SUMPS-UP

Users' needs analysis on SUMP take up

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Abstract

The aim of the needs assessment conducted by SUMPs-Up was to gain insight into the current status of SUMP take-up in European countries, as well as an idea of the most recurrent drivers of, barriers to, and needs for support for SUMP development through quantitative and qualitative research methods. The needs assessment produced insightful data that will enable the CIVITAS SUMP projects to calibrate the supporting tools and services they are producing to help cities accelerate the take-up of SUMPs. It also lays the foundations for monitoring and evaluating impact at a later stage.

Project Partners

Organisation	Country	Abbreviation
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Executive Summary

Knowledge exists within the SUMP community on the reasons why take-up is low and on the challenges and barriers to SUMP preparation and implementation. However, there has not yet been a systematic in-depth empirical assessment of the SUMP take-up in Europe.

The aim of the needs assessment conducted by SUMPs-Up was therefore to provide interested stakeholders with insight into the current status of SUMP take-up in some European countries, as well as an idea of the most recurrent drivers of, barriers to, and type of support required when developing SUMPs

Both quantitative and qualitative research methods were utilised: a large online survey with transport planners and stakeholders from 328 European cities; interviews with experts in 10 EU Member States; and a focus group meeting with 18 city experts.

The needs assessment showed that although there is a certain degree of experience in and understanding of integrated sustainable transport planning, there are large variations across Europe and take-up must continue to be fostered.

It also pointed out important drivers, like air pollution and CO_2 emissions targets, that could serve to encourage further SUMP development, and barriers that still hinder the process, such as the lack of vertical and horizontal integration, a lack of political will, and the fast pace of technological change - or the "technological tsunami".

It confirmed a higher need for planning support in small cities, towns in rural areas and cities with highly motorised traffic. It outlined an increased interest for support in newer policy fields, such as urban logistics and intelligent transport systems, and for implementing measures related to more traditional modes such as cycling.

The needs assessment also identified a lack of experience in using evaluation tools and mobility indicators, and a strong interest in good practice examples, workshops, and peer learning activities and a lack of experience in using evaluation tools and mobility indicators. Furthermore, most respondents described additional national support tools for SUMP development as being needed.

The conclusions from this report will help to further shape the thematic focus and learning activities of SUMPs-Up and other European projects that aim to support the take-up of SUMPs. At the same time, it presents new insights into the status of SUMP take-up in different parts of Europe, lays the foundations for monitoring and evaluation processes, and constitutes a potential baseline for future surveys. In other words, it provides data on the ‘before case’, against which the effects of SUMPs-Up and other SUMP projects can later be evaluated.

It will be further updated and developed in the SUMPs-UP take-up status report – due by May 2018 - together with the first outcomes of the monitoring work.

1 Introduction

1.1 Background

With the adoption of the Urban Mobility Package in 2013, and especially through the finalisation of the Operational Programmes funded by the European Structural and Investment Funds, the Sustainable Urban Mobility Plan (SUMP) concept has been promoted as a strategic planning instrument for local authorities. It has been used to foster the balanced development and integration of all transport modes, whilst encouraging a shift towards more sustainable modes of transport. However, even though a lot of high-quality SUMP support has been developed for local authorities in recent years, only a small proportion of European cities have implemented a SUMP[1].

SUMPs can help to effectively meet targets set at the European level over the coming years. To mention a few of them:

- Increasing the number of electric vehicles and charging points by 2020;
- Phasing out conventionally fuelled cars by city centres by 2050;
- Improving air quality by reducing harmful transport emissions by 60% by 2050;
- Halving the number of deaths from road crashes between 2010 and 2020., just to mention a few.

In this respect, SUMPs are a means to:

- achieve a harmonised and integrated offer of transport alternatives;
- improve accessibility for all by various means of transport;
- reduce harmful air pollutants and noise emissions in urban environments;
- make better use of public space and road space by accommodating active travel;
- improve urban delivery operations;
- regulate private traffic access.

While some advanced countries already have an established policy framework to support Sustainable Urban Mobility Planning, other countries are currently moving towards such an approach, with a third group of countries yet to adopt Sustainable Urban Mobility Planning as an objective of transport policy[2]. Many European cities are thus lacking strong technical support and quality control for SUMPs from the national level. However, the situation is even more complex than this approximate categorisation of countries indicates. For example, the situation in some regions within a country is sometimes substantially different compared to the rest of it. Other city characteristics, such as demographic and geographical aspects, financial capacity, and expertise and political structures, are also important contextual factors to consider when developing and implementing SUMPs. Altogether, this complex situation carries with it the risk that only a limited number of European cities dare to develop SUMPs, and that the plans developed in some countries often do not fulfil minimum quality standards due to a lack of understanding of the concept. SUMPs-Up believes that the aforementioned conditions constitute a serious threat to the progress made over the last 10 years in

[1] SUMPs-Up proposal phase survey and CH4LLENGE project (2013-2016) (http://www.sump-challenges.eu/)
[2] ELTISplus project and in the “State-of-the-art of SUMPs in Europe” released at the end of 2011

promoting a comprehensive and integrated approach to sustainable urban transport planning.

Cities need better guidance, tailored support, easier access to financial instruments, and a positive process that inspires and enables them to start developing high-quality SUMPs – in addition to the support needed by national governments. There is a need for a more systematic understanding of and targeted support for SUMP development on all political and planning levels concerned with urban mobility development.

1.2 Aim and objectives

The leading objective of SUMPs-Up is to fill a gap in knowledge, skills, and practices and enable mobility planning authorities across Europe to embrace Sustainable Urban Mobility Planning as the European-wide strategic planning approach, especially in countries where take-up is low and the negative effects of urban road transport on health and the environment are severe. To be able to deliver support where it is most needed, SUMPs-Up is basing its work on evidence. Knowledge exists within the SUMP community[3] on the reasons why take-up is low and on the challenges and barriers to SUMP preparation and implementation. However, there has not yet been a systematic, in-depth, empirical assessment of SUMP take-up in Europe.
The aim of the needs assessment conducted by SUMPs-Up was therefore to provide all interested stakeholders with a useful first-hand insight into the current status of SUMP take-up in some European countries, as well as an idea of the most recurrent drivers of, barriers to, and type support required when developing SUMPs, while laying the foundations for future research and analysis.

Based on the analysis of available data, some conclusions were inferred to help tailor the CIVITAS SUMP projects' activities. The needs assessment built on the consortium's expertise[4] and pre-analysis in the proposal stage[5] to perform further in-depth research of SUMP take-up needs, barriers, and challenges faced by local authorities in the EU28 region.

More specifically, the guiding objectives of the needs assessment were to:

- Provide insight into the current status of SUMP take-up;
- Determine trends, thematic priorities, challenges, and take-up needs in sustainable urban mobility planning;
- Identify countries and regions where SUMP take-up is low and the impact of transport on traffic congestion, social equity, human life, and public health and the environment is severe;
- Develop a set of matrixes comparing different countries, city characteristics, and SUMP statuses;

[3] Professionals responsible for transport and mobility planning in local authorities; transport, mobility or city planners with experience in developing and implementing urban transport/mobility plans in local authorities; local transport councillors and decision makers; officials from national ministries and agencies; consultants; academia; NGOs; national associations of local and regional authorities.
[4] Technical experts and transport consultants, research institutes and city networks working closely with transport experts from the member cities compose SUMPs-Up consortium.
[5] SUMPs-Up undertook a small-scale survey of 45 planning authorities from 16 EU states during the preparation of the proposal, in autumn 2015, whose results have allowed the project team to create a solid, informed basis for the identification of the needs of take-up cities.

- Establish the thematic content and approach of the SUMP Learning Programme[6];
- Engage local planners and decision makers early in the project.

The guiding objectives then translated into the following research questions:

(1) What is the current status of SUMP development in Europe?
(2) What are the drivers to develop a SUMP?
(3) What are the barriers to develop a SUMP
(4) Which are the countries, regions and types of cities where take-up is low?
(5) What are cities' take-up needs and thematic priorities in sustainable urban mobility planning?
(6) What are the types of support and tools cities need?
(7) Does a SUMP contribute to less car traffic?

1.3 Methods

Both quantitative and qualitative research methods were applied in order to address the research questions in a comprehensive way. These included a large online survey engaging urban mobility practitioners from more than 300 European cities; interviews with experts in 10 EU member states; and a focus group meeting involving 18 representatives from 17 major to medium-sized European cities.

The main objective of the online survey was to systematically collect information on the take-up of SUMPs across Europe and to determine whether cities' take-up needs are being met. The survey helped to capture and synthesise the opinions of mobility experts[7] in a quantifiable way and develop an evidence base to be used in all following related activities. The online survey collected knowledge from a wider group of urban mobility practitioners and stakeholders by means of a questionnaire a quick, accessible, and clear format.

In parallel to the survey, the PROSPERITY project[8] interviewed national level representatives with the intention of gathering qualitative information on specific SUMP training needs. This complemented other data collection on the status of SUMP take-up in Europe. The interview was used as an exploratory technique to obtain relevant information on the reasoning, opinions, and make-up of the target group. It also served to gather information on country-specific needs and identify common patterns.

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[6] The SUMP Learning Programme is a European programme started and managed by SUMPs-Up comprising knowledge transfer, testing and assessment, and continuous user feedback collection with high quality content about concepts, approaches, tools, and methodologies for Sustainable Urban Mobility Plan (SUMP) development.
http://eltis.org/sites/eltis/files/sump_learning_programme_description_2017.pdf

[7] The needs assessment target group consists of, but is not limited to, heads of department and team leaders responsible for transport/mobility planning in local authorities, transport/mobility/city planners with experience in developing and implementing urban transport/mobility plans in local authorities, local transport councillors and decision makers, directors and heads of department in national ministries and agencies, as well as numerous multipliers - including consultants, academia, NGOs, and national associations of local and regional authorities.

[8] PROSPERITY is a CIVITAS 2020 project that seeks to aid the development of effective SUMP programmes by identifying and assessing successful existing national SUMP programmes and their key contents, alongside key problems hindering Sustainable Urban Mobility Planning in cities and countries. One of PROSPERITY's main aims was to conduct a country-by-country, tailor-made assessment of users' needs and an analysis of the obstacles to SUMP development, which would in turn form the basis for the training and learning activities in each country.

The focus group is a well-established method of social enquiry. Taking the form of structured discussion, it involves the progressive sharing and refinement of participants' views and ideas. The method enabled the moderators to examine participants' different perspectives and to enquire further about cities' experiences. The concrete examples they received also enriched the analysis. In SUMPs-Up, a focus group meeting that took place alongside the EUROCITIES Mobility Forum meeting in Lisbon on 15 March 2017 was used to complement the quantitative data collected in the online survey. A second focus group will be organised by April 2018 and included in the updated SUMPs status report.

1.4 Coordination and responsibilities

EUROCITIES was responsible for the overall coordination of the needs assessment activities and the timely delivery of the results, in close consultation with project coordinator ICLEI, technical partners Rupprecht Consult and Trivector, as well as other participating partners.

City networks EUROCITIES, ICLEI, Polis, and UBC had a major role in promoting the online survey and in engaging their respective members in the needs assessment activities. EUROCITIES facilitated the organisation of one focus group meeting and coordinated this with SUMPs-Up's sister project PROSPERITY, which conducted targeted interviews and drafted chapter 4 of this report.

Rupprecht Consult collated inputs from partners, developed the set of survey questions; and set up and managed the online survey. Trivector and Rupprecht Consult were then responsible for processing, analysing, and clustering the information obtained through the online survey. EUROCITIES and Trivector were responsible for producing the report.

SUMPs-Up worked with CIVITAS 2020 projects PROSPERITY and SUITS, whose aim is to accelerate the take-up of SUMPs, to ensure that each project could benefit fully from the results and conclusions of the needs assessment analysis.

1.5 Structure of the document

The following chapters of this report will describe the method and results of the three approaches used for the needs assessment in more detail: the online survey (chapter 3), the interviews (chapter 4), and the focus group (chapter 5). To keep it concise, only the main survey results will be presented in chapter 3. For a complete overview of the results, a detailed analysis of the survey questions is enclosed as an annex.

A conclusive chapter (chapter 6) will synthesise the main findings by answering the guiding research questions listed in section 1.2.

A copy of the online survey questions, the complete survey results, and a copy of the interview questionnaire can be found as annexes to this document.

This report will be updated and developed into a SUMPs Status Report in May 2018. The status report will also include the first outcomes of the monitoring work in SUMPs-Up and the outcomes of the second focus group. The SUMPs Status Report will address a wider audience of SUMP experts and stakeholders and be promoted widely.

2 Survey: Method and results

2.1 Method description

Following the research questions and building on the online survey that was conducted during the project's proposal phase in Autumn 2015, a questionnaire was developed for the SUMP needs assessment survey from November 2016 to January 2017. Rupprecht Consult led on the process and, with contributions from all knowledge partners in the SUMPs-Up project consortium, set up the online platform. A test conducted ahead of the official launch with the seven SUMPs-Up city partners ensured the clarity of the set of questions, which was adapted based on their feedback.

The questionnaire consisted of three main parts:

1. City structure;
2. Sustainable urban transport planning;
3. Needs for support.

There were a total of 14 questions that took around 18 minutes to complete. The overarching aim was to enable analysis of the relationships between city structure, urban transport planning, and the needs for support. Once these relationships had been established, cities could be clustered into similar groups. General questions about the respondent's main occupation within the city administration and the name of the city and country were included at the start to ensure the validity of responses and enable country-based analysis.

The first main section (1. City structure) consisted of questions on the size of the city (Q1), its population trend (Q2), its geographical location in relation to other cities (Q3), and the modal split (Q4). These aspects were included due to their tangible effect on transport planning and SUMP needs.

The second main section (2. Sustainable urban transport planning) included questions on the city´s experience of integrated sustainable urban transport planning (Q5), aspects of their SUMP (if they had had one (Q5a-5c), the SUMP status (Q6), other existing mobility plans and programmes (Q7), and the tools and methods used in transport planning (Q8). This information was needed to ascertain the status of SUMP development in Europe, which countries, regions, and types of cities have low take-up, and the relationship between SUMP experience and status and other city characteristics and needs.

The third main section (3. Needs for support) contained questions on the type of support needed to develop a SUMP by policy fields (Q9), the preferred type of support by mobility planning step (Q10), respondents' willingness to participate in learning activities in English (Q11), drivers of SUMP development (Q12) and additional support needs from the national level (Q13). This information was necessary to determine the areas in which cities need support and what type of support they need. A conclusive question (Q14) left space for additional comments. The complete questionnaire is enclosed as an annex.

The guiding principles behind the design of the questionnaire and wording of the individual questions were simplicity and conciseness in order to encourage cities to respond. Almost all questions were multiple choice so as to enable quantitative analysis and facilitate synthesis

of the multilingual survey. Being aware of the ambitious aim to receive responses from at least 300 European cities, incentives were offered to encourage people to take the survey. SUMPs-Up offered three free journeys to the 4th SUMP conference in Dubrovnik (Croatia) on March 29-30, 2017, and priority when signing up to SUMPs-Up training courses or funding opportunities. With the help of the diverse language skills of the European SUMPs-Up consortium and PROSPERITY partners, the questionnaire was also translated into 10 EU languages. This further increased the likelihood of people responding.

The survey was carried out from 31 January to 3 March 2017. Local authorities and transport planning authorities from all EU countries were invited to take part in the survey. All SUMPs-Up partners were involved in engaging potential respondents, with the city networks EUROCITIES, ICLEI, Polis, and UBC promoting the online survey extensively through their respective members. Altogether, these networks have direct access to over 2,000 mobility and city development practitioners. In addition, EUROCITIES, ICLEI and Polis also used their involvement in strategic European transport initiatives like CIVITAS, European Mobility Week, Eltis, and the New Covenant of Mayors for Climate and Energy to reach out to cities across Europe.

In the analysis of the data collected through the survey, the following steps were undertaken:

- A survey database was established in SPSS Statistics, a software package used for logical batched and non-batched statistical analysis, and the variables and data were reviewed and structured to facilitate adequate analysis. The city name variable (D5) was manually reviewed in order to correct misspellings and different spellings of the same city name. This helped to ensure that each city was identified correctly. Missing city names were determined by the GPS coordinates delivered by the survey and could then be added.
- Respondents from cities located outside of Europe were removed, whereas European cities from countries which are not Member States of the European Union were kept.
- Respondents who failed to complete survey questions after Q5 were removed.
- The original database contained multiple answers from 362 cities (between 2 and 10 respondents per city had participated in the survey). In order to avoid bias in the results, the database was ordered so that each city was only represented once. Most of the cities with multiple answers had two answers, one of which was often not fully completed. These incomplete cases were removed, which resolved more than half of the cases of cities with multiple answers. For the remaining cities with multiple answers, one of the respondents (cases) was randomly selected to be included in the database, whilst the other responses were removed.

After performing the steps mentioned above, a total sample of 328 cities out of the initial 465 respondents remained in the process. A list of the participating cities is included in Annex 2.

A variable based on country population from Eurostat was added to be able to weight the results by country population. Weighting is crucial to take into account underrepresentation and overrepresentation of countries in the survey sample and thereby to ensure that conclusions are drawn for Europe as a whole. This way, instead of having each city's results contribute equally towards the final results, some cities are adjusted to contribute more than others.

For example, Spain with around 47 million inhabitants and UK, with around 65 million inhabitants, have the same proportion of responses (participating cities) when weighting the results by country population. At this purpose, consult number of participating cities by country in **Figure 1**.

The reader should be aware of whether weighted or unweighted results are presented in figures and tables in this report.

In this report, weighted results are presented for general results describing the situation in Europe as a whole, while unweighted results are mainly presented as country-specific results that highlight differences between countries. The table/figure descriptions always indicate whether weighted or unweighted results are presented.

In figures relating to country-specific results, only countries with at least 15 participating cities are reported separately. Countries with less than 15 participating cities are collected under the category “other EU countries”.

As for the general results, it is important to be aware that the sampling strategy does not imply a representative sample of cities in the survey. The results for a single country are the results of the cities from that country which have participated in this survey, not for that country as a whole. Cities experienced in sustainable urban mobility planning are more likely to be represented in the sample than less experienced ones. The report is likely to indicate that there is a higher level of experience of sustainable urban mobility planning in European cities than is actually the case.

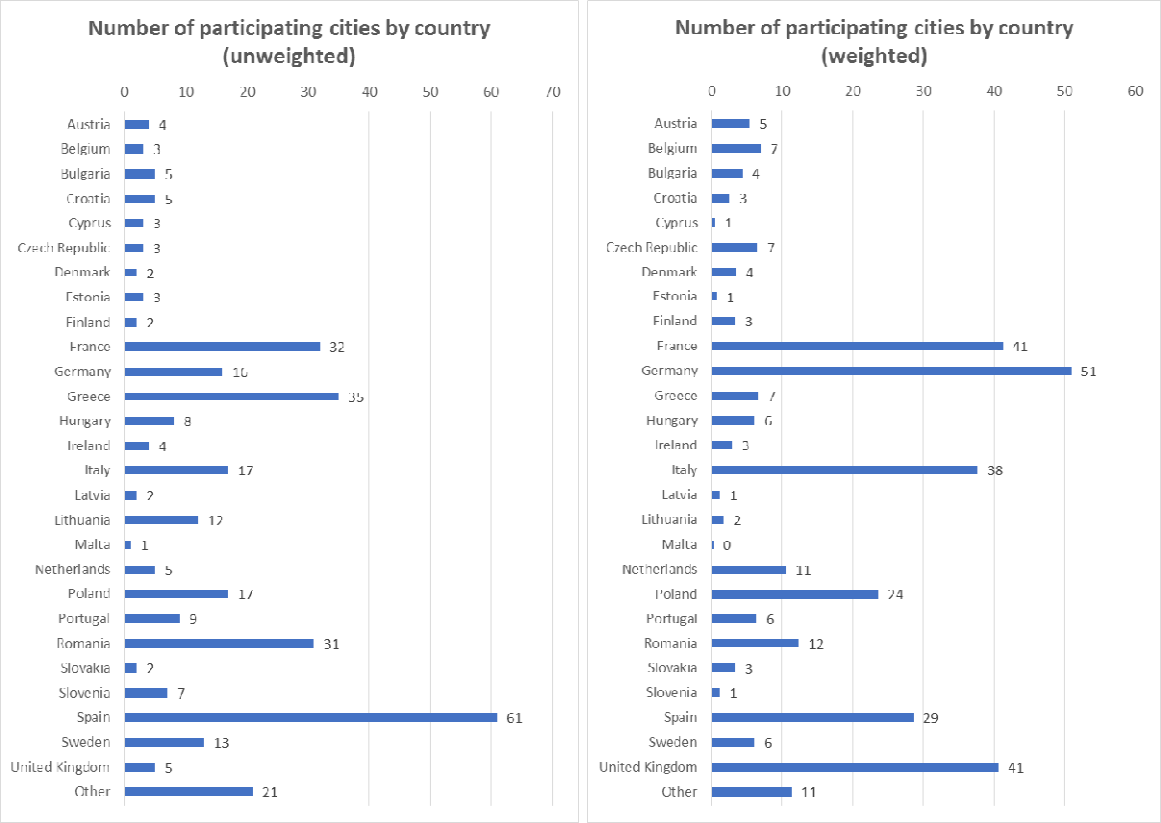


Figure 1: Countries in which the 328 participating cities are located in: unweighted results (left diagram) and results weighted by country population (right diagram).

2.2 Results

The large outreach of the city networks, the concise design of the questionnaire in 10 EU languages, and the additional incentives helped to achieve the target of at least 300 European cities responding to the survey. In this section, views are presented on the drivers of, barriers to, and take-up needs relating to sustainable urban mobility planning. They were collected from 328 cities in 27 European countries. The complete survey results can be found in Annex 2.

2.2.1 Characteristics of the cities participating in the survey

328 cities from 27 European countries have participated in the survey. Some characteristics of these cities are presented in the table below.

City characteristics		N	%
City size (population)	Less than 25,000	19	6%
	25,000 to 50,000	36	11%
	50,000 to 100,000	51	15%
	100,000 to 250,000	89	27%
	250,000 to 500,000	60	18%
	500,000 to 1 million	39	12%
	More than 1 million	34	10%
Population trend	1: Growing population	81	25%
	2	109	33%
	3	79	24%
	4	39	12%
	5: Shrinking population	20	6%
City location	Rural area (not close to a town with < 25 000 inhabitants)	11	3%
	Close to a city with 25 000 - 100 000 inhabitants	29	9%
	Close to a city with 100 000 - 500 000 inhabitants	32	10%
	Close to a city with > 500 000 inhabitants	30	9%
	Largest city in the catchment area	207	63%
	Other	18	6%

Table 1: Characteristics of the cities participating in the survey, N=328 / 327 / 327 (results weighted by country population).

The modal split in participating cities is presented in Figure 2. The mean share of private motorised traffic was 53%, while the corresponding figure was 19% for public transport, 7% for cycling, and 17% for walking. These figures should be interpreted with caution due to the uncertainties in the data. 34% of the cities have provided figures produced from their own assessments, whilst 66% have provided data from traffic counts, travel surveys, public transport operators, and other relevant sources.

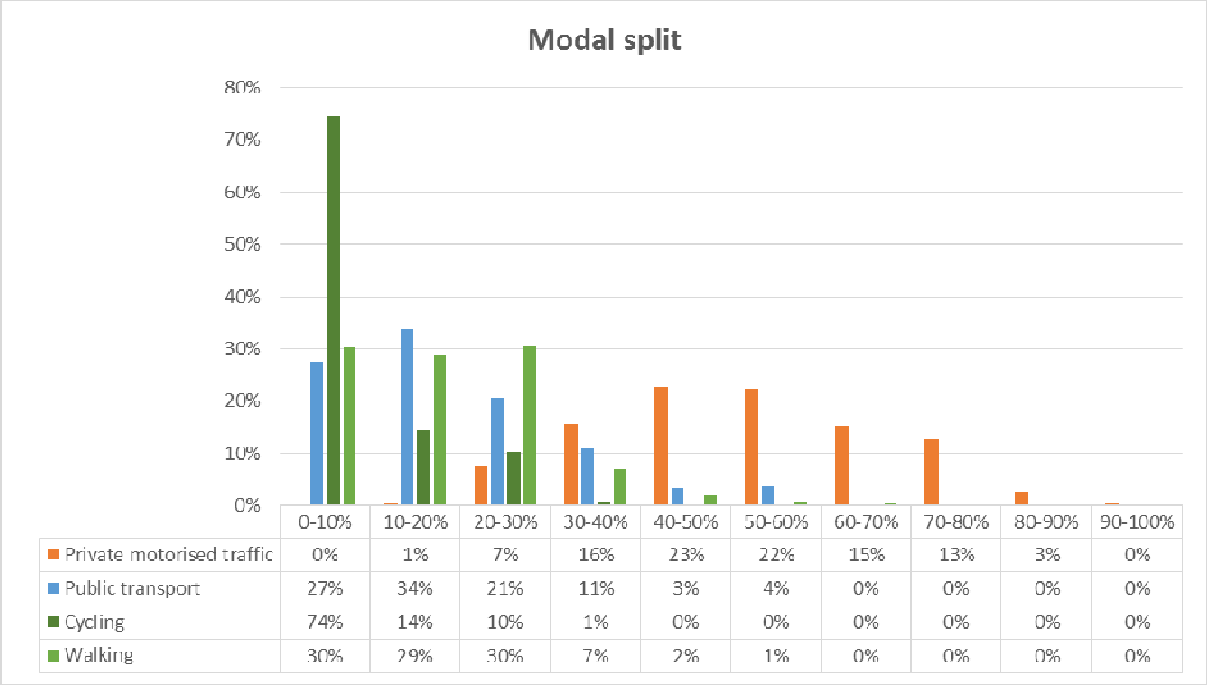


Figure 2: Modal split in participating cities (results weighted by country population).

2.2.2 Cities' experience in SUMP planning

Three city types were defined in order to illustrate cities' level of maturity and experience in sustainable urban mobility planning: **starter cities**, **intermediate cities** and **experienced cities**. Two approaches have been used when defining these city types: one is based on a city's SUMP experience (Q5) and the other on the status of SUMP activities in a city (Q6), as shown in the Table 2 below. Regardless of approach, there is a strong correlation between city type and the city's characteristics. For instance, experienced cities are more likely to be large and have a growing population. More detailed figures are available in Annex 2.

	SUMP experience (Q5)			Status of SUMP activities (Q6)		
	Definition	**N**	**%**	**Definition**	**N**	**%**
Starter city	City is not yet familiar with sustainable urban transport planning.	49	15%	No activities Considering to develop first SUMP Developing first SUMP	145	44%
Intermediate city	City has already applied sustainable urban transport measures, but not systematically.	122	37%	Finalised SUMP waiting to be adopted SUMP is adopted but not implemented Implementing the SUMP	105	32%
Experienced city	City has already conducted integrated sustainable urban transport planning.	145	44%	Evaluation and revision of the previous SUMP Preparing 2nd/3rd generation SUMP	45	14%
Other		11	3%		33	10%
Total		327	100%		327	100%

Table 2: Number of participating cities for the three city types defined on the basis of SUMP experience (Q5) and the status of SUMP activities (Q6) in the city (results weighted by country population).

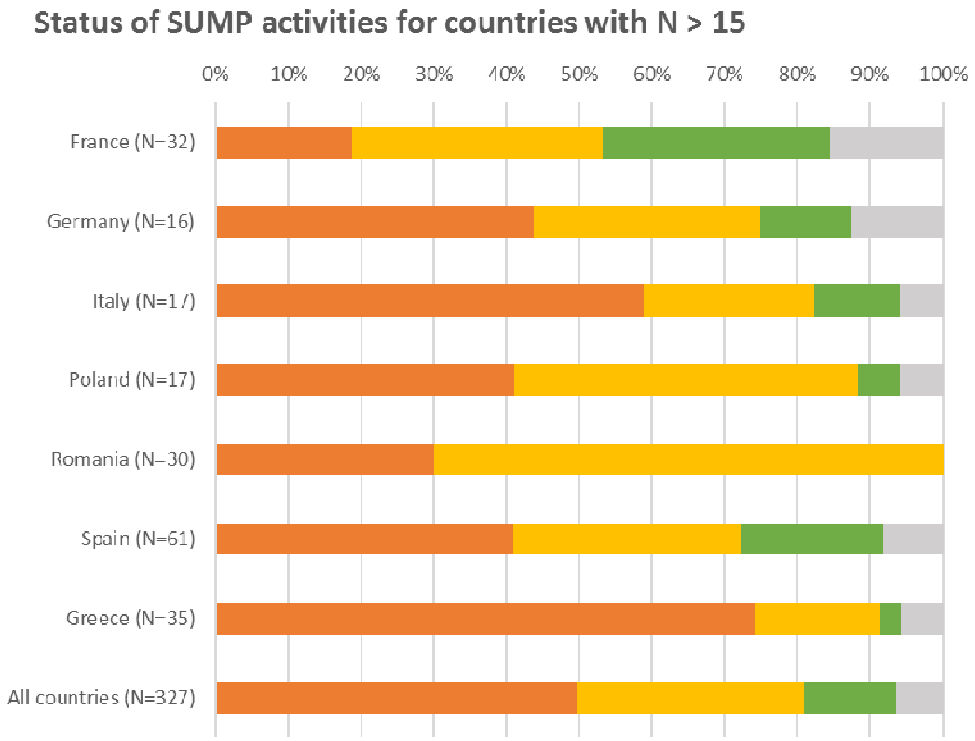
Most surveyed cities have some experience in Sustainable Urban Mobility Planning.

- 44% of the cities 'have conducted integrated sustainable urban mobility planning', which means they are considered as "experienced cities" based on Q5 of the survey.
- 85% of this group - and thus 37% of the total sample - have stated that they have an urban mobility plan that qualifies as a SUMP, for instance a VEP, PDU or LTP[9].
- 14% of the participating cities are evaluating and revising their previous SUMP or are preparing a second or third generation SUMP.
- 19% of the cities participating in the survey are eager to start the SUMP process and 16% have already started it.

It must be noted that these figures are weighted on the basis of country population to take into account the representation of different countries in the survey. See section 3.1. for more information on the weighting.

There is a large variation across Europe when it comes to SUMP development, as shown in Figure 3 and

[9] VEP - Verkehrsentwicklungsplan - Germany, PDU - Plan de Déplacements Urbains – France, LTP – Local Transport Plan – United Kingdom/Ireland

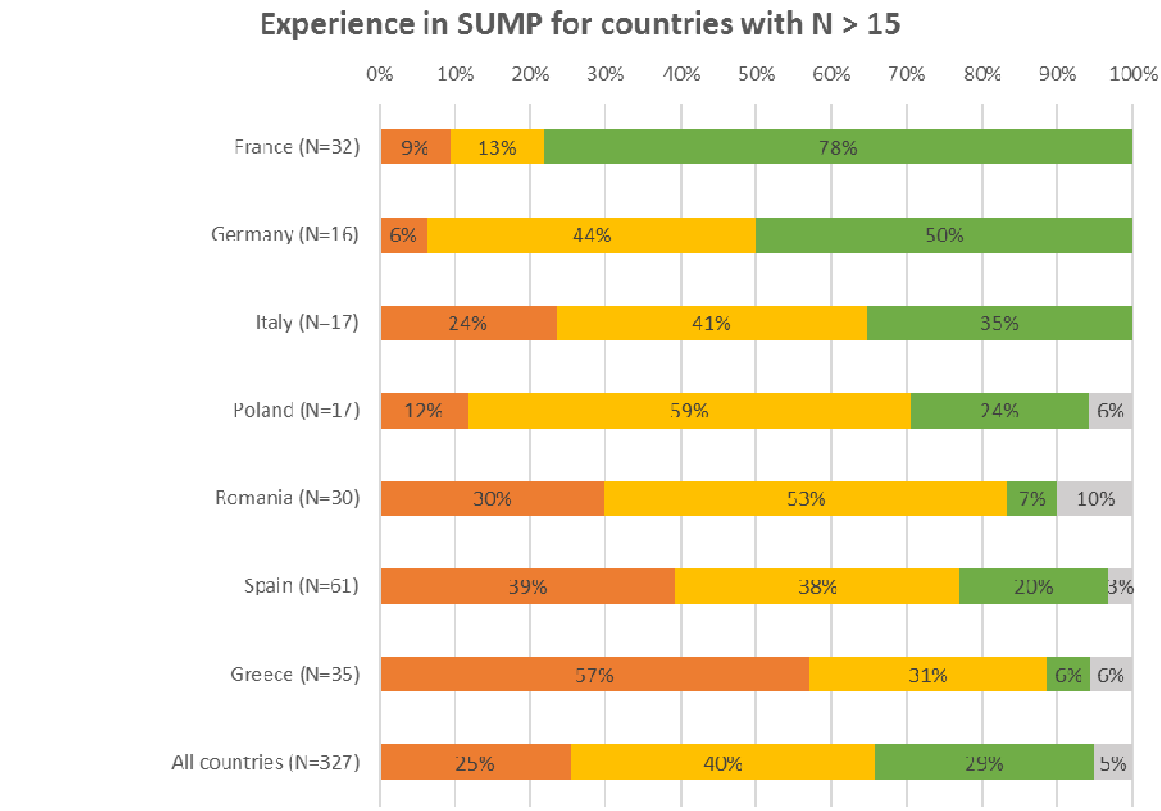


	All countries (N=327)	Greece (N=35)	Spain (N=61)	Romania (N=30)	Poland (N=17)	Italy (N=17)	Germany (N=16)	France (N=32)
No activities	8%	6%	8%	0%	0%	18%	0%	16%
Considering to develop our first SUMP	22%	54%	18%	10%	29%	24%	19%	0%
Developing our first SUMP	19%	14%	15%	20%	12%	18%	25%	3%
Finalised SUMP waiting to be adopted	9%	3%	10%	40%	6%	0%	0%	3%
SUMP is adopted but not implemented	7%	11%	7%	17%	12%	12%	0%	6%
Implementing the SUMP	15%	3%	15%	13%	29%	12%	31%	25%
Evaluation and revision of previous SUMP	6%	3%	11%	0%	6%	12%	6%	9%
Preparing 2nd/3rd generation SUMP	6%	0%	8%	0%	0%	0%	6%	22%
Other	6%	6%	8%	0%	6%	6%	13%	16%

Figure 4. Only 6% of participating cities from Greece and 7% of the participating cities from Romania claimed to have conducted integrated Sustainable Urban Mobility Planning, while the corresponding figure in France is 78%.

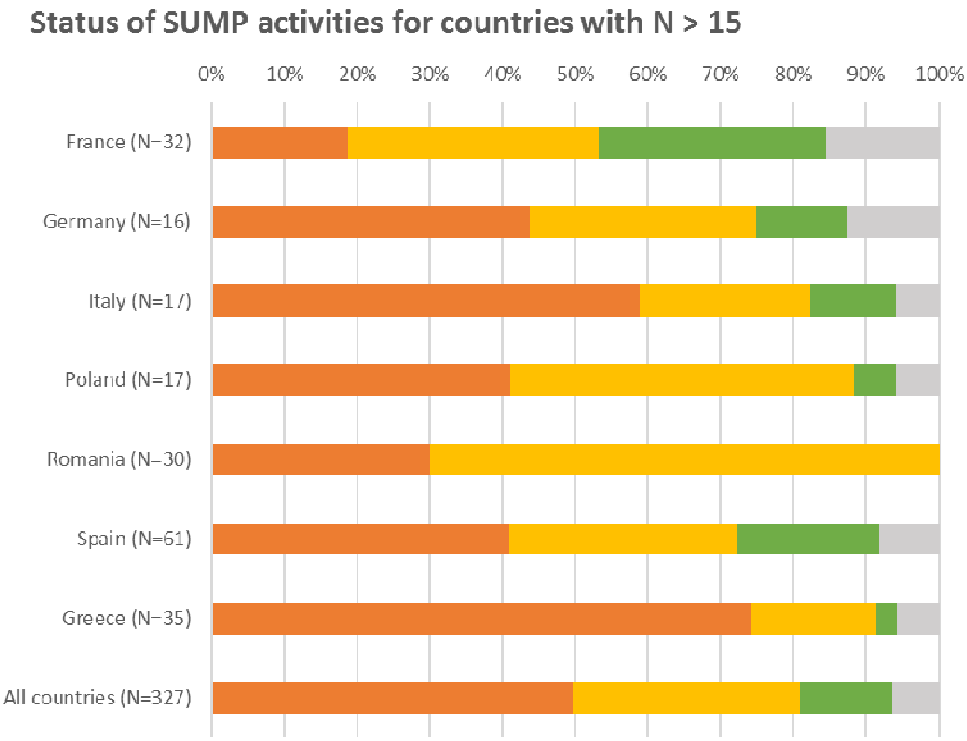
It is worth pointing out that these figures should be treated with caution, since the sample of cities from each country is not representative of the country as a whole.

Nevertheless, the figures give an indication of the level of maturity and experience in sustainable urban mobility planning across Europe.



	All countries (N=327)	Greece (N=35)	Spain (N=61)	Romania (N=30)	Poland (N=17)	Italy (N=17)	Germany (N=16)	France (N=32)
City is not yet familiar with sustainable urban transport planning.	25%	57%	39%	30%	12%	24%	6%	9%
City has already applied sustainable urban transport measures, but not systematically.	40%	31%	38%	53%	59%	41%	44%	13%
City has already conducted integrated sustainable urban transport planning.	29%	6%	20%	7%	24%	35%	50%	78%
Other	5%	6%	3%	10%	6%	0%	0%	0%

Figure 3: Experience in sustainable urban transport planning (Q5) in the participating cities by countries with at least 15 participating cities (results are not weighted by country population).



	All countries (N=327)	Greece (N=35)	Spain (N=61)	Romania (N=30)	Poland (N=17)	Italy (N=17)	Germany (N=16)	France (N=32)
No activities	8%	6%	8%	0%	0%	18%	0%	16%
Considering to develop our first SUMP	22%	54%	18%	10%	29%	24%	19%	0%
Developing our first SUMP	19%	14%	15%	20%	12%	18%	25%	3%
Finalised SUMP waiting to be adopted	9%	3%	10%	40%	6%	0%	0%	3%
SUMP is adopted but not implemented	7%	11%	7%	17%	12%	12%	0%	6%
Implementing the SUMP	15%	3%	15%	13%	29%	12%	31%	25%
Evaluation and revision of previous SUMP	6%	3%	11%	0%	6%	12%	6%	9%
Preparing 2nd/3rd generation SUMP	6%	0%	8%	0%	0%	0%	6%	22%
Other	6%	6%	8%	0%	6%	6%	13%	16%

Figure 4: Status of sustainable urban mobility planning (Q6) in the participating cities by countries with at least 15 participating cities (results are not weighted by country population).

2.2.3 Drivers for developing a SUMP

Among the major drivers for developing a SUMP, participating cities identified the major drivers as being access to funding (85%), the SUMP as a solution to address transport challenges (83%), and political will (78%). For 55% of respondents, the legal requirement to develop a SUMP is an important driver. The figures mentioned above are weighted on the basis of country population - see section 3.1 for more information on weighting.

The survey showed that drivers are influenced by country-specific conditions, such as the national SUMP framework or availability of funding. No clear correlation emerged between drivers and city type and city characteristics, such as city size and population trend. As a matter of fact, improved access to funding is a much more important driver in some countries, especially in Romania and Poland, while the most important drivers in Spain are political will and the fact that a SUMP is seen as a solution to address transport challenges. The diagram in **Figure 5** shows country-specific results.

