

EIB Jaspers

TRAINING AND CAPACITY BUILDING FOR SUSTAINABLE URBAN MOBILITY PLANS

Introduction to National SUMP Support Programmes (NSSPs)

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Objectives

- Introduce NSSP concept
- Highlight more difficult parts of NSSP
- Hear how three Member States approach NSSP
- Discuss two key challenges in NSSP, and how to approach them.
- Discuss related training, knowledge and support needs
- Explain next steps



Presentation Contents

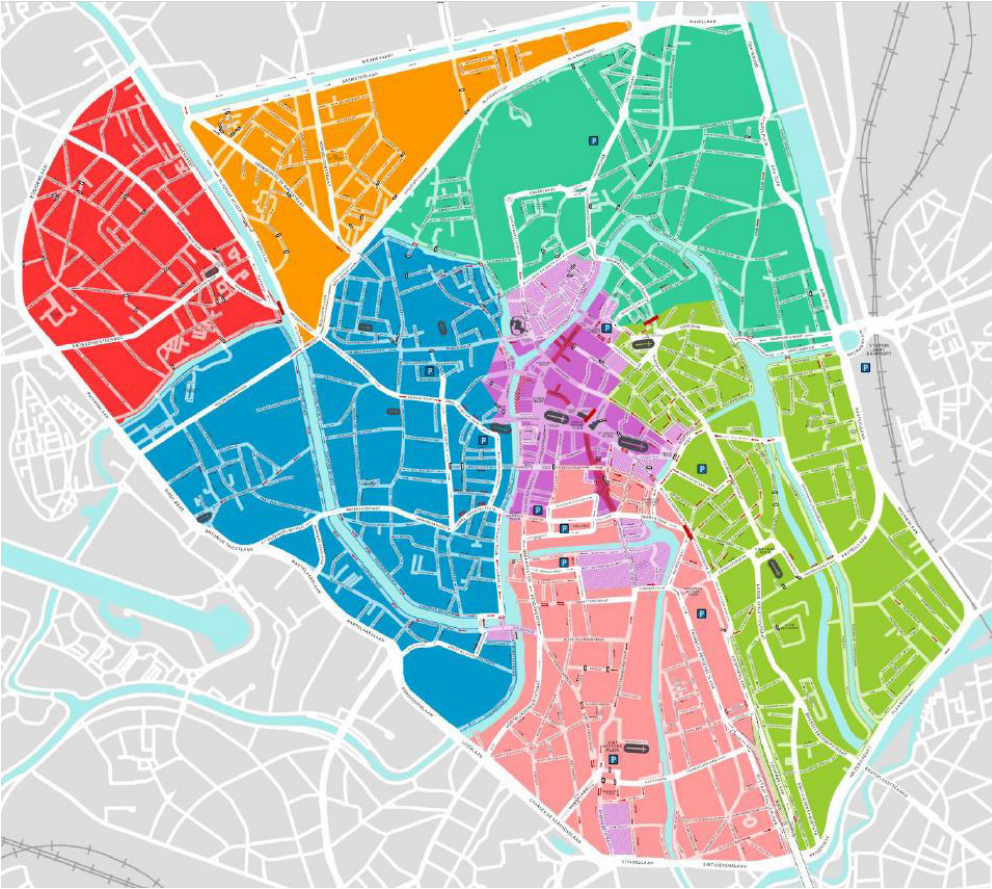
- What is an NSSP – and a good example
- Barriers to, drivers for, SUMP at national level
- Steps in SUMP cycle where national SUMP support programme (NSSP) helps
- What national level can do to support SUMP
- Most challenging parts of NSSP
- Structure of rest of workshop



