



Project acronym: **ENDURANCE**

Project title: EU-wide establishment of enduring national and European support networks for sustainable urban mobility

## D 2.1

# National Inventories Summary

Start date of project: **1 May 2013**

Date of preparation: **July 2013**

Duration: **36 months**

Version: **Final**

Prepared by: **Hana Brůhová – Foltýnová,  
Zbyněk Sperat, Radomíra  
Jordová, of Transport Research  
Centre (CDV)**

Checked by: **ACT TW**

Verified by: **ACT TW**

Dissemination level: **PU**

**Legal disclaimer:**

The sole responsibility for the content of this publication lies with the authors. It does not necessarily reflect the opinion of the European Union. The European Commission is not responsible for any use that may be made of the information contained therein.



## ENDURANCE introduction

ENDURANCE aims to assist cities and regions with developing Sustainable Urban Mobility Plans (SUMPs) by facilitating networking, mutual learning and sharing of experience and best practice across countries. ENDURANCE builds 25 national networks and an overarching European network making use of the existing EPOMM (European Platform on Mobility Management) structure. The main target groups of ENDURANCE are urban mobility professionals, cities and national authorities. The main benefits are efficient and lasting support structures for SUMP, which will be maintained by EPOMM beyond the end of ENDURANCE.

## Objectives of ENDURANCE

1. Establish enduring national SUMP networks in **all** EU countries and Norway
2. Establish an enduring and integrated European SUMP audit, training and policy transfer network
3. Activate 250 cities in Europe to engage in SUMP and SUMP implementation
4. Raise awareness about SUMP and its benefits at national and European level institutions

## Expected Results of ENDURANCE

The estimated results of the project will be:

- EUR 190 million total investments in sustainable mobility during the project (800 million by 2020),
- 1.5 million tonnes reduction of annual CO<sub>2</sub> emissions by 2016 and 11 million by 2020
- 340,000 toe/year reduction in energy consumption by 2016 and 3.5 million toe/year by 2020.

This is possible due to a sustainable network of SUMP networks in all countries of the EU plus Norway that will continue to be fully active well beyond 2016, when ENDURANCE will end. This sustainable network could save the European citizens affected up to half a billion Euros on annual fuel costs by 2020, and will provide a better urban environment, a more thriving urban economy and a generally higher quality of life in European cities.

## Executive Summary

This document summarizes information from the National Inventories of 25 European countries on the state of the art of preparation and implementation of Sustainable Urban Mobility Plans (SUMPs) including current levels of awareness and legislation and institutional contexts. The National Inventories were prepared by local partners of the ENDURANCE project (NFPs) from 25 EU Member States in June 2013. It describes the situation regarding SUMP development and planning approaches towards integrated transport, and the national context (legislative, financial and institutional) for SUMPs in Europe.

The report is divided into four main parts: an introductory part describing the background, objectives and structure of this report and the methodology used; a part describing the state of the art of SUMP implementation in the EU Member States and experience with SUMPs up to now; a part summarising the situation in Europe regarding national contexts for SUMP development and implementation; and finally a concluding part.

Three categories of countries regarding SUMP implementation were identified: (1) countries which have a well-established transport planning framework (combined with a legal definition and/or national guidance on SUMPs); (2) countries which are moving towards an approach to sustainable mobility planning; and (3) countries which have not adopted sustainable mobility planning principles yet. More than 700 cities and more than 100 other subjects (regions, etc.) in Europe have a SUMP or its equivalent according to estimations of NFPs.

City budgets are the key elements for financing SUMPs in most of the countries. Regional and national funds are important as well; the New EU Member States have an opportunity to finance SUMPs from EU funds.

Besides data collected from 25 European countries and their comparison, the document mentions a necessity to clearly define the Sustainable Urban Mobility Plan, SUMP. Many ENDURANCE local partners (NFPs) are not able to decide if their urban transport plans can be considered SUMPs or not. A frequent practice is that a city plans to include some, but not all, SUMP elements. Methodologically, individual plans or national framework programmes often differ from the guidelines that the ENDURANCE project uses: 'Developing and implementing a Sustainable Urban Mobility Plan' (Rupprecht Consult, 2013). For countries which have not a well-established transport planning framework yet it is necessary to find the tailor made mitigation solution which will help to adopt SUMP principles.

Information collected from the project countries indicate that SUMPs have gradually become an important topic for cities (and urban areas), but that SUMP knowledge, acceptance and implementation vary widely among the countries, and even among regions within a country. Further clarification of what SUMPs should be like, what their main elements are and awareness raising activities for stakeholders such as city bureaucrats and the general public are needed.

## Table of Contents

1. Introduction and methodology	
1.1 Background, objectives and structure of this report .....	3
1.2 Methodology and expected results .....	4
1.3 Interaction with other ENDURANCE workpackages.....	6
2. Sustainable Urban Mobility Plans in the EU Member States	
2.1 State of the art of SUMP preparation in European cities .....	7
2.2 Gaps in the SUMP process and how to overcome them.....	10
2.3 Specific up-to-date needs of cities related to SUMP topic .....	11
2.4 Experience with implementation of SUMP .....	12
2.5 Lessons learnt from past experience on supporting the take-up of SUMP.....	14
3. National context for SUMP	
3.1 Relevant legislation and policy documents.....	16
3.1.1 Legislation : National level .....	16
3.1.2 Legislation: Regional level or level of constituent countries .....	18
3.1.3 Examples of support of SUMP from the national level .....	18
3.2 Active partners and potential hosts of National SUMP networks .....	22
3.3 Existing initiatives in the EU Member States .....	22
3.4 Potential financial resources for SUMP preparation and the SUMP networks funding .....	23
4. Conclusion, further steps	
Abbreviations	
References	
ANNEXES	
Annex I: Tables	
Annex II: List of NFPs	
Annex III: National Inventory Template	

# 1 Introduction and methodology

## 1.1 Background, objectives and structure of this report

The ENDURANCE project is aimed on establishment of enduring national SUMP networks in all the EU countries and Norway, which would activate European cities to SUMP implementation and raise awareness about the SUMP and its benefits for national and European-level institutions. That is why one of the first tasks under the project is to analyse the state of the art and to plan further steps towards fulfilling its aims.

The main objective of this report is to analyse and compare data on SUMPs collected from 25 EU Member States and Norway, and to draw a picture regarding SUMP development and implementation in Europe. The report also sheds light on the national context (framework) in each of the countries – above all legislative, financial and institutional – and brings experience from ‘the most SUMP-advanced’ countries.

The report uses information from the National Inventories on the state of the art of SUMP development in 25 EU Member States and Norway, which were prepared by the partners of the ENDURANCE project (National Focal Points, NFPs) in June 2013. The National Inventories provide an overview of the general situation at the national, regional and local levels and serve as the first step for preparation of ‘National roadmaps towards SUMP support and implementation’ for the next few years. The roadmaps will be prepared under the ENDURANCE project and will be further realized by NFPs.

Using data from the National Inventories, we further build on the findings of the report “The State of the Art of Sustainable Urban Mobility Plans in Europe” (Rupprecht Consult, 2011), above all on its SUMP definition and categorisation of countries according to their level of SUMP development and application.

The structure of the report is as follows. First, the document gives an overview of the cities interested in the topic of SUMP (needing more attention and information to be provided) or having it already implemented (Chapter 2.1). Three categories of countries regarding SUMP implementation are distinguished: (1) countries which have a well-established transport planning framework (combined with a legal definition and/or national guidance on SUMPs); (2) countries which are moving towards an approach to sustainable mobility planning principles; and (3) countries which have not adopted sustainable mobility planning principles yet.

The next chapter (2.2) presents the main gaps regarding SUMP implementation and how to overcome them at the national level. A lack of awareness and financial resources were the most frequently identified gaps.

Chapter 2.3 describes specific up-to-date needs of cities related to the SUMP preparation and implementation. Improved awareness and communication with the public are the primary current needs of the project countries, followed by the need to adjust legislation, to solve funding problems, and to fulfil missing experience/inspiration from other cities.

Chapter 2.4 summarizes experience with SUMP implementation in countries where some particular activities towards SUMPs have taken place. We present experience from the United Kingdom, France, Belgium, the Netherlands, Norway, and Italy.

Chapter 2.5 shows past experience of the EU Member States with adopted SUMPs: what actions have been done towards integrated planning and SUMPs.

The third part of the report focuses on the broader context of SUMP development and implementation, above all on legislative (3.1), financial (3.4) and institutional conditions (3.2 and 3.3) in European countries. In general, the Old EU Member States have higher quality of national legislation than the New EU Member States. It seems that the influence of national legislation on SUMPs is stronger than that of regional legislation. Most of the countries where some activities towards SUMPs have already taken place provide guidance on how to prepare sustainable mobility plans.

The document was created at the beginning of the ENDURANCE project and no update is planned. Data from some countries are missing; however, more pieces of information are expected after the NFPs start contacting cities. The changes and new findings will be collected within WP2 of the ENDURANCE project and reflected in National Roadmaps Towards

SUMP Support and Implementation. A summary and the main findings will be the content of Deliverable 2.2 of the ENDURANCE project.

## 1.2 Methodology and expected results

This report summarizes and compares information from 25 EU Member States provided by local ENDURANCE partners (called National Focal Points, NFPs). Data for this report were collected and written in the National Inventory template (see Annex III). The unified structure of the completed National Inventories allows better comparison among the analysed countries (with respect to their national specifics). The recommended resources for preparation of the National Inventories were above all:

- SUMP State of the Art: [http://mobilityplans.eu/docs/file/eltisplus\\_state-of-the-art\\_of\\_sumps\\_in\\_europe\\_sep2011\\_final.pdf](http://mobilityplans.eu/docs/file/eltisplus_state-of-the-art_of_sumps_in_europe_sep2011_final.pdf)
- EPOMM MM-monitors<sup>1</sup>: <http://epomm.eu/index.php?id=2616>
- ELTISplus examples, above all awareness-raising and training events (the Workshop Follow-Up Report is available for: Belgium, Bulgaria, Estonia, Finland, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Poland, and Slovenia)

The National Inventory template was compiled taking into account the fact that the definition of a SUMP can vary among project countries or that some countries have not defined it yet. The template was not aimed to get national definitions of a SUMP, but to describe planning principles, which were compared to the detailed SUMP definition given in the guidelines “Developing and implementing a Sustainable Urban Mobility Plan” (Rupprecht Consult, 2013) and based on results of the PILOT project<sup>2</sup>. The comprehensive definition of a SUMP is given in the figure bellow.

Figure 1: Sustainable Urban Mobility Plans – comprehensive definition

---

<sup>1</sup> Mobility Management Monitors for European countries for years 2009 – 2011.

<sup>2</sup> Adapted from „PILOT Project. Sustainable Urban Transport Plans – SUTP Manual, Guidance for Stakeholders (2007)“

## SUSTAINABLE URBAN MOBILITY PLANS – COMPREHENSIVE DEFINITION

### What is the purpose of a Sustainable Urban Mobility Plan?

A Sustainable Urban Mobility Plan aims to create a sustainable urban transport system by addressing at least the following objectives: Ensure the transport system is accessible to all;

- Improve safety and security;
- Reduce air and noise pollution, greenhouse gas emissions and energy consumption;
- Improve the efficiency and cost-effectiveness of the transportation of persons and goods;
- Contribute to enhancing the attractiveness and quality of the urban environment and urban design.

### What is the scope of a Sustainable Urban Mobility Plan?

The policies and measures defined in a Sustainable Urban Mobility Plan cover all modes and forms of transport in the entire urban agglomeration, including public and private, passenger and freight, motorized and non-motorized, moving and parking.

### How does it work?

A Sustainable Urban Mobility Plan is a way of tackling transport-related problems in urban areas more efficiently. It builds on existing practices and regulatory frameworks in the Member States. Its basic characteristics are:

- A participatory approach: involving citizens and stakeholders from the outset and throughout the process of decision making, implementation and evaluation, building local capacities for handling complex planning issues, and ensuring gender equity;
- A pledge for sustainability: balancing economic development, social equity and environmental quality;
- An integrated approach: of practices and policies between policy sectors (e.g. transport, land-use, environment, economic development, social inclusion, health, safety), between authority levels (e.g. district, municipality, agglomeration, region), and between neighbouring authorities (inter-municipal, inter-regional, trans-national, etc.);
- A focus on achieving measurable targets derived from short term objectives, aligned with a vision for transport and embedded in an overall sustainable development strategy;
- A review of transport costs and benefits, taking into account the wider societal costs and benefits, also across policy sectors;
- A method comprising the following tasks: 1) status analysis and baseline scenario; 2) definition of a vision, objectives and targets; 3) selection of policies and measures; 4) assignment of responsibilities and resources; 5) arrangements for monitoring and evaluation.

Source: Rupprecht Consult, 2013, p. 6

The short version of the SUMP definition stated in the report by Rupprecht Consult (2013) is: A Sustainable Urban Mobility Plan is a “Strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.”

The structure of the National Inventories was the following.

The first part of the National Inventories focused on awareness of SUMPs in each country (regarding acceptance and awareness by cities, gaps in awareness and ways to overcome them and specific up-to-date needs of cities related to SUMP topics). The second part of the Inventories was aimed at planning tools used in the countries in terms of legislation related to sustainable mobility and at the approach of national public institutions towards the concept of SUMPs. The third part dealt with the state of the art of SUMP implementation in the country and asked about which cities have implemented a SUMP. The last part of the Inventories was aimed at the most active partners, who have existing initiatives and potential financial resources for SUMP preparation and possible SUMP network funding.

Most parts of the National Inventories are text descriptions; some specific data were entered in tables or chosen from a list of possible answers. The method of data collection was up to each NFP’s decision; most of the data were collected by desk research and, to a lesser extent, by interviews with relevant sustainable mobility experts. Quality of the data varies among



countries due to their different availability and experience. Some answers in the National Inventories can represent subjective opinions of the responsible NFP.

### **1.3 Interaction with other ENDURANCE workpackages**

This report serves as a basis for creating and completing the template of the National Roadmap Towards SUMP Support and Implementation (i.e., activities under ENDURANCE WP2 aimed at creation of new or mobilising existing SUMP networks in the EU Member States, their coordination and contribution to SUMP deployment across the countries). Furthermore, the results will be used by WP3 (focused on city activation) and WP7 (promotion and dissemination of the ENDURANCE findings and results) as well.

The description of the situation of SUMP in the project countries given by this report should also be one of the resources used for preparation of the programme of 3 SUMP conferences and 40 national training events organised within WP4. The content of Train the Trainer events (also WP4) could gain from this report as well. A summary of the deficiencies and needs could be used for the policy transfer process within WP5.