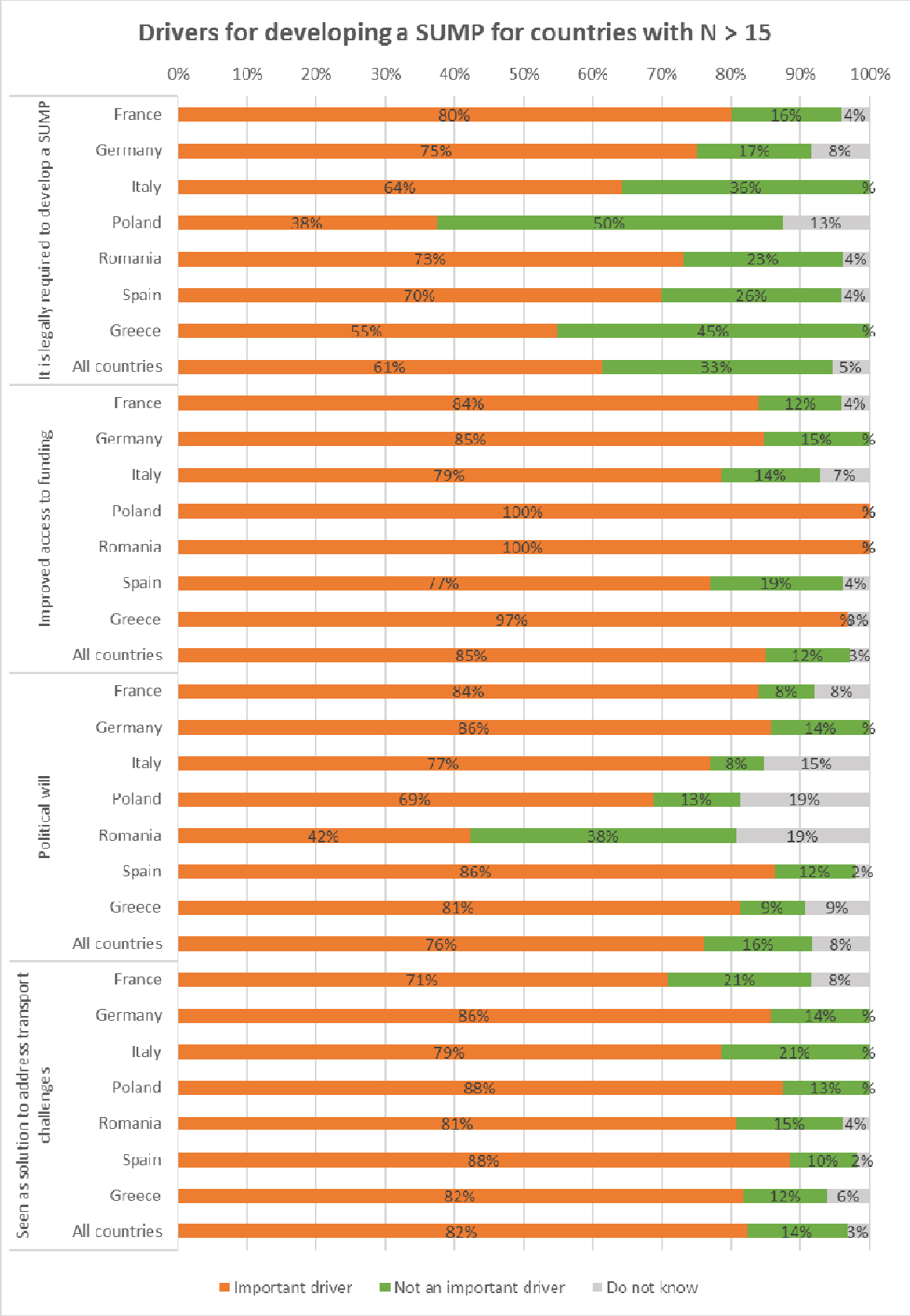


Figure 5: Drivers for developing a SUMP for countries with at least 15 participating cities (results are not weighted by country population).

2.2.4 Cities' need for support in selecting and implementing measures

The participating cities' need for support when selecting and implementing measures for sustainable urban mobility planning based on city type and city's characteristics is presented in the matrixes below (Table 3 and Table 4). Annex 2 provides further details.

Starter cities have a higher need for support in selecting and implementing measures. This same need was expressed by small cities, towns located in rural areas, and cities with a high share of private motorised traffic. However, cities seem to have similar priorities - based on the ranking of needs - regardless of their experience of SUMPs, city size, and modal split. In other words, city type and city characteristics have little effect on the type of support that a city needs. On the other hand, differences emerge between participating cities depending on the country they are located in. For example, participating cities from Greece, Italy and Spain show a much higher need for support than participating cities from Germany, as highlighted in **Table 5** and **Table 6** below.

	Need of support in selecting measures							
	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
Walking	38%	38%	41%	29%	48%	28%	31%	37%
Cycling	25%	6%	35%	18%	42%	36%	43%	33%
Public transport	16%	19%	47%	29%	42%	41%	51%	41%
Urban road safety	34%	31%	59%	24%	32%	26%	60%	36%
Road transport	22%	13%	47%	18%	32%	26%	51%	30%
Car parking management	38%	38%	29%	29%	55%	25%	60%	40%
Urban logistics	53%	31%	71%	53%	42%	56%	60%	53%
Integration of different transport modes	31%	31%	47%	59%	42%	64%	57%	51%
Mobility management	47%	25%	71%	59%	58%	48%	69%	55%
Intelligent transportation systems	47%	31%	59%	18%	52%	54%	86%	54%
Electric mobility and clean fuels	47%	25%	41%	47%	45%	46%	63%	48%
Shared mobility	41%	31%	53%	59%	58%	51%	71%	54%
Automation in car traffic and public transport	50%	25%	53%	29%	42%	51%	74%	49%
Additional policy field(s)	19%	19%	0%	6%	13%	8%	11%	10%

Table 5

	Need support in implementing measures							
	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
Walking	47%	38%	53%	35%	45%	49%	77%	51%
Cycling	63%	56%	71%	41%	65%	59%	74%	62%
Public transport	41%	38%	53%	59%	61%	54%	69%	52%
Urban road safety	34%	38%	47%	41%	52%	46%	57%	48%
Road transport	31%	25%	24%	47%	42%	49%	69%	45%
Car parking management	69%	31%	41%	35%	39%	54%	60%	50%

Urban logistics	47%	31%	35%	29%	45%	43%	57%	43%
Integration of different transport modes	38%	25%	59%	41%	52%	44%	43%	46%
Mobility management	47%	44%	47%	29%	45%	54%	51%	49%
Intelligent transportation systems	41%	31%	35%	24%	39%	38%	46%	40%
Electric mobility and clean fuels	34%	38%	47%	41%	48%	54%	43%	45%
Shared mobility	53%	19%	41%	35%	32%	46%	51%	43%
Automation in car traffic and public transport	34%	31%	35%	35%	52%	38%	49%	42%
Additional policy field(s)	9%	19%	12%	6%	3%	8%	11%	8%

Table 6

When it came to selecting measures, cities mentioned a particular need for support in newer mobility policy fields, such as urban logistics, shared mobility, and automation in car traffic. The need is lower in relation to more traditional transport modes, such as cycling, and mobility fields, such as urban road safety, road transport, and car parking management. In the specific case of cycling, respondents showed a very high need for support in implementing measures at the same time.

		Need for support in selecting measures													
		Walking	Cycling	Public transport	Urban road safety	Road transport	Car parking management	Urban logistics	Integration of different transport modes	Mobility management	Intelligent transportation systems	Electric mobility and clean fuels	Shared mobility	Automation in car traffic and public transport	Additional policy field(s)
All cities		37%	25%	37%	33%	24%	33%	50%	46%	50%	46%	42%	45%	44%	13%
City types based on SUMP experience (Q5)	**Starter cities**	55%	43%	61%	52%	35%	54%	63%	67%	72%	53%	47%	66%	45%	19%
	Intermediate cities	33%	26%	40%	32%	28%	34%	47%	51%	55%	44%	45%	55%	43%	7%
	Experienced cities	36%	17%	27%	28%	17%	25%	50%	35%	38%	45%	40%	30%	44%	15%
City types based on status of SUMP activities (Q6)	**Starter cities**	38%	29%	50%	36%	30%	41%	55%	58%	59%	50%	46%	55%	43%	9%
	Intermediate cities	30%	25%	23%	31%	22%	27%	42%	34%	39%	43%	39%	38%	47%	17%
	Experienced cities	37%	21%	24%	23%	13%	19%	47%	31%	32%	36%	28%	43%	33%	14%
City size (population)	**Small cities**	37%	36%	51%	40%	36%	41%	52%	52%	59%	51%	44%	58%	48%	11%
	Medium cities	35%	17%	31%	25%	16%	28%	47%	43%	43%	44%	43%	42%	38%	12%
	Large cities	44%	26%	31%	37%	23%	31%	54%	43%	51%	45%	38%	31%	52%	17%
Population trend	**Shrinking**	41%	21%	35%	28%	19%	30%	45%	47%	46%	46%	42%	40%	40%	18%
	Stable	26%	31%	43%	38%	32%	34%	60%	39%	51%	56%	45%	50%	55%	7%
	Growing	41%	28%	38%	40%	29%	40%	55%	53%	60%	35%	39%	54%	45%	4%
City location	**Rural area**	44%	49%	55%	24%	16%	29%	59%	51%	54%	40%	52%	49%	43%	36%
	Close to another city	47%	34%	48%	47%	35%	45%	56%	58%	61%	56%	57%	62%	52%	18%
	Largest city in catchment area	34%	20%	30%	28%	19%	30%	49%	39%	42%	44%	37%	39%	41%	11%
Share of private motorised traffic	**High**	22%	18%	22%	24%	15%	28%	41%	32%	35%	37%	33%	38%	30%	6%
	Medium	42%	20%	38%	28%	26%	31%	60%	49%	48%	53%	50%	42%	55%	16%
	Low	46%	35%	49%	43%	30%	39%	50%	56%	65%	47%	41%	53%	44%	13%

Table 3: Matrix showing the need for support in selecting measures on the basis of city type and city characteristics (city size, population trend, city location, and modal split) (results weighted by country population).

		Need for support in implementing measures													
		Walking	Cycling	Public transport	Urban road safety	Road transport	Car parking management	Urban logistics	Integration of different transport modes	Mobility management	Intelligent transportation systems	Electric mobility and clean fuels	Shared mobility	Automation in car traffic and public transport	Additional policy field(s)
All cities		48%	61%	47%	45%	38%	47%	41%	47%	48%	42%	46%	44%	39%	11%
City types based on SUMP experience (Q5)	Starter cities	44%	68%	51%	45%	51%	42%	37%	36%	40%	36%	44%	35%	35%	13%
	Intermediate cities	52%	60%	51%	42%	38%	48%	27%	51%	46%	41%	47%	38%	35%	6%
	Experienced cities	47%	60%	41%	45%	33%	48%	54%	46%	52%	44%	46%	54%	42%	15%
City types based on status of SUMP activities (Q6)	Starter cities	49%	70%	48%	48%	40%	49%	41%	47%	52%	44%	52%	42%	44%	10%
	Intermediate cities	61%	55%	52%	42%	33%	49%	47%	45%	49%	40%	39%	42%	35%	12%
	Experienced cities	37%	37%	43%	49%	34%	50%	42%	42%	47%	40%	39%	47%	42%	10%
City size	Small cities	44%	59%	43%	41%	43%	50%	35%	42%	42%	31%	41%	35%	31%	9%
	Medium cities	48%	60%	51%	41%	32%	47%	39%	45%	50%	43%	44%	45%	43%	10%
	Large cities	56%	64%	44%	57%	44%	41%	54%	56%	52%	56%	59%	58%	41%	16%
Population trend	Shrinking	47%	59%	46%	45%	37%	46%	42%	42%	49%	45%	45%	47%	40%	14%
	Stable	48%	64%	45%	46%	40%	51%	41%	60%	46%	33%	44%	45%	35%	10%
	Growing	53%	62%	51%	44%	38%	44%	41%	44%	47%	43%	52%	35%	41%	2%
City location	Rural area	44%	65%	52%	55%	60%	56%	42%	34%	39%	42%	43%	51%	52%	35%
	Close to another city	59%	67%	54%	46%	46%	55%	37%	45%	56%	38%	42%	37%	34%	12%
	Largest city in catchment area	42%	57%	46%	47%	35%	41%	44%	46%	43%	40%	47%	45%	41%	10%
Share of private motorised traffic	High	41%	58%	45%	46%	37%	35%	53%	46%	58%	44%	45%	39%	54%	8%
	Medium	50%	63%	50%	44%	38%	47%	41%	42%	39%	45%	48%	47%	36%	15%
	Low	54%	61%	44%	43%	38%	57%	30%	49%	45%	36%	44%	44%	27%	8%

Table 4: Matrix showing the need for support in implementing measures on the basis of city type and city characteristics (city size, population trend, city location, and modal split) (results weighted by country population).

	Need of support in selecting measures							
	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
Walking	38%	38%	41%	29%	48%	28%	31%	37%
Cycling	25%	6%	35%	18%	42%	36%	43%	33%
Public transport	16%	19%	47%	29%	42%	41%	51%	41%
Urban road safety	34%	31%	59%	24%	32%	26%	60%	36%
Road transport	22%	13%	47%	18%	32%	26%	51%	30%
Car parking management	38%	38%	29%	29%	55%	25%	60%	40%
Urban logistics	53%	31%	71%	53%	42%	56%	60%	53%
Integration of different transport modes	31%	31%	47%	59%	42%	64%	57%	51%
Mobility management	47%	25%	71%	59%	58%	48%	69%	55%
Intelligent transportation systems	47%	31%	59%	18%	52%	54%	86%	54%
Electric mobility and clean fuels	47%	25%	41%	47%	45%	46%	63%	48%
Shared mobility	41%	31%	53%	59%	58%	51%	71%	54%
Automation in car traffic and public transport	50%	25%	53%	29%	42%	51%	74%	49%
Additional policy field(s)	19%	19%	0%	6%	13%	8%	11%	10%

Table 5: Need of support in selecting measures for countries with at least 15 participating cities (results are not weighted by country population).

	Need support in implementing measures							
	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
Walking	47%	38%	53%	35%	45%	49%	77%	51%
Cycling	63%	56%	71%	41%	65%	59%	74%	62%
Public transport	41%	38%	53%	59%	61%	54%	69%	52%
Urban road safety	34%	38%	47%	41%	52%	46%	57%	48%
Road transport	31%	25%	24%	47%	42%	49%	69%	45%
Car parking management	69%	31%	41%	35%	39%	54%	60%	50%
Urban logistics	47%	31%	35%	29%	45%	43%	57%	43%
Integration of different transport modes	38%	25%	59%	41%	52%	44%	43%	46%
Mobility management	47%	44%	47%	29%	45%	54%	51%	49%
Intelligent transportation systems	41%	31%	35%	24%	39%	38%	46%	40%
Electric mobility and clean fuels	34%	38%	47%	41%	48%	54%	43%	45%
Shared mobility	53%	19%	41%	35%	32%	46%	51%	43%
Automation in car traffic and public transport	34%	31%	35%	35%	52%	38%	49%	42%
Additional policy field(s)	9%	19%	12%	6%	3%	8%	11%	8%

Table 6: Need of support in implementing measures for countries with at least 15 participating cities (results are not weighted by country population).

2.2.5 Type of support needed

Most of the participating cities have pointed out preferred types of support to be offered by CIVITAS SUMP projects for specific planning steps, as shown in Figure 6. There is a need for all types of support included in the survey, particularly for 'good practice examples'. Country-specific results can be found in Table 8.

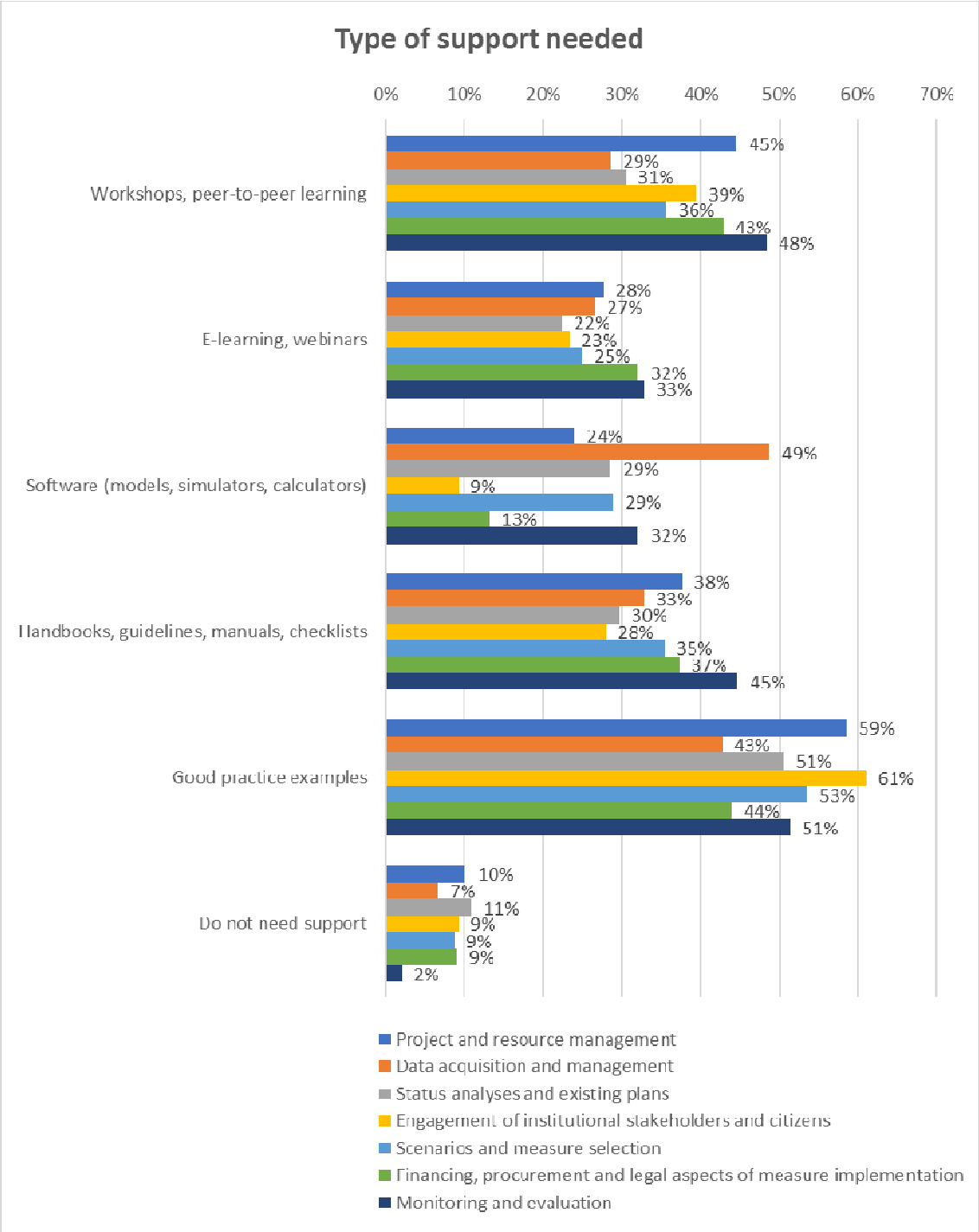


Figure 6: Preferred type of support offered by CIVITAS SUMP projects for each planning step for all participating cities (N=328; multiple answers possible; results weighted by country population).

	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
Project and resource management								
Workshops, peer-to-peer learning	25%	44%	47%	53%	42%	16%	49%	46%
E-learning, webinars	13%	25%	35%	29%	42%	36%	40%	29%
Software (models, simulators, calculators)	6%	25%	18%	41%	29%	61%	43%	26%
Handbooks, guidelines, manuals, checklists	34%	38%	41%	41%	48%	28%	63%	38%
Good practice examples	56%	44%	65%	59%	58%	31%	71%	55%
Do not need support	13%	19%	18%	0%	0%	2%	3%	7%
Data acquisition and management								
Workshops, peer-to-peer learning	22%	13%	24%	47%	39%	16%	51%	29%
E-learning, webinars	19%	19%	18%	29%	32%	36%	34%	29%
Software (models, simulators, calculators)	41%	38%	47%	53%	42%	61%	74%	50%
Handbooks, guidelines, manuals, checklists	28%	50%	24%	29%	39%	28%	43%	34%
Good practice examples	34%	31%	35%	35%	45%	31%	46%	41%
Do not need support	16%	13%	6%	6%	0%	2%	3%	5%
Status analyses and existing plans								
Workshops, peer-to-peer learning	25%	13%	35%	18%	26%	25%	51%	32%
E-learning, webinars	9%	13%	29%	29%	29%	31%	46%	26%
Software (models, simulators, calculators)	16%	13%	24%	29%	19%	36%	60%	30%
Handbooks, guidelines, manuals, checklists	22%	6%	47%	41%	29%	41%	66%	37%
Good practice examples	34%	56%	35%	29%	39%	41%	60%	45%
Do not need support	28%	13%	6%	18%	10%	3%	0%	9%
Engagement of institutional stakeholders and citizens								
Workshops, peer-to-peer learning	41%	44%	18%	41%	42%	44%	66%	44%
E-learning, webinars	9%	13%	29%	35%	16%	36%	40%	25%
Software (models, simulators, calculators)	9%	0%	6%	0%	6%	21%	23%	13%
Handbooks, guidelines, manuals, checklists	19%	25%	29%	24%	42%	28%	49%	31%
Good practice examples	53%	56%	59%	71%	55%	49%	86%	60%
Do not need support	22%	6%	6%	0%	0%	7%	0%	6%
Scenarios and measure selection								
Workshops, peer-to-peer learning	22%	25%	41%	35%	35%	31%	60%	39%
E-learning, webinars	9%	19%	29%	18%	29%	31%	43%	29%
Software (models, simulators, calculators)	31%	31%	29%	24%	42%	26%	37%	30%
Handbooks, guidelines, manuals, checklists	25%	31%	35%	53%	45%	44%	63%	41%
Good practice examples	38%	56%	41%	76%	35%	41%	86%	52%
Do not need support	16%	13%	6%	0%	3%	3%	0%	5%
Financing, procurement and legal aspects of measure implementation								
Workshops, peer-to-peer learning	25%	56%	47%	35%	52%	44%	57%	44%
E-learning, webinars	16%	44%	24%	24%	42%	41%	54%	33%
Software (models, simulators, calculators)	6%	6%	24%	12%	13%	20%	26%	16%
Handbooks, guidelines, manuals, checklists	34%	44%	59%	47%	29%	31%	49%	37%
Good practice examples	31%	44%	47%	47%	39%	41%	40%	44%
Do not need support	28%	6%	6%	12%	3%	3%	17%	10%
Monitoring and evaluation								
Workshops, peer-to-peer learning	41%	63%	47%	47%	42%	10%	49%	41%
E-learning, webinars	19%	31%	41%	41%	32%	10%	54%	30%
Software (models, simulators, calculators)	28%	44%	41%	29%	42%	11%	57%	33%
Handbooks, guidelines, manuals, checklists	44%	56%	59%	41%	42%	10%	60%	41%
Good practice examples	56%	44%	53%	47%	55%	11%	57%	47%
Do not need support	9%	0%	6%	0%	0%	0%	3%	2%

Table 7: Preferred type of support for countries with at least 15 participating cities (results are not weighted by country population).

2.2.6 Tools and methods used in transport planning

319 respondents in total answered the open question on the tools or methods their city is using in transport planning. In total, they provided 749 free-text responses, giving a good indication of the tools and methods that are commonly used in European cities.

Transport models, geographic information systems (GIS) and simulation software were the most common answers: VISUM and VISSIM were the most popular, with Aimsun, Emme, and Paramics (and other programmes) used to a lesser degree. However, even manual calculations and analogue models were mentioned a few times in the responses. The European SUMP Guidelines are also widely utilised, alongside their national counterparts, including PUMs in Italy; Cerema guidelines for PDU in France; guidelines for PMUS in Spain: TRAST in Sweden; and the FGSV guidelines for VEPs in Germany. Many respondents mentioned different forms of national transport regulations and guidelines that they must adhere to and handbooks on specific aspects of transport planning. Some respondents said that they used mobility surveys and traffic counting, whilst a few respondents mentioned other specific tools like BYPAD, PRINCE2 and KonSULT.

Surprisingly, evaluation and mobility indicators or indicator sets were almost never mentioned, which indicates that systematic evaluation of transport planning still seems to be a low priority in European cities. Also, mobile data was only cited once, indicating that very few cities have started using it actively in their transport planning.

2.2.7 Additional national support needed

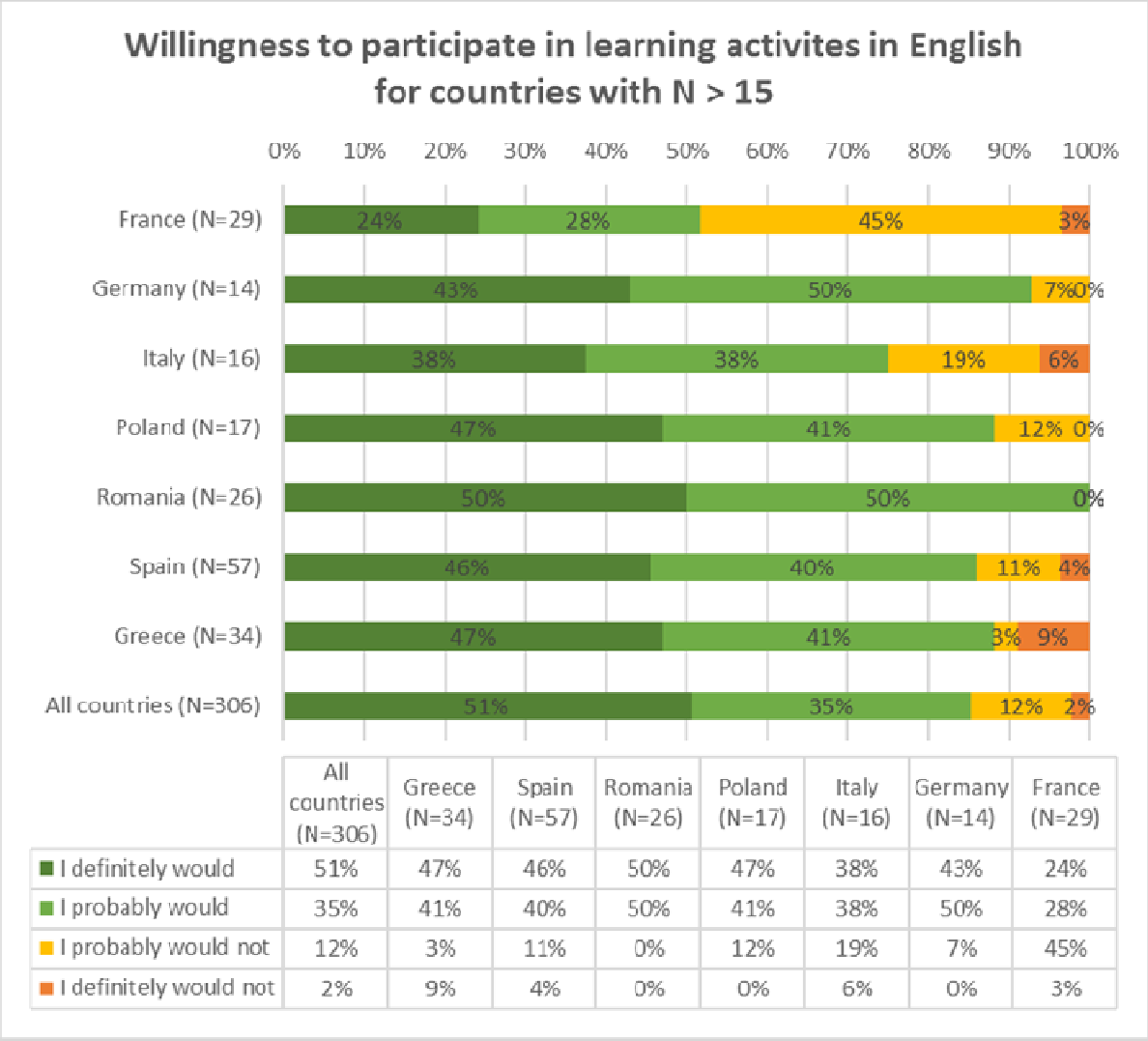
Most of the participating cities expressed a need for additional SUMP development support from their national governments. The highest need for support concerns the financing of SUMP measures (78 %) and financing of SUMP development (59 %). These figures are weighted by country population (consult section 3.1 for further information on weighting). City type and city characteristics make no difference to the need for additional national support. However, the need for additional national support differs between countries as shown in **Table 8**.

	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
None	3%	0%	0%	0%	0%	2%	0%	2%
Institutional framework (responsibilities and requirements for cooperation)	28%	56%	65%	29%	42%	41%	74%	47%
Legal framework for mobility planning	22%	50%	47%	53%	45%	51%	66%	49%
Legal framework for the integration of mobility and land use planning	38%	69%	71%	59%	39%	52%	69%	52%
Networking and monitoring	38%	25%	29%	24%	32%	41%	49%	38%
Guidance, expertise and training	47%	31%	47%	71%	42%	56%	83%	54%
Financing SUMP development	44%	63%	71%	59%	32%	64%	69%	59%
Financing SUMP measures	78%	69%	88%	76%	65%	82%	94%	78%
Other	3%	13%	0%	0%	3%	3%	0%	3%

Table 8: Additional support needed from national government for SUMP development for countries with at least 15 participating cities (multiple answers possible; results are not weighted by country population).

2.2.8 Participation in learning activities

85% of the cities participating in the survey are positive about participating in learning activities in English (this figure is weighted by country population). For example, all the 26 Romanian cities answering this question stated that they would join learning activities in English. This figure was lower in France (52%) and Italy (76%).



	All countries (N=306)	Greece (N=34)	Spain (N=57)	Romania (N=26)	Poland (N=17)	Italy (N=16)	Germany (N=14)	France (N=29)
I definitely would	51%	47%	46%	50%	47%	38%	43%	24%
I probably would	35%	41%	40%	50%	41%	38%	50%	28%
I probably would not	12%	3%	11%	0%	12%	19%	7%	45%
I definitely would not	2%	9%	4%	0%	0%	6%	0%	3%

Figure 7: Willingness to participate in learning activities in English for countries with at least 15 participating cities (results are not weighted country population).

3 Interviews: Method and results

3.1 Method description

Interviews, as the term suggests, are a means of obtaining information through direct questioning. The interview technique was used to gather complementary qualitative information and opinions of stakeholders directly involved in the design, development and implementation of SUMPs.

The interviews were carried out by PROSPERITY in coordination with SUMPs-Up. They were conducted with the SUMP National Focal Points (NFPs) of the countries involved in the national level training sessions within the PROSPERITY project, namely Bulgaria, Croatia, Cyprus, Czech Republic, Hungary, Lithuania, Poland, Portugal, Romania, and Slovenia.

Firstly, a survey was sent to the 10 NFPs - all of whom are experts with in-depth knowledge of the sustainable urban mobility planning situation in their countries - with the suggestion that they discuss the questions with local authorities before returning the questionnaire.

The survey contained questions on the required training topics in the following fields:

- **Non-traditional policy areas** (which were not available at former training sessions): the aim was to determine the knowledge and good practices that, according to the respondents, are required to prepare a good SUMP, but are not covered in existing training programmes.
- **Communication and stakeholders' involvement**: to explore the SUMP-related skills that are needed to manage stakeholders' analysis and involvement.
- **Methodological elements of the SUMP cycle**: to ascertain which skills each country needs for the various steps of the SUMP cycle.

For each of the three questions, a number of responses were possible, with the option to clarify answers further if needed.

Between February and March 2017, interviews were carried out with the 10 National Focal Points by phone or Skype in order to collect their responses to the questionnaire.

The questionnaire is available as an annex to this document.

3.2 Results

Based on the methodology described above, the following responses were obtained from the countries that will be involved in the national level training sessions.

3.2.1 Policy fields

In your opinion, what kind of knowledge or practice is missing the most for preparing a good SUMP at the level of policy areas?

When asked which non-traditional policy fields would be good content to include in new training sessions (whilst also complementing existing ones), the respondents gave the following answers:

Integrating freight transport into SUMP	CZ, PL, PT, BG, CY, HU, LT, RO
Low emission zones and access restrictions	CZ, PT, BG, CY, LT, SI, RO
Use of public space	PT, HR, BG, LT, SI, RO
Parking Management	PT, LT, RO, SI
Integrated service / mobility as a service	PL, BG, HU, RO
Accessibility for people with reduced mobility	PL, HU, RO

Table 9: Interest in non-traditional policy areas

The integration of urban freight into SUMPs was the most mentioned policy area, with eight of the ten NFPs doing so. This was followed by low emission zones and access restrictions, both of which were mentioned in seven questionnaires. The use of public space came next with six NFPs referring to it.

3.2.2 Communication and stakeholder involvement

What kind of SUMP- skills should be developed related to stakeholder analysis and involvement?

Communication and stakeholder involvement are an essential element of the SUMP process and the interviews revealed that, in several topics, almost all the targeted countries need some support. For example, all ten NFPs articulated a need to develop their skills in communication, marketing, and getting citizens involved through initiatives such as consultations. Also, eight respondents expressed an interest in achieving political and internal buy-in to the SUMP. Finally, seven out of ten respondents indicated a need for support in improving cooperation between stakeholders and different departments.

Communication, marketing, addressing citizens through public consultation and participation	CZ, PL, PT, HR, BG, CY, HU, SI, LT, RO
Achieving political and internal buy-in to the SUMP	CZ, PL, HR, BG, CY, HU, LT, SI
Cooperation between stakeholders and different departments	PT, BG, CY, HU, LT, RO, SI
Analysis and definition of objectives and targets	CZ, PT, HR, BG, HU
SUMP-related financing	PL, HU, LT, RO
Cooperation with other municipalities (e.g. within the conurbation area).	PL, SI, RO

Table 10: Interest in communication and stakeholders' involvement training skills

3.2.3 SUMP cycle elements

In which elements of the SUMP cycle should skills be trained in your country?

The SUMP cycle[10] presents the different methodological steps of an SUMP, starting with the assessment of the city's situation, through the elaboration of the vision and the related targets until the implementation of measures and monitoring activities. The interviews revealed that some elements must be improved in most of the countries, for example

[10] See the original SUMP cycle at: http://www.eltis.org/sites/eltis/files/sump_cycle_sv_en1.jpg

monitoring and evaluation and the selection of measures. After the table containing the each country's answers, a visual representation of the same analysis is presented based on the original SUMP cycle.

Monitoring and evaluation	PL, PT, BG, CY, HU, LT, SI, RO
Selection of measures	PL, HR, BG, HU, LT, SI, RO
How does SUMP mesh with statutory land use plans	PL, HR, BG, LT, SI
How to handle modelling and data collection	PT, BG, CY, HU, SI, RO
SUMP assessment scheme	PL, BG, LT, SI, RO
Adopting the SUMP approach for small and mid sizes cities	PL, BG, CY, HU, RO
How to make SUMP an operational plan (by identifying funding sources at European, national and local level and by properly allocating personnel and financial resources)	PL, HR, HU, SI, RO
Implementation of the plan	PT, HR, CY, HU
Preparation and elaboration of the vision	PT, BG, LT
Setting of strategic and operative goals	BG, RO

Table 11: Interest in the methodological elements of the SUMP cycle

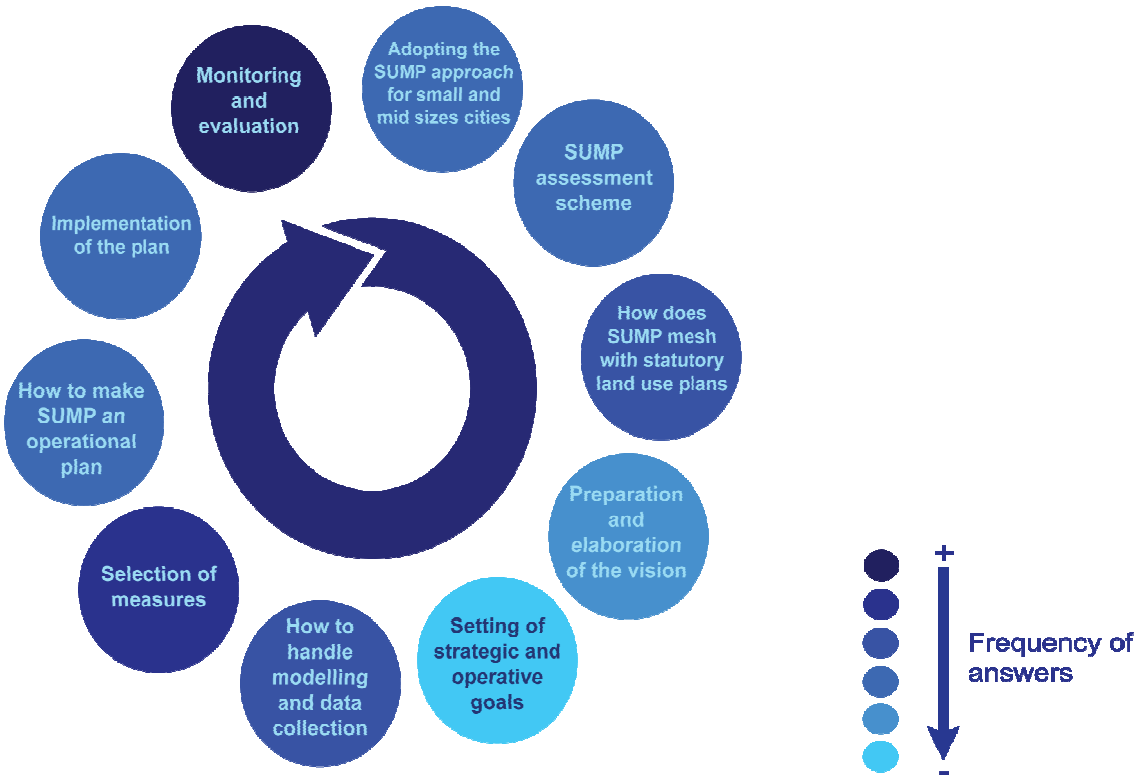


Figure 8: Training needs in specific elements of the SUMP cycle

4 Focus group: Method and results

4.1 Method description

The focus group is a qualitative method of social research in the form of a structured discussion that allows participants to exchange views and elaborate on ideas. In this case, it was used to complement the quantitative data collected in the online survey.

The focus group format makes it possible to bring together different stakeholders and collect a large amount of qualitative information in a relatively short space of time. The insight gained through participants sharing and comparing their experiences and views was complementary to that gained from the results of the online survey. The method enabled the moderator to examine participants' different perspectives and to explore how they are shaped through conversation with others in a group context.

The first focus group was organised in Lisbon on 15 March 2017 alongside the EUROCITIES Mobility Forum. This enabled decision makers from the EUROCITIES working group on Sustainable Mobility Planning and local practitioners to engage in a structured dialogue.
A second focus group will be organised by Polis by April 2018.
The design of the focus group meeting was discussed among partners involved in the task in dedicated conference calls and email exchanges, with the preliminary results of the needs assessment survey taken as a starting point for discussion.

The focus group meeting was scheduled for 1 hour 30 minutes. It included a short welcome and introduction of the SUMPs-UP project, a presentation of the preliminary results of the needs assessment survey, and an introduction of the focus group discussion and instructions. 45 minutes were allocated purely to the discussions, whilst some time was set aside at the end to summarise the main conclusions.

