

**5th European Conference on
Sustainable Urban Mobility Plans**
14-15 MAY 2018 | NICOSIA, CYPRUS



CLOSING PLENARY

NATIONAL SUPPORT FOR SUMP_s
Results from the PROSPERITY/SUMP_s-Up survey

Aljaž Plevnik (UIRS)
CIVITAS PROSPERITY



PROSPERITY



SUMPS-UP

giz Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH



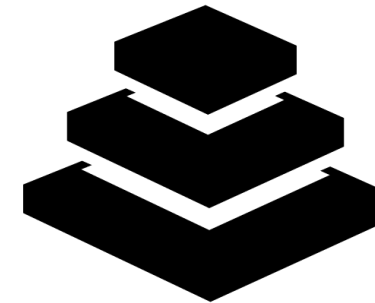
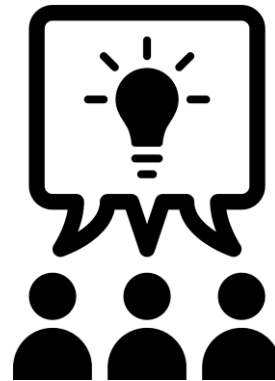
PROSPERITY Objective

Broad take up of SUMP by involvement and activation of the national level by addressing their cultural differences.

Focus

- Activating cities by strong involvement of the national level - develop or improve national level programmes
- Support system for PROSPERITY partner cities as they act as living labs.
- Innovative capacity building and training







Method - analysis of National SUMP Programmes

Timing

January 2017 – February 2018

Steps

1. Update of National SUMP inventories;
2. Structured interviews with stakeholders;
3. Survey in SEE countries





	Country / region	Project		Country / region	Project
Austria	Country	SUMPs-Up	Italy	Country	SUMPs-Up
Belgium - Brussels	Region	PROSPERITY	Latvia	Country	SUMPs-Up
Belgium - Flanders	Region	PROSPERITY	Lithuania	Country	PROSPERITY
Belgium - Walloon	Region	PROSPERITY	Malta	Country	SUMPs-Up
Bulgaria	Country	PROSPERITY	Netherlands	Country	SUMPs-Up
Croatia	Country	PROSPERITY	Norway	Country	SUMPs-Up
Cyprus	Country	PROSPERITY	Poland	Country	PROSPERITY
Czech Republic	Country	PROSPERITY	Portugal	Country	PROSPERITY
Denmark	Country	SUMPs-Up	Romania	Country	PROSPERITY
Estonia	Country	SUMPs-Up	Slovakia	Country	SUMPs-Up
Finland	Country	SUMPs-Up	Slovenia	Country	PROSPERITY
France	Country	SUMPs-Up	Spain	Region	PROSPERITY
Germany	Country	PROSPERITY	Spain - Catalonia	Region	PROSPERITY
Greece	Country	SUMPs-Up	Sweden	Country	PROSPERITY
Hungary	Country	PROSPERITY	UK - England	Region	SUMPs-Up
Ireland	Country	SUMPs-Up	UK - Scotland	Region	PROSPERITY



Country	Project
Albania	SUMSEEC
Bosnia and Herzegovina	SUMSEEC
Kosovo	SUMSEEC
Macedonia	SUMSEEC
Montenegro	SUMSEEC
Serbia	SUMSEEC



PROSPERITY



Higher Levels of Government – their Support for SUMP in the EU

Deliverable No.:	D3.1
Project Acronym:	PROSPERITY
Full Title:	Prosperity through innovation and promotion of Sustainable Urban Mobility Plans

<http://www.eltis.org/discover/news/>



Elements of SUMP programmes that work best

- Legislation: FR, PT, Catalonia, BE.
- Financial resources: Catalonia, PT, BE, SI.
- Guidelines: SE, HU, FR, Flanders.
- Monitoring and evaluation: FR, Catalonia, Flanders, PT, CZ, SE, PL.
- Information, education and knowledge exchange: Walloon, SE, CZ, SI, Catalonia.

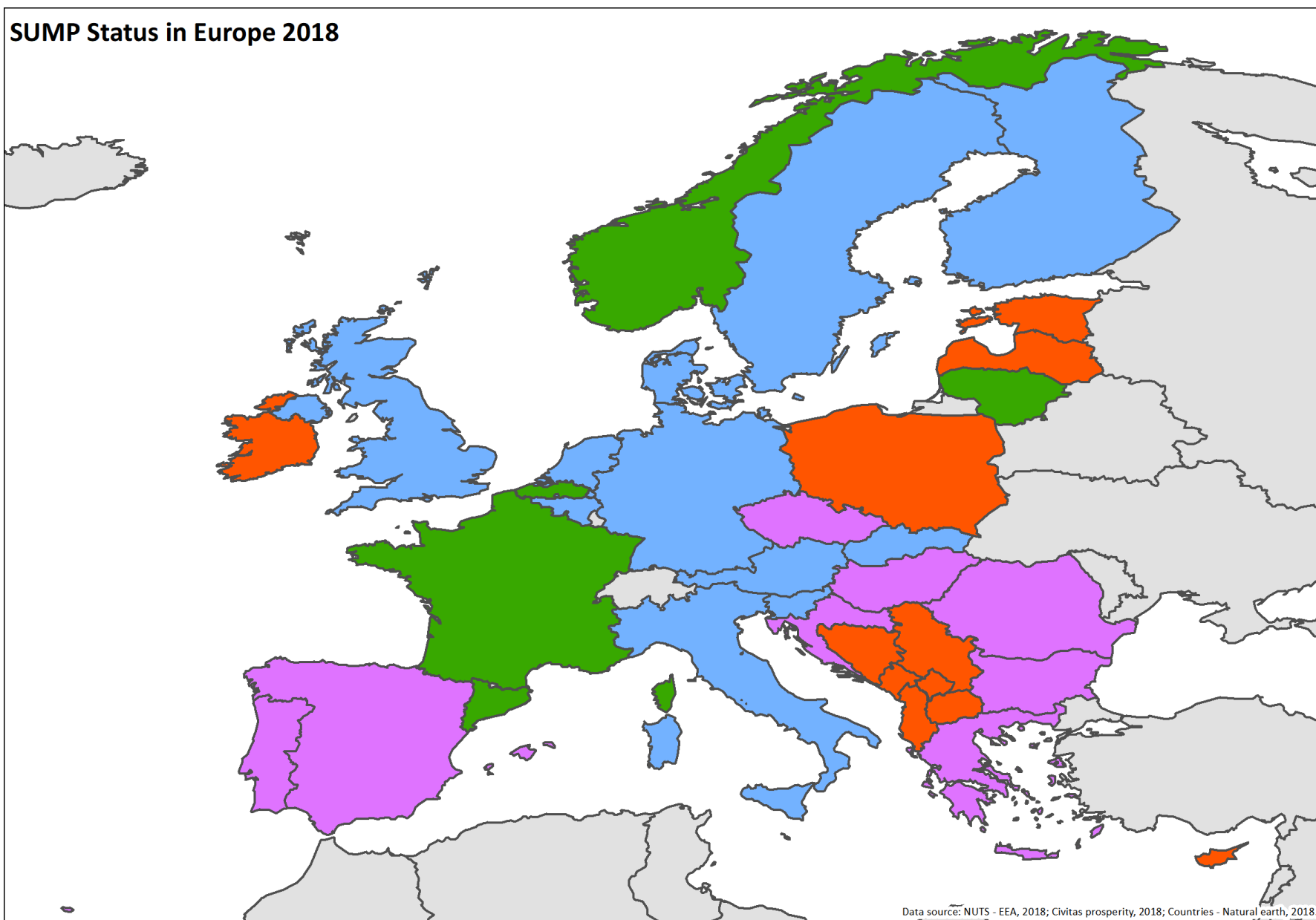
Best practice topic	Legislation
Title	The Mobility Law in Catalonia boosts SUMP in Barcelona Province
Country – region	Spain – Catalonia, Barcelona Region
In brief	
In Spain as a whole, SUMP's are not mandatory neither is there a SUMP support programme at the national level in Spain....	
Context	
In Catalonia, urban mobility is the sole responsibility of municipalities. However, there are four other administration levels with some role in urban transport policy....	
Description	
In 2003 the Regional Parliament of Catalonia issued a Mobility Law, aiming to integrate mobility into urban and economic development policies, foster public transport and active mobility modes, ..	
Results	
As a result of this framework there are currently 115 out of 311 municipalities with a SUMP in the Barcelona region (64 of which were not required by law but were made on a voluntary basis). ..	
Challenges, opportunities and transferability	
DIBA's provision of a financial support programme has been very beneficial to SUMP development. But the more relevant achievement of the SUMP support programme (framed under the Mobility Law) ...	
Resources	
More information (in Spanish):	
<ul style="list-style-type: none"> • http://mobilitat.gencat.cat/es/detalls/Article/llei_mobilitat-00002 • http://xarxamobal.diba.cat/mobal/cat/home/home.asp 	
Contact: Mercè Taberna (tabernatm@diba.cat)	



RESULTS

SUMP Status in Europe 2018

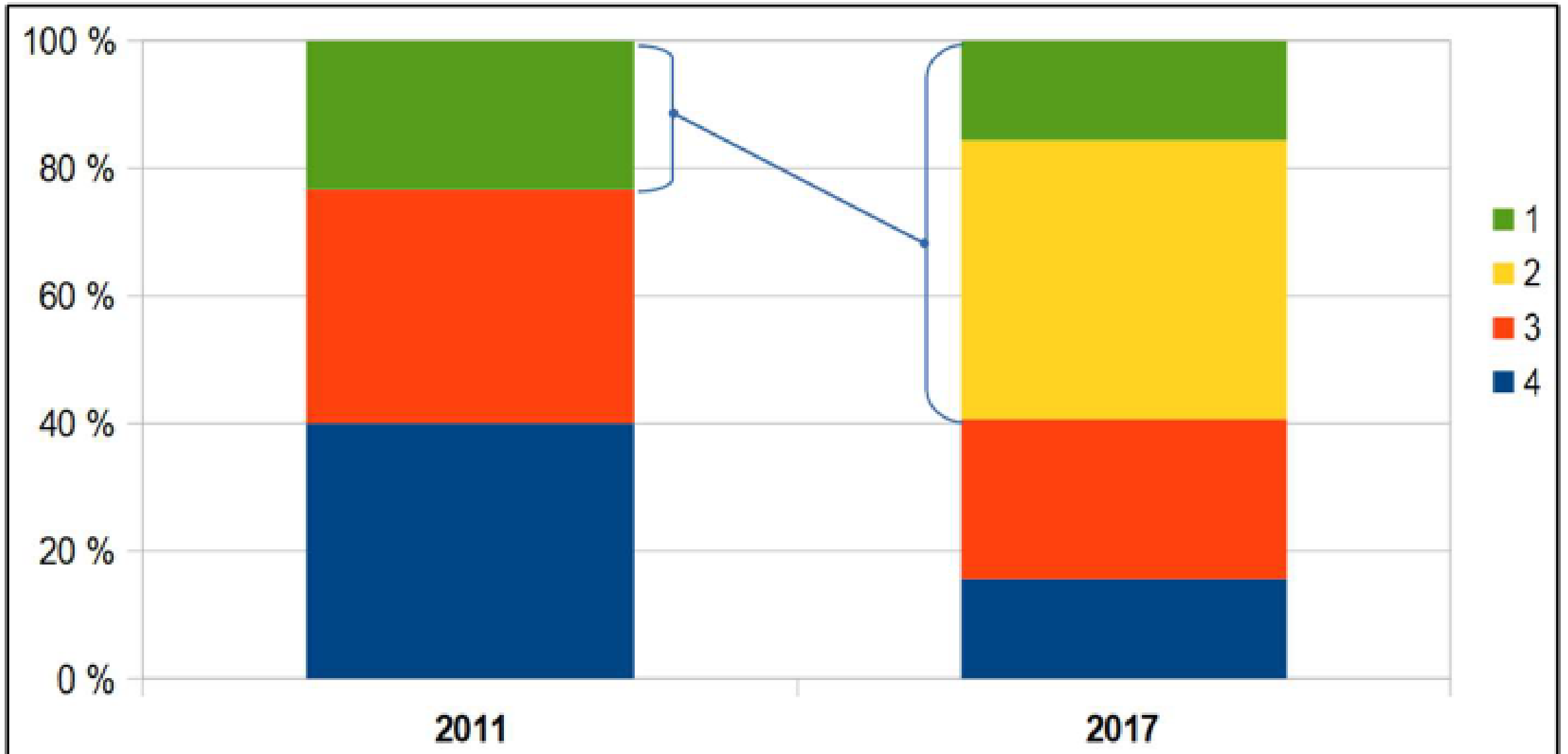
1. FORERUNNERS
2. ACTIVE
3. ENGAGED
4. INACTIVE



Data source: NUTS - EEA, 2018; Civitas prosperity, 2018; Countries - Natural earth, 2018.

Status of SUMP national framework

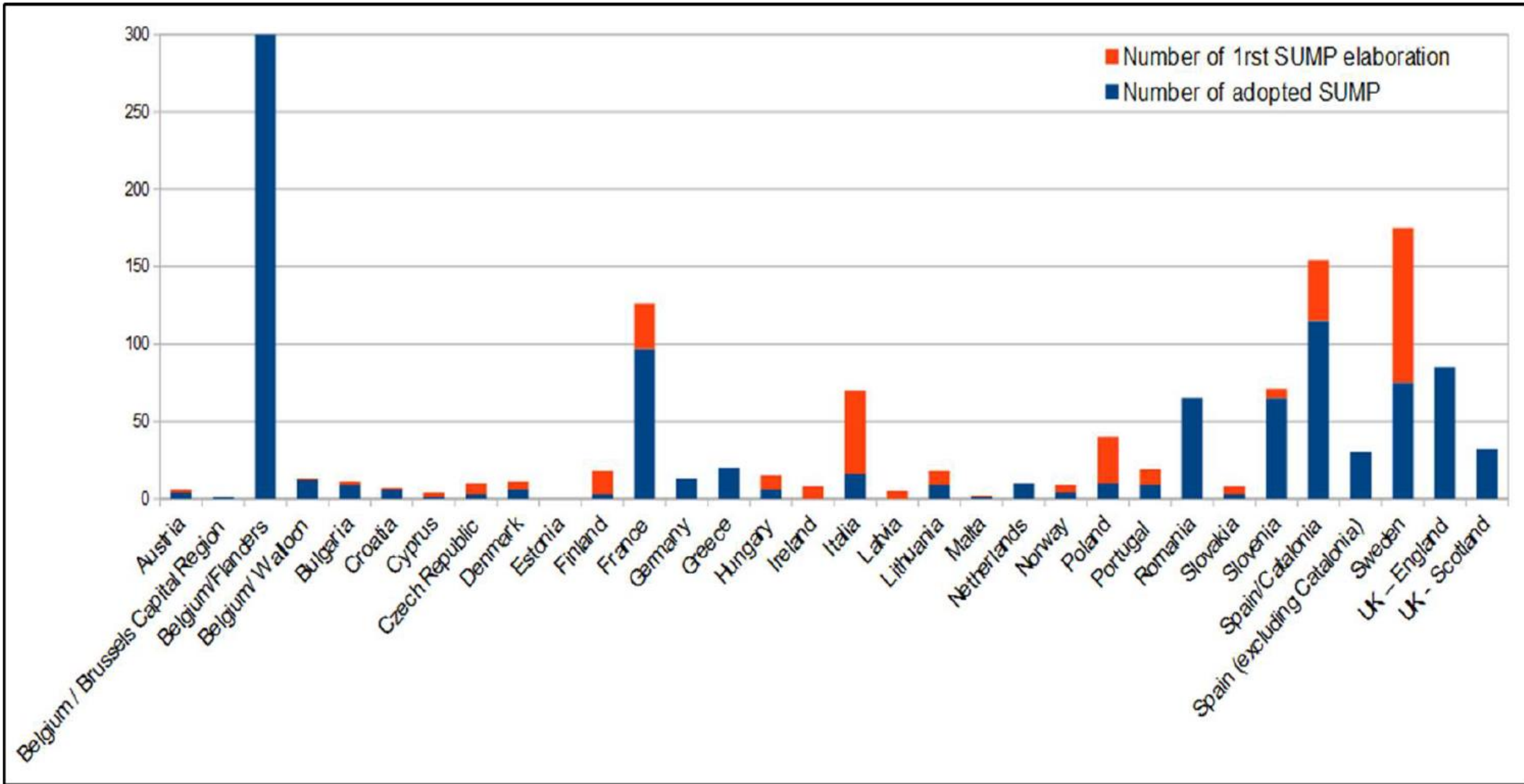
- 1 - A well-established urban transport planning framework that incorporates SUMP, fully supported from the national/regional level with mostly all SUMP-supporting components
- 2 - A well-established urban transport planning framework that incorporates SUMP with some support from the national/regional level
- 3 - An urban transport planning framework that incorporates SUMP without a support from the national/regional level
- 4 - Moving towards an approach to SUMP with very limited or no examples of SUMP



Source for 2011: Rupperecht Consult, The State of the Art of Sustainable Urban Mobility Plans in Europe, 2011

1. FORERUNERS
2. ACTIVE
3. ENGAGED
4. INACTIVE

2011			2017		
Category	Number of countries / regions (Total : 20)	Countries / Regions	Category	Number of countries / regions (Total : 32)	Countries / regions
1	7	France, Germany, Italy, the Netherlands, Norway, the United Kingdom, Belgium (Flanders)	1	5	Belgium/Flanders, France, Lithuania, Norway, Spain/Catalonia
			2	14	Austria, Belgium / Brussels Capital Region, Belgium/ Walloon, Denmark, Finland, Germany, Italia, Malta, Netherlands, Slovakia, Slovenia, Sweden, UK / England, UK / Scotland
2	11	Austria, Denmark, Estonia, Finland, Hungary, Poland, Portugal, Spain, Slovenia, Sweden, Belgium (Wallonia)	3	8	Bulgaria, Croatia, Czech Republic, Greece, Hungary, Portugal , Romania, Spain
3	12	Bulgaria, Croatia, the Czech Republic, Greece, Ireland, Latvia, Lithuania, Malta, Northern Ireland, Romania, Slovakia	4	5	Cyprus, Estonia, Ireland, Latvia, Poland





BARRIERS to SUMP development

- **Lack of national framework, institutional cooperation, awareness, political will, funding, knowledge and data;**



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- **Strong traditional transport planning approaches focused on infrastructure and motorised traffic;**



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- Lack of national framework, institutional cooperation, awareness, political will, funding, knowledge and data;
- Strong traditional transport planning approaches focused on infrastructure and motorised traffic;
- **Dependence on EU projects regarding funding, capacity building, SUMP development and other SUMP-related activities;**



BARRIERS to SUMP development

- Lack of national framework, institutional cooperation, awareness, political will, funding, knowledge and data;
- Strong traditional transport planning approaches focused on infrastructure and motorised traffic;
- Dependence on EU projects regarding funding, capacity building, SUMP development and other SUMP-related activities;
- **Confusing SUMP approaches from different initiatives (related to geographical coverage and role of investments);**



BARRIERS to SUMP development

- Lack of national framework, institutional cooperation, awareness, political will, funding, knowledge and data;
- Strong traditional transport planning approaches focused on infrastructure and motorised traffic;
- Dependence on EU projects regarding funding, capacity building, SUMP development and other SUMP-related activities;
- Confusing SUMP approaches from different initiatives;
- **Transport models as a condition for SUMP development;**



CONCLUSIONS

- Great evolution of SUMP concept's integration - the rate of engaged countries has increased from 60% to 85%, and the number of more advanced countries from 25% to 60% since 2011;
- Existence of central national/regional support is crucial for SUMP development and implementation;
- Many innovative and less known good practice examples identified;
- A need for consolidation of EU SUMP approaches into one.

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Thank you!

Aljaž Plevnik, UIRS (SI)

aljazp@uirs.si