## 2 Sustainable Urban Mobility Plans in the EU Member States

### 2.1 State of the art of SUMP preparation in European cities

First, we focus on an overall picture of SUMP development in the EU Member States and Norway. We take over the categorisation of the countries as was published in the report “State of the Art of Sustainable Urban Mobility Plans in Europe” (Rupprecht Consult, 2011). This report divides the European countries according to the development of their SUMPs<sup>3</sup> based on a systematic analysis and workshops and interviews with relevant stakeholders. More precisely, three categories of European countries regarding SUMP implementation were identified:

**1. Countries which have a well-established transport planning framework (combined with a legal definition and/or national guidance on SUMPs)**

countries: France, Germany, Italy, the Netherlands, Norway, the United Kingdom, Belgium (Flanders)

**2. Countries which are moving towards an approach to sustainable mobility planning and the concept of SUMPs**

countries: Austria, Denmark, Estonia, Finland, Hungary, Poland, Portugal, Spain, Slovenia, Sweden, Belgium (Wallonia)

**3. Countries which have yet to adopt sustainable mobility planning and the concept of SUMPs**

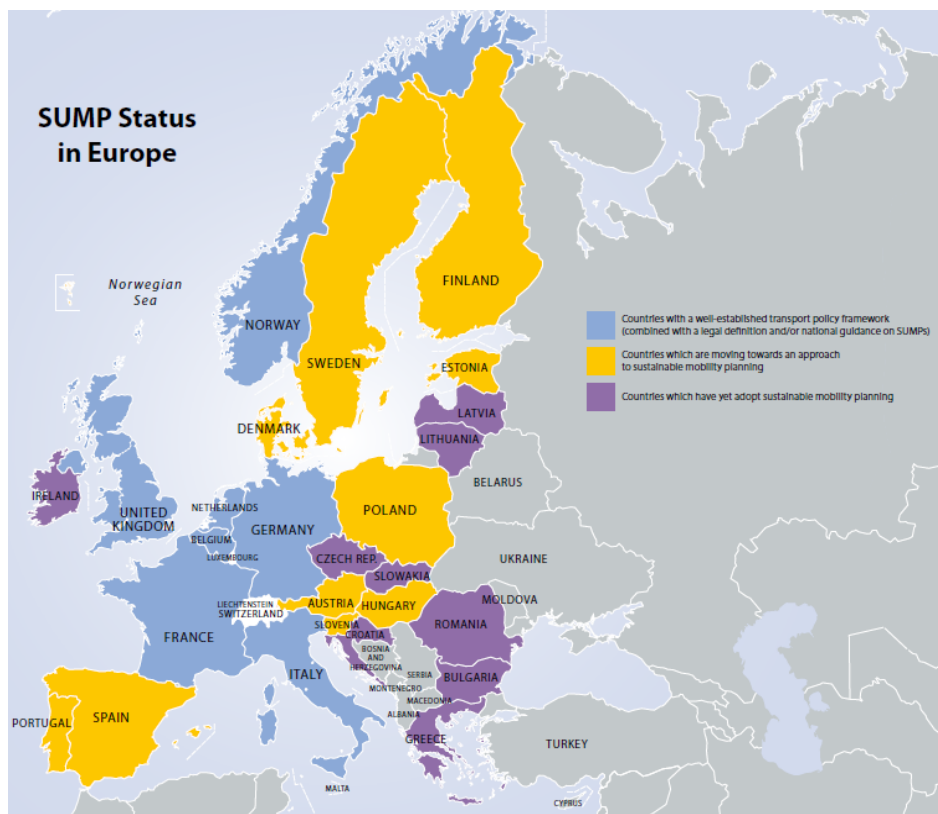
countries: Bulgaria, Croatia, the Czech Republic, Greece, Ireland, Latvia, Lithuania, Malta, Northern Ireland, Romania, Slovakia

The following figure shows this division of countries.

Figure 2: Overview of EU Member States according to their SUMP development

---

<sup>3</sup> The methodology of ‘The state –of-the-art of sustainable urban mobility plans in Europe’ report (Rupprecht Consult, 2011) is based mainly on desk research, four expert and validation workshops, and a user need assessment via stakeholder and expert interviews (49 stakeholders and experts in 26 countries were interviewed to provide inputs on the specific training needs and SUMPs development in the respective countries).



Source: Rupprecht Consult, 2011, p. 34

The ENDURANCE National Inventories clearly show that there are many local specifics which make each country and its planning system unique and difficult to compare with others. Furthermore, any categorisation always simplifies the complex topic of SUMPs. However, the weakest part of such a comparison is an absence of a clear and commonly understood SUMP definition. The SUMP Guidelines (as a European reference document produced in 2011 within the Eltisplus project – [www.mobilityplans.eu](http://www.mobilityplans.eu)) attempt to counter this weakness and provide a list of elements of SUMPs.

In our analysis, it was observed that many countries use similar documents to SUMP (or with some SUMP elements), but not all of the elements. The tradition of planning also differs substantially across countries and that is why local knowledge, including local language, is usually necessary to make decision on their relationship to sustainable urban mobility planning. From this point of view, NFPs are those who have experience with SUMPs from EU wide and also local perspective. It was therefore up to the NFPs to assess if a planning document in their country can be called a SUMP or not. Beside this, indicators or standards need to be established to define and assess whether local city-transport plans can be called SUMPs

### Cities with an implemented SUMP

In the National Inventory template the, NFPs estimated the number of cities with a different level of SUMP execution. More than 700 cities and more than 100 other specific subjects (such as regions and aggregations of cities) have prepared a SUMP, show findings of NFPs. Furthermore, the NFPs estimated more than 190 cities planning to introduce a SUMP and 80 cities interested in the SUMP principles or needing more attention and information to be provided.

The SUMP is expected to be of interest especially for larger cities. However, in some countries not all cities over 100 thousand inhabitants have expressed their interest yet:

- Austria: 7 cities over 100 thousand inhabitants, only 3 cities interested
- Germany: 80 cities over 100 thousands inhabitants, only 10 cities with an implemented SUMP, 5 cities planning to introduce a SUMP
- Poland: 39 cities over 100 thousand inhabitants, no cities with an implemented SUMP

- Ireland: 2 cities over 100 thousand inhabitants, no cities with an implemented SUMP
- Romania: 24 cities over 100 thousand inhabitants, no cities with an implemented SUMP, 7 cities planning to introduce a SUMP

On the contrary, mid- and small-sized cities (under 100 thousand inhabitants) are quite active in SUMPs in several European states (Belgium, France, the Netherlands, Norway, Portugal, Spain). The most active cities regarding SUMPs are in Belgium (nearly 500 cities), Spain (almost all cities over 50 thousand inhabitants), France (90 cities), the Netherlands (all cities over 100 thousand inhabitants), among others.

The following table summarizes the numbers of cities for each category of SUMP implementation.

Table 1: The numbers of cities with different levels of SUMP implementation

	Cities with an implemented SUMP	Cities planning to introduce a SUMP	Cities interested in a SUMP (needing more attention and information to be provided).	Number of cities over 100,000 inhabitants
Austria	-	1	2	7
Belgium	> 425	60 (Walloon Region)	-	7
Bulgaria	-	-	-	7
Czech Republic	-	3	5	6
Denmark	4	3	17	4
Estonia	*	1 *	n/a*	2
Finland	many regions + 2 cities **	1**	all**	8
France	90	n/a	n/a	39
Germany	10	5	N/A	80
Greece	-	2	10	6
Hungary	-	1	8	9
Ireland	-	-	-	2
Italy	19	9	19	45
Latvia	1	1	3	2
Lithuania	-	2	9	5
Netherlands	26 (all 100,000+ cities)	medium-sized cities	all others	26
Norway	9	3	5	3
Poland	-	--	N/A -	39
Portugal	3	more than 30	7	8
Romania	-	7	more than 7	24
Slovakia	-	2	8	2
Slovenia	3	5	4	2
Spain	117	55 (almost every Spanish city with over 50,000 inhabitants (145 municipalities) has adopted a SUMP or is currently developing one)		62
Sweden	N/A	N/A	N/A	13
UK	All Local Transport Authorities (LTA) in England, All four Regional Transport Partnerships in Wales; most of LTA in	N/A	N/A	68

	Cities with an implemented SUMP	Cities planning to introduce a SUMP	Cities interested in a SUMP (needing more attention and information to be provided).	Number of cities over 100,000 inhabitants
	Scotland; more than 100 entities in total			

Note: These numbers are indicative, based on estimations of the ENDURANCE partners (NFPs).

Source: National Inventories

\* **Estonia:** There are mobility plans that have several SUMP elements, they are not called a 'SUMP', but they play a very clear role in the development of cities.

\*\* **Finland:** Regional plans are similar to SUMP, local Safety and Sustainable Mobility Plans are less used.

The number of cities with a SUMP varies a lot not only at the country level, but also at the regional level. An example is Belgium, where Flanders have well established SUMP: 99% of all the municipalities (308 of the 311 cities and municipalities) have a mobility plan as well as 13 regional cities and 2 city agglomerations. Since March 2013, the construction of a mobility plan, with a focus on promoting sustainable mobility, is obligatory for all the Belgian cities and municipalities. Also 19 Brussels municipalities have a SUMP. Conversely, the Walloon region is still on its way to a SUMP approach. Only one hundred out of the 160 cities and municipalities (i.e., 62.5%) have a mobility plan.

## 2.2 Gaps in the SUMP process and how to overcome them

This chapter describes gaps in the SUMP process in the European states and how to overcome them in various stages of the SUMP process. The gaps were identified by NFPs in their National Inventories.

The most frequently mentioned gap is a lack of all kinds of awareness (11 countries, both the Old and New EU members), a lack of good examples (above all local) and understanding of the SUMP cycle. Further identified gaps include a lack of financial resources for creating a SUMP or its implementation (4 countries) and gaps related to individual components of the SUMP (vision, integral planning and participatory approach, monitoring, updating).

Other gaps mentioned in the National Inventories are:

- SUMP as a planning method have not been implemented yet
- Only a partial need for small and medium-sized cities
- A lack of political will
- A lack of discussion about large-scale road projects
- Missing commitments to SUMP implementation
- Insufficient legislation

Suggested solutions to the identified gaps were found in awareness raising of mobility experts but also on inhabitants (through workshops, regional/national events, presenting good practice, exchange of experience at meetings, campaigns, international, national or even city-type specific trainings, etc.) and improved cooperation. And it is necessary to make it as simple as possible. Another solution was identified in improving city plans at the national level using SUMP components and creation of precise and well documented examples of benefits of the SUMP methodology. Financial support for good practices and exchange of experience among cities was suggested as well.

For more details in gaps in the SUMP process and how to overcome them in each of the analysed countries, see Table A1 in Annex I.

## 2.3 Specific up-to-date needs of cities related to the SUMP topic

In this chapter, we investigate the needs of cities to be able to develop good SUMPs, especially in the field of preparation and promotion of these strategic mobility plans. The following table presents the needs by country, as were reported in the National Inventories.

Most of the National Inventories identified better awareness and communication as the needs of cities, followed by more funding and better legislative framework. On the contrary, higher responsiveness of political representation was mentioned by the least NFPs. When we compare the frequency of needs and non-needs, it is obvious that the most urgent ones are funding (nearly 86% of the identified needs), awareness and communication (81%) and missing inspiration and experience from other cities (77%). Political representation was the least mentioned category of needs (for more, see the next table and chart).

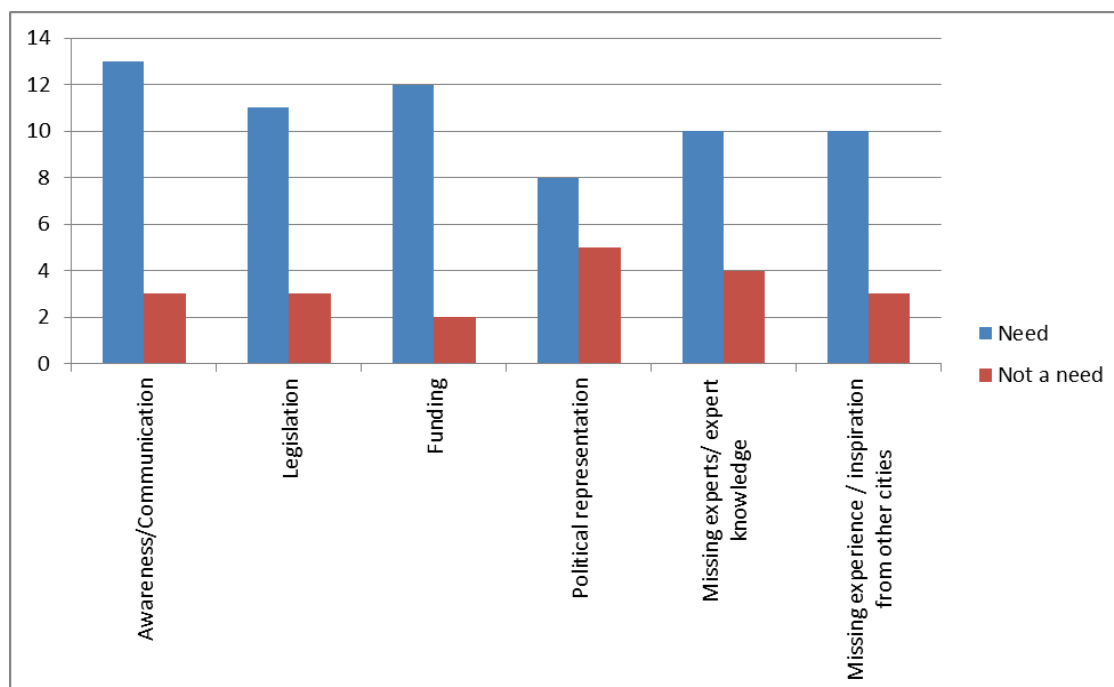
Table 2: Overview of needs of European countries regarding SUMP development

	Awareness/Communication	Legislation	Funding	Political representation	Missing experts/ expert knowledge	Missing experience / inspiration from other cities
Need	13	11	12	8	10	10
Not a need	3	3	2	5	4	3
Not available	9	11	13	12	11	12
Share of needs x not needs (in %)	81,25	78,57	85,71	61,54	71,43	76,92

Note: Each country answered “there is a need”, “there is not a need”, or “data not available”.

Source: National Inventories

Chart 1: Expression of needs and non-needs of the European countries regarding SUMPs



Source: National Inventories

For more details, see Table A3 in Annex I.

## 2.4 Experience with implementation of SUMP

As described in Chapter 2.1, there are some European countries with SUMP already implemented. They are:

- the United Kingdom,
- France,
- Belgium,
- the Netherlands,
- Norway, and
- Italy.

Here, we summarize their experience with SUMP implementation with a special focus on what problems they have been facing and what has gone relatively well. What has been really helpful and appreciated by cities are good guidelines, cooperation among cities and support of NGOs. On the contrary, negative experience is connected with changing rules during a certain stated period (financial, legislative) (UK) or no financial motivation (missing bidding of the plan on available public funds).

### The United Kingdom

In the United Kingdom, positive experience with integrated transport planning generally prevails. Guidance on how to prepare a Local Transport Plan (LTP) has been prepared at the national level. The guidance is clear, methodical, and systematic. It has been implemented at not only the city level, but also the regional level in Wales, developed by RTPs. The SUMP model was followed. In this way, it presents an interesting attempt to address transport at the regional level whilst retaining local authority control over transport implementation. All the English LTAs and Welsh RTPs have been required by the national government to implement their SUMP and submit monitoring reports showing what they have implemented and what the impacts of this implementation have been.

Between 2001 and 2006 and then again from 2006 to 2011, certain English LTAs were declared by the central government to be LTP (SUMP) Centres of Excellence, based on the quality of their LTPs. The idea was that they received some extra money to help explain to other authorities what they were doing in certain SUMP topics such as public transport, public consultation, and so on. It was an attempt at mutual learning. Unfortunately, little documentation now exists.

The Local Transport Planning network in England (a network of local authorities to provide mutual support in preparing and implementing their LTPs) witnessed good experience as its members were sharing best practice of working on SUMP. (However, this network no longer exists – it is a victim of cuts in funding and also the fact that the importance of the LTP (SUMP) to English local transport authorities has declined since 2011.)

NGOs such as Sustrans, Cyclists Touring Club, and Living Streets have worked in partnership with many local authorities to improve conditions for cyclists and pedestrians.

Much good practice of local transport authorities working in partnership with public transport operators to improve quality of local public transport and therefore passenger numbers can be mentioned, as well as world-leading practice in road safety analysis and injury accident prevention, speed management and parking management, and world-leading practice in many topic areas of sustainable transport in London. The police have been a key member of local Road Safety Partnerships that have worked to reduce injury accidents on the roads.

On the contrary, a reform of the LTP system took place in England in 2010 after Local Transport Act 2008, which requires less from local authorities in their SUMP and has broken the link between the quality of SUMP and funding. Scotland has no money or power at the regional level to implement LTPs.

### France

The national bodies have prepared guidelines, national observatories and seminars. Similarly, networks of cities have been active in preparing guidelines and exchanging best practice. NGOs have focused on specific issues such as transfer of experience from French PDUs. Many cities have had good experience with PDU implementation – for example the following have been valued highly:

Lille: DIVAT and road hierarchy. DIVATs (discs for enhancing major public transport lines) are discs of 500 meter radius around public transport stops (metro, tram and train) which can be theoretically accessed in 5 to 10 minutes' walking time. The DIVATs are prioritized into 3 levels according to quality of public transport service. While standards of minimum construction density are binding in all DIVATs, car parking standards are binding only in level 1 DIVATs.