18 representatives from 17 European cities[11] (13 countries) participated in the focus group meeting, with 4 moderators drawn from the SUMPs-Up consortium (EUROCITIES, Rupprecht Consult, and Trivector).
Participants were split into four groups to respond to different sets of questions. Every group was moderated by a different SUMPs-Up partner and was provided with a poster with a pre-printed mind-map to write down the results of their discussions.
The 4 different groups explored the following sets of questions:

- Group 1 - Drivers and challenges
  - Which were the drivers for developing a SUMP in your city?
  - What types of challenges were most relevant to address with a SUMP in your city?
  - How do you think drivers and challenges depend on city structure, geographical location/conditions, national context and maturity in the SUMP process?

[11] Birmingham, Budapest, Chemnitz, Copenhagen, Eindhoven, Gdansk, Gent, Gothenburg, Karlsruhe, Lisbon, London, Lyon, Malmo, Prague, Sofia, Utrecht, Venice.

- Group 2 – Barriers
  - What barriers can you define when it comes to developing and implementing a SUMP?
  - Do you believe that any barrier is more common than others? Which ones did you experience in your city?
- Group 3 - Tools and methods for SUMP – and your need for support
  - Are you currently looking for new tools due to the increasing demand for more and better integrated planning processes?
  - What are your main requirements for selecting and applying a tool (e.g. user-friendliness, costs, service quality, reliability)?
  - How difficult is it and how much effort/administrative burden does it cost to inaugurate a new tool?
- Group 4 – Measure selection and action plan
  - For some policy fields (urban logistic, mobility management for target groups, ITS, shared mobility, automation etc.) there seems to be an extra need of support for selecting measures. Why is that? Do you have the same need of support in your cities?
  - The most preferred type of support for measure selection is good practice examples. What are you looking at in a good practice-description?
  - What makes a "good" action plan? I.e.i.e. an action that ensures implementation of measures?
  - Has your city such a "good" action plan? In which respect? In which respect it does not?

4.2 Results

4.2.1 Group 1 - Drivers and challenges

The Group 1 - drivers and challenges - had representatives from Birmingham, Eindhoven, London, Lyon, Prague and Venice.

Which were the drivers for developing a SUMP in your city?

When asked about the drivers for developing a SUMP in their city, some participants – specifically the representatives from Venice and Eindhoven - underlined that CO_2 ***emission reduction targets*** are strong drivers, although in some countries - like France - this is not a legal requirement, meaning that it is not really an incentive to start the SUMP process.

Similarly, ***air pollution*** is a valid argument to promote the development of a SUMP in cities like Eindhoven, Lyon and Prague. In Lyon, for instance, the legal requirements on air quality are updated every five years and provide an excellent framework for SUMP development.

The implementation of a SUMP in Lyon resulted in a more attractive city for citizens, businesses, and tourists, which in turn had a ***positive impact on the city's finances***.

Political and public support also played a very important role in the city, with citizens involved in the SUMP's development.

In conclusion, the availability of ***national funding*** is obviously a strong incentive for SUMP development for the cities in this group.

What type of challenges were most relevant to address with a SUMP in your city?

The cities in group 1 agreed that ***all the prescribed challenges***, namely health, congestion, safety and security, social inclusion and integration, climate change, air pollution and participation are all significant enough to warrant being addressed through a SUMP. As a matter of fact, removing cars from the city and reducing congestion remains a challenge in Prague and Eindhoven.

For Prague, ***stakeholders' participation*** is addressed, whereas with Lyon priority is given to ***accessibility,*** although the concept remains vague with reference to cars.

In Birmingham, ***land use and reallocation of road space*** is a key matter to tackle in the SUMP, especially now that the city is removing an elevated ring highway and is reconverting the cleared public space.

However, some other important challenges remain, such as the "NIMBY" (not in my backyard) mentality, which limits debate at the neighbourhood level. The discrepancy between long-term commitment and commitment for the length of a political term remains a difficult issue to address; SUMPs require the former. Cooperation among different levels of governance also continues to be a challenge.

How do you think drivers and challenges depend on city structure, geographical location/conditions, national context and maturity in the SUMP-process?

On the question on how drivers and challenges are linked to the cities' characteristics, context and SUMP maturity, participants agreed that every city has its own unique mix of drivers and challenges.

In some circumstances, such as Italy, the plans are ambitious and encompass a variety of challenges and corresponding measures that are implemented only partially due to the limited resources available.

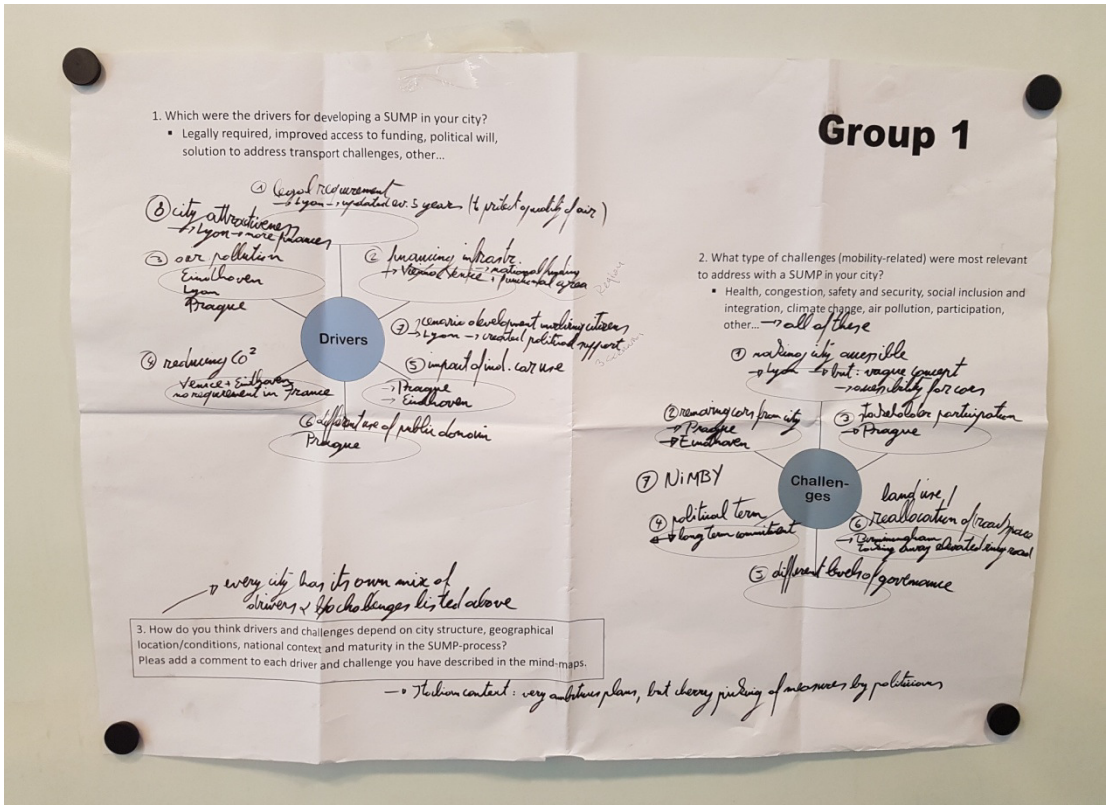


Figure 9: Group 1 - drivers and challenges

4.2.2 Group 2 – Barriers

Group 2 – barriers - had representatives from Budapest, Copenhagen, and Gothenburg.

What barriers can you define when it comes to develop and implement a SUMP?

Participants in this group first discussed what defines a SUMP as a document and agreed that it would be better to focus on the process that the city aims to adopt rather than outlining a plan. The cities of Budapest and Gothenburg have traffic strategies in place that do not qualify as a SUMP, whereas Copenhagen does.

All participating cities cited the ***different levels of administration*** that a city cooperates with as a major barrier. Cooperation among the district, municipal, regional and national levels often results in a complicated coordination exercise with conflicting sets of priorities. This is sometimes the case with major building projects, whose realisation undermines local interests and local priorities in terms of mobility. This seems to be especially true in capital cities, where interaction with the national level is more obvious. Cities also reported a ***lack of national support*** and an ***adequate regulatory framework*** as being barriers to SUMP implementation, such as in the case of **low emission zone regulations**.

Not only vertical cooperation can prove difficult. A ***lack of horizontal integration*** comes to be a barrier when competences are split across different departments within a city administration. Moreover, inconsistent approaches exist between traffic operators and developers in the traffic department on ***identifying financing priorities***.

Political will is one potential barrier, as well as ***political patience*** and ***capacity to pick out the right priorities*** to act upon in a determined context. ***Communication*** strategies reflect the given priorities and privilege dissemination of some measures over others. The same thing happens when resources are limited, as only prioritised measures are implemented.

Citizens and interest groups, if not adequately involved in the decision process, can take up positions against the measures being implemented by the city and impede the realisation of valid plans. The ***decision making process*** must therefore be a 'living process', open to citizens' involvement and flexible to adapt to changes in the societal and economic context.

A lack of data and a ***monitoring of results*** were mentioned as being shared and cross-cutting issues by participants. Even where some degree of data is available, little evaluation is carried out to adjust the SUMP. Similarly, cities struggle to measure the impact of a single project and integrate it into the broader context of the city.

The pace of technological change is fast and new solutions are constantly entering the market. This "technology tsunami" necessitates that local administrations put in place adequate regulatory frameworks that are able to respond to the challenges that those innovations might pose.

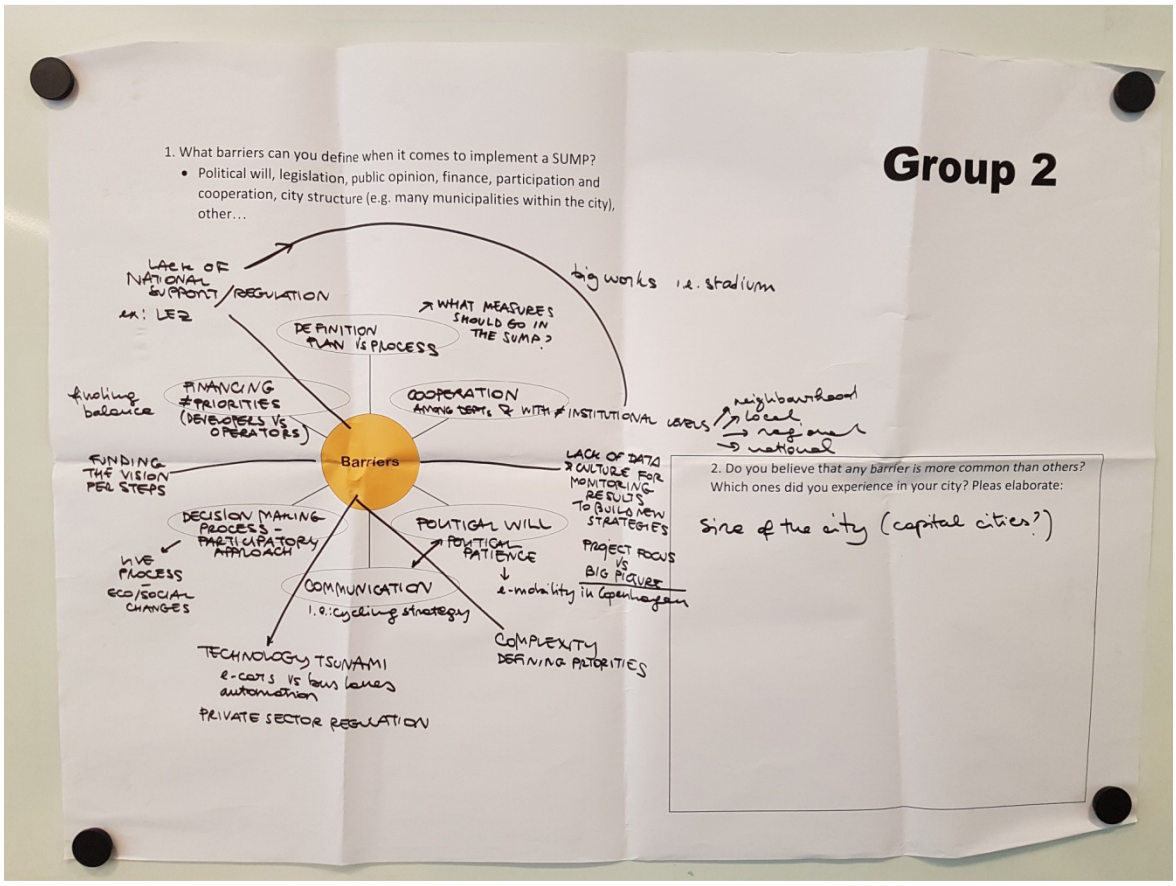


Figure 10: Group 2 – Barriers

4.2.3 Group 3 - Tools and methods for SUMP – and your need for support

Group 3 – tools and methods for SUMP and your need for support - gathered representatives from Chemnitz, Eindhoven, Gdansk, Lisbon, Malmo and Utrecht.

Are you currently looking for new tools due to the increasing demand for more and better integrated planning processes?

There is a clear lack of ***virtual reality tools*** to visualise measures and foresee their impact. New tools of this kind are widely needed and some cities are already carrying out research in this field, with Eindhoven having started to do so.

A lot of tools are already available for traffic counting and collecting data on traffic flows and behavioural choices; existing forms of technology like radars, CCTV, mobile phones and software are capable of collecting data. Several personal trainer applications available on electronic devices collect cycling and walking data, which is then sold to interested stakeholders. Even though such applications are useful, they only provide data on active and athletic people and those who are more inclined to share their personal data. This sample is therefore not representative of all cyclists and pedestrians found in a city.

Smart urban services are also being developed, such as Morgen Stadt (city of tomorrow), a new app in Chemnitz. Through this app, the city placed detectors to collect data from citizens via Bluetooth. In circumstances where it would be possible to collect a lot of relevant data, there continues to be a ***lack of good quality data for cycling and walking***.

Another interesting data collection tool scans cars' number plates and then locates an owners' residence in order to analyse mobility patterns.

Some cities, such as Utrecht, struggle to exploit the full potential of the data they have collected and to integrate it into the wider context.

What are your main requirements for selecting and applying a tool (e.g. user-friendliness, costs, service quality, reliability)?

Cities in group 3 have difficulties in their attempts to ***translate qualitative indicators***, such as city quality and quality of life, into quantifiable data. Cities shared the need for capacity building on the quantification of 'soft values'.

The city of Malmo has put in place an online feedback system to increase the city's understanding of its citizens' mobility needs. The city has received more than 30.000 responses, which still need to be analysed. These could potentially serve as input for planning and policy development. It was not clear from the discussion if this type of citizen participation scheme is common in other European cities.

Although data collection tools are crucial in helping cities to make the best possible decisions, whether some measures are implemented continues to depend on ***political responsibility*** and ***political processes.***

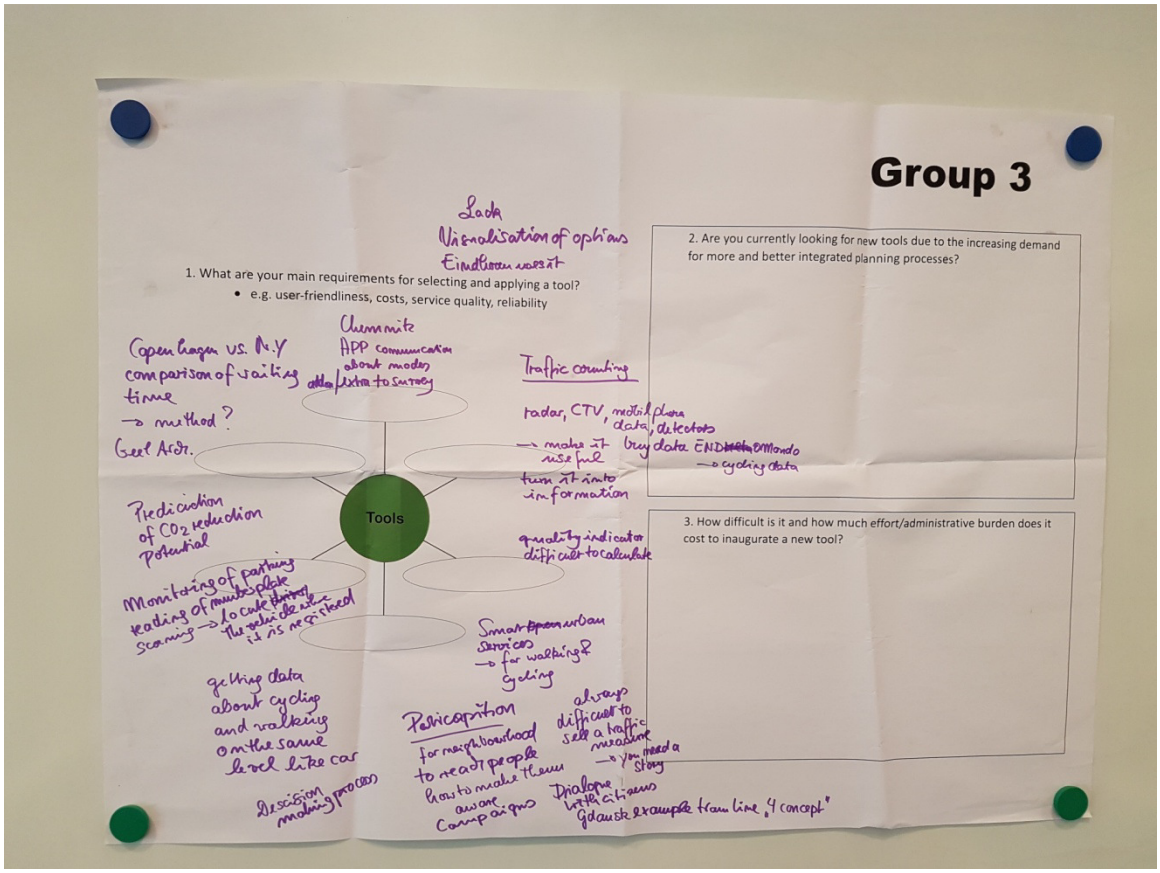


Figure 11: Group 3 - Tools and methods for SUMP

4.2.4 Group 4 - Measure selection

Representatives from the cities of Gent, Karlsruhe, and Sofia participated in this group discussion.

Why is there a difference in the need for support for selecting measures between "new" and "old" policy fields?

This question was posed to representatives from group 4 in order to clarify a pattern that had emerged from the online survey responses. Cities participating in the survey showed a clear need for support in selecting measures, particularly in newer mobility policy fields, such as urban logistics, shared mobility, and automation in car traffic.

According to group 4 participants, there is ***higher level of knowledge*** about traditional transport modes, such as walking, cycling and public transport, and older policy fields such as traffic safety, due to their relatively simple implementation. In addition, since traditional transport modes and policy fields are well known and benefit from a broader consensus, funding tends to be more available.

Although the new policy fields are of broad and current interest and are largely discussed in conferences, city administrations often have only a limited knowledge about them.

Cities emphasised that discussions at ***national level*** could set the agenda and influence the interest of cities in determined policy fields. Country-based responses in the online survey showed this pattern.

Why is it the other way around when it comes to support for implementation?

The online survey preliminary results showed a high need for support in implementation of traditional transport modes and older policy fields. Cities in group 4 believe that this is linked to the degree of measure maturity. Traditional policy measures selected years ago must now be implemented, which creates a need for support. For instance, cycling plans are commonly chosen by cities as a starting point, which would explain why cycling measures are the most chosen policy field for support in the online survey.

What are you looking for in a good practice example?

When asked to list the features that they would most value in a document describing a good practice, cities in group 4 mentioned ***photos*** - to visualise the physical solution better - ***advantages and disadvantages*** of the measure, a clear overview of the ***results***, and ***barriers*** to the measure's implementation. On the other hand, legal aspects and funding information are not considered very useful as they largely vary between countries .

A well-designed good practice document will ***target different readers*** and make itself equally relevant to the political representative, the planner and the general public. Ultimately, it will prove effective in engaging support.

What makes a good action plan? What is a less good action plan?

According to the cities participating in group 4, a good action plan should encompass a ***detailed description*** of the measures the city aims to deliver; give projects an ***identity***; and include ***feasibility studies*** that will help the city define priorities. In addition, a good plan will define ***costs***, give a realistic ***timeline,*** and will set the framework for regular ***monitoring***.

In conclusion, a good action plan should aim to convince political representatives of the worth of the measures it talks about implementing.

On the contrary, a low-quality action plan neither clearly allocates responsibilities, nor includes a precise timeline and realistic cost-assessment.

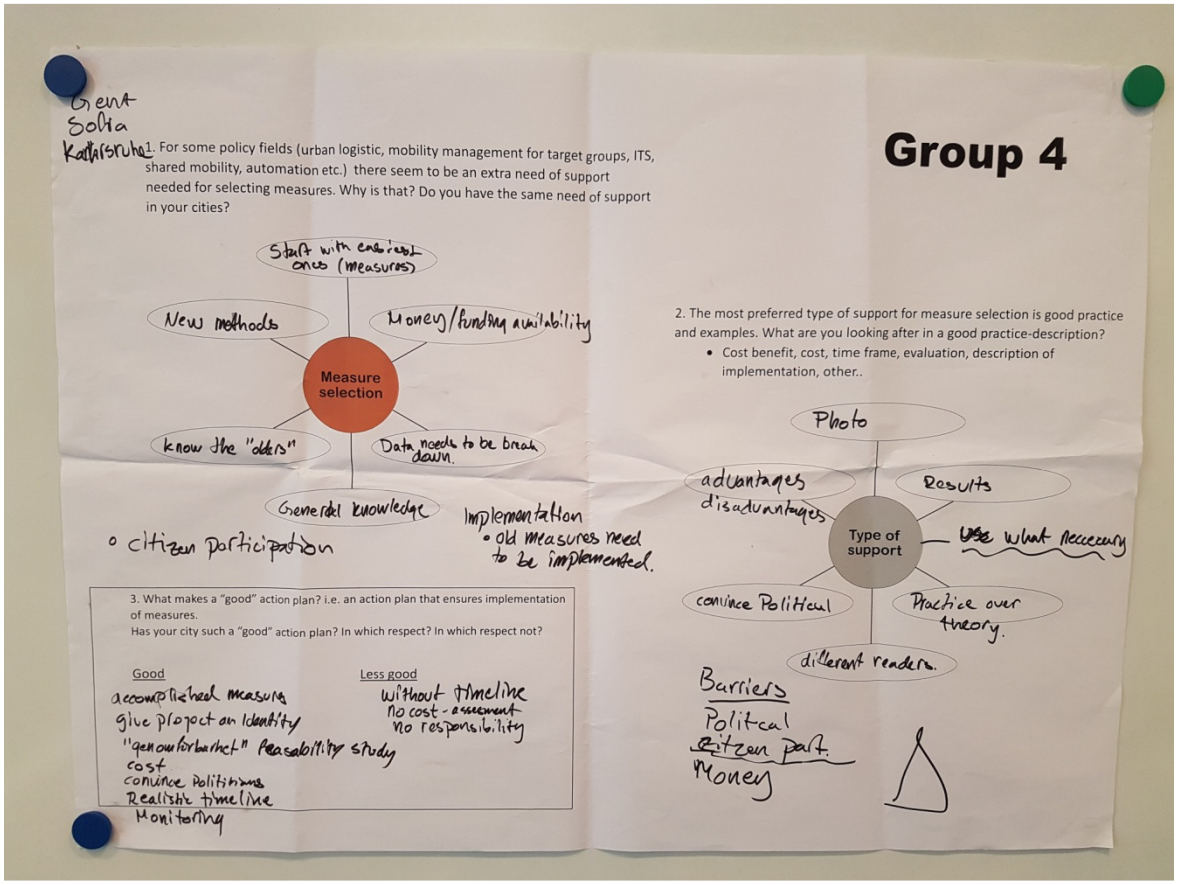


Figure 12: Group 4 - Measure selection

5 Synthesis of results

The overarching goal of European SUMP policy is to increase quality of urban life in European cities through cleaner vehicles, the promotion of sustainable modes, and sustainable mobility patterns. Previous analyses have stated that cities are facing multiple transport challenges, as well as the need for more and better sustainable urban mobility planning. To tackle these challenges and improve planning, integrated and collaborative planning processes are required.

The SUMPs-Up quantitative and qualitative research aimed to: provide insight into the current status of SUMP take-up; determine trends, thematic priorities, challenges and take-up needs in sustainable urban mobility planning; identify countries and regions where SUMP take-up is low and the impact of transport on traffic congestion is severe; develop a set of matrixes based on common SUMP and city characteristics; establish the thematic content and approach of the SUMP Learning Programme (SLP); and engage local planners and decision-makers early in the project.

By means of a survey with participants from 328 European cities, interviews with experts in 10 EU Member States, and a focus group meeting with 18 participants from 17 cities, SUMPs-Up gathered a unique set of information and comprehensive data to develop specific learning activities and knowledge exchange for further take-up of SUMP in the coming years.

The following sections will synthesise the results of the three knowledge collection exercises by following the initial research questions, namely:

(1) What is the current status of SUMP development in Europe?
(2) What are the drivers to develop a SUMP?
(3) What are the barriers to develop a SUMP?
(4) Which are the countries, regions and types of cities where take-up is low?
(5) What are cities' take-up needs and thematic priorities in sustainable urban mobility planning?
(6) What is the type of support cities need?
(7) Does a SUMP contribute to less car traffic?

5.1 What is the current status of SUMP development in Europe?

As there are no comparable figures available as a baseline, progress on SUMP take-up is difficult to assess. Therefore, the needs assessment cannot provide an exact answer on the number of SUMPs in Europe. Although a high number of cities have participated in the survey, the results are not representative.[12] However, the needs assessment does provide insightful data on the current status of SUMP development, tendencies and variations across Europe.

[12] Representativeness of the results can be illustrated by figures from France. In France, there are 330 local authorities (including the smallest ones) and 126 (38 %) of them are SUMP-active (i.e. have a SUMP or are developing one) according to estimations presented in annual report by the French Ministry of Transport.(http://www.territoires-ville.cerema.fr/base-des-pdu-et-autres-plans-de-deplacements-au-a2057.html) Among the participating cities from France in the SUMPs-Up online survey, 84 % have stated to either have a SUMP or developing one. Thus, the survey seems to attract cities that are more experienced in SUMP than the average city which is important to keep in mind when drawing conclusions from results presented in this report.

The following conclusions can be drawn on basis of the results presented in this report:

- 44% of the cities participating in the survey are already conducting integrated sustainable urban transport planning;
- 85% of this group - and thus 37% of the total sample - have stated that they have an urban mobility plan that qualifies as a SUMP, for instance a VEP, PDU or LTP;
- 19% of the cities participating in the survey are eager to start the SUMP process and 16% have already started it.
- There are large variations across Europe when it comes to SUMP planning. In the survey, only 6% of the participating cities from Greece and 7% of those from Romania claimed to have conducted integrated sustainable urban transport planning, while the corresponding figure for participating French cities is 78%.[13]

5.2 What are the drivers to develop a SUMP?

Drivers for developing a SUMP were investigated through the online survey and a dedicated group discussion during the focus group meeting. From the combined analysis of results, it emerged that:

- Availability of national funding is a strong incentive for SUMP development. This was also highlighted by the survey, where 85% of the respondents stated that access to funding is a very important driver;
- CO2 emissions and air pollution reduction targets are strong drivers to develop a SUMP in cities, especially in the countries where they are legally binding. Moreover, all the prescribed challenges, namely health, congestion, safety and security, social inclusion and integration, climate change, air pollution and participation are all significant enough to warrant being addressed through a SUMP. Similarly, 83% of survey respondents consider SUMPs as a way to address transport challenges, whilst 55% think that the legal requirement to develop a SUMP is a key factor.
- Political and public support play a very important role in SUMP development. This finding is confirmed by the fact that 78% of respondents to the online survey mentioned political will as an important factor.
- The increase in a city's appeal that comes with SUMP implementation is a strong argument to start a SUMP, as it can have a positive impact on the economic and touristic development of a city, as well as its finances.
- Both the online survey and focus group showed that drivers are mainly influenced by the country where the city is located, while no clear correlation between drivers and city type and city characteristics seems to exist. For example, improved access to funding is a much more important driver in Romania and Poland, while the most important drivers in Spain are political will and the fact that SUMPs are perceived as a way to address transport challenges.

[13] As mentioned above, these figures should be treated with caution, since the sample of cities from each country is not representative for the country as a whole.

5.3 What are the barriers to develop a SUMP?

In the needs assessment, a number of barriers have been identified by cities as interfering in the process of designing, developing or implementing a SUMP. The following ones were identified during a dedicated discussion in the focus group meeting and were often echoed during the interviews as well:

- different levels of administration the city cooperates with, namely the district level, municipal, regional and national levels, whose sets of priorities are often conflicting. This seems to be particularly true in capital cities, where the interactions with the national levels are more recurrent;
- A lack of national support and adequate regulatory framework is a barrier to SUMP implementation, such as in the case of low emission zone regulations;
- With competences split across different departments, a lack of horizontal integration in city administrations can be a major problem. Interviewed national experts confirmed the need to tackle this issue through dedicated training sessions;
- Similarly, the identification of financing priorities can differ largely within the same city administration. For instance, within the same department traffic developers and operators can have very different opinions;
- Political will is another strong barrier, as well as the capacity to prioritise implementation of measures in a context of limited resources available. Eight of the countries interviewed in the needs assessment process confirmed that skills on achieving political and internal buy-in to the SUMP should be fostered;
- Citizens and interest groups, if not adequately involved in a dynamic, open, and flexible decision process can hinder the implementation of valid plans. This result is backed by the interview conclusions, where ; all the ten participating countries expressed a need for further development of communication, marketing, addressing citizens through public consultation and participation skills;
- Lack of data and weak culture of monitoring results were mentioned by participants as a shared and transversal issue. Even where some degree of data is available, little evaluation is carried out to adjust the SUMP accordingly;
- The pace of technological change – or "*technological tsunami*" - anticipates the capacity of local administrations to put in place adequate regulatory frameworks that can respond to the challenges that those innovations pose.

5.4 Which are the countries, regions and types of cities where take-up is low?

In absolute numbers, there is a higher need for support in selecting and implementing measures and for additional national support in starter cities, small cities, towns in rural areas and in cities with high share of private motorised traffic. However, cities seem to have similar *priorities* based on the ranking of needs. In other words, there is no clear correlation between cities' need for support and city type and the city characteristics.

	STARTER CITY	INTERMEDIATE CITY	EXPERIENCED CITY
SUMP experience	City is not yet familiar with sustainable urban transport planning.	City has already applied sustainable urban transport measures, but not systematically.	City has already conducted integrated sustainable urban transport planning
Status of SUMP activities	No activities Consider developing first SUMP Developing first SUMP	Finalised SUMP waiting to be adopted SUMP is adopted but not implemented Implementing the SUMP	Evaluation and revision of the previous SUMP Preparing 2nd/3rd generation SUMP
City size	Small (< 25 000 citizens)	Medium (100 000 – 500 000 citizens)	Large (> 500 000 citizens)
Share of private motorised traffic	High (> 60%)	Medium (45-60%)	High (< 45%)

Table 12: Overview of characteristics of cities' level of maturity and experience in SUMP based on aspects examined in SUMPs-UP survey (to be considered as generalised results from survey).

There are some differences between participating cities depending on the country in which they are located, for example there is a higher need for support for selecting measures in Italian cities regarding urban logistics and mobility management, as well as in Spanish cities as far as integration of different transport modes is concerned. The Greek cities expressed a high need for support in selecting measures regarding intelligent transportation systems, automation in car traffic and public transport, and shared mobility. Participating cities from Germany claimed to have the lowest need for support among those countries that were not grouped in the category "other EU countries".

5.5 What are cities' take-up needs and thematic priorities in sustainable urban mobility planning?

When addressing cities' take-up needs and thematic priorities, it is worth recalling that traditional transport planning approaches in the past were mainly focused on optimising car traffic flows, road infrastructure construction, and creating parking spaces for cars. There then occurred paradigm shift in transport, with a move away from transport to mobility planning approaches: instead of developing car-centred solutions, people-centred planning processes became the focus. In this sense, the CIVITAS initiative has helped redefine key urban mobility policy areas in the past 15 years.

Therefore, mobility planning is now encompassing new policy areas where planners look at improving and harmonising the movement of people and goods in urban environments, tackling public health and road safety problems, and reducing private car use.

In that respect, the following conclusions on cities' take-up needs and thematic priorities in SUMP development can be drawn from the results presented in this report:

- Cities need support in selecting measures for sustainable urban mobility planning, especially in new mobility policy areas, such as urban logistics, shared mobility services, the use of public space, low emission zones and access restriction, and automation in car traffic and public transport. It emerged from the focus group meeting discussion and interviews that city administrations still tend to have limited knowledge of these topics and would like dedicated training sessions to improve their understanding;
- On the other hand, there is a lower need for support in more traditional mobility modes - such as cycling - and the policy fields of urban road safety, road transport, and car parking management. According to the cities that participated in the focus group meeting, this is linked to the degree of measure maturity: traditional modes and policy measures selected years ago must now be implemented, which creates an immediate need for support;
- For instance, cities showed a low need for support for selecting cycling measures, but at the same time a high need for support in their implementation.
- These discrepancies between the need for support when selecting and implementing measures may be explained by the fact that cities are currently taking on newer mobility policy fields, such as urban logistics, shared mobility, the use of public space, low emission zones and access restriction, and automation, and therefore need support in selecting measures in these fields.
- There is some evidence of country-based thematic priorities, as explained in the previous section. In Italy Urban logistics and mobility management seem to be the priorities; in Spain it is the integration of different transport modes; and in Greece it is intelligent transportation systems and automation.
- From the needs assessment, it also became clear that there is currently a strong political will for some newer mobility policy areas, for instance electric mobility and clean fuels, which have pushed interest in these measures to the top of the political agenda in some countries. In contrast, measures related to cycling and urban road safety are not gaining the same degree of attention.

5.6 What are the types of support and tools cities need?

The combined analysis of survey and focus group results contributed to the following considerations:

- The type of support cities would like to have from the CIVITAS SUMP projects primarily takes the form of ‘good practice examples’.
- According to cities participating in the focus group discussion, a good practice example should contain photos – to better visualise the physical solution-, advantages and disadvantages of the measure, a clear overview of results and barriers to the measure implementation. On the other hand, legal aspects and funding information are not considered very useful as they can largely differ from one country to another. Also, a good practice example should target a variety of readers, including politicians, technical experts, and the general public.

- Workshops, peer-to-peer learning activities, handbooks, guidelines, and manuals were also valued as useful tools by the respondents of the survey.
- Only 7-9 % of the cities who participated in the survey expressed no need for support from the CIVITAS SUMP projects.
- 85% of respondents are positive about attending learning activities in English. For example, all Romanian cities participating in the survey stated that they would join learning activities in English. Cities from France more often prefer their national language. At the same time, however, there is a high prevalence of SUMPs in France, which means that French cities may not have the same need for learning activities as other European cities.
- Evaluation and mobility indicators or indicator sets were almost never mentioned by participating cities in the survey as tools or methods used in transport planning, which indicates that systematic evaluation of transport planning is not undertaken and is still a low priority in European cities.
- Most of the participating cities also expressed a need for additional support for SUMP development from their national governments, especially for financing SUMP development and measures, but also in terms of guidance, expertise, training, and networking. The necessity for better legal frameworks was also mentioned.

5.7 Does a SUMP contribute to less car traffic?

Starter cities in this survey, namely cities that do not yet have any SUMP activities or have only started to consider developing a SUMP, seem to have higher share of private motorised traffic than other cities. Similarly, more experienced cities in sustainable urban mobility planning seem to have higher share of sustainable transport modes; namely public transport, cycling, and walking.

However, the figures related to modal split should be handled with caution due to the uncertainties of the sources. 34% of the cities have provided figures produced from their own assessments, whilst 66% have provided data from traffic counts, travel surveys, public transport operators, and other relevant sources.

Therefore, conclusions relating to the effect of SUMPs on car traffic cannot be drawn from the needs assessment results. However, this question will be explored further in the in-depth evaluation of the 10 cities participating in the Leadership Group of the SUMP Learning Programme.

In conclusion, it can be stated that the high share of motorised traffic and the negative effects related to motorised traffic are likely to be a major driver for cities to start a SUMP.

6 Conclusions

The needs assessment produced insightful data that allowed the CIVITAS SUMP projects to calibrate the tools and services they are producing to support cities and help them accelerate their SUMP take-up.

The needs assessment indicated that although there is a certain degree of experience with regards to integrated sustainable transport planning, there remain large variations across Europe and take-up must continue to be fostered.

It also pointed out important drivers, like air pollution and CO_2 emissions targets, that could serve to encourage further SUMP development, and barriers that still hinder the process, such as the lack of vertical and horizontal integration, a lack of political will, and the fast pace of technological change - or the "technological tsunami".

Also, it pointed out important drivers, like air pollution and CO_2 emissions targets, that could be further encouraged for SUMP development and barriers that still hinder the process, such as the lack of vertical and horizontal integration, lack of political will and the fast pace of technological change – or *technological tsunami*.

It confirmed a higher need for support in small cities, rural cities, and cities with highly motorised traffic and thematic priorities, trending in determined countries, such as urban logistics in Italy, to mention one. It emerged a high need for support for newer policy fields, such as intelligent transport systems, and for implementing measures related to more traditional modes, such as cycling.

The needs assessment pointed out a strong preference for examples of good practices, workshops and peer learning activities as supporting tools and a lack of experience in using evaluation tools and mobility indicators. Also, additional national support for SUMP development was widely mentioned as being required.

Although a clear correlation between SUMP and car traffic could not be detected, the high share of motorised modes and the negative effects related to this could still serve as major drivers for cities to start a SUMP.

Whenever possible, the information collected was presented through a set of matrixes to show the correlation of multiple variables.

The needs assessment aimed at engaging local authorities at an early stage in the process. The identified target of SUMPs-Up is to interact with 100 European cities in training activities; provide capacity building for 200 mobility practitioners; and to reach out to 600 authorities within the duration of the project. The latter has already been achieved through the online survey.

The aforementioned conclusions were also considered when designing the SUMP Learning Programme (SLP) so that they were tailored to fit the real needs of cities.

The five SLP classes were designed around the three main city types that emerged from the needs assessment:

1. Starter cities - those not yet familiar with sustainable urban mobility planning;
2. Intermediate cities - those that have already implemented sustainable urban transport measures, but not systematically;
3. Experienced cities – those that have already conducted integrated sustainable urban transport planning.

Based on this classification, the five SLP classes will tackle tools and services for initiating a SUMP (SLP 1 and 2); tools and services for elaborating the SUMP (SLP 3 and 4); tools and services for SUMP implementation (SLP 5).

The strong preference for workshops and peer-to-peer learning activities was integrated into the SLP design process to ensure a balance between cost efficient online tools, like webinars and e-learning courses, and face-to-face meetings. Each SLP class will therefore consist of 3 webinars, 3 workshops, 3 e-courses, 1 city-to-city review and 1 one-to-one expert support session.

The strong preference for examples of good practices, as well as for handbooks, guidelines and manuals was taken into account. Manuals will be developed on the integration of measures and measure packages in SUMPs.

In conclusion, this report lays the foundations for monitoring and evaluation processes and constitutes a potential baseline for future surveys. It provides the data for the ‘before case’, against which the effects of SUMPs-Up and other SUMP projects can then be evaluated.

Depending on the interest, need and feasibility, SUMPs-Up will decide whether to conduct a second online survey that would provide data for the ‘after case’. This would take place towards the end of the project. Should the second survey be carried out, some questions could be included that would facilitate a direct ‘before and after’ comparison.

As mentioned above, 10 cities selected through the first Innovation Pilot Pool (IPP) call in 2017 will join the City Leadership Group of the SLP. They will undergo an in-depth evaluation; these evaluations will be considered as potential opportunities to analyse further certain areas in which no clear trends were identified, such as the effect of SUMPs on car traffic.

The 100 cities participating in the SUMPs-Up IPP will assess the progress they make in being able to plan their own SUMPs. The cities in this group that also participated in the needs assessment process will benefit from having a baseline against which they can gauge their progress.

