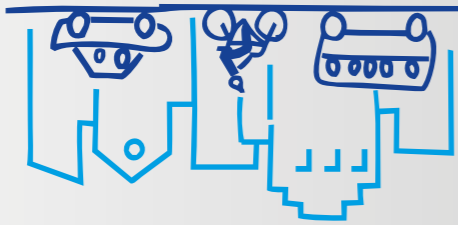


POLICY RECOMMENDATIONS FROM CIVITAS SUMP-UP



CIVITAS 2020
Cleaner and better transport in cities

BOOSTING SUMP TAKE-UP IN THE EUROPEAN UNION

Disclaimer

The views expressed in this publication are the sole responsibility of the authors named and do not necessarily reflect the views of the European Commission.



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CIVITAS SUMP-UP is a member of the European Platform on Sustainable Urban Mobility Plans

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About SUMP and this CIVITAS SUMP-UP leaflet

Since the adoption of the European Commission's Urban Mobility Package in 2013, the Sustainable Urban Mobility Plan (SUMP) concept has been promoted as a strategic planning instrument for local authorities. It has been used to foster the balanced development and integration of all transport modes and create a harmonised transport offer, whilst also encouraging a shift towards more sustainable modes and improving transport accessibility for all.

In this way, SUMP are helping to effectively meet a variety of European targets and ultimately having a positive impact on people's daily lives. They help to reduce harmful air pollutants and noise emissions, ensure better use of public and road space by accommodating active travel, improve urban delivery operations,

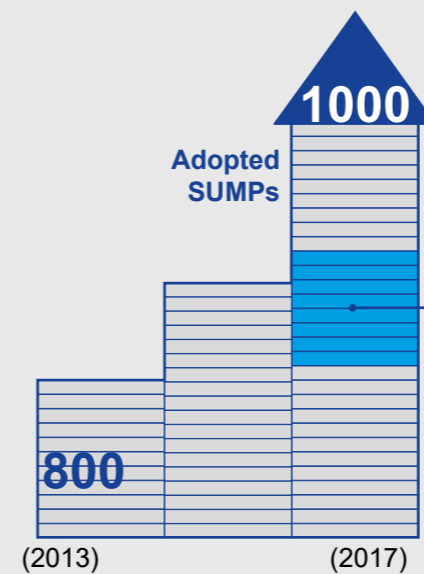
and regulate private traffic access. However, adopting a SUMP is complex and many local and national factors influence the process.

This document summarises the "SUMP take-up report" from the CIVITAS SUMP-UP project (2018). It provides an overview of the state of the SUMP concept in Europe and its take-up throughout EU Member States. It also gives recommendations to local authorities, Member States and the EU on how to foster the take-up of the SUMP concept. To do so, it draws 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 'SUMP-UP interim report on the project level evaluation' (2018). Beyond city and regional administrations, who are the primary target group within the SUMP context, this document addresses mobility experts and decision makers at local, national and European level and members of existing EU platforms. The report aims to help all actors achieve the key objectives of the Partnership of Urban Mobility and provide them with the direction to do so.

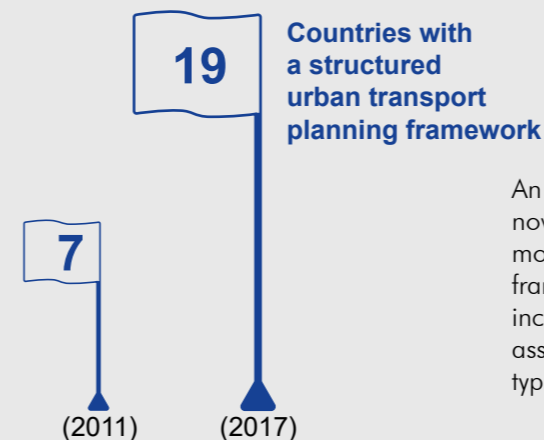
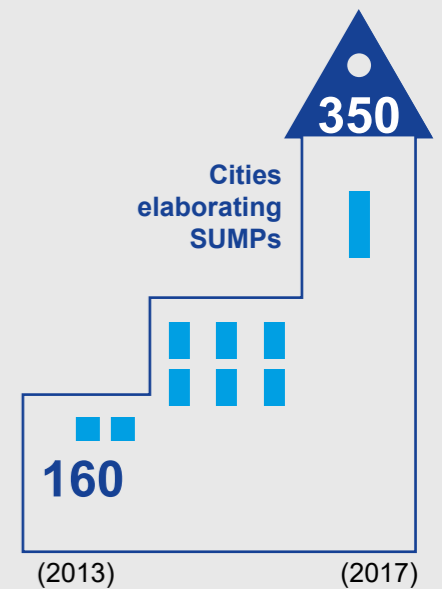
This work was developed in the framework of CIVITAS SUMP-UP, a project funded by the European Union's Horizon 2020 Research and Innovation programme that assists planning authorities to overcome the barriers limiting SUMP development and implementation.

Current Status of SUMP



The total number of SUMP adopted across Europe has grown significantly, rising from 800 in 2013 to 1000 in 2017, although the situation varies across countries. Of these 1,000 cities, 290 are already elaborating a second- or third-generation plan.

The number of cities that are elaborating – or are preparing to elaborate – a SUMP is high. Compared to 160 in 2013, 350 SUMP are now under preparation.



An increasing number of countries (19 now compared to 7 in 2011) provide a more structured urban transport planning framework that incorporates SUMP and includes legal definitions, guidance and assessment schemes, alongside other types of support.

CIVITAS SUMP_s-UP POLICY RECOMMENDATIONS

See

Develop and harmonise your vision

Emphasise the use of a Sustainable Urban Mobility Plan as a tool and strategy - at city and regional level - to overcome silo-thinking and tackle challenges related to environmental protection, health, social inclusion, and safety and security.

Expand SUMP scope to functional areas, e.g. inter-municipal or regional SUMP.

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

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

Harmonise SUMP and Sustainable Energy Action Plans to maximise synergies.

Shape

Adjust your approach for fluid communication and flexible execution

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 point for national support.

Provide a methodological framework adapted to the national context, including best practices from the country, guidance, and monitoring and evaluation tools.

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 cross-cutting approach.

Grow

Deepen and share knowledge

Cities experienced in SUMP development and implementation are valuable partners for raising awareness and sharing best practices and methodologies at the national level. City networks and EU projects can help facilitate this knowledge sharing.

Even experienced SUMP cities need support in areas like 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.

Countries that have ambitious SUMP programmes in place could play a role in transferring their expertise to countries with less developed frameworks.

Organise national capacity building activities, such as academic modules on SUMP and linked thematic areas, for both local authorities and external expertise. These should be certificated.

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 by cities and should increasingly be used to foster knowledge exchange.

Evaluation of transport planning processes and the impact of SUMP is rarely 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.

Local authorities need more detailed guidance and support on public participation and stakeholder engagement, working with external consultancies, and strategic political communication.

When subcontracting, systematically use external expertise to increase your own internal capacity.

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-lite" concept.

Make use of the existing EU initiatives and platforms to promote and support SUMP take-up, for example the CIVITAS National Networks (CIVINETs).

Engage

Get people on board

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 explicitly address younger generations 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 of a SUMP.

Pilot measures initially to test the reaction to them, raise awareness, and gain feedback that can then be used to refine them at a later date if they are implemented.

Increase awareness through national events and awareness raising campaigns - these should target decision makers and opinion leaders at the national and local level.

Give

Maximise impact through smart and targeted finance that is linked to outcomes

Provide a clear statement of ambitions, targets, and focus in the next EU structural funds programming period, especially for countries that do not have their own budgets for sustainable mobility.

Make funding available specifically for 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.

Incentivise updating SUMP: 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 SUMP 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 target the last stage of the SUMP cycle in order to make the actual implementation of measures found in a SUMP action plan easier.

Make receiving SUMP funding dependent on adopting a SUMP, especially where there is no legal requirement for a SUMP. There should also be technical support for its elaboration and quality monitoring to prevent SUMP being created solely for the purpose of gaining funding.

Cities that apply for project funding should be able to combine resources from different levels (European, national and regional).

Legend:

-  Local level
-  Member States
-  European level