Montpellier: a transport and road accessibility appendix. The accessibility appendix to the 2012 Montpellier PDU follows the spirit of the "Handicap" law. It recalls the role of the topic central to the PDU, in particular by promoting walking, and the role of the tram, the first accessible mode, in the PDU. It also falls in line with accessibility of the transport chain, noting the delay accumulated in adopting PAVEs (accessibility plans for roads and public spaces). Finally, it sets out a number of recommendations for the development of roads and public spaces (pedestrian paths, obstacles, treatment of floors, slopes and banks, managing illegal parking, creating pedestrian crossings, bus stops and parking spaces for people with reduced mobility).

Strasbourg: the PDU promotes walking and cycling. The second Strasbourg PDU, the project draft for which was defined in February 2012, has developed numerous actions in favour of walking and cycling via its first three topics for action:

- implement the 2011-2020 Strasbourg pedestrian plan and assist other towns in developing theirs;
- continue and enhance the Vélhop cycle hire service, make people aware of the value of cycling, continue to mesh the cycle network path in the 2020 cycling master plan, and set up an express network connecting the centre to its outskirts, provide a suitable number of cycle racks, support the combined use of cycles and the TER (regional express train) and improve cycle parking in offices and homes; and
- communicate about travel times for walking and cycling, make the public aware of the health benefits of regular use of active modes.

On the contrary, the French NFP has reported a lack of sanctions, and no clear link between PDUs and funding of public transport projects, which might decrease the motivation of cities to prepare PDUs. Problems of implementation remain, particularly due to the complexity of integrating the PDU into the hierarchy of planning documents, the multiplicity of stakeholders involved in governance and the need for cooperation between transport authorities beyond the scope of application of the PDU.

## **Belgium**

The new Walloon government's declaration 2012 has borne good experience especially with the following:

- carpooling has become a bigger issue;
- land use planning has become more in favour of soft modes and accessibility;
- the national railway operator has aimed to double its share in the Walloon region;
- all public transport companies have experimented with new integrated ITS applications;
- a range of awareness-raising activities has been undertaken.

All the three regions have provided their cities with knowledge and exchange support (information, training, consultation and exchange of experience). Official city associations have taken the lead.

On the contrary, national diagnostic data are under-utilised as a source for MM at the local level, there is a lack of responsibilities in federal services, low cooperation between the federal and regional transport levels.

## **The Netherlands**

The Netherlands has good experience with the Dutch national network for traffic and transport, which works as a knowledge bank on traffic and transport. It forms an independent body on all aspects of traffic, transport and mobility.

## **Norway**

A special funding scheme established in 2004 administered by the Ministry of Transport and Communications has been an incentive for more sustainable transportation planning. For 2013, the size of the budget will be 673 million NOK (85 million EUR) to be distributed among the largest cities based on applications from the cities. All the cities in the "Cities of the Future" network are qualified to apply; however, the largest cities will be given priority. The objective of the scheme will be stimulation of better mobility, environment and health in the cities by reducing the growth in car transport and increasing the number of trips by public transport at the sacrifice of car transport. The climate policy goal that all growth in passenger



transport in metropolitan areas shall be accommodated by public transport, cycling and walking will be binding for the agreement that has to be signed.

Funds can be allocated for one year at a time but preferably for a four-year period. The scheme will give priority to documented results or expressed will to implement measures that will result in effects towards the climate policy objectives. Two main indicators are given:

- If the growth in public transport passengers in the last calendar year is larger than the average over the 5 preceding years,
- If the growth in car traffic in the last calendar year is less than average growth over the 5 preceding years.

Cities that will test congestion charging or differentiated toll charges will be given priority. A four-page document gives more detailed information on the scheme (in Norwegian). The incentive scheme has been evaluated both in 2007 and 2012. The two evaluation reports are only available in Norwegian.

The “Cities of the Future” network has been established at the initiative of the Ministry of the Environment. The objective will be collaboration between the Government and the 13 largest city municipalities in Norway in order to reduce the greenhouse gas emissions and make the cities a better place to live. The project is running from 2008 to 2014. An agreement on cooperation was signed in 2009 by the Minister of the Environment, the Minister of Transport and Communications and the Mayors of each of the 13 cities. There is also a similar agreement signed between ministers and the trade sector. Land use and transport are one of the four issues in the project. As part of this project, each city has made an action plan of measures that will be implemented. These plans have a focus on sustainable transportation solutions.

Positive effects of the incentive funding scheme for public transport.

The national policy guidelines on coordinated land-use and transport planning from 1993 has been evaluated by the ECON in 1995 and 1998 ([http://www.econ.no/stream\\_file.asp?iEntityId=1750](http://www.econ.no/stream_file.asp?iEntityId=1750) ) and the NIBR in 1996 and 2004 (<http://www.nibr.no/filer/2004-104.pdf> ). The ECON has criticised that the formulations are too vague and give too much room for interpretations. The NIBR finds that the guidelines have influenced more on goals than on the content of plans and that the guidelines should be clearer on the different actors’ obligations. A revision of the guidelines is proposed in the White Paper on the National Transport Plan for 2014-2023.

## Italy

The city of Parma has integrated its Urban Transport Plan with its Land-use Plan. The process made use of scenario building to help establish the effects that the measures would have and assess the consequences of current trends, measures already programmed, and new policy choices. Scenarios help stakeholders better understand the likely combined effects that the measures discussed in a SUMP will have. By illustrating different future situations, it allows them to assess independently the consequences of current trends, measures already programmed, and new policy choices. Examining the effects of these different scenarios makes it possible to set realistic targets for outcome indicators.

For more, see Table A8 in Annex I.

## 2.5 Lessons learnt from actions towards integrated planning and SUMPs

This subchapter describes a selection of experience of SUMP implementation. It responds to the question ‘What has been done in your country regarding SUMP implementation?’. The NFPs were asked to explain what the experience of the SUMP implementation in their country is like. Good and bad SUMP-related experience was recorded at different national levels, such as national and regional bodies, networks and associations of cities, NGOs, cities and other institutions.

All the countries that provided information about their experience with SUMP implementation quote at least one good experience in each category. Good practice examples and application of concrete measures which could be part of the SUMP process are often mentioned. Countries where SUMPs are well developed highlight national regulations and guidance, SUMP beginners mention campaigns, workshops and other soft measures for SUMP promotion and awareness-raising.

Remarkable is the negative experience recorded in the National Inventories, although it is mentioned in a much lesser extent. Countries advanced in SUMPs complain about lack of sanctions, and no clear link between SUMPs (PDU) and funding of PT projects or lack of integrated competencies between transport authorities and municipalities (France); under-

utilisation of national diagnostic data, lack of responsibilities at the national and regional levels (Belgium); unclear guidance which gives too much room for explanation (Norway); fewer requirements on local authorities and broken link between quality of SUMP's and funding in reformed LTPs (the UK). Other countries mentioned lack of coordination and cooperation processes, and missing or not binding regulations.

For more details, consult Table A8 in Annex I.

### 3 National context for SUMP

This chapter focuses on national frameworks and conditions for SUMP in the EU Member States. One of the aims of ENDURANCE is to create national networks of cities. These networks should support the SUMP process and SUMP creation and implementation in the respective countries, as well as enable better exchange of knowledge and experience of SUMP.

In this chapter, we first analyse relevant legislation and policy documents at the national as well as regional and local levels, and what support cities can expect from national and regional institutions regarding the SUMP process. Then, active partners and potential hosts of future national networks of cities on SUMP are identified. It is important to have knowledge of local initiatives supporting SUMP as well as drivers of further SUMP processes and cooperating institutions of the national networks of cities. Finally, potential financial resources are discussed.

#### 3.1 Relevant legislation and policy documents

Existing legislation and policy documents are an important factor for good SUMP preparation and implementation. This chapter provides a summary of the existing strategic documents separately for the national and regional levels. Then, we show how the national level can support SUMP implementation on examples of experience from EU Member States.

##### 3.1.1 Legislation: National level

The focus of this chapter is on existence of national legislation or regulations related to sustainable mobility. They are not only in the transport sector, but also concern energy usage, the environment and air quality or land-use. Most of the countries have at least a national transport policy as the main steering document. In general, the Old EU Member States are better equipped in this aspect than the New EU Member States. The following issues arise:

- substantial differences in policies and legislative background exist among EU Member States (powers and responsibilities of national and regional levels differ);
- legally binding documents and their legislative “power” also differ among countries (good national strategies need not always be supported by legislation of a lower power or local regulations);
- different levels/definitions of “relation to sustainable mobility”;
- transport and mobility-related policies may not be connected to SUMP at all (legislation on air quality exists but has no power on traffic in cities, national cycling policy is focused more on recreational cycling than cycling for commuting purposes).

The following table summarizes the number of states with existing legislative in the specific fields close to SUMP (like existence of a national transport policy, national cycling policy, legislation on air quality, public transport and energy efficiency, and land use).

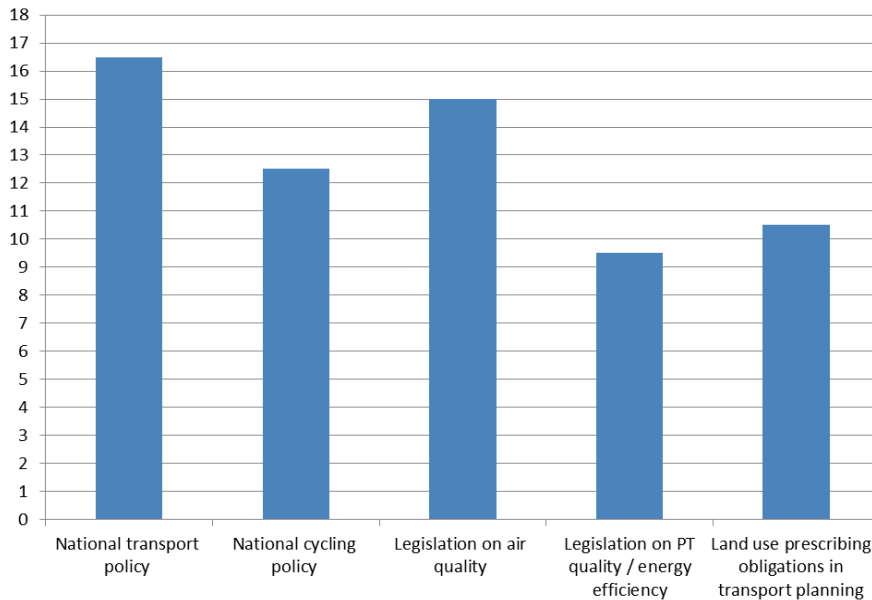
Table 3: Legislation related to sustainable mobility at the national level – 25 EU Member States

	National transport policy	National cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning
Yes	18	14	16	10	11
No	6	10	8	13	11
N/A	1	1	1	2	3

Source: National Inventories

Most of the states have a national transport policy (18 out of 25), but environmental issues are also often reflected by legislation (e.g. 16 states have legislation on air quality).

Chart 2: Frequency of availability of national legislation related to sustainable mobility, 25 EU countries



Source: *National Inventories*

A good example of national-wide legislation relevant to SUMP can be cited from Germany, Austria, Poland or the Great Britain, among others.

In Germany, there is currently no explicit legal obligation for a comprehensive urban mobility plan like a SUMP. The German traffic/mobility development plan (Verkehrsentwicklungsplan, VEP) which has elements of SUMP is well defined and established but nevertheless not obligatory. However SUMP like mobility planning is de facto needed due to certain federal national legislation. Federal infrastructure funding requires up to a certain degree comprehensive traffic concepts. Above that the obligatory municipal land use planning (Bauleitplanung) as well as “clean air plans” (Luftreinhaltepläne) and “noise reduction plans” (Lärminderungspläne) require input on the development of mobility and traffic and what effects certain measures in the field of mobility and traffic may have on the matter in question. The federal law on municipal land use planning constitutes an obligation for comprehensive traffic planning without further defining obligations concerning content and process. Moreover on the level of the respective German states the legislation on public transport requires local public transport plans (Nahverkehrspläne) which de facto also rely on input from comprehensive mobility and traffic planning. The Action Plan “Nahmobilität” (close range mobility, cycling and walking) aims at enhancing the prerequisites for cycling and walking, refers to the mobility needs and thus broadens the view on urban mobility.

Austria set up several nationally binding strategies such as the Austrian Energy Strategy, the Renewably Action Plan and a follow-up to the Climate Protection Strategy. Furthermore the financial support schemes (for mobility management measures, cycling infrastructure, or adopting fleets to alternative fuels and drives, etc.) may contribute to the introduction and/or implementation of SUMPs.

In Poland there are legally-mandated documents, which are potentially of use in promoting and enabling more integrated sustainable transport, mobility management and land use planning. SUMP-related issues are included in the documents: Transport Policy, Development Strategy, Spatial Development Policy, and Integrated Public Transport Development Plan. These documents exist at the national, regional and local level, although they are not always available at all levels due to time lags in their preparation.

In the Great Britain, it is more the case that SUMP implementation is supposed to support and be in line with national policy objectives. So where national government sets transport policy goals (for example that transport’s greenhouse gas emissions should be reduced, or road accident casualties reduced) then local transport authorities’ SUMPs should

contribute to the achievement of these objectives. National guidance on SUMP obviously encourages LTAs to prepare one. Road safety policies are a major stimulus to packages of road safety measures (both behavioural and engineering measures) within the wider context of a SUMP. Planning policy has some effect in trying to ensure that major new developments (e.g. new shopping centres) are located in areas that are accessible by a range of modes and/or that these developments pay for improved access by sustainable modes. The Climate Change Acts in England and Wales, and in Scotland, set national targets for reductions in greenhouse gases.

For examples on national legislation as was described by the NFPs, see Table A4 in Annex I.

### 3.1.2 Legislation: Regional level or level of constituent countries

Contrary to national legislation, regional legislation depends on the rate of decentralization in the respective country, which also depends on the size of the country. Regional legislation is, in general, of lesser importance than national. Generally, larger countries have substantially more regional governments than smaller ones. There are also several countries with no officially established regions or with not significant legislative or administrative function of regions (Estonia, Ireland<sup>4</sup>, Latvia, Lithuania, Norway, and Slovenia).

On the contrary, in Italy, the national guidelines for PUM (SUMP) prepared by the Ministry of Infrastructure and Transport were adjusted by some regions into regional guidelines (e.g. the Veneto region). Relatively strong regional legislation can be found also in Belgium and the Czech Republic.

In Belgium, the federal Belgian level is mainly responsible for regulation and taxation, while the Belgian regions have the exclusive competence over transport infrastructure (roads, ports, waterways) and urban development/mobility. The three regions in Belgium (Flanders, Walloon, the Brussels capital region) have very important competences regarding transport and mobility. The regional level is responsible for road infrastructure, ports and inland waterways and environmental and spatial planning legislation and economic policy. Also parking policy, speed limits and local public transport (buses, trams and metros as well as taxis) are subject to regional legislation. Collection of most traffic taxes has been regionalised from 2011.

In the Czech Republic, the first cities - Ostrava (about 300 thous. inh.) and Opava (about 60 thous. inh.) - have started to prepare their SUMP. The preparation, involvement of stakeholders, and Action Plans for these SUMP are funded from the regional resources (the EU operational fund for transport), no other SUMP initiatives (funded from the regional resources) at the city level have been identified yet. The rules for regional programmes depend on the criteria set-up on the basis of EU funds and regional necessities (defined by EU-national- regional bodies). The Moravian-Silesian regional office has included SUMP as a good planning tool to be used (and funded) in the region. This is a flagship and good example for other Czech regions. (It might be worth mentioning that this region is one of the most seriously threatened by air pollution and there is a strong motivation to solve these problems, incl. regulation of transport.) Possible synergies among the EU / national funding for regional development, transport and the environmental issues should be investigated and offered to Czech cities (per region and through regional offices).

For examples of regional legislation power in the EU as was described by NFPs see Table A5 in Annex I.