The needs assessment report will be updated in a year's time to include the first outcomes of the monitoring work and the outputs of the second focus group. The SUMPs Status Report, which will be published in May 2018, will have a broader scope - potentially featuring policy recommendations-, and a wider audience, encompassing SUMP experts and decision-makers at local and European level.

7 Annexes

7.1 Annex 1: Survey questions

7.2 Annex 2: Complete results from the survey

7.3 Annex 3: Questionnaire for national level training needs

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SUMPS-UP

Annex 1: Survey questions

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SUMPS-UP

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

European Platform on Sustainable Urban Mobility Plans

SUMP Needs Assessment Survey

Thank you for agreeing to take part in this important survey about **urban transport planning**!

The survey is carried out by SUMPs-Up on behalf of three Research and Innovation Action projects funded by the European Commission's Horizon 2020 program that focus on sustainable mobility. **SUMPs-Up, Prosperity and SUITS** will help improve the efficiency of urban transport and mitigate the negative effects of transport effectively, while taking into account technological, socio-economic and urban development trends.

Your answers will help the three CIVITAS SUMP projects to provide the trainings and funding you most need. Our main goal is to **understand what support cities require** to be able to develop and implement Sustainable Urban Mobility Plans (SUMPs).

The survey consists of three main parts: City structure, Sustainable urban transport planning, and Needs for support. It contains **14 questions** and should only take **around 18 minutes** to complete.

By completing the whole survey, you will have the chance to win one of the **three free journeys to the SUMP conference in Dubrovnik** (29-30 March)![*] In addition, you will get priority when signing up to any training courses or funding opportunities offered by the CIVITAS SUMPs-Up project.

Kind regards,
Your SUMPs-Up team

In case of practical questions about the survey, please contact sump@rupprecht-consult.e

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The content of this survey does not reflect the official opinion of the European Union.
Responsibility for the information and views expressed lies entirely with the authors.

[*]In order to take part in the raffle, you have to fill out the survey before 28th February; in case you are selected you will be invited to arrange your own travel and accommodation, travel costs will be reimbursed through the project for a maximum of 600€ per person on the basis of supporting evidence.

Consent form

Please read the information below and take some time to reflect whether you agree with the procedures and would like to participate. If anything is unclear to you, feel free to ask at any time.

Participant Selection

You are invited to contribute to this project due to your experience as a city representative.

Voluntary Participation

Your participation in this research is entirely voluntary. You can choose either to participate or to decline the invitation.

Benefits and reimbursement

You may benefit from the results of this research in the sense that the SUMP projects will generate an effective SUMP take-up process tailored to the specific needs of mobility stakeholders across Europe. There will be no reimbursement for your contribution.

Procedures and risks

Any personal or sensitive data collected will be processed fairly, lawfully and compatible with the initial purpose. Moreover, you do not have to answer any question that might make you feel uncomfortable.

Confidentiality

All data collected through this online survey will remain confidential. The data you provided will be stored only with regard to the answers provided. Nobody will be named at the analysis of data, although direct quotes from your comments are very likely to be used in reports.

Data storage

All data will be stored for five years, counting from the end of the project. These data can be made available to other scientific practitioners at request.

Sharing the Results

The project findings are expected to be published in public reports. The data for example will be used in policy notes, conferences and workshops and as communication material.

Who to Contact

If you have any questions about this project feel free to contact the SUMPs-Up project Coordinator:
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Freiburg / Germany

I, the undersigned, confirm that I have read and understood the procedures described above. My questions have been answered to my satisfaction and I voluntarily agree to participate in this survey.

X _____ SIGN HERE

Name: _

Email address: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

Main occupation in a...

- ○ Transport planning or related department of the city
- ○ Other public authority on the local or regional level
- ○ Public transport operator or authority
- ○ Research institution or university
- ○ Non-governmental organisation
- ○ Consultancy
- ○ Other (please specify)

Name of the city for which you are completing this survey: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

Country your city is located in: _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

City structure

In the first section we are interested in the size and geographical context, which majorly influences urban transport systems. Please provide us with some context information that helps us identify the challenges and needs of different types of cities.

1) What is the **population** of the city, for which you are completing this survey?

- ○ Less than 25,000
- ○ 25,000 to 50,000
- ○ 50,000 to 100,000
- ○ 100,000 to 250,000
- ○ 250,000 to 500,000
- ○ 500,000 to 1 million
- ○ More than 1 million

2) What is the **population trend** in your city?

Growing population ○ ○ ○ ○ ○ Shrinking population

3) Where is your city **located**?

Please select the option that best applies. If your city is in the catchment area of several cities select the largest of them.

- ○ In a rural area (not close to a town with more than 25.000 inhabitants)
- ○ Close to a city with 25,000 to 100,000 inhabitants
- ○ Close to a city with 100,000 to 500,000 inhabitants
- ○ Close to a city with more than 500,000 inhabitants
- ○ It is the largest city in the catchment area
- ○ Other (please specify) _____

4) What is your city's **modal split** according to the latest assessment?

*Please indicate the percentage **share of the total number of trips by city residents** (not the share of distance travelled in kilometres). It can be an informal assessment and the numbers do not have to be precise, approximations help as well.*

Private motor vehicle (car, motorcycle, scooter, etc.)	0	%
Public transport (bus, metro, train, etc.)	0	%
Bike	0	%
Walk	0	%
Total	0	%

Source of the modal split data

- ○ Traffic count, travel survey, data from the public transport operator, or similar
- ○ Your own assessment

Sustainable urban transport planning

In the second section we are interested in the current state of transport planning. The first two questions aim at ***Sustainable Urban Mobility Plans (SUMPs), which is a strategic planning instrument for local authorities that is used to foster the balanced development and integration of all transport modes while encouraging a shift towards more sustainable modes of transport****. You can answer the questions regardless whether your city has already developed a SUMP. In fact, information about the transport planning procedures in cities without such a plan is particularly important for us.*

5) Please select the statement that describes the **situation in your city** best. My city…

- ○ …is **not yet familiar** with sustainable urban transport planning.
- ○ …has **already applied** sustainable urban transport measures, **but not systematically**.
- ○ …has already conducted **integrated sustainable urban transport planning**.
- ○ Other

5a) Does the urban mobility plan (VEP / PDU / GKKP / LTP / …) of your city qualify as a Sustainable Urban Mobility Plan? *(Click here for a SUMP definition)*

- ○ Yes
- ○ No
- ○ Do not know

5b) Which of the following aspects does the urban mobility plan (VEP / PDU / GKKP / LTP / ...) of your city fulfill?

Please select all options that apply.

- [ ] Long-term vision and clear implementation plan
- [ ] Participatory approach
- [ ] Balanced and integrated development of all transport modes
- [ ] Horizontal and vertical integration
- [ ] Assessment of current and future performance
- [ ] Regular monitoring, review and reporting
- [ ] Consideration of external costs for all transport modes
- [ ] None of them

5c) **Who developed** the most recent urban mobility plan of your city?

- ○ The city administration on their own
- ○ Parts of the SUMP have been done by consultant(s)
- ○ Consultant(s) have taken over all parts of the SUMP
- ○ Other

6) When it comes to sustainable urban mobility planning in your city, what is the **status** at the moment?

Please select the option that best applies.

- ○ No activities
- ○ Considering to develop our first SUMP
- ○ Developing our first SUMP
- ○ Finalised SUMP waiting to be adopted
- ○ SUMP is adopted but not implemented
- ○ Implementing the SUMP
- ○ Evaluation and revision of the previous SUMP
- ○ 2nd or 3rd generation SUMP is being prepared
- ○ Other (please specify)

7) Has your city plans or programmes for individual mobility policy areas?

For example a walking plan, bicycle plan, public transport plan or traffic safety programme.

- ○ Yes
- ○ No

8) What tools or methods does your city currently use in transport planning? Please write the **name or brand of three tools or methods** in the boxes below.

Tools can be guiding documents (handbooks, manuals, checklists), software (e.g. for calculation, modelling or simulation), standardised methods and planning approaches.

Needs for support

You made it to the last section. Good job and thank you for your valuable input so far! This might be the most important part, where we are interested in the support your city needs in urban transport planning.

9) A range of policy fields are relevant to sustainable urban mobility planning. For each of the following **mobility policy areas**, please select

- the box in the first column if you need support in selecting measures and/or
- the box in the second column if you need support in implementing measures or
- the box in the third column if you do not need support (neither in selecting nor implementing measures).

	We need support in selecting measures	We need support in implementing measures	Do not need support
Walking	☐	☐	☐
Cycling	☐	☐	☐

Public transport	☐	☐	☐
Urban road safety	☐	☐	☐
Road transport	☐	☐	☐
Car parking management	☐	☐	☐
Urban logistics	☐	☐	☐
Integration of different transport modes	☐	☐	☐
Mobility management for target groups with specific needs (e.g. children and youngsters, companies, tourists)	☐	☐	☐
Intelligent transportation systems	☐	☐	☐
Electric mobility and clean fuels	☐	☐	☐
Shared mobility	☐	☐	☐
Automation in car traffic and public transport	☐	☐	☐
Additional policy field(s) you need support on (please specify)	☐	☐	☐

10) Please provide an answer **for each of the planning steps** below, indicating your **preferred type of support** offered by CIVITAS SUMP projects (multiple answers possible).

Your input is valuable regardless if you have already developed a SUMP, plan to develop one or if you just want to plan parts of your transport system more sustainably.

	Workshops, peer-to-peer learning	**E-learning, webinars**	**Software (models, simulators, calculators)**	**Handbooks, guidelines, manuals, checklists**	**Good practice examples**	**Do not need support**
Project and resource management	☐	☐	☐	☐	☐	☐
Data acquisition and management	☐	☐	☐	☐	☐	☐

Status analyses and existing plans	☐	☐	☐	☐	☐	☐
Engagement of institutional stakeholders and citizens	☐	☐	☐	☐	☐	☐
Scenarios and measure selection	☐	☐	☐	☐	☐	☐
Financing, procurement and legal aspects of measure implementation	☐	☐	☐	☐	☐	☐
Monitoring and evaluation (of individual measures and the whole SUMP process)	☐	☐	☐	☐	☐	☐

11) The CIVITAS SUMP projects are European projects with English as their working language. Would you **participate in learning activities** that are **in English**?

- ○ I definitely would
- ○ I probably would
- ○ I probably would not
- ○ I definitely would not

12) What are the **drivers for developing a SUMP** in your city? Please provide an answer for each of the aspects below if you think it is an important reason for the decision makers to develop a SUMP, or if it is not important.

	Important driver	Not an important driver	Do not know

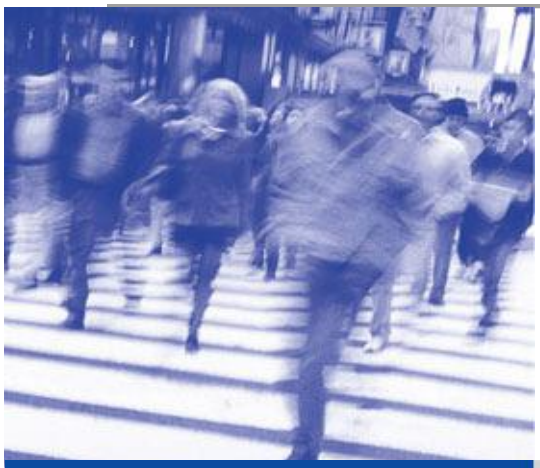
It is legally required to develop a SUMP	○	○	○
Improved access to funding	○	○	○
Political will	○	○	○
Seen as solution to address transport challenges	○	○	○
Other (Please specify)	○	○	○

13) What kind of **additional support from your national government** do you need for SUMP development?

Please select all options that apply.

- ☐ None
- ☐ Institutional framework (responsibilities and requirements for cooperation)
- ☐ Legal framework for mobility planning
- ☐ Legal framework for the integration of mobility and land use planning
- ☐ Networking and monitoring
- ☐ Guidance, expertise and training
- ☐ Financing SUMP development
- ☐ Financing SUMP measures
- ☐ Other (please specify)

14) If you would like to comment or add something to the answers of the survey, please enter them below. *(optional question)*



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SUMPS-UP

Annex 2: Complete results from the survey

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Project Acronym:	SUMPs-Up
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2020 CiVITAS
Cleaner and better transport in cities
SUMPS-UP

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

1 Characteristics of the cities participating in the survey

1.1 Countries in which the participating cities are located (unweighted)

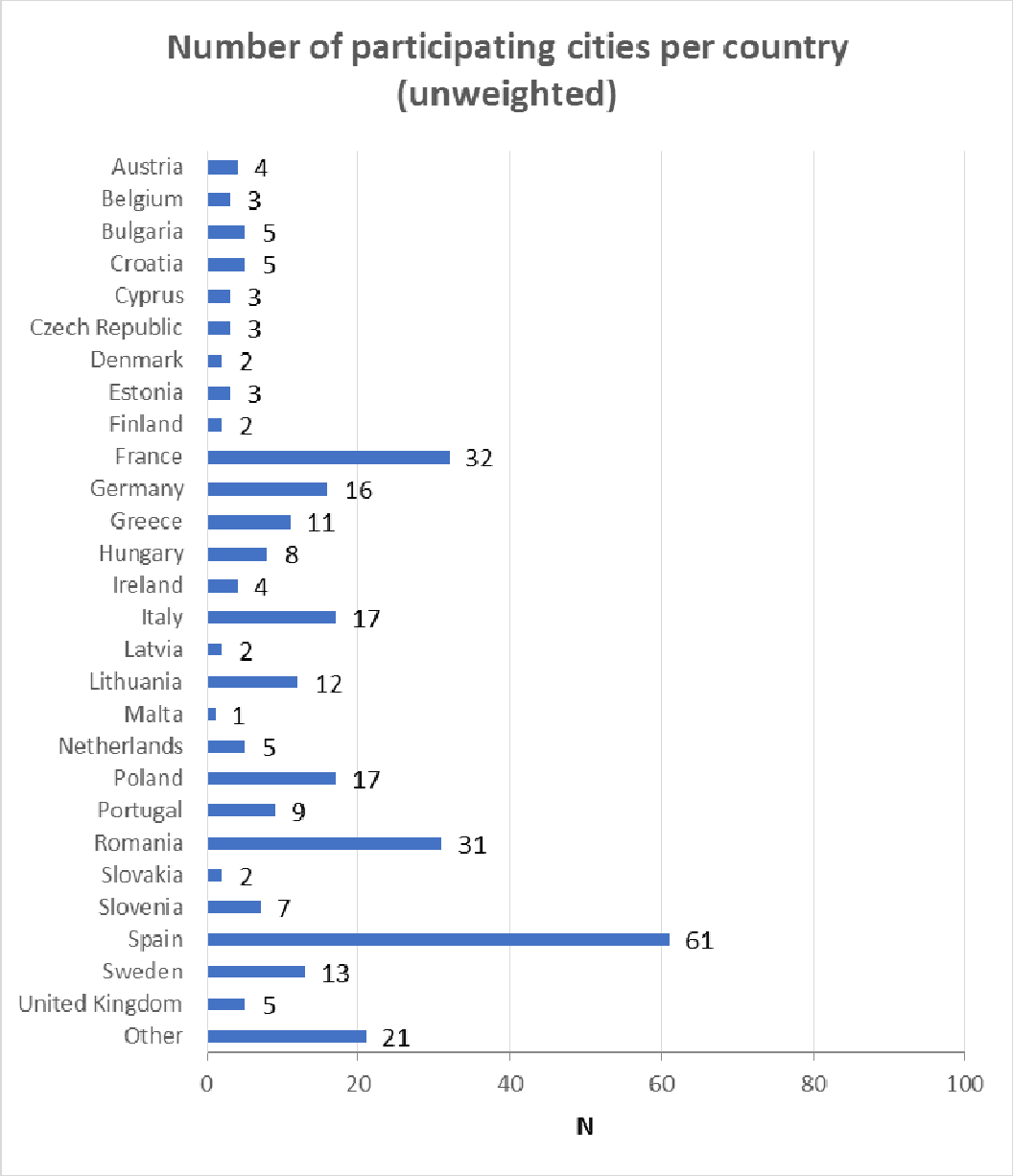


Figure 1: Countries in which the participating cities are located (N=304; results are unweighted by country population).

1.2 Countries in which the participating cities are located in (weighted)

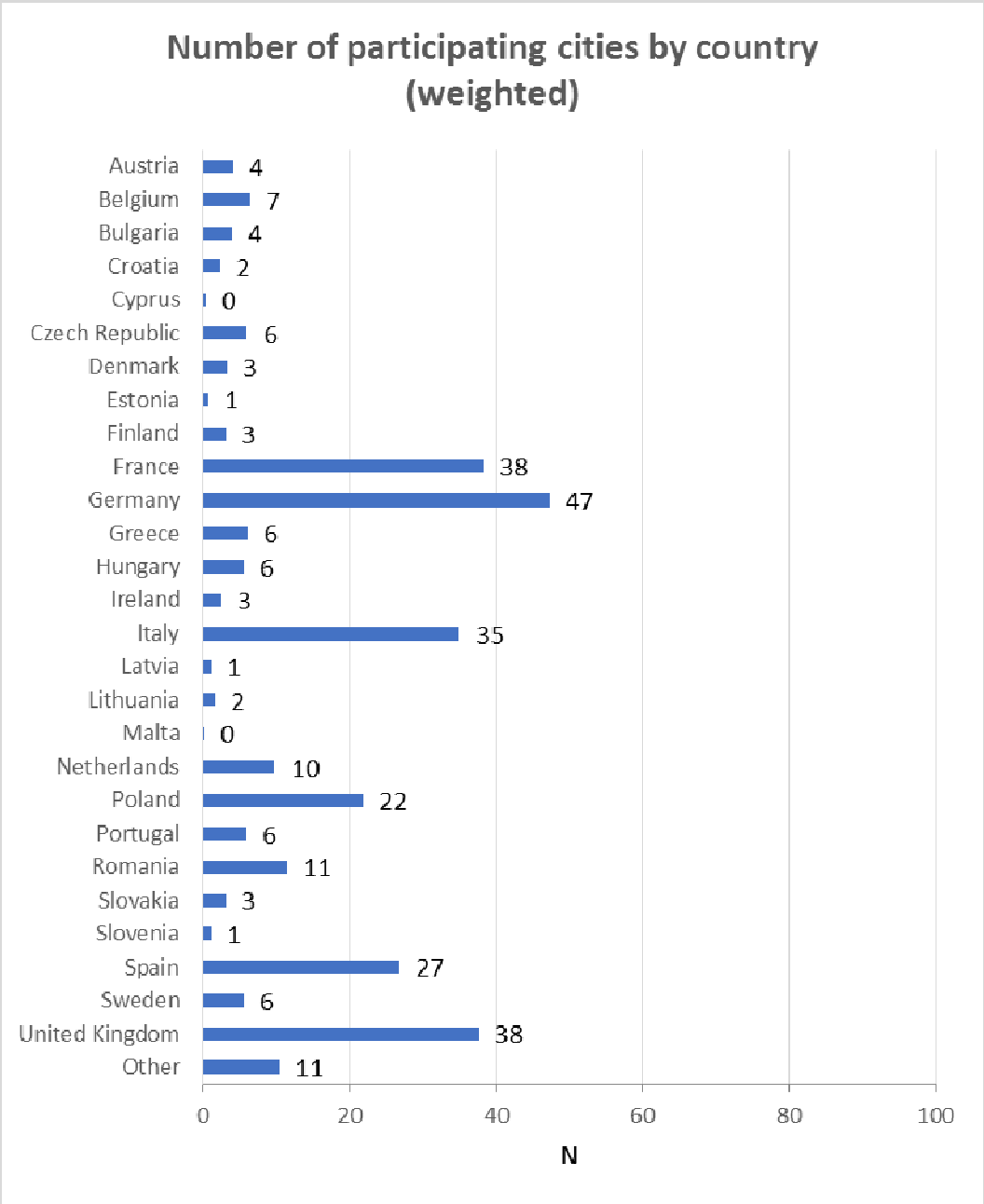


Figure 2: Countries in which the participating cities are located in (N=304; results weighted by country population).

1.3 Q1: Population in participating cities

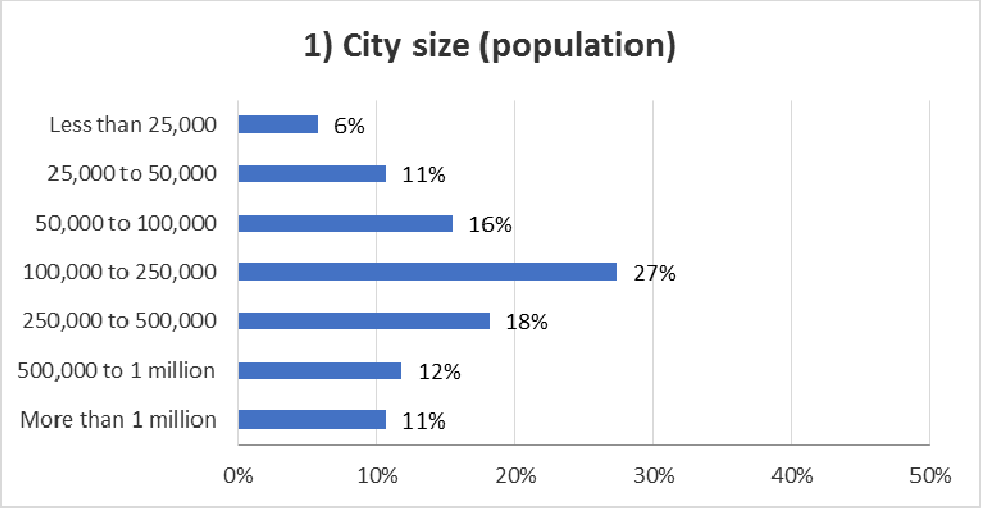


Figure 3: Question 1: Population in participating cities (N=304; results weighted by country population)

1.4 Q2: Population trend in the participating cities

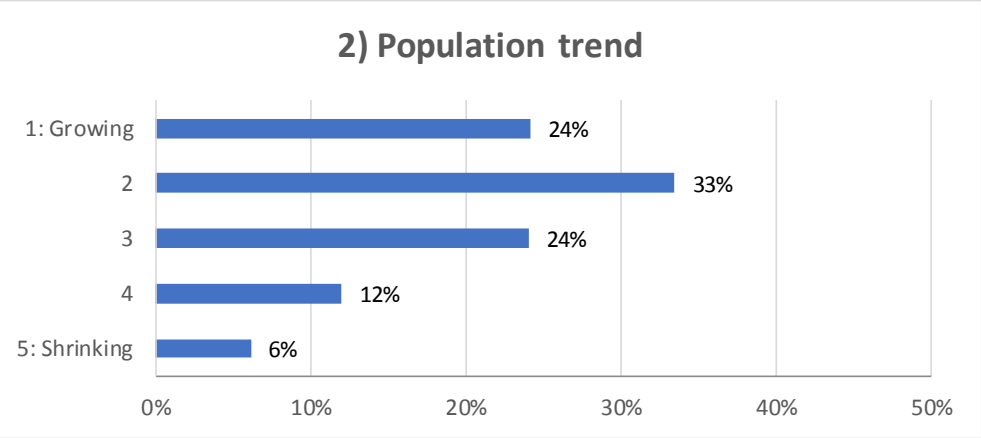


Figure 4: Question 2: Population trend in the participating cities (N=303; results weighted by country population).

1.5 Q3: Location of the participating cities

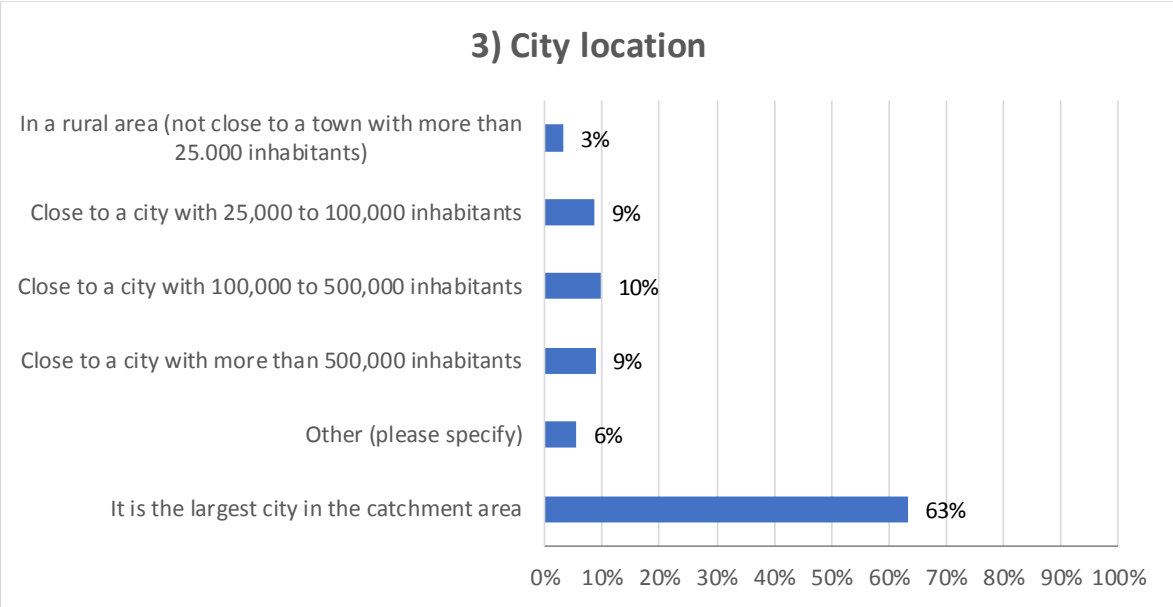
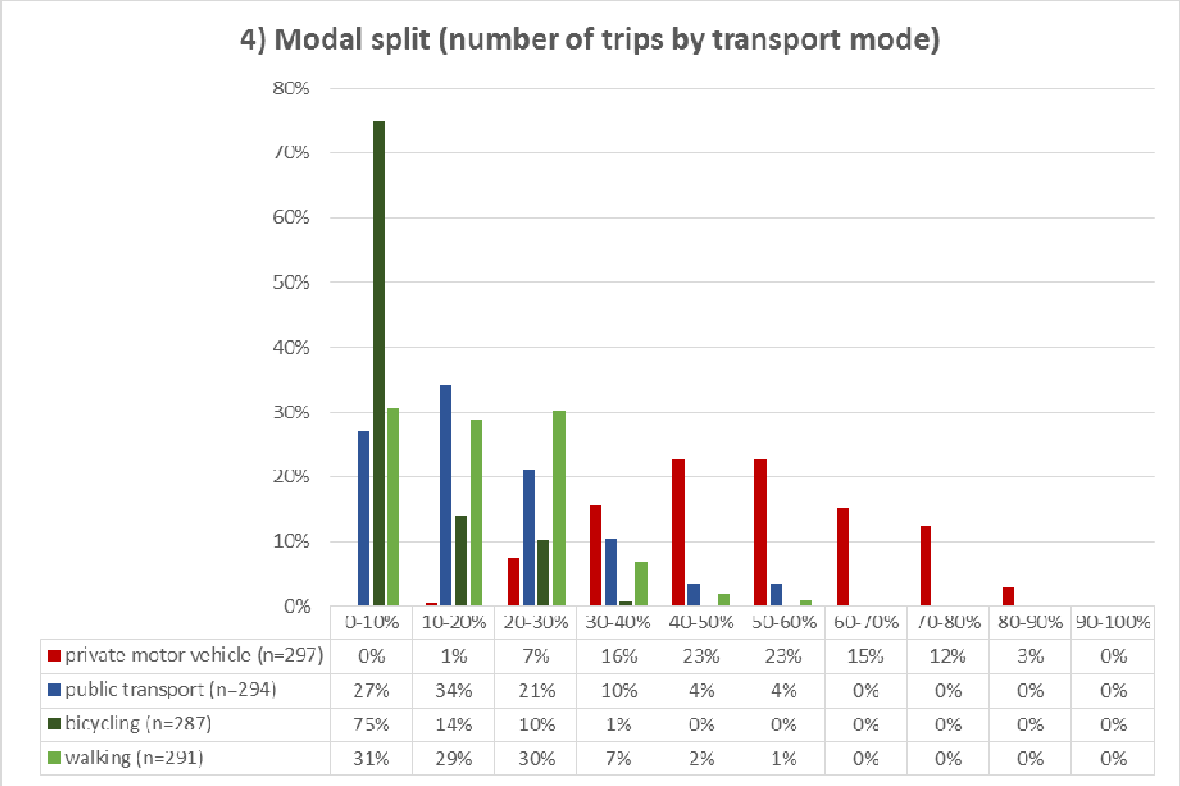


Figure 5: Question 3: Location of the participating cities (N=303; results weighted by country population).

1.6 Q4: Modal split in participating cities



	0-10%	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	70-80%	80-90%	90-100%
private motor vehicle (n=297)	0%	1%	7%	16%	23%	23%	15%	12%	3%	0%
public transport (n=294)	27%	34%	21%	10%	4%	4%	0%	0%	0%	0%
bicycling (n=287)	75%	14%	10%	1%	0%	0%	0%	0%	0%	0%
walking (n=291)	31%	29%	30%	7%	2%	1%	0%	0%	0%	0%

Figure 6: Question 4: Modal split in participating cities (results weighted by country population). Figures should be interpreted with caution due to the uncertainties in the data (e.g. 32 % of the cities have provided self-assessed figures while 68 % have provided data from traffic count, travel survey, data from the public transport operator, or similar).

2 Cities' level of maturity and experience in SUMP planning

2.1 Q5: Experience in sustainable urban transport planning (weighted)

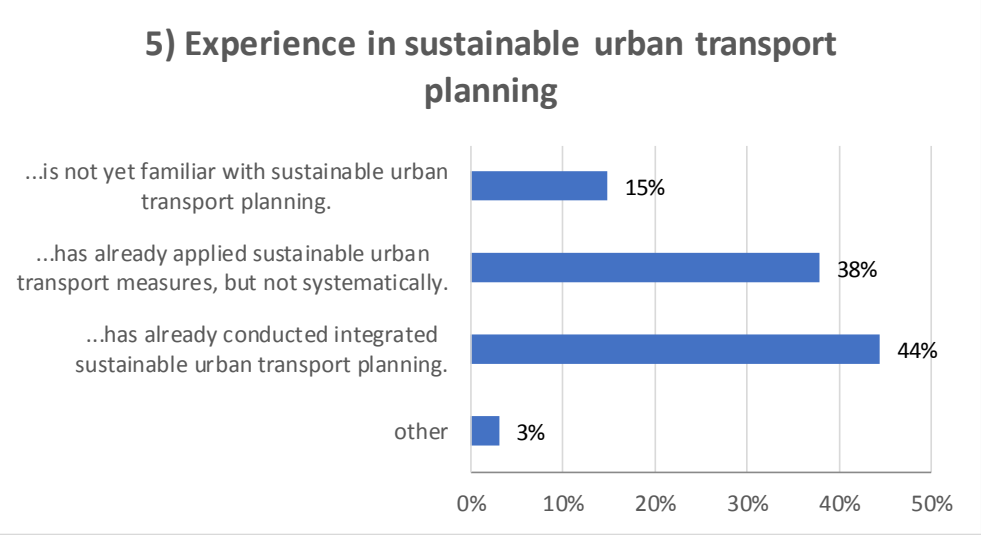


Figure 7: Question 5: Experience in sustainable urban transport planning in the participating cities (N=303; results weighted by country population).

2.2 Q6: Status of sustainable urban mobility planning (weighted)

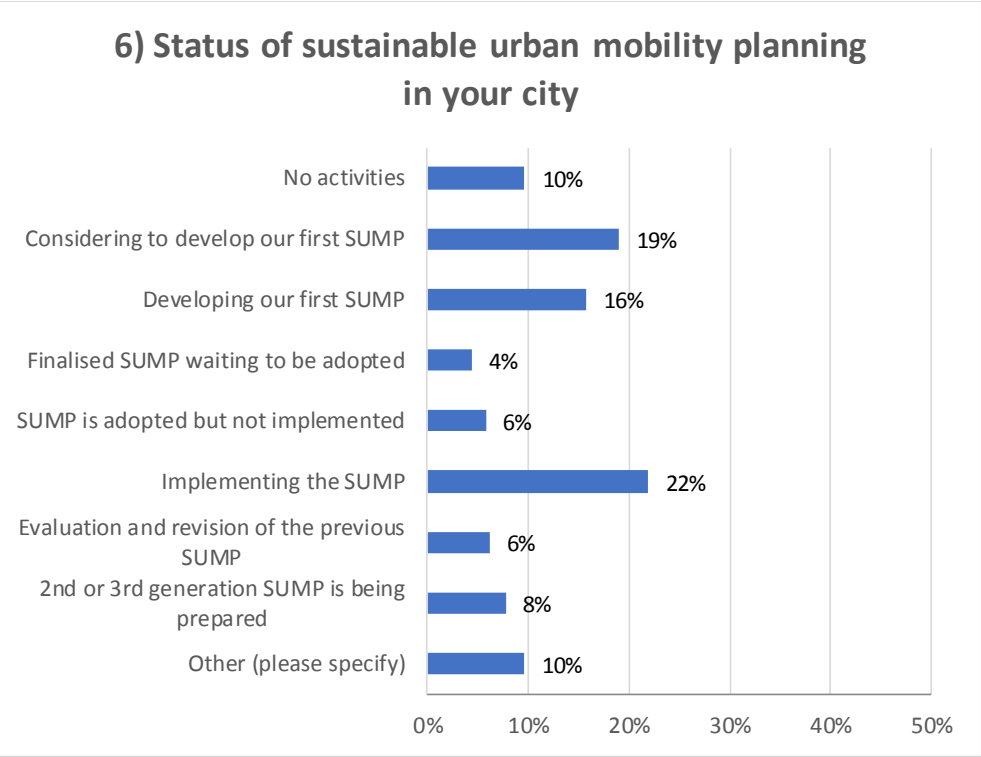
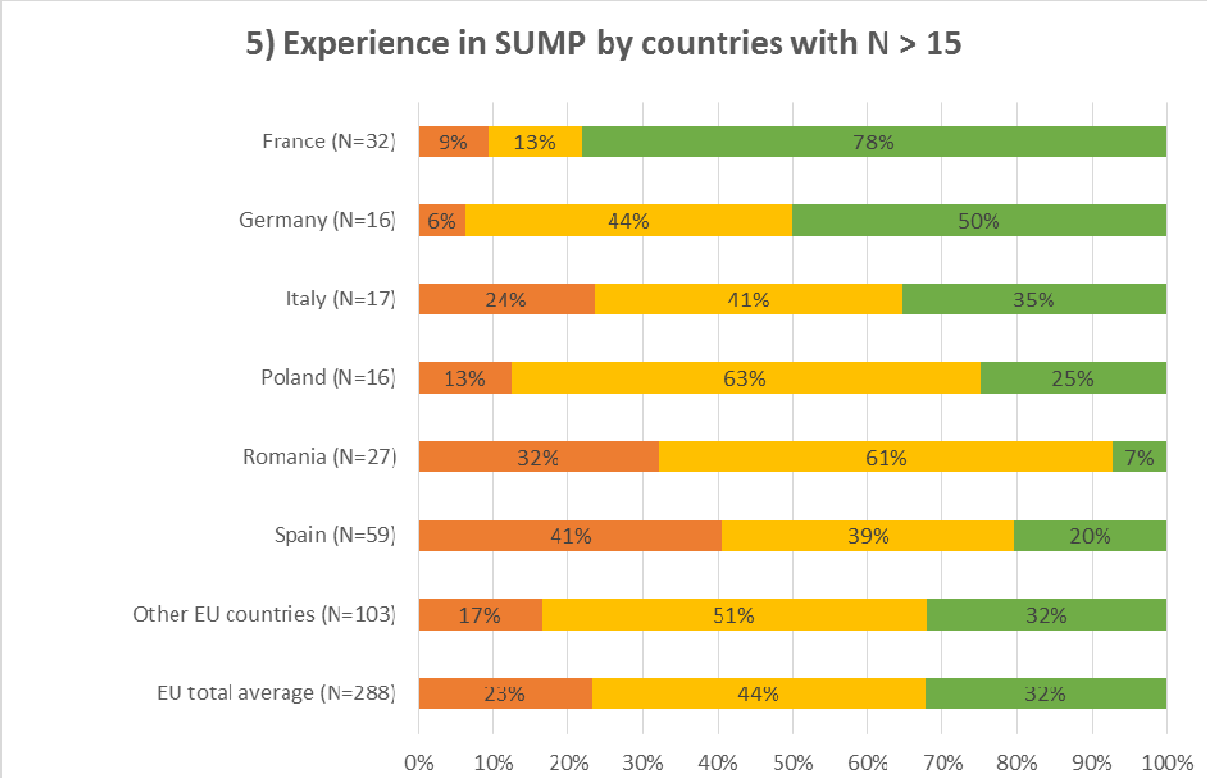


Figure 8: Question 6: Status of sustainable urban mobility planning in the participating cities (N=303; results weighted by country population).

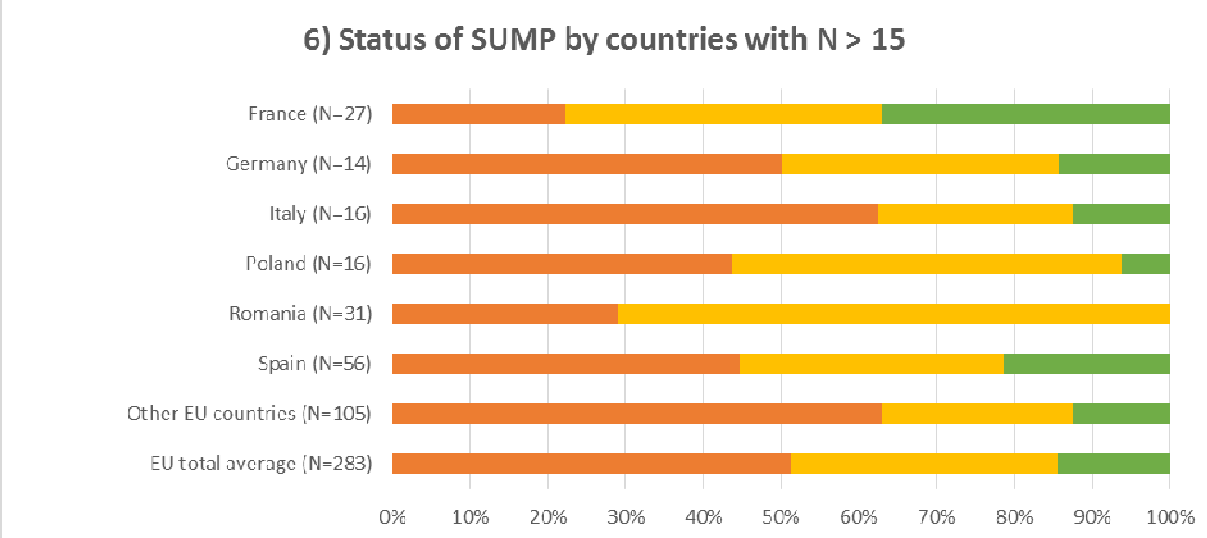
2.3 Q5: Experience in sustainable urban transport planning (unweighted)



	EU total average (N=288)	Other EU countries (N=103)	Spain (N=59)	Romania (N=27)	Poland (N=16)	Italy (N=17)	Germany (N=16)	France (N=32)
City is not yet familiar with sustainable urban transport planning.	23%	17%	41%	32%	13%	24%	6%	9%
City has already applied sustainable urban transport measures, but not systematically.	44%	51%	39%	61%	63%	41%	44%	13%
City has already conducted integrated sustainable urban transport planning.	32%	32%	20%	7%	25%	35%	50%	78%

Figure 9: Question 5: Experience in sustainable urban transport planning in the participating cities by countries with at least 15 participating cities (results are not weighted by country population).