Effects of a high quality long lasting NSSP: example of Flanders

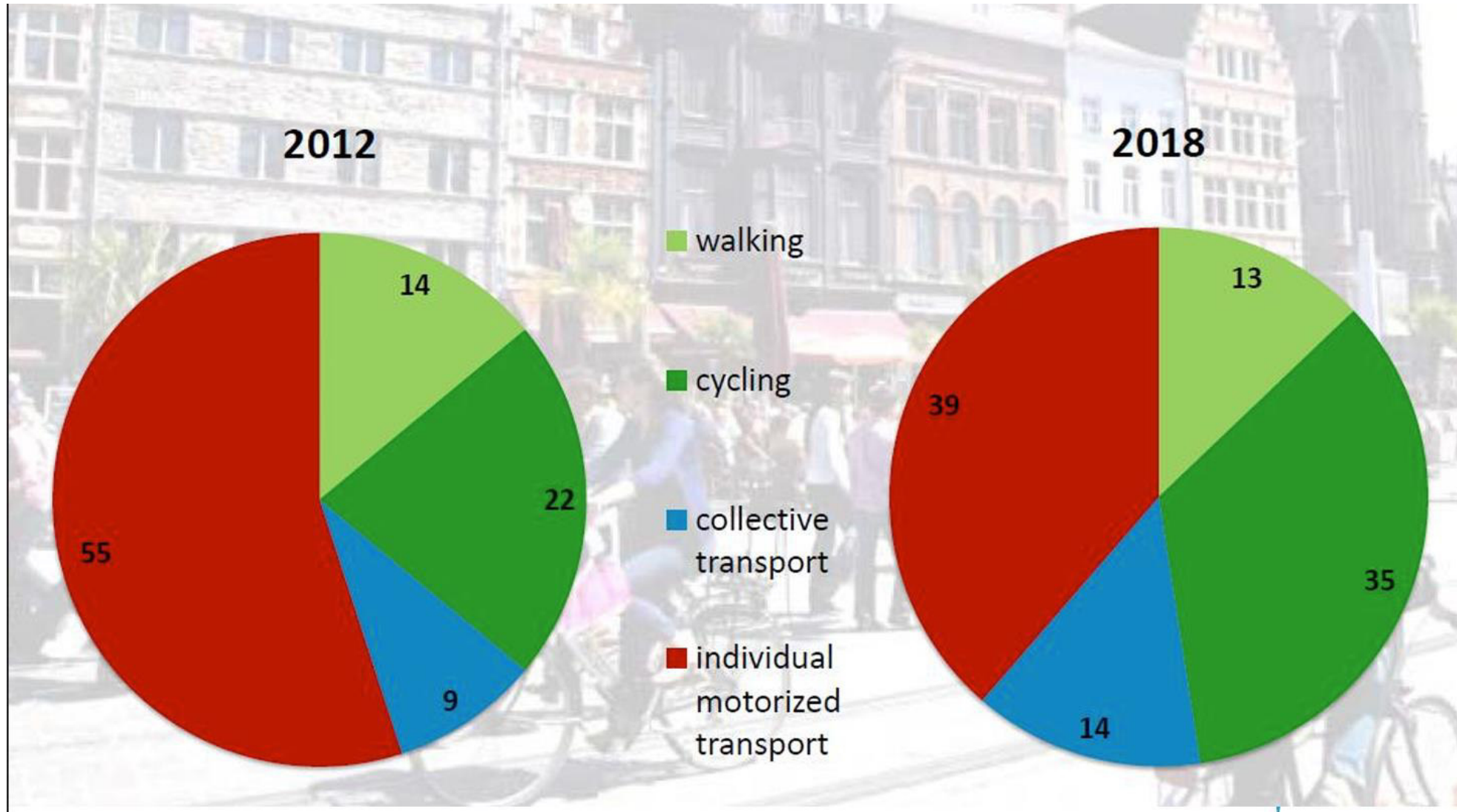
Gent Circulation Plan

- Gent circulation plan, March 2017 – inner city divided into sectors, cars cannot pass directly, made possible changes in public space



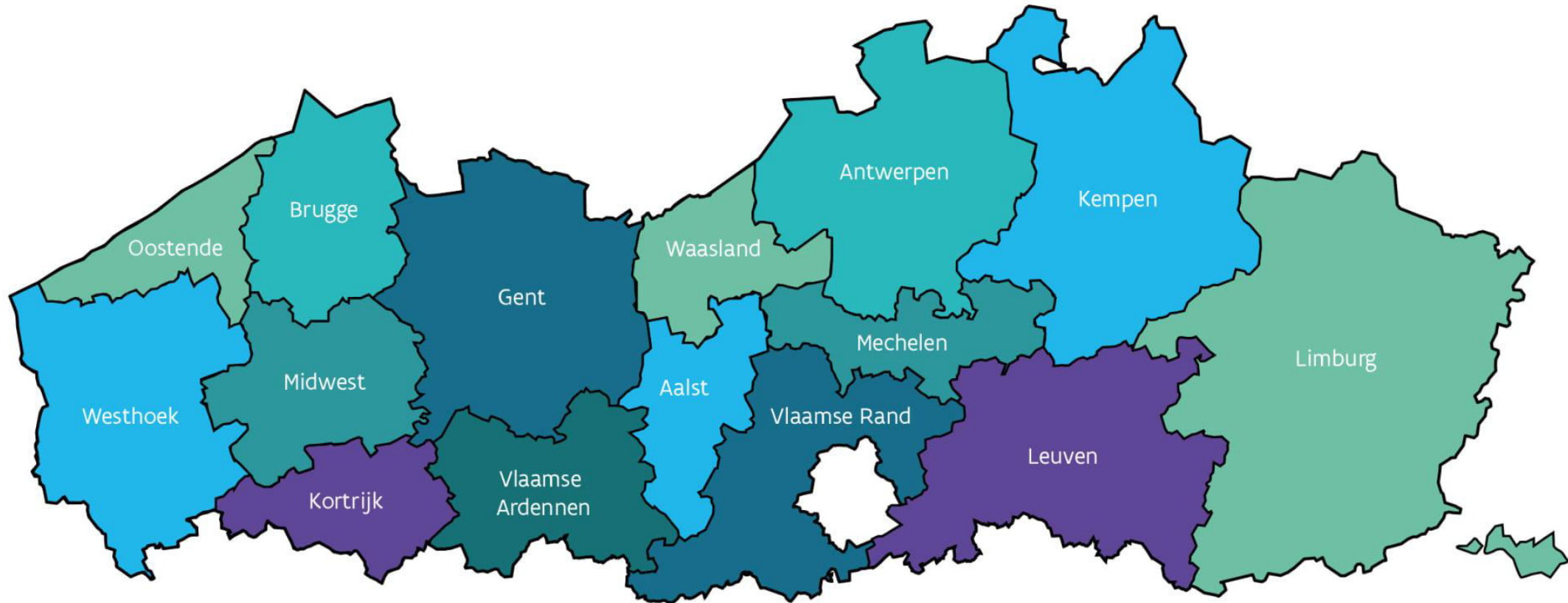
Source of images: gent.be; tmleuven.be

Change in Gent modal split



Source of image: City of Ghent

Obligatory SUMPs for FUA within transport regions in Flanders (BE)



Source of image: vervoerregio.be

Flanders – “national” parking guidance to municipalities



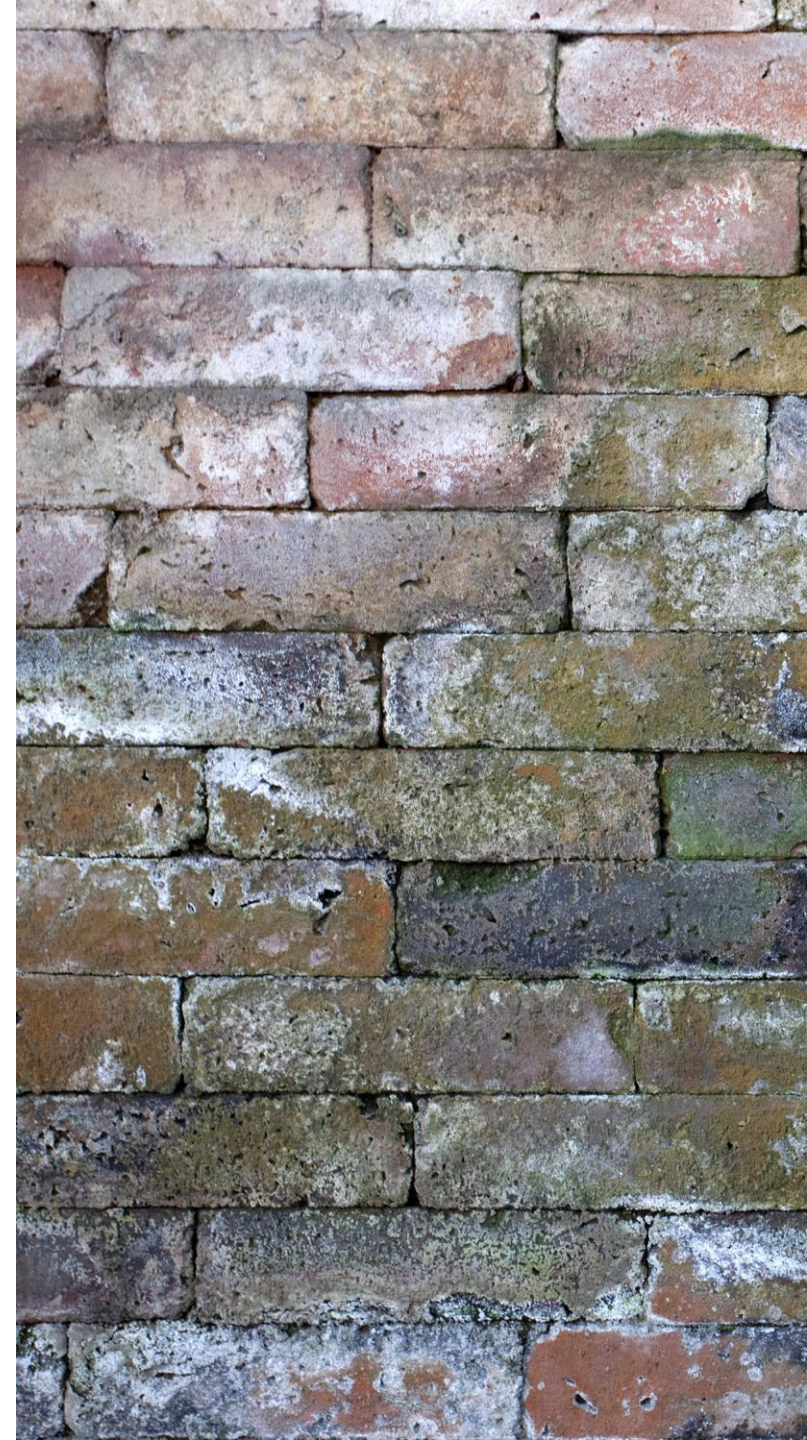
Summary of NSSP elements in Flanders (BE)

- Objectives: to have SUMPs in all municipalities in Flanders to help deliver accessibility and environmental goals in transport
 - Since 1996, law requires municipalities (now regions) to have SUMP, working with other partners e.g. PT company, region, roads agency
 - “National” guidance on how to do SUMPs
 - Money and tailored on-site advice to municipalities from experts on SUMPs
 - “National” level evaluation tool for SUMPs highlights areas for improvement
 - Flemish Roads Agency required to work with municipalities on SUMPs
 - Advice on specific measures e.g. national parking policy document

National level barriers to SUMP

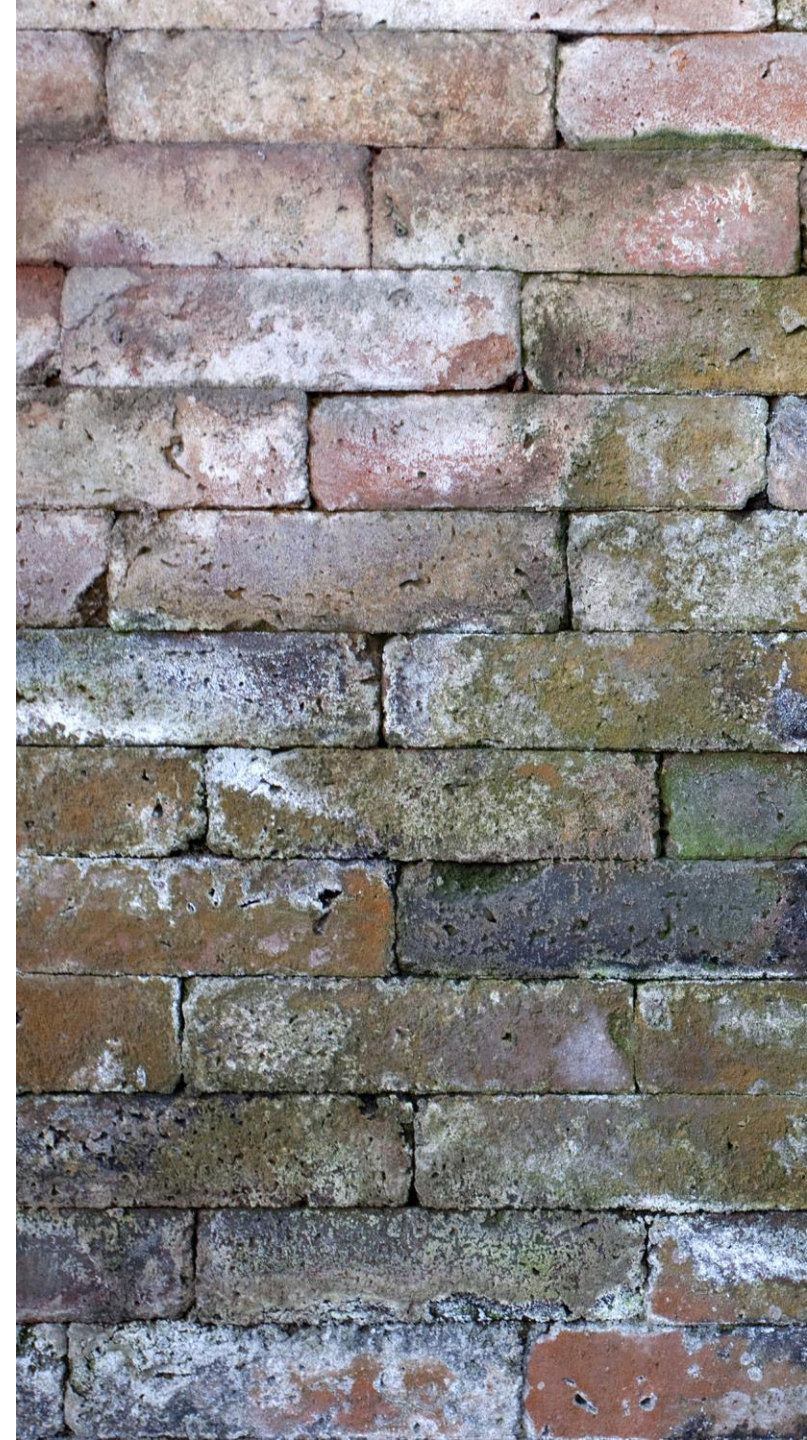
National level barriers to SUMP

- National level focus: long distance interurban trips, predict and provide
- National level scheme evaluation focuses on cost-benefit analysis
- Silo working
- Unclear legislative framework
- Variable political support and interest



National level barriers to SUMP

- Not enough or poorly-targeted national finances for sustainable transport
- Limited focus on national level evaluation and monitoring of SUMPs
- Lack of clarity as to how SUMP fits with national planning framework
- Limited consistency between cities in approach to SUMP



So what is an NSSP and how can it help?

NSSP concept and objectives

- Set of activities implemented by higher level of government (regional, provincial, or national) to support cities/municipalities with SUMP
- Objectives:
 - Help local governments with their SUMP
 - Encourage more local governments to do SUMP
 - Better quality, better funded SUMP
 - Align local transport policy more closely to national policy

Typical elements of an NSSP 1

National SUMP platform

- At national level, focal point to promote and inform cities about SUMP, and to share best practice
- Regular meetings, annual conferences, training events, website, and social media

Cross-sectoral cooperation and leadership

- National-level stakeholders from various backgrounds guide NSSP
- National-level cross-ministry SUMP working group
- Work to reduce silo thinking between ministries and agencies with impact on SUMP
- Integrated funding across e.g. transport, health, planning

SUMP Guidance

- Each Member State should develop its own guidance, tailored to national situation and provided in the national language

Typical elements of an NSSP 2

Financial support

- Money for developing SUMP
- Money for implementing (measures in) SUMP
- Money for training and capacity building

Assessment tools

- Need to check that SUMPs are “good” enough – but not be heavy-handed
- Needed to ensure money (above) is well-spent

Bespoke advice and support

- Special advisers available to assist cities with the development, implementation and update of their SUMPs

Legislation

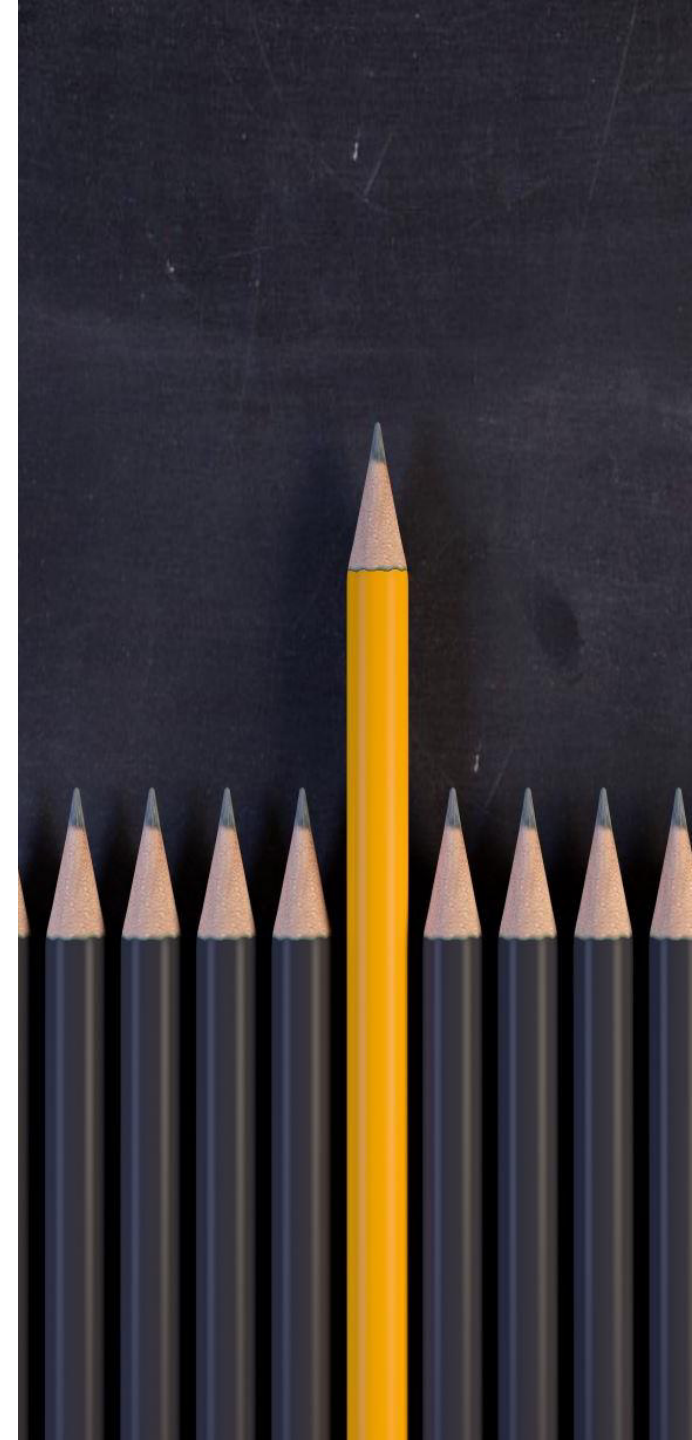
- (Larger) cities can be mandated to develop SUMPs, especially if applying for national funding
- Reduce barriers to SUMP or measures within SUMP



Source: Practitioner Briefing: National Support Frameworks for Sustainable Urban Mobility Planning

Challenging elements of NSSP

- Institutionalising NSSP in your Ministry
- Deciding level of NSSP – how much will it do?
- National level monitoring & evaluation
- Funding – how much, how to distribute
- Legislation



Conclusions and next steps

Conclusion: NSSP has a key role in facilitating SUMP

- ❑ NSSP has to be adapted to each country's context, but...
- ❑ **IF** national level:
 - ❑ Recognises, promotes and funds SUMP
 - ❑ Gets rid of national level barriers to SUMP
 - ❑ Aligns legislation and standards to SUMP
- ❑ **THEN** local level more likely to listen – and therefore more likely to develop and implement an effective SUMP itself.

Next steps today

- We hear from the Greek Ministry about their NSSPs (today) and Lithuanian and Slovenian Ministries (tomorrow)
- Questions and answers
- We then discuss in depth two specific NSSP topics:
 - Administrative framework for NSSPs, and funding (today)
 - Monitoring and evaluation of SUMPS (national level) (tomorrow)