CiVITAS 2020
Cleaner and better transport in cities
SUMPS-UP

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Mind the gap: the EU Cities' needs with regards to SUMP deployment

26/10/2017 - Brussels

EUROCITIES

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NEEDS ASSESSMENT ON SUMP TAKE-UP| aim, guiding questions, methodology

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INTRODUCTION - 3 SUMP PROJECTS

Definition | Key Aspects

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Introduction - 3 SUMP Projects

The CIVITAS SUMP projects bring together more than 80 organisations that aim for one common goal:

To support cities across Europe to develop and implement Sustainable Urban Mobility Plans.

The CIVITAS SUMP projects comprise:

1.CIVITAS PROSPERITY

2.CIVITAS SUMPs-Up

3.CIVITAS SUITS

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NEEDS ASSESSMENT ON SUMP TAKE-UP

Aim | Guiding Questions | Methodology

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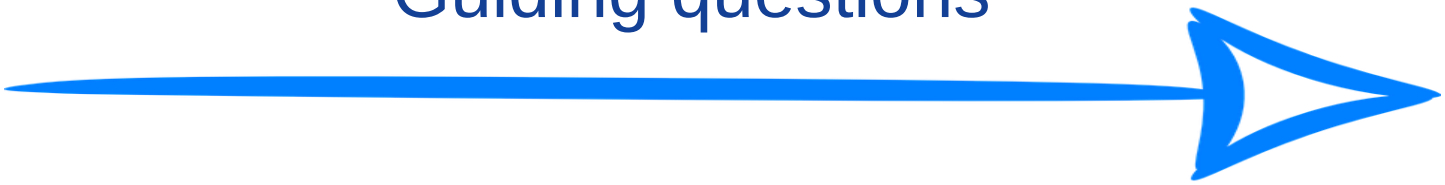
Needs assessment on SUMP take-up (1/3)

The aim was to **understand what support city administrations need** to be able to develop and implement Sustainable Urban Mobility Plans.

The results are the basis for a **capacity building program** addressed to cities and a **dialogue with national governements** about SUMP policy framework.

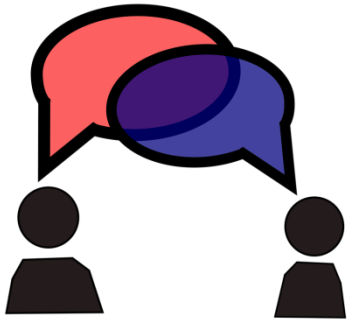
Needs assessment on SUMP take-up (2/3)

Guiding questions



1) What is the current status of SUMP development in Europe?
2) What are the drivers to develop a SUMP?
3) What are the barriers to develop a SUMP?
4) Which are the countries, regions and types of cities where take-up is low?
5) What are cities' take-up needs and thematic priorities in sustainable urban mobility planning?
6) What is the type of support cities need?
7) Does a SUMP contribute to less car traffic?

Needs assessment on SUMP take-up (3/3)



Online survey

Interviews

Focus group

328 cities from 27 EU countries

10 National Focal Points

18 transport planners from 17 cities

FINDINGS

Selection Of Results Following The Guiding Questions

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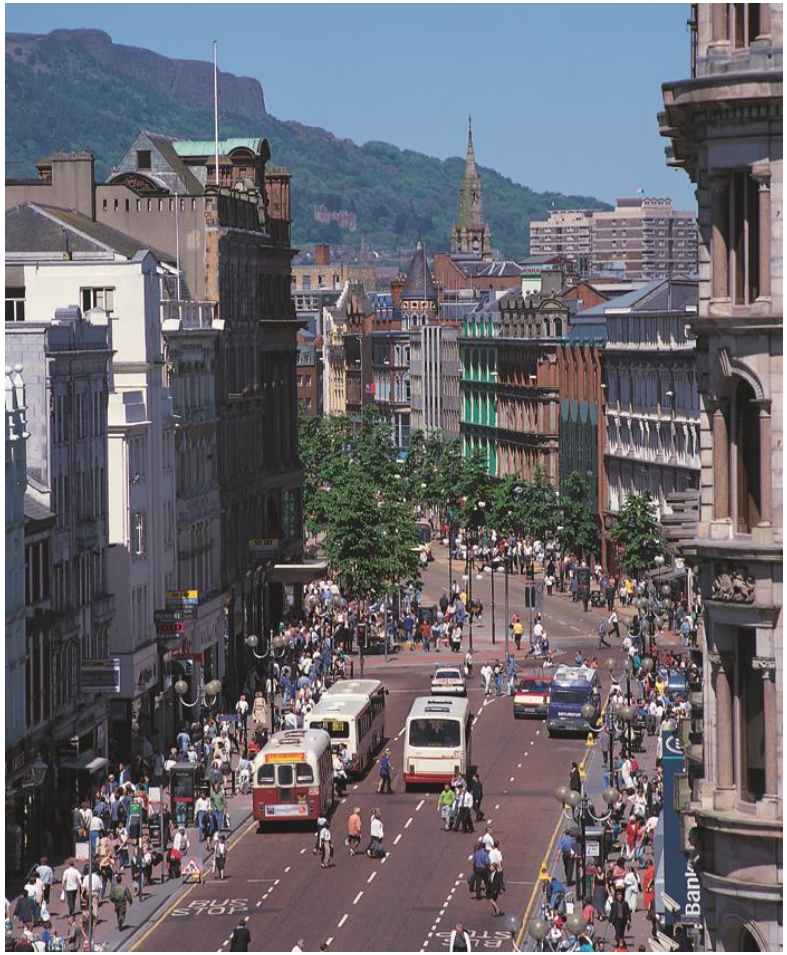
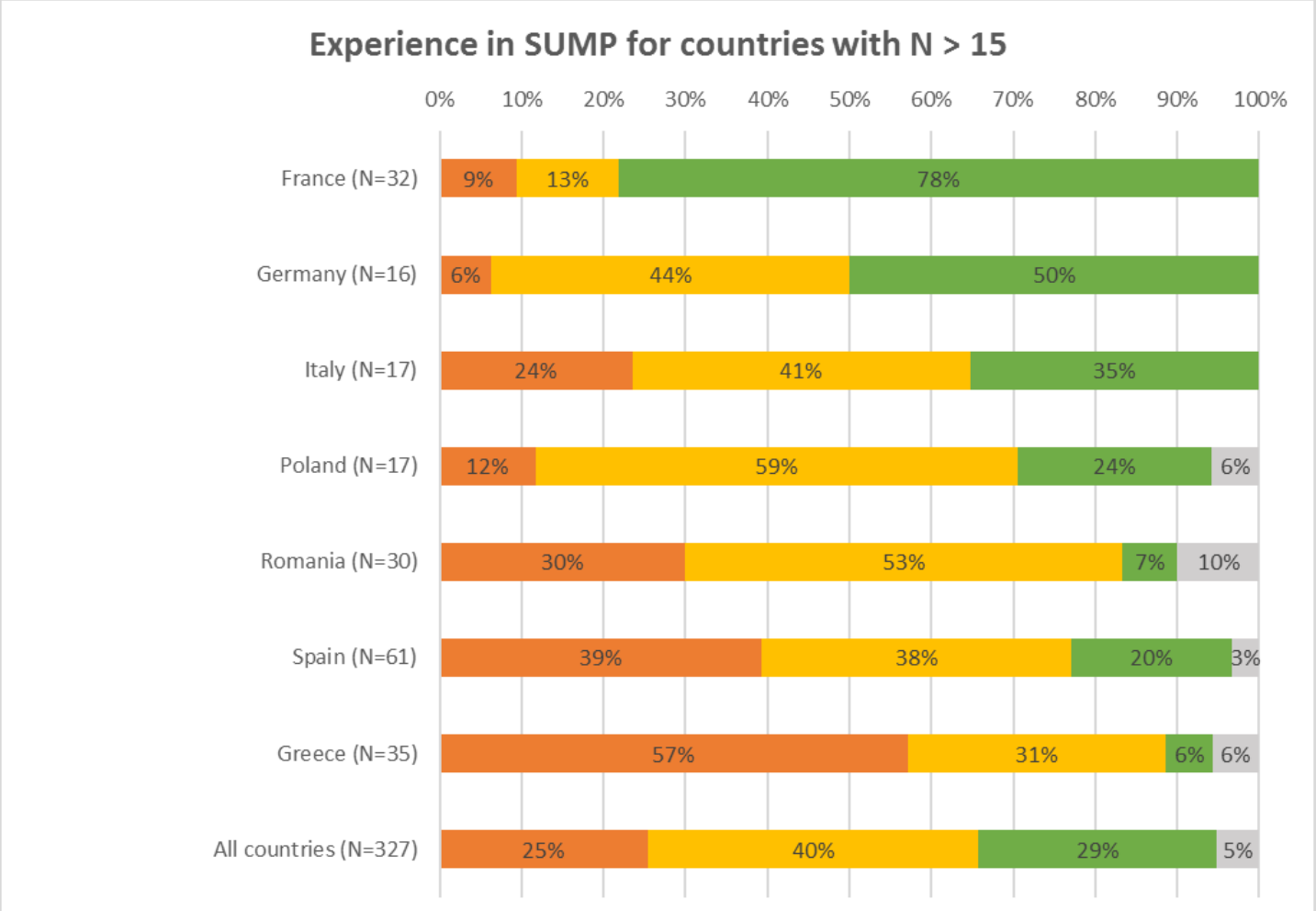
What is the **current status** of SUMP development in Europe? (1/2)

- **44%** of the cities are **already conducting** integrated sustainable urban transport planning;
- 85% of this group, hence **37%** of the sample, **have** an urban mobility plan that qualifies as **a SUMP**;
- **19%** of the cities participating in the survey **are eager to start** a SUMP process and **16% are currently developing one.**



What is the **current status** of SUMP development in Europe? (2/2)

There are **large variations** across Europe when it comes to SUMP planning.



What are the **drivers** to develop a SUMP?

- Availability of **national funding**
- **CO2 emissions** reduction **targets** and air pollution issue
- All the **prescribed challenges** (health, congestion, safety and security, social inclusion and integration, climate change and participation)
- **Political** and **public support**
- Improved **city attractiveness**
- Drivers are mainly **influenced by the country** where the city is located

What are the **barriers** to develop a SUMP?

- Lack of **vertical integration**
- Lack of **national support** and adequate **regulatory framework**
- Lack of **horizontal integration**
- Conflicting **financing priorities**
- Lack of **political will**
- Lack of **citizens and interest groups**' participation
- **Lack of data** and weak culture of monitoring results
- The pace of technological change – or **technological tsunami**

Which are the **countries**, **regions** and **types of cities** where take-up is low?

	STARTER CITY	INTERMEDIATE CITY	EXPERIENCED CITY
SUMP experience	City is not yet familiar with sustainable urban transport planning.	City has already applied sustainable urban transport measures, but not systematically.	City has already conducted integrated sustainable urban transport planning
Status of SUMP activities	No activities Consider developing first SUMP Developing first SUMP	Finalised SUMP waiting to be adopted SUMP is adopted but not implemented Implementing the SUMP	Evaluation and revision of the previous SUMP Preparing 2nd/3rd generation SUMP
City size	Small (< 25 000 citizens)	Medium (100 000 – 500 000 citizens)	Large (> 500 000 citizens)
Shared of private motorised traffic	High (> 60%)	Medium (45-60%)	High (< 45%)

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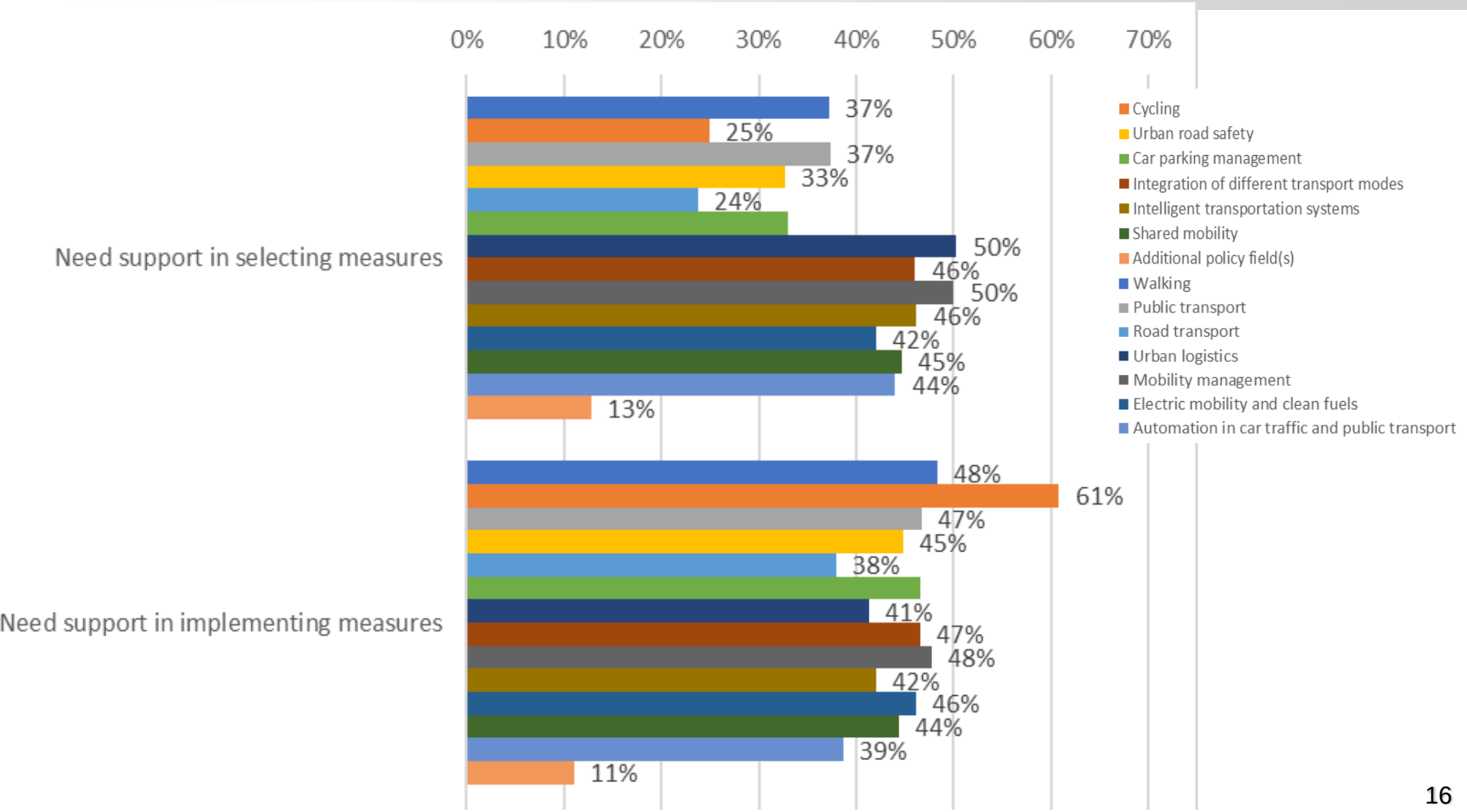
What are cities' **take-up needs** and **thematic priorities** in sustainable urban mobility planning? (1/3)

Cities showed a **lower need for support for** selecting **traditional mobility measures**, but at the same time a **high need** for support **for their implementation**, such in the case of cycling.

Cities **need support** in **selecting measures**, especially for **new mobility policy areas** such as automation in car traffic and public transport.

What are cities' **take-up needs** and **thematic priorities** in sustainable urban mobility planning? (2/3)



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What are cities' **take-up needs** and **thematic priorities** in sustainable urban mobility planning? (3/3)

There is evidence of **country-based thematic priorities.**

	Need of support in selecting measures							
	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
Walking	38%	38%	41%	29%	48%	28%	31%	37%
Cycling	25%	6%	35%	18%	42%	36%	43%	33%
Public transport	16%	19%	47%	29%	42%	41%	51%	41%
Urban road safety	34%	31%	59%	24%	32%	26%	60%	36%
Road transport	22%	13%	47%	18%	32%	26%	51%	30%
Car parking management	38%	38%	29%	29%	55%	25%	60%	40%
Urban logistics	53%	31%	71%	53%	42%	56%	60%	53%
Integration of different transport modes	31%	31%	47%	59%	42%	64%	57%	51%
Mobility management	47%	25%	71%	59%	58%	48%	69%	55%
Intelligent transportation systems	47%	31%	59%	18%	52%	54%	86%	54%
Electric mobility and clean fuels	47%	25%	41%	47%	45%	46%	63%	48%
Shared mobility	41%	31%	53%	59%	58%	51%	71%	54%
Automation in car traffic and public transport	50%	25%	53%	29%	42%	51%	74%	49%
Additional policy field(s)	19%	19%	0%	6%	13%	8%	11%	10%

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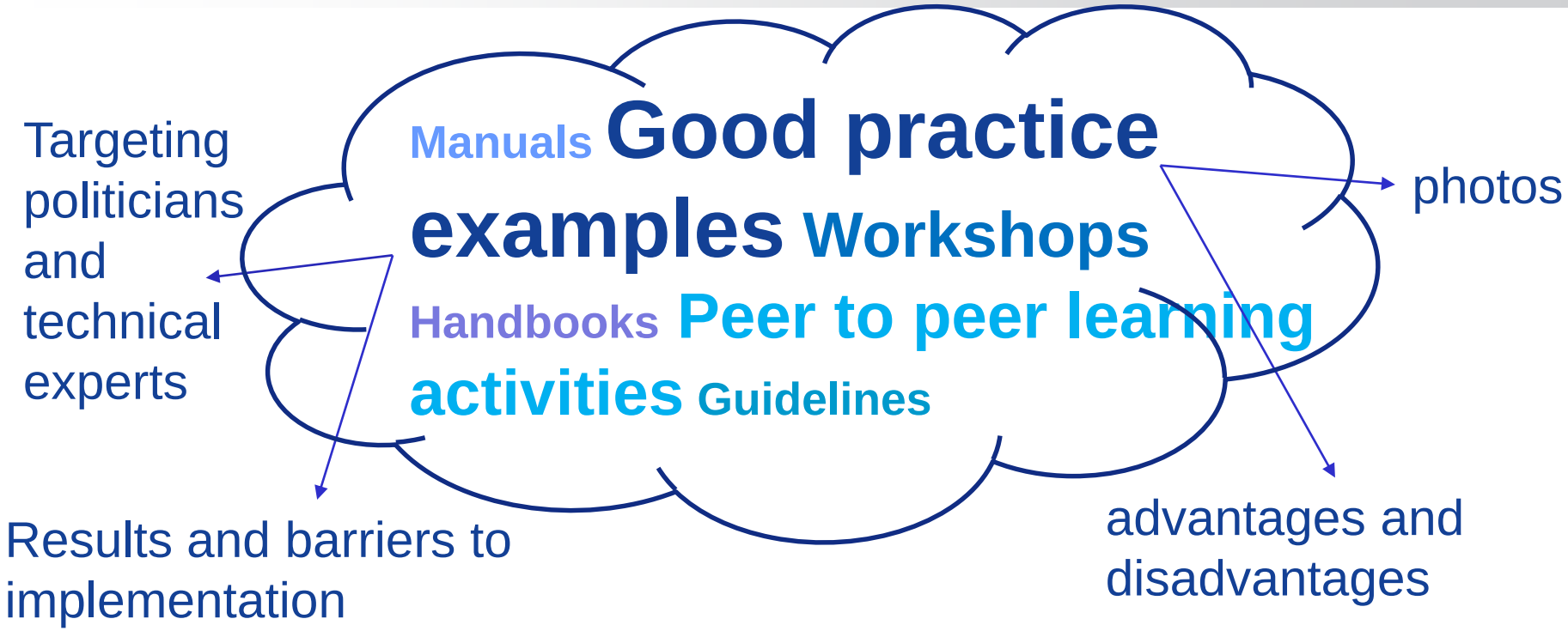
What is the **type of support** and tools cities need? (1/2)



What is the **type of support** and tools cities need? (2/2)

Additional **national support for SUMP development**, especially for financing

	France (N=32)	Germany (N=16)	Italy (N=17)	Poland (N=17)	Romania (N=31)	Spain (N=61)	Greece (N=35)	All countries (N=328)
None	3%	0%	0%	0%	0%	2%	0%	2%
Institutional framework (responsibilities and requirements for cooperation)	28%	56%	65%	29%	42%	41%	74%	47%
Legal framework for mobility planning	22%	50%	47%	53%	45%	51%	66%	49%
Legal framework for the integration of mobility and land use planning	38%	69%	71%	59%	39%	52%	69%	52%
Networking and monitoring	38%	25%	29%	24%	32%	41%	49%	38%
Guidance, expertise and training	47%	31%	47%	71%	42%	56%	83%	54%
Financing SUMP development	44%	63%	71%	59%	32%	64%	69%	59%
Financing SUMP measures	78%	69%	88%	76%	65%	82%	94%	78%
Other	3%	13%	0%	0%	3%	3%	0%	3%

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Does a SUMP contribute to less car traffic?

In this survey:

Starter cities seem to have a **higher share of private motorised traffic** than other cities.

No clear correlations can be deducted

⬇

City Leadership Group of the SUMP learning program

More experienced cities seem to have **higher share of sustainable transport modes**.

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The three CIVITAS SUMP projects - PROSPERITY, SUMPs-Up and SUITS - comprises of cities and organisations that are directly working in the field of Sustainable Urban Mobility Plans.

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European Platform on Sustainable Urban Mobility Plans

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