

EIB Jaspers

TRAINING AND CAPACITY BUILDING FOR SUSTAINABLE URBAN MOBILITY PLANS

Interactive sessions: Introduction, and workshop topics 11th June 2024

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Interactive part of the workshop – why and how?

- More training events are planned on NSSPs – face to face, and in-country.
- Key topics identified so far:
 - National SUMP platforms.
 - SUMP guidance and training at national level.
 - National legislation and financial support for SUMP
 - Monitoring and evaluation of SUMP

Interactive part of the workshop – why and how?

- Interactive part today– identify uncertainties and needs for knowledge/skills to deal with challenges of each key topic

- Structure per key topic (15-20 mins per topic):
 - short introductory presentation,
 - panel speakers give views,
 - audience questions,
 - conclusions.

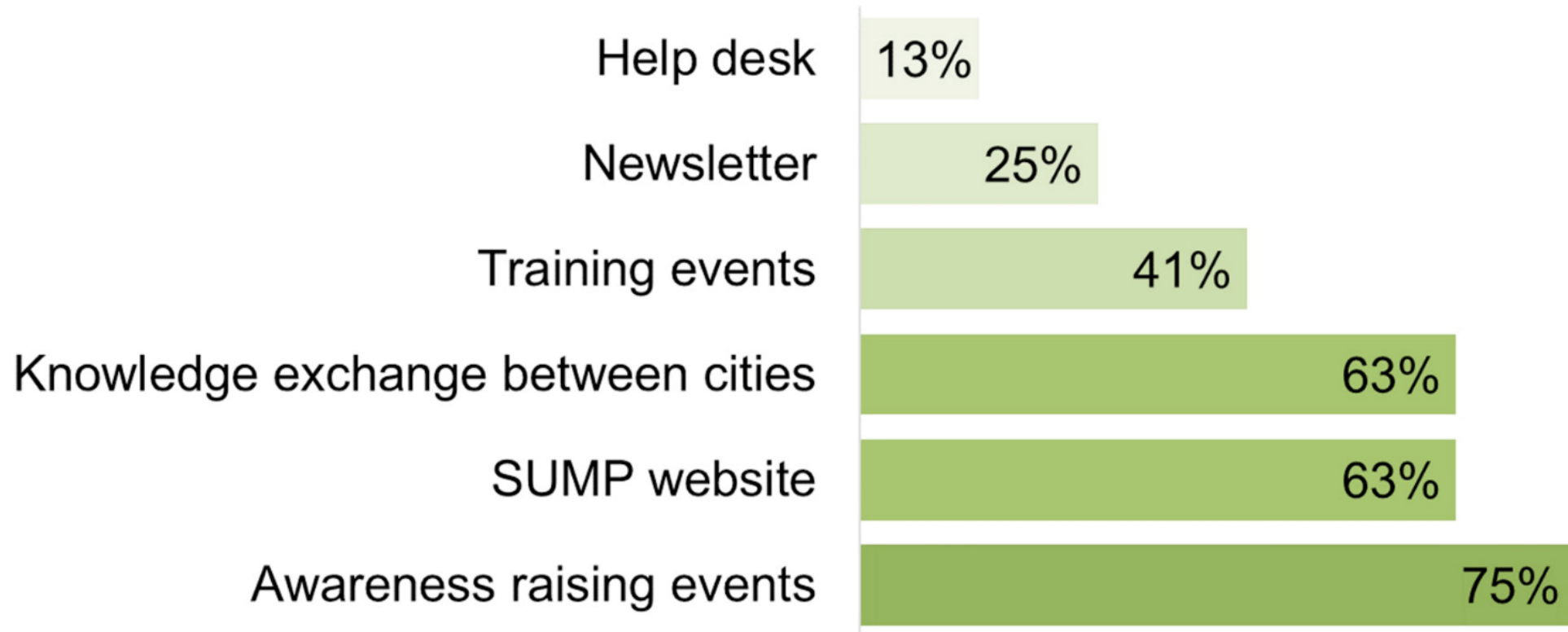
1 National SUMP platforms

What does a national SUMP platform do?

- Focal point to promote/inform about SUMP concept, measures, processes.
- Example activities from Slovenia:
 - Annual National Conference on Sustainable Mobility.
 - SUM planning topic discussed in each EMW.
 - regular e-newsletters.
 - Study visits to Slovenian or foreign city.
 - Regular events for municipalities, regions and/or experts e.g.:
 - Informational and awareness-raising events.
 - Promotional events for municipalities.
 - Training courses on specific topics for different target groups.

What does a national SUMP platform do?

Training and knowledge exchange – what countries offer shown below (2018):



2 SUMP guidance and training at national level

Key points

- Useful to adapt EU SUMP Guidelines to own context (take into account local laws and funding frameworks, local best practice, culture, and language)
- Countries with own Guidelines include ES, FR, HU, IT, LT, SI.

Example of Flanders and French guidelines for SUMP

- Flanders Guidelines:
 - 5 strategic objectives: accessibility, mobility for all, traffic safety, liveability, and environment,
 - 5 basic principles: hierarchy of modes, public participation, quality assurance and control, and financing conditions.
- French Guidelines
 - explain how to implement law on SUMP.
 - contain 11 SUMP objectives,
 - set out key measure areas e.g. parking, public transport,
 - set out key M&E indicators.

3: National legislation and financial support for SUMPs

Legislation

- Legislation – requiring municipalities or regions to prepare and implement SUMP – examples include Flanders (BE), Catalonia (ES), FR, SI.

National level funding

- Funding SUMP development – staff, consultancy support, training (e.g. Flanders - BE).
- Funding SUMP measures e.g. cycling and walking, or road safety measures, pedestrianisation (e.g. ES).
- Flexible funding, to spend on range of measures, not just infrastructure e.g. services or demand management (e.g. NL, DE)
- Requiring parking revenues to be used for sustainable transport (e.g. PL)

Example: Mobility Law, Catalonia, Spain

- Passed 2003
- Obligatory SUMP for larger municipalities
- Challenges, opportunities and transferability:
 - Raises awareness of SUMP
 - Many SUMP in municipalities without obligation
 - Funding for SUMP development (some areas)



Source of photos: Barcelona.cat; santcugat.cat



4 Monitoring and evaluation of SUMPS at national level

How much does national level need to know about local SUMPs?

- The quality of local SUMPs, especially when funding it
- Need for balanced M&E – enough data but not “heavy-handed”.
- Constructive use of M&E to help municipalities improve their SUMPs.
- Interesting examples:
 - Flanders (BE) “quick scan” and quality control;
 - SI 2-step QA for all SUMPs.
- EU’s SUMI indicators can help:
 - identify strengths and weaknesses of cities’ mobility systems and thus areas for improvement,
 - document SUMP achievements.