



Project acronym: **ENDURANCE (IEE/12/698)**

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

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# Publishable report

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Prepared by: **Ingrid Briesner, EPOMM**

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# Table of Content

1	Executive Summary.....	4
2	Introduction to the project.....	5
3	The results of ENDURANCE .....	6
4	Communication and Dissemination.....	9
5	ENDURANCE continuation.....	11
6	Lessons learned .....	12

## 1 Executive Summary

ENDURANCE was an Intelligent Energy Europe-supported project with 30 partners from 25 countries coordinated by EPOMM – the European Platform on Mobility Management. The overall objective of ENDURANCE was to activate cities and regions in developing Sustainable Urban Mobility Plans (SUMPs) by facilitating networking, mutual learning and sharing of experience and best practise across countries. ENDURANCE wanted to activate 250 cities and build 25 national SUMP networks all over Europe, as ENDURANCE included all countries of the EU and Norway. The main target groups of ENDURANCE were urban mobility professionals, cities and national authorities.

ENDURANCE aimed to motivate and activate 250 cities to participate in the development and implementation of Sustainable Mobility Plans. The project organised **three European Conferences on Sustainable Urban Mobility Plans** with the aim to make it a marketplace of ideas and knowledge exchange in cooperation with other European projects that work on the topic of SUMP.

ENDURANCE was able to **activate 328 cities**, thus **exceeding the target of 250 cities by 30%**. The **project** built up **25 enduring national networks** that actively support its members in preparing and implementing Sustainable Urban Mobility Plans. Six of the 25 countries have built their SUMP network upon already existing national networks and eventually extended the focus of their interest to effectively cover the SUMP theme; 19 of the 25 national networks are new networks.

All ENDURANCE objectives were reached, except for the EPOMM membership. Due to the financial and economic crisis and the political instability this caused in many countries, an EPOMM membership could not yet be achieved.

But the EPOMM consortium made a business plan for the continuation of EPOMM in the years beyond 2016 – which included aspects on the continuation of ENDURANCE and membership options for ENDURANCE partners that were not yet EPOMM partners. In an EPOMM Board meeting in June 2016 (at the European Conference on Mobility Management in Athens), the business plan was finally approved and for the transition time in 2016, EPOMM can offer more economical membership options (50% of the membership fee in the first year).

All ENDURANCE results were disseminated through monthly multilingual e-updates. Thirteen e-updates on SUMP were prepared and released during the project period. All e-updates are available in 10 languages (EN, CZ, DE, ES, FR, IT, LT, PL, PT, SI) on the ENDURANCE and EPOMM website. The e-updates also contain many references to recent developments, inspiring projects and interesting publications on specific topics as well as updates on ENDURANCE activities. The EPOMM website had to be completely adapted to incorporate the new developments and all deliverables. A range of dissemination materials are now available for download.

### Basic Project data

Coordinator: EPOMM, the European Platform on Mobility Management

Consortium: 30 partners from 25 countries

Duration: 36 Months from 01/05/2013 to 30/04/2016

Cost: €2,612,424, 75% financed by the EASME

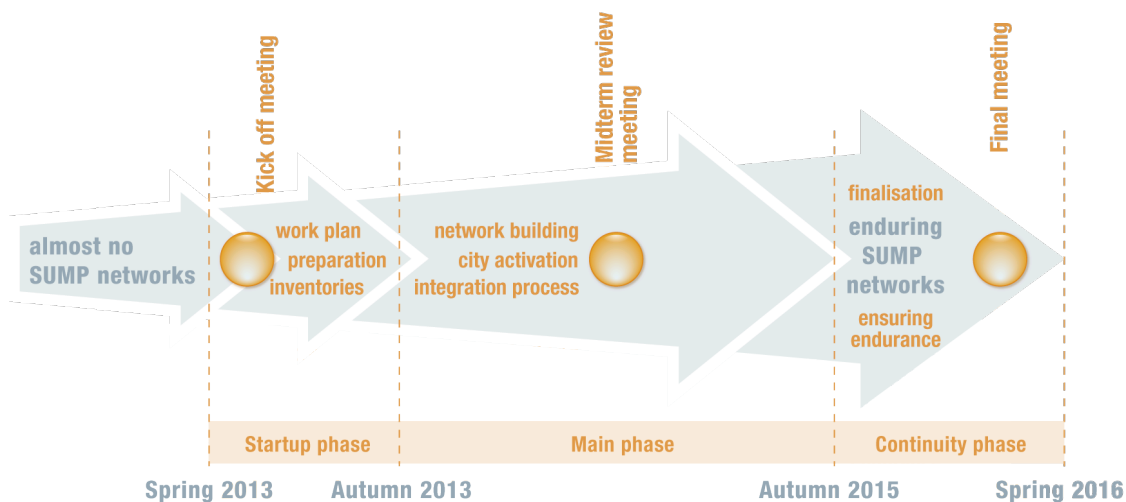
Continuity: The results are being taken up and maintained by EPOMM and its currently 11 member states. All project partners are committed to maintaining and further developing the national networks.

