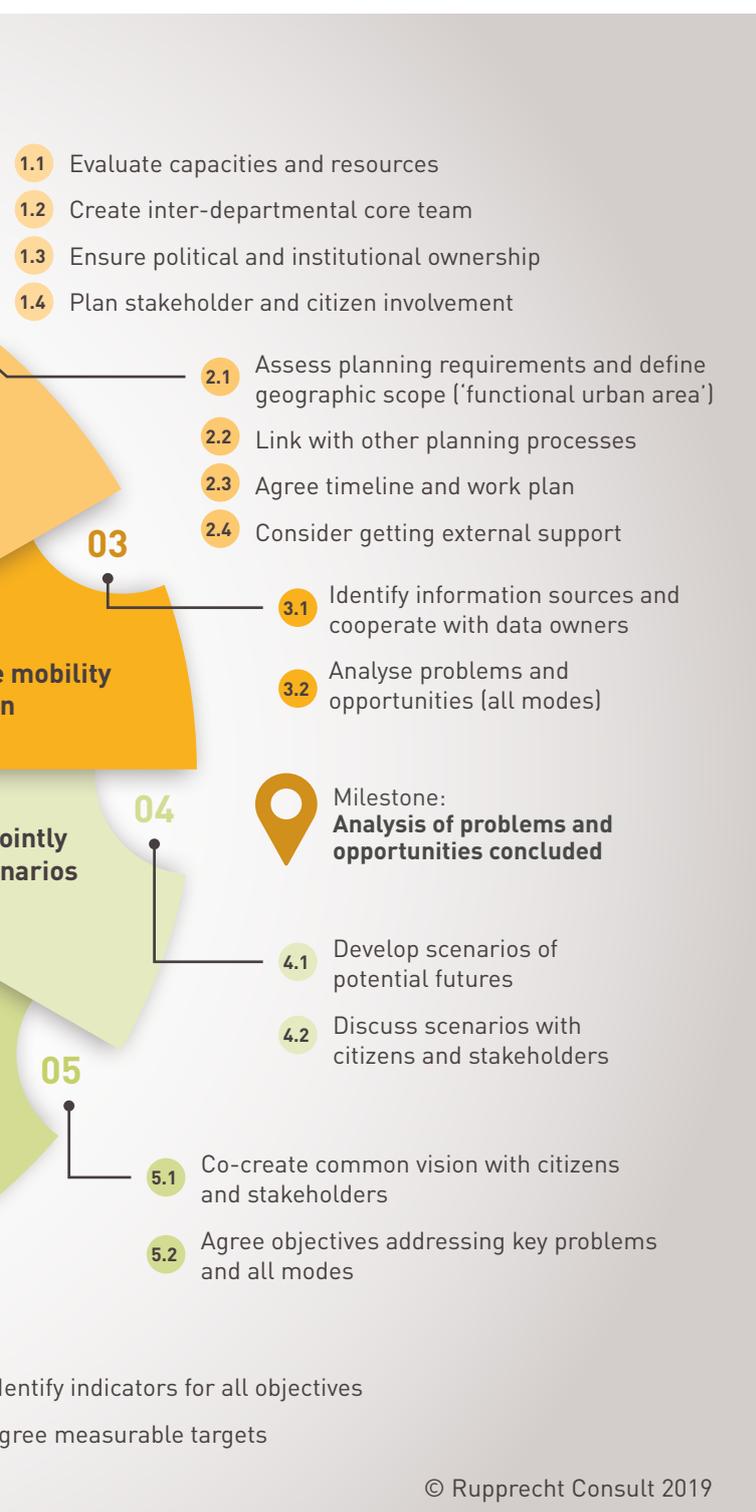
4. At what points in the SUMP cycle is a national programme particularly helpful

The section highlights the aspects of the SUMP cycle for which the NSSP provides particular support, and also highlights the elements of the SUMP cycle of which NSSPs should take particular cognizance.