### 3.1.3 Examples of support to SUMP from the national level

Experience of some countries regarding support from the national level might be inspiring for others and therefore worth analysing more deeply. The national support might be legislative, financial, or organisational (e.g., preparation of guidelines for SUMP structure and implementation, travel surveys, etc.). Most of the countries which have already taken steps towards supporting SUMP provide guidance on how to prepare sustainable mobility plans. In some countries, such a plan is

---

<sup>4</sup> However in Ireland, the Regional Planning Guidelines exist. These Guidelines are, however, made in the context of the Planning and Development legislation and provide a context within which City and County Development Plans are made. At present, there are two NUTS II Regions in Ireland, the Border, Midland and West and the South and East. These are the regional bodies responsible for the ERDF funding.

compulsory if any funds for transport projects are requested. Where the country is a federation or a unit with strong regional governments, it is usually the responsibility of these state/regional levels to prepare their own guidance and motivate municipalities to develop SUMP. We provide examples from the following states: Italy, the Netherlands, Norway, Austria, France, the United Kingdom, Belgium, and Spain.

### **Italy**

In Italy, the majority of the cities are familiar with the SUMP concept. The Italian legislation uses the term PUM (Urban Mobility Plan): PUMs are not mandatory, but Article 22 of Act no. 340/2000 establishes that municipalities or groups of interconnected municipalities, or provinces (depending on the local situation), with more than 100,000 inhabitants can receive state funding of up to 60% of the whole investment in the Urban Mobility Plan (PUM). Each urban area has an opportunity to propose an integrated and coherent set of interventions, which will receive financial support from the central government.

The law further says that “a PUM is an integrated project on urban mobility including infrastructural measures on public and private transport ... as well as on demand management by means of a network of mobility managers ...”. The Ministry of Infrastructure and Transport has published guidelines and some regions adopted these guidelines to address needs and situations of the municipalities in their own PUMs.

### **The Netherlands**

In the Netherlands, all the municipalities are obliged to make a GVVP (Municipality traffic and transport plan). These plans look in a broad way at all aspects of the policy cycle and many aspects that are related to traffic and transport. The GVVP focuses on policy for the next 5 to 10 years and it tackles traffic safety, all modes (car, public transport, cycling and walking), parking, planning, traffic management, mobility management and (not in all cases) sustainability.

### **Norway**

In Norway, the four largest cities (with over 100,000 inhabitants) have a “City Package of Measures” (“Bypakke”) which can be considered a SUMP. The major source of funding comes from revenues from the city tolling cordons. The quality of these SUMP packages is planned to be checked using an audit scheme like QUEST or ADVANCE. There is certainly room for improvement. Framework guidelines for holistic urban mobility agreements are under development, including work on indicators for evaluation and monitoring.

### **Austria**

In Austria, the Federal Ministry of Agriculture, Forestry, Environment and Water Management set up a nation-wide programme in 2004, bundling all the so-called “soft measures” in the field of energy efficiency and combating climate change with the aim of a market transformation towards more sustainability. The housing, energy savings, renewables and transport sectors were targeted. The programme has been financed entirely from climate protection funds and has been given the name/brand “klima:aktiv”. The transport part was then consequently re-named klima:aktiv mobil. The programme is quite unique because it was a medium to long term plan (from 2004 until the end of the “Kyoto period”; recently prolonged until 2020) and due to different sectors being under one general “brand” or roof, cross-fertilizing each other. Since then, mobility management (MM) has gained some momentum in Austria, due to the five elements reinforcing each other and forming the “klima:aktiv mobil” programme: consulting programmes free of charge for certain target groups, financial support programmes for MM measures for all the target groups, accompanying public awareness raising campaigns, awarding and certifying, and further education.

### **France**

According to the Air Quality Act (LAURE), French cities of over 100,000 inhabitants have been required to produce Plans de Déplacements Urbains (PDU) since 1996. May (2012) describes that subsequent legislation in 2000, 2005 and 2010 has broadened the requirements for PDUs. Now they need to include issues on mobility, urban development, social inclusion

and environmental protection, provide a detailed financial and implementation plan, and are based on a five-yearly evaluation and review.

Because of their 30-year approach, the PDUs in France are very comprehensive. They have been improved regularly to cover all the key topics and cross-sectoral areas (road safety, environment, accessibility for all), which is why they are already defined using a comprehensive and integrated approach covering all the key topics. They are partially funded via household travel surveys (necessary for the state of the art, baseline and evaluation of PDUs). State funds cover 20% of all the travel surveys, which benefit from a “Certu” standardized methodology.

## **The United Kingdom**

The situation in the United Kingdom differs in its constituent countries.

### *England and Wales*

The Transport Act (2000) introduced the requirement for English and Welsh local authorities to produce a five-year strategy called a Local Transport Plan (LTP), a plan that conforms to the structure and process of a SUMP. The LTP replaced an earlier system called Transport Policies and Programmes (TPPs). All local transport authorities (LTAs) in England that have transport competencies are required to produce an LTP regardless of their size or whether they are rural or urban; however, the objectives and measures in the plan are adapted to fit the context of the area. The first LTP, LTP1, was produced for the period 2001-2006; LTP2 for 2006-2011; and now LTP3, for 2011-2025. Since in the UK local authorities receive almost all their transport funding from the national government, the LTP was – between 2001 and 2008 – used as a basis in England for deciding how much money each authority should be granted by the national level for its transport activities. This meant that for each LTP detailed spending plans, measurable targets, and monitoring and reporting of progress against these targets were built into the system and required staff at the local and national level to run that system (May, 2012). Local authorities were provided with detailed guidance from the national level to explain what constituted a high-quality LTP; the link to finance provided a strong incentive for authorities to follow the national guidance. Since the link between the LTP and funding was broken, many of these staff have been redeployed or made redundant.

In 2011, local authorities in England adopted their 3<sup>rd</sup> LTP, but this now has to conform to less prescriptive national government guidance, does not have to contain measurable targets or monitoring, and is not a bidding document to government for local transport funding. It also covers a 15-year rather than a 5-year period, although it should also include shorter-term implementation plans. Some authorities have used this greater freedom to produce LTP3s that are much vaguer and aspirational documents than their predecessors.

### *Scotland*

In Scotland, as opposed to England, SUMP (called Local Transport Strategies, LTSs) have never been compulsory and are not legal documents. The idea of them was introduced in government guidance (which is not law) in 2000 (Scottish Executive, 2000); previous to that, cities’ transport plans had simply been lists of schemes that they wanted to implement (the TPP, as in England). Between 2000 and 2005, there was, however, a link between the LTS and finance in Scotland. Cities applying to the national government for special funds for public transport projects had to show that they had an LTS approved by their politicians and that the public transport project for which they wanted money would help to achieve the objectives of the LTS.

### *Northern Ireland (NI)*

In NI, local authorities (cities) have no role in transport – this is all planned and provided at the Northern Ireland Assembly Government level. There is a Northern Ireland Transport Strategy, dating from 2002, but it is more of a list of planned infrastructure investments than a full-fledged SUMP. The 2004 Belfast Area Transport Plan is similar in scope. Therefore, Northern Ireland is less developed in its knowledge of SUMP than the rest of the UK. It is also one of the most car-dependent areas of the UK.

## Slovenia

In Slovenia, guidelines for preparation of an integral transport strategy called “Sustainable mobility for successful future” have been developed. They have been approved by the Ministry of Infrastructure and Spatial Planning, but they are still a non-binding document for Slovenian cities. There is an established legal system committing municipalities to the adoption and implementation of procedures for planning for sustainable mobility.

## Belgium

Belgium is divided into three regions with substantial powers regarding transport and mobility.

**Flanders** are the most active regarding integrated planning. The region developed a framework for traffic and mobility policy for local authorities in 1992, the so-called ‘Mobility Covenants’. By the end of 2009, a renewed framework programme was made to cover new needs. In Flanders, mobility covenants were introduced as a kind of agreement between the regional road administration, the regional public transport company and the municipalities. All the partners involved have to approve mobility plans drawn up at the local level. This arrangement tries to prevent the former ad hoc planning policies. This co-operation is mainly supervised by the region. The provinces and other stakeholders are structural partners. The relevant law is the Decree on Local Mobility Policy (2009). It does not make the development of a mobility plan mandatory, but municipalities can only get funding from the Flemish government if they have an approved plan. The new Decree on the Functioning of Municipalities requires municipalities to engage citizens in all kinds of planning activities.

The **Walloon** Region’s actions in the policy document (2009-2014) towards sustainable mobility contain 4 pillars: awareness raising & education, planning, alternative mobility and road network actions (safety, accessibility, enforcement, ...). The **Brussels Capital Region** has had its own Mobility Plan (IRIS) since the beginning of this decade. In cooperation with the Federal Public Service Transport and Mobility, the Brussels Region also imposes company travel plans to all companies with over 100 workers.

## Sweden

In Sweden, some programmes with project-based funding for initiating and supporting sustainable urban transport planning have been carried out. The guidelines prepared are TRAST (Traffic for an attractive city), which has existed since 2007. TRAST is a planning tool supporting municipalities in development of a balanced transport system supporting an urban development in which holistic approach is the guiding principle. TRAST contains both a manual and documentation and constitutes two handbooks. One aims at supporting municipalities in their work to develop the urban planning process to include transport planning, and the other includes facts and information about developing traffic strategies, plans and programs.

## Greece

In Greece, national funding can be requested through the respective calls under the National Strategic Reference Framework.

## Spain

There is no legal obligation to adopt a SUMP in Spanish municipalities, except Catalonia, Valencia, and Basque Country. Nevertheless, municipalities will only be eligible for financial support from the national government regarding transport and mobility if they account for a SUMP. There are technical guidance documents issued by the National Government (IDAE) and several regional governments (Basque Country, Andalusia and Barcelona). In the framework of the Energy Saving and Efficiency Action Plan 2011-2020, the IDAE foresees financial aid to the development of sustainable mobility actions including SUMP.



### 3.2 Active partners and potential hosts of future national SUMP networks

This subchapter reviews the national situation regarding SUMPs in each Member State and identifies organisations, associations, networks of cities, etc., which are most active partners in the countries. These could be potentially suited for and interested in hosting lasting and enduring National SUMP Networks.

The most active partners in the ENDURANCE project countries cover a diverse range of categories of institutions: NGOs, research institutions, ministries of transport and environment, national associations or networks of cities, etc. Their main areas of activities are broad and mostly cover transport-related issues, (to a lesser extent) energy savings and emissions savings, or public spaces. All of the institutions mentioned have some experience with SUMPs or mobility management through national or European projects.

The ultimate most suitable hosts of the national networks will be chosen at the beginning of the project, probably during the first national Endurance meetings and will be identified in national Roadmaps (ENDURANCE Deliverable D2.2).

For a complete overview of potential hosts of future national SUMP networks, see Table A2 in Annex I.

### 3.3 Existing initiatives in the EU Member States

This subchapter gives a short summary of the most important initiatives related to SUMPs in each country.

There is a range of initiatives, including different associations of cities dealing with the SUMP topic. The most frequently mentioned initiative – in nearly most of the countries - are local EPOMM<sup>5</sup> (European Platform on Mobility Management) or mobility management networks (they exist in Austria, Belgium, Bulgaria, Denmark, Estonia, Finland, Germany, Ireland, Italy, Norway, Sweden).

The second most often stated initiative were local CIVINETs (stated above all in Belgium, France, Germany, Ireland, Portugal, Slovenia, Spain, the United Kingdom) followed by the “Healthy Cities” associations (in the Czech Republic, Estonia, Ireland, Lithuania, Portugal, Slovakia, Spain). National Associations of Municipalities were identified by NFPs especially in Austria, Belgium, Bulgaria, the Czech Republic, Estonia, Greece, Lithuania, Portugal, and the United Kingdom.

Advanced SUMP countries usually have initiatives joining cities solely on mobility (Cycling Embassy of Denmark, SWEPOMM in Sweden, Euromobility<sup>6</sup>, CCBS<sup>7</sup> and ICS<sup>8</sup> in Italy), or even SUMP issues (Certu<sup>9</sup>/CETE<sup>10</sup> in France, the ‘Cities of the Future’ in Norway<sup>11</sup>).

Among SUMP beginners, the focus of initiatives is wider and mobility is (in the better cases) a part of it (the Czech Republic).

For a more detailed overview of existing initiatives in the analysed European countries, see Table A6 in Annex I.

---

<sup>5</sup> E.g. BEPOMM, DEPOMM, GREPOMM, NORPOMM, SWEPOMM.

<sup>6</sup> Encouraging Municipalities in including mobility management measures within SUMPs.

<sup>7</sup> Focused on increasing usage of bike sharing.

<sup>8</sup> Coordinating association of the local car sharing initiatives.

<sup>9</sup> Centre for studies on urban planning, transport and public facilities.

<sup>10</sup> Governmental engineering studies department.

<sup>11</sup> The “Cities of the Future” network objectives are above all reductions in CO<sub>2</sub> emissions, better environment in cities and better adaptation to climate change.

### **3.4 Potential financial resources for SUMP preparation and funding of SUMP networks**

Last but not least we analysed potential financial resources to create enduring SUMP networks.

City budgets are the key elements in financing SUMPs in most of the countries and the only one in Sweden. Regional and national funds are important as well; the New EU Member States have an opportunity to finance SUMPs from EU funds (two cities in the Czech Republic). Only Belgium and Slovakia have experience (or possibility) with including private resources in the SUMP process. Norway uses tolling packages.

For more details on potential financial resources for SUMP, see Table A7 in Annex I.

## 4 Conclusion, further steps

The analysis of the collected data points out the insistent necessity of a clear definition of the SUMP. Many NFPs are not able to decide whether their urban transport plans can be considered SUMP or not: they often include some, but not all, SUMP elements.

Beside the SUMP definition, if we look more closely only at the SUMP elements, the state of the art of sustainable urban mobility planning in European countries varies a lot. Most of the Old EU Member States have a solid basis for starting, extending or improving the SUMP preparation and implementation processes. In most cases, awareness of SUMP already exists and there is some experience with integrated planning, mobility management and involvement of the public and a well-developed legislative framework. In post-communist countries (the New EU Member States), the awareness of SUMP is lower, as is the experience with integrated planning and mobility management. Simultaneously, improvement in awareness and communication together with changes in legislative conditions are the most frequent needs for all the project countries.

This report serves as a basis for preparation of the National Roadmaps Towards SUMP Support and Implementation for the next few years. The Roadmaps will be prepared under the ENDURANCE project and will be further implemented by the NFPs.

The information collected from the NFPs and analysed could be a good basis for steering national city activation processes within WP3 of the ENDURANCE project. The description of the situation of SUMP in the project countries given by this report should also be one of the resources used for preparation of the programme of 3 SUMP conferences and 40 national training events organised within WP4. The content of the Train the Trainer events (also WP4) could gain from this report as well. A summary of the deficiencies and needs could be used for the policy transfer process within WP5.

## Abbreviations

Bypakke	.....	City Package of Measures (Norway)
EC	.....	European Commission
EU MS	.....	In this context 25 European countries, Member States of the European Union
GVVP	.....	Municipality Traffic and Transport Plan (the Netherlands)
IRIS	.....	Mobility Plan of the Brussels Capital Region
LTA	.....	Local Transport Authority (the United Kingdom)
LTP	.....	Local Transport Plan (England)
LTS	.....	Local Transport Strategy (Scotland)
New EU MS	.....	Member States of the European Union which joined the European Union after 2004
NFP	.....	National Focal Points
Old EU MS	.....	Member States of the European Union which joined the European Union before 2004
PDU	.....	Sustainable Urban Mobility Plan in France
PUM	.....	Mobility Urban Plan (Italy)
RTP	.....	Regional Transport Partnership (Wales)
SUMP	.....	Sustainable Urban Mobility Plan
TPP	.....	Transport Policies and Programmes (the UK), previous CTP
TRAST	.....	Traffic for an attractive city in Sweden
WP	.....	Work-package of the ENDURANCE project

## References

May, A.D. (2012): Encouraging good practice in the development of Sustainable Urban Mobility Plans: the role of research. In: Emberger, G., May, A.D., Ison, S. (eds.), WCTRS – SIG10 Workshop: Emerging Urban Transport Policies towards Sustainability. Beiträge zu einer ökologisch und sozial verträglichen Verkehrsplanung. 1/2012. Institut für Verkehrswissenschaften. Forschungsbereich für Verkehrsplanung und Verkehrstechnik, Technische Universität Wien.

Rupprecht Consult (2013): Developing and implementing a Sustainable Urban Mobility Plan.