## 2 Introduction to the project

ENDURANCE aimed to assist cities and regions in developing Sustainable Urban Mobility Plans (SUMPs) by facilitating networking, mutual learning and sharing of experience and best practise across countries. ENDURANCE wanted to activate 250 cities and build 25 national SUMP networks all over Europe, as ENDURANCE includes all countries of the EU and Norway. 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 beyond the end of ENDURANCE.

The complexity of the project required a phasing, which ensured a good start and a good transfer into structures that must endure beyond the end of the project.

The 3 phases have been:



- Start-up Phase: M1 to M6 – the first six months  
This phase was the careful preparation of the core work – with inventories for most work packages, roadmaps for the national SUMP network development, city files and city activation plans, a communication plan, the kick-off meeting and the preparation of the website.

- **Main Phase: M7 to M30 – the middle 24 months**  
This phase was the core of the work, in which most of the objectives should be attained. The networks were built up, the integration processes with related projects and platforms took place, cities were activated to engage in SUMP, trainings, policy transfers and many other services were rendered to the target groups.
- **Continuity Phase: M31 to M36 – the final six months**  
The finalisation of the project was the continuity phase. As all the structures set up by ENDURANCE should endure well beyond the project, this phase ensured that national networks, audit networks, policy transfer processes, trainings, webtools, etc. endure well beyond the end of ENDURANCE.

A pre-condition for success of such a large project was a tightly integrated management committee that was aware of the challenges in all work packages with more than 140 project events, 25 networks and the hundreds of cities to be approached.

### 3 The results of ENDURANCE

#### Enduring national SUMP networks

The central objective was the build-up of enduring national networks on SUMP. A 'National SUMP Network' is thus a national network that actively supports its members in preparing and implementing Sustainable Urban Mobility Plans. It is hosted by one or several organisations, associations, networks, etc. who can ensure a certain level of network activities during and beyond the ENDURANCE project.

In first months of the project national inventories were produced, providing information on:

- awareness of SUMP in a country
- gaps in awareness and understanding of SUMP
- specific up-to-date needs of cities related to SUMP topic
- planning tools used in a country (incl. legislation, approach of national public institutions towards the SUMP concept)
- state of the art of SUMP implementation in a country, active partners, existing initiatives
- potential financial resources for SUMP preparation and the SUMP network funding

It also defined suitable hosts of future National SUMP network and its non-city members. Based on the national inventories, roadmaps have been developed, providing:

- a timeline of the main activities planned during the project
- an outline of progress made in activating cities and stakeholders
- details on how the SUMP network is being established
- an explanation of activities and changes at national (regional) level during each year of the project
- details and evaluation of each of the three national network meetings

- an explanation of how the national network is to be sustained after end of the project (services to network members, funding framework for SUMPs, monitoring of results, etc.)

Based on these road maps, **the 25 national SUMP networks** were developed.

At the end of the project, six out of 25 countries have built their network upon already existing national networks and eventually extended the focus of their interest to effectively cover the SUMP theme. 19 national networks out of the 25 are new. In total there were **79 national network meetings attended by a total of more than 5,000 people**.

21 out of the 25 national SUMP networks confirmed that the network will fulfil concrete activities during and beyond the project by signing "Terms of Reference" for the national SUMP network.

The ToR defines:

- requirements for the hosts of the network
- minimal requirements for the activities of the national SUMP network
- whether the national SUMP network is joining an existing network or creating a new network

#### City activation

ENDURANCE aimed to motivate and activate 250 cities to participate in the development (uptake) and implementation of Sustainable Urban Mobility Plans.