2.4 Q6: Status of sustainable urban mobility planning (unweighted)



	EU total average (N=283)	Other EU countries (N=105)	Spain (N=56)	Romania (N=31)	Poland (N=16)	Italy (N=16)	Germany (N=14)	France (N=27)
No activities	8%	6%	8%	0%	0%	18%	0%	16%
Considering to develop our first SUMP	20%	26%	18%	10%	29%	24%	19%	0%
Developing our first SUMP	20%	29%	15%	19%	12%	18%	25%	3%
Finalised SUMP waiting to be adopted	10%	7%	10%	39%	6%	0%	0%	3%
SUMP is adopted but not implemented	7%	6%	7%	16%	12%	12%	0%	6%
Implementing the SUMP	16%	11%	15%	16%	29%	12%	31%	25%
Evaluation and revision of the previous SUMP	7%	5%	11%	0%	6%	12%	6%	9%
2nd or 3rd generation SUMP is being prepared	7%	7%	8%	0%	0%	0%	6%	22%

Figure 10: Question 6: Status of sustainable urban mobility planning in the participating cities by countries with at least 15 participating cities (results are not weighted by country population).

2.5 Relation between SUMP experience (Q5) and the status of SUMP activities (Q6)

			Q6: Status of SUMP activities									Total
			No activities	Considering to develop our first SUMP	Developing our first SUMP	Finalised SUMP waiting to be adopted	SUMP is adopted but not implemented	Implementing the SUMP	Evaluation and revision of the previous SUMP	2nd or 3rd generation SUMP is being prepared	Other (please specify)	
Q5: SUMP experience	...is not yet familiar with sustainable urban transport planning.	N	12	15	5	2	2	0	0	0	7	43
		% within Q5	27,9%	34,9%	11,6%	4,7%	4,7%	0,0%	0,0%	0,0%	16,3%	100,0%
		% within Q6	41,4%	26,3%	10,6%	14,3%	11,8%	0,0%	0,0%	0,0%	24,1%	14,3%
		% of Total	4,0%	5,0%	1,7%	0,7%	,7%	0,0%	0,0%	0,0%	2,3%	14,3%
	...has already applied sustainable urban transport measures, but not systematically.	N	15	26	29	8	7	12	9	2	6	114
		% within Q5	13,2%	22,8%	25,4%	7,0%	6,1%	10,5%	7,9%	1,8%	5,3%	100,0%
		% within Q6	51,7%	45,6%	61,7%	57,1%	41,2%	18,2%	50,0%	8,7%	20,7%	38,0%
		% of Total	5,0%	8,7%	9,7%	2,7%	2,3%	4,0%	3,0%	,7%	2,0%	38,0%
	...has already conducted integrated sustainable urban transport planning.	N	1	15	11	2	8	54	9	19	16	135
		% within Q5	0,7%	11,1%	8,1%	1,5%	5,9%	40,0%	6,7%	14,1%	11,9%	100,0%
		% within Q6	3,4%	26,3%	23,4%	14,3%	47,1%	81,8%	50,0%	82,6%	55,2%	45,0%
		% of Total	0,3%	5,0%	3,7%	0,7%	2,7%	18,0%	3,0%	6,3%	5,3%	45,0%
	Other	N	1	1	2	2	0	0	0	2	0	8
		% within Q5	12,5%	12,5%	25,0%	25,0%	0,0%	0,0%	0,0%	25,0%	0,0%	100,0%
		% within Q6	3,4%	1,8%	4,3%	14,3%	0,0%	0,0%	0,0%	8,7%	0,0%	2,7%
		% of Total	0,3%	0,3%	0,7%	0,7%	0,0%	0,0%	0,0%	0,7%	0,0%	2,7%
Total		N	29	57	47	14	17	66	18	23	29	300
		% within Q5	9,7%	19,0%	15,7%	4,7%	5,7%	22,0%	6,0%	7,7%	9,7%	100,0%
		% within Q6	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%
		% of Total	9,7%	19,0%	15,7%	4,7%	5,7%	22,0%	6,0%	7,7%	9,7%	100,0%

Table 1: Relation between SUMP experience (question 5) and the status of SUMP activities (question 6) in participating cities (N=300; results weighted by country population; Pearson Chi-Square p=0,000).

3 Quality of the SUMP

3.1 Q5b: Aspects which the urban mobility plan of the participating cities meet

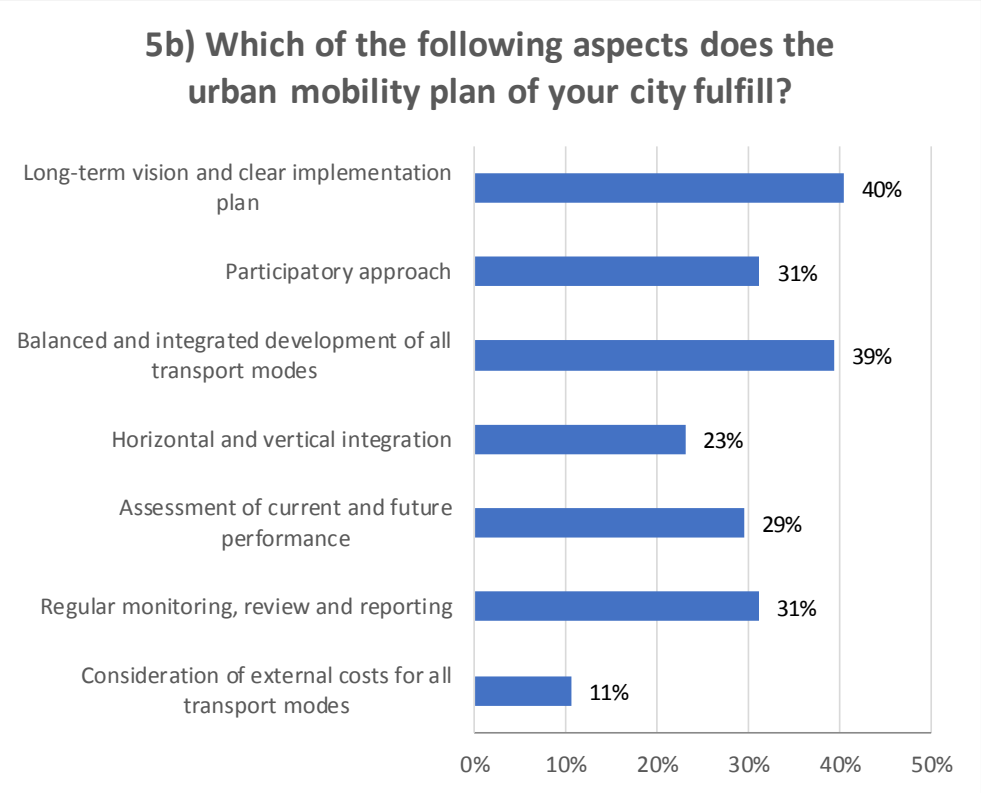


Figure 11: Question 5b: Aspects which the urban mobility plan of the participating cities meet (N=134; multiple answers possible; results weighted by country population).

3.2 Q5a: Qualification of the urban mobility plan of the participating cities as a Sustainable Urban Mobility Plan

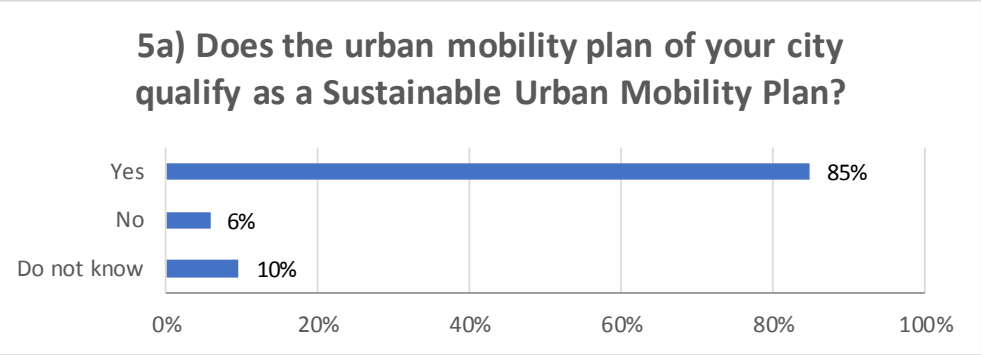


Figure 12: Question 5a: Qualification of the urban mobility plan of the participating cities as a Sustainable Urban Mobility Plan (N=134; results weighted by country population).

3.3 Q5c: Development of the most recent mobility plan of the participating cities

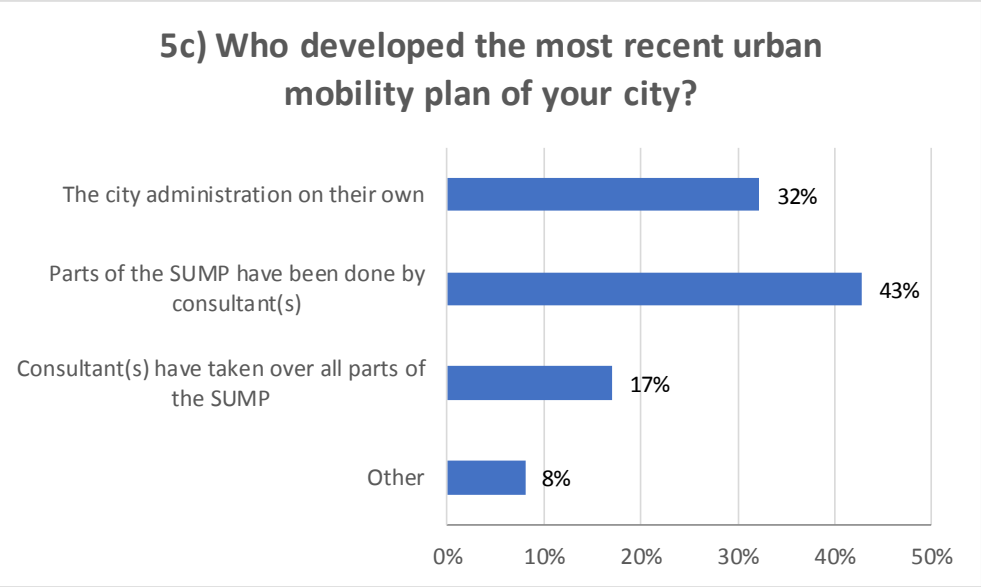


Figure 13: Question 5c: Development of the most recent mobility plan of the participating cities (N=133; results weighted by country population).

4 Plans/programmes for single mobility policy areas

4.1 Q7: Plans/programmes for individual mobility policy areas

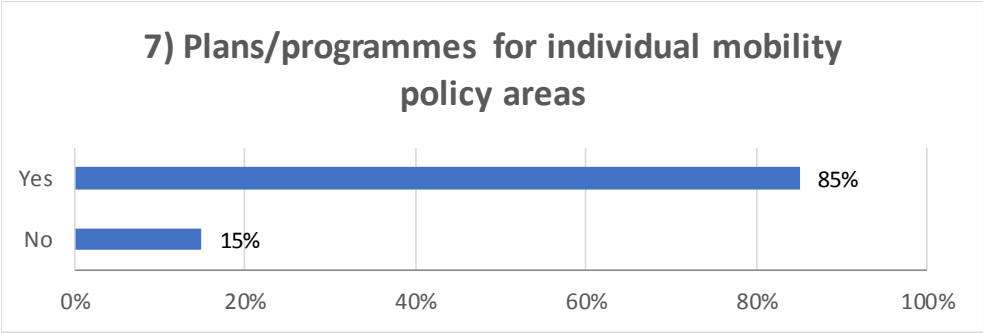


Figure 14: Question 7: Plans/programmes for individual mobility policy areas (e.g. walking plan, bicycle plan) in the participating cities (N=303; results weighted by country population).

4.2 Q7: Plans/programmes for individual mobility policy areas by countries with at least 15 participating cities

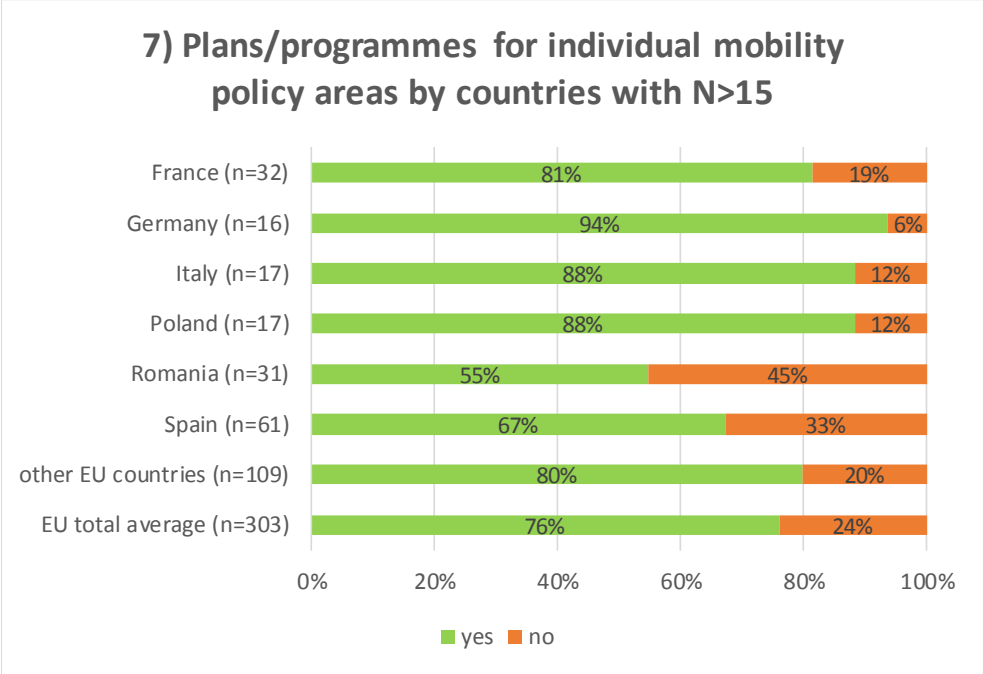
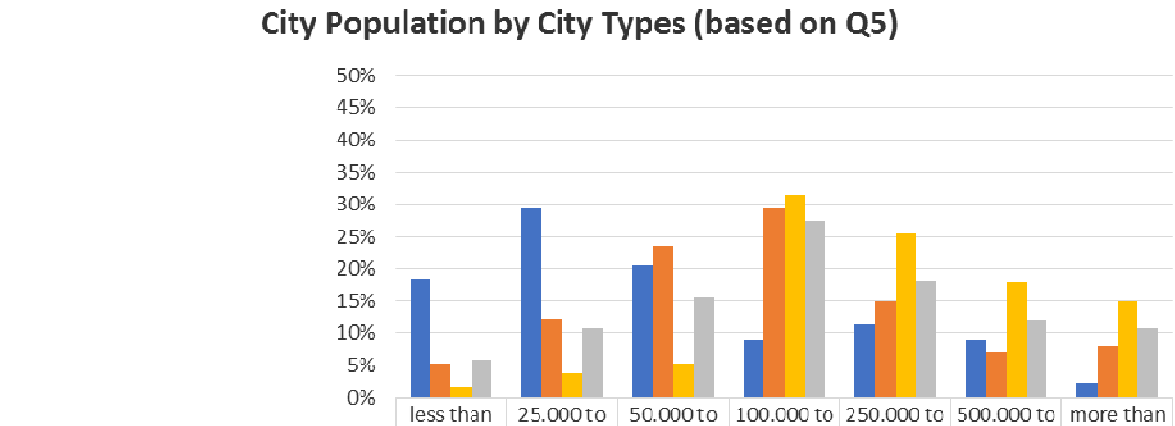


Figure 15: Question 7: Plans/programmes for individual mobility policy areas (e.g. walking plan, bicycle plan) in the participating cities by countries with at least 15 participating cities (results are not weighted by country population).

5 Correlations between city type and the city's characteristics

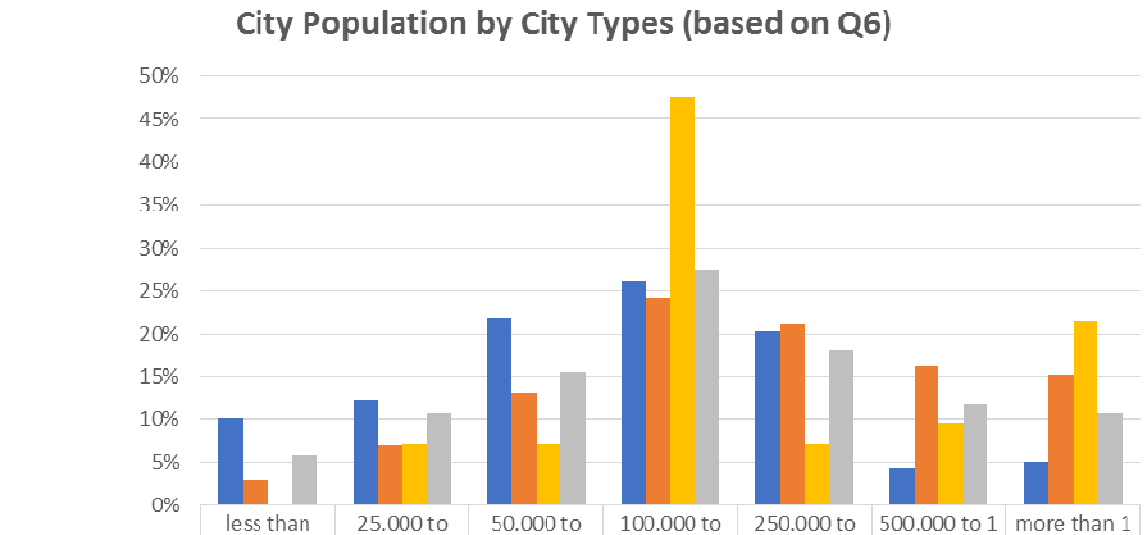
5.1 City population by city types based on SUMP experience (Q5)



	less than 25.000	25.000 to 50.000	50.000 to 100.000	100.000 to 250.000	250.000 to 500.000	500.000 to 1 million	more than 1 million
City is not yet familiar with sustainable urban transport planning (N=44)	18%	30%	20%	9%	11%	9%	2%
City has already applied sustainable urban transport measures, but not systematically (N=115)	5%	12%	23%	30%	15%	7%	8%
City has already conducted integrated sustainable urban transport planning (N=134)	1%	4%	5%	31%	25%	18%	15%
all cities (n=304)	6%	11%	16%	27%	18%	12%	11%

Figure 16: City population by city types based on SUMP experience (question 5) (N=293; results weighted; Pearson Chi-Square p=0,000)

5.2 City population by city types based on status of SUMP activities (Q6)



	less than 25.000	25.000 to 50.000	50.000 to 100.000	100.000 to 250.000	250.000 to 500.000	500.000 to 1 million	more than 1 million
Starter city	10%	12%	22%	26%	20%	4%	5%
Intermediate city	3%	7%	13%	24%	21%	16%	15%
Experienced city	0%	7%	7%	48%	7%	10%	21%
All cities	6%	11%	16%	27%	18%	12%	11%

Figure 17: City population by city types based on status of SUMP activities (question 6) (N=274; results weighted; Pearson Chi-Square p=0,000).

5.3 Population trend by city types based on SUMP experience (Q5)

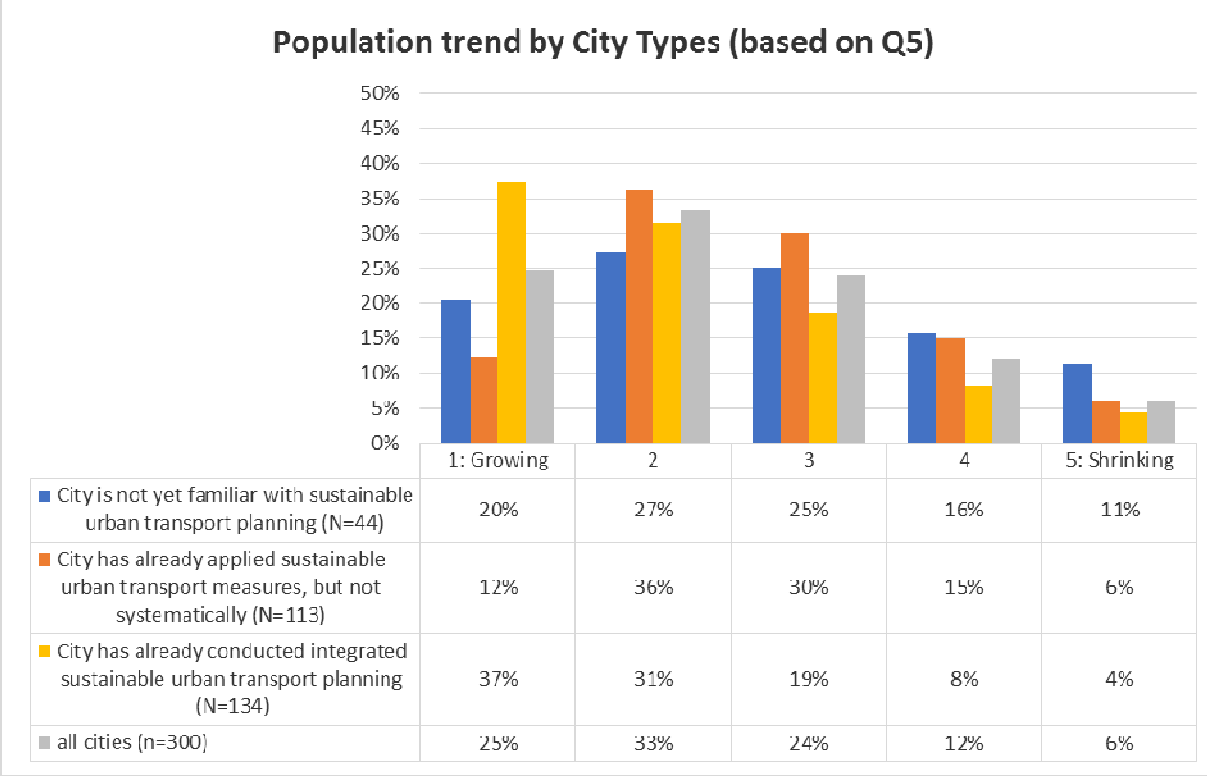
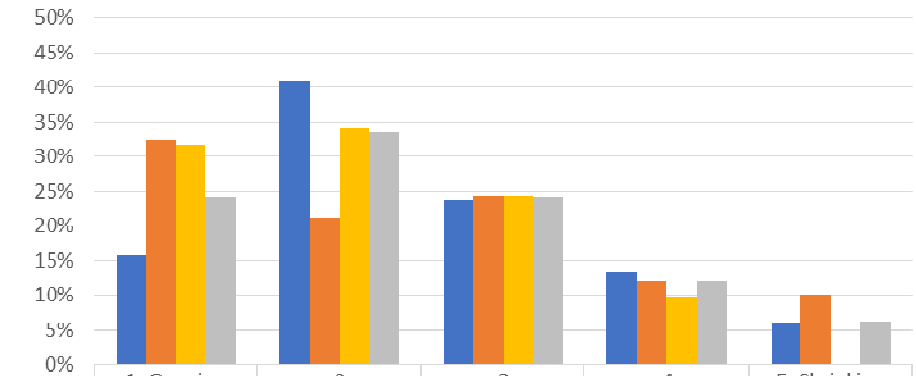


Figure 18: Population trend by city types based on SUMP experience (question 5) (N=291; results weighted; Pearson Chi-Square p=0,005).

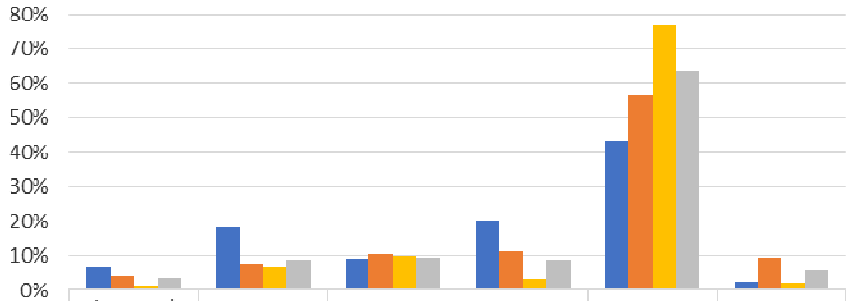
5.4 Population trend by city types based on status of SUMP activities (Q6)



	1: Growing	2	3	4	5: Shrinking
Starter city	16%	41%	24%	13%	6%
Intermediate city	32%	21%	24%	12%	10%
Experienced city	32%	34%	24%	10%	0%
total cities by population trend	24%	34%	24%	12%	6%

Figure 19: Population trend by city types based on status of SUMP activities (question 6) (N=274; results weighted; Pearson Chi-Square p=0,048).

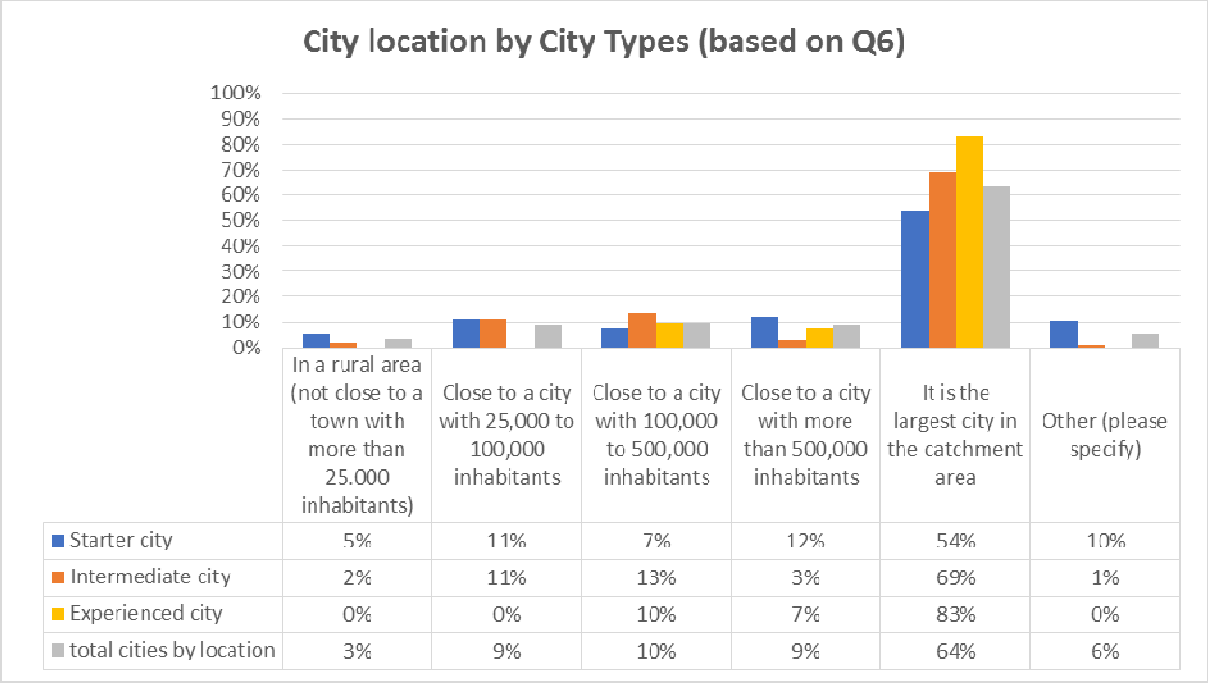
5.5 City location by city types based on SUMP experience (Q5)



	In a rural area (not close to a town with more than 25 000 inhabitants)	Close to a city with 25 000 to 100 000 inhabitants	Close to a city with 100 000 to 500 000 inhabitants	Close to a city with more than 500 000 inhabitants	It is the largest city in the catchment area	Other (please specify)
City is not yet familiar with sustainable urban transport planning (N=44)	7%	18%	9%	20%	43%	2%
City has already applied sustainable urban transport measures, but not systematically (N=115)	4%	8%	10%	11%	57%	10%
City has already conducted integrated sustainable urban transport planning (N=134)	1%	7%	10%	3%	77%	2%
all cities (n=303)	4%	9%	10%	9%	63%	6%

Figure 20: City location by city types based on SUMP experience (question 5) (N=293; results weighted; Pearson Chi-Square p=0,005).

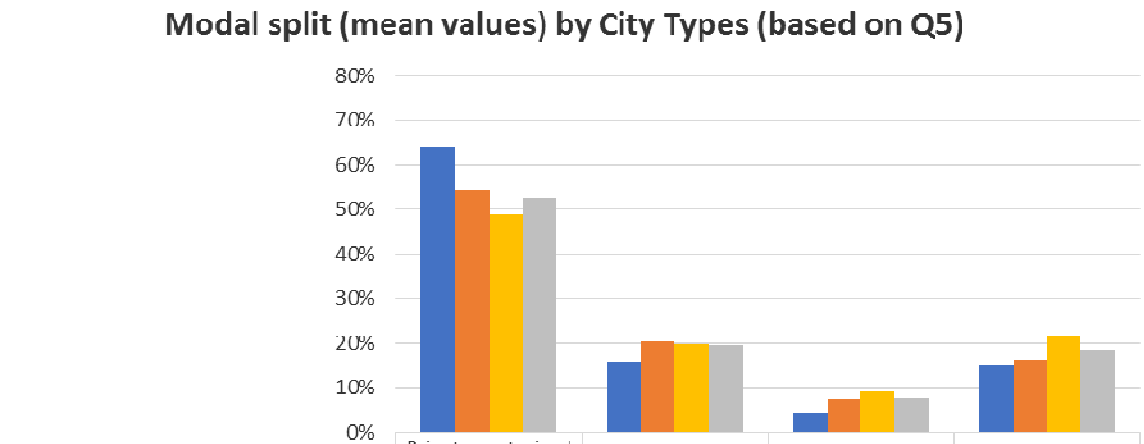
5.6 City location by city types based on status of SUMP activities (Q6)



	In a rural area (not close to a town with more than 25.000 inhabitants)	Close to a city with 25,000 to 100,000 inhabitants	Close to a city with 100,000 to 500,000 inhabitants	Close to a city with more than 500,000 inhabitants	It is the largest city in the catchment area	Other (please specify)
Starter city	5%	11%	7%	12%	54%	10%
Intermediate city	2%	11%	13%	3%	69%	1%
Experienced city	0%	0%	10%	7%	83%	0%
total cities by location	3%	9%	10%	9%	64%	6%

Figure 21: City location by city types based on status of SUMP activities (question 6) (N=272; results weighted; Pearson Chi-Square p=0,009).

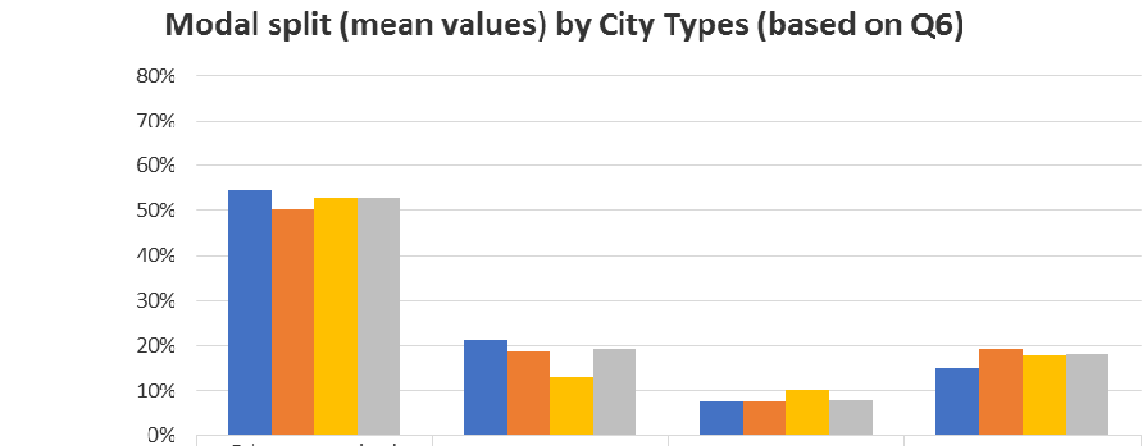
5.7 Modal Split (mean values) by city types based on SUMP experience (Q5)



	Private motorised traffic (car, motorcycle, scooter, etc.)	Public transport (bus, metro, train, etc.)	Cycling	Walking
City is not yet familiar with sustainable urban transport planning (N=45)	64%	16%	5%	15%
City has already applied sustainable urban transport measures, but not systematically (N=115)	54%	20%	7%	16%
City has already conducted integrated sustainable urban transport planning (N=134)	49%	20%	9%	21%
all cities (n=294)	53%	19%	8%	18%

Figure 22: Modal Split (mean values) by city types based on SUMP experience (question 5) (N=291, results weighted; Pearson Chi-Square p=0,000).

5.8 Modal Split (mean values) by city types based on status of SUMP activities (Q6)



	Private motorised traffic (car, motorcycle, scooter, etc.)	Public transport (bus, metro, train, etc.)	Cycling	Walking
Starter city	54%	21%	7%	15%
Intermediate city	50%	19%	8%	19%
Experienced city	53%	13%	10%	18%
All cities	53%	19%	8%	18%

Figure 23: Modal Split (mean values) by city types based on status of SUMP activities (question 6) (N=255, results weighted; Pearson Chi-Square p=0,005).

6 Drivers for developing SUMP

6.1 Q12: Drivers for developing a SUMP (weighted)

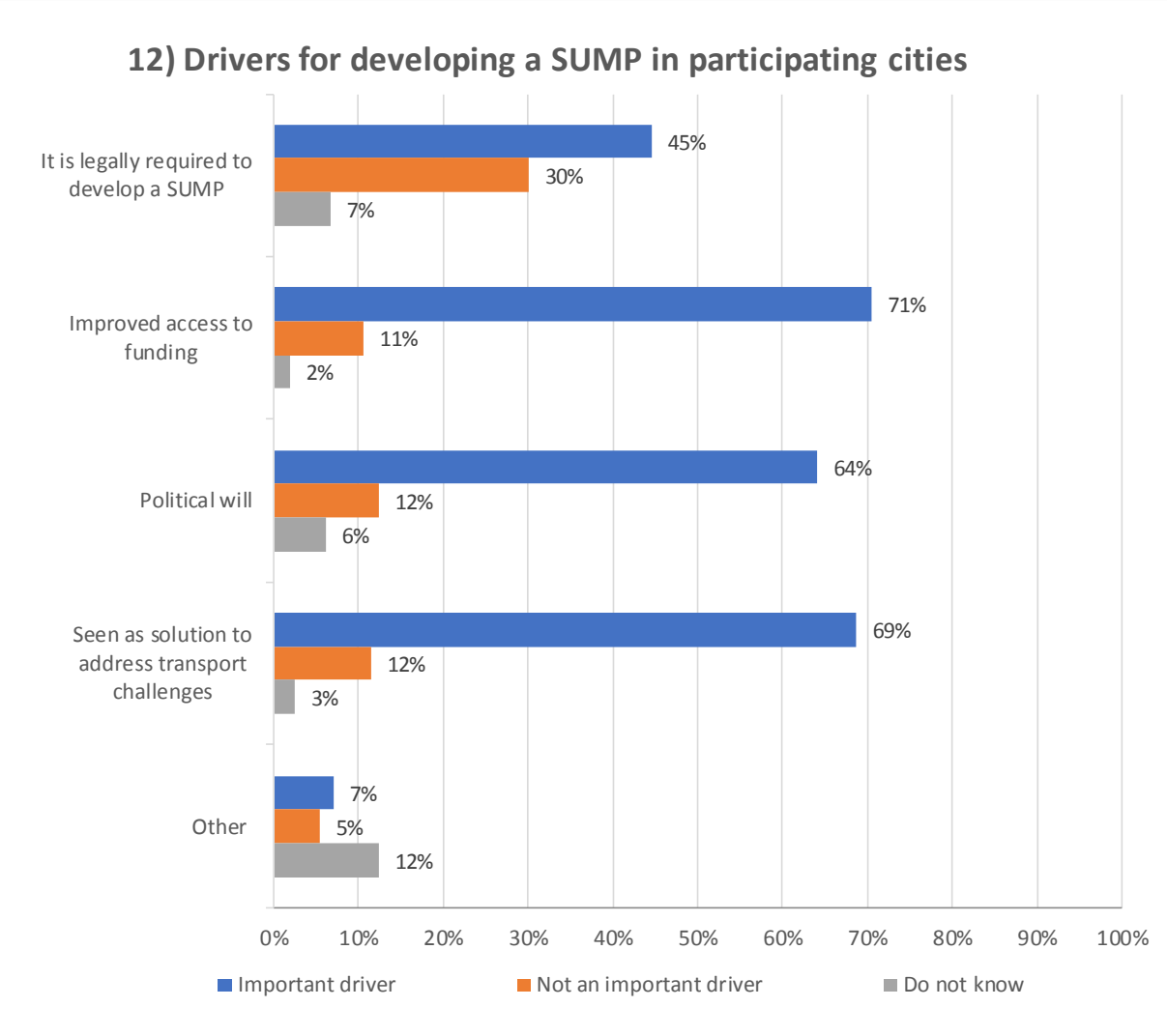


Figure 24: Question 12: Drivers for developing a SUMP in the participating cities (N=304; multiple answers possible; results weighted by country population).

6.2 Q12: Drivers for developing a SUMP (unweighted)

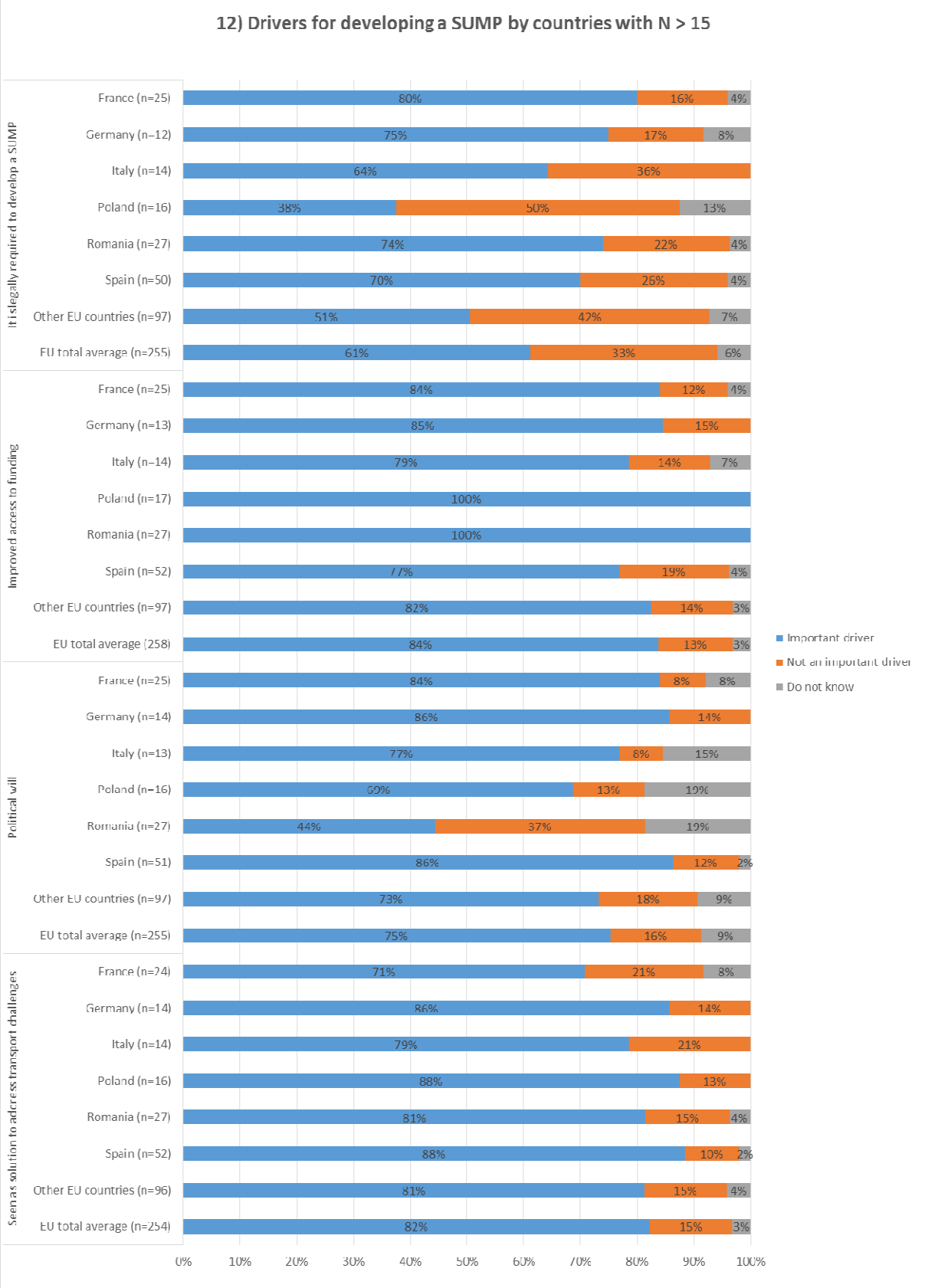


Figure 25: Question 12: Drivers for developing a SUMP in your city by countries with at least 15 participating cities (results are not weighted by country population).