Rupprecht Consult (2011): The State of the Art of Sustainable Urban Mobility Plans in Europe



## Annex I: Tables

TABLE A1. CATEGORISATION OF GAPS AND SOLUTIONS

Country	Gap	Solution – how to overcome the gap
Austria	Lack of <b>awareness</b> of SUMP	Influential decision makers and opinion leaders must be addressed; <b>national events</b> to explain the SUMP concept, giving good practice examples of cities with an effective SUMP
	Lack of <b>national events</b> to explain the SUMP concept	
Belgium	Municipalities <b>lack awareness of urban challenges</b>	<b>Trainings and stakeholders' meetings</b> are split (regular separate consultations with the city-regions)
Bulgaria	Lack of <b>awareness</b> (purpose of SUMP) Lack of good <b>examples</b>	Conducting a promotional <b>campaign</b> and disseminating <b>information</b> ; conducting series of <b>seminars</b> in Bulgarian cities
Czech Republic	<b>Integrated planning and participatory approach</b>	<b>National / local events</b> to explain the SUMP structure, data needs, related partnerships and necessary steps to develop a SUMP
Denmark	Danish (Nordic) examples of “full SUMP methodology” plans	Precise and well documented <b>examples of benefits</b> of the SUMP methodology – especially the “first quarter” of the SUMP process  Danish (Nordic) (good) <b>examples</b> of SUMP  <b>Awareness raising, training</b> in the “SUMP thinking”
	<b>Understanding</b> of the importance of the “first quarter” of the SUMP process ( <b>cooperation within and beyond the municipal departments</b> )	
Estonia	<b>Legal and “ownership” issues</b> about initiating and launching the <b>SUMP process</b> - As it is not limited to single administrative borders there are questions whether the SUMP have to be done on a county level, on a city level or if it needs an ad hoc or permanent institutional co-operation body to address all these issues	<b>Different organizational/legal models</b> for launching, leading, managing and adopting the SUMP process and the final plan, Reflecting case-by-case situation  International and national <b>training</b> or even city-type specific training
Finland	<b>SUMP</b> as a planning method <b>has not been implemented</b> in Finland but at the regional level Transport System Plans are quite good examples of SUMP	There is a need to <b>find out how</b> these <b>plans could be improved</b> comparing to the full SUMP circle. At the <b>local level, cities</b> could be <b>more informed</b> of the topics and tools of SUMP and how they could integrate these to their present planning systems. Good <b>examples</b> of SUMP are always needed and should be spread widely
France	<b>Partial need for small and middle-sized cities</b>	
Germany	<b>Lack of key SUMP elements</b> such as a <b>strong political vision, changing the perspective from needs of infrastructure to mobility needs of people or a wider understanding of participation</b>  Missing <b>administrations experience</b> , significant budget cuts, and SUMP elements like extensive public involvement	<b>Guidelines</b> for the preparation, organisation and implementation of a state-of-the-art strategic mobility planning process  <b>Information material</b> , the existing literature on SUMP has to be further tailored to effectively reach the target groups mentioned

Country	Gap	Solution – how to overcome the gap
Greece	The concept of SUMP is not well addressed in Greek cities. The level of <b>awareness</b> is considered low. Local planning authorities are primarily focused on the problems of private cars, and provide solutions that make car use more attractive	Initiatives like ENDURANCE and/or EPOMM PLUS
Hungary	<b>Cities are not aware</b> of SUMP significance or they simply lack <b>financial resources</b> . Such gaps can be a deficiency of specific knowledge, a lack of practical <b>examples</b> (national and international) and an insufficient will of decision makers' support.	<b>Raising the awareness</b> of decision makers, international <b>knowledge exchange</b> , disseminating successful practical <b>examples</b> and organising <b>training</b> to demonstrate how SUMP could advance the development of a city; relevant <b>literature</b>
Ireland	<b>Awareness</b> of SUMP is not widespread within Local Authorities. There is <b>no commitment</b> from the part of politicians or senior management <b>to implement</b> the SUMP model in its own right.	The development planning process in Ireland incorporates many of the processes and concepts involved in SUMP and the most likely way of getting SUMP adopted is to try to <b>incorporate the thinking</b> and the <b>approach into the existing local development planning processes</b>
Italy	In some cities there is little <b>awareness</b> of SUMP. Some cities do not know exactly <b>what topics have to be included</b> and <b>what tools have to be incorporated</b> in a SUMP	<b>Workshops</b> and <b>seminars</b> ; important to invite both experts of the sector and a testimony coming from the cities considered as good practices
Latvia	<b>No common comprehensive concept</b> of sustainable urban mobility deployment; <b>many changes necessary</b> to be made in the current state position about the SUMP concept.	<b>Awareness</b> raising about sustainable urban mobility and its practices
Lithuania	<b>Awareness</b> of how SUMP are being developed and successfully implemented	<b>Workshops</b>
Netherlands	No significant gap, cities must prepare GVPs for a defined time framework and precise areas; however, not all cities include sustainability in their GVPs	Include sustainability issues in all GVPs, increase awareness on sustainability
Norway	<b>Awareness</b> of SUMP (only <b>terminology issue</b> ); deviating understanding of what more sustainable transportation options will imply. The continued <b>investment in large scale road projects is not questioned</b> by both many local and national politicians.	Education on sustainable transport options, information and education
Poland	Car orientation in terms of the community, lobbies and existing transport funding, a lack of relevant <b>knowledge</b> and resources; currently, in Poland, the most awareness for sustainable transport is among municipal level planners, decision makers and administrators.	<b>Inform and educate</b> (not just the local authorities but also the inhabitants) on how to use the good practice from other cities, countries



Country	Gap	Solution – how to overcome the gap
Portugal	Cities that have already developed a SUMP have <b>financial constraints</b> for the implementation phase	Financial support for good practices and even an exchange of bad practice examples among cities
	Lack of <b>funds for preparation</b> a SUMP	Besides <b>financial support</b> , more <b>information</b> could be useful for these cities, like thematic approach (for instance, land use planning, combined mobility, bicycle awareness, urban freight services, real time information on PT, journey planners, company and school mobility plans), technical <b>trainings, documents</b> , access to <b>examples</b> from other cities, etc;
	<b>Advantages</b> of SUMPs are <b>not known</b> to some cities	<b>Awareness raising, presentations/workshops</b> , good practice cases, document distribution
Romania	Transport planning is defined very much as planning of new infrastructure; a need for raising SUMP <b>awareness</b> ; cities have heard about SUMPs, but do not always understand how it could contribute to better planning, they do not know what topics are included and what tools are usually incorporated in SUMPs, or they do not find motivation in having SUMPs due to the fact that there are <b>insufficient funds for the implementation</b> phase	European funded projects addressed to municipalities, that will lead to creation of SUMPs for each <b>city/town participating</b> , but in the sense of having their staff capacities <b>learning</b> how to do the planning themselves, not involving external consultants
Slovakia	<b>Understanding</b> of the possible and actual effects of a SUMP on the real mobility situation in cities is rather limited;  Lack of <b>funds for implementation</b> ;  The carriers of progress, especially representatives of NGOs, cycling initiatives, academic sphere, mobility, and transport experts work in a very <b>individual way</b> . Many times they do not know about the work of each other.	Establish regular and systematic <b>cooperation</b> among NGOs, academics and mobility experts, which have been working in the field of mobility management in the last decade (establishment of Mobility action groups).  Start working with more cities, perhaps with a help of the Associations of cities and municipalities of the Slovak Republic. To <b>establish the network of cities</b> and to start to work with them in a more systematic way. To create a reference database of <b>information</b> regarding SUMP and mobility management, containing case studies (also from Slovak cities). To <b>involve respective bodies</b> (Ministries, etc.) in introducing the SUMP concept in Slovakia. To raise <b>awareness</b> of Slovak citizens on SUMPs through media.
Slovenia	Lack of <b>political will</b> , motivation from the national government; lack of an <b>integrated vision</b>	Proactive approach, providing <b>information</b> and raising <b>awareness</b> of citizens; <b>transfer of good practices</b>
Spain	<b>Not</b> always a clear <b>understanding</b> of the whole <b>SUMP</b> process, its scope and extent, including its implementation phase, as well as <b>monitoring, evaluation and update</b> of the Plan	Clear <b>understanding</b> of the required change in the municipal structures and actions that should accompany the development of a SUMP is needed

Country	Gap	Solution – how to overcome the gap
Sweden	The strategies and guidelines in TRAST are more in focus than SUMP and there is a widespread awareness of TRAST and the TRAST guidelines, but still significant <b>implementation</b> gaps.	It is <b>necessary to make it as simple as possible</b> . This is the most important in small cities.
UK	England - the <b>importance of SUMPs</b> in local transport planning <b>has recently been reduced</b> (the SUMPs covering the period 2011-2026 are for the first time not documents that help LTAs to secure money from central government for transport).  Scotland - need for refreshed <b>awareness</b> of the concept	Scotland – <b>training</b> on SUMP concept and how it contributes to better planning and to show how it has worked in those cities that have a SUMP. This training might be coupled to the transport aspects of Single Outcome Agreements, which are agreements between national and each local transport authority in Scotland that attempt to specify how that local transport authority will perform over all its services (not just transport)

Source: National Inventories

TABLE A2: ACTIVE PARTNERS AND POTENTIAL HOSTS OF NATIONAL SUMP NETWORKS

Country	Institution	Main area of activities	Activities related to SUMPs up to now (relevant projects, etc.)
Austria	Austrian Energy Agency	National centre of excellence for energy	EPOMM: National Focal Point coordination of the klima:aktiv programme on behalf of the Ministry for Environment Further Projects: - MADEGASCAR - FLEAT - SEE MMS - ECOWILL - TOGETHER;
	ELTIS/ Austrian Mobility Research (FGM-AMOR)		Customized mobility concepts to target-oriented, cost-effective and above all sustainable solutions to current traffic problems. The mobility concepts of Austrian Mobility Research draw on technical as well as on organisational and communication measures. Human behaviour is always at the centre.
Belgium	Networks of local mobility public servants and stakeholders in three Belgian Regions and stakeholders (e.g., PT operators) that operate under different umbrellas; e.g., the association of municipalities in Flanders, or under the Transport Department in the other two regions.		
	In Flanders several NGOs (Komimo, Mobimix, Mobiel 21...) and consultants	Support cities in sustainable transport planning and implementation	EPOMM-PLUS, BEPOMM
Bulgaria	Federation of Scientific and Technical Unions – Transport Union	Unifying transport expert in the country, providing information seminars, organizing conferences on transport issues.	Organizing together with CSDCS the SUMP-trainings in Sofia – providing room, equipment and inviting their members.
	Sofia Mobility	Managing Sofia traffic and	Working together on mobility projects (BENEFIT,

Country	Institution	Main area of activities	Activities related to SUMP up to now (relevant projects, etc.)
	Centre (as a body in Sofia Municipality)	implementing some mobility measures (mainly initiated by CSDCS projects)	EPOMM+
Czech Republic	CDV	Transport research, support of cities in sustainable transport planning	Many EU project, EPOMM Plus, QUEST, BYPAD, etc.
	Auto*Mat	Support of sustainable traffic, bicycle promotion and campaigns watchdogging of transport in Prague	Mobility plans for companies in Prague and Brno
	Partnership Foundation	Public space, city traffic, support of cycling, education	Mobility plans for companies in Brno, ISEMOA instructor
Denmark	Gate 21	Mobility management	Formel M and SUMP in 4 municipalities
	Municipality of Aarhus	Climate plan	MM for business network as part of the city's climate plan
Estonia	SEI-Tallinn, Estonian Institute for Sustainable Development	Sustainable transport policy analyses, awareness raising, carbon footprint of transport, environmental impact assessment, mobility management Co-ordination of MM network in Estonia	EPOMM-PLUS national network initiator ELTIS-PLUS Sustainable transport report 2010, SACTRA 2010, Sustainable development commission, State Office. Säätva transpordi raport,
Finland	The Finnish Transport Agency	Delivering transport policy in practice	National responsibility of MM, R&D program of consolidation of MM and land-use
	Union of Baltic Cities	SUMPs	ELTISPlus, CH4ALLENGE
France	Certu (Centre for studies on urban planning, transport and public facilities)	Transport, urban planning, environment, public facilities	Technical and legal guidelines Best practice exchange Seminars on PDUs Publication of factsheets Training
	CETE (Governmental engineering studies department)	Transport, urban planning, environment, public facilities	Local studies for transport authorities National studies Regional networks
	ADEME (Agency of energy and environment)	Energy, environment, transport	Publication of guidelines with Certu on PDUs and environment
Germany	FGSV (German road and transport research association)	Discussing state of the art in traffic planning; preparing guide lines	New guidelines for state of the art VEP, extensively referring to the SUMP concept.
	DifU (German Urbanistic Institute)	Conducting research; providing advice for planning practitioners e.g., through workshops or congresses	Workshop on urban mobility strategies aimed at planning professionals where input on the SUMP concept was provided
Greece	Aristotle University of Thessaloniki	Mobility management, travel awareness, travel behaviour, SUMPs,	MAX, EPOMM PLUS
	Thessaloniki Public Transport Authority	Public Transport, regulations, SUMP implementation	ATTAC
	University of Piraeus	Transport Economics, mobility management, quality in transport procedures	MAX, ADVANCE
	Centre for Budapest Transport (BKK)	transport organizing authority	CH4ALLENGE, TIDE

Country	Institution	Main area of activities	Activities related to SUMP up to now (relevant projects, etc.)
Hungary	Centre for Budapest Transport (BKK)	transport organizing authority	CH4ALLENGE, TIDE
	The Clean Air Action Group (CAAG)	sustainable transport sustainable energy policy sustainable urban development	
	Regional Environmental Centre (REC)	governance for sustainability green economy	ELTISplus
Ireland	N/A		
Italy	Euromobility	Mobility Management	Several projects of mobility management, dissemination
	ISIS	Transport and Mobility, Energy and Environment, Planning and Participation	QUEST Project
	Environment Ministry	Protection of Environment, Land and Sea	Member of EPOMM
Latvia	Ministries + city councils	-	-
	SIA "Imink"	Settlement planning; transport schemes; traffic flow study; design.	-
Lithuania	Ministry of Environment	Land use planning and its' legislation	Is keen to introduce SUMP concept into new territorial planning law.
	Vilnius Gediminas Technical University	Research in transport and citizens mobility	Was first to introduce MM concept in Lithuania and start new teaching discipline for master students "Mobility Management"
Netherlands	KPVV	Knowledge network	Studies, inventories, workshops
Norway	NPRA	Transportation Planning	Several research projects
	TRANSNOVA	Sustainable mobility solutions	Grants and advice on pilot and demonstration projects
Poland	University of Gdańsk	-	Eltis, Eltis Plus, Pasdel
	The Institute for Sustainable Development (ISD)	Research and dissemination of knowledge about planning and development of integrated, multimodal transport systems.	Forum of best practices in the field of national and regional transport policy
	Association of Ecological Transport/ Towarzystwo Ekologicznego Transportu	Promotion and dissemination of innovative technologies and tools in transport and infrastructure development	Promotion of the sustainable transport in Poland
Portugal	IMT	Mobility and Transport national authority	Mobility Package (strategy)
	APA	Environmental Portuguese Agency (APA)	Sustainable Mobility Projects
	Metropolitan Transport Authority of Lisbon and Porto	Mobility and Transport Lisbon/Porto region authority	PMT/ SUMP for the region of (called Urban Displacement Plans)
Romania	REC Romania – Regional Environmental Center	Promoting cooperation among governments, non-governmental organisations, businesses and other environmental stakeholders, supporting the free exchange of information and public	EPOMM PLUS

Country	Institution	Main area of activities	Activities related to SUMP up to now (relevant projects, etc.)
		participation in environmental decision making.	
	ATU – Association for Urban Transition	Stimulating communication between urban actors, acting as an interface between institutional actors and citizens, encouraging the development of citizenship through actions to support people in building their attachment to the community.	TRANSPORT LEARNING
	OER – “Orase Energie Romania”	OER is the Romanian Energy Cities Network, having 32 member municipalities	ENDURANCE – EU wide Establishment of Enduring National and European Support Networks for Sustainable Urban Mobility
Slovakia	REC Slovakia	Creation of public space, biodiversity in cities, climate adaptation, environmental protection, etc.	REC Slovakia
	OZ MULICA	Development of energy saving and alternative modes of transport. Publicity of environmental friendly modes of transport. Organization of public cycling rides Revitalization of public places Publicity of cycling and walking. Development and quality improvement of public transport and support of regional integrated public transport	Central Meetbike project EMW Journal: Cycling transport <a href="http://issuu.com/cyklodoprava/docs/doprava_maj_issue">http://issuu.com/cyklodoprava/docs/doprava_maj_issue</a> cycling web portal <a href="http://www.cyklodoprava.sk/">http://www.cyklodoprava.sk/</a> Conferences Workshops
	VUD	Transport Research Institute (VUD) deals with important assignments of national significance with economic impact, resulting from major research projects in scope of creation and implementation of the national transport policy.	Central Meetbike project
Slovenia	Urban Planning Institute of the Republic of Slovenia	Urban planning, sustainable mobility	Developing national SUMP guidelines, involved in many IEE mobility projects, preparing the SUMPs for cities.
	CIVITAS ELAN with local partners	Development of friendly, simple, quick and safe public transport, cycling, walking, use of alternative energy sources and access to services	Technical measures
	UMANUTERA (The Slovenian Foundation for Sustainable Development)	Changing the principles of sustainable development into the way of life so that people represents an inspiring good practice and in society increases the availability of good products.	Project Plan B for Slovenia, green development breakthrough, green fiscal reform, Slovenia reduces CO2 emissions good practice, the European Green Office, climate change, application for calculating carbon footprint
Spain	Local and regional energy agencies	Energy saving and GHG emission savings	Promotion of SUMPs
	IHOBE	Public corporation whose aim is to support the Department for the Environment and Spatial Policy of the Basque	Technical guidance

Country	Institution	Main area of activities	Activities related to SUMP up to now (relevant projects, etc.)
		Government in developing its environmental policy.	
Sweden	Traffic Administration		TRAST, Program funding
	SALAR		General support to municipalities
UK	Chartered Institution of Highways and Transportation	Professional organisation	Training and development of members; examinations for chartered membership include knowledge of transport policy context
	Institute of Civil Engineers	As above	As above
	Transport Planning Society	As above	Presentations, meetings on topics related to SUMP

Source: National Inventories

TABLE A3: AREAS OF NEEDS

Country	Awareness/communi - cation	Legislation	Funding	Political represen tation	Missing experts/ expert knowledge	Missing experience / inspiration from other cities	Other
Austria	x	-	x	-	x	x	
Belgium	-		x	x	x	-	Monitoring and evaluation to be more developed, lack of continuity in policies
Bulgaria	x	x	x	x	x	x	
Czech Republic	x	x	x	x	x	x	
Denmark	N/A	N/A	N/A	N/A	N/A	N/A	
Estonia	x	x	x	-	x	x	
Finland	N/A	N/A	N/A	N/A	N/A	N/A	Will be known after contacting the cities in WP3.
France	N/A	N/A	N/A	N/A	N/A	N/A	
Germany	N/A	N/A	N/A	N/A	N/A	N/A	Will be known after contacting the cities in WP3.
Greece	x	x	x	-	-	x	Greece is a tourist destination. Therefore, special needs originate for some specific areas

Country	Awareness/ communi - cation	Legislation	Funding	Political repre - sentation	Missing experts/ expert knowledge	Missing experience / inspiration from other cities	Other
							such as islands. In these cases, alternative SUMP s should be implemented.
Hungary	x	x	x	x	x	x	National guidance
Ireland	-	-	-	-	-	-	
Italy	N/A	N/A	N/A	N/A	N/A	N/A	Will be known after contacting the cities in WP3.
Latvia	x	x	N/A	N/A	x	x	
Lithuania	x	x	x	x	x	x	
Netherlands	x	x	x	(x)	-	Linking to finance and sustainable energy	
Norway	x	x	N/A	N/A	N/A	N/A	Will be known after contacting the cities in WP3.
Poland	x	N/A	N/A	N/A	N/A	x	Organise specific knowledge exchange between stakeholders from countries/regions where a legal framework exists.
Portugal	x	x	x	x	-	x	Will be known after contacting the cities in WP3.
Romania	N/A	N/A	N/A	N/A	N/A	N/A	Will be known after contacting the cities in WP3 .
Slovakia	N/A	N/A	N/A	N/A	N/A	N/A	Will be known after contacting the cities in WP3.
Slovenia	N/A	N/A	N/A	N/A	N/A	N/A	Will be known after contacting the cities in WP3.
Spain	x	x	x	x	x		A quality assurance procedure to guarantee

Country	Awareness/communi - cation	Legislation	Funding	Political represen tation	Missing experts/ expert knowledge	Missing experience / inspiration from other cities	Other
							that SUMP's are developed according to sustainable mobility principles and the technical guidance provided. This quality assurance procedure may be linked to the eligibility of financial support for the development of this type of plan.
Sweden	TRAST survey will provide more insight into this.						
UK	-	-	x	-	x	-	

Note: "x" indicates a lack, N/A means Not Available to date.

Source: National Inventories

TABLE A4: LEGISLATION RELATED TO SUSTAINABLE MOBILITY – NATIONAL LEVEL

Country	National transport policy	National cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other/comments
Austria	x	x	X	x	x	
Belgium	x	x - only awareness raising & traffic safety	-	-	-	Federal diagnosis home to work travel (regulation on data gathering for companies)  Most transport policy competences and responsibilities are dedicated to the regions
Bulgaria	-	-	-	-	-	
Czech Republic	x	x	X	x	-	No legislation on SUMP's
Denmark	(x)	x	(x)			Insufficient national focus on (green) mobility
Estonia	x	-	X	-	-	National spatial plan Estonia 2030+



Country	National transport policy	National cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other/comments
Finland	(x)	(x)	-	-	-	No legislation for SUMP
France	x	-	X	x	x	<p>The Air Quality Act (1996) made compulsory PDUs (SUMPs) for urban areas of more than 100,000 inhabitants. State-funded PDUs and public transport infrastructure until 2003.</p> <p>It helped the implementation of PDUs initially, but more and more transport authorities develop such plans on a voluntary basis (benchmarking approach towards neighbouring cities, or large cities).</p>
Germany	-	x	X	-	-	Currently there is no explicit legal obligation for a comprehensive urban mobility plan like a SUMP. The German traffic/mobility development plan (Verkehrsentwicklungsplan, VEP) which, as stated before, comes close to a SUMP is well defined and established but nevertheless not obligatory.
Greece	-	-	-	-	x	European Mobility Week
Hungary	-	-	-	-	-	National transport strategy is being prepared at the moment it may have a recommendation regarding SUMP.
Ireland	x	x	X	x	x	Most of the sustainable transport supporting context is policy rather than legislation-based. The only legislation which could incorporate a SUMP approach in a realistic way is the Planning and Development Legislation.
Italy	x	x	X	x	x	<p>Legislation on Mobility Management, that is the Italian Decree on urban sustainable mobility emanated by the Italian Ministry of Environment that introduced the mobility managers in Italy in 1998.</p> <p>Many policies could promote sustainable mobility, but they are not combined in a single law and this creates difficulties in their application. Each of them has useful elements for SUMP implementation.</p>
Latvia	x	-	-	-	-	
Lithuania	x	-	-	-	-	
Netherlands	x	x	x	x	x	A lot of policies on the national level support the implementation of SUMP in an indirect way. There is no requirement by law, and for a lot of the

Country	National transport policy	National cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other/comments
						aspects there is no direct relationship to SUMP.
Norway	x	x	X	x	x	It is definitely not legislation, but non-binding guidelines.
Poland	x	x	X	x	x	
Portugal	(x)	x	(x)	x	x	Although there is still no national legislation approved, there are Guidelines (technical) for PMT/SUMP that contributed to the development and implementation of PMT/SUMP.
Romania	-	-	-	-	x	SUMPs have been recently introduced and accordingly defined in the national legislation (Act no. 190/26.06.2013). The text of the Act defines the concept of SUMP and foresees the introduction of SUMP in the General Urban Plans.
Slovakia	x	x	X	-	(x)	No special priorities devoted to sustainable urban mobility planning included in Slovak strategic documents
Slovenia	-	-	X	(x)	N/A	
Spain	x	-	X	-	-	Sustainable Economy Act Energy Saving and Efficiency Action Plan 2011-2020
Sweden	x	x	X	-	-	No mandatory regulations except regarding air quality; however, there are some discussions about the possibilities and effects.
UK	N/A	N/A	N/A	N/A	N/A	

Source: National Inventories

TABLE A5: LEGISLATION RELATED TO SUSTAINABLE MOBILITY AT THE REGIONAL LEVEL OR LEVEL OF CONSTITUENT COUNTRIES

Country	Region name	Regional transport policy	Regional cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other
Austria	Vienna	x	X	-	x	-	Subsidies for bicycle parking, CNG vehicles

Country	Region name	Regional transport policy	Regional cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other
Belgium	Flanders	x	X	x	x	x	Flemish commuter plan (2006-now)  Flemish action plan on Sustainable Development (2010) Flemish climate policy plan Flanders in Action (VIA-Plan) Site based transport plans regulation
	Wallonia	x	x – (only recreational)	-	x	x	
	Brussels	x	X	x	x	x	Walk plan GEN plan ( Regional PT network) Freight plan Site-based travel plans regulation
Bulgaria	-	-	-	-	-	-	
Czech Republic	Moravian-Silesian Region	x	X	x	x	-	
Denmark	The Capital Region	(x)	X	-	-	x	
	The Northern Region	(x)	-	-	-	-	
	Central Denmark Region	(x)	-	-	-	-	
	Region of Southern Denmark	(x)	-	-	-	-	
Estonia	Harju County	-	X	-	-	-	In Estonia there are no legally based regions. Regarding planning, there is a county spatial plan and thematic plans.
	Tartu County	-	-	-	-	-	
Finland	Helsinki	x	-	-	-	-	The Helsinki Region Transport System Plan

Country	Region name	Regional transport policy	Regional cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other
							has its own legislation and is the only Transport System Plan in Finland that must be prepared according to the law. The plan has elements of SUMPs.
France	-	-	-	-	-	-	
Germany	State of North Rhine-Westphalia	-	x	x	x	-	The Action Plan "Nahmobilität" (close range mobility, cycling and walking) aims to enhance the prerequisites for cycling and walking, referring to people's mobility needs and thus broadens the view on urban mobility. North Rhine-Westphalia is an example of a German state which has a long standing tradition of mobility and traffic oriented legislation.
	State of Hesse	-	-	-	x	-	
Greece	N/A	-	-	-	-	-	
Hungary	-	-	-	-	-	-	Development strategies for counties exist but the regional level does not function in practice at all; revision of the "Transport Development Plan for Budapest" towards considering SUMP approach is planned.
Ireland	There is no basis for the passing of regional legislation in Ireland. Regions have no significant legislative function and virtually all legislation (with the exception of some by-laws) is passed at the national level.						
Italy	Veneto (one of 20 regions)	x		x		x	Regional guidelines for PUM realisation
Latvia	There are only two levels of decision-making in Latvia: national (governmental) and local (municipal).						
Lithuania	-	-	-	-	-	x	
Netherlands	-	x	X	x	x	x	A lot of the policies at the regional level support the implementation of SUMPs in an indirect way. There is no requirement by law, and for a lot of aspects there is no direct relationship to SUMPs.
Norway	-	-	-	-	-	-	A project to develop a strategy for four city regions on land use and transport has been initiated.

Country	Region name	Regional transport policy	Regional cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other
Poland	16 self-governing regions	4 out of 16 yes	15 out of 16 yes	x	x	x	
Portugal	Lisbon and Porto	-	-	(x)		x	In Portugal there is no regional level. There are 2 Metropolitan Transport Authorities in Lisbon and Porto.
Romania	-	N/A	N/A	N/A	N/A	N/A	
Slovakia	8 regions: each region has a Territorial plan which includes a chapter about transport infrastructure. The rest of regional legislation in Slovakia is not directly connected to the SUMP implementation.						
Slovenia	There is no legally-based regional level						
Spain	Catalonia	x	-	-	-	-	Mobility Law
	Basque Country	x	-	-	-	x	
	Valencia	x	-	-	-	-	
	Canary Islands	x	-	-	-	x	
	Castile and León	-	-	-	-	x	Pursuant to the law, urban planning should reduce the need to travel and promote sustainable mobility.
Sweden	-	-	-	-	-	-	There are discussions about the possibilities and effects of regions.
UK	England	-	-	x	-	x	National road safety strategy, national guidance for LTAs (Local Transport Authorities) and/or RTPs (Regional Transport Partnerships) on SUMPs, legislation on climate change
	Northern Ireland	-	X	x	-	-	National transport plan (measures), national road safety strategy
	Scotland	x	X	x	-	x	National transport plan (measures), legislation on climate change, national guidance for LTAs and/or RTPs on SUMPs, national road safety strategy

Country	Region name	Regional transport policy	Regional cycling policy	Legislation on air quality	Legislation on PT quality / energy efficiency	Land use prescribing obligations in transport planning	Other
	Wales	x	X	x	-	x	National transport plan (measures), legislation on climate change, national guidance for LTAs and/or RTPs on SUMPs, national road safety strategy

Note: (x) means only partially

Source: National Inventories

TABLE A6. THE MOST IMPORTANT INITIATIVES IN THE SELECTED COUNTRIES

Country	Initiative	Description
Austria	Klima:aktiv mobil	Provides a national framework to motivate and support companies and public services, cities, municipalities and regions, leisure and tourism operators, construction companies and real estate developers, schools and youth groups, as well as the public developing and implementing climate protection measures.
	Other initiatives: EPOMM-Plus, Städtebund – Verkehrsausschuss/Association of cities/traffic committee, SMART Cities, Poly-SUMP, ELTISplus, PUMAS “Planning Sustainable Regional Urban Mobility in the Alpine Space”, Advance	
Belgium	BEPOMM	100 members
	Other initiatives: Dutch CIVINET, French CIVINET, VVSG Association of Flemish cities and municipalities, CEMA Network of mobility advisors for the Brussels Region, CeM Network of mobility advisors for the Walloon Region	
Bulgaria	National Association of Bulgarian Municipalities	163 cities, SUMP should be implemented at the local level and this network is the most appropriate to be used.
	Another initiative: EPOMM-PLUS	
Czech Republic	Healthy Cities Network	Database of good transport examples; support to strategic planning
	Other initiatives: Association of Towns and Cities Supporting Cycling, Institute for Environmental Policy, Prague Mothers (association), Oživení (association), Association for Sustainable Life – STUŽ	
Denmark	Mobilitetsnetværket	Mobility management network, 15 members (cities)
	Other initiatives: Cycling Embassy of Denmark, Dansk Byplanlaboratorium	
Estonia	Linnad ja liikuvus, (mobility management, urban mobility)	140 members, national and local promotion for sustainable transport policies
	Other initiatives: Estonian Planners Association, Estonian Healthy Cities Network, Estonian Association for Cities, Linnaidee	

Country	Initiative	Description
Finland	LIVE (the national MM network)	480 members (including cities, consultants, authorities)
	Other initiatives: network of local traffic engineers, co-operation group for sustainable transport, Network of Finnish Cycling Municipalities	
France	Certu/CETE	Centre for studies on urban planning, transport and public facilities, SUMP is the main topic, 8CETEs at national level
	Other initiatives: CETEs (Governmental engineering studies departments) – regional level, GART (Group of transport authorities), AGIR (Association for independent public transport), CIVINET	
Germany	FGSV (German road and transport research association)	Numerous planning practitioners and researchers, dissemination: providing guidelines for state of the art VEP
	Other initiatives: Deutscher Städte und Gemeindetag, Difu (German Urbanistic Institute), SRL, EPOMM, DEPOMM, CIVITAS	
Greece	GREPOMM	About 200 stakeholders
	Other initiatives: Hellenic Association of Transportation Engineers, Central Union of Municipalities and Communities	
Hungary	-	-
Ireland	Healthy Cities Networks	Could form a basis for a SUMP partnership
	Other initiatives: EPOMM Plus Monitor, CIVINET, The Chartered Institute of Logistics & Transport Ireland, Association of Irish Energy Agencies, An Taisce, Irish Environmental Network, City and County Managers Association	
Italy	Euromobility	24 members, including Municipalities, Regions and companies; Encouraging Municipalities in including mobility management measures within SUMPs
	Other initiatives: EPOMM-Plus, POLIS, CCBS, ICS, ANCI	
Latvia	The Cities Alliance Program	8 participants, no direct relevance to SUMP
	Other initiatives: -	
Lithuania	LINAVA - National Association of Road Users	Almost all major freight, logistics, and bus companies are members, major users of the road network throughout the country
	Other initiatives: WHO Healthy Cities Network, Association of Local Authorities in Lithuania, Covenant of Mayors	
Netherlands	KPVV - Knowledge network	Studies, inventories, workshops
	Other initiatives: -	
Norway	Cities of the Future	13 municipalities consisting of 9 metropolitan areas, very relevant to SUMP; however, “Land use and transport” is the only one out of four focus areas.
	Other initiatives: Norwegian Network of Cycling Cities, NORPOMM, TRANSNOVA, EU Mobility Week, Kollektiv-trafikkforeningen, association for public transport, Forum for bedre byluft/Forum for better air	

Country	Initiative	Description
	quality, Universal Design, BOTSFOR	
Poland	Eltis plus	40 participants
	Other initiatives: Eltis, Challenge, CIVITAS	
Portugal	CIVINET Spain and Portugal	66 partners in total, 9 Portuguese partners (7 cities + 2 companies)
	Other initiatives: Portuguese Healthy Cities Network (Rede Portuguesa de Cidades Saudáveis), National Association of Portuguese Municipalities (Associação Nacional de Municípios Portugueses), National Association of Parishes (Associação Nacional de Freguesias), Energy Agency (Agência para a Energia – ADENE)	
Romania	EU projects QUEST, ADVANCE, BUMP, CH4LLENGE	
Slovakia	Covenant of Mayors, EUROCITIES, Healthy Cities Association	
Slovenia	EPOMM-Plus	
	Other initiatives: CIVINET, Slovenian Cycling Network	
Spain	CIVINET Spain & Portugal	Currently there are 34 members (27 of them Spanish) and 32 associated institutions (30 of them Spanish).
	Other initiatives: Spanish Network of Cities for Climate, Network of Networks for Local Sustainable Development, Spanish Network of Cities for the Bicycle, Spanish Network of Cities for Pedestrians, Spanish Network of Healthy Cities	
Sweden	SWEPOMM	50 participants, partly relevant to SUMP, coordinated by the Energy Agency
	Other initiatives: Uthållig kommun	
UK	Association Transport Coordinating Officers (ATCO)	127 participants; relevance to SUMP: promote, benchmark and share the best practice on public transport within SUMPs
	Other initiatives: ACT Travelwise, Passenger Transport Executive Group (PTEG), Local Government Association, Association of Transport Coordinating Officers (ATCO), Northwest Active Travel Network, Active Travel Consortium, CIVINET UK Ireland	

Note: Only one initiative from each country is provided with detail description.

Source: National Inventories

TABLE A7. FINANCIAL RESOURCES FOR SUMP PREPARATION AND SUMP NETWORK FUNDING

Country	Local level	Regional level	National level	EU level	Other financial resources
Austria	-	-	The national funding programme klima:aktiv mobil links funding for cities larger than 50.000 inhabitants to SUMP criteria. Cities asking for funding have to have a mobility plan to be oriented	-	-



Country	Local level	Regional level	National level	EU level	Other financial resources
			towards SUMP criteria recommended by the EU.		
Belgium		Subsidies for SUMP planning and implementation activities	-	Project participation	Some third party (PPP) financing
Bulgaria	-	-	-	-	-
Czech Republic	City budgets	Operational programmes	State Environmental Fund of the Czech Republic; for implementation: State Fund for Transport Infrastructure	e.g., project CHALLENGE	
Denmark	-	Potentially some for networking, training	-	-	-
Estonia	City budgets	County budgets (from the state), association of municipalities	Estonian Environmental Fund, possibly technical assistance from EU funding	Interreg V	
Finland	Municipal funding, funding from the Centres for Economic Development, Transport and the Environment	Funding from the Centres for Economic Development, Transport and the Environment	A state subsidy for mobility management that might be possible to target at least some parts of SUMP	-	Possibly new financing at the local/regional level regarding the climate change
France	Municipal budgets (local tax)	Possible funding	Funding for household travel surveys	Projects (CIVITAS) and EU co-funding (regional fund)	
Germany	Budgets for traffic planning and VEP (if existing!)	If regional bodies do exist, there may be budgets for traffic planning which could be used for SUMP.	No resources assigned to SUMP at the moment to our knowledge, probably funding of SUMP is possible in single states.	No resources explicitly assigned to SUMP at the moment to our knowledge. Funding through programs like EXWOST, climate protection action plan, etc., may be possible in single cases.	
Greece	Public transport fee		National Strategic Framework	Through	

Country	Local level	Regional level	National level	EU level	Other financial resources
	and local municipal taxes		2014-2020, budgetary relocation of the fuel taxes	European projects and Structural Funds	
Hungary	None except Budapest	-	-	x	
Ireland	Staff of local authorities and possibly of local development companies and of higher education institutes. Possible involvement of transport providers and staff of HEIs.	Staff of regional authorities although the number of staff in these authorities is limited; staff of the NTA (National Transport Authority) in the Dublin area	Possible provision of some support from Department of Transport	Not clear at this point	Not clear at this point
Italy	Municipality funds according to the deliberation	Regional funds according to the deliberation	National funds according to financial law	IEE Programme	
Latvia	Municipalities, additional income from their transport system (public transport, parking places, and road use payments)	State finance support program for the development of regional infrastructure	State budget	ERDF (European Regional Development Fund), Cohesion Fund (CF)	Interested stakeholders and organisations
Lithuania	Local municipality budgets			EU project programme funds (FP7, IEE, INTERREG etc)	
Netherlands	Budget to write a GVVP	Budget to write a RVVP			Possible
Norway	Tolling packages		To each of the 13 municipalities in the Cities of Future network the Ministry of Environment has allocated 1 mill NOK per year (small sum) to all kinds of activities. In addition 26 mill NOK per year will be distributed based on separate applications.		TRANSNOVA, but not for development of a SUMP. Demonstration projects or pilot schemes that can be a part of a SUMP can be partially

Country	Local level	Regional level	National level	EU level	Other financial resources
					funded.
Poland	Municipal budgets	Marshal's office budget, Voivodeship (partnership of regions) office budget, external resources like EU funds	Central government resources, EU funds	EU funds, donations of international foundations, associations, etc.	
Portugal	-	Regional Operational Programmes for each Portuguese Region	PIDDAC – Central Administration Investment Fund. Now limited due to the Troika interventions; QREN/QEQ; Energy Efficiency Fund – will open in 2013 support for municipalities/cities that want to develop PMT/ SUMP (5 plans 32000€ support each) and Mobility Companies/Enterprise Plans (4 plans, 10000 € support each).	QREN, IEE	
Romania	N/A	N/A	N/A	N/A	
Slovakia	Municipal budget; state contributions, external projects, European projects, donors	State budget, structural funds, donors	State budget	Various funds, European Investment Bank	Private money
Slovenia	N/A	N/A	N/A	N/A	
Spain	Municipal budgets	Regional budgets	Funds from IDAE's Energy Saving and Efficiency Action Plans	Structural Funds + European funding programmes (Horizon 2020,...)	
Sweden	Only from municipalities	-	-	-	
UK	Own resources		State budget, national government provides specific additional funding streams that local transport authorities have to compete for (most recently in England	Around €10 billion of EU Structural Funds will be spent across the UK from 2014 to	

Country	Local level	Regional level	National level	EU level	Other financial resources
			a €700m Sustainable Transport Fund); also specific funds to set up “Cycling Towns and Cities”	2020, but mainly on healthcare and employment projects (although access to employment transport projects may qualify).	

Source: National Inventories

TABLE A8. EXPERIENCE FROM SUMP IMPLEMENTATION

Country	Category	Positive/negative	Experience
Austria	Cities	+	Graz - Shared Space Implementation Sonnenfelsplatz Vienna - Urban development of Aspern Seestadt
	Other institutions	+	The traffic safety campaign "0.0 for friends" in Austria
Belgium	Walloon Region	+	New Walloon government declaration 2012 – covering carpooling, land use planning, public transport, ITS  Mobility Week Campaign, “Printemps du Mobilité” (Mobility Spring) for schools
	Brussels Capital Region	+	Awareness-raising events
	Flanders Region	+	The mobility Covenant programme and a renewed Flanders Mobility Plan is the overall steering framework for integrated actions.
	FPS Mobility and Transport	-	National diagnosis data are under-utilised as a source for MM on local level, lacking responsibilities of federal services, low cooperation between federal and regional transport level.
	all regions	-	<ul style="list-style-type: none"> <li>Regionalised responsibilities</li> <li>Lack of political support for sustainable transport</li> <li>Teleworking is still on a low level, also due lacking fiscal incentives and a ‘controlling’ culture amongst company managers.</li> <li>Monitoring and evaluation aspect of mobility planning needs to be developed further as to be able to learn and better plan for the future.</li> </ul>
	NGOs	-	Sustainable mobility is not only about economical accessibility.
	Cities	-	Barriers to SUMP development are lacking resources, cities on two SUMP speeds (e.g., knowledge officials, administrative burden of SUMP legislation...), bad historical land use planning (country opposite to cities...), political and economic obstruction (lack of policy continuity).
	Other institutions	-	Stakeholders’ and cross-sector cooperation sometimes conflicts with own ‘interests’.
Czech Republic	National bodies	+	Ministry of Transport and Ministry of the Environment have participated in awareness-raising workshops and training and demonstrated a great interest in the topic.
	Regional bodies	+	Moravian-Silesian Regional Authority - funding of pilot SUMPs The Regional Authority perceives benefits of SUMPs and includes them in its funding programme.
	Cities	+	Brno, Ceske Budejovice - integrated planning, good awareness of SUMP benefits

Country	Category	Positive/ negative	Experience
Denmark	N/A		
Estonia	National bodies	+	Including SUMP requirement for urban transport-related EU funding proposals
		-	Many big infrastructure projects for roads are taken further regardless of SUMP processes, controversial with SUMP goals, higher proportion of funding still goes to road development.
	Regional bodies	-	Harju County (capital city region) does not include Tallinn in its spatial and thematic plans.
	NGOs	+	Urban Mobility Management network initiated by SEI-Tallinn/EPOMM-PLUS with 146 persons in a Facebook group and discussion/news exchange on a daily basis – has resulted in adoption of SUMP requirement in EU funded projects and the decision to have a SUMP for Tallinn city; regular work on sustainable urban transport issues.
	Cities	-	Tallinn city – previous mobility plan was done without any official process and participation; no plan in force for transport development. Most cities have controversial plans where importance of ST is stated, but measures and funding go for car-oriented development.
Finland	National bodies	+	Finnish Network of Mobility Management established in EPOMM-PLUS 2010 with 480 members
	Regional bodies	+	Transport System Plans in several regions Letters of intent regarding land use, transportation and housing
France	National bodies	+	Guidelines, national observatories, seminars
		-	Lack of sanctions, and no clear link between PDUs and funding of PT projects
	Networks	+	Guidelines, best practice exchange
	NGOs	+	On specific topics: example France Nature Environnement, on freight and urban logistics in PDUs
	Cities	+	Many good experience from cities in charge of implementation of SUMP
-		Lack of integrated competencies, between transport authorities and municipalities	
Germany	Networks / associations of cities	+	DifU (German Urbanistic Institute) is one of the most active stakeholders in Germany trying to promote SUMP implementation.
	NGOs	+	SUMP awareness raising - German road and transport research association (Forschungsgesellschaft für Strassen- und Verkehrswesen – FGSV) prepares guidelines for the preparation, organisation and implementation of a state-of-the-art strategic mobility planning process which extensively refer to the SUMP concept.
Greece	Regional bodies	+	Regional Authority of Central Macedonia - Aims to develop an integrated mobility planning approach based on the active participation of all relevant stakeholders.
	Cities	+	Cities of Agioi Anargiroi and Kamatero, developing and implementing a sustainable action plan to actively increase the number of public transport users, improve the integration of mobility related actions to the whole city planning, improve the walking environment and increase city attractiveness.
	Other institutions	+	Thessaloniki Public Transport Authority. It is the first time that a SUMP is implemented in a Greek city and therefore it can be a pilot for other cities to run such initiatives.
Hungary	NGOs	+	Clean Air Action Group (CAAG), Regional Environmental Centre (REC), Centre for Budapest Transport (BKK) – active in EU projects supporting SUMP
	Other institutions	+	Budapest University of Technology and Economics (BUTE) - summer school for students regarding SUMP in cooperation with BKK
Ireland	NGOs	+	Training Workshop – reasonable attendance and interest
Italy	Cities	+	City of Parma – scenario development, integration of Urban Transport Plan with Land-use plan
Latvia	NGOs	+	Latvian Association of Cyclists – promotion of cycling
	Cities	+	Activities related to cycling, park and ride and PT promotion
Lithuania	Elements of some measures developed and also implemented, but as far as having a collaborative process of planning in place, and single separate documentation produced, this is not yet happening.		

Country	Category	Positive/negative	Experience
Netherlands	National bodies	+	Planwet: law to legislate municipalities to define an integral traffic and transport plan, it obliges municipalities to plan traffic and transport.
	Regional bodies	+	RVVP/PVVP: Regional plan for traffic and transport. Intermediary plans between regional and local level.
	Networks / associations of cities	+	Dutch national network on traffic and transport. Works as a knowledge bank on traffic and transport. Forms an independent body on all aspects of traffic, transport and mobility.
Norway	National bodies	+	<p>Ministry of the Environment, Ministry of Transport and Communications - climate policy goals will be a driver.</p> <p>Positive effects of the incentive funding scheme for public transport.</p> <p>A special funding scheme established in 2004 administered by the Ministry of Transport and Communications has also been an incentive for more sustainable transportation planning. For 2013 the size of the budget will be 673 mill NOK (85 mill EUR) to be distributed among the largest cities based on application from the cities.</p> <p>The scheme will give priority to documented results or expressed will to implement measures that will give effects towards the climate policy objectives. Two main indicators are given:</p> <ul style="list-style-type: none"> <li>• If the growth in public transport passengers in the last calendar year is larger than the average over the last 5 preceding years</li> <li>• If the growth in car traffic in the last calendar year is less than average growth over the last 5 preceding years.</li> </ul> <p>Cities that will test congestion charging or differentiated tolling charges will be given priority.</p> <p>At the initiative of the Ministry of Environment the network "Cities of the Future" has been established. The objective will be collaboration between the Government and the 13 largest city municipalities in Norway in order to reduce greenhouse gas emissions and make the cities a better place to live.</p>
	National bodies	-	The national policy guidelines on coordinated land-use and transport planning from 1993 has been evaluated by ECON and NIBR. ECON has criticised that formulations are too vague and give too much room for interpretations. NIBR finds that the guidelines have influenced more on goals than on the content of plans and that the guidelines should be clearer on the different actors' obligations.
Poland	National bodies	+	Legislation aimed at improving cycling (encourage bike use) and supporting cargo intermodality
Portugal	National bodies	+	<p>Portuguese Environmental Agency (APA) - Sustainable Mobility Project an innovative and singular project developed by APA 2007/2010, which involved 10 university centres from all the country and developed 40 Sustainable Mobility Projects across all the Portuguese territory This projects were not huge and detailed SUMP, but were a first step in this area and contributed to raise awareness on municipalities for this issues, but also on Universities, some of them with no tradition in this area.</p> <p>Besides the Plans, a Good Practice Manual was also launched</p>
			<p>IMT - Mobility Package (2011). Developed a national strategy for accessibility, mobility and transport, with huge participation (experts, stakeholders and public), that include:</p> <ul style="list-style-type: none"> <li>- National Directives on Mobility;</li> <li>- Guidance on accessibility, mobility and transport issues in land use planning and management instruments;</li> <li>- Guide for Mobility and Transport Plans (PMT/SUMP);</li> <li>- Set of Brochures for technical and thematic support on sustainable mobility and PMT (11 launched in this phase);</li> <li>- Guide to Company's (and large and medium-sized trips generators/attractors) mobility plans;</li> <li>- National Programme for Funding (reserve, not published).</li> </ul>
	Networks/ associations of cities	+	<p>Barreiro, Moita and Loures</p> <p>TRAMO Project (Interreg)</p> <p>Good Practices and Methodology Manual for the elaboration of Sustainable</p>