The city activation work was a complex combination of different subtasks. It relied much on the cooperation in countries. Preconditions (e.g. having the right contact with cities, responsible public institutions or departments, stakeholders, in turn skills and competences...) were not always right from the beginning. Nevertheless, the feeling of shared responsibility among most partners and an increasing sense of ownership during the lifetime of the project made us succeed in reaching the important performance indicators.

An extensive cross-linked **database of more than 600 cities** was developed, including basic data, their European level activities and network involvement. The information was updated twice (2015 and 2016) during the project's lifetime and gave – in a more accessible version – input to the Eltis/Mobility Plans city database in June 2014. The inventory was used in the selection of SUMP cities and the production and elaboration of the city files, but also in the production and updates of the road maps. The inventory, as well as the city files, is available on the website.

The engagement of cities, their activation status, participation in ENDURANCE activities and SUMP progress were reported and updated three times in the city files. As part of the city file, a Self Assessment Questionnaire and user guide was developed in order to assess the status of the cities' SUMP and indicate improvement priorities.

ENDURANCE was able to **activate 328 cities, exceeding the target of 250 cities by 30%**.

## SUMP training and individual networking

The ENDURANCE project:

- organised the European Conferences on SUMP, a yearly event in which auditors, trainers, city politicians, city officials and urban mobility professionals met in a creative and exciting marketplace of ideas.
- developed and organised an ENDURANCE training programme, with ENDURANCE partners enabled to act as SUMP trainers at the national level.
- established an online SUMP training portal, providing open access to information on SUMP trainers, scheduled events and training material.

The **three European Conferences on Sustainable Urban Mobility Plans** established an annual event that grew substantially both in size and profile. The aim of these networking conferences was to become a marketplace of ideas and knowledge exchange in cooperation with other European projects that work on the topic of SUMP. ENDURANCE sought to establish a European-wide support network for sustainable urban mobility practitioners. It is considered that the conference series, which broadened to become events of the European SUMP Platform, has been a principal achievement in this regard. The conferences helped to raise the profile of the SUMP concept across the European Union and other partner Member States, attracted visitors to the Eltis platform, and enabled networking amongst a broad range of practitioners from academic institutions, city authorities, consultancies, non-governmental organisations, transport authorities and officials from regional, national and European government and institutions.

Moreover **89 National Training events**, totalling the equivalent of **55 days of training** have been implemented. These ensured that practitioners in all Member States have a good understanding of the SUMP concept, main characteristics and development cycle, providing an excellent foundation for future training activities in each country. To ensure good attendance levels, and for financial reasons, the training events were typically linked with ENDURANCE National Meetings, although some countries such as Denmark and Italy organised separate events.

## Policy exchange

ENDURANCE wanted to foster the exchange of policy, best practise and legislation – while taking into account European level developments and implemented the following:

**Four National Focal Point Meetings** were carried out with the scope of serving the direct exchange between countries. In particular, approximately 30 participants actively participated. The meetings included market place for ideas, world cafés, opportunities for peer-to-peer contacts and brainstorming, group assessments, policy transfers and networking. External experts were also



invited to the workshops to present their experience in the field of SUMP. Minutes of all meetings were prepared.

**27 policy transfers** were carried out during the course of the ENDURANCE project. The policy transfers brought together representatives of cities, countries and organisations to exchange details on measures and actions that were proven to be successful. Moreover ENDURANCE tried to engage EU-level organisations and carried out **advocacy meetings** with key actors in the European Institutions. A Strategy Paper was developed on advocacy.

## 4 Communication and Dissemination

Based on an inventory of already existing communication materials, a strategy and a sample of communication material were produced to disseminate the ENDURANCE idea and goals. A website was set up within the EPOMM website and continuously updated with news, event information and new ENDURANCE outputs for download.

The screenshot shows the ENDURANCE website interface. At the top, the logo 'ENDURANCE European SUMP-network' is on the left, and a European Union logo with the text 'Co-funded by the Intelligent Energy Europe Programme of the European Union' is on the right. Below this is a yellow navigation bar with links: Home, About, News, Training, Countries/Cities, Download center, SUMP projects, and Partner zone. The main content area features a headline: 'ENDURANCE: EU-wide establishment of enduring national and European support networks for sustainable urban mobility'. Below this is a section titled 'ENDURANCE IN A MINUTE' with a brief description of the project's aims. To the right, a sidebar contains a section titled 'Follow-up of the 3rd European Conference on Sustainable Urban Mobility Planning' with a colorful cityscape illustration and text about the conference held in Bremen on 12-13 April 2016. Below this is a 'Latest News' section dated 05/2016, titled 'e-update No.13', stating it is the thirteenth and last e-update sent. A large photograph of a busy city street with a bus and pedestrians is positioned below the main headline. 'Read more >>' links are provided for the sidebar news and the latest update.

The e-updates were the main ENDURANCE dissemination tool. Thirteen **e-updates on SUMP** were prepared and released during the project period. All e-updates are available in 10 languages (EN, CZ, DE, ES, FR, IT, LT, PL, PT, SI) on the ENDURANCE and EPOMM website.

The e-updates are thematic newsletters that contain many references to recent developments, inspiring projects and interesting publications on specific topics as well as updates on ENDURANCE activities. The topics covered were: the start of the ENDURANCE project, mobility and health, SUMP



Moreover **21 factsheets** were produced, addressing challenges faced by local authorities related to sustainable urban mobility planning. The 21 thematic fact sheets cover the following five thematic areas:

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# ENDURANCE

European SUMP-network

EN

**Bike Tower – Automatic Parking System for Bikes**

**Effective measures for SUMP**

→ **Context, objectives**

Hradec Králové (population 100,000) has a high share of cycling, but a lack of secure bicycle parking, especially at the main stations. It was therefore decided to build a "Bike Tower" to provide a high-capacity bicycle parking within a small area. This measure has been included in the city's preparations to the 2017 European Capital of Culture.

→ **Description of the activity**

The city of Hradec Králové attracts many residents, visitors and students, as well as attracting cycle tourists. The main stations, which did not offer secure parking, decided to build an automatic parking system to operate it.

→ **Communication**

The Bike Tower is situated in the city centre. The parking is the first such installation in the time of the launch.

→ **Costs and who paid**

The Bike Tower cost around 10 million CZK, paid by the municipality for free. The business plan is to cover the costs by the day.



## ENDURANCE

European SUMP-network

**Συνεργασία Φορέων για την Ανάπτυξη ΣΒΑΚ στη Θεσσαλονίκη**

**Συνεργασία Φορέων**



→ **Περιεχόμενο, Στόχοι και Αποτελέσματα**

Ένα από τα βασικότερα συστήματα κίνησης φορέων στη φάση του ήταν να φέρει στο ίδιο τραπέζι όσα από τα συστήματα των Δήμων/Π.Α.Ε. φορείς, χρήστες Μέσων Μαζικής Μεταφοράς και τονίζεται ιδιαίτερα στην ιδιότητα οι ελληνικές πόλεις.

→ **Περιγραφή των Δράσεων**

Στα πλαίσια του Ευρωπαϊκού έτους (ΣΑΕ), εκδόθηκε το πρώτο ΣΒΑΚ στην Ελλάδα, βασισμένο σε συμβουλευτική πολιτική και ουσιαστικά μέτρα που συνδυάζονται στα ζητήματα των Δ.Ε. έτσι ώστε να λειτουργούν όλα συστημικά μέτρα. Το μέτρο Μεταφορών όπως είναι το ηλεκτρικό, κ.τ.λ. Ένα Μεγάλο Συνεργασία πλέον ένα κοινό όραμα για τον χώρο. Ήταν η πρώτη φορά που όλοι οι φορείς και μέλη πρόβλεψαν χρονοδιάγραμμα το σύστημα Δημοσίων Σ.Ε. είναι αυτό του ηλεκτρονικού εισιτηρίου συνεργασίας σε διάφορα επίπεδα της ΣΒΑΚ δεν είχε εντάξει συμμετείχαν στο φόρουμ.

→ **Context, objectives and target group**

Grenoble launched its third PDU (SUMP) in 2009, with the goal of extensive public involvement. The mobility authority developed an innovative process based on cooperation, with a strong emphasis on civil society and citizens.

→ **Description of the activities**

Citizen involvement in the Grenoble PDU was organised with various schemes that encouraged public participation:

  - a citizen workshop, convened at two stages in the process with 42 randomly selected citizens providing their views and analysis on the various options of the plan
  - the PDU cafés: 11 workshops decentralised in neighbourhoods and municipalities
  - the PDU universities: 3 conferences led by specialists, opened to a large audience
  - the PDU forums: large meetings sharing the main consultation outcomes.

In parallel, thematic workshops with institutional partners and associations, and a "wisemen committee" (15 experts) to provide a distanced view of the overall process, were also organised.

→ **Communication**

Beyond the numerous methods outlined above, communications reached a broader audience through the mobility authority website, poster campaigns and newsletters. The information was also disseminated by a local association.

→ **Costs and who paid them**

The total costs of the consultation schemes were entirely covered by the local authority. They consisted of:

  - €270,000 over a three-year period
  - an average of one full-time worker for a three-year period

These costs can be compared to the annual budget of €150 million for transport and mobility.



## ENDURANCE

European SUMP-network

**Grenoble SUMP: a new culture of citizen involvement**

**Citizen participation**

France – Grenoble



Each factsheet is available in English, but some have also been translated into 19 additional languages (namely into BG, CZ, DE, DK, EE, EL, ES, FI, FR, HU, IT, LT, LV, NL, PT, RO, SE, SI and SK). Each factsheet is available in at least one additional but up to four additional languages.


All factsheets are available on the ENURANCE website, listed by thematic focus (<http://epomm.eu/endurance/index.php?id=2828>) and have been submitted as resources for the Eltis portal (<http://www.eltis.org/>)

Also all the other deliverables are available for download on the ENDURANCE website, which will be maintained beyond ENDURANCE lifetime.

## 5 ENDURANCE continuation

As previously mentioned, EPOMM invites all ENDURANCE networks to become EPOMM members. See the message below from EPOMM in the final ENDURANCE e-update – the invitation to join EPOMM to continue the networking:

### A word from EPOMM




*"ENDURANCE has allowed us to strengthen the mobility planning skills of a great number of cities in our member countries, while at the same time reaching out to 14 non-member countries. It was fascinating to see the national networks grow and the bridges between the policy levels being built. It has been an honour for EPOMM to coordinate this enriching project and we hope to continue our fruitful cooperation also in the field of mobility management with all countries involved in ENDURANCE."*

*Robert Thaler, President of EPOMM*

#### Exceptional 50% discount on EPOMM membership

In 2016 we are celebrating the 20th anniversary of **ECOMM** - The European Conference on Mobility Management - and for this reason EPOMM - The European Platform on Mobility Management - offers a 50% reduced membership contribution for new network members, also from countries that were not involved in ENDURANCE. Take this unique chance and join - together with your Ministry - the prime network of national governments. Benefit from the vast EPOMM experience, the online tools and services, the trainings and workshops. Let's join forces to reach our aims and to support an active information exchange on a European level.

Do not wait much longer and get in contact with the EPOMM Coordinator **Ingrid Briesner**. She is happy to answer all your questions about EPOMM and to support you in the application process.



Robert Thaler, President of EPOMM

European Platform on Mobility Management

### Continuation of the ENDURANCE network

Without funding, it is of course difficult to continue the networking. Furthermore, there is a lot of competition from other networks: EUROCITIES, POLIS, ICLEI, CIVINENT, Union of Baltic Cities, Covenant of Mayors, Eurotowns, etc.

Some national networks try to continue under the umbrella of CIVINET. Eight national networks will continue as members of EPOMM. All others have received the offer to join EPOMM.

EPOMM will maintain contact with the new EU projects on SUMP, such as PROSPERITY and SUMPS-

UP and send delegates to the SUMP conferences.

## 6 Lessons learned

The ENDURANCE consortium can state the following lessons learned:

- A big mutual responsibility of partners and strong ownership during the lifetime of the project is needed to reach ambitious performance indicators. Concentrated efforts and bilateral support to the underperforming NFPs during the final year was crucial.
- For some countries with already well-established planning principles similar to SUMP, it was difficult to explain the benefits of the ENDURANCE projects and motivate the cities and national bodies for cooperation.
- In some new member states / cohesion countries, the ENDURANCE project started before some national rollout programmes for SUMP started. This had some effect on the timing of project results. For example, LT cities did not start on SUMP until late in 2015 / early 2016, and no city actually completed a SUMP during ENDURANCE.
- Involvement of responsible national ministries in the networking process was impossible for some countries, as there is no support for SUMP at the national level.
- NFP meetings, SUMP conferences and National SUMP Network meetings proved to be good opportunities to establish policy transfers.

And last but not least: The Management Committee of the ENDURANCE project wants to underline the fact that cities are increasingly 'chased' and become victims of competition between urban transport-related EU projects. More cooperation and steps to prevent duplication of actions will be needed in the near future.