City Mobil Net

Network for co-productive development of sustainable urban mobility plans empowering cities to create joint visions, targets and sets of measures to manage their future city progress

State of the art on Sustainable Urban Mobility Plans

Source: http://www.eltis.org/resources/photos/munich-busy-city-centre-2

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Source: http://eltis.org – Zurich example on space allocation to cycling

Introduction: urban transportation as a problem of high awareness

CityMobilNet answers to the policy challenge of how to plan and subsequently develop urban mobility in a sustainable way.

The best descriptions of this challenge as well as of the urgency and importance implied by it are actually given within two important strategic documents of the European Commission (EC) on urban mobility, its "Action plan on urban mobility" (COM(2009)490 final) and its "Urban Mobility Package" (COM(2013)913 final):

The EU's cities are home to 70% of the EU's population and are generating over 80% of the EU's GDP (Cities of Tomorrow, European Commission, 2011). They are thus at the core to main objectives of the EC such as growth and employment. For this, cities need efficient transport systems to support their economy and the welfare of its inhabitants. But they face the challenge that mobility within the cities is increasingly difficult to manage and even displays an increasing inefficiency. Recent data displays that cities:

- account for about 23% of all CO_2 emissions from all transport in Europe
- are virtually all struggling with complying to EU legislation on air quality
- suffer from chronic traffic congestion which is estimated to cost 80 billion Euros each year (Total cost of congestion; see SEC(2011)358 final)
- are the location where 38% of Europe's road fatalities occur with the fact that progress in reducing road fatalities has been below average compared to non-urban areas
- are producing a considerable development gap between a few advanced cities in terms of sustainable urban mobility development against a large majority trailing behind

The reason for this is the complex challenge that the development of urban mobility comprises: cities need to design their urban mobility taking diverse aspects into consideration:

- Urban mobility needs to be as environmentally friendly as possible in terms of reducing GHG emissions, other air pollutants and noise (coming up to the objective to reduce GHG emissions by 20% compared to the 1990 values in 2030 and by 60% in 2050).
- Urban mobility needs to allow for a high competitiveness of its economy mainly hampered by high figures of congestion (see above) and the current state of play that urban mobility is still heavily reliant on the use of conventionally-fuelled vehicles.
- Urban mobility needs to address social aspects such as health problems, demographic trends, economic and social cohesion, the needs of mobility impaired persons, of families, of children.
- Urban mobility needs address long-distance transport, for goods and persons, since first and last mile are taking place in cities mainly.

To summarise, European cities are facing the challenge to design their urban mobility in ecological, economic and social favourable ways – in short: sustainably – taking a participatory approach in this.

To tackle the commonly recognised problem of urban transportation development, the EC (and by this the EU member states) identified the need for a new approach on urban transport planning. Former traditional planning mainly focused on a sectoral planning approach within an authority's

own limits. Moreover, traditional planning cultures mostly showed a strong focus on the objective to enhance traffic flow capacity and speed and related to these mainly infrastructural measures on the expense on behavioural and organisational measures. The idea was simply to provide enough road space for all users, but without a real user need assessment. Due to the technical knowledge needed for this approach, planning was mostly done by traffic engineers and participation of stakeholders and citizens was rather low. An integrated approach of planning transportation including the needs and goals of other urban policy areas as well as placing transportation development in the framework of the entire city development were hardly part of traditional transport planning. Traditional planning led to the problems of pollution, congestion, exclusion of population groups and a massive allocation of public space to mainly motorised individual transportation.

The new planning approach however needed to give answers to the above mentioned needs and problems that cities are facing today. A part of this is that urban transport policies cannot be seen as a stand-alone development issue, since transport touches virtually all policy fields of cities and even more so all citizens' living conditions. Stakeholders and citizens themselves were recognised to be a crucial part of urban transport development plans, since the transport system in place is used by them in the end and thus has to meet their needs.

The European Commission took the lead in proposing and developing such a new planning approach step by step through its main policy documents of the most recent years, coming up to the definition and uptake of a planning scheme called "Sustainable Urban Mobility Plan (SUMP)".
The EC's guideline on SUMPs defines them as follows:
"A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles."[1]

The new approach of SUMPs can be summarised in the following main elements:

- They put the emphasis of urban mobility planning on people' / stakeholder's needs.
- They carry out the development of sustainable urban mobility in a strong participatory approach integrating citizens and stakeholders along the entire development process.
- They deal with a balanced development of the different urban mobility modes and their intermodal use as well as the different mobility needs.
- They aim for a change in mobility behaviour in favour of viable sustainable choice of transport mode.
- They take on urban mobility in its both main strands: passenger traffic and goods.
- They consider the functional urban area and are placing the actions on urban mobility into a wider urban and territorial strategy.

[1] http://www.eltis.org/sites/eltis/files/sump_guidelines_en.pdf, page 8

- They are developed in cooperation with a city' different policy areas (such as transport itself, land-use and spatial planning, environment, economic development, social policy, health, road safety)
- They integrate different administration levels and neighbouring local authorities in the planning process.

Source: http://eltis.org – public space use

All in all, SUMPs are an instrument to answer the challenges cities face today as described above. They take a realistic view on existing spatial patterns and are striving for a sustainable development balancing the existing and often contrasting needs to a joint vision and future development.
The special strength of SUMPs is that they their development requires the integration of all views of the different administration departments and policy makers, of stakeholders from all sectors of society such as the economy, social or environmental institutes and also citizens themselves.
The Guidelines "Developing and Implementing a Sustainable Urban Mobility Plan" by the European Platform on Sustainable Urban Mobility Plans published a confrontation of the traditional planning approach and SUMPs (p.7, see source above).

The following section is displaying the development of SUMPs by the European Commission alongside with the reasoning for introducing the concept.

The development of SUMPs in the transportation and urban development strategies of the EU as an answer to the urban transportation challenge

The European Commission (EC) lists urban mobility development as one of the pressing issues of the EU's cities since long already as documented by the White Paper on Transportation, its forerunner policy documents and its programmes dedicating initiatives on urban mobility. The EC introduced the concept or SUMPs in its more recent policy strategies and elaborated this concept consequently up to a detailed description alongside with measures to place and financial resources to dedicate.

This started in 2007 with the Green paper "Towards a new culture for urban mobility" (COM(2007)551final). It states the need for mobility plans integrating the wider metropolitan conurbation to realise comprehensive and feasible urban mobility development. It defines Sustainable Urban Transport Plans as the appropriate tool and names the development of such SUTPs to be addressed in the discussion for the development of the Action Plan on urban mobility. This statement proved true, since the development of the Action plan on urban mobility (COM(2009)490final), for which extensive stakeholder consultations e.g. with cities took place, resulted in placing the need for the development of SUMPs (previously SUTP) as the plan's very first action. By this Action 1, Theme 1, the EC encourages local authorities to produce SUMPs for their urban / conurban area and announces support for this by providing guidance materials, best practise exchange and educational measures.

This strand of recognising the challenge of urban mobility had been further developed by the EC in its White Paper on Transport "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system -COM(2011)144 final). As published in 2011, the EC states that "today", the cities of the European Union suffer most from congestion, poor air quality and noise exposure. Latest developments had shown no improvements but rather a setback, while urban transportation is expected to contribute to the fulfilment of the transport sector's GHG emission reduction goals. The White paper calls for fostering Urban Mobility Plans, which comprise land use planning elements and all policy areas related to transportation. It thus sets a dimension for the future of mobility planning as a non-sectoral but comprehensive planning task.

The major document for the definition of SUMPs and their role in developing urban mobility schemes sustainably was published as the Urban Mobility Package (COM(2013)913final) finally.
Its first action and one of the main answers to the urban mobility challenge directly addresses the need for new approaches to urban mobility planning in form of Sustainable Urban Mobility Plans. In this, the EC stresses the comprehensive nature of SUMPs comprising all aspects of transportation being well placed in cities' overall strategies and connected with other policy areas. It calls especially for a focus on people as main drivers of urban mobility and by this the urgent need for citizen and stakeholder engagement in the production of SUMPs. **The EC however highlights the necessity that the concept of SUMPs needs to be adapted to the specific requirements and existing planning practices in each Member State and their respective local authorities.**

The Urban Mobility Package describes a SUMP's main characteristics:

- They consider the functional urban area and are placing the actions on urban mobility into a wider urban and territorial strategy.
- They are developed in cooperation with a city's different policy areas (such as transport itself, land-use and spatial planning, environment, economic development, social policy, health, road safety); with different governmental administration levels and are integrating authorities in neighbouring areas, be it rural or urban areas.
- They deal with a balanced development of the different urban mobility modes and their intermodal use as well as the different mobility needs.
- They take on urban mobility in its both main strands: passenger traffic and good transportation.
- They put the emphasis of urban mobility planning in this on people' / stakeholder's needs.
- They aim for a change in mobility behaviour in favour of viable sustainable choice of transport mode.
- They carry out the development of sustainable urban mobility in a strong participatory approach being a co-productive one integrating citizens and stakeholders along the entire development process.

SUMPs are further characterised and described by the first Annex to the Urban Mobility Package COM(2013)913final).

The EC as well states in the Urban Mobility Package its support to national, regional and local authorities to develop and implement SUMPs by two aspects mainly:

1) Facilitating exchange of experience and best practise.

   In detail, the EC specifies this as measures to share experience, showcase best-practise and foster cooperation across the EU through e.g. by the URBACT III programme (COM(2013)913 final).

2) Financial support:

   European Structural and Investment Funds (ESI-funds) should be used more systematically for funding of integrated packages of measures based on integrated local transport plans such as SUMPs. These funds should be available for cities of all sizes and aim at creating opportunities for capacity building, training, technical assistance and the development of comprehensive and local mobility strategies and plans.

By the Urban Mobility Package, the EC consequently elaborated the development of SUMPs and their characteristics as set out in 2007 by the Green Paper on urban mobility already. It assigns high priority to the use and take-up of SUMPs by local authorities and integrates all policy levels to this aim. The EC itself further commits funding and programmes to the goal of achieving a sustainable urban mobility development.

EC actions deriving from these policy papers

The European Commission has promoted the concept of sustainable urban mobility planning during the recent years actively and provided local authorities and transport professionals in general with guidelines for the development of SUMPs (see section 2). The EC as well initiated the European Platform on Sustainable Mobility Plans (see section 2) gathering all existing EU-funded projects on the promotion of SUMPs EU-wide as well as advancing the concept in those issues that has been identified as problematic. However, the EC acknowledges the fact that the concept of SUMPs needs to be adapted to the specific requirements and existing planning practices at place in local as well as regional and national frameworks. It does not see SUMPs as a one-size-fits-all approach but in contrast places emphasis on its modification to the particular circumstances of the various urban areas. Moreover, the EC emphasises that performing this adaptation and modification to local conditions and planning cultures needs exchange and mutual learning and sharing of experiences and best practise among cities.

Finally, the EC states that supporting funds for this from the EC needs to consider small and medium-sized cities (and not mainly major and capital cities as in the previous funding period 2007-2013) to create for these the opportunity of capacity building, training, technical assistance and the development of comprehensive and local mobility strategies and plans.

Source: http://eltis.org – 3rd European Conference on Sustainable Urban Mobility Plans, Bremen

The major and most prominent EC activity is however the European Platform on Sustainable Mobility Plans alongside with its guidelines on SUMP development, its annual SUMP conferences and regular news on case studies and recent development. These are subject to the following chapter.

The European Platform on Sustainable Urban Mobility Plans and its SUMP guidelines

The European Platform on SUMPs is a central element of the EC for the coordination of SUMP projects and initiatives, further development of the concept as well as exchange and learning on the SUMP concept. It states its main aims as:

- To further improve the SUMP concept and to improve and develop connected tools
- To provide its web presence, the "Mobility Plan portal" offering and disseminating all aspects of the platform's work.
- To organise the coordination and cooperation of EU supported projects targeted at SUMPs
- To create and deliver exchange and learning opportunities on SUMPs such as its annual SUMP conference, events, trainings and by social media use

The platform is organised by two bodies: its coordinating group as well as a secretariat.
The Coordinating Group takes care of connecting the running projects on SUMPs. It facilitates the learning and dissemination activities of the platform as well as amongst each other as well, such as the annual European conference on SUMPs. Member of the coordinating group are the representatives from relevant ongoing EU supported projects or initiatives as well as the EC itself.

The main service of the platform is the Mobility Plans portal – http://eltis.org/mobility-plans. The portal provides all actors and interested bodies or persons in the field of sustainable urban mobility planning with a large set of information:

- General information on the SUMP concept and its process
- A set of guidelines, handbooks, reports – in short useful documentation on how to perform SUMP development or implementation. The documents are not all referring to the process of SUMP development in its entirety; they are highlighting certain aspects of the work as well.
- A case study database on good practise examples of action in cities EU-wide. The database is constantly updated with recent examples.
- The forum for the group of "Friends of Eltis" providing space for discussion on SUMP issues.
- A section on the state of play concerning urban mobility planning and SUMP in the EU-member states.
- A database of cities showing either their involvement in EU activities concerning SUMPs or – and for CityMobilNet more interesting – showing their achievements concerning developing their SUMP.
- The SUMP guidelines, being the major piece of information of SUMP development and implementation (compare own paragraph on the guidelines below)

Much of this information have been a source for the creation of this document, as the section on member states, EU projects and initiatives and the city examples show (another main source was the ENDURANCE project).

The SUMP Guideline

One main element of use for CityMobilNet, next to the case studies and the city database however, is the document and online-version of the **"Guidelines – Developing and Implementing a Sustainable Urban Mobility Plan"**.

The guideline has been published by the end of 2013, in about the same time as the Urban Mobility Package (COM(2013)913final). They have been published by the EC – DG MOVE and were created in the framework of the ELTISplus project including an intensive stakeholder consultation process addressing 168 stakeholders, which makes the guidelines an own master piece of a multi-stakeholder development processes. The guideline is available in EN, BG, ES, GR, HU, IT, PL, RO and UA by now.

Instead of documenting and detailing the guideline in details here, the author of this document strongly suggests anybody interested or working in the field of urban mobility planning to read these guidelines. They are a treasure chamber of methods, tool and good practise examples introducing, explaining and detailing concept and process of SUMPs. Thus, this short information intends to give a useful overview only.

First, the guideline elaborates on the definition of a SUMP, its benefits and how it contrasts to traditional transport planning. These pages are directly important to understand why SUMPs are useful, how they are placed on the structure of existing urban policies and transport strategies as well as how they differ to traditional planning cultures practised so far.

The guideline derived from its consultation process a definition for a SUMP:

"A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles."

This short definition already shows that SUMPs are rather different to the traditional planning processes how they have been and still are practised in European cities. By the definition, SUMPs are focusing on people and no longer on providing well enough conditions for traffic itself. The guidelines (p 8) give an overview on the differences between traditional planning cultures and SUMPs:

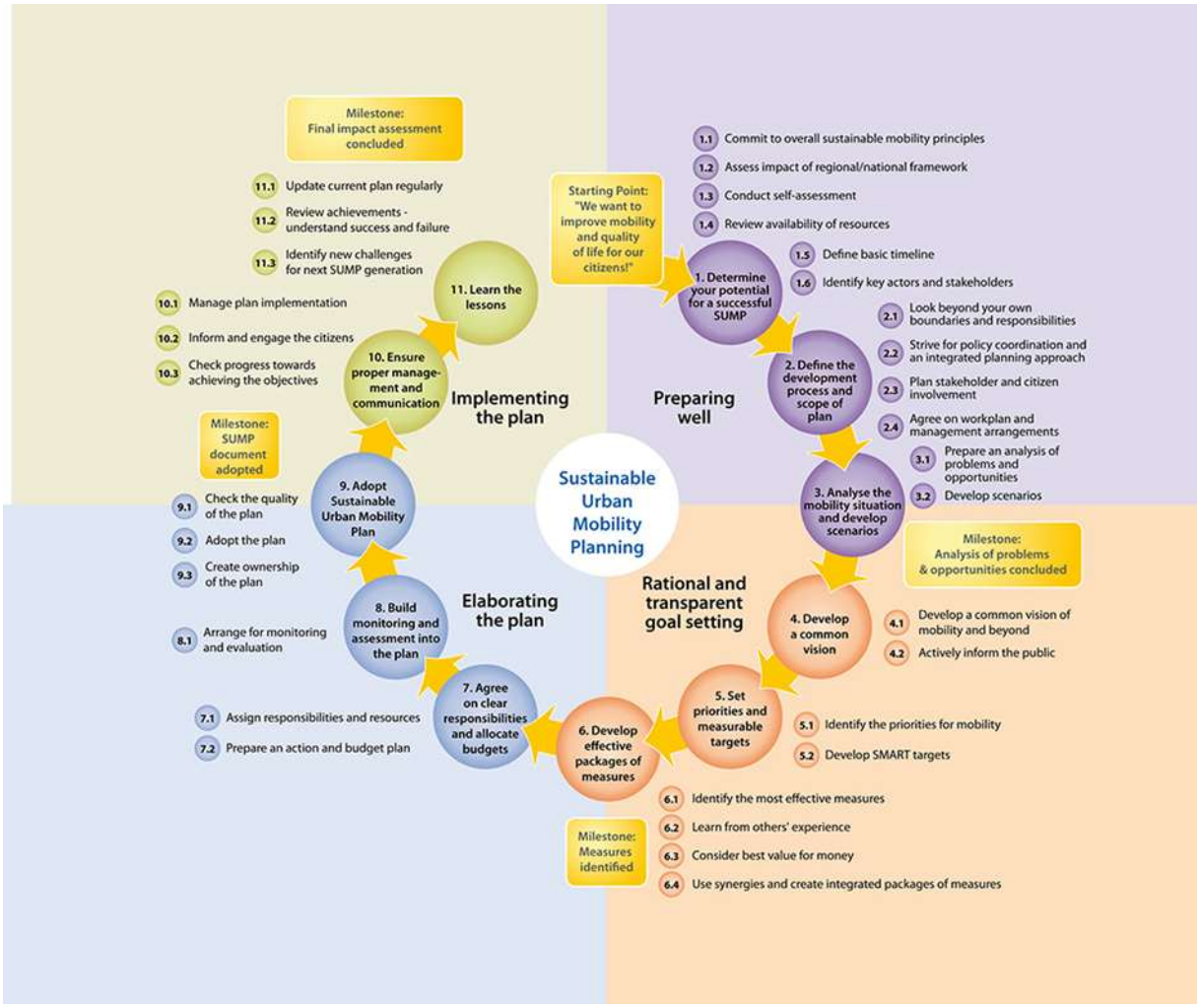
Traditional Transport Planning		Sustainable Urban Mobility Planning
Focus on traffic	→	Focus on people
Primary objectives: Traffic flow capacity and speed	→	Primary objectives: Accessibility and quality of life, as well as sustainability, economic viability, social equity, health and environmental quality
Modal-focussed	→	Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes
Infrastructure focus	→	Integrated set of actions to achieve cost-effective solutions
Sectorial planning document	→	Sectorial planning document that is consistent and complementary to related policy areas (such as land use and spatial planning; social services; health; enforcement and policing; etc.)
Short- and medium-term delivery plan	→	Short- and medium-term delivery plan embedded in a long-term vision and strategy
Related to an administrative area	→	Related to a functioning area based on travel-to-work patterns
Domain of traffic engineers	→	Interdisciplinary planning teams
Planning by experts	→	Planning with the involvement of stakeholders using a transparent and participatory approach
Limited impact assessment	→	Regular monitoring and evaluation of impacts to inform a structured learning and improvement process

The main benefits of SUMPs against traditional planning cultures can be seen in

- the focus on the need of people; people as travellers, business people, consumers, customers, suppliers and all other possible role people can take
- urban transport being a service in city which is amongst others determining the quality of life of cities
- focusing on the use of existing structure efficiently instead of constructing costly new ones
- calling for a larger share of sustainable mobility option use directly

Altogether, SUMPs are contrasting to traditional transport planning and in this being a real improvement by their focus

The SUMP process is by now a well-known infographic (p. 15):



For all steps and connected activity as displayed in the graphic, the guideline gives explanations as well as examples for how this activity was implemented some place in Europe (as far as existing) on 70 pages. Additionally, the main part of the annex to the guideline is good practise examples of cities mostly, but also regions and nations. The following recommendations have been picked out due to their high relevance for the CityMobilNet partners:

- create a permanent team of different policy departments which is reporting to elected representatives, aldermen and if feasible the Mayor
- take good consideration for the skills you need to develop a SUMP, gain missing ones by capacity building or use external resources such as universities or private market experts.
- the time framework for the creation process alone is between 1,5 -2 years.
- exercise a stakeholder mapping tool for your citizen engagement plan
- aim for a lower number of targets to safeguard their implementation
- make use of existing measure set proposals if possible to benefit from proven implementation and effect evaluation results

Three aspects need to be highlighted for the challenge CityMobilNet is facing:
"Developing and implementing a Sustainable Urban Mobility Plan should not be seen as an additional layer of transport planning, but should be done in compliance with and by building on present plans and processes".
Most of CityMobilNet's partners are having some sort of a mobility plan in place, even if this is just a sectoral plan. Additionally, there are other plans with mobility relevance existing plus the general development strategies and plans. All these need to be taken into consideration for the creation of CityMobilNet's SUMPs.

"Planning for the future of our cities must take the citizens as the focus; citizens as travellers, as business people, as consumers, customers, or whatever role one may assume, people must be part of the solution: Preparing a Sustainable Urban Mobility Plan means Planning for People".
By the focus on people and their needs, participation of citizens as well as all stakeholders as connected to transport purposes are of highest relevance for SUMP development processes. CityMobilNet needs to put a special emphasis on the involvement of stakeholders and citizens for its work on producing their integrated action plans.

"The guidelines, however, need interpretation in the local context, which may lead to approaches that are somewhat different from those described in this document. The guidelines do not give detailed technical guidance, but focus on the process of developing and implementing a Sustainable Urban Mobility Plan."
As often recognised by projects and cities that had been working with SUMPs already, the guidelines, as good a document they are, are not able to serve directly as the implementation guide for each SUMP development process. CityMobilNet needs to recognise where to adapt to local needs and needs to be open minded enough to accept deviations when they are beneficial.

The landscape of national regulations on SUMPs

The European Commission did also identify action needed by its member states for the roll-out of SUMPs. Its Urban Mobility Package states that Member States need to ensure that SUMPs are developed and implemented in their urban areas. For this, it is expected that the Member States review and amend (if necessary) the technical, policy-based, legal, financial, and other tools at the disposal of local planning authorities.

The Member States have taken up this vow by the EC at different paces leading to a cluster of four groups in terms of national regulations fostering the uptake of SUMPs. The following description refers to the countries directly involved in CITYMOBILNET plus those countries that are deemed to have an advanced status in national regulations on SUMPs being DE; EL, ES, FR, HR, IT, MT, NL, PL, PT, RO, UK[2].

1) Countries with mandatory obligations to develop an SUMP

Romania

Romanian legislation makes SUMPs mandatory for all cities of 20.000 inhabitants and more by the Law no. 190/2013, which states urban mobility plans (UMP) as mandatory elements of the General Urban Plan. UMPs are defined as "the strategic territorial planning instrument which correlates the spatial development of settlements in the metropolitan area with the mobility and transport needs of people, goods and commodities."

Additionally, the regional operational programme 2014-2020 is only funding urban public transport projects if the respective city has a SUMP in place. The programme supplies cities with financial and administrative support by a public service contract for the implementation process of creating a SUMP as well as its maintenance. Thus, all cities creating their SUMPs are able to receive funding from the regional operational programme. This was prepared and pushed by an EBRD contract which ended in 2015 and granted support to all cities for their SUMP development, as long as they employ transport consultants for the SUMP creation. From these, guidelines for the preparation of SUMPs in Romania were developed.

Romania is now pushing for the development of SUMPs of its 7 growth poles Brasov, Iasi, Constanta, Ploiesti, Craiova, Timisoara, Cluj and Napoca and additionally for Bucharest and Galati. These projects are using most of the available funds for the SUMP development however. The result is a tough condition for administrative and financial support for all smaller cities outside the growth poles.

In 2015, the 2nd European Conference on Sustainable Urban Mobility Plans was hosted in Bucharest. The EC's guideline in SUMPs is available in Romanian as well.

France

France looks back at a longer history of integrated urban transport planning: PDUs (Plans de déplacements urbains) are mandatory for urban areas of 100.000 inhabitants and more since 1996 out of the air quality law. The definition on PDUs has been constantly improved by legislative

Sources: http://www.eltis.org/mobility-plans/member-state-profiles; http://www.epomm.eu/endurance/index.php?id=2809

measures since such as latest by the urban planning law 2014. Moreover, PDUs need to be compatible to the regional integrated development plan as well as the local urban development plan. PDUs are directly in line with the SUMP concept; they are created by the transport authority with all relevant stakeholders, based on public participation and are subject to revision and evaluation 5 years after their approval.
65 PDUs are in place in France already, 15 more are in development. Additionally, 42 smaller municipalities have produced similar plans (Status: June 2015).
The effect of the PDUs is a decrease of car-use in major urban centres and an increase of public transport and active modes. The complexity of creating and implementing PDUs however proved to be challenging due to the position of PDUs to other strategic plans (see above) and the high number of stakeholders involved in. For PDUs, both, legal and methodological guidelines are at hand.

2) Countries linking accessibility of EU or national funding for transport and mobility projects to the existence of a SUMP

Italy

Italy's legislation sets the PUT (Urban Traffic Plan) as mandatory for all municipalities with 30.000 inhabitants or more (Highway Code 1992). The PUT is focusing on optimising the traffic situation on existing roads in a 2 year scope and is not comparable to SUMPs.
PUMs (Urban Mobility Plan) however are defines for 10 years the integrated planning approach for managing mobility in urban areas, including private and public transport as well as infrastructure development. They are in line with the SUMP concept but for the geographical coverage – PUMs concentrate on municipalities and not functional urban areas. PUMs are in contrast to PUTs not mandatory as such. They are nevertheless a prerequisite for all cities of 100.000 inhabitants or more to access national or EU-cofunding for any mobility project since 2000. Due to being a prerequisite for accessing large funds, many Italian cities are now familiar with the concept of PUMs.
The EC's guideline in SUMPs is available in Italian.

Poland

SUMPS themselves are not mandatory for Polish cities and municipalities so far, but the Public collective / mass transport Act 2010 made it obligatory for more than 100 municipalities and cities to develop Sustainable Public Transport Plans. For these plans, the Chamber of Urban Transport provides guidelines. Nevertheless, the EU perspective 2014-2020 demand from cities above 100.000 inhabitants (these are currently 39) to provide an SUMP or to integrate it in Sustainable Energy Action Plans for qualifying to apply to EU funds. Other national legislation does not directly refer to SUMPs, but sets out objectives and proposes measures alike to the SUMP scheme (National transport policy 2006-2025, Transport Development Strategy 2013). Locally, transport plans are part of other policy documents such as development strategies, spatial planning plan and policies related to transportation. However, Poland provides good examples of SUMPs in cities such as Gdynia, Warsaw and Krakow. In 2014, the 1st European Conference on Sustainable Urban Mobility Plans was hosted in Sopot. The EC's guideline in SUMPs is available in Polish as well.

Spain

Spain has several national regulations and guidelines in place concerning SUMPs (PMUS in Spain). Most striking is, that all cities of 100.000 inhabitants or more need to have a SUMP in place and implementation to access funding for public transport projects. Moreover, the National Strategy on Sustainable Mobility highlights SUMPs as a priority measure, but is however more of promotional nature directed to all municipalities offering public transportation services. The Energy Saving and Efficiency Action Plan 2011-2020 promotes the uptake of SUMPs for cities of 50.000 inhabitants and more as well. This plan includes financial support for the development of SUMPs. National guidance documents for the creation and implementation of SUMPs are available in Spanish.

A general obligation for SUMPs is not in place nationwide though with the exception of the region of Cataluna. Traffic and transport planning as such is else rather segmented instead of taking a comprehensive approach. But estimations talk of 200 SUMPs being in place in Spain already.

The EC's guideline in SUMPs is available in Spanish.

Source: http://eltis.org – Superblocks in Vitoria Gasteiz

Croatia

Actually, SUMPs in the narrow sense are not subject to Croatian legislation of regulation so far. National guidelines for the preparation and scope of SUMPs do not exist either, but projects funded by the University of Zagreb created results on the development of SUMPs in 2014).

Nevertheless, Croatia set out the obligation for its cities to develop Master Plans to access regional/national attributed cohesion funds. This started with the obligation to develop a Master Plan for city development and is now extended to the development of a Master Plan on Transport as

well. The Master Plan on Transport requires cities to plan the development of all urban transportation aspects (passenger, goods, different modes, integration with other policy areas) as well as to integrate the transport connections of neighbouring municipalities within their respective county into the plan. By this definition, one could actually look at the Master Plan on Transport as an SUMP, since scope and scale are very much alike. Within the framework of different EU funded projects, cities such as Dubrovnik, Koprivnica, Novigrad and Umag developed first Croation SUMPs.

Portugal

Basically, SUMPs – in Portugal called PMT – are not mandatory for local authorities currently. The exemption is that the Transport Metropolitan Authorities for Lisbon and Porto are obliged to develop PMTs since 2010, which has not been fully done yet. Nevertheless, as with many other countries as stated in this section, Portugal introduced a limitation to access for European regional funding for measures only which are part of an integrated mobility plan. Local authorities are supported by the detailed national guidelines on the development of PMTs produced by IMT. These guidelines are part of a broader Mobility Package, which is proposed to become a national directive. Since 2015, PMT development can be supported by the Energy Efficiency Found.
Due to the access of funding for urban transportation measures, at least 7 PMTs are at hand and 11 more are under development.

3) Countries having urban transportation planning schemes in place but no obligation to develop it

The Netherlands

Albeit there is no obligation in place to develop mobility plans, the Dutch regions and municipalities provide to the largest part mobility plans (for municipalities GVVPs). This derives from the strong tradition on planning in general including transport planning as well as from financial logics: Even if not mandatory, regions and municipalities are expected by national law to follow national transport goals, which is directly affecting the likeliness of receiving funding from national level. GVVPs are actually covering the aspects of the SUMP approach, as shown by a study of CROW-KpVV. From this source, guidance documents for municipalities are at hand as well.
Since the Netherlands can be regarded as a forerunner in terms of developments in planning, it highly interesting, that recently own mobility plans are no longer developed but to place them as a part of spatial and environmental policy plans.

Germany

Germany has no regulation in place making the development of SUMPs mandatory for any town of city. A federal law on funding for local transport infrastructure (GVFG – Entflechtungsgesetz) requires a certain degree of comprehensive traffic concepts to receive funding, but this law is currently phasing out and a renewal or replacement through a new law is not concluded yet.
At local level, several sectoral plans are mandatory which are directly touching transportation, such as the Clean Air Plan, the Noise Reduction Plan or the general land use planning. Additionally,

counties and cities not bound to a county have to provide plans for public transportation (Nahverkehrspläne).
But most interesting at local level in terms of SUMPs is the non-mandatory traffic and transport development plan (Verkehrsentwicklungsplan - VEP). These plans are in practise in German cities since decades and include most elements of SUMPs.

Source: http://eltis.org – Homezone in Freiburg

4) Countries having no regulations or planning approaches in place similar to a SUMP

Greece

Greece provides no national regulation or guideline regarding SUMPs. The legislation for urban transport planning is not done by one central law but is instead scattered among several laws mainly dedicated to other subjects. Generally, transport planning is the responsibility of municipalities, but it is not mandatory to set up any plans or strategies. In fact, major transport projects are directly performed by the Ministry of Infrastructure and state agencies, which are then collaborating with the respective local authorities in these projects. Transport planning is actually centred on these projects. Thus, integrated urban transport planning is mostly missing.
The exceptions on this state of play are the two major agglomerations, the Athens and Thessaloniki regions. Two State Agencies were amongst others directly responsible to develop a conventional Master Transport Plan. These agencies do not exist any longer and their responsibilities are transferred to the Ministry of Economic Reconstruction, Environment and Energy and the General Secretariat for Regional Planning and Urban Development (2).

Thessaloniki however developed its SUMP in 2015.

Malta

Currently, Malta has no national regulations in place concerning SUMPs. The responsible transport regulator, Transport Malta, is developing its National Transport Strategy and Master Plan. These documents will cover future developments of all modes in short-, mid- and long-term perspective. Mostly, urban transport development was focusing so far on single transport modes only. Recent developments in the South East Region of Malta produced SUMPs for the municipalities of Paolo and Tarxien.

Summary

The state of play of national legislation and regulation shows a diverse picture. Common approaches exist, but the background for SUMP uptake as well as support for local authorities varies. While France, the United Kingdom, the Netherlands, Belgian regions and Germany all look back at a long history of local transport planning culture, their approaches to safeguarding the uptake of the SUMP concept differ from mandatory regulations to soft financial incentives. The examples from the more strict regulations could be seen as blueprints for enhancing the soft approaches, where necessary. Newer approaches are more homogeneous, mostly concentrating on financial incentives: Croatia, Hungary, Italy, Poland, Portugal, Romania and Spain all connect the ability to apply for large scale funding of transport projects to the existence of a SUMP including the respective project. All these countries make use of the large regional and national cohesion funds available out of allocations due to their convergence regions. Portugal, Romania and Spain (as well as the Walloon region) complement the financial trigger with financial support for the SUMP development itself. National guidance documents are at hand in many of the observed countries (BE, ES, FR, IT, NL, PL, PT, RO, UK) for use by local authorities.

Romania takes a unique position, since it stands out for its strong and comprehensive approach on SUMP uptake. The mandatory uptake is the most recent (considering that transport planning has longer history in Belgium already) and also the only among the new member states. Moreover, SUMP uptake is backed by national guidance, financial support and part of the strategic development in Romania by pushing SUMP development in its 7 growth poles.

The integration of local transport plans in general development plan is at hand in some of the countries as an obligation as well, as in France and Romania. In the mid-term, the recent development in the Netherlands to integrate local transport plans in spatial and environmental planning policy is of highest interest. Benefits and disadvantages from this can have the potential to take influence on the future way local transport planning is done.

The current approaches on SUMP uptake however give good examples for countries not having any regulation in place (such as Malta, Greece or Germany) or looking to stronger and stricter approaches. Good examples are e.g. the recent Hungarian and Croatian developments of introducing the obligation of SUMPs for accessing cohesion funds. Especially the Romanian case can be a good guidance for setting in place a strong and comprehensive approach to foster the uptake of SUMPs nationally.

City examples for SUMP development

A large number of cities in the EU have SUMPs in place. These are often having an own name in their country. A reason for the high number is that the SUMP concept is deriving out of planning traditions as they have been exercised e.g. on the UK, France or Italy in different legal setting already.
At this place, the examples listed are concentrating on the CityMobilNet countries. They are either good examples for single steps or activities in the SUMP development cycle or cities in general that are having a SUMP / mobility plan in place.

Source: http://eltis.org – Street reuse in Ljubljana, SI

The categorisation country wise as well as and the focus on the network partners' countries is meant to ease the partners to find most applicable examples for themselves. As for the country related section, the Mobility Plan portal (www.eltis.org/mobility-plan) and the ENDURANCE project (www.epomm.eu/endurance) are the main information sources.

Croatia

City Name:	Example for:	Source:
Koprivnica	Action 1.3: self-assessment Action 4.2: Actively inform the public	SUMP Guidelines
Zagreb	Action 10.2: inform and engage the citizens	SUMP Guidelines
Dubrovnik	City example	Mobility Plan portal – city section

France

City Name:	Example for:	Source:
Ile-de-Fracne	Action 2.2: strive for policy coordination and integrated planning approach	SUMP Guidelines
Lille	Action 4.1: develop a common vision of mobility and beyond Action 4.2: Actively inform the public Action 9.1: check the quality of the plan	SUMP Guidelines
Toulouse	Action 8.1: arrange for monitoring and evaluation Action 11.2: review achievements – understand success and failure	SUMP Guidelines
Metropole Marseille Provence	Metropole example	www.epomm.eu/endurance - city/country section France
Annemasse	City example	http://www.annemasse-agglo.fr/pdu/
Further city examples: see http://www.eltis.org/mobility-plans/city-database		Select "France" and "Urban Mobility Plan: Plan online"

Germany

City Name:	Example for:	Source:
Aachen	Action 10.3: check progress towards achieving the objectives	SUMP Guidelines
Erfurt	Action 2.3: plan stakeholder and citizen engagement Action 11.2: review achievements – understand success and failure	SUMP Guidelines
Bremen	City Example	City of Bremen
Hannover	City example	www.epomm.eu/endurance - city/country section Germany
Berlin	City example	www.epomm.eu/endurance - city/country section Germany
Bonn	City example	www.epomm.eu/endurance - city/country section Germany
Dresden	City example	www.epomm.eu/endurance - city/country section Germany

Greece

City Name:	Example for:	Source:
Thessaloniki	City example	Mobility Plan portal – city section
Agioi Anargiri	City example	www.epomm.eu/endurance - city/country section Germany

Italy

City Name:	Example for:	Source:
Parma	Action 3.2: develop scenarios	SUMP Guidelines
Messina	City example	www.epomm.eu/endurance - city/country section Italy
Parma	City example	www.epomm.eu/endurance - city/country section Italy
Reggio Emilia	City example	www.epomm.eu/endurance - city/country section Italy
Bari	City example	www.epomm.eu/endurance - city/country section Italy
Genoa	City example	www.epomm.eu/endurance - city/country section Italy
Further city examples: see http://www.eltis.org/mobility-plans/city-database		Select “Italy” and “Urban Mobility Plan: Plan online”

Malta

City Name:	Example for:	Source:
Tarxien	City example	South East Region of Malta
Paolo	City example	South East Region of Malta

Poland

City Name:	Example for:	Source:
Krakow	Action 6.4: use synergies and create integrated measure packages	SUMP Guidelines
Warsaw	City example	Mobility Plan portal – city section
Gydnia	City example	Mobility Plan portal – city section

Portugal

City Name:	Example for:	Source:
Aveiro Region Intermunicipal Community	City example	www.epomm.eu/endurance - city/country section Portugal

Maia	City example	www.epomm.eu/endurance - city/country section Portugal
Torres Vedras	City example	www.epomm.eu/endurance - city/country section Portugal
Caldas da Rainha	City example	www.epomm.eu/endurance - city/country section Portugal
Olhao	City example	www.epomm.eu/endurance - city/country section Portugal

Romania

City Name:	Example for:	Source:
Bucharest	City example	Mobility Plan portal – city section
Oradea	City example	Mobility Plan portal – city section
Brasov	City example	www.epomm.eu/endurance - city/country section Romania
Craiova	City example	www.epomm.eu/endurance - city/country section Romania
Iasi	City example	www.epomm.eu/endurance - city/country section Romania
Ploiesti	City example	www.epomm.eu/endurance - city/country section Romania
Timisoara	City example	www.epomm.eu/endurance - city/country section Romania

Spain

City Name:	Example for:	Source:
Zaragossa	Action 3.2: develop scenarios	SUMP Guidelines
Valdemoro	Action 4.2: Actively inform the public	SUMP Guidelines
Vitoria-Gasteiz	Action 10.3: check progress towards achieving the objectives	SUMP Guidelines
Burgos	City example	www.epomm.eu/endurance - city/country section Spain
Donostia – San Sebastian	City example	www.epomm.eu/endurance - city/country section Spain
El Prat de llobregat	City example	www.epomm.eu/endurance - city/country section Spain
Rivas Vaciamadrid	City example	www.epomm.eu/endurance - city/country section Spain
Sabadell	City example	www.epomm.eu/endurance - city/country section Spain
Further city examples: see http://www.eltis.org/mobility-plans/city-database		Select “Spain” and “Urban Mobility Plan: Plan online”

International initiatives, networks and projects on SUMPs

There is a quite large number of activities related to SUMPs already going on or even being accomplished at international level. Most actions are the result of direct calls for action by the European Commission. In the following paragraphs, the most relevant for CityMobilNet in terms of their results and their information offer are presented.

[3]

The EVIDENCE project (http://evidence-project.eu/index.php/access-to-evidence)

The EVIDENCE project is designed to unlock the potential of SUMP implementation. Quite often, the evidence for the economic impact of sustainable urban mobility measures that is available is ad-hoc, of varying quality and either inaccessible or unavailable within the timescales of decision making. The EVIDENCE project performed its work to provide the needed data on the economic credibility of sustainable urban mobility measures. Main products of EVIDENCE are the summary report on "The Economic Benefits of Sustainable Transport Actions" and its "Access To Evidence" database.

The **summary report** displays the results of the projects investigation in economic impacts of different transport investments. This investigation went beyond the traditional model of Cost-Benefit-Analysis, which is rather focusing on travel time savings to motorists and reduction of accidents only and instead took a wider scope including economic impact of health effects, effects on living conditions as well as costs rising from congestion and pollution. The summary report tells indications for the economic benefits of its 22 categories of interventions.
http://evidence-project.eu/index.php/resources/documents/item/20-the-evidence-review-summary-report-2015

The **database** gives detailed evaluation results for the impact of 348 measures clustered in 22 areas of sustainable urban mobility. The topics cover all themes of Sustainable Urban Mobility Planning as stated in the SUMP Guidelines and the Annex on SUMPs to the Urban Mobility Package.
http://evidence-project.eu/index.php/access-to-evidence

The **BUMP** project – Boosting Urban Mobility Plans (http://www.bump-mobility.eu/de/home.aspx)
BUMP concentrates on improving the knowledge and capacity of towns and cities with of 40.000 – 350.000 inhabitants in terms of sustainable urban mobility plans. It made use of a four step model to start into SUMP development:

1. Learn how to develop a SUMP: BUMP developed a training programme of six modules directed at in-class training at national level called the "Integrated support package for the

[3] All project and initaitve logos' source: http://www.eltis.org/mobility-plans/european-platform/Coordinating-Group-members

production of Sustainable Urban Mobility Plans (SUMPs)". Towns and cities were invited to apply for participation at the training.

2. Share know-how and expertise at an international level: Deriving out of the training programme, the participants were grouped in four teams to deliver mutual learning sessions for each of the groups.
3. Develop the SUMP: The most committed local authorities are then supported in the development of their SUMP. For this, the BUMP projects delivers support by its expert team taking care of the specific needs and requirements of the chosen towns and cities.
4. Raise the city profile: The best-performing towns and cities, but also other institutions making use of the BUMP approach such as the training programme, are chosen for becoming BUMP Pioneers as best practise examples.

By its approach, BUMP produced a number of highly relevant information and training materials.
The **training programme** was delivered in six modules:

- Introducing SUMP
- Assessment and Targets
- Measures and Integration of Innovation
- Coordination on Political, Legal, Financial and Procedural Levels
- Implementation
- Avoiding Traps and Getting a Pilot Action Started

For each, the relevant material is at hand at the Resource section of the website.
The **mutual learning and exchange** produced input on specific interests clustered in the topics

- Efficient transport for smarter cities,
- SUMPs for better quality of life,
- Bike use, public transport and energy efficient mobility as well as
- Smart transport, sustainable and healthy cities,

alongside with the report on BUMPs mutual learning activities.

The **SOLUTIONS** project – Sharing opportunities for low carbon urban transportation (http://www.urban-mobility-solutions.eu/)
Having a broader scope than most of the other projects dealing with SUMPs, SOLUTIONS delivers exchange of innovative and green urban mobility solutions between cities from Europe, Asia, Latin America and the Mediterranean. It covers a broad range of topics amongst which one is "integrated planning / sustainable urban mobility plans. Its activities ranged from assessing the transferability of sustainable urban mobility solutions, the potential for uptake of those and fostering its implementation. The focus of the latter was at capacity building and workshops.
SOLUTIONS produced a number of relevant materials concerning SUMP, most prominently its "Knowledge Sharing Kit" and it's "Training Kit".

The **Knowledge Sharing Kit** on SUMPs gives an overview on the SUMP process and its most important steps. It is connected to the SOLUTIONS Hand Out on SUMP, which is giving written explanations to the presentation of the Knowledge Sharing Kit.
The **Training Kit** on SUMP gives further details to the presented steps of an SUMP and its framework conditions identifying drivers, barriers and examples for each of the steps, SOLUTIONS is concentrating at in its SUMP related materials.
The presented information and guidance on SUMPs is part of the project's working paper on "innovative solutions in cities around the world" as well, dedicating 8 pages to the topics as defined in the two kits and the corresponding handout.

CH4LLENGE

The **Ch4llenge project** – Addressing the four key challenges of sustainable urban mobility planning (http://www.sump-challenges.eu/)
Ch4llenge concentrates its work on four key aspects related to the development of SUMPS:

1. Stakeholder participation and citizen involvement
2. Institutional cooperation between sectors and disciplines
3. Identification of the most effective policy measures
4. Monitoring and evaluation of progress in SUMP development

Ch4llenge tackles these thematic clusters by analysing the mobility situation on nine cities, developing new strategies out of this and testing new solutions on site. Additionally, Ch4llenge is offering diverse training activities to disseminate the existing and newly developed knowledge on its four key aspects of SUMPs, amongst others an online learning programme. The results of the projects are the Ch4llenge Kits on each of the four key aspects, providing information by a brochure, information and learning material as well as the respective e-learning module.
At the current course of the project, Ch4llenge already produced descriptions on the four key aspects being the **Ch4llenge Descriptions**. These give detailed information and reasoning on the knowledge base, the nature of the respective key aspect related to SUMPs, challenges and barriers connected to the key aspect as well as best practise examples of high usability. The Ch4llenge Descriptions are provided online in the website's output section.
Moreover, Ch4llenge published its **Lecture Notes** from the training activity "Ch4llenge Universities", delivering information on its four key aspects as well as used for the training.
The cities of Brno, Budapest, Krakow, Timisoara and Zagreb delivered the results of their local mobility assessment in the project's **Report on Local Mobility Situation**, which is also giving a summary on the perception of the city transport officers' perception on working with SUMPs. This document is of general interest for cities wanting to get an first insight to assessing the own situation for SUMP development and specifically for cities of similar sizes or structures compared to the 5 presented ones.
Ch4llenge will publish its **Ch4llenge Kits** within the coming months at the project lifetime's end early 2016.

The **PUMAS** project – planning sustainable regional-urban mobility in the Alpine Space (http://www.pumasproject.eu/)

PUMAS took up the SUMP concept and placed it into the spatial context of regional-urban development in the Alpine Space Area. PUMAS developed, tested and evaluated seven specific SUMP measures or plan environments and documented these as good practises for transfer inside the Alpine Space Area and beyond. Five of these test measures were of a focused nature on specific urban mobility measures such as good delivery in dense urban areas or safe and healthy school arrivals. Two measures concentrated on the direct creation of an SUMP crossing municipal or city levels.

PUMAS produced four useful documents out of its project work.

The **PUMAS Forms of public participation – best practises and recommendations** gives a detailed overview on participation levels and methods at hand, best practise examples on these as well as the lessons learnt and experiences gathered by the PUMAS partners while carrying out public participation.

The detailed recommendations are backed by a **guideline on participatory tools and methods for sustainable urban planning** explaining in brief the most important facts to consider.

PUMS moreover presents its key findings in its deliverable **The Alpine Voice on SUMP**, which is giving 10 key messages on the state of SUMP development and its related measures in general.

The **PUMAS Project Final report & Recommendations** are summarising the projects work, findings and lessons learnt at one point.

The **ENDURANCE** project - EU-wide establishment of enduring national and European support networks for sustainable urban mobility (http://www.epomm.eu/endurance/index.php)

ENDURANCE puts its emphasis on supporting cities and regions in the uptake of SUMPs. It main objective is to establish national SUMP networks in all EU countries and Norway. ENDURANCE makes use of the existing network EPOMM (European Network on Mobility Management) and its national branches to establish the national SUMP networks. Based on these national SUMP networks, the project delivers knowledge exchange, mutual learning and capacity building for cities and regions by auditing, training and policy transfers Europe-wide. Additional to the work with cities and regions, ENDURANCE aims at increasing awareness of EU member states as well as the EC's institutions for the benefits of SUMPs.

The foremost outputs of ENDURANCE are the services delivered at national level:

- National focal point being the facilitators for SUMPs to their respective country
- Country profile on the state of play of SUMP related policies in place as well as the current level of uptake of SUMPs in the respective country

- A list of interested cities already engaged in SUMP development / implementation or interested in doing so
- Trainers at hand in the national framework to deliver educational measures on SUMPs
- A list of events related to SUMPs in the respective country

All these points can be found in the Countries/Cities section of the Endurance website.

ENDURANCE provides an own website section on training covering training events, materials of past training events as well as the list of all trainers at hand in the framework of the project.

ENDURANCE is amongst others co-responsible for the "International SUMP Conferences" as carried out in Gdansk and Bucharest already and upcoming in the City of Bremen the 12th – 13th of April 2016 for the third edition of the conference. The presentations of the two past conferences are available at the download centre for everybody.

The project developed an SUMP Video introducing the concept in an easy to consume format as well being under translation to diverse languages at this point of time.

ADVANCE

The **ADVANCE** project – better planning, better cities (http://eu-advance.eu/#6)

ADVANCE aimed at improving the urban transport system in European cities by fostering the uptake and improvement of SUMPs. ADVANCE's central element to accomplish this was the creation of an **audit and certification scheme** for assessing the quality of cities' and towns' mobility plans. The audit is aimed at both, cities developing an SUMP as well as those already providing one. The result of the audit is a local action plan with concrete measures to implement. Special focus is put on basing these local action plans on resources at hand and to acquire to ensure implementation of the measures.

During the project lifetime, the audit scheme was developed as a prototype, tested with two cities and then put into practise with a larger number of in cities and towns. Next to the audit scheme, ADVANCE also educated transport professionals to act as ADVANCE auditors. The list of auditors is presented at the website section http://eu-advance.eu/index.php?id=67.

ADVANCE produced a number of useful products:

Foremost, the project produced and tested the **ADVANCE Final Audit Scheme** including **guidelines** and **questionnaires** for its use. The audit scheme includes a brief description on SUMPS, an explanation of the audit scheme step-by-step as well as the details on the 5 mission fields and 8 action fields of the audit.

Additionally, for the production of the audit scheme, a **State of the art of SUMPS and audit schemes** was performed. The document delivers most of all an overview on sustainable transport as well as SUMP projects and on existing SUMPs.

From its test cities, ADVANCE published a report on the **9 local action plans** produced.

Finally, the project published its **training material** for ADVANCE auditors in form of a handbook for trainers as well as the handout for trainees as pre-reading for the training workshop itself.

DO THE RIGHT MIX

Do the right mix – SUMP award

The SUMP Award of DO THE RIGHT MIX in the framework of the European Mobility Week (http://www.mobilityweek.eu/awards/sump-award/)
With the SUMP Award, DO THE RIGHT MIX is inviting local authorities to apply for its award due to their achievements in mobility planning concerning SUMP development and implementation. Since 2013, the award is dedicated to different foci year by year aligned to the European Mobility Weeks topics. The winners of the previous three turns had been Aberdeen (UK) in the focus "Stakeholder and citizen participation while planning and implementing the SUMP" with other finalists being Ljutomer (SI) and Toulouse (FR) in 2012/2013; Rivas Vaciamadrid (ES) in the focus "Integration of economic, social and environmental policy criteria" with other finalists being Vitoria-Gasteiz (ES) and Strasbourg (FR) in 2013/2014 and Bremen (DE) in the focus of "Monitoring implementation to improve the SUMP" with finalists being Dresden (DE) and Ghent (BE) and a special prize given to Thessaloniki (EL) in 2014/2015.
The awarded cities as well as finalists give excellent examples of best practise in the different aspects of SUMP development and implementation.

The Civitas Initiative

The CIVITAS Initiative – www.civitas.eu - is the larges programme on sustainable urban mobility in place in Europe. Since 2002, the programme invited city consortia to apply for funding to push their development in terms of sustainable urban mobility schemes as forerunners for European cities. Its website is home to a large number of good practise examples on successfully implemented measures, a number of highly relevant publications as well as thematic working groups on the CIVITAS thematic categories.
Using the section "Exploring mobility solutions", more than 700 good practise examples are given. They can be directly browsed as they stand or filtered by the 9 thematic categories beforehand.
The CIVITAS thematic groups are open to anybody to join to take part in peer-to-peer exchange and learning. Each of its 10 topics provides an own section with latest news, interactions, events, ressources, measures as well as current members. One of the 10 topics is dedicated to **Integrated Planning.**
The webiste's Service section covers a search basis for knowledge available, a learning centre on trainings and e-courses, key publications such as policy notes and recommendations or thematically focused publications, financing options on urban mobility actions as well as the CIVITAS Activity Fund. The latter gives cities the opportunity to team up in a 'pionieer' city and a 'take-up' city to transfer successful measures from the pioneer to the take-up.

ELTIS – the urban mobility observatory – www.elits.org - is the largest portal on sustainable urban mobility worldwide. It covers sections such as

- news on sustainable urban mobility alongside with its Newsletter, the ELTIS Mobility Update

- a case study section with more than 1.500 examples
- a library on facts & figures
- a presentation of the available materials by thematic focus such as Urban Mobility Planning
- a presentation of EU legislation and policies related to sustainable urban mobility
- a section on useful tools
- a section on training and training materials
- EU funding opportunities including upcoming calls for proposals
- the press & promo materials section
- its participatory section including the "Friends of ELTIS" community
- an entire section on mobility plans (see chapter 1)

ELTIS is by far too vast to explain and present it in its entirety in this document. It delivers many useful pieces of information and exchange opportunities to cities and is a tremendous source in terms of sustainable urban mobility knowledge.

EPOMM – the European Platform on Mobility Management (www.epomm.eu) is a network of governments of European countries engaged to develop and spread the concept of Mobility Management. EPOMM is structured in national focal points per member country taking the role to foster mobility management uptake by the country's towns, cities and regions. EPOMM delivers policy transfer as well as training and workshops for its member countries but also directed to countries, regions and cities not being members of EPOMM yet.

The main services of EPOMM are:

- **Best Policy Transfer Process** – matching knowledge carriers with knowledge seekers to foster the uptake of given success stories by cities, regions or countries wanting to take over the success already achieved elsewhere.
- The organisation and implementation of the yearly conference **ECOMM** – European Conference on Mobility Management
- The **MaxSumo** Tool – being a monitoring and evaluation method to plan, monitor and evaluate sustainable urban mobility projects
- The **MaxLupo** Tool – giving guidance on the integration of mobility management with land use planning
- The EPOMM newsletter – the **e-update**, giving regular information on newest developments and achievements in the field of mobility management.

Conclusions for CityMobilNet from the State of the Art

The European Commission stresses the importance the concept of SUMPs is expected to take in tackling the urban transportation problems Europe's cities are facing today. By putting an emphasis on a comprehensive approach, focus on citizens' needs as well as integrated planning with intense stakeholder and citizen participation, costs from congestion as well as high loads of GHG, particle and noise emissions should be reduced. The EC is investing considerable effort and resources to foster the uptake of SUMPs by its member states, their cities as well as transport professionals:

Highest visibility of EC investment shows the European Platform on Sustainable Urban Mobility Plans and its guidelines on the development of Sustainable Urban Mobility Plans. The platform offers

- explanation of the SUMP concept and process,
- extensive guidance by its guidelines including practical and methodological examples,
- the current development's state of play of the SUMP concept by the running and recently finished EU-projects on SUMPs
- a case study section showing practical implementation examples from cities EU-wide
- learning and exchange of experience events with the highlight of the yearly European Conference on Sustainable Urban Mobility Planning

All these services are of high relevance to the CityMobilNet partners for their task of developing their respective SUMP. Some special lessons can be drawn from the Platform and its guideline:

- Partners should create a permanent team of representatives from different policy departments, which is reporting to elected representatives, aldermen and if feasible the Mayor constantly to keep them informed and committed.
- Partners should take good consideration for the skills they need to develop their SUMP. From that, the task is to plan how to gain capacities and skills through CityMobilNet's transnational seminars as well as through external support, such as including universities to their work.
- Partners must translate the new focus of mobility planning being people – SUMPs focus on people's needs and people's involvement – into their own planning process and SUMPs.
- The guidelines on SUMP development describe a well-developed and documents process, but they are yet guidelines: the local situation is always a different one and needs adaptations and own rules, which are deviating from the ideal case process as laid out in the guidelines. CityMobilNet's partners need to consider this and have to remain open-minded enough to deviate, whenever this is to their benefit.

The uptake of the SUMP concept by member states is showing a clustered picture. There is historically given uptake in some exceptions, full uptake in rare cases, uptake in form of connecting access to EC-Operational Funds for transport to the existence of a SUMP as well as no uptake but similar planning process in place and simply no. For CityMobilNet partners, this first means to adapt to changes. That these happen show the examples of Hungary and Croatia, which have just recently introduced the need for a SUMP to be able to apply for OP funds. Knowledge on potential next steps by their government might be useful in terms of how to design their SUMPs, when they need to be finished with it as well as who to integrate to the development process in terms of national

responsible representatives for legislation. Second this means for cities on countries with little or no uptake information on where to look for other countries city examples: the higher the level obligation to produce SUMPs for cities, the higher the number of SUMP case studies will be. The currently most used form of SUMP uptake is the connection of applying to OP funds only with SUMPs in place (ES, IT, HR, HU, PL, PT). Depending on the time of introducing this rule, the number of case study cities is a larger one. Third, the integration of SUMPs to general city development as demanded in Romania and France is of high interest to CityMobilNet's partners. Integrated planning is one of the approaches of both, URBACT and SUMPs, which makes good practise and methods on how to perform this, most interesting. Additionally, cities in the Netherlands tend nowadays to fully place mobility plans into spatial and environmental policy plans. There are no own mobility plans any longer. This development, should it be successful, might be a future radical change to mobility plans once again. Nevertheless, SUMPs are a step in this direction already, since they are integrated with other plans and policy fields.

Almost all countries for CityMobilNet provide cities with some good practise of SUMP development and implementation at hand. This is especially important to enable all cities not only to look at international examples and exchange of experience but to have information from the same background at hand as well. Malta sticks out here, since the only two examples for mobility plans in the spirit of SUMPs known right now are from Tarxien and Paolo, two councils on the South East Region of Malta, the CityMobilNet partner. Regional SUMP development are still rare (but existing mainly through the EU funded project Poly-Sump), which would be of special interest for the Metropole Aix Marseille Provence, who looks to create a method of transferring their regional SUMP to local circumstances.

The European Platform on Sustainable Urban Mobility Plans' coordinating group consists for the largest part out of recent EU funded project on SUMP development. All of them deliver useful results and information for CityMobilNet. However, the following ones are especially valid:

- The EVIDENCE project for its summary report on "The Economic Benefits of Sustainable Transport Actions" and its "Access To Evidence" database.
- The Ch4llenge project for its 4 Ch4llenge descriptions and the coming 4 Ch4llenge kits to come spring 2016.
- The PUMAS project for its "Alpine Voice on SUMP" with 10 key messages on the state of SUMP development
- The ENDURANCE project for providing the best information source on national state of play of SUMPs as well as a high number of city examples on SUMP
- The ADVANCE project for its audit scheme being a support for SUMP starters as well as an monitoring options of the SUMP progress

Most of EU-funded projects have produced training materials of relevance for the coming transnational seminars.