7 Cities' need of support in selecting and implementing measures

7.1 Q9: Need of support in policy fields

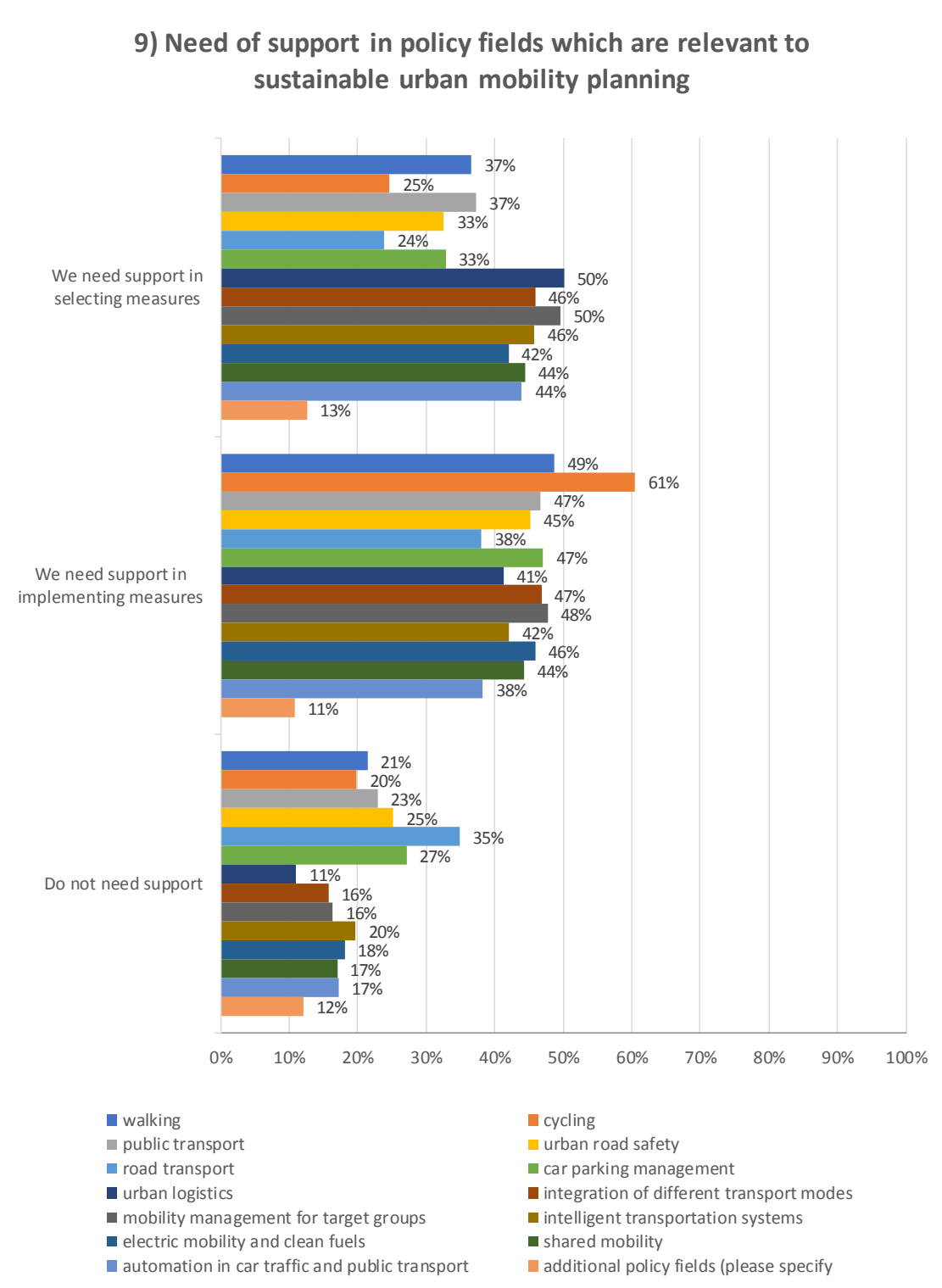


Figure 26: Question 9: Need of support in policy fields relevant to sustainable urban mobility planning (N=304; multiple answers possible; results weighted by country population).

7.2 Influence of city size on the need of support in selecting measures

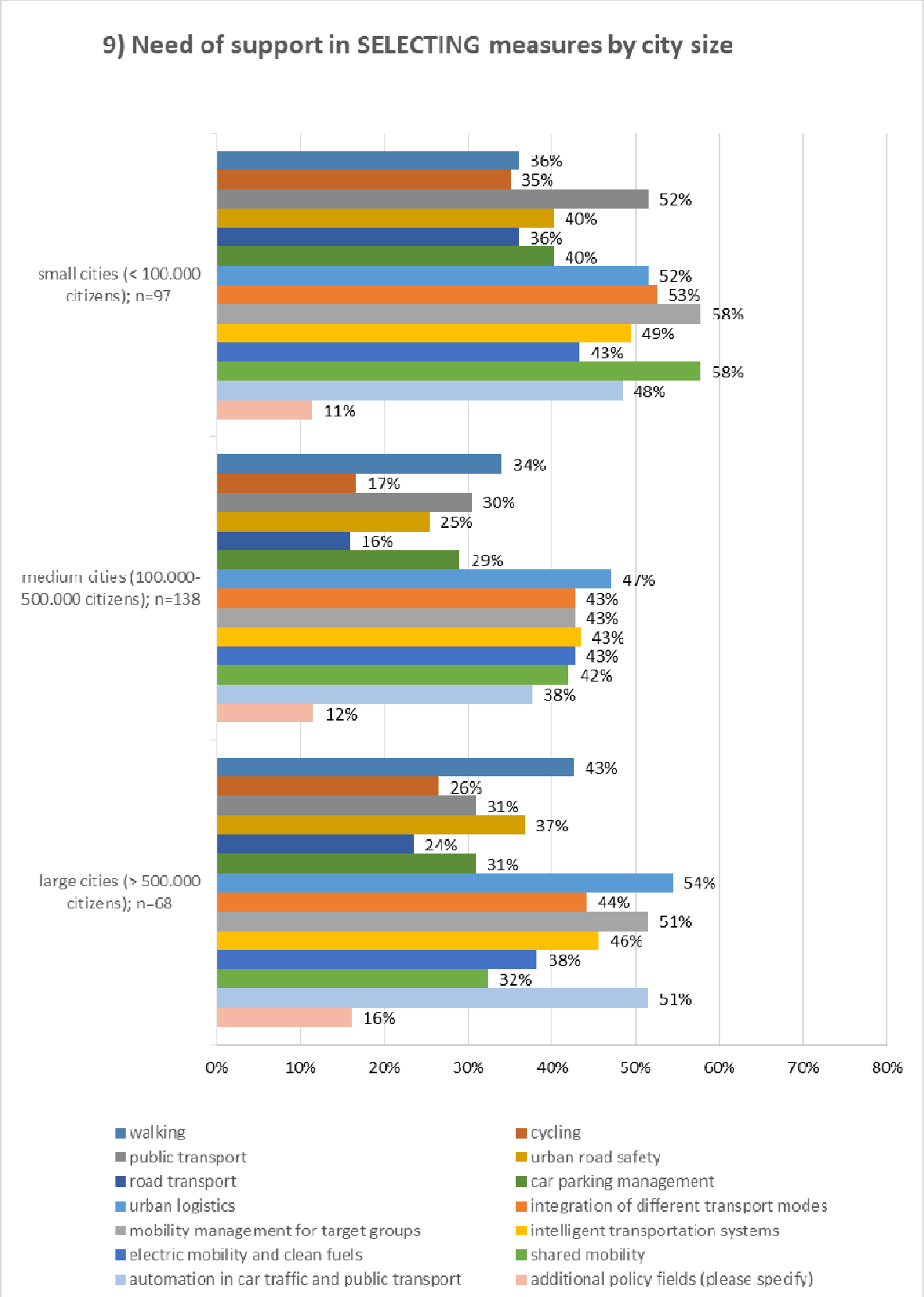


Figure 27: Influence of city size on the need of support in selecting measures (multiple answers possible; results weighted by country population).

7.3 Influence of population trend (growing/shrinking city population) on the need of support in selecting measures

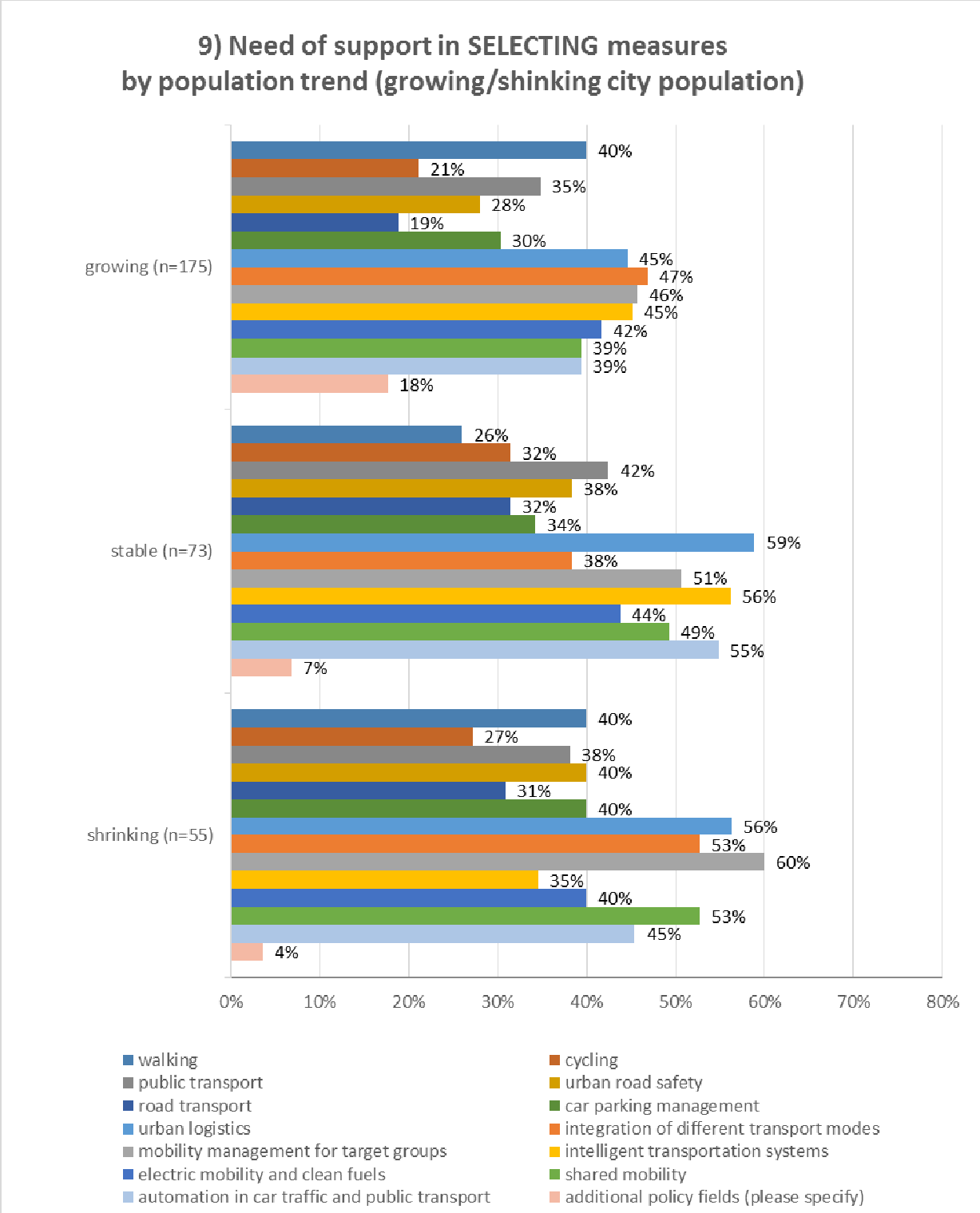


Figure 28: Influence of population trend (growing/shrinking city population) on the need of support in selecting measures (multiple answers possible; results weighted by country population).

7.4 Influence of city location on the need of support in selecting measures

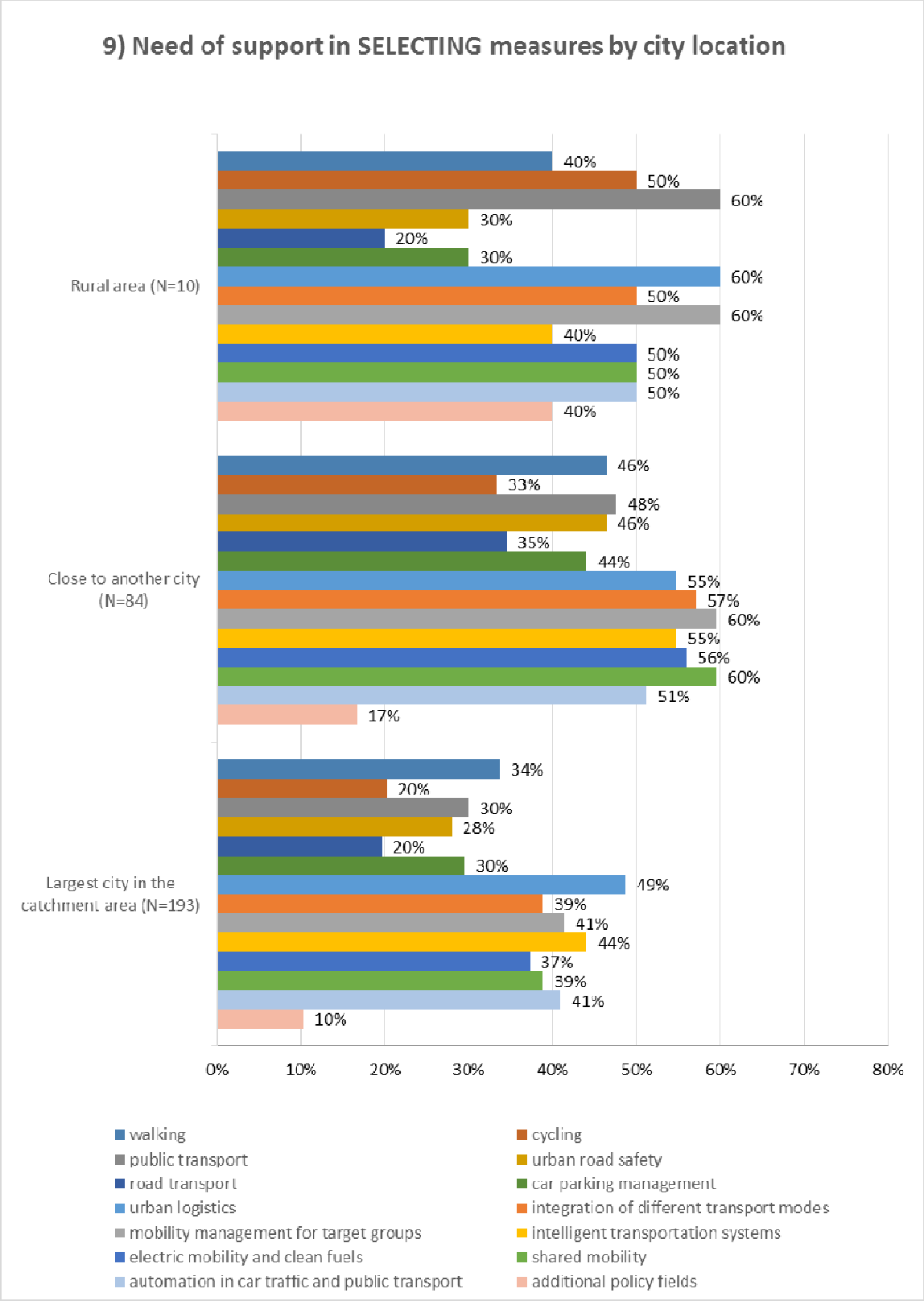


Figure 29: Influence of city location on the need of support in selecting measures (multiple answers possible; results weighted by country population).

7.5 Influence of modal split (share of private motor vehicle) on the need of support in selecting measures

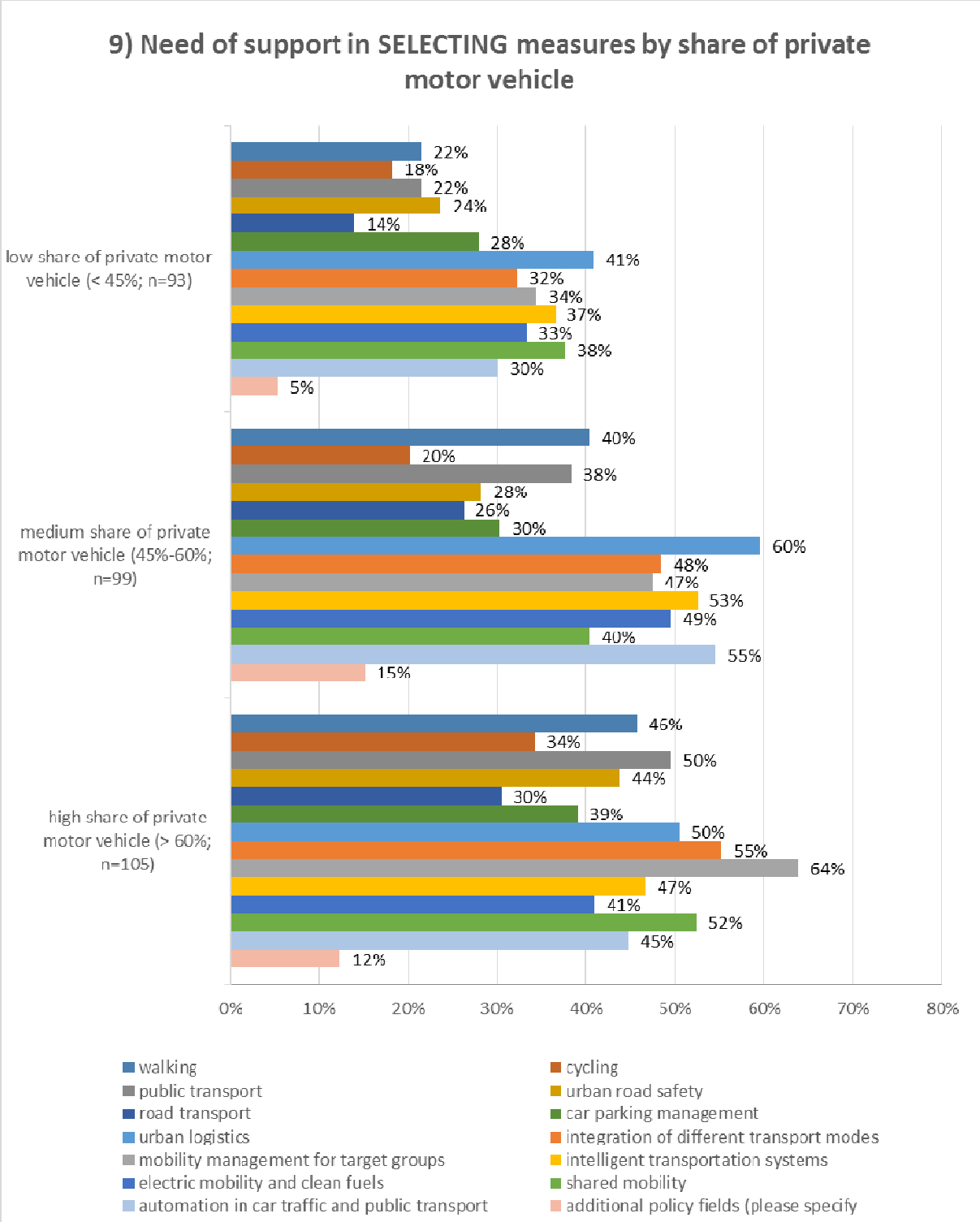


Figure 30: Influence of modal split (share of private motor vehicle) on the need of support in selecting measures (multiple answers possible; results weighted by country population).

7.6 Influence of city type defined on basis of SUMP experience (Q5) on the need of support in selecting measures

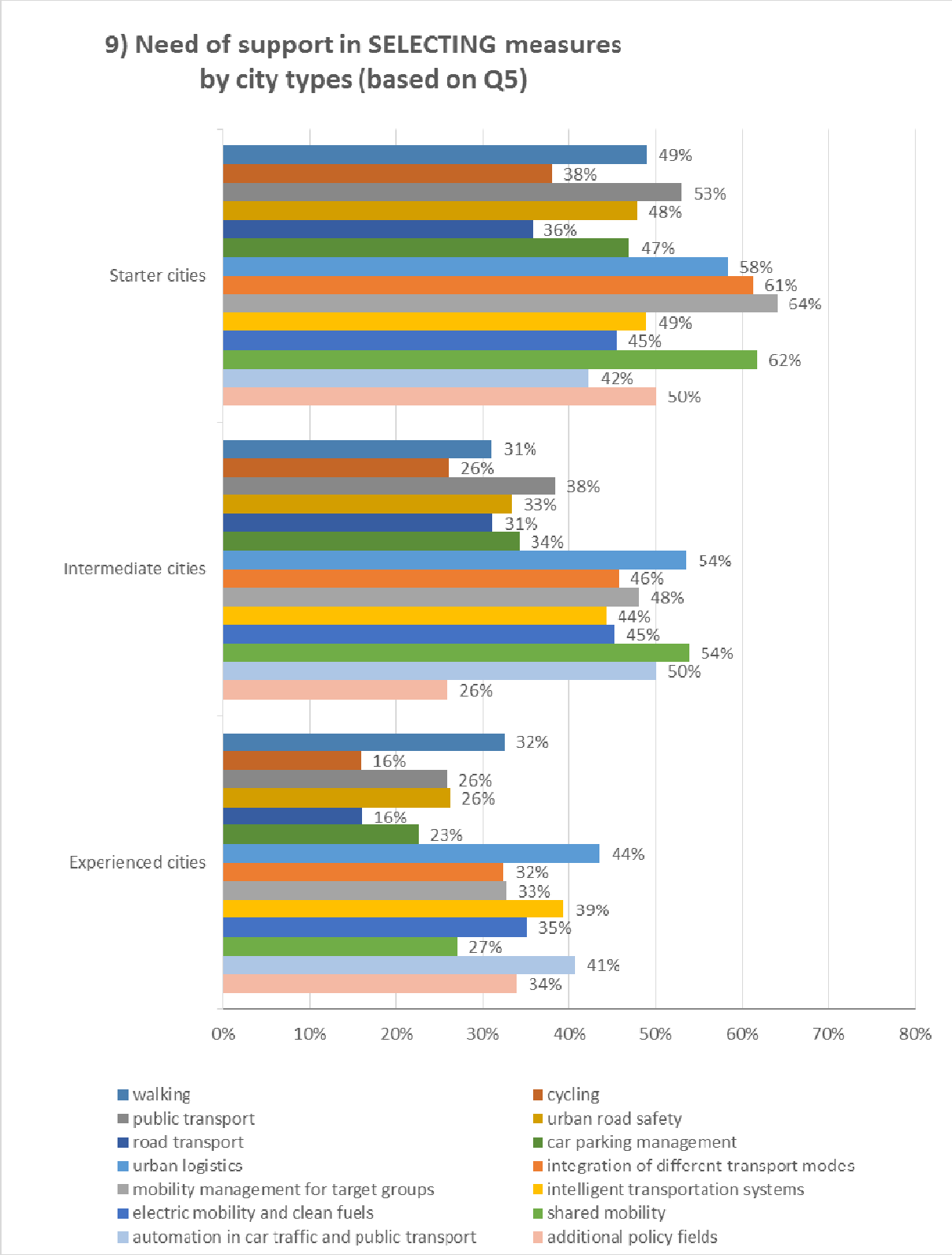


Figure 31: Influence of city type defined on basis of SUMP experience (question 5) on the need of support in selecting measures (multiple answers possible; results weighted by country population).

7.7 Influence of city type defined on basis of status of SUMP activities (Q6) on the need of support in selecting measures

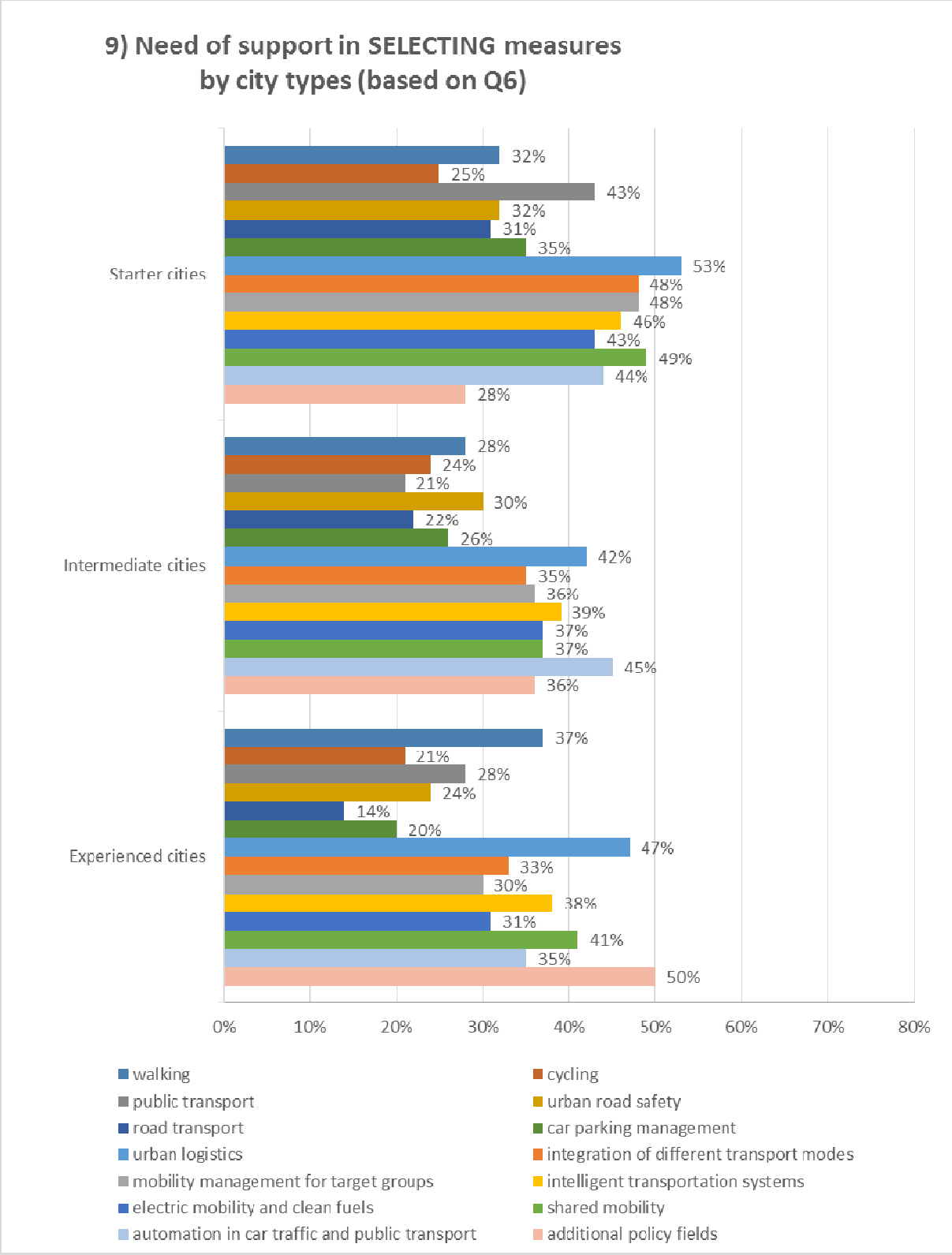


Figure 32: Influence of city type defined on basis of status of SUMP activities (question 6) on the need of support in selecting measures (multiple answers possible; results weighted by country population).

7.8 Influence of the city size on the need of support in implementing measures

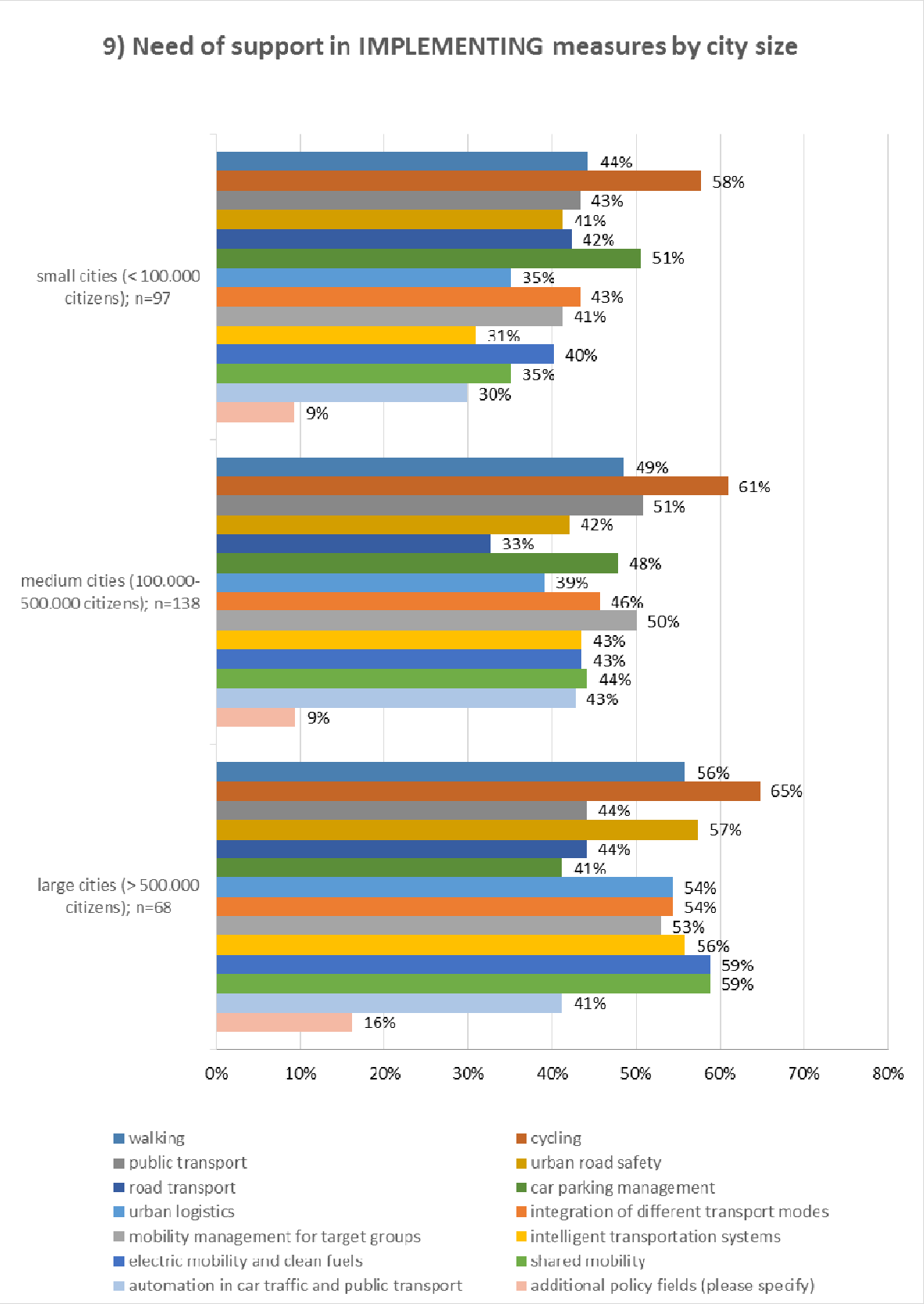


Figure 33: Influence of the city size on the need of support in implementing measures (multiple answers possible; results weighted by country population).

7.9 Influence of the population trend (growing/shrinking city population) on the need of support in implementing measures

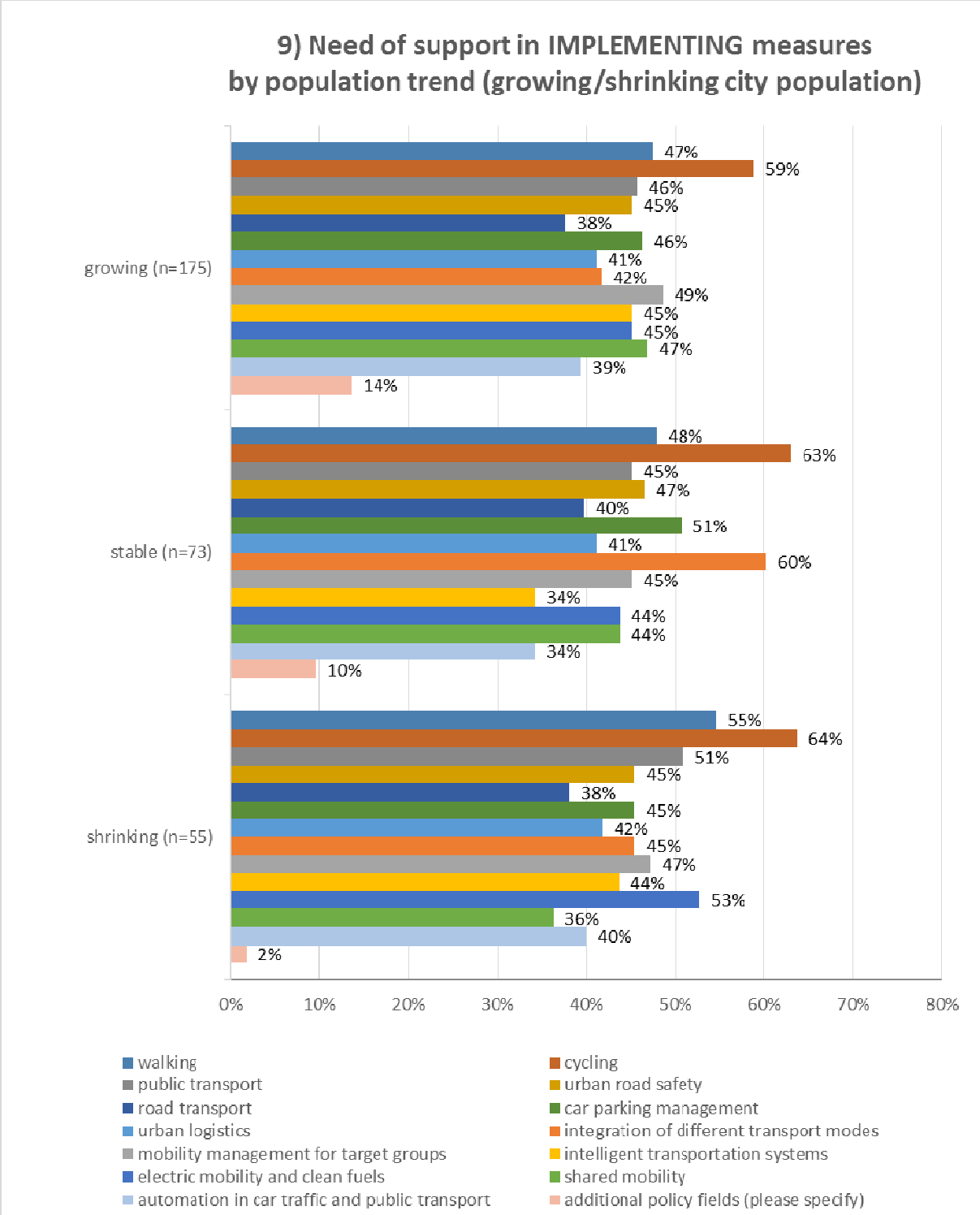


Figure 34: Influence of the population trend (growing/shrinking city population) on the need of support in implementing measures (multiple answers possible; results weighted by country population).

7.10 Influence of city location on the need of support in implementing measures

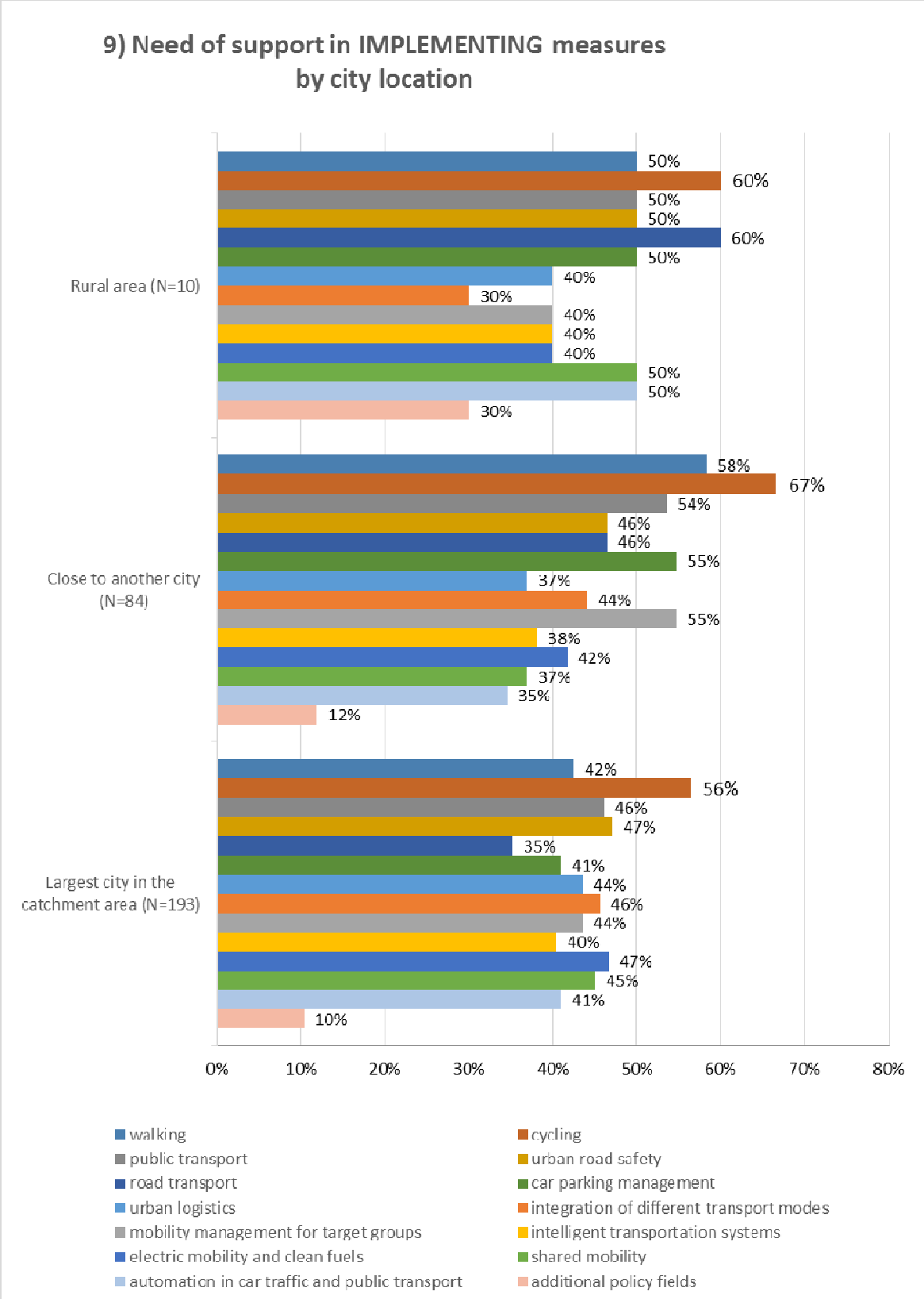


Figure 35: Influence of city location on the need of support in implementing measures (multiple answers possible; results weighted by country population).

7.11 Influence of modal split (share of private motor vehicle) on the need of support in implementing measures

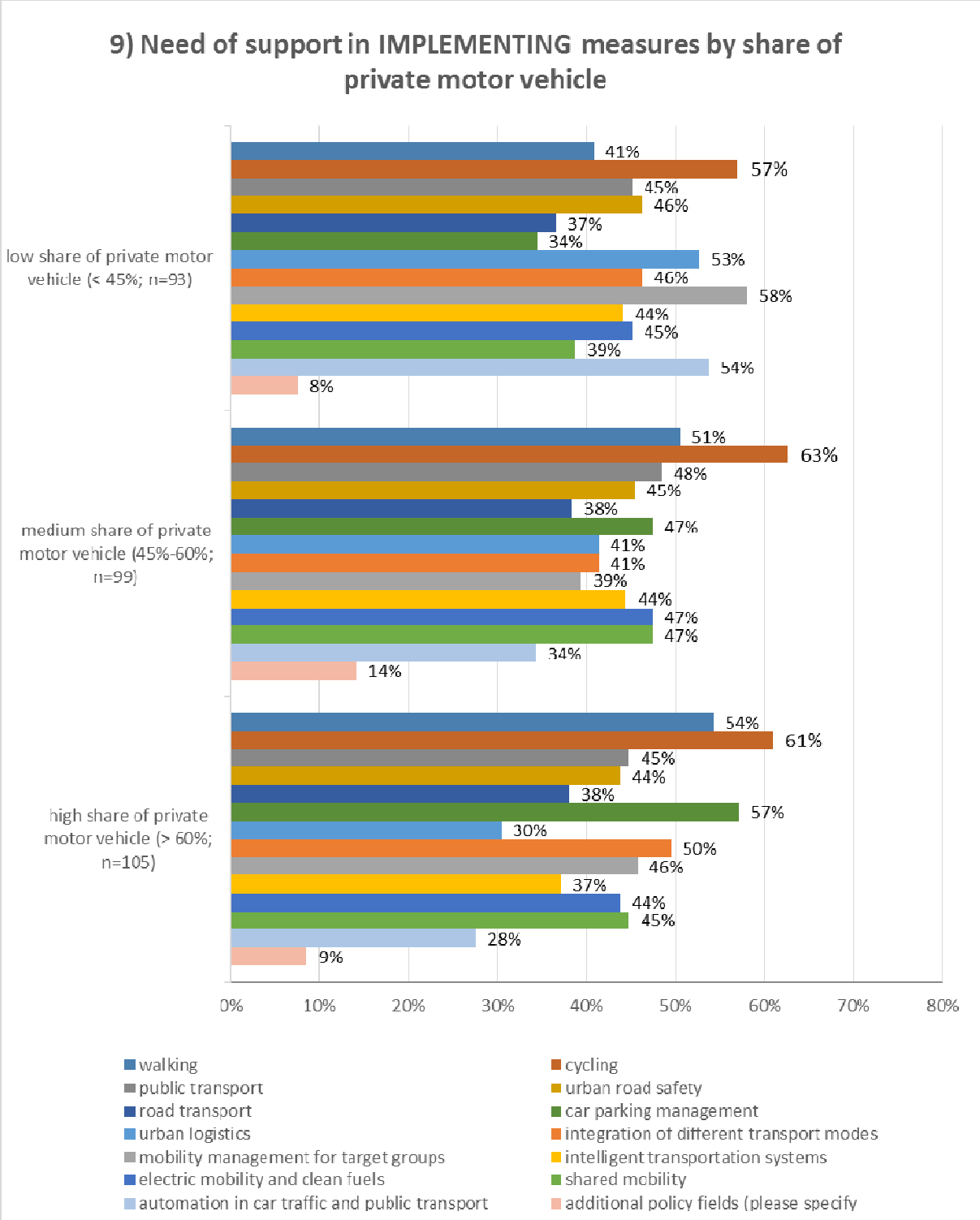


Figure 36: Influence of modal split (share of private motor vehicle) on the need of support in implementing measures (multiple answers possible; results weighted by country population).

7.12 Influence of city type defined on basis of SUMP experience (Q5) on the need of support in implementing measures

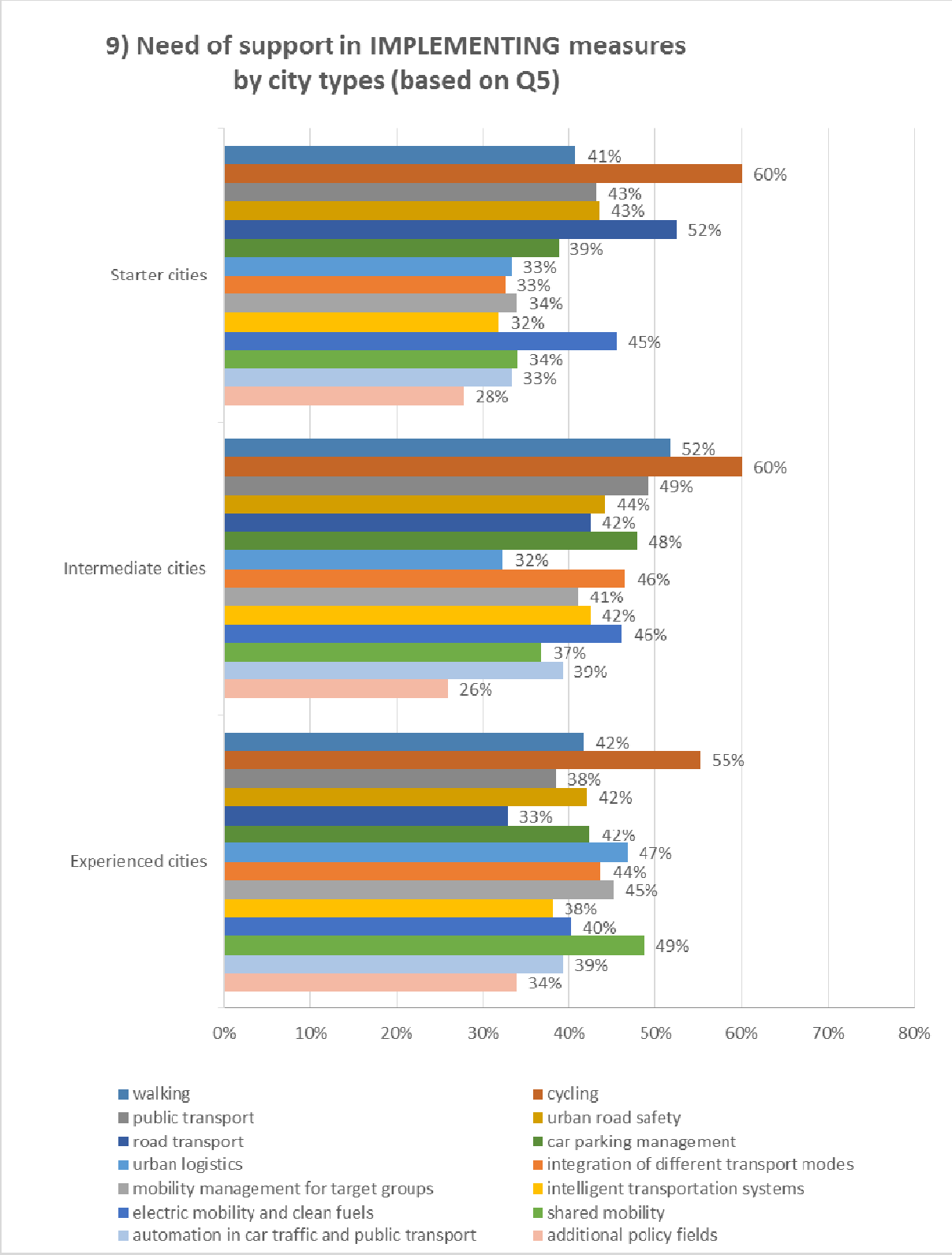


Figure 37: Influence of city type defined on basis of SUMP experience (question 5) on the need of support in implementing measures (multiple answers possible; results weighted by country population).

7.13 Influence of city type defined on basis of status of SUMP activities (Q6) on the need of support in implementing measures

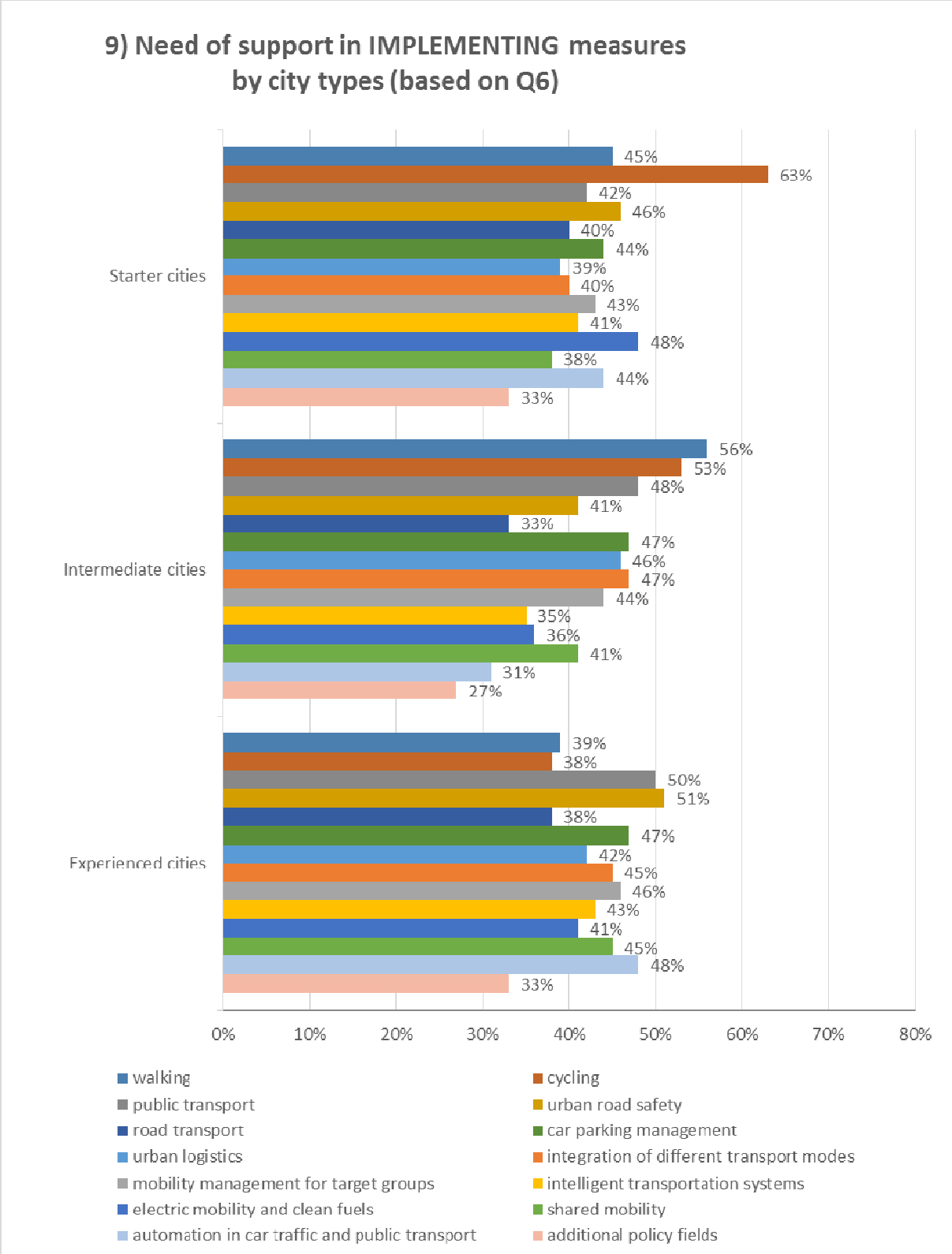


Figure 38: Influence of city type defined on basis of status of SUMP activities (question 6) on the need of support in implementing measures (multiple answers possible; results weighted by country population).

7.14 Influence of city size on no need of support

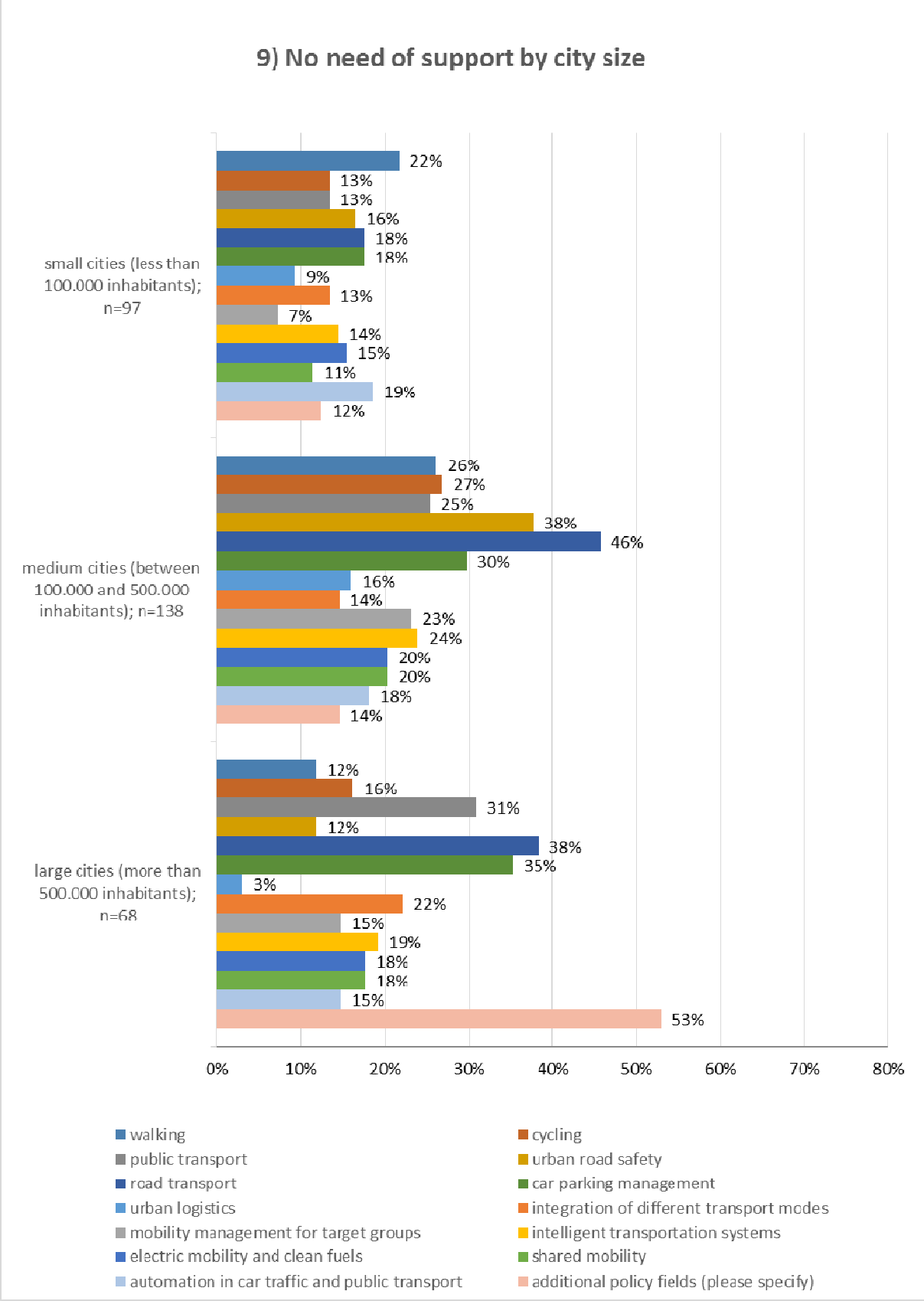


Figure 39: Influence of city size on no need of support (multiple answers possible; results weighted by country population).

7.15 Influence of population trend (growing/shrinking city population) on no need of support

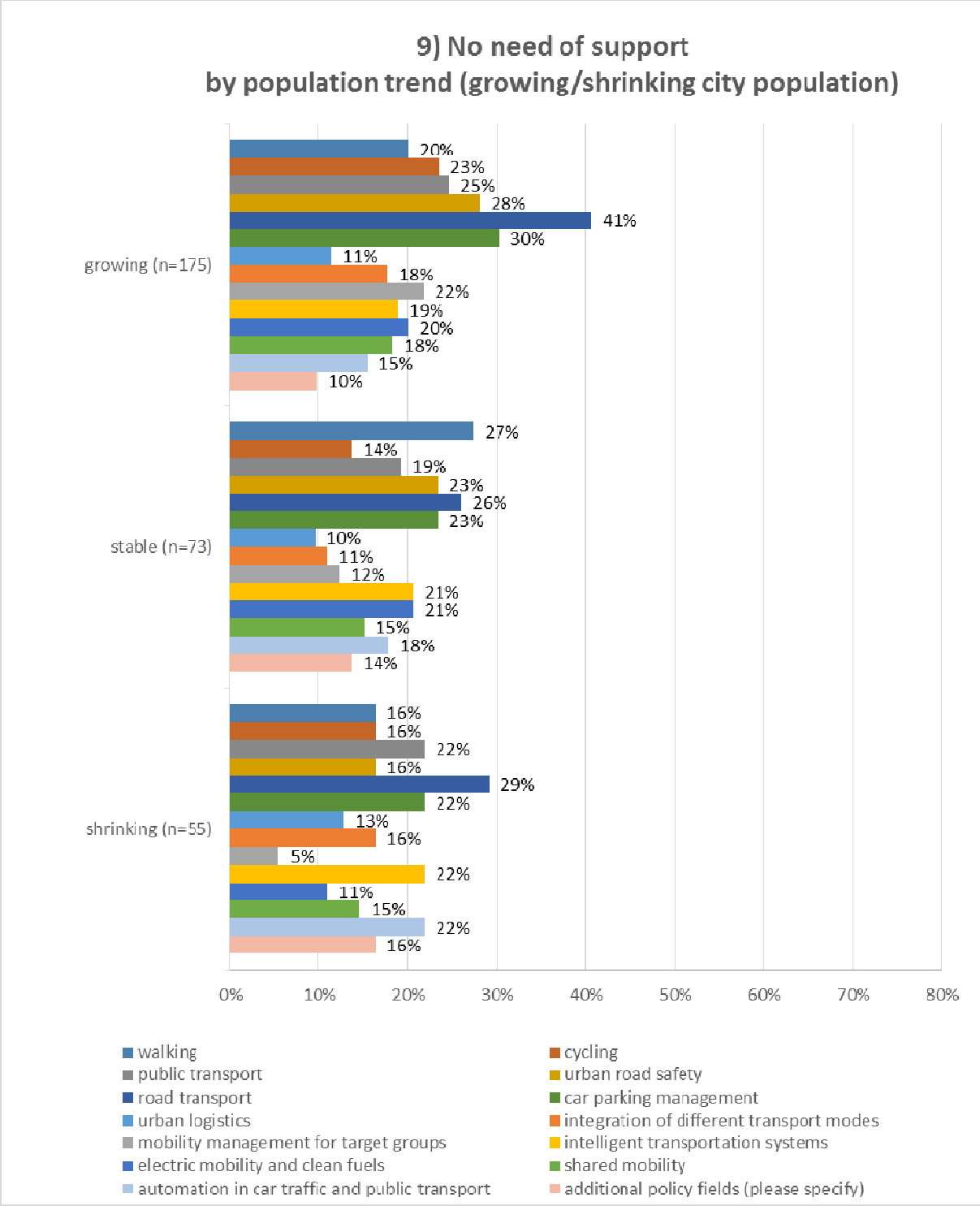


Figure 40: Influence of population trend (growing/shrinking city population) on no need of support (multiple answers possible; results weighted by country population).

7.16 Influence of city location on no need of support

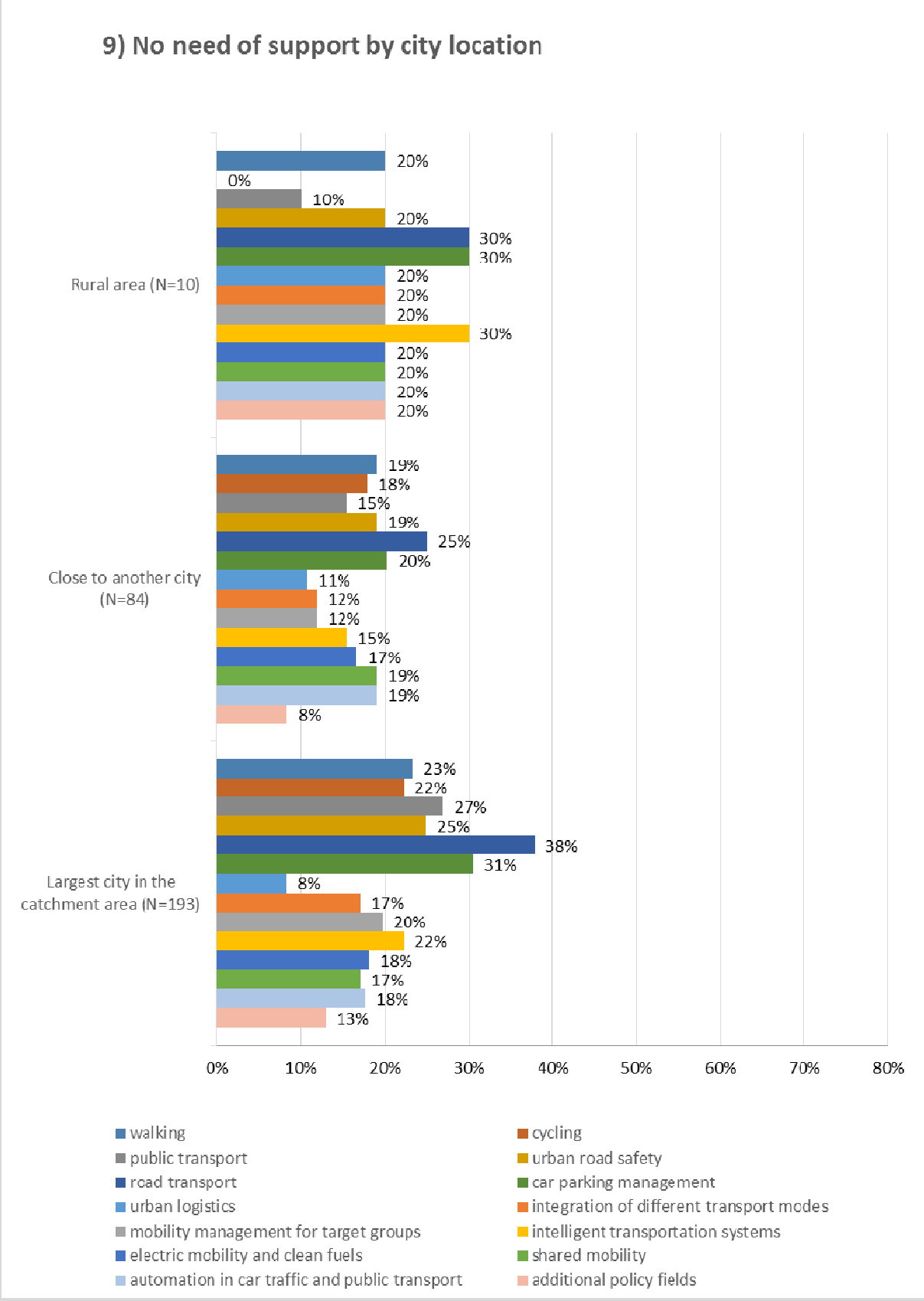


Figure 41: Influence of city location on no need of support (multiple answers possible; results weighted by country population).

7.17 Influence of modal split (share of private motor vehicle) on no need of support

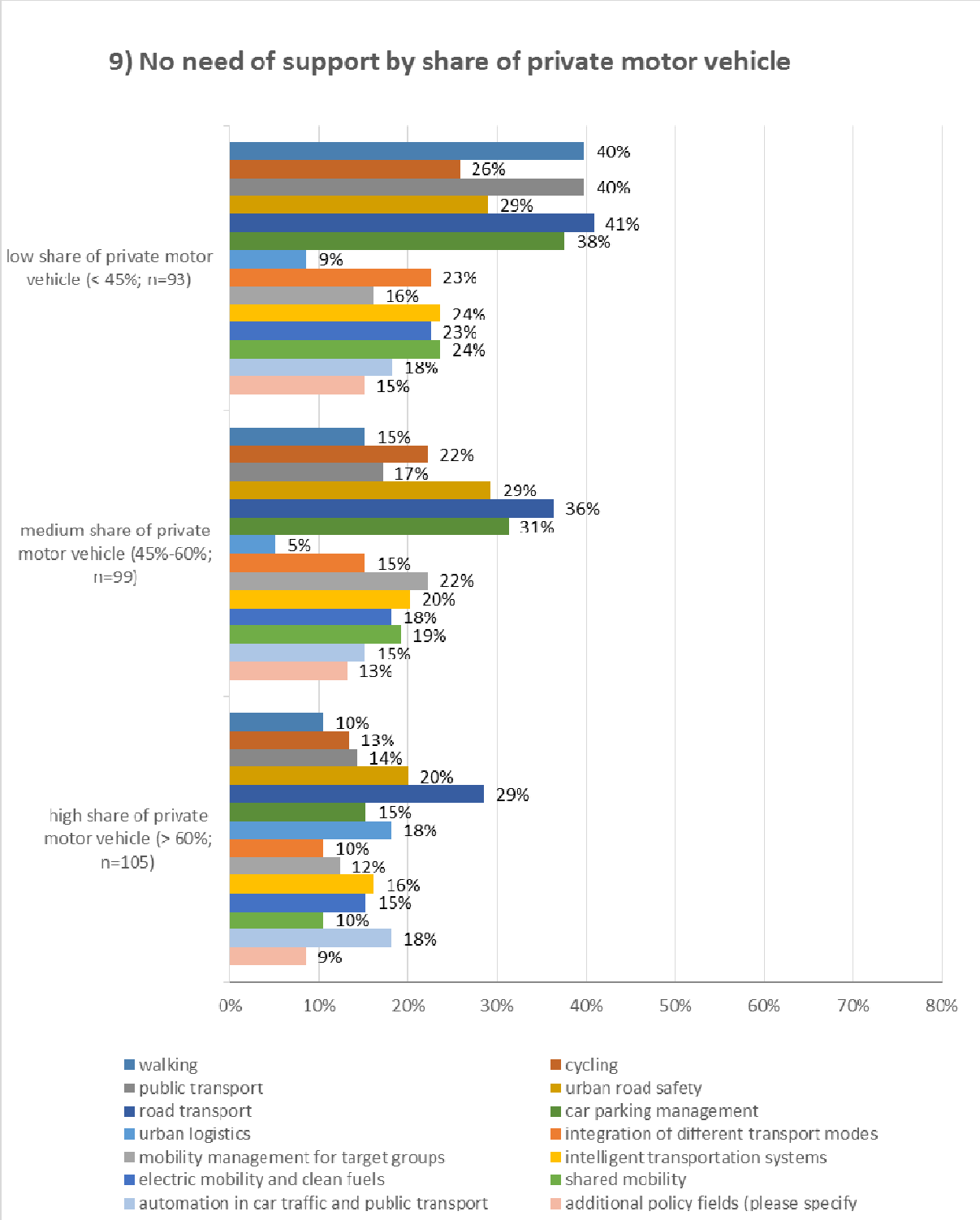


Figure 42: Influence of modal split (share of private motor vehicle) on no need of support (multiple answers possible; results weighted by country population).

7.18 Influence of city type defined on basis of SUMP experience (Q5) on no need of support

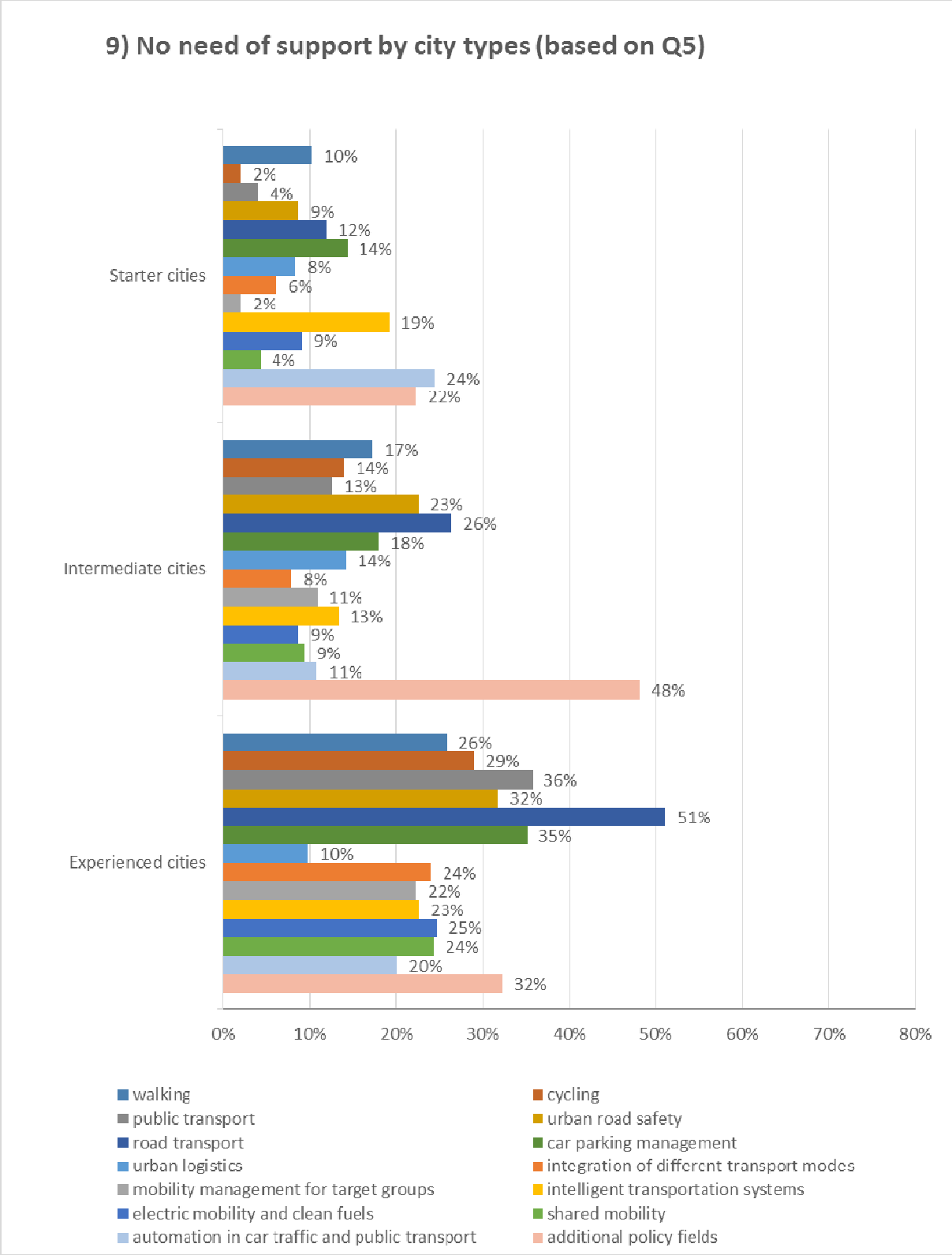


Figure 43: Influence of city type defined on basis of SUMP experience (question 5) on no need of support (multiple answers possible; results weighted by country population.

7.19 Influence of city type defined on basis of status of SUMP activities (Q6) on no need of support

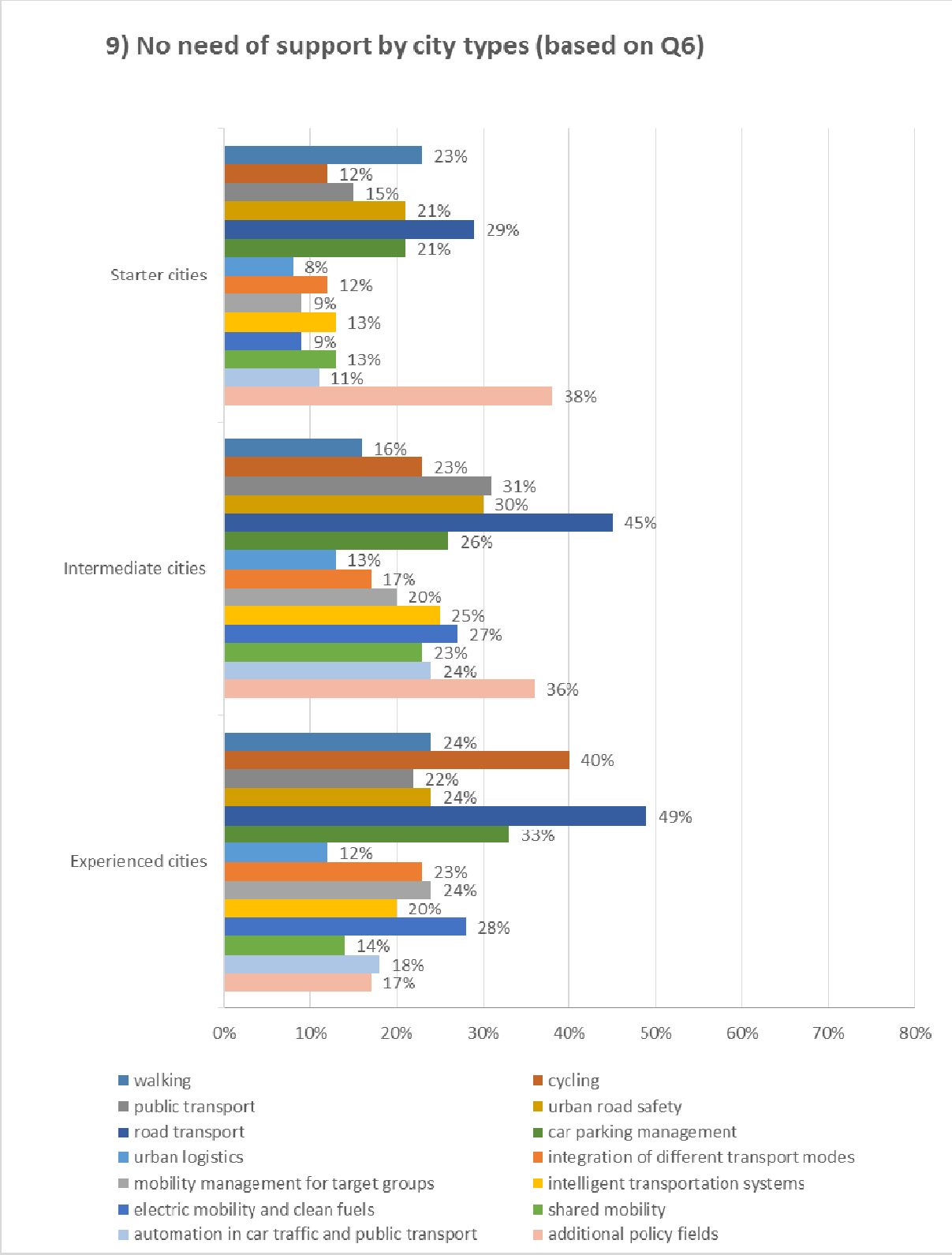


Figure 44: Influence of city type defined on basis of status of SUMP activities (question 6) on no need of support (multiple answers possible; results weighted by country population.

8 Type of support needed

8.1 Q10: Preferred type of support offered by CIVITAS SUMP projects for each planning step (all cities)

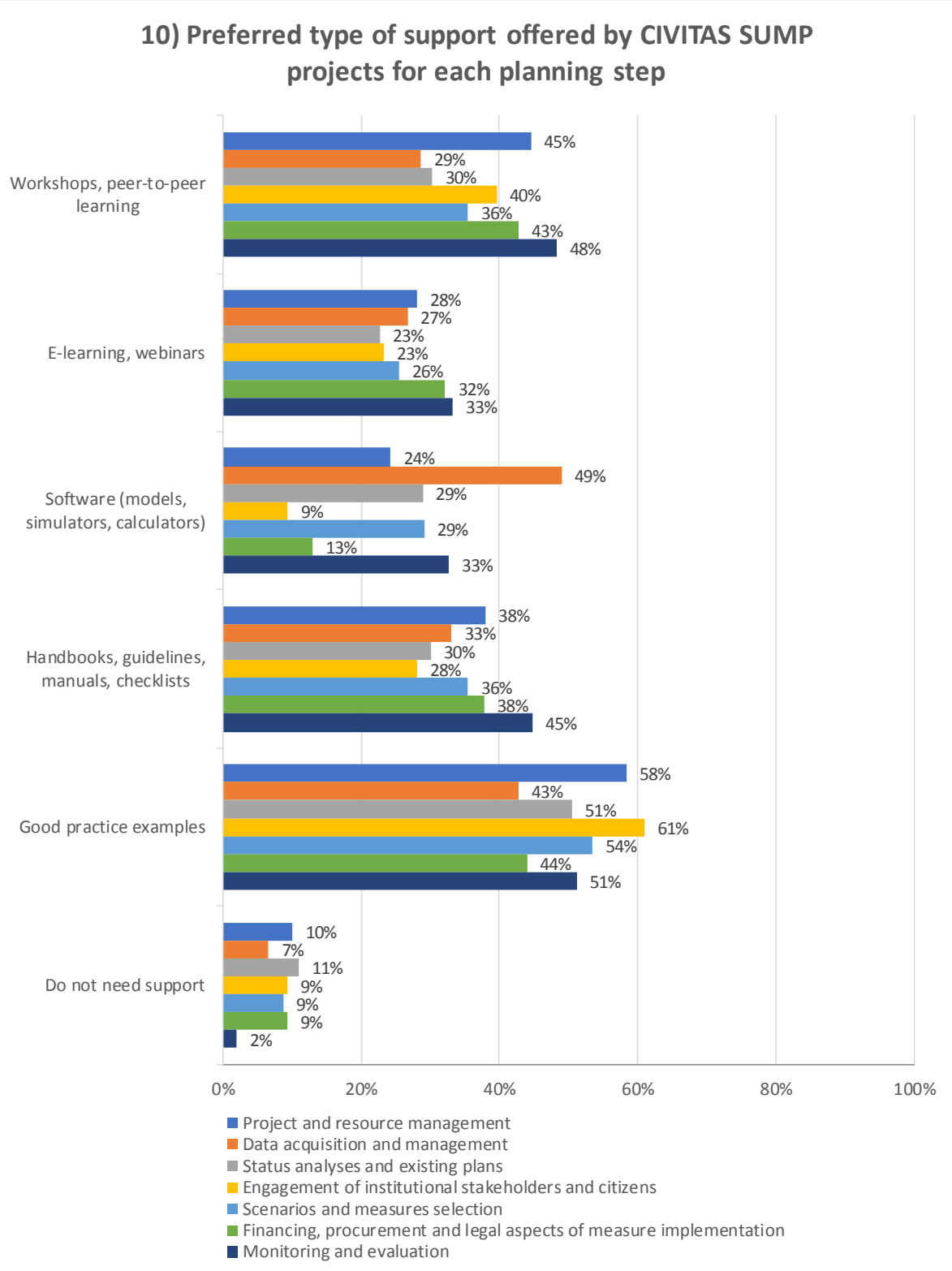


Figure 45: Question 10: Preferred type of support offered by CIVITAS SUMP projects for each planning step **for all participating cities** (N=304; multiple answers possible; results weighted by country population).

8.2 Q10: Preferred type of support offered by CIVITAS SUMP projects for each planning step (small cities)

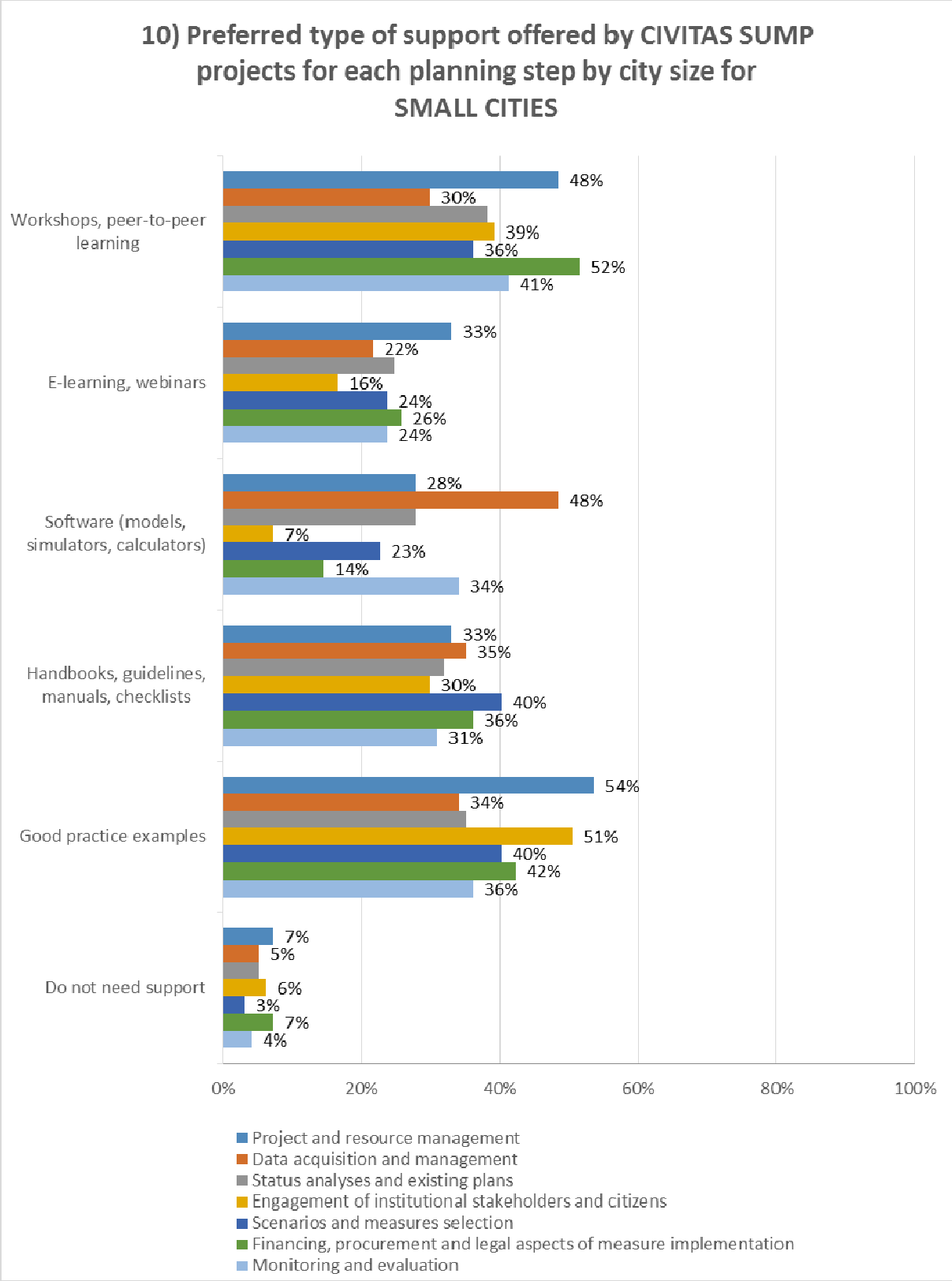


Figure 46: Question 10: Preferred type of support offered by CIVITAS SUMP projects for each planning step **for small cities (< 100.000 inhabitants)** (N=97; multiple answers possible; results weighted by country population).

8.3 Q10: Preferred type of support offered by CIVITAS SUMP projects for each planning step (medium cities)

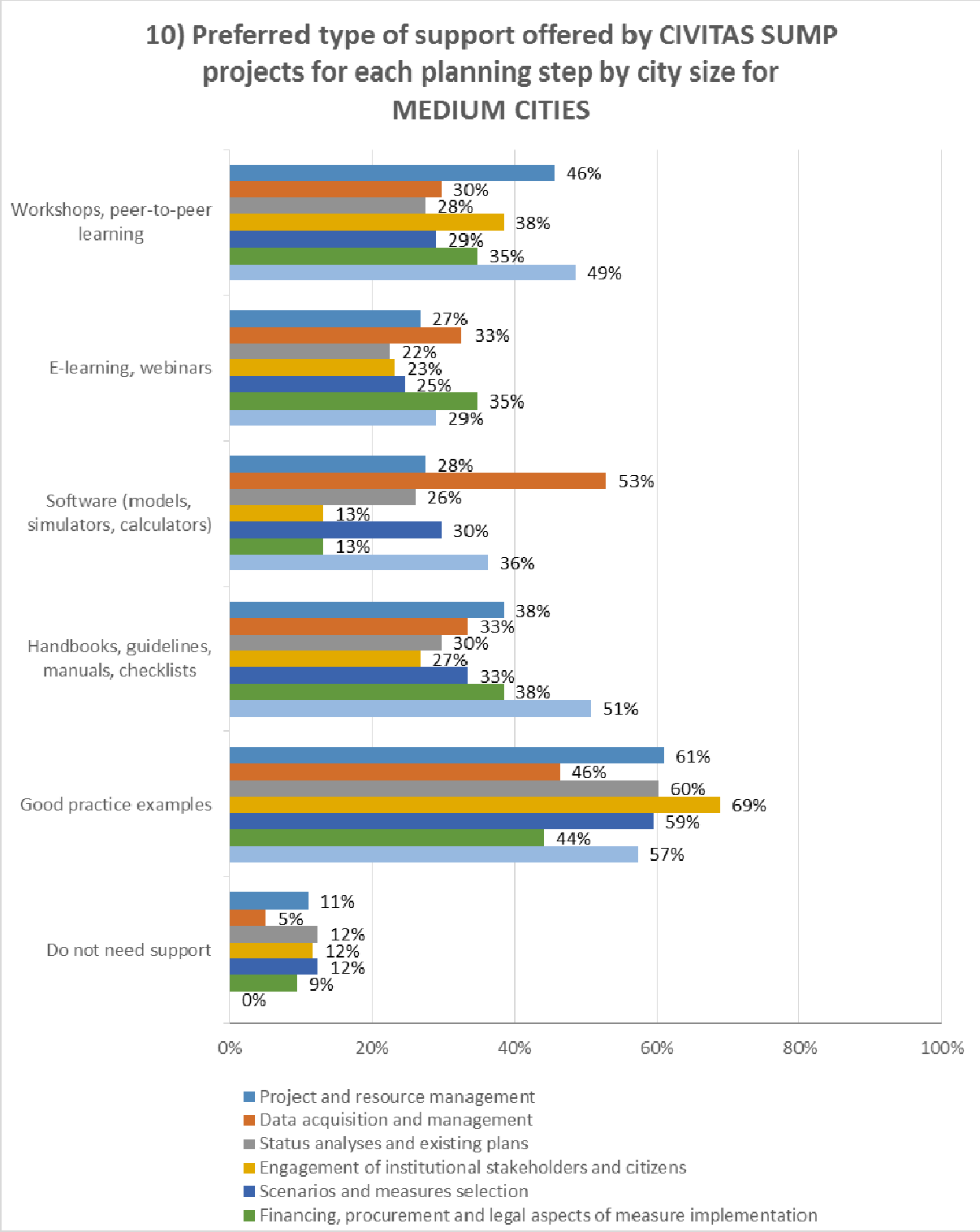


Figure 47: Question 10: Preferred type of support offered by CIVITAS SUMP projects for each planning step **for medium cities (100.000 - 500.000 inhabitants)** (N=138; multiple answers possible; results weighted by country population).

8.4 Q10: Preferred type of support offered by CIVITAS SUMP projects for each planning step (large cities)

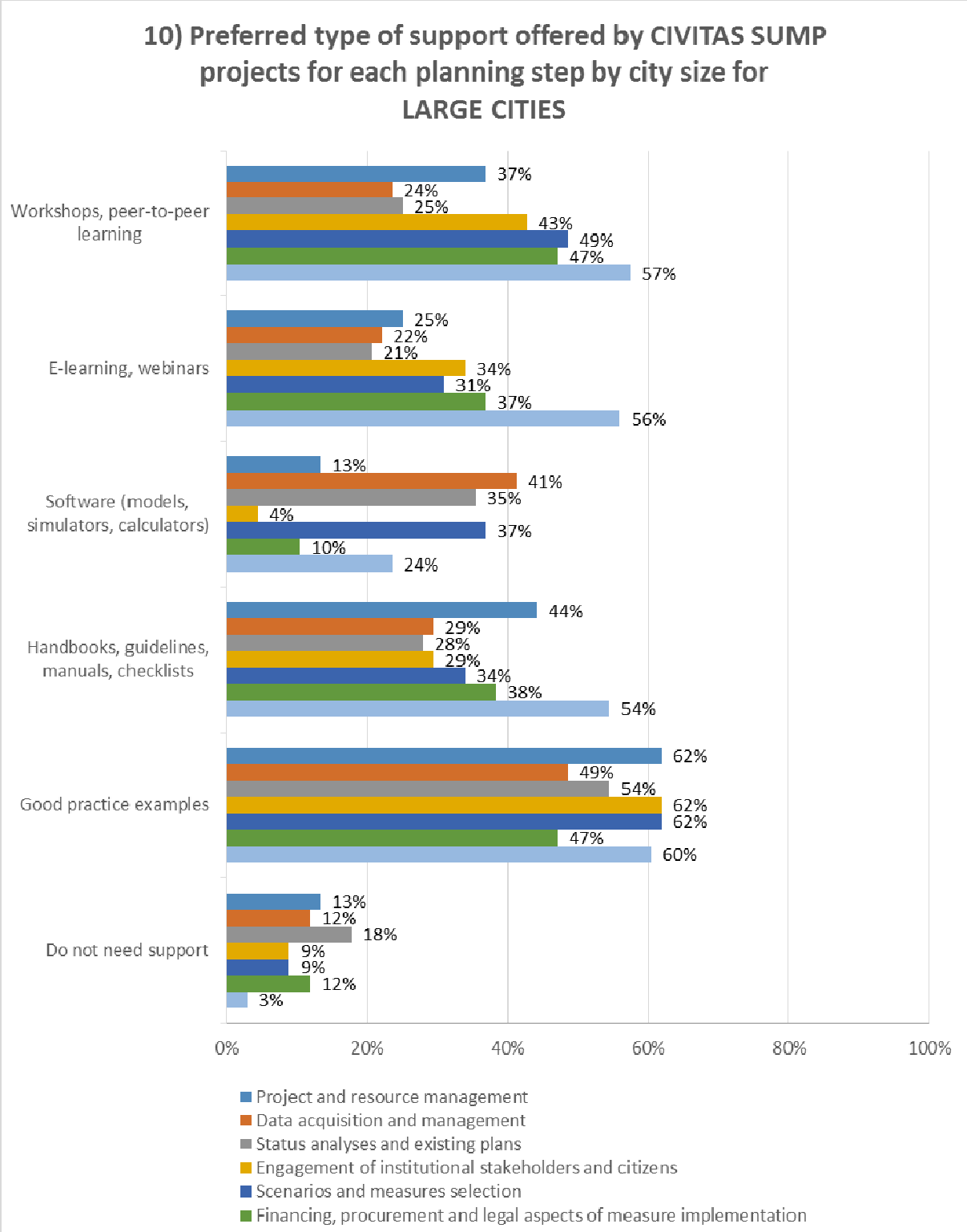


Figure 48: Question 10: Preferred type of support offered by CIVITAS SUMP projects for each planning step **for large cities (> 500 000 inhabitants)** (N=68; multiple answers possible; results weighted by country population).

8.5 Q10: Preferred type of support by "Starter Cities" based on Q6

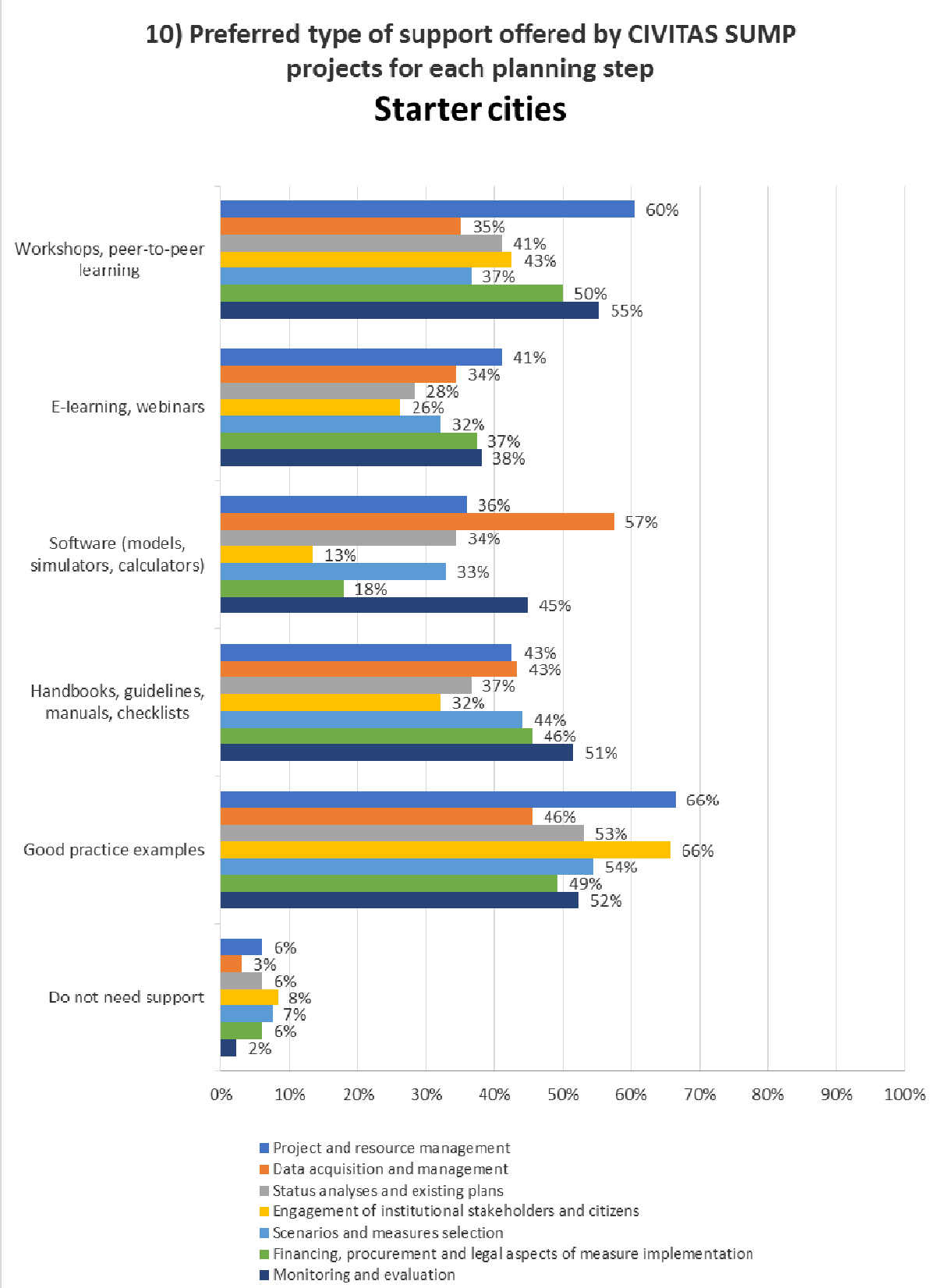


Figure 49: Question 10: Preferred type of support by **city type "Starter Cities"** based on question 6 (N=134; multiple answers possible; results weighted by country population).

8.6 Q10: Preferred type of support by city type "Intermediate Cities" based on Q6

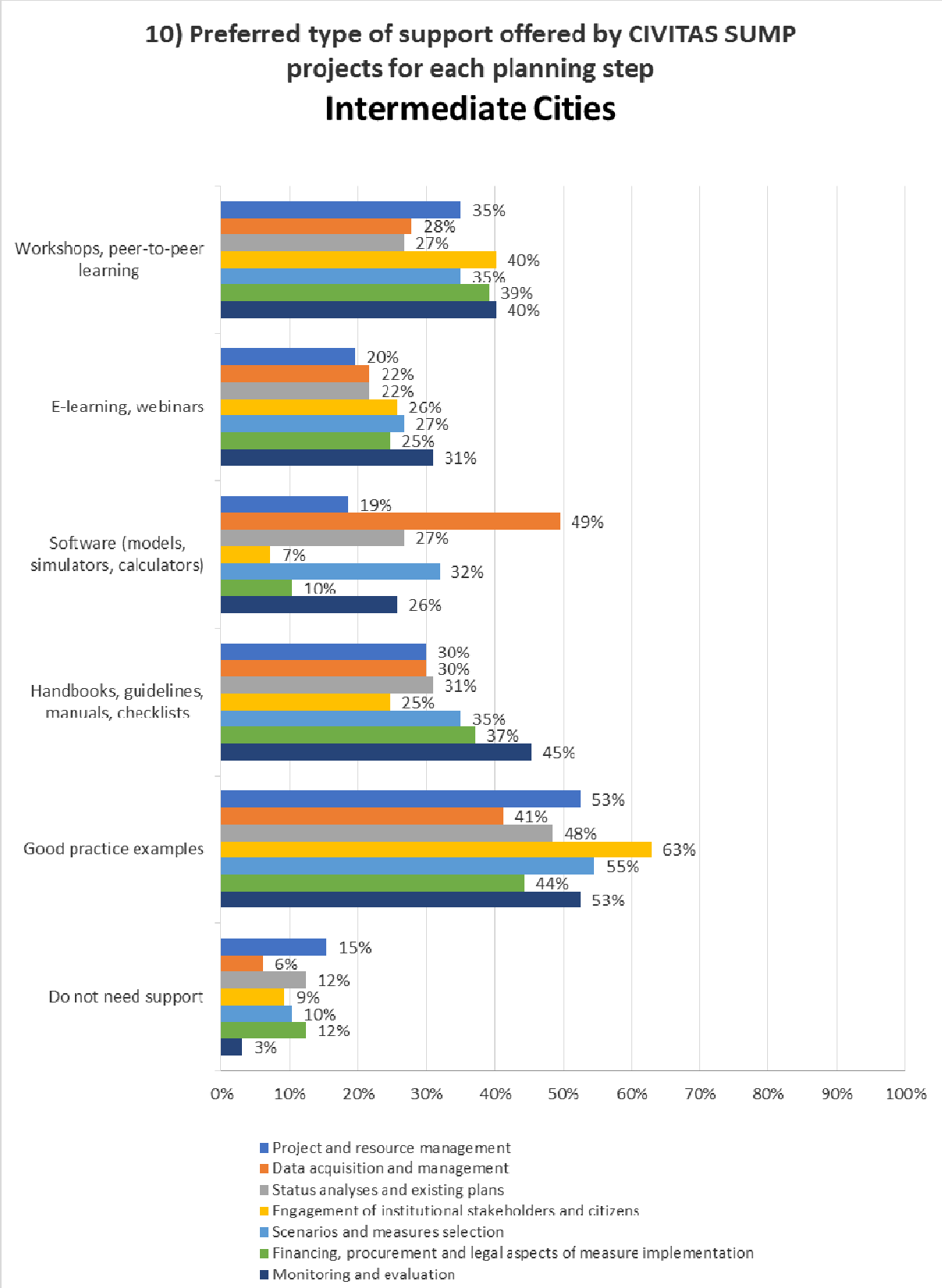


Figure 50: Question 10: Preferred type of support by **city type "Intermediate Cities"** based on question 6 (N=97; multiple answers possible; results weighted by country population).

8.7 Q10: Preferred type of support by city type "Experienced Cities" based on Q6

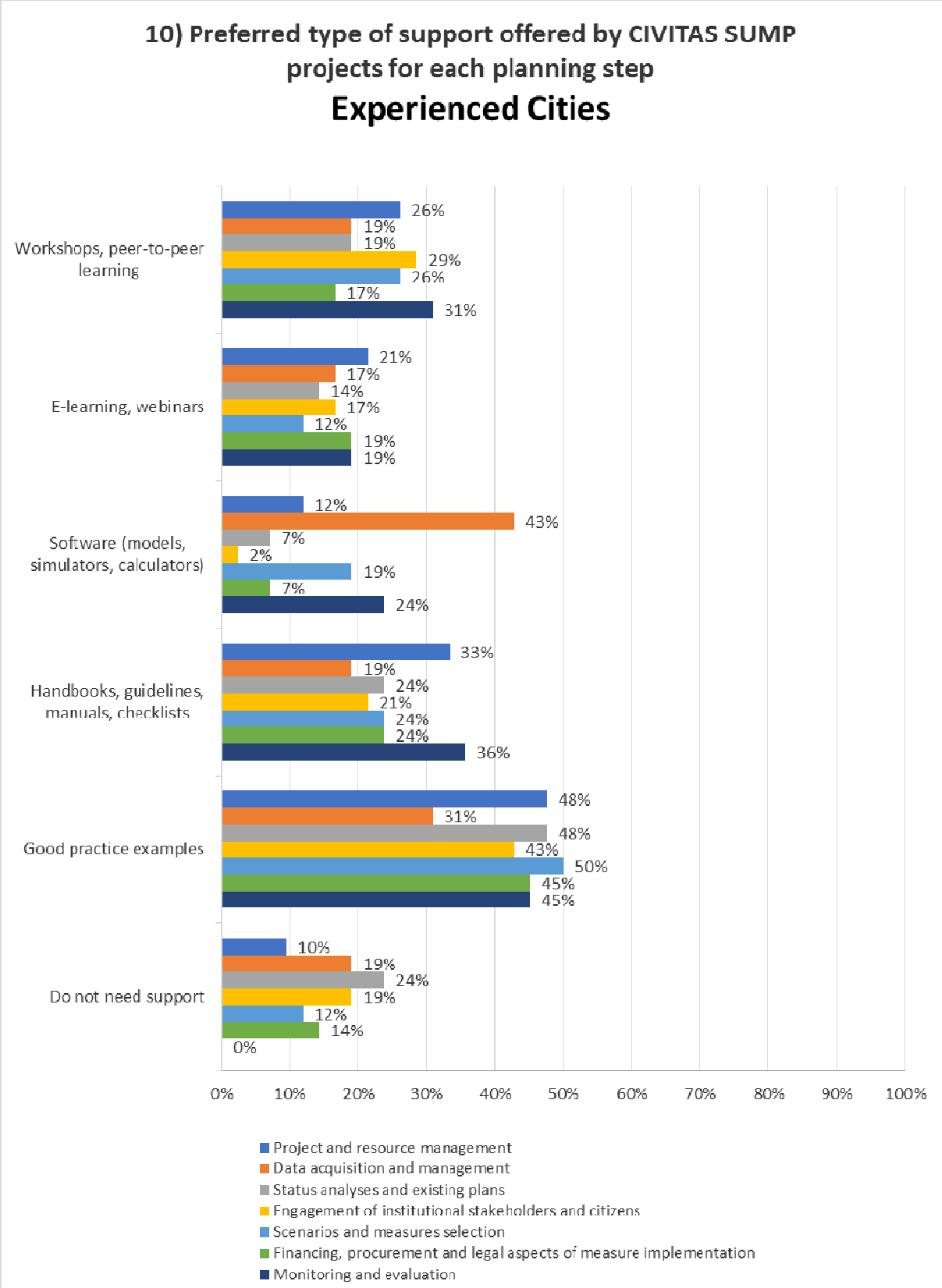


Figure 51: Question 10: Preferred type of support by **city type "Experienced Cities"** based on question 6 (N=42; multiple answers possible; results weighted by country population).

9 Additional national support needed

9.1 Q13: Additional support needed from national government for SUMP development

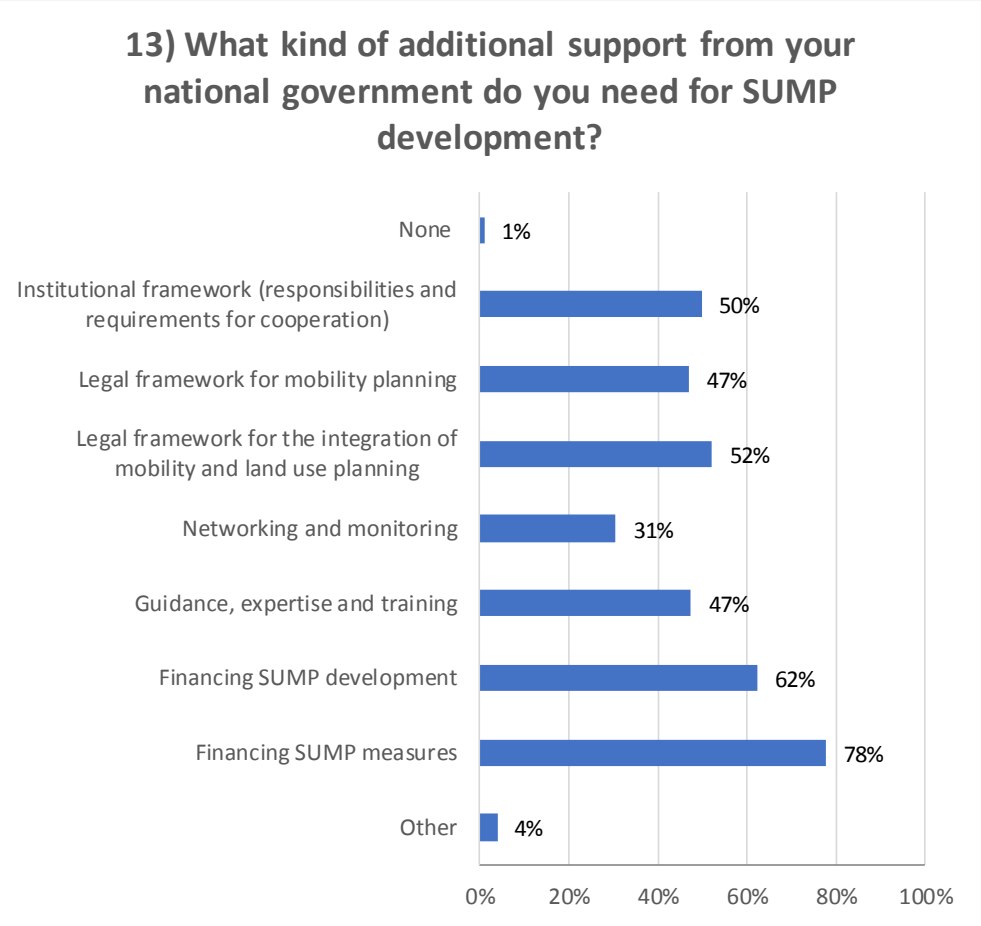


Figure 52: Question 13: Additional support needed from national government for SUMP development (N=304; multiple answers possible; results weighted by country population).

9.2 Q13: Additional support needed from national government for SUMP development by countries with at least 15 participating cities

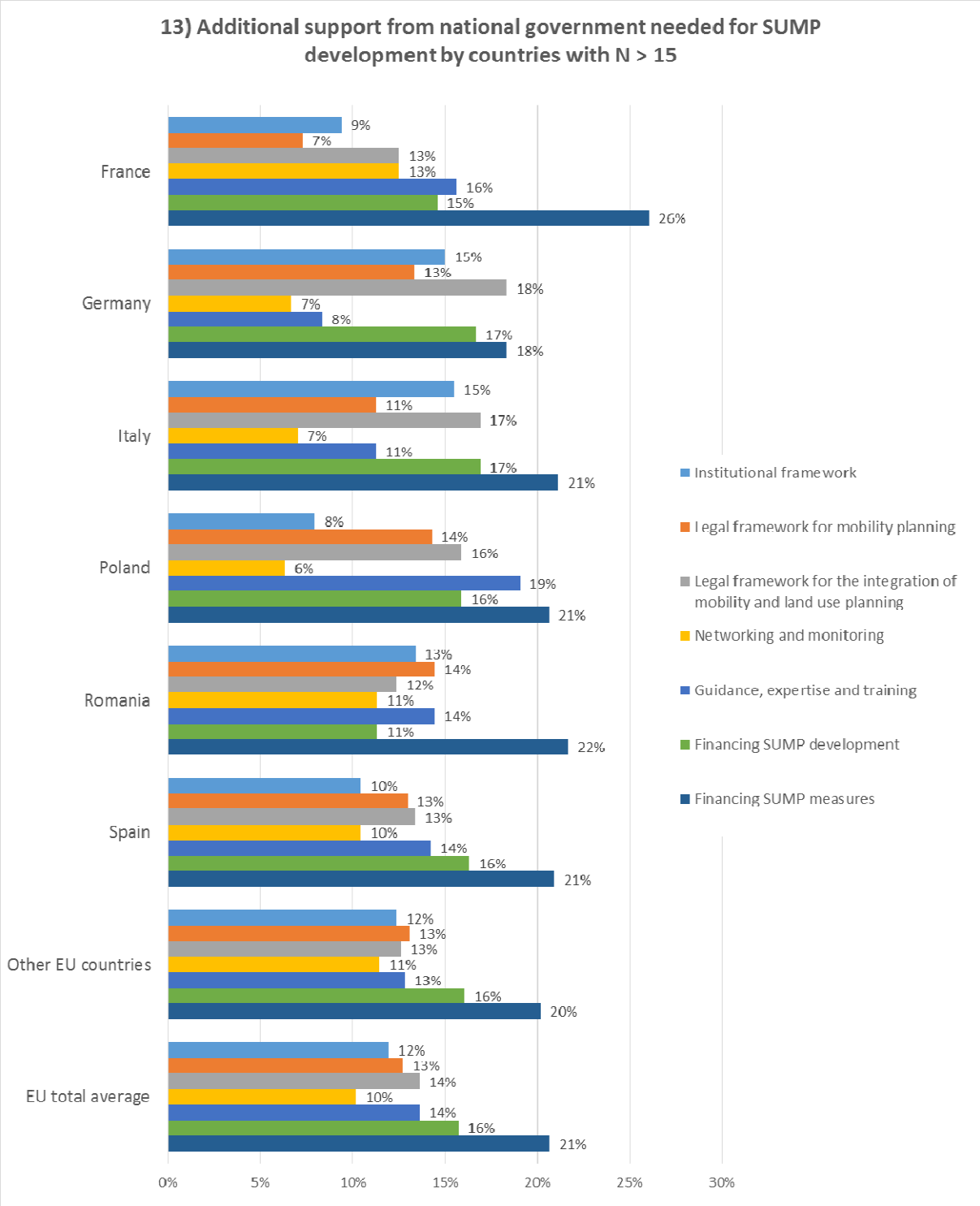


Figure 53: Question 13: Additional support needed from national government for SUMP development by countries with at least 15 participating cities (multiple answers possible; results are not weighted by country population).

10 Participation in learning activities

10.1 Q11: Willingness in participating in learning activities in English

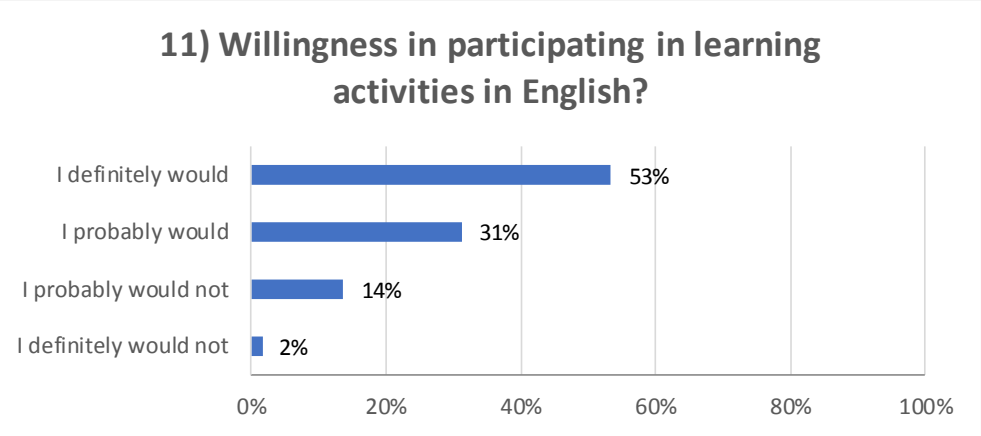


Figure 54: Question 11: Willingness in participating in learning activities in English (N=281; results weighted by country population).

10.2 Q11: Willingness in participating in learning activities in English countries with at least 15 participating cities

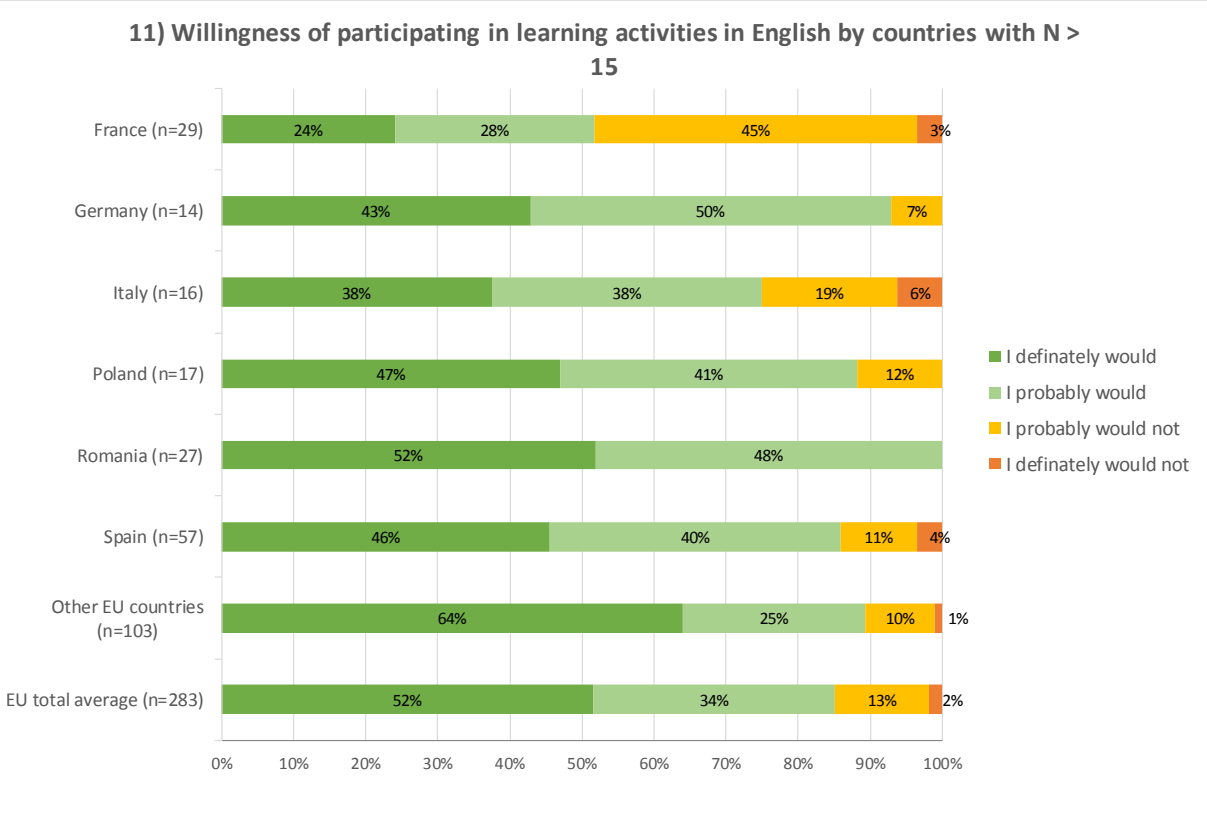


Figure 55: Question 11: Willingness in participating in learning activities in English countries with at least 15 participating cities (results are not weighted country population).

2020 CiVITAS
Cleaner and better transport in cities

SUMPS-UP

Annex 3: Questionnaire for national level training needs

Deliverable No.:	D1.2
Project Acronym:	SUMPs-Up
Full Title:	
European Programme for Accelerating the Take-up of Sustainable Urban Mobility Plans	
Grant Agreement No.:	690669
Workpackage/Measure No.:	WP1
Workpackage/ Measure Title:	
Identifying the needs of take-up cities	
Responsible Author(s):	
Matilde Chinellato and Peter Staelens, EUROCITIES Hanna Wennberg and Rasmus Sundberg, Trivector Lasse Brand and Susanne Boehler-Baedeker, Rupprecht Consult	
Responsible Co-Author(s):	
Antal Gertheis, Mobilissimus LTD. (PROSPERITY)	
Date:	17.05.2017
Status:	Draft
Dissemination level:	Public

2020 CiVITAS
Cleaner and better transport in cities
SUMPS-UP

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

European Platform on Sustainable Urban Mobility Plans

Please answer the following questions:

1. In your opinion, what kind of knowledge or good practice is missing the most for preparing a good SUMP at the level of policy areas?
   (Multiple choice is possible)
   - ☐ E-mobility
   - ☐ Accessibility for people with reduced mobility
   - ☐ Low emission zones
   - ☐ Including freight transport into SUMP
   - ☐ Use of public space
   - ☐ Other, please describe:

2. What kind of SUMP- skills should be developed related to stakeholder analysis and involvement?
   (Multiple choice is possible)
   - ☐ Analysis of target groups and stakeholders
   - ☐ Achieving political and internal buy-in to the SUMP
   - ☐ Involvement of other stakeholders, eg. service providers and private companies
   - ☐ Addressing citizens through public consultation and participation eg. understandable publications on SUMP, active involvement in the phases of measure selection and implementation

3. In which elements of the SUMP cycle should skills be developed in your country?
   (Multiple choice is possible)
   - ☐ Adopting the SUMP approach for small and mid sizes cities
   - ☐ SUMP assessment scheme
   - ☐ How to handle modelling and data collection
   - ☐ Preparation and elaboration of the vision
   - ☐ Setting of strategic and operative goals
   - ☐ How does SUMP mesh with statutory land use plans
   - ☐ Selection of measures
   - ☐ How to make SUMP an operational plan (by identifying funding sources at European, national and local level and by properly allocating personnel and financial resources)
   - ☐ Implementation of the plan
   - ☐ Monitoring and evaluation
   - ☐ Other, please describe: