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SUSTAINABLE
URBAN MOBILITY
PLANS

THE STATE-OF-THE-ART

OF SUSTAINABLE URBAN MOBILITY PLANS IN EUROPE

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SUSTAINABLE URBAN MOBILITY PLANS

Content

1 Introduction

PURPOSE OF THE REPORT

This report is intended to serve as a reference and guidance document for urban mobility professionals. Different approaches to sustainable urban mobility planning exist throughout Europe. The report describes the situation regarding Sustainable Urban Mobility Plans, including current levels of awareness as well as training needs, in more than thirty European countries. Furthermore, it proposes a common Europe-wide definition and sets out the essential requirements for the preparation of a good quality Sustainable Urban Mobility Plan (SUMP).

THE EUROPEAN POLICY CONTEXT

The need for more sustainable and integrative planning processes – particularly also in sectors related to urban mobility – has been widely recognised by local, regional and national authorities across Europe. On the European level, Sustainable Urban Mobility Plans have gained increased recognition and importance in recent years.

The first action in the Action Plan on Urban Mobility (COM(2009)490 final) aims at increasing the take-up of Sustainable Urban Mobility Plans in Europe. Sustainable Urban Mobility Plans received a further significant push when the EU transport ministers adopted conclusions on the Action Plan on Urban Mobility in Luxembourg on 24 June 2010. The Council of the European Union "supports the development of Sustainable Urban Mobility Plans for cities and metropolitan areas [..] and encourages the development of incentives, such as expert assistance and information exchange, for the creation of such plans".

In March 2011, the European Commission released its White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (COM(2011)0144 final). This Transport White Paper calls for cities to follow a mixed strategy involving land-use planning, pricing schemes, efficient public transport services and infrastructure for non-motorised modes and charging/refuelling of clean vehicles to reduce congestion and emissions. It specifically encourages cities above a certain size to develop Urban Mobility Plans bringing all these elements together.

The Transport White Paper asks for an examination of the possibility to make Urban Mobility Plans a mandatory approach for cities of a certain size, according to national standards based on EU Guidelines. It also suggests to link regional development and cohesion funds to cities and regions that have submitted a current, independently validated Urban Mobility Performance and Sustainability Audit certificate.

Finally, the Transport White Paper states that the possibility of a European support framework for a progressive implementation of Urban Mobility Plans in European cities should be examined.

ELTISPLUS

This state-of-the-art report has been prepared by the Eltisplus consortium members. Eltisplus is a three-year (May 2010 – April 2013) project set up by the European Commission and managed by the Executive Agency for Competitiveness and Innovation (EACI). It aims to accelerate the large scale take up of Sustainable Urban Mobility Plans by local and regional authorities in Europe. Therefore, the project is organising awareness raising and training workshops all over Europe on how to develop and implement a Sustainable Urban Mobility Plan.

METHODOLOGY

The report is the result of a Europe-wide knowledge consolidation exercise including extensive desk research, four expert workshops and interviews with 49 experts from across Europe.

IN THIS REPORT, YOU CAN FIND...

- information on the methodology and the tools applied to develop the present report (chapter 2),
- definitions for Sustainable Urban Mobility Plans, a description of the benefits of the underlying planning approach as well as an overview of the essential requirements for a good-quality Sustainable Urban Mobility Plan (chapter 3),
- the summary of the user needs assessment presenting the current situation regarding Sustainable Urban Mobility Plans and the training needs in Europe (chapter 4),
- the description of the Eltisplus training concept (chapter 5), and
- general conclusions (chapter 6).

Finally, the state-of-the-art report contains, as Annex A (and self-standing document), guidelines on developing and implementing Sustainable Urban Mobility Plans. These guidelines are serving as a reference for all Eltisplus training events. They are, however, also considered a working document. Taking into account the developments and training experiences over the next two years, the guidelines will be updated and released as a European guidance document on Sustainable Urban Mobility Plans at the end of Eltisplus in April 2013.

2 Methodology

Eltisplus has been investigating the current situation regarding Sustainable Urban Mobility Plans in the 31 European countries which are contributing to the Intelligent Energy Europe (IEE) Programme, i.e. the 27 EU Member States as well as Croatia, Iceland, Liechtenstein, and Norway. Between these countries, the understanding of what constitutes a Sustainable Urban Mobility Plan, the approaches for preparing such plans as well as the respective legal frameworks vary immensely.

Initially, Eltisplus therefore focussed on consolidating existing knowledge concerning the different approaches in the 31 countries. Another focus was the identification of training and information needs in these countries.

The tools applied during the knowledge consolidation phase where desk research, expert and validation workshops, and a user need assessment via stakeholder and expert interviews.

DESK RESEARCH

The twelve-partner consortium of Eltisplus carried out a thorough screening and analysis of relevant documents. This process included the research of policy documents other key documents such as project and national guidance reports.

Key sources that were initially analysed to determine the current situation regarding Sustainable Urban Mobility Plans in Europe included:

- EC policy documents
- Results from BUSTRIP project: "Moving Sustainably. Guide to Sustainable Urban Transport Plans" (2008)
- Results from the PILOT project: "Sustainable Urban Transport Plans –SUTP Manual, Guidance for Stakeholders" (2007)

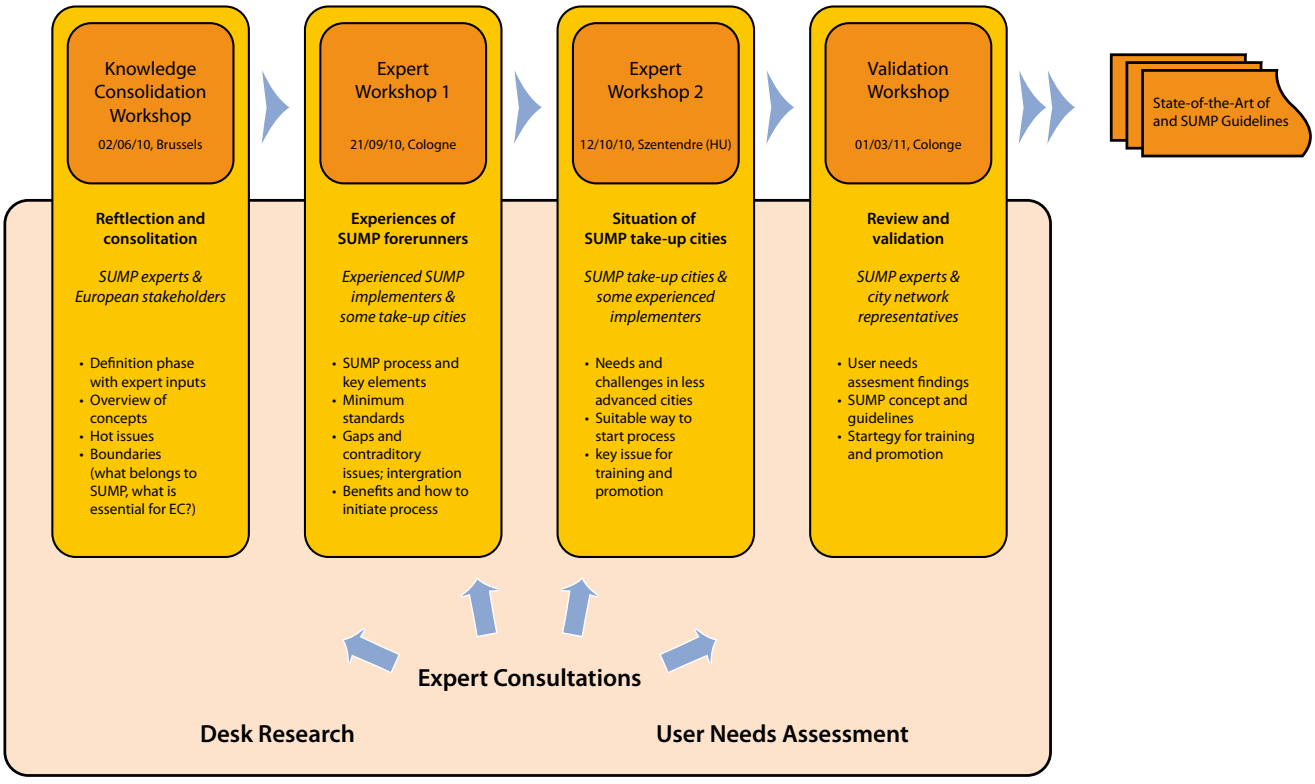


Figure: Sustainable Urban Mobility Plans - Knowledge Consolidation

- EC guidance and good practice collection:
  - o "Sustainable Urban Transport Plans. Preparatory Document in relation to the follow-up of the Thematic Strategy of the Urban Environment" (2007)
  - o "Sustainable Urban Transport Plans (SUTP) and Urban Environment: Policies, Effects, and Simulations" (2005)
  - o "Final Report of the Expert Working Group on Sustainable Urban Transport Plans" (2004)

In addition to the above sources, the desk research reviewed national documents and reports as well as examples of (sustainable) urban mobility plans that were made available by participants of Eltisplus Expert Workshops.

EXPERT WORKSHOPS

The involvement and consultation of transport/mobility experts from across Europe played a crucial role in the methodological concept.

Between June 2010 and March 2011, four professionally moderated workshops were organised to support the consolidation of current knowledge. A total of 54 experts from 19 countries, 6 European networks and the European Commission actively contributed in these workshops. A widespread geographical coverage was realised and all relevant target groups (city representatives, city networks, city associations, academia, private sector, international organisations) were involved. The list of workshop participants is provided in Annex B of this report.

The following four workshops were held:

Knowledge Consolidation Workshop in Brussels (2 June 2010)

This workshop represented the first opportunity to take stock of existing sustainable urban mobility planning practices in Europe and to contribute to the project's definition phase with inputs from transport and mobility experts. The workshop contributed to establishing an overview of the different types of Sustainable Urban Mobility Plans as they exist in Europe. It furthermore offered an overview of the limitations of and minimum requirements for Sustainable Urban Mobility Plans and identified 'hot issues' in the take-up, planning and implementation of such plans (barriers and solution).

Expert Workshop in Cologne (21 September 2010)

The workshop focussed primarily on the experiences from SUMP forerunner countries. The workshop contributed to reaching a common understanding what the preparation process and the actual plans should include. It further discussed the benefits of these plans and how to best initiate their preparation.

Expert Workshop in Szentendre (12 October 2010)

Similar to the Expert Workshop in Cologne, the workshop in Hungary aimed at contributing to reaching a common understanding of Sustainable Urban Mobility Plans. However, the focus in Szentendre was rather on the experiences and needs and challenges of less advanced countries and cities, primarily from the New Member States. The training and information needs were specifically emphasised in this workshop.

Validation Workshop in Cologne (1 March 2011)

The workshop sought to validate the findings of the knowledge consolidation phase in a small group of experts, including representatives of the European Commission, leading SUMP cities, European city networks and academia. Participants critically reviewed and validated the draft guidance on developing and implementing a Sustainable Urban Mobility Plan.

USER NEEDS ASSESSMENT

Eltisplus partners interviewed 49 stakeholders and experts in 26 countries as part of the project's user needs assessment between October and December 2010.

A semi-structured questionnaire was developed to facilitate both the interviews and their analysis. The interview questions were developed in close collaboration with the project client, EACI, and are presented in Annex C of this report. Interviews served to provide input on the specific training needs in the respective countries, but also to get more insights into Sustainable Urban Mobility Plans in terms of:

- The legal and institutional framework conditions
- The knowledge and expertise of urban transport professionals
- The human and financial resources of municipalities to plan urban mobility
- The status of urban mobility planning
- Their main characteristics (including their perceptions of problems with the process from their point of view).

The interviews furthermore investigated how activities considered necessary to develop and implement a Sustainable Urban Mobility Plan fit into the administrative and institutional frameworks/contexts.

Interviews were conducted by telephone or face-to-face. They were carried out by project partners in native languages as required and then translated into English for analysis. It should be noted that interviewees were presented with a definition of Sustainable Urban Mobility Plans drawn from the PILOT project and, at some points in the interview, were asked to compare their own experience with this idealised representation.
The interviewees were selected on the basis of their expert knowledge of transport planning processes in their country and in the majority of cases their involvement in the actual day to day practice of transport planning. The interviews gave an insight in interviewees' stand point and perspective on Sustainable Urban Mobility Plans.

The interviews covered 26 countries with between one and six people interviewed per country. The interviews from all but six countries included at least one public sector representative.

Interviewees were assured that there responses to the user needs assessment would remain anonymous. The list below therefore merely provides an overview of the sectors and types of organisations the interviewees were affiliated to.

User needs assessment - interviewee's organisations
Public Sector (31 interviewees, 63.3%): City Administration -Department of Transport (Planning) / Traffic Engineering City Council Regional Government / Regional Council Regional Transport Partnership National Ministry for Transport / Urban Development Transport Authority (Metropolitan, Regional, National)
Research and Consulting (10 interviewees, 20.4%): Association of Transport Engineers Consultancy for Transport / Mobility Energy Agency Regional Environmental Center Research Institute for Urban Affairs /Studies / Transport Planning
Academia (8 interviewees, 16.3%): University – Department for Transport Studies / Department of Mobility / Transport Economics / Geography

CONTINUOUS DEVELOPMENT OF SUMP GUIDANCE

Desk research, expert and validation workshops and the user needs assessment were tools utilised for the purpose of this state-of-the-art report. Annex A of this report, "Guidelines on Developing and Implementing a Sustainable Urban Mobility Plan", will be further developed throughout the Eltisplus project. This will again be based on feedback from stakeholders and experts and the experiences and knowledge gained in the training and promotional events held between 2011 and 2013. The involvement of stakeholders and experts will be facilitated through exchange processes, including an access-restricted internet exchange platform for former workshop participants and interviewees, and a validation workshop in early 2013.

3 Understanding of Sustainable Urban Mobility Plans

The Action Plan on Urban Mobility calls for an increase in the take-up of Sustainable Urban Mobility Plans in Europe. Yet, a common European understanding of Sustainable Urban Mobility Plans is largely missing. This chapter offers a proposal for a common and Europe-wide applicable definition. It highlights the benefits of such plans in comparison to traditional transport plans. Furthermore, it makes an attempt to define the minimum requirements for the preparation of good-quality Sustainable Urban Mobility Plans, the content of the plan documents as well as for their implementation.

3.1 Definition

COMPREHENSIVE DEFINITION

In 2007, the PILOT project developed a comprehensive definition of a Sustainable Urban Mobility Plan. This was in turn based on the results of consultation across Europe and became part of the EC-official communication of the Thematic Strategy[1]. There has been no indication from the knowledge consolidation of this project that that definition should be substantially changed.
The comprehensive definition of Sustainable Urban Mobility Plans therefore is as described in the following table.

1) European Commission, DG Environment. Sustainable Urban Transport Plans. Preparatory Document in relation to the follow-up of the Thematic Strategy on the Urban Environment. Main document. Technical Report - 2007, Brussels 2007

SUSTAINABLE URBAN MOBILITY PLANS – COMPREHENSIVE DEFINITION

What is the purpose of a Sustainable Urban Mobility Plan?

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

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

What is the scope of a Sustainable Urban Mobility Plan?

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

How does it work?

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

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

Source: Adapted from "PILOT Project. Sustainable Urban Transport Plans –SUTP Manual, Guidance for Stakeholders" (2007)

SHORT DEFINITION

The Eltisplus knowledge consolidation revealed the desire among the consulted stakeholders for a short definition of Sustainable Urban Mobility Plans. Yet, it also showed that consensus on such a definition is difficult to achieve due to the complexity of the approach and the various objectives it pursues.

Based on the findings of the knowledge consolidation and in line with the comprehensive definition presented above, it became clear that a common short definition of Sustainable Urban Mobility Plans should explicitly or implicitly include the terms illustrated in the following figure – all geared to ultimately improve the quality of life of people living in an urban area.

The following short definition of a Sustainable Urban Mobility Plan is consequently suggested for the European-wide promotion of these plans:

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 definition is to a large extent general as it is intended for use all across Europe and hence in the diverse contexts of its many countries. It is however broadly applicable and should also have a practical appeal in all European countries.

Figure: Key terms accounted for in the Eltisplus definition of Sustainable Urban Mobility Plans

SLOGAN

Particularly for marketing and promotional reasons, there is also a need for one uncomplicated and memorable phrase describing Sustainable Urban Mobility Plans. Eltisplus proposed and the European Commission agreed to the following slogan:

"Sustainable Urban Mobility Plans – planning for people."

This slogan places clear emphasis on citizen and stakeholder participation as well as on the purpose of a Sustainable Urban Mobility Plan, namely to achieve by means of good planning something positive for people (and not for example cities or vehicles).

3.2 Benefits

Different approaches to sustainable urban mobility planning exist throughout Europe. While some countries such as the UK (Local Transport Plans) or France (Plans de Déplacements Urbains) can be considered forerunners, Sustainable Urban Mobility Plans are a new or non-existent idea in other parts of the EU, including most notably the New Member States of Central and Eastern Europe.

The benefits and added value of Sustainable Urban Mobility Plans need to be communicated to decision-makers, planners and other urban mobility stakeholders to encourage their preparation and implementation. Municipalities may consider these plans as yet another plan on the urban agenda. Therefore, it is important to emphasise that Sustainable Urban Mobility Plans build on and expand existing plan documents.

COMPARISON OF SUMPS AND TRADITIONAL TRANSPORT PLANS

Consultations with urban mobility practitioners often reveal a misunderstanding that a (traditional) transport plan which may have been produced in many countries for several decades would constitute a Sustainable Urban Mobility Plan.

The generalised table below summarises the main differences between a Sustainable Urban Mobility Plan and traditional transport plans – keeping in mind, however, that a wide variety of transport plans exist in Europe.

Traditional Transport Plans		Sustainable Urban Mobility Plan
Often short-term perspective without a strategic vision	Strategic level / vision	Including a long-term / strategic vision with a time horizon of 20-30 years
Usually focus on particular city	Geographic scope	Functional city; cooperation of city with neighbouring authorities essential
Limited input from operators and other local partners, not a mandatory characteristic	Level of public involvement	High, citizen and stakeholder involvement an essential characteristic
Not a mandatory consideration	Sustainability	Balancing social equity, environmental quality and economic development
Low, transport and infrastructure focus	Sector integration	Integration of practices and policies between policy sectors (environment, land-use, social inclusion, etc.)
Usually not mandatory to cooperate between authority levels	Institutional cooperation	Integration between authority levels (e.g. district, municipality, agglomeration, region)
Often missing or focussing on broad objectives	Monitoring and evaluation	Focus on the achievement of measurable targets and outcomes (=impacts)
Historic emphasis on road schemes,; infrastructure development	Thematic focus	Decisive shift in favour of measures to encourage public transport, walking and cycling and beyond (quality of public space, land-use, etc.)
Not considered	Cost internalisation	Review of transport costs and benefits also across policy sectors

WHAT CAN BE ACHIEVED BY SUMP?

There are a number of benefits associated with Sustainable Urban Mobility Plans. These include:

Better quality of life

There is a wide consensus that Sustainable Urban Mobility Plans contribute to a better quality of life in urban areas. This can be expressed in many smaller and larger improvements, such as more attractive public spaces, improved (road) safety, better air quality, fewer emissions or less noise. To this extent, Sustainable Urban Mobility Plans carry an emotional message (good public spaces, children's safety) which should be widely used and exploited in their promotion.

Environmental and health benefits

Closely related to the positive environmental effects and improvements in terms of air quality and noise, citizens and society can realise positive health effects, thereby saving significantly on health related cost in both the short and long term. Furthermore, Sustainable Urban Mobility Plans offer the opportunity to tackle climate change issues.

Improved mobility and accessibility

Sustainable Urban Mobility Plans that ultimately result in the implementation of sustainable mobility projects or measures are more likely to meet citizens' mobility needs and improve the accessibility of urban areas and their services.

Improved image of a city
A city with a Sustainable Urban Mobility Plan can project the image of being innovative and forward-looking.

Potential to reach more people
Planners have the potential to reach more people and better respond to the needs of different user groups. Of course it can be challenging to introduce a Sustainable Urban Mobility Plan among planners who have traditionally focused on developing infrastructure, but it can foster an integrated and interdisciplinary approach to planning mobility.

Citizen- and stakeholder-supported decisions
Involving stakeholders and citizens is a basic principle of Sustainable Urban Mobility Plans. Through this involvement, decisions for or against specific urban mobility measures can obtain a significant level of "public legitimacy".

Effective fulfilment of legal obligations
Sustainable Urban Mobility Plans offer an effective way to tackle and fulfil legal obligation such as the European Commission's Air Quality Directive[2] or national noise regulations.

New political vision
The preparation of a Sustainable Urban Mobility Plan offers the opportunity to develop another kind of political vision for a city. For officials in local authorities, it provides a longer term agenda and a clear programme to work towards. If carried out well, there is potential to deliver better results with less conflict.

Integration potential
Sustainable Urban Mobility Plans seek the integration of sectors and institutions. In most cases, these plans are driven by a city's mobility and/or transport department. However, it is one of their principles to involve other municipal or regional departments (for example, land-use, environment, economic development, social inclusion, health, safety) in the planning process. Therefore, policy relevance of Sustainable Urban Mobility Plans is not limited to mobility and transport, as they contribute to the achievement of other local goals (economic, social, environmental) as well.

Improving a city's competitiveness and access to funding
Sustainable Urban Mobility Plans can help planners access certain funding pools that are available for innovative solutions or integrated planning approaches. In some cases, the existence (or the work towards the adoption) of a Sustainable Urban Mobility Plan can improve the competitiveness of a city when applying for funding.

HOW TO MAKE USE OF THE BENEFITS?

Awareness of Sustainable Urban Mobility Plans varies considerably across Europe (see also chapter 4). If a lack of awareness exists in a given country, it is essential to familiarise influential decision and opinion leaders, for example representatives of national ministries, professional associations, and national network of cities with the concept and its benefits.

The EU can take a supportive role in communicating the benefits of Sustainable Urban Mobility Plans. This includes the provision of information, facilitation of knowledge transfer and staff exchange, pressure via air quality directives, and by making Sustainable Urban Mobility Plans a requirement to obtain funding from the EC (already the case in some programmes, but without clear criteria).

The EU and national level should play a role in fostering networking and exchange on Sustainable Urban Mobility Plans. The local level should also be made accountable that funding is well spent and within an appropriate framework.

2) See: http://ec.europa.eu/environment/air/quality/legislation/existing_leg.htm

To convince decision makers about the value of these plans, it can be helpful to point to cities with success in integrated urban transport and mobility planning. The question to ask is if there is any "good city" in this field without SUMP, making the point that SUMP really makes a difference.

It should also be stressed that a Sustainable Urban Mobility Plan requires not necessarily a completely new process, but builds on existing planning activities.

3.3 Essential requirements

An important result of the knowledge consolidation is that Sustainable Urban Mobility Plans should not be presented as an abstract concept, but as a practical tool that can help improve planning. In addition to the core plan making process, policy makers and practitioners will want to understand better what Sustainable Urban Mobility Plans should look like in terms of their structure (see Guidelines in Annex A, Activity 9.1) and concrete examples of policy measures. Furthermore, guidance should be given on the implementation of Sustainable Urban Mobility Plans following their political adoption. Finally, there should be reference to the "self-improvement process", as the planning process is repeated once the original SUMP term is completed (the dynamic nature of SUMP).

The three dimensions of a Sustainable Urban Mobility Plan, as presented and agreed at the consultation workshops are:

- Plan making (process): the core of the methodology
- Plan (content of the document): beyond providing a plan outline, putting focus on actual examples of effective measures
- Policy (implementation process of the plan and its final appraisal): a new element to facilitate implementation

Developing and implementing a Sustainable Urban Mobility Plan should be regarded as a process of continuous improvement.

The Guidelines on developing and implementing a Sustainable Urban Mobility Plan (see Annex A of this report) structure the planning process into 11 Elements (=main steps) and 32 Activities (=detailing specific tasks). Each of the 32 Activities belonging to the eleven

Elements is structured in a uniform manner:

- Rationale of Activity, issues to be addressed, questions to which responses are needed;
- Aims of the Activities to be performed;
- Tasks describing what needs to be done in detail;
- Activities beyond essential requirements, addressing cities with some experience in the elaboration of mobility plans;
- Timing and coordination requirements with other Activities;
- Checklist of milestones to be achieved.

It needs to be stressed that the timing of the different Activities provides a logical rather than a sequential structure. Activities run partially in parallel or include feedback loops. The section on "timing and coordination" for each Activity highlights crucial aspects in this regard.

The following page includes a graphical overview of the plan making process.

SUMP ELEMENTS & ACTIVITIES

4 Situation of Sustainable Urban Mobility Plans in Europe

This chapter provides an overview of the current situation regarding Sustainable Urban Mobility Plans in the EU27+4 countries. The information is based on four Expert Workshops and a user needs assessment carried out from October 2010 to March 2011, as described in Chapter 2.

Whilst a considerable effort was made to obtain responses from as many member states and experts within them as possible, inevitably for some member states only one interview was carried out. In such cases, the judgement with regard to the current situation in that country is based on that one viewpoint and the desk research. Therefore, it is possible that in some cases respondents may have judged their country either unduly harshly or unduly favourably in comparison with other countries; and this is then reflected in the categorisation of countries that we see in the analysis.

The analysis in this part of the report is undertaken in relation to three 'blocks' of countries. The idea of groups of countries with common characteristics in relation to Sustainable Urban Mobility Plans was discussed at the Knowledge Consolidation Workshops but the categorisation offered here emerged as a result of the interview analysis, and is as follows:

- Countries which have a well-established transport planning framework (combined with a legal definition and/or national guidance on SUMPs);
- Countries which are moving towards an approach to sustainable mobility planning; and
- Countries which have yet to adopt sustainable mobility planning.

There remain a small number of countries (Cyprus, Liechtenstein, Luxemburg and Iceland as well as the Wallonia region) for which information has yet to be identified, due mainly to delays in arranging interviews.

COUNTRIES WITH A WELL-ESTABLISHED TRANSPORT PLANNING FRAMEWORK (COMBINED WITH A LEGAL DEFINITION AND/OR NATIONAL GUIDANCE ON SUMPS)

There were six countries identified in this category: France, Germany, Italy, Netherlands, Norway and the UK; in addition, the region of Flanders in Belgium fits into this category.

Their present position on Sustainable Urban Mobility Planning is shown in the following table. In this and in other tables a question mark in a cell indicates that it was not possible from the interviews undertaken to obtain a definitive view whether this attribute of Sustainable Urban Mobility Plans is fulfilled in the country concerned.

Country	Legally Defined	National Guidance	Plans in Place	Sustainability objective?	Full Public involvement?	Linked with finance	Political support?
Belgium (Flanders)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
France	Yes	Yes	Yes	Yes	?	Yes	?
Germany	No	Under discussion	Yes	No	?	Yes	No
Italy	Yes	Yes	Some	?	?	No	?
Netherlands	Yes	Yes	Yes	Most	Yes	Yes	Yes
Norway	Yes	Yes	Yes	?	No	Yes	Yes
UK (*)	Yes	Yes	Yes	?	Yes	Yes	?

(*) Relates to England and Wales, the Scottish system is more akin to the next block of countries and Northern Ireland to the third block.

It should be recognised that, while plans are in place in all these countries, their contents vary considerably: those in France and the UK are relatively close to the Sustainable Urban Mobility Plan definition presented in this report, while in Germany the plans are more related to the specific provision of movement-related transport infrastructure. The column headed "Sustainability objective?" identifies countries where transport plans have sustainability built in as a key objective. Italy has a statutory basis for Sustainable Urban Mobility Plans but, as there are no penalties for not producing one, the majority of municipalities choose not to, preferring instead to concentrate on more traditional traffic circulation plans and public transport service/infrastructure plans, making it perhaps the "weakest".

Sustainability and public involvement seem to be elements which are lacking in many existing movement-related 'transport' plans. If one wanted to change these transport plans into full Sustainable Urban Mobility Plans, this would require changes in both technical capabilities and political attitudes.

Good examples of Sustainable Urban Mobility Plans have been identified in this group of countries: Gent in Belgium, Lille in France, Freiburg in Germany, Bologna and Reggio Emilia in Italy, Groningen in the Netherlands, Trondheim in Norway as well as Nottingham and York in the UK.

Interview respondents from this country group had the following comments, queries and suggestions relating to the contents of Sustainable Urban Mobility Plans – implying that these would be significant challenges in moving from a transport plan to a Sustainable Urban Mobility Plan:

- The need to strongly link action plans, achievements and monitoring;
- The need to adequately involve the community throughout (and to 'educate' them on the full meaning of 'sustainable mobility');
- A query from one country as to whether cost internalisation can in fact be achieved in SUMPs; and
- A query on where to bring in cost-benefit to the process (during the plan preparation or in relation to the delivery of individual elements).

A number of substantial barriers were identified to SUMP development in many of these countries, mainly related to changing from the existing regime of movement-related transport plans. The barriers identified included:

- Existing car-infrastructure orientation within the community (particularly, strong lobbies);
- Resistance from established planning and engineering officials, and a lack of joint working between sectors, particularly transport and land use;
- Lack of relevant knowledge among officials;
- Lack of funds for the preparation of Sustainable Urban Mobility Plans and increasingly for infrastructure itself;
- Lack of coordination between different levels of government;
- The greater requirements for public participation compared to conventional transport plans;
- Adverse responses to EC-led initiatives; and
- Political conservatism.

In many cases, politicians were seen to be somewhat wary of 'leading' on sustainability issues that could, they fear, provoke adverse responses from their motor-orientated voters. The result of this was some uncertainty as to how to sell the benefits of Sustainable Urban Mobility Plans compared to current practice.

The number of people working on transport plans in each local authority, some of which also work on other activities, is on average around seven people (this will of course also be influenced by the size of the urban area). Within these countries, planners normally made recourse to national guidance or documentation of experience with Sustainable Urban Mobility Plans in other municipalities, without consideration of any information provided at European level.

Overall, these countries have an established tradition of transport planning, almost all with national guidance, which in most cases is historically related to movement and infrastructure. Care will be required to adapt existing approaches to the requirements of sustainability. There seems some deficit in some countries in terms of full public involvement in the processes and there is some reluctance to give full political endorsement of Sustainable Urban Mobility Plans (due to perceived voter resistance to aspects of sustainability). Availability of finance for mobility investment seems to be strongly linked to plans but of course in those countries where transport planning is more infrastructure-oriented, this funding will tend to be focused on these types of investment, whereas in France, Catalonia and in England and Wales it is, or has until very recently been, more normal to use some of the funding awarded to manage mobility through, for example, mobility management measures, because these measures have been included in the SUMP.

COUNTRIES WHICH ARE MOVING TOWARDS AN APPROACH TO SUSTAINABLE MOBILITY PLANNING

Nine countries were identified that fit into this block: Austria, Denmark, Estonia, Finland, Hungary, Poland, Portugal, Spain, Slovenia and Sweden, and the Belgian region of Wallonia. The commitment to SUMPs in these countries was identified in the terms shown in the following table. It should be noted that the degree to which the plans conform to the definition of a Sustainable Urban Mobility Plan varies considerably. The tendency in most countries is towards more infrastructure-based plans, sometimes incorporated within, usually, statutory land use plans. There is often experience of SUMPs in certain cities, and there may be national guidance in some cases, but there is no consistent approach to broadening this experience to the majority of cities in the member state. In Denmark, for example, there is no national guidance or legislation on Sustainable Urban Mobility Plans and no link to funding, but the largest cities have a strong tradition of preparing such plans nonetheless. In many ways, the same can also be said for Sweden: whilst it has national guidance in place, the feeling of those interviewed from that country for this research was that the impetus for SUMPs was very much at, and dependent on, the local level – hence the inclusion of Sweden in this category in spite of some individual cities (for example Örebro and Lund) being leaders in the field. Similarly, the development of national guidance in Spain and Portugal (and the fact that they are mandatory for Porto and Lisbon) has nevertheless not led to large numbers of SUMPs, perhaps because, as noted by one Portuguese interviewee, the requirements of the guidance can be quite vague.

Country	National Guidance	Plans in place	Linked with finance	Political support	Technical capability
Austria	No	Some	No	Locally yes	Locally yes
Belgium (Wallonia)	Yes	Some	Some link	?	?
Denmark	No	Yes	No	Partly	Yes
Estonia	No	Some	No	No	No
Finland	No	Some	Yes	No	?
Hungary	No	Yes	No	No	?
Poland	No	Some	No	Limited	Yes
Portugal	Yes	Some	Informally	Limited	Limited
Spain (*)	Yes	Some	?	In some cities at local level	Yes
Slovenia	Under development	One	No	?	Limited
Sweden	Yes	Some	No	Locally	Yes

(*) The analysis here relates to Spain as a whole – some Autonomous Regions such as Catalonia have also developed their own guidance (and cities have developed SUMPs) which would place them in the previous block of countries.

The interviewees from these countries raised a number of points on the content of Sustainable Urban Mobility Plans, which included:

- The need for quality assurance / peer review in the process;
- The ambition to achieve a realistic plan implementation with measurable targets;
- The importance of placing a greater emphasis on safety than in traditional plans;
- An emphasis on raising awareness about 'sustainability' in the community and ensuring full participation;
- Uncertainty as to how cost internalisation might be realistically achieved;
- The problem of how to include ongoing infrastructure renewal/upgrading;
- The need to integrate with regional plans; and
- Whether the process should be undertaken in two-stages (the first using traditional transport planning methodology and a second related more to 'social and other parts').

The main barriers to the development of Sustainable Urban Mobility Plans in these countries were:

- Car orientation in terms of the community, lobbies and existing transport funding;
- Lack of relevant knowledge;
- The potential time required to prepare a plan;
- The expense of preparing a plan;
- The lack of resources to actually implement any measures from a plan; and
- Political will or, indeed, lack of political interest – the idea of a SUMP is often quite abstractly-communicated and to interest politicians it has to be linked to the measures that would be implemented as a result, and to a clear demonstration of its advantages compared to a more traditional infrastructure-based approach to planning.

The number of staff working on transport planning activities in the local authorities in these countries averaged around six people (although this will be also related to their other activities and the size of the urban area). However, in some countries such as Estonia these numbers are far fewer. The specialists in these countries have mainly used the PILOT and BUSTRIP guidance from EU projects to provide relevant information, but mentioned also DG ENV SUTP Guidance, SUTP Efficiency Study, GUIDEMAPS handbook and the CIVITAS / Eltis websites. This block of countries is climbing the knowledge curve but has some way to go. There seems to be limited national support and guidance although there is local interest and momentum in some places. Local political support is somewhat limited and dependent on voter response, and on making the case to politicians that SUMPs will confer advantages in comparison with a more traditional approach. There also seem to be some worries over the technical capability to handle the work; at the same time, considerable use is made of European documents for guidance.

COUNTRIES WHICH HAVE YET TO ADOPT SUSTAINABLE MOBILITY PLANNING

The countries which have been identified as only at the start of sustainable mobility planning are: Bulgaria, Croatia, Czech Republic, Greece, Ireland, Latvia, Lithuania, Malta, Romania and Slovakia. In common with countries in other categories, some of these countries (e.g. Greece, Lithuania) have a statutory planning framework within which transport planning sits, but transport planning is defined very much as planning of new infrastructure. Interviewees from these countries were able to supply fewer and less specific answers to the interview questions, but there was enough to identify the understanding of and potential commitment to SUMPs in these countries, as you can see in the table below.

Some queries were raised in relation to the contents of SUMPs, which included:

- The task, in terms of resources, of preparing the plan should be proportional to size of community;
- Public participation was somewhat problematic in areas where there was little experience of the process;
- There should definitely be measurable targets for the plan; and
- There was some question as to how cost internalisation might be realistically achieved.

Somewhat similar barriers apply to SUMPs in these countries as to the other country blocks above, the main ones being:

- Car orientation and strength of lobbies;
- No perceived added-value over conventional transport plans;
- Lack of knowledge and resources;
- Lack of defined responsibilities and priorities in the area; and
- No public pressure and therefore no political commitment.

In addition, for this and the previous block of countries, but most especially for those that are former communist countries of Eastern Europe or from ex-Yugoslavia, the term "planning" often has negative connotations which any new planning system has to overcome before it can gain any credibility. In these countries also, transport planning tends to be very infrastructure led and there are few statutory transport plans; instead, the statutory planning system is embodied in land-use plans that identify corridors and areas for new transport infrastructure. Linking Sustainable Urban Mobility Plans to these land use plans represents a challenge in all countries, but particularly in the formerly socialist New Member States.

Country	Knowledge of SUMP concept	Technical capability	Political support
Bulgaria	No	No	Limited
Croatia	Yes	?	Yes
Czech Republic	?	No	No
Greece	Yes	No	Limited
Ireland	No	No	Yes
Latvia	No	No	?
Lithuania	Limited	No	No
Malta	Limited	Limited	Very limited
Romania	Yes	Yes	Very limited
Slovakia	No	Yes	?

The number of transport planning staff for each local authority in these countries amounted to around five people (depending on the size of urban area). Within these countries the very limited knowledge of Sustainable Urban Mobility Plans was usually derived from the BUSTRIP handbook, DG ENV SUTP Guidance and the Eltis website. Ireland did however have some national guidance on traffic management and smarter travel. These countries are at the start of both understanding and taking forward the SUMP concept. It is hard to identify the level of potential political support since in most cases it has not been tested. Technical capability is very limited and little recourse has been made to the various sources available.

GENERAL

The level of understanding of and commitment to Sustainable Urban Mobility Plans varies widely across Europe. This ranges from countries with long-established transport planning credentials which have now moved towards prepare Sustainable Urban Mobility Plans, to countries where this type of plan is little known and whose transport planning approach is entirely infrastructure based and subsumed within statutory land use plans.

There were some general queries and comments relating to elements within SUMP which included:

- The need to strongly link plan action plans, achievements and monitoring;
- The need for quality assurance / peer review in the process;
- The need to adequately involve the community throughout (and to 'educate' them on the full meaning of 'sustainable mobility');
- There was some question as to how cost internalisation might be realistically achieved; and
- Plan development should be predicated on proportionality (to size of community) in terms of processes and resources.

Responses suggest that the available technical staff resources varied only slightly across the various blocks of countries, but the level of relevant knowledge did differ considerably; and certain New Member States highlighted a definite lack of skilled staff. The major barriers to the development of Sustainable Urban Mobility Plans across the whole of Europe seem to be lack of political will among politicians, car-orientated communities (and associated lobbies), a lack of knowledge among both officials and the community, and lack of resources (technical knowledge) to both deliver the plans and to implement their contents, the last point felt most acutely in New Member States. Institutional barriers related to (different levels of) governance were also mentioned, as were organisational barriers such as the lack of experience of or opportunity for joint working between transport and land-use planners.

Although not explicit within any interviews, there seems to be an underlying feeling that the momentum for Sustainable Urban Mobility Plans is coming from technical officials, with their understanding of the underlying issues, rather than from politicians.

5 Training Concept

5.1 Training needs

The training requirements identified in the interviews were reviewed both overall and in relation to the various 'blocks' of countries identified in chapter 4.

Block	Countries
Block 1: Countries with a well-established transport planning framework (combined with a legal definition and/or national guidance on SUMPs)	Belgium (Flanders), France, Germany, Italy, Netherlands, Norway, United Kingdom (England and Wales)
Block 2: Countries which are moving towards an approach to sustainable mobility planning	Austria, Belgium (Wallonia), Denmark, Estonia, Finland, Hungary, Poland, Portugal, Spain, Slovenia, Sweden, United Kingdom (Scotland)
Block 3: Countries which have yet to adopt sustainable mobility planning	Bulgaria, Croatia, Czech Republic, Greece, Ireland, Latvia, Lithuania, Malta, Romania, Slovakia, United Kingdom (Northern Ireland)

In each category the potential training elements were split into three levels of demand:

1 Greatest support;
2 A medium level of support; and
3 Only a limited level of support.

The responses showed the following results.

Potential Training Element	Overall	Block 1 Countries	Block 2 Countries	Block 3 Countries
What is a SUMP?	2	2	2	1
What is the process of developing a SUMP?	1	2	1	1
What human and financial resources do I need to prepare a SUMP?	1	2	2	1
A site visit to city(s) with SUMPs.	1	1	2	1
A 1-2 day training course in your language.	1	1	2	2
A guidance document on SUMPs in your own language.	2	2	3	2
A promotional brochure about SUMPs – including arguments in favour of SUMPs, explaining their benefits.	3	3	3	2
Videos of leading cities that have used SUMPs to improve their transport systems.	3	3	3	3
Case Studies of other SUMPs, what they achieved and how, in your own language.	2	2	2	2
Experts visiting your own city to advise how to set up and run SUMPs.	2	3	1	2

It is evident from this review that certain elements have quite consistent support:

- What is the process of developing a Sustainable Urban Mobility Plan?
- What human and financial resources do I need to prepare a plan?
- Site visits to cities with a plan in place.

Conversely, there are also elements that had only limited support:

- SUMP video (some interviewees expressed that the value of a stand-alone video would be limited, but that it would be useful as a complementary teaching/ presentation element during training workshops).
- Promotional brochure about SUMPs – including arguments in favour of SUMPs, explaining their benefits.

There is also one element which had high support in one country block and very little support in another, which is experts visiting cities to advise on how to set up and run SUMPs.

The level of support is therefore not consistent over the different blocks of countries, but it reflects the level of development of SUMPs in the three different blocks:

- Block 1: **Countries with a well- established transport planning framework (combined with a legal definition and/or national guidance on SUMPs)** – require predominantly high level inputs related to actual SUMP delivery (for example, how to carry out cost-benefit analysis of measures), although some advanced SUMP cities have also expressed interest in peer to peer meetings for the exchange of experience between two systems that have now been in operation for some time. This is consistent with their being in the SUMP implementation stage.
- Block 2: **Countries which are moving towards an approach to sustainable mobility planning** – are looking for more basic answers to the practicalities of undertaking SUMPs, consistent with their being at a stage of being aware of SUMPs, but not yet having all the skills and knowledge to implement one.
- Block 3: **Countries which have yet to adopt sustainable mobility planning** – these need to understand the basics of SUMPs and to help to communicate such information to their politicians and communities. Perhaps, for this reason, the idea of a site-visit (for politicians as well as technicians) is popular amongst this group. This is consistent with a need to raise awareness of SUMP before moving to working on their development.

Effectively then, training and awareness sessions need to be composed of the following, although not all of these would be relevant in all locations:

- A brief summary of what a SUMP is, and convincing arguments for having one (Block 3 and perhaps Block 2).
- Good practice examples of cities or regions with an effective SUMP, delivered by site visit if possible (all Blocks but especially 2 and 3).
- The overall methodology of SUMP process - the core of the SUMP training (Block 2, perhaps Block 3).
- Tools and planning methods which will be relevant to drafting a good quality plan and its content measures (Block 1 and perhaps Block 2).
- Good practice examples of policies/ efficient measures e.g. car sharing, parking management, as practical examples of what a plan might look like (Block 1).

A review of the hypothetical willingness to pay for training suggested that this might well be a problem, particularly in the present economic situation, but a high proportion of respondents (from ten countries) were unable to give a strong view on this. The greatest willingness to pay was found in Block 1 countries, closely followed by Block 2.

The conclusion that there is indeed an array of training and awareness-raising elements required, which must be focussed to meet the needs of different countries and their various levels in terms of SUMP achievement. In developing such elements care must also be taken to ensure that they are complementary to any national guidance provided.

5.2 Training programme outline

An important result of the knowledge consolidation exercises, particularly the user needs interviews, is the identified need to apply a differentiated strategy to the respective target countries. Raising awareness of Sustainable Urban Mobility Plans is of critical importance. "Training" should have different meanings in different Member States/ EU regions and timing of activities is important. In terms of timing, it has been made very clear by experts during the knowledge consolidation workshops that awareness is very important and that in the case for Block 3 countries, awareness must precede any specific technical training.

Therefore, the pragmatic Eltisplus approach is

- to put a clear priority on awareness raising (as a series of preparatory events), followed by technical training in the New Member States
- to identify specific issues for awareness raising and training in the block 2 countries old Member States
- to organise a few, highly specific knowledge exchange activities for SUMP advanced cities from two or more different (block 1) countries.

MORE SPECIFICALLY, THE APPROACH WOULD BE THREEFOLD:

1. Focus on countries where a legal framework is not available, or not applied:
- organise/ support awareness raising activities (transnational or national)
- provide core technical trainings
- facilitate further technical trainings and support
- organise exchange with advanced practitioners

2. Identify specific issues of need/ interest in countries where the legal framework for SUMP has important gaps or is not fully followed
- initiate/ support/ organise focused awareness raising, mostly with multipliers
- identify gaps in SUMP practice
- facilitate exchange with advanced practitioners
- support training on specific topics

3. Organise specific knowledge exchange between stakeholders from countries/ regions where the legal framework is existing and is widely followed
- use their experiences as showcases and to present in trainings
- identify good practice case studies from authorities in these countries
- facilitate focused exchange on specific topics (e.g. innovative methods, long-term benefits of LTP/ PDU etc.)

TRAINING COMPONENTS

Eltisplus will offer three training components:
- Awareness raising,
- Technical training, and
- Experience exchange.

These training components differ in terms of target countries, aims, target groups, timing and training content. In addition, Eltisplus will offer training-of-the-future trainer workshops to enable individuals and organisations to run national SUMP training workshops in their respective country and language.
The knowledge consolidation exercise revealed that the level of awareness of SUMPs varies a lot between the targeted countries. Currently, Bulgaria, Croatia, Czech Republic, Greece, Ireland, Latvia, Lithuania, Malta, Romania, Slovakia, and Northern Ireland possess the lowest level of SUMP awareness or, in other words, the largest need for raising SUMP awareness. Eltisplus

will therefore initially focus on awareness raising to start the process of bringing the local and regional authorities of these countries on a level of SUMP awareness which is comparable to the rest of Europe.
As granting of EU funding might in future become conditional upon the preparation of SUMPs, it is of paramount importance that awareness raising events are however combined with or are followed up by technical training sessions.

AWARENESS RAISING

Awareness raising events will take place in selected countries. The rationale for selection should be the interest from countries to get involved in SUMP and their (EU-) strategic importance, i.e. during 2011 all New Member States (plus Croatia, Greece, Ireland, Malta, and Northern Ireland as Block-3 countries according to the knowledge consolidation exercise) should be covered.

Awareness raising	
Aim	Raising awareness on SUMP among influential decision and opinion leaders of the target country or region
Target group	Representatives of national ministries, professional associations, national network of cities
Target countries	All New Member States (plus Croatia, Greece, Ireland, Malta, and Northern Ireland)
Set-up	National event preferably at a national ministry (possibility to run transnational events for two or more countries with similar legal and administrative frameworks)
Duration	Could vary between country; between two hours and a full day; typically a half-day event is planned
Content / Workshop elements	Introduction • Aims of the Workshop • Kick-off presentation with emotional appeal to illustrate a possible scenario of a city twenty years from today that does not engage in sustainable integrated urban mobility planning • SUMP video presentation Core modules • Overview of SUMP concept and its benefits • SUMP preparation process explaining the initial SUMP planning phase; possibility to include case study on "how to get started" in particular city • Citizen and stakeholder involvement; possibility for case study Optional modules • SUMP planning phase "rational and transparent goal setting", explaining in particular importance of strategic planning and vision building • Plan elaboration phase with emphasis on evaluation and monitoring requirements • Plan implementation phase presenting real cases of implemented SUMPs Question and answer session
Tools	Presentations, SUMP video, exemplary case study, question and answer session
Moderation	Moderator from the Eltisplus consortium or project-external moderator trained in Train-the-Trainer event.
Language	National language for national workshops; English in case of international events
Realisation	Between June 2011 and March 2012

The events could either be transnational or could take place on a national level. They could be small-scale events, by invitation of for example the ministry with selected participants, or organised as significant meetings, supported by professional associations and the national network of cities.

In the target countries, SUMP awareness raising events for representatives of national ministries, professional associations, and national network of cities will be followed up by technical training sessions targeted at local/urban implementers and planners.

TECHNICAL TRAINING

The knowledge consolidation has clearly shown that there are different, and far-reaching technical training needs in the target countries. As far as possible, training schedules need to be customised based on the demands (defined through user needs assessment), but should contain core training modules such as "overview of SUMP concept and benefits", "case examples of implemented and established SUMPs", "citizen and stakeholder involvement" are relevant for all countries. A set of optional training modules (explanations of SUMP development phases, working with the media, modelling, etc.) can be used to create the most fitting training set-up for a specific country.

Technical training events are planned for all countries with the exception of the most advanced SUMP countries UK and France for which specific experience exchange events will be organised. In the countries currently possessing the lowest level of SUMP awareness (Bulgaria, Croatia, Czech Republic, Greece, Ireland, Latvia, Lithuania, Malta, Northern Ireland, Romania, and Slovakia), technical training events are either preceded by an awareness raising event or offered in combination with one.

There is a possibility to organise two to three technical trainings as international events for the most advanced countries and regions. Furthermore, these international events would offer a 'back up' for cities and a training opportunity for their SUMP implementers/planners that were not able to participate in a national event.

Technical training	
Aim	Improving the technical capabilities of local developers and implementers of SUMPs in cities and regions of the host country
Target group	Local implementers of SUMPs, primarily representatives of urban planning and land use departments
Target countries	All countries possible. For UK (England and Wales) and France, only experience exchange events for selected cities are planned; In Block-3 countries, an awareness raising event has to precede the technical training event
Set-up	Workshop hosted by a city administration over two days, including plenary sessions, parallel workshops and a site visit
Duration	1 - 1.5 days limiting the participants' time out-of-the-office to maximum two full working days
Content / Workshop elements	Introduction • Aims of the Workshop • Kick-off presentation with emotional appeal • SUMP video presentation • Introduction of participants Core modules • Overview of SUMP concept and its benefits • Plan implementation phase presenting real cases of implemented SUMPs • Citizen and stakeholder involvement; possibility for case study and group exercises / role plays to anticipate stakeholder involvement processes Optional modules based on the needs and requirements of the host country • SUMP preparation process explaining the initial SUMP planning phase; possibility to include case study on "how to get started" in particular city • SUMP planning phase "rational and transparent goal setting", explaining in particular importance of strategic planning and vision building • Plan elaboration phase with emphasis on evaluation and monitoring requirements • Transport modelling; presentation of models which could be used in sustainable urban mobility planning • Working with the media; introductory presentation of different media and group exercise anticipating different situation working with the media Site visit of an interesting urban mobility hot spot in the venue city as an optional agenda item Question and answer session
Tools	Presentations, SUMP video, case studies, group exercises, site visits (if applicable), question and answer session
Moderation	Moderator from the Eltisplus consortium or project-external moderator trained in Train-the-Trainer event.
Language	National language for national workshops; English in case of international events
Realisation	Between November 2011 and December 2012

EXPERIENCE EXCHANGE

A small number of two to three special exchange events for advanced SUMP implementers will be organised – the aim being to keep advanced cities involved and to offer them a new means of exchange beyond national borders. The initial focus could be on individual cities from the UK (England and Wales), France, Flanders and Catalonia as the most advanced SUMP countries and regions.

Exchange of experience	
Aim	Providing an opportunity to exchange experiences and knowledge among representatives from advanced SUMP cities from different countries
Target group	Representatives from advanced SUMP cities, primarily local implementers, but with an option to also target political decision makers
Target countries	England and Wales from the UK, France, Flanders from Belgium, Catalonia from Spain; In addition, individual SUMP-advanced cities from other parts of Europe
Set-up	Varies from event to event from a half-day high level exchange among cities to a full-day (or longer) event with site visits and special parallel sessions on selected topics
Duration	Half-day to full-day; in exceptional cases more than one day
Content	Specific questions of mutual interest to the participating cities Possible specific topics include: • The SUMP approaches in the respective countries (highlighting issues) • Case examples from the participating cities from the respective countries • Discussion session with panel and audience
Moderation	Moderation by project consortium partners
Language	Language agreed upon by the participating cities; bilingual events, then requiring translations, are an option
Tools	PowerPoint presentations, exercises, focus group meetings, and site visits
Realisation	Between October 2011 and December 2012

TRAINING OF FUTURE TRAINERS

Eltisplus is targeting the 27 EU Member States and four additional countries which are contributing to the budget of the Intelligent Energy Europe (IEE) Programme, namely, Croatia, Iceland, Liechtenstein, and Norway. It is the ambition of Eltisplus to offer all training events in the respective national language and to customise each training event as much as possible to the national needs and requirements. Since the project consortium covers about ten countries and languages, it was clear from the outset that at least some national training events will need to be moderated by individuals from outside the consortium. Each project-external trainer/moderator will then be accompanied by an Eltisplus partner who will function as a back-up supporter to answer possible technical and/or organisational questions.

Therefore, Eltisplus holds two training-of-the-future-trainer events within 2011:

- In Szentendre, Hungary, on 31 May -1 June 2011, with a focus on awareness raising events
- In Cologne, Germany, on 21-22 November 2011, with a focus on technical training

A third training-of-the-future trainer event could be organised, for example in the beginning of 2012 in Brussels, as an international workshop. This would offer an opportunity to train additional trainers from countries which could not be represented during the events in Szentendre and Cologne or where a trained trainer would no longer be available.

Training of future trainers	
Aim	Enabling individuals from target countries to moderate a national awareness raising or technical training workshop, respectively, in their own country and language.
Target group	Future trainers from all (31) European countries. Moderation experienced individuals with expertise in urban mobility issues and integrated planning and good knowledge of English
Target countries	Szentendre: New Member States Cologne: All countries
Set-up	Workshop hosted by an Eltisplus partner (REC in Hungary and Rupprecht Consult in Poland), including plenary sessions, parallel workshops and group exercises
Duration	1.5 days limiting the participants' time out-of-the-office to maximum two full working days
Content	All training modules (core modules in detail), the training material and organisational issues will be explained; during the event in Cologne which focuses on technical training selected elements of the SUMP development and implementation circle will be trained in detail.
Tools	PowerPoint presentations, case studies, group exercises, site visits (if applicable), question and answer session
Realisation	31 May - 1 June 2011 in Szentendre, Hungary, with a focus on awareness raising events; 21-22 November 2011 in Cologne with a focus on technical training

6 Conclusions

Eltisplus aims to accelerate the large scale take up of Sustainable Urban Mobility Plans (SUMPs) by local and regional authorities in Europe. It carried out a thorough knowledge consolidation exercise and a user needs assessment involving more than one-hundred experts and stakeholders in the field from all across Europe.

Sustainable urban mobility planning is a complex concept which needs to build on planning practices as they already exist in a country. One difficulty in explaining SUMPs and communicating their various benefits was the lack of a common definition. One important outcome of the knowledge consolidation and user needs assessment exercises in Eltisplus is the suggestion for a comprehensive, yet practical, short definition:

"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."

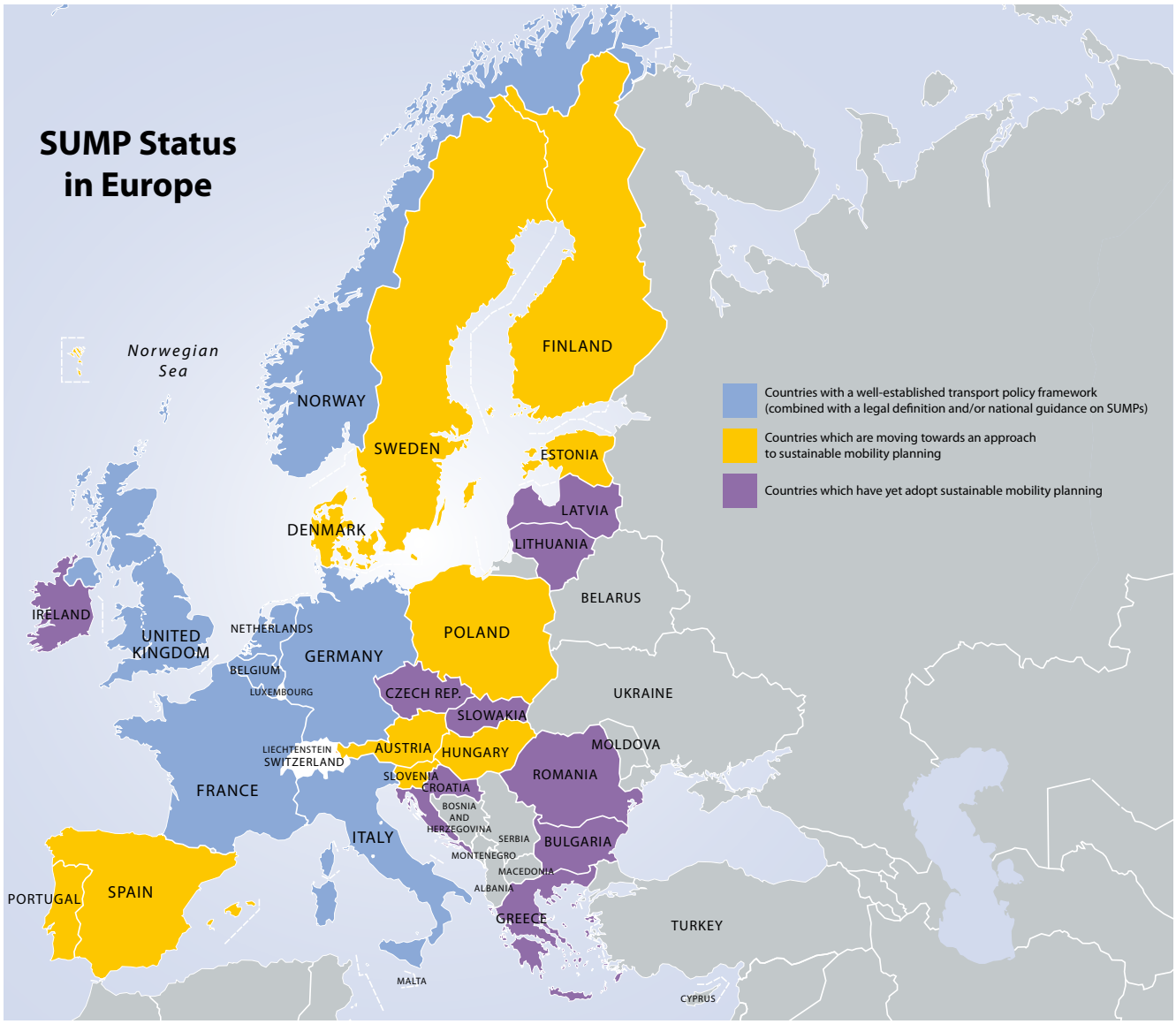
Furthermore, a slogan was developed which reflects well the purpose of a Sustainable Urban Mobility Plan, namely to achieve by means of good planning something positive for people (and not for example cities or vehicles).

"Sustainable Urban Mobility Plans – planning for people."

Europe's diversity is also very well expressed in the terms of sustainable urban mobility planning. While some countries are advanced and already have an established transport policy framework in place, other countries are currently moving towards an approach to sustainable urban mobility planning or, a third group of countries, have yet to adopt sustainable urban mobility planning.

The status information for individual countries as well as the results from the discussions during the Knowledge Consolidation and Expert Workshops was used to derive conclusions on the status of Sustainable Urban Mobility Plans in Europe.

A simplified grouping was derived to show the overall status of countries.



The current situation regarding Sustainable Urban Mobility Plans in Europe is more complex than this crude categorisation suggests. For example, in some countries, the situation in some regions differs from the rest of the country. This is for example the case in the United Kingdom where England and Wales fall in the category of advanced countries with an established transport policy framework while Scotland should belong to the category of countries which are moving toward an approach to sustainable urban mobility planning and Northern Ireland to those countries which have yet to adopt sustainable urban mobility planning. Other noteworthy differences are Wallonia, belonging to the category of countries moving towards sustainable urban mobility planning and Catalonia which is more advanced in terms of SUMP than the rest of Spain, thus belonging to the category with an established transport policy framework.

The categorisation as illustrated in the above figure is a first-ever European-wide categorisation of countries according to their "SUMP status". It is a snapshot of the urban mobility planning status as it has existed in Europe in 2010 and 2011. The present categorisation

would need to be revised frequently – not least since Eltisplus is focussing its efforts on ultimately moving countries up the category ladder. The country categorisation as much as the other results of the knowledge consolidation exercise and the user needs assessment of Eltisplus should be understood as a starting point for further analyses in other project or research contexts.

In the knowledge consolidation exercises during the first project year, Eltisplus investigated the training needs and requirements of local and regional authorities in 31 European countries. It became evident that SUMP awareness raising is of critical importance and training should consist of different components in different Member States / EU regions, depending on their development stage. This requires a differentiated training strategy for the respective countries and EU regions. However, the overall aim remains that technical trainings take place in every country that does not yet have a SUMP-culture in place. Training will hence be delivered in different formats and can consist of (combinations of): awareness raising, technical training, and exchange of experience. Trainings will be targeted at representatives of authorities who are to be involved in the preparation of SUMPs. However, analysis and expert feedback suggest the usefulness of training also for other SUMP stakeholders, including representatives from public transport authorities, city networks, professional organisations, and national ministries.

This State-of-the-Art Report contains, as Annex A, "Guidelines on Developing and Implementing a Sustainable Urban Mobility Plan". This is a working document which will form the basis for training sessions all over Europe. It explains in a detailed way and by providing many practical examples from many European countries the essential requirements (elements and activities) for an SUMP. The readers of this report are encouraged to contribute to this State-of-the-Art Report and to the SUMP Guidelines by providing feedback, comments and also examples / good practices which could be used for the final version of the SUMP Guidelines to be completed, simultaneously to the Eltisplus project itself, in April of 2013.

Annex A: Guidelines on Developing and Implementing a Sustainable Urban Mobility Plan

Separate document available for download under www.mobilityplans.eu.

SUSTAINABLE URBAN MOBILITY PLANS

Annex B: List of expert workshop participants

Name	Organisation	Country
Udo Becker*	Technical University of Dresden	Germany
Sebastian Bührmann*	Rupprecht Consult	Germany
Vhin Bui	Amiens Métropole	France
Julien Covet	Amiens Métropole	France
Ivo Cré*	POLIS	European Network
Jurgen de Haan	Transport Knowledge Resources Centre (KPVV)	The Netherlands
Luca Della Lucia	University of Padova, Department of Structural and Transport Engineering	Italy
Kristina Dely	Covenant of Mayors	European Network
Thierry Duquenne	Brussels Capital Region	Belgium
András Ekés	Metropolitan Research Institute	Hungary
Per Elvingson	City of Örebro, Climate Division – Transport Planning	Sweden
Gabriela Fischerová	Energy Centre Bratislava, UNDP-GEF Project „Sustainable Mobility in the City of Bratislava"	Slovakia
Rafael Giménez i Capdevila*	Institute for Regional Studies (Catalonia)	Spain
Mette Granberg	HSL Helsinki Region Transport	Finland
Kvetoslav Havlik	KORDIS JMK, Brno	Czech Republic
Helena Hećimović	City of Koprivnica	Croatia
Gábor Heves*	The Regional Environmental Center for Central and Eastern Europe	Hungary
Vanessa Holve	EUROCITIES	European Network
Lucia Ilieva	Club Sustainable Development of Civil Society	Bulgaria
Nicolas Jouve	CERTU – CETE Nord Picardie	France
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Name	Organisation	Country
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Aljaž Plevnik	Urban Planning Institute of the Republic of Slovenia	Slovenia
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Annex C: Interview questions for user needs assessment

FINAL VERSION FOR USE BY PARTNERS

Dear Colleague

We have been commissioned by the European Commission to raise awareness of Sustainable Urban Mobility Plans, and to provide guidance and training materials for urban mobility professionals to help them implement a Sustainable Urban Mobility Plan in their city.

We would like to ask you a few questions about your experience and knowledge of Sustainable Urban Mobility Plans and likely training needs. All your responses will be completely anonymised.

The box below provides a definition of Sustainable Urban Mobility Plans; please read it carefully. The questions then follow. The interview will take a maximum of 30 minutes.

ESSENTIAL CHARACTERISTICS OF SUSTAINABLE URBAN TRANSPORT / MOBILITY PLANS

(according to the PILOT project, 2007)

SUMP is a way of tackling transport-related problems in urban areas more efficiently and effectively. It builds on existing practices and regulatory frameworks in the Member States, and is developed through the interaction of local mobility stakeholders. Essential characteristics of SUMP are:

A participatory approach – involving citizens and stakeholders from the outset and throughout the process of decision-making, implementation and evaluation, building local capacities for handling complex planning issues, and ensuring gender equity

A pledge for sustainability – balancing social equity, environmental quality and economic development

An integrated approach – of practices and policies between transport modes, policy sectors (e.g. spatial and urban planning, environment, economic development, social inclusion, health, safety), public and private agencies, authority levels, and between neighbouring authorities

A focus on the achievement of measurable targets – derived from short term objectives, aligned with a vision for transport and embedded in an overall sustainable development strategy

A move towards cost internalisation – reviewing transport costs and benefits also across policy sectors, i.e. taking into account the wider societal costs and benefits

A cycle of policy-making and implementation – comprising the following five tasks:

1. Status analysis and scenario development;
2. Definition of a vision, objectives and targets;
3. Selection and design of policies and measures;
4. Assignment of responsibilities and resources;
5. Monitoring and evaluation.

Interview questions

Prior knowledge of SUMPs and current use of them by cities and municipalities

1. Before receiving the request for this interview, what had you heard about SUMPs? Do you recall where you heard about it, and the main things that you remember about it? If, before this interview, you had been asked what a SUMP was, what would have been your response?
2. Does your organisation already have an SUMP or something similar; or has it gone through parts of the process outlined in the blue box, above? If you do have a SUMP, please could we have a copy? [Note to interviewer: If yes in any way, ask further to find out more, including the reasons why, the chronology, and the outcome.]

Legal and institutional framework conditions

3. Do you think the political and legal framework in your country is one into which SUMPs could easily fit? Why or why not?
4. In your country or region are you aware of any law, policy or guidance from a higher level of government that encourages or requires municipalities and cities to adopt SUMPs; or any discussion about introducing such a law or guidance?
5. Whether or not there is any kind of national or regional framework for SUMPs, is it common for municipalities/cities in your country to have a SUMP or use SUMP-type processes?
6. Is there any clear link that you are aware of between a city having an SUMP, and the amount of money it receives for transport from higher levels of government (including the EU)?

Available SUMP knowledge and expertise

7. If your organisation were trying to implement an SUMP, what information sources might you turn to? Have you heard of, or used, any of the following EU guidance, for example:

- PILOT handbook
- BUSTRIP handbook
- Guidemaps handbook,
- SUTP Efficiency Study;
- DG ENV SUTP Guidance
- National guidance (please give name and source if possible)
- Other guidance (please give name and source if possible)

Available human and financial resources for (sustainable) urban planning

8. How many staff in your organisation work on transport planning who could potentially work together to produce an SUMP?
9. Does your organisation have resources for going through a SUMP-type planning process and/or for producing strategic transport plans?
10. If your organisation already has a SUMP, do you think the process of producing the SUMP is a popular initiative from the point of view of local politicians? Why or why not?
11. If your organisation does not already have SUMP, from what you know about SUMPs, do you think the process of producing a SUMP would be a popular initiative from the point of view of local politicians? Why or why not?

Status of urban mobility planning

12. What do you think are the main barriers in your organisation and in similar organisations in your country to the wider use of SUMPs?

Status and specifically possible deficits in terms of the main characteristics of SUMP

13. The blue box above outlines the main elements of the SUMP process. Do you see these as potentially relevant to your own city's situation? Why, why not?
14. Are there particular elements that are more/less relevant? Are there any that are missing, or which should be deleted?

The desired training elements on SUMP, including the most relevant thematic areas or concrete measures (for example environmental zones) for the respondent

15. On a scale of 1 to 5, how useful would the following training "offers" be to you? ((Where 1 not at all useful, 2 not especially useful, 3 quite useful, 4 very useful and 5 extremely useful). Please explain your answers as much as possible.

- A site visit to city(s) with SUMPs
- A 1-2 day training course in your language
- A guidance document on SUMPs in your own language
- A promotional brochure about SUMPs – including Arguments in favour of SUMPs, explaining their benefits
- Videos of leading cities that have used SUMPs to improve their transport systems
- Case Studies of other SUMPs, what they achieved and how, in your own language
- Experts visiting your own city to advise how to set up and run SUMPs.
- Other (please specify)

16. Eltisplus is organising a large number of training sessions for urban transport professionals in most EU member states, to be held in local languages, in order to enhance knowledge and understanding of the SUMP idea, and of how to implement a SUMP. On a scale of 1 to 5, which aspects of SUMP would it be particularly useful to focus on in these events? (Where 1 not at all useful, 2 not especially useful, 3 quite useful, 4 very useful and 5 extremely useful; please explain your answer as much as possible.)

- What is a SUMP?
- What is the process of developing a SUMP
- What human and financial resources do I need to prepare a SUMP?
- Other (please specify)

17. If your organisation were required to pay for travel and accommodation costs, would this stop you from participating in a site visit or training course?

If there are any further points about the topic of this interview that you would like to discuss, please raise them now.

About you: please could we ask your job title, how long you have worked for your organisation, the type of organisation it is (municipality, national government etc), your precise area of work, and the number of colleagues with whom you work in this same area?

Thank you very much for your time.

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