Country	Category	Positive/negative	Experience
			Mobility Plans, 2008
Romania	N/A		
Slovakia	National bodies	+	In the programme declaration of the Slovak Government for period 2012-2016 some priorities related to sustainable mobility are mentioned as follows: <ul style="list-style-type: none"> <li>• Give priority to public transport;</li> <li>• Harmonise public bus and railway transport;</li> <li>• Support competitiveness, culture and safety of public railway transport;</li> <li>• Integrate transport systems;</li> <li>• Support development of non-motorised transport, especially cycling.</li> </ul> The first National Cycling Strategy 2014-2020.
	NGOs	+	Many of them are active in the field of sustainable mobility.
	In general	-	There is still no systematic approach, institutional support and appropriate financing from government and responsible ministries, inactive networks of cities, NGOs do not collaborate together effectively.
Slovenia	National bodies	+	Sustainable mobility for successful future: Guidelines for preparation of integral transport strategy
	NGOs	+	FOCUS; Association for Sustainable Development, UMANOTERA; The Slovenian Foundation for Sustainable Development, both promotion on SUMP
	Other institutions	+	Urban planning institute develops SUMP guidelines, has prepared SUMPs for Ljubljana and Ljutomer.
	National bodies	-	Sustainable mobility for successful future: Guidelines for preparation of integral transport strategy. It is still a non-binding document for Slovenian cities.
Spain	National bodies	+	Funding programmes linked to IDAE's Energy Saving and Efficiency Action helped putting SUMP in the Spanish map and boosted its development.
		+	Sustainable Economy Act is the closest Spain has ever been to a legal obligation to adopt SUMP and is helping spread the SUMP concept.
	Regional bodies	+	Mobility Acts in Catalonia and Valencia (and the Mobility Bill in Basque Country). These legislative initiatives make SUMP compulsory, establishing a clear framework for their development.
		+	Energy saving and climate action plans have provided the framework for the deployment of the SUMP concept (mainly in cooperation with the IDAE).
	Networks / associations of cities	+	Creation of sustainable mobility related networks facilitates knowledge transfer and the exchange of experience. Through a leading-follower scheme, this can contribute to a better understanding of sustainable mobility principles and particularly the SUMP concept to its full extent.
	NGOs	+	Environmental NGOs and civic associations have raised awareness about the need for a change towards sustainability and have pushed all administrative levels towards the adoption of SUMP (with different degree of success). They have helped create the required social climate for the kind of change that SUMP require.
Sweden	Networks / associations of cities	+	Some programmes with project-based funding for initiating and supporting sustainable urban transport planning have been carried out and within these networks of cities have been involved. SWEPOMM network (focus so far on MM)
	Other institutions	+	Program funding from the Ministry of Environment and agencies responsible for transport, energy and environment
UK	National bodies	+	Clear, methodical, systematic guidance on how to prepare an LTP (SUMP)
	Regional bodies	+	RTPs in Wales have prepared SUMP. Good experience because the SUMP model was followed. Interesting attempt to address transport at a regional level whilst retaining local authority control of transport implementation.
	Networks / associations of cities	+	Local Transport Planning network in England – a network of local authorities to provide mutual support to each other in preparing and implementing their LTPs (SUMP). Shared best practice of working on SUMP. However, this network no longer

Country	Category	Positive/negative	Experience
			exists – it is a victim of cuts in funding and also the fact that the importance of the LTP (SUMP) in English local transport authorities has reduced since 2011.
	Cities	+	Between 2001 and 2006 and then again from 2006 to 2011, certain English LTAs were declared by central government to be LTP (SUMP) Centres of Excellence, based on the quality of their LTPs. The idea was that they received some extra money to help to explain to other authorities what they were doing in certain SUMP topics such as public transport, or public consultation, and so on.
		+	All English LTAs and Welsh RTPs were/are required by national government to implement their SUMP and provide monitoring reports showing what they have implemented and what the impacts of this implementation were.
		+	Much good practice of local transport authorities working in partnership with public transport operators to improve quality of local public transport and therefore passenger numbers.
		+	World-leading practice in road safety analysis and injury accident prevention, speed management, and parking management.
	National bodies	-	Reform of LTP system in England in 2010 after Local Transport Act 2008. It requires less from local authorities in their SUMP and has broken the link between quality of a SUMP and funding.
	Regional bodies	-	Development of regional SUMP in Scotland No money or power at the regional level to implement them.

Source: National Inventories



## Annex II: List of NFPs

Legal name	Short name	Country Code
European Platform on Mobility Management	EPOMM a.i.s.b.l.	BE
Centrum dopravního výzkumu, v.v.i. (Transport Research Centre, public research institution)	CDV	CZ
Mobil 21	M21	BE
Rupprecht Consult – Forschung & Beratung GmbH	RC	DE
ICLEI Europe	ICLEI	DE
ACT Travelwise	ACT TW	UK
POLIS	POLIS	EU
AEA	AEA	AT
CSDCS	CSDCS	BG
IVM	IVM	DE
GATE 21	GATE 21	DK
Estonian Institute for Sustainable Development - Stockholm Environmental Institute Tallinn Centre	SEIT	EE
Grupo de Estudios y Alternativas 21, S.L.	Gea21	ES
Motiva Oy	Motiva	FI
Center for Studies on Urban Planning, Transport and Public Facilities	CERTU	FR
Thessaloniki Public Transport Authority	AUTh	GR
TeRRaCe Mérnöki és Területfejlesztési Tanácsadó Kft.	TeRRaCe Ltd	HU
Limerick Institute of Technology	LIT	IE

Euromobility	Euromobility	IT
TAEM Urbanistai	TAEM	LT
Transport and Telecommunications Institute	TTI	LV
DTV Consultants	DTV	NL
Norwegian Public Roads Administration	NPRA	NO
CIFAL-Plock	CIFAL	PL
	IMT	PT
IMT		
Asociația "Orașe Energie România"	rado	RO
VTI	VTI	SE
Development Agency Sinergija Ltd	Sinergija	SI
University of Žilina	Uniza	SK
EUROCITIES	EUROCITIES	BE

## Annex III: National Inventory Template

Project LOGO



Your organisation logo

Project acronym: **ENDURANCE**

Project title: **EU-wide Establishment of Enduring National and European Support Networks for Sustainable Urban Mobility**

## **NATIONAL INVENTORY**

Country:

Start date of project: **1 May 2013**

Date of preparation:

Duration: **36 months**

Version:

Prepared by:

Checked by:

Verified by:

Status:

Dissemination level:

# TABLE OF CONTENTS

- [Introduction](#) ..... 60
- [National inventories as a basis for roadmaps](#) ..... 61
- [Standardised structure of the national inventory](#) ..... 62
- [A\) Awareness of SUMP in your country](#) ..... 63
- [B\) Planning tools used in your country](#) ..... 63
- [C\) State of the art of SUMP implementation in your country](#) ..... 65
- [D\) Most active partners in your country](#) ..... 66
- [E\) Existing initiatives in your country](#) ..... 66
- [F\) Potential financial resources for SUMP preparation and the SUMP network funding](#) ..... 66



## 1 Introduction

This document comprises the first step within the WP2 tasks of the ENDURANCE project focused on building of **enduring national networks on SUMP**s. A 'National SUMP Network' is a national network which actively supports its members in preparing and implementing **Sustainable Urban Mobility Plans (SUMP**s). The National SUMP Networks will then:

- foster national policy and national support to SUMP
s;- organise and develop information, training and training materials in the local language;
- facilitate national knowledge exchange between cities;
- be the national contact point and thus channel and institutionalise knowledge exchange on the international scale; and
- be able to provide support to cities and agglomerations in terms of sustainable mobility.

The networks aim at encouraging and supporting cities to engage in sustainable urban mobility planning and implementation. This requires country-specific approaches as the starting point and situation differs among countries and even among cities within a country.

Each country partner in ENDURANCE is called a **National Focal Point (NFP)**: it is the focal point for the national networks and the contact point for international exchange and communication for its country. Each NFP will prepare a **National Inventory** of already existing network structures as well as relevant stakeholders and initiatives in terms of sustainable mobility planning.

## 2 National Inventories as a basis for Roadmaps

The National Inventories will serve as a basis for producing **Roadmaps for national SUMP network formation**.

The Roadmaps will be updated in the course of the ENDURANCE project and they will also establish the path on which the networks will develop and continue after the project ends. The Roadmaps will serve as a guideline for the central task of the ENDURANCE WP2: the actual national network development.

Thus, the National Inventories are the first step to feed the inputs which are necessary for network foundation/adaption and should cover above all the following:

- what has already been done,
- what has worked well (why),
- and what has not (and why),
- the current status of these networks,
- the demand for SUMP services,
- already available local resources and important further contacts that could support the networking and SUMP implementation at the national, regional and local levels.

**The inventory of the national-level network status can build on the existing national networks for mobility management that were built under the EPOMM-PLUS project.** These existing national networks (in 21 countries) need to be thematically expanded to cover SUMPs.

In the four countries that were neither in EPOMM-PLUS nor in EPOMM (Denmark, Slovakia, Latvia and Ireland), there is no such national network structure, neither for MM nor for SUMPs. Here, the network needs to be built from scratch.

The Inventories will cover the current status of these networks, and the potential for the SUMP networks to be established.

WP2 is closely connected with WP3. WP3 will make an inventory of all cities and actors in your country which were involved in EU projects related to SUMPs. These partners can make an important contribution to the Roadmaps and the SUMP networks that we are going to build to endure.



### 3 Standardised structure of a National Inventory

To fill in the template, please use, among others, the following sources:

- **SUMP State of the Art:** [http://mobilityplans.eu/docs/file/eltisplus\\_state-of-the-art\\_of\\_sumps\\_in\\_europe\\_sep2011\\_final.pdf](http://mobilityplans.eu/docs/file/eltisplus_state-of-the-art_of_sumps_in_europe_sep2011_final.pdf)
- **EPOMM MM-monitors:** <http://epomm.eu/index.php?id=2616>
- **ELTISplus**, above all awareness-raising and training events (the Workshop Follow-Up Report is available for: Belgium, Bulgaria, Estonia, Finland, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Poland, and Slovenia)

We would like to kindly ask you to go through the following template and complete the National Inventory accordingly, to summarise all the needed inputs to be able to build Roadmaps and further activities on them. Feel free to adjust the template to specifics in your country, when needed. **Please send your National Inventory by email to: [radomira.jordova@cdv.cz](mailto:radomira.jordova@cdv.cz) and [zbynek.sperat@cdv.cz](mailto:zbynek.sperat@cdv.cz) by 24 June 2013.** Thank you.

## **A) Awareness of SUMP in your country**

### **A.1. SUMP acceptance and awareness among cities in your country**

Are cities in your country familiar with the SUMP concept? To what extent?

.....  
.....

### **A.2. Gaps in awareness and how to overcome them**

Do you see any gaps in awareness of SUMP? (For example, cities have heard about SUMP, but do not always understand how they could contribute to better planning / cities do not know what topics are included and what tools are usually incorporated in SUMP / cities do not know any practical examples from other cities of how it works, etc.) How can these awareness gaps be overcome in your country and, generally, how to raise awareness of SUMP in your country?

.....  
.....

### **A.4. Specific up-to-date needs of cities related to SUMP topic**

Have some of the cities' needs been identified yet in your country (e.g., in ELTISplus)? If so, please fill in what are these cities' needs. If not, you will be able to answer this question after contacting the cities in WP3.

The needs identified might be in these areas:

Awareness / communication:

Legislation:

Funding:

Political representation:

Missing experts / expert knowledge:

Missing experience / inspiration from other cities:

Other:

Any comments / explanations / details:

.....

## **B) Planning tools used in your country**

### **B.1. Legislation (laws and regulations) related to sustainable mobility in your country**

Are there any major policies supporting introduction and/or implementation of SUMP in your country?

#### **National level:**

National transport policy

National cycling policy

Legislation on air quality

Legislation on PT quality / energy efficiency

Land-use obligations in transport planning

Others:

.....  
.  
Comments, details (how does the national legislation contribute to the SUMP implementation in your country?):  
.....

**Regional level:**

*(Please fill in per region)*

[Region name]:

- Regional transport policy
- Regional cycling policy
- Legislation on air quality
- Legislation on PT quality / energy efficiency
- Land-use obligations in transport planning

Others:  
.....

Comments, details (how does the regional legislation contribute to the SUMP implementation in your country?):  
.....

[Region name]:

- Regional transport policy
- Regional cycling policy
- Legislation on air quality
- Legislation on PT quality / energy efficiency
- Land-use obligations in transport planning

Others:  
.....

Comments, details (how does the regional legislation contribute to the SUMP implementation in your country?):  
.....

**B.2. Approach of national public institutions to the SUMP concept**

What is the approach of public institutions and cities to the SUMP concept (i.e., to creation of a consolidated, comprehensive transport policy covering all key topics and tools towards sustainable mobility):

Regarding:

Legislation:

Funding:

Provision of guidelines for creation of SUMP:

Other:

Comments, details:  
.....

## C) State of the art of SUMP implementation in your country

### C.1. What has been done in your country regarding SUMP implementation?

Please explain what the experience from the SUMP implementation in your country is like:  
 [Tip: Consult the [Eltis case studies](#) for your country (search by topic *transport planning and land use*)]

#### **Good experience** - why:

National bodies:	[Description of the measure] Good experience because:
Regional bodies:	[Description of the measure] Good experience because:
Networks / associations of cities:	[Description of the measure] Good experience because:
NGOs:	[Description of the measure] Good experience because:
Cities:	[Description of the measure] Good experience because:
Other institutions:	[Description of the measure] Good experience because:

#### **Bad experience** - why:

National bodies:	[Description of the measure] Bad experience because:
Regional bodies:	[Description of the measure] Bad experience because:
Networks / associations of cities:	[Description of the measure] Bad experience because:
NGOs:	[Description of the measure] Bad experience because:
Cities:	[Description of the measure] Bad experience because:
Other institutions:	[Description of the measure] Bad experience because:

### C.2. What cities in your country have implemented a SUMP?

Please provide lists of cities (and possibly contact details of cities) which have already implemented a SUMP, cities planning to introduce a SUMP, and cities interested in the topic (in need of more attention and information). Fill in the table according to your best knowledge to make a “starting” overview – WP3 will soon provide you with city files for your country, including the cities’ participation in SUMP projects and contact details.

	Cities with implemented SUMP	Cities planning to introduce SUMP	Cities interested in SUMP
1	Name of the city	Name of the city	Name of the city
2			
3			
4			
5			

Any comments / explanations / details:

.....

### **D) Most active partners in your country**

Identify stakeholders and partners active in sustainable mobility, mobility management and sustainable urban mobility plans (SUMPs) in your country and provide a list of them. Focus on national/regional/local actors – WP3 will soon provide you with information on EU project activity in your country.

Name of the institution	Main area of activity	Activities related to SUMPs up to now (relevant projects, etc.)	Contact details (website, contact person, email, phone, etc.)

### **E) Existing initiatives in your country**

What are the existing national networks operating in the field of transport / sustainable transport, energy efficiency, health, regional development and other areas relevant for SUMP implementation in your country? (e.g., EPOMM-Plus network, CIVINET, Healthy Cities Association, etc.)

Name of the network	Scope of activities (national/regional/local)	Number of participating cities /other institutions	Relevance to SUMPs	Coordinated by (contact data)

### **F) Potential financial resources for SUMP preparation and SUMP network funding**

Please indicate shortly what resources might be available for cities to create a SUMP in your country (a more detailed list will be developed later in Roadmaps):

- at the local level:
- at the regional level:
- at the national level:
- at the EU level:
- other financial resources: