

National SUMP networks

The EU wants more cities to have Sustainable Urban Mobility Plans (SUMPs) to reduce GHG emissions, local air pollution and congestion. Through initiatives like Eltis, CIVITAS and Jaspers it already supports cities directly in developing SUMPs, but it **can also play an important role in encouraging national and regional governments to do the same with their own national level SUMP supporting programmes**

National SUMP supporting programmes – what, and why?

To have more sustainable transport in our cities, the EU has recognised that more Sustainable Urban Mobility Plans (SUMPs) are needed. However, city authorities in many countries take their lead from national government as it sets standards and laws, provides money and creates other vital framework conditions for SUMPs. A coordinated national SUMP support programme, run by national government, can give this lead and so really boost the number and quality of the SUMPs in the country. Ultimately this will get more sustainable transport measures on the ground, helping cities and member states achieve EU targets and policy goals. The PROSPERITY project shows that the EU can do much to stimulate more and better SUMP support programmes at the national level, and thus deliver more SUMPs in EU cities.

National SUMP supporting programmes typically consist of all or some of the following:

- A national SUMP platform to promote SUMP to cities, and provide training and information.
- Cross-sectoral cooperation and leadership, through a steering group with relevant ministries and agencies and a national SUMP focal point.
- SUMP Guidance, tailored to the national context.
- Financial support for SUMP development and/or measures implemented as part of SUMPs.
- Assessment tools and activities to check on the quality of SUMPs and provide advice for improvements.
- Bespoke advice and help to cities in local language.
- Legislation requiring SUMPs in some way.

National SUMP supporting programmes – benefits

First of all, those countries and regions that have had SUMP supporting programmes for some years, such as Flanders, Catalunya, Slovenia, France and Lithuania, all have more cities engaged in SUMPs than in other countries and regions with no programme. But there are many other benefits of having such programmes:

- Sectors and actors not previously involved in SUMP get involved, so cross-sector working happens, reducing implementation barriers. This can be done most effectively through a National Task Force – this idea, originally from Flanders, was taken up with great success in PROSPERITY.
- EU money put into national SUMP programmes in the PROSPERITY project levered in national level money as well.
- In general they are a good way to use EU funding to support sustainable mobility in cities across a member state, rather than targeting only those cities that are already in EU networks.
- They raise the status and knowledge of SUMP across a member state. The new national programmes started in Poland and Germany during the PROSPERITY project are great examples of this.

What should the EU do?

The EU should encourage national governments to start new, and further develop existing, SUMP supporting programmes by:

- Providing match funding for SUMP supporting programmes.
- Facilitating exchange of experience between ministries and national/regional agencies about their SUMP supporting programmes.
- Fund research on SUMP supporting programmes and their impacts.
- Linking national SUMP supporting programmes to the spending of structural funds on urban transport.

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CIVITAS PROSPERITY is a member of the European Platform on Sustainable Urban Mobility Plans



For further information see¹:

PROSPERITY Deliverable 3.2: Project Recommendations

PROSPERITY Innovation Brief on SUMP National Task Forces

SUMP 2.0 Practitioner Briefing on National SUMP Supporting Programmes

¹ Documents will be available at the Position Paper Event, or can be downloaded from <http://sump-network.eu/>