Figure 4.1: The SUMP Cycle from the EU Guidelines on SUMP

The 12 Steps of Sustainable Urban Mobility Planning (SUMP 2.0) - A planner's overview





In all cases national guidance reflects the cycle shown above, so in itself this aspect of the NSSP will encourage the EU Guidelines to be followed. But, in addition, the specific points in the cycle at which the NSSP may be particularly important include:

Step 1. Here guidance, funding and legislation may all point to a need to bring together a cross-sectoral (inter-departmental) group to work on the SUMP. This is also likely to encourage the participation of national or regional level bodies that are important to measure implementation, such as rail operators and national or provincial roads agencies. (Flanders is a very good example of how the NSSP provides a framework for the involvement of these bodies.)

Step 2. In the best cases, the NSSP is likely to have modified the national regulatory framework to make it more supportive of SUMP. However, the NSSP also provides an opportunity for cities to feed back to government those aspects of the regulatory framework that are a barrier to SUMP development and implementation.

Step 4. The existence of an NSSP, particularly one that is based on legislation or that includes funding, is likely to make it somewhat easier to involve key stakeholders and politicians in the process.

Step 6. A NSSP may include targets and indicators towards which local SUMP should work.

Steps 8, 9 and 10 are related to measure funding and implementation. Clearly a NSSP that brings funding is of relevance here, but so is an NSSP that makes easier the involvement of national delivery agencies (e.g. national roads agencies) in the SUMP process.

Step 12. A national SUMP platform that is part of an NSSP will help cities to reflect on their achievements, share best practice and learn new ideas from elsewhere.

The 2019 EU Guidelines on SUMP (see www.eltis.org) also include some recommendations on the content of NSSPs, and how governments can develop them.

5. The status of NSSP development in the EU

This section of the text is taken from PROSPERITY Deliverable 3.1, “Higher Levels of Government – their Support for SUMP in the EU”, produced in 2016, but the text has been updated based on the results of the project in 2019 (PROSPERITY, 2019).

The National SUMP programmes analysis in D3.1 provides more detailed inputs on the maturity of national (or in some cases regional) levels concerning SUMP and identifies the following four classes of countries and regions:

- Forerunner countries and regions (18%);
- Active countries and regions (42%);
- Engaged countries and regions (30%);
- Inactive countries and regions (10%).

Forerunner countries and regions have a well-established urban transport planning framework that incorporates SUMPs (or equivalent document), 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 longer period. It is in these countries that a comprehensive NSSP can be found, in many cases one that has been active for many years.

Active countries and regions also have an established urban transport planning framework that incorporates SUMPs (or equivalent document), but the support from the national or regional level is only partial or non-systematic. In this group there are several countries that work on their system for longer time but have not yet established a comprehensive support and other 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 in recent years managed to develop an urban transport planning framework that incorporates SUMPs (or equivalent document) which lacks completely support from the national / regional level. Establishment of these frameworks is most commonly motivated as a way of accessing structural funds. There are individual examples of best practice or approaches in this group, however these are not systematic.

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

Beyond the current status, the dynamic of SUMP take-up can be estimated based on the comparison with the 2011 situation. The number of more advanced countries has progressed from 25% to 66% and the number of all more or less engaged countries has increased from 60% to 90%. The lowest take-up was identified in, Estonia, Ireland and Latvia while the leading countries and regions are Flanders in Belgium, France, Lithuania, Norway, Slovenia and Catalonia in Spain.



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Table 5.1: Status of SUMP framework in surveyed countries (white) and regions (yellow shade).

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

5.1 Which elements of National SUMP programmes work best

Besides the status of the framework for sustainable urban mobility itself, some countries identified individual elements of their National SUMP programmes that work well and could be transferred to other countries.

5.1.1 Legislation

In legislation related to SUMP all 3 regions in Belgium (Brussels, Flanders and Wallonia) have good experiences with development of effective solutions on regional level. The legal framework in Catalonia - Spain might be useful to other regions as well. The framework goes beyond the mere financial aid including technical assistance, methodological guidelines, training activities, website for information exchange and good practice information, awareness raising and dissemination activities, workshops and seminars. On the national level, Portuguese legislative framework that is being prepared to promote electric, shared and sustainable mobility can be an example that might interest other countries. The two examples described in Deliverable 3.1 are PDU – the French SUMP - and The Mobility Law in Catalonia.

5.1.2 Financial support

Regarding financial resources for SUMP preparation and implementation, the financial support framework in Catalonia in Spain is worth mentioning. They have developed a special tool used for the application for financial support which is very simple and efficient and avoids excessive bureaucratic burdens. Portugal has experience with promotion of cross-subsidization (e.g. using parking revenues to fund other sustainable mobility elements) as a powerful tool to encourage SUMPs. The two examples described in in Deliverable 3.1 are Financing the development and implementation of Local Sustainable Mobility Plans in Belgium and Financial support for the development and implementation of SUMPs in Slovenia.

5.1.3 SUMP Guidance

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

Good examples were also reported by Hungary, France and Flanders in Belgium. The four examples described in in Deliverable 3.1 are Flanders' guidelines for developing and implementing Local Sustainable Mobility Plans, Hungarian guidelines for SUMP development, PDU – the French SUMP Guidelines and TRAST guidelines from Sweden.

5.1.4 Monitoring and evaluation

Regarding monitoring and evaluation of SUMP development and implementation Poland has a tradition of data collection, good market of capable companies to conduct high level studies and is experienced with use of new technologies and methods of data collection. The four examples described in in Deliverable 3.1 are the French PDU observatory, two Catalan examples: Monitoring and evaluation framework for SUMP in the Barcelona Province, Quality assurance process for SUMP in Barcelona Province, Quality management of Flanders' Local Sustainable Mobility Plans, Monitoring and evaluation of SUMP implementation in Portugal, Quality assessment of SUMP/SUMFs in the Czech Republic and System of indicators in TRAST in Sweden.

5.1.5 A national SUMP platform

In the field of information, education and knowledge exchange there are several trainings and exchange of knowledge worth mentioning taking place in Belgium. In Slovenia a concept of National SUMP Platform was developed which has many similarities to the EU SUMP platform. Through this platform several trainings for certified consultants for SUMP development in Slovenia were carried out. In Catalonia in Spain a reference point centralizing all SUMP-related information was created. It is responsible for different awareness rising and capacity building activities. For best practice examples on information, education and knowledge exchange with additional descriptions see Subchapter 4.6.6. The examples described are Mobility awareness, mobility

advisors training and networking, Belgium – Walloon Region, Information, education and knowledge exchange in Sweden, CIVINET network as the channel for information, education and knowledge exchange on SUMP, Czech Republic, National platform for supporting SUMP activities in Slovenia, Developing a network of SUMP consultants in Slovenia and SUMP related capacity building and training in Barcelona Province in Catalonia in Spain.

In summary the most effective elements of NSSPs appear from the experience of these different countries to be:

- Finance linked to guidance, so that consistent SUMP are developed and similar types of measure are implemented.
- Bespoke guidance and support, in person if possible, to municipalities on the development of their SUMP and implementation of SUMP measures (although this can be labour intensive). This can include some form of assessment of the SUMP.
- Legislation as a way of catalysing cities into action, although the implementation of the legislation is best done in a “soft” rather than punitive manner, using it is a way of engaging cities in a process of SUMP development in which they are supported.
- Stable finance for the NSSP – which can be aided by the provision of legislation.
- National platforms as a way of spreading best practice and building a support network for those engaged in SUMP in the country.
- National guidance and sub-guidance.

Povezujemo akterje trajnostne mobilnosti

Slovenska platforma za trajnostno mobilnost spodbuja celostno načrtovanje prometa. Je podporni servis slovenskim mestom, občinam, regijam ter ustanovam, ki so se vprašanj mobilnosti odločili lotevati celostno in dolgoročno.

Cilj trajnostne mobilnosti je zagotavljanje učinkovite in enakopravne dostopnosti za vse. Spodbuja uporabo trajnostnih potovalnih načinov, kot so hoja, kolesarjenje in javni potniški promet.

NOVICE

Gremo peš – pričanja se evropski teden mobilnosti

Evropski teden mobilnosti 2019 poteka med 16. in 22. septembrom. Letos slavimo hojo kot najbolj naraven in zdrav način potovanja.

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Vitoria Gasteiz – primer vrhunske prometne politike srednje velikega mesta



IZPOSTAVLJENA DOBRA PRAKSA

UIRS atlas dostopnosti

UIRS atlas dostopnosti je bil izdelan v okviru projekta ASTUS. Za izdelavo smo se odločili, ker za Slovenijo ni bilo na voljo orodij, ki bi omogočala enostaven in celovit vpogled v dostopnost posameznih območij. Načrtovalniki poti, npr. Google zemljevidi, sicer omogočajo načrtovanje posamezne poti in ogled voznih redov za posamezno postajališče, ne pa tudi celovitejših prostorskih analiz.

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6. Guidance on the (further) development of an NSSP

This section focuses on how NSSPs can be started and improved.

6.1. Raising awareness at the national level of the need for NSSPs

Within the PROSPERITY project, ministries and agencies of some 15 countries or regions were involved. At the start of the project (2016), NSSPs providing more than only a national guidance document existed only in half of these. By the end of the project (2019), three countries had begun NSSPs that did not have one before, and all existing NSSPs were improved by adding new features or refining existing features. Clearly, then, the project had an impact at the national level and convinced the national level in some countries of the need for an NSSP, and contributed to improvements to existing NSSPs. The primary means of doing so was via international exchange of experience between ministries and national/regional agencies involved in SUM planning; and by facilitating meetings between ministries and cities at the national level where the need for and shape of a national framework was discussed. Thus the project brought new ideas on how NSSPs could function; raised the idea in the minds of ministries that had not considered an NSSP before; and demonstrated to ministries and national agencies how national conditions can help or hinder SUMP development.

For example, in Hungary (not one of the countries that has yet developed an NSSP, but one that has taken significant steps towards it), without EU project support and finance it is highly unlikely that ministerial representatives would have been exposed to experience from Flanders, Slovenia and Catalunya that has subsequently shaped their thinking about the need for a national programme. It is also the case that EU Structural Funds can be used, as in Lithuania and Slovenia, in a way that supports a consistent national approach to SUMP, and this issue also helped to raise awareness amongst ministries and agencies of the usefulness of NSSPs.

6.2. The National Task Force approach to developing NSSPs

In the PROSPERITY project a Task Force approach was used to start and develop or upgrade the NSSPs. This was found to be highly effective and is recommended for all countries. Where Task Forces already exist, they should be continued.

6.2.1 Definition

The Task Force (TF) is the higher level 'body' that is committed to prepare the ground for the NSSP, or to improve the existing programme. The TF should include and ideally be led by a governmental 'higher level responsible' for urban mobility. A national focal point (NFP) for SUMP was normally the organisation that initiated the TF.

Understanding the Task Force

There are three essentials to understanding the role and functioning of the TF.

- (1) Governmental higher level body: the TF operates with the engagement of the national or higher level public authority that is responsible for sustainable (urban) mobility. The chair of the TF is 'ideally' the institute/person that has the decision making power. It might be the National Ministry of Transport or the Administration (sometimes also called 'Department') but when the referred competences are regionalised it might be another level institute.
- (2) Committed: means that the Task Force has tasks to do, and is not just an informal working group without clear objectives, targets and timing. Once again, this means that they ideally should have the power to decide amongst them. Being able to work efficiently, the group should be limited (see composition).
- (3) Prepare the ground for the national SUMP programme or to upgrade the existing one: is their main objective and task.

Composition of the Task Force

The Task Force needs the decision making power to translate its ambition into national level action. Thus, the 'right' people and institutions should be in it, but not too many. It should be workable. Contacting institutional partners is delicate. Depending on their status different strategies can be used to reach out to them: a formal invitation (sometimes preceded by mail or bilateral phone call or personal talk) is needed to convince them of the importance of the task force.

The main question to be asked is: "Who has the policy competences over Urban/Local Mobility in higher levels of government?"

The below example agenda should include answers to the following 7 most important questions related to the development a SUMP programmes.

- (1) What is good, less good and what is missing from the review of existing national and regional measures to encourage and support SUMP's in your country?
- (2) How does the national SUMP programme, if any, compare with what other countries do?

- (3) Of the ideal measures within a national SUMP programme, which if any are relevant to your country and why?
- (4) Prioritise the measures that you want.
- (5) Decide how to resource their development and implementation.
- (6) Develop an action plan for the next 3-5 years.

The TFs met at least once every 6 months for 3 years, developing and in most cases implementing a Road Map to put in place, or improve, the NSSP. The key elements of the Task Force were found to be as follows:

- having someone effective to lead the process;
- having a strong NFP integrated into the SUMP decision making group;
- ensuring close links to SUMP promotional activity, ensuring links to any ongoing SUMP projects; and
- linking the TF and SUMPs to EU funding in the country.



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7. Leading countries and their plans for the future of their NSSPs

Certain countries and regions have had NSSPs for many years and are learning from experience in how to further develop and modify these. This final section looks at examples such as Lithuania, Slovenia and Flanders and how they are further developing their programmes to increase their effectiveness.

7.1. Lithuanian NSSP

The NSSP in Lithuania will strive to reach the following targets:

- Every 5 years, starting from 2018, all major municipalities will review and update their SUMP (city municipalities with over 25,000 inhabitants or those that are holiday resorts) as will the smaller municipalities that have adopted SUMP.
- By 2023, third of all 60 municipalities will have SUMP, while most of the other municipalities will be functioning in line with SUM planning principles.
- Starting from 2019, the following activities will be carried out annually: a yearly National Conference on Sustainable Mobility; a coordinated discussion of at least one SUM mobility measure during the European Mobility Week (EMW); regular meetings with National SUMP Commission on the promotion of sustainable mobility in cities; two events for municipalities, regions, and/or professionals, regular support for municipalities and regions when preparing, updating and implementing SUMP.
- By 2020, a national monitoring and evaluation scheme will be established. From 2020 on, all municipalities with an adopted SUMP will report on the monitoring and evaluation results (following the predefined set of indicators) every 1–2 years, all other municipalities every 5 years.
- In 2019, the National SUMP Guidelines will be updated and SUMP quality assessment scheme will be established
- By 2023, the financing of national infrastructure at the local and regional levels will be conditioned in line with the existence and quality of municipal SUMP.

7.1.1 Expected Programme Impacts

SUM planning development in Lithuania will have the following impacts:

- From 2020, the average number of public transport trips for one passenger will increase by 0,5% per year.
- By 2023, ownership of cars in the country using fossil fuels will be regulated and in turn, start to decrease.
- By 2025, the number of traffic accidents with deaths for 1 mil. inhabitants at the national level will be reduced from 69 (2017, MoTC) to 40. (This will be promoted through our support for the 'Vision Zero' campaign.)
- By 2025, the modal split at the national level will change in favour of sustainable travel modes.
- By 2025, the length of bicycle paths in national roads will increase from 1200 (2017, MoTC) to 1500 kilometres.
- By 2025, the largest cities will implement 30 traffic calming zones with speed limits of 30 km/h.
- By 2027, investment in transport infrastructure will be proportional to the goals of SUMP on different levels.
- By 2030, ownership of cars in the country using alternative fuels will increase 150% per year from 1,400 (2019, MoTC) to 11,800.

7.2. Slovenian NSSP

The majority of the measures of the Slovenian NSSP are summarised in Table 2.

- Coordination and development of the National SUMP Programme;
- Legislation;
- Financial resources and other incentives;
- Methodology and guidelines;
- Monitoring and evaluation; and
- Information, education and knowledge exchange.

Table 7.1: Action plan for Slovenia NSSP

MEASURE	IMPLEMENTATION DEADLINE	RESPONSIBLE BODIES
Coordination and development of the National SUMP Programme		
2 annual NTF for SUMP meetings	each year	Mol in collaboration with NTF for SUMP
Establishment of a consulting group of foreign experts in SUM planning	2019	Mol and UIRS
Consultation with foreign experts on current topics	each year	Mol and UIRS
Review and update of the National SUMP Programme	2023	Mol in collaboration with NTF for SUMP
Update of SUMP of all major municipalities and of 80% smaller municipalities with adopted SUMP	2023	Mol and municipalities with subcontractors
Adoption of municipal SUMP - 75% of all municipalities	2023	Mol and municipalities with subcontractors
Network of regional SUMP coordinators in all regions	2023	Mol and regions
Adoption of regional SUMP in all regions	2027	Mol and regions with subcontractors
Legislation		
Preparation and adoption of the Act on Sustainable Mobility	2023	Mol
Financial resources and other incentives		
Establishment of the national financial scheme for SUMP preparation and implementation	2023	Mol in collaboration with other sectors
Methodology and guidelines		
Update of the National SUMP Guidelines	2019	Mol and UIRS in collaboration with NTF for SUMP
Preparation of a pilot regional SUMP	2020	Mol and UIRS
Preparation of the National SUMP Guidelines for Regional SUMP	2021	Mol and UIRS in collaboration with NTF for SUMP
Preparation of at least one Topical Guideline on SUM planning topics and connected training	each year	Mol and subcontractors
Monitoring and evaluation		
Establishment of the SUMP quality assessment scheme	2020	Mol and UIRS in collaboration with NTF for SUMP
Establishment of the national monitoring and evaluation scheme for all levels	2020	Mol in collaboration with NTF for SUMP
Information, education and knowledge exchange		
Slovenian Platform for Sustainable Mobility maintenance and upgrade	each year	Mol and subcontractors
Organisation of a National Conference on Sustainable Mobility	each year	Mol and UIRS
Organisation and coordination of EMW at the national level	each year	Mol and subcontractors
4 e-newsletters	each year	Mol
2 events for municipalities, regions and/or experts	each year	Mol in collaboration with relevant projects
1 study visit to Slovenian or foreign city	each year	Mol in collaboration with relevant projects
Establishment of a network of regional SUM planning coordinators and connected training	2021	Mol and UIRS

7.3. Flanders NSSP

The Flanders NSSP is introduced in the context of a wider change in Flemish transport policy in 2018-2019. With regard to NSSPs, key future actions are set out below.

Table 7.2: Action plan for Flanders NSSP

Name/content and short description of the measure	Implementation deadline	Entities responsible for implementation
Further elaboration and refinements of the Decree (law on sustainable mobility) into working documents and guidance	2019	Sound Board Group MOW
Clear the role of the Flanders Quality chamber in quality assurance of Regional SUMP	2019	Sound Board Group MOW
Information and knowledge increase via website, mobility letters, events etc...	2019	Sound Board Group MOW
Approval of Decree by Flemish Parliament (including approval of Flemish Sustainable Mobility Plan and Land Use Plan)	2019 (?)	Minister of Transport & Mobility
Development of 15 Regional SUMP	2020	MOW – Transport Regions – Consultancy consortia
Implementation + evaluation process R-SUMP	2020 - 2025	Transport Regions
Non- mandatory Local SUMP alignment with Regional SUMP	2020 - 2025	Municipalities

8. Conclusions and recommendations

This Topic Guide on National SUMP Supporting Programmes has shown the following:

- That an NSSP increases the scale of take-up of SUMP across a country.
- If carefully planned it will deliver many elements that will be of great use to cities in developing and implementing their SUMP.
- Sectors and actors not previously involved in SUMP get involved, so cross-sector working happens, reducing implementation barriers.
- EU money put into NSSPs in the PROSPERITY project levered in national level money as well.
- In general NSSPs are a good way to use EU funding to support sustainable mobility in cities across a member state, rather than targeting only those cities that are already in EU networks.
- NSSPs raise the status and knowledge of SUMP across a member state.
- An NSSP can be delivered incrementally and then enhanced and modified as the level of development of SUMP in the country develops.
- The most effective elements of an NSSP appear to be:
- The most effective elements of an NSSP appear to be:
 - o Finance linked to guidance, so that consistent SUMP are developed and similar types of measure are implemented.
 - o Stable finance for the NSSP itself – which can be aided by the provision of legislation.
 - o Bespoke guidance and support, in person if possible, to municipalities on the development of their SUMP and implementation of SUMP measures (although this can be labour intensive). This can include some form of assessment of the SUMP and support for monitoring and evaluation activities.
 - o Legislation as a way of catalysing cities into action, although the implementation of the legislation should be done in a “soft” way, using it to engage cities and support them in their SUMP, not in a punitive way.

- o National platforms as a way of spreading best practice and building a support network for those engaged in SUMP in the country.

- o National guidance.

- The national Task Force approach (as used in the PROSPERITY project) is an effective way of developing an NSSP.

8.1. What should the EU do in the future to support further development of NSSPs in Member states

The EU should encourage national governments to start new, and further develop existing, NSSPs by:

- Providing match funding for NSSPs.
- Facilitating exchange of experience between ministries and national/regional agencies about their NSSPs.
- Funding research on NSSPs and their impacts.
- Linking the existence of active NSSPs to the spending of structural funds on urban transport.



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