Interreg Baltic Sea Region

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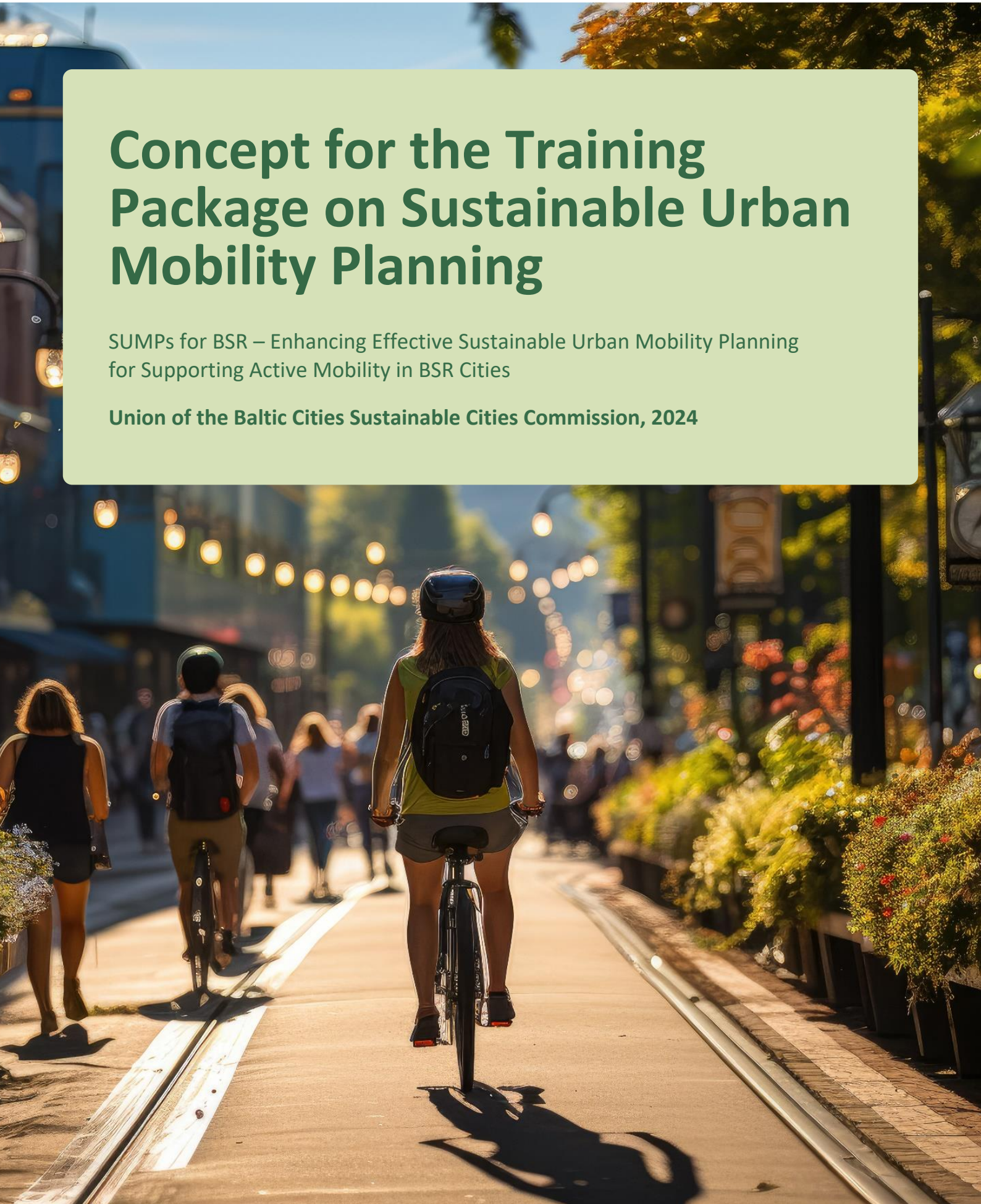
SMART GREEN MOBILITY
SUMPs for BSR

Concept for the Training Package on Sustainable Urban Mobility Planning

SUMPs for BSR – Enhancing Effective Sustainable Urban Mobility Planning for Supporting Active Mobility in BSR Cities

Union of the Baltic Cities Sustainable Cities Commission, 2024



Imprint

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The project SUMPs for BSR, co-funded by the Interreg BSR programme, is supporting transition to sustainable urban mobility planning. The SUMPs for BSR consortium consist of the following partners: Union of the Baltic Cities Sustainable Cities Commission c/o City of Turku (FI), University of Gdansk (PL), Institute of Baltic Studies (EE), Cēsis Municipality (LT), City of Gdynia (PL), University and Hanseatic City of Greifswald (DE), Gävle Municipality (SE), Panevėžys City Municipality (LT).

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Project note

SUMPs for BSR project supports cities shifting their planning practices towards people-centered sustainable urban mobility planning focusing on active mobility modes to fight the climate crisis. The project aims to increase the uptake of Sustainable Urban Mobility Plans (SUMP) as a strategic tool for sustainable mobility planning by developing tools and offering extensive capacity building for local authorities, especially in small and mid-sized Baltic Sea Region (BSR) cities. A common framework for monitoring and evaluation for sustainable urban mobility planning will be developed to set up sound local processes suitable to smaller cities. Together with a unified model for testing and experimenting with innovative mobility solutions, it will help to evaluate the performance of the local mobility system and to provide crucial information for planning and decision-making. These tools will be explained in the trainings developed and organised in the project. The training programme consists of five training modules and a SUMP clinic supporting the adoption of good-quality SUMPs in BSR cities.

Content

1. Introduction

1.1. About the training programme

The SUMPs for BSR project aims to increase the uptake of Sustainable Urban Mobility Plans (SUMPs) as a strategic tool for sustainable mobility planning for local authorities, especially in small and mid-sized Baltic Sea Region (BSR) cities. Focus is especially on the project's key topics: the harmonisation of monitoring and evaluation approaches across borders for sustainable urban mobility planning, better recognition of active modes as key components of local mobility systems and promotion of small-scale experiments as a strategic mobility planning tool to promote active mobility. These topics have been identified as challenging for the cities in the need assessment done in the preceding seed money project and during the SUMPs for BSR project, both supported by the Interreg Baltic Sea Region Programme.

The project will develop and organise a training package on sustainable urban mobility planning addressing particularly the needs of small and medium-sized cities in the BSR. Developed based on thorough need assessment, the training package will feature a programme with five thematic training modules will offer cities support for their SUMP processes, guidance on how to use the project outputs with concrete case examples, as well as materials for independent learning. The training programme will introduce the tools developed in the project: the common framework for monitoring and evaluation for sustainable urban mobility planning supporting cities in setting up sound local processes for monitoring and evaluation, and the model for cities to test and experiment with innovative mobility solutions focusing on active modes, such as walking and cycling and change of public spaces. The training package will promote the already existing tools and materials for sustainable urban mobility planning, facilitate the exchange of experiences between cities and transfer of the project results to the key target groups: the local and national public authorities in the Baltic Sea Region. Furthermore, the other activities in the training package will include local workshops organised by partner cities transferring project results nationally for peer cities and series of UBC Talks webinars which would have wider audience across BSR.

In addition, the project will organise a SUMP clinic to provide individual support for 10 cities that are either developing their first SUMP or having difficulties in implementing an existing one. The training programme and the SUMP clinic will be organised during spring 2026. After the training programme is complete, the training package, consisting of independent learning materials, makes the trainings available to a larger audience through the updated Baltic Sea Region SUMP Competence Centre website.

This document introduces the concept for the training programme including a short description, aims for learning and a timetable for each module.

1.2. Background

1.2.1. Trainings and learning materials in past projects

In 2013, the European Commission approved the Urban Mobility Package that outlined a set of procedures and support mechanisms helping cities to develop SUMPs. The concept of SUMP was introduced as the cornerstone for towns, cities and regions to address urban mobility policy challenges.

Since then, numerous projects, such as QUEST, CIVITAS SUMPs-Up, CIVITAS DYNAMO, Eltisplus and CH4LLENGE, have developed support materials and guidelines for the preparation and implementation of SUMPs as well as offered various training activities.

The CIVITAS DYNAMO project, implemented between 2012-2016, aimed to advocate for sustainable mobility by encouraging eco-friendly lifestyles, promoting social interaction and collaboration through new media, and implementing integrated, innovative transport services for active citizens of all ages on strategic, technical, service and European levels. The project developed tools such as a cost-benefit-analysis tool to calculate the net present value and benefit cost-ratio of several measures and a publication on experiences from the cities in the project on SUMP planning process. (CIVITAS DYNAMO 2016)

The Eltisplus project started in 2010 and focused on promoting and enhancing sustainable mobility in Europe by promoting the ELTIS platform and increasing awareness of the SUMP concept. In 2013, the project published the first edition of a publication titled "Guidelines - Developing and Implementing a Sustainable Urban Mobility Plan" to assist local planners and implementers in creating their sustainable mobility strategies. The publication has been revised and published as a second edition in 2019. The publication describes in detail the four phases of the SUMP process: Preparation and analysis, strategy development, measure planning and implementation and monitoring. The publication explains what SUMP means and its importance as well as provides in-depth advice throughout the SUMP process. (UBC Sustainable Cities Commission 2013, Rupprecht Consult 2019).

In 2016, the CH4LLENGE project released four SUMP Kits to support mobility professionals in SUMP preparation and delivery as the key outputs of the project. The SUMP kits are themed around four challenges: participation, institutional cooperation, measure selection and monitoring and evaluation. Each kit consists of a Quick Facts Brochure, a SUMP Manual and an e-learning course. The brochures present concise summaries of the challenges while the manuals offer in-depth guidance supported by examples from various cities. The online courses invite mobility professionals to learn more about SUMP and the four challenges and allow more interactive way of learning without ties to time and location. (SUMP CH4LLENGE 2016)

The SUMPs-UP project, implemented between 2016-2020, assisted planning authorities in implementing SUMPs by offering information and training. The main outputs of the project were an update on the guide on the SUMP process called Guidelines for developing and implementing a SUMP (Second edition), an updated version of the SUMP Self-Assessment Tool, and a series of SUMP Topic Guides on electrification, funding and finance, procurement and sustainable urban mobility planning. The project also produced manuals on SUMP measure selection, standards for developing a SUMP action plan and a tool inventory to support the decision-making of planning processes. Together with other EU's CIVITAS 2020 initiatives, PROSPERITY and SUITS, these projects brought together more than 80 actors working towards supporting cities across Europe to develop and implement Sustainable Urban Mobility Plans. (SUMPs-UP 2020)

1.2.2. Findings of the seed money project preceding SUMPs for BSR

Preparations for the SUMPs for BSR project began already in the year 2020 when seed money support was granted by the Interreg BSR programme for developing a core project application on the topic. In the seed

money project, a survey was carried out to map the status quo of sustainable urban mobility planning and the needs of cities in the BSR countries. The results were compiled into the Report of the State of Play - SUMP status in BSR countries and cities by ECAT Lithuania (2021).

Based on Report of the State of Play, SUMP adoption varies widely across countries. Nations like Denmark, Finland, Germany, and Sweden have long traditions and experience in urban transport planning. In last two decades, there has been an increasing shift from infrastructure development to sustainable development including different mobility modes into traditional transport and traffic planning. These countries also have developed national versions of sustainable urban mobility plans that are, to some extent, consistent with, what we know, as the concept of SUMP. In Latvia, Lithuania, Estonia, and Poland, sustainability issues have come to the forefront of development recently, in the last decade, and incorporating sustainability into their transport planning has often been driven by EU-funded initiatives. While Lithuania has incorporated SUMPs into the national urban transport planning framework including a support mechanism for cities, Estonia and Latvia had only a few examples of SUMP adoption and the national approach was less systematic at the time when the report was released.

A key finding of the study is that while some countries have national frameworks supporting SUMPs, there is generally no legal requirement for their implementation, leading to inconsistent uptake. This will change due to the adoption of the revised TEN-T legislation in 2024, requiring cities defined as urban nodes to prepare SUMPs by 2027. Many cities face significant challenges in terms of political commitment, financial resources, and technical capacity to adopt these plans effectively. Cooperation between national and local governments, as well as within municipal departments, is often limited, further slowing down progress. The study highlights the importance of political support, awareness, and resource allocation for successful SUMP implementation. In addition, monitoring and evaluation as well as collection of data were perceived as fields where cities would need the most support in their SUMP.

In conclusion, while some cities in the BSR have made progress with SUMPs, the overall adoption remains fragmented, with many cities lacking the necessary resources and political will to fully implement sustainable mobility measures. The study suggests that more coordinated efforts are needed to promote SUMPs, especially in smaller cities, to achieve broader climate and sustainability goals. Based on the analysis of the seed money project, there is a recognised need for a dedicated project that would focus especially on the needs of small and medium-sized cities in the BSR. (ECAT Lithuania, 2021)

1.2.3. European Commission strengthens the role of SUMPs

Now, the knowledge on SUMPs will be more fundamental for cities than ever, as the European Commission has revised the regulation for the trans-European transport network (TEN-T). The updated regulation strengthens the role of cities as vital nodes for sustainable, safe, efficient and multimodal transport throughout Europe and beyond. The updated regulation also focuses more on achieving climate neutrality and following progress through systematic data collection. The revised regulation makes it obligatory for the urban nodes to establish a SUMP by 2027. This new requirement will concern a large number of cities, as the number of urban nodes has increased to include over 400 urban nodes. The revised regulation will make it obligatory for the urban nodes to collect and submit relevant urban mobility data to the European Commission. The subsequent implementing act will set out the list of

sustainable urban mobility indicators and their calculation methodology. (European Commission 2023, European Commission 2024)

Linking to the revised TEN-T regulation, the European Commission has also issued a recommendation on National Support Programs (NSP) to support cities in complying with the new requirements. The Commission recognises that the lack of capacity and expertise, along with low national involvement and support remain an issue, particularly in small and medium-sized cities. Hence, the new recommendation aims to provide additional support for Member States and cities on how to prepare for fulfilling the proposed urban nodes requirements. The NSP should include measures such as the development of national guidance for urban mobility planning based on the updated SUMP concept, a national approach to preparing and implementing SUMPs across cities covering the whole functional urban area, a training programme and financial support. A national contact point should be established to coordinate the activities and act as the main point of contact with the Commission (European Commission 2023).

While some countries, like Poland and Germany, have initiated the NSPs, the development is still ongoing in many countries during the development of the SUMPs for BSR training package concept. Poland has taken the initiative and established a new structured program with advisory and technical support for SUMP implementation, quality management and evaluation process for the SUMPs, together with the SUMP Steering Committee tasked to introduce a regulatory framework for functional urban areas. The number of evaluated SUMPs is increasing in Poland. (Kopec, A. 2024)

2. Assessing the needs of the target group

2.1. Process

To gain further knowledge for the development of the training package concept, the needs of cities have been mapped by the SUMPs for BSR project in several ways (Figure 1). In addition to surveys aimed at the target groups, the project partners have collaborated on the concept development through two workshops held during the Consortium meetings. Partner cities have had a key role in ensuring that the planned concept, methods and overview of the training activities fulfil their needs.

Figure 1. Process for developing the concept for the training programme.

2.2. Initial input from partners

At the beginning of the SUMPs for BSR project, partner cities were asked to complete a questionnaire designed to find out more about the specific problems cities face when planning, implementing and evaluating SUMPs and the areas in which most support and capacity building is needed. The results revealed that there is a significant need for monitoring and evaluation training focusing on regular assessment of SUMP activities, advanced data collection and analysis techniques and methods for tracking progress towards carbon neutrality and sustainability goals. There is also a strong need for engagement and co-creation training to improve community involvement and ensure meaningful stakeholder input through co-creation processes. In regard to financial planning and resource management, cities need help with budgeting, securing funding and integrating SUMPs into broader urban strategies. Climate action and sustainability training is needed to develop emission reduction strategies and track environmental progress, while land use and urban planning training will help overcome physical barriers and adapt planning to harsh weather conditions.

2.3. Target group involvement

Next, input was asked from the Cross-Border Advisory Group (CBAG) that includes the associated organisations and key stakeholders of the project representing the target groups, local and national public authorities. The aim of CBAG is to share the national developments related to SUMPs and foster transnational exchange between national and local level public authorities on the topic. Based on the results of the survey targeted to CBAG members and questionnaire to partner cities, one of the initially proposed training topics, *communication of the transport data to different target groups*, was changed into a broader topic of *engaging stakeholders in planning mobility measures/ in SUMP process* before opening the survey to other cities.

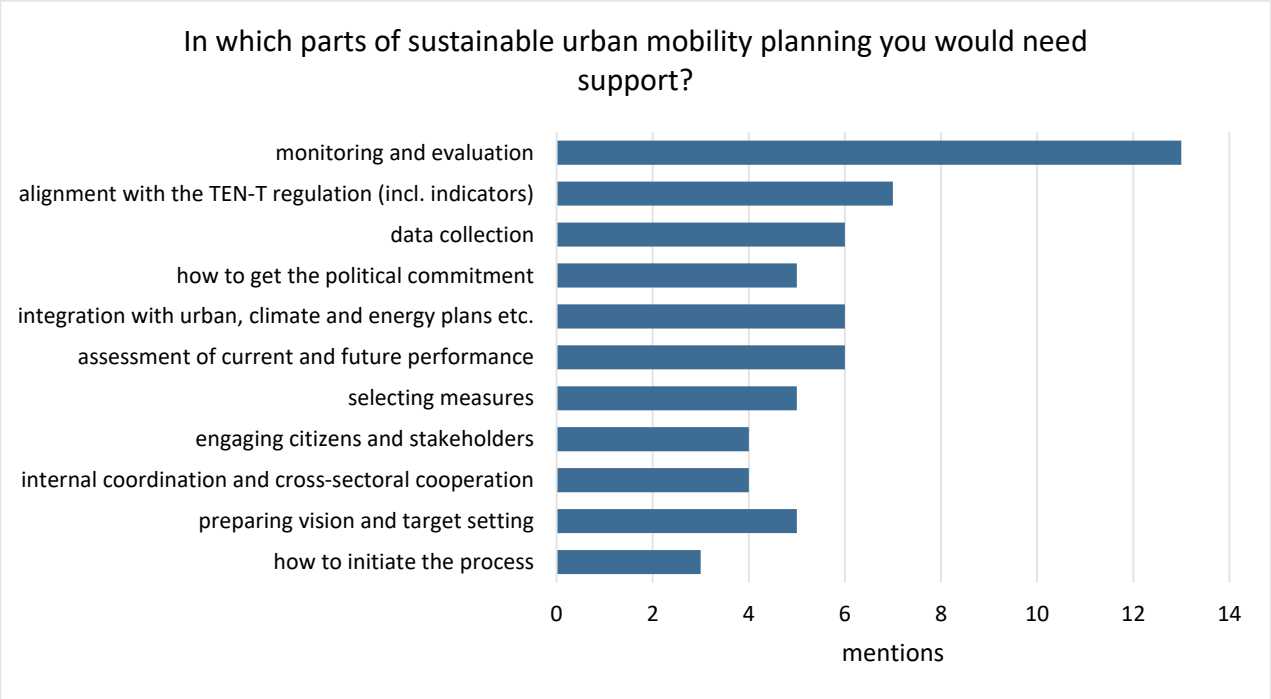

Figure 2 Respondents'assessment of the need for support in different parts of sustainable urban mobility planning based on the survey results (2024).

The online survey was open in August-September 2024 and received 15 answers from 6 cities. It included questions on the relevance of and interest towards the proposed training modules, accompanied by questions on the knowledge about and challenges encountered concerning the topics of the training modules. As shown in Figure 2, the survey results emphasised the need for support in monitoring and evaluation. The second biggest need was alignment with the TEN-T regulation (incl. indicators). In the open fields, respondents described that their main challenges in monitoring and evaluation are a lack of resources or good-quality data, a lack of structured processes for monitoring and evaluation, setting up indicators and defining what to measure. Regarding the TEN-T regulation, respondents mentioned especially the need for a more in-depth understanding of the demands of the regulation and preparing for the upcoming SUMI indicators. When asked more specifically about data collection, two main challenges arose. One big challenge for respondents seems to be that data is being collected but it is not used to its full potential. The other big challenge is related to measuring: the methods, lack of equipment and data storage. Some other aspects that respondents were emphasizing in the open field answers are how to get the political commitment and integration with other fields like urban, climate and energy plans.

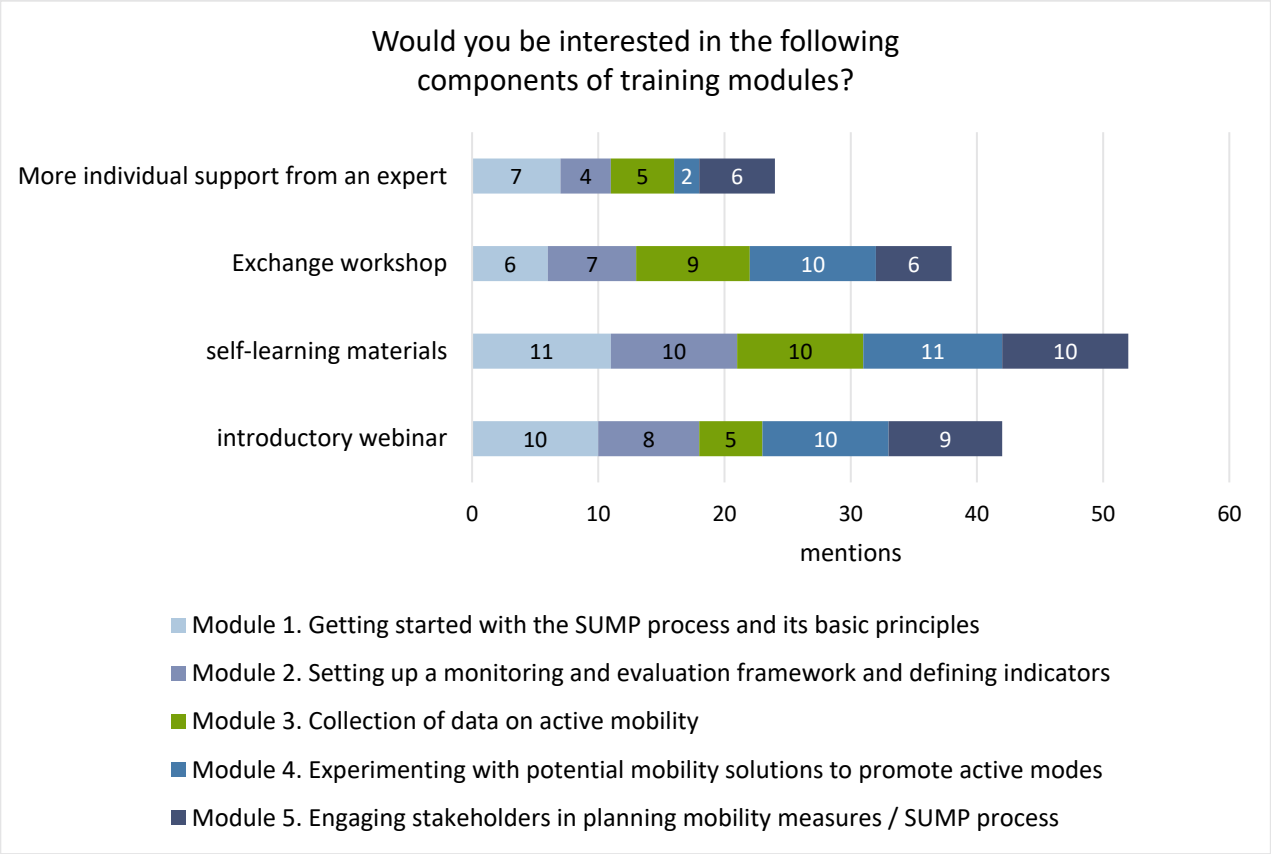

Figure 3 Respondents' interest towards different components of the training modules based on the survey results (2024).

Based on the results of the online survey, cities would be most interested in self-learning materials (Figure 3). Respondents would like to get basic information on SUMP principles through introductory webinars and self-learning materials. Moreover, basic principles of SUMP, data collection on active modes and stakeholder engagement are the topics where most individual support would be needed. An exchange workshop would be of interest especially in sharing experiences on data collection and experimenting with potential mobility solutions to promote active modes. Special attention needs to be paid to the content of the introductory webinar about data collection on active mobility: how to make it attractive and worth participating.

Insights into the cities' challenges in monitoring were gathered through the registration form for the Sustainable Urban Mobility Indicator workshop. In addition to the project partners, there were 5 national public authorities, 6 local public authorities and 1 multiplier organisations represented. The results of this additional input collection support the earlier results of the biggest challenges being lack of structured processes in monitoring and lack of data, measuring equipment or understanding of measuring methods.

Partner cities had a final chance to define the need for more individual support in a workshop during the Project Consortium Meeting in Greifswald. Summarizing the results from the survey and the workshop, it seems clear that individual support for the SUMP process is needed most in securing the political commitment, initiating the process and internal coordination and cross-sectoral cooperation.

3. Concept for the training package

3.1. Structure of the training package

Based on the thorough assessment of the cities' needs done during the preceding seed money project and within the SUMPs for BSR project, the initial training package concept has been revised and defined. The SUMPs for BSR training package on sustainable urban mobility planning will consist of five training modules (Figure 4) focusing on the following topics:

1. Getting started with the SUMP process and its basic principles
2. Setting up a monitoring and evaluation framework and defining indicators
3. Collection of data for active modes
4. Experimenting with potential mobility solutions to promote active modes
5. Engaging stakeholders in planning mobility measures and SUMP

The content of the modules will be specially adjusted to the challenges faced by small and medium-sized cities. Each training module will begin with an introductory webinar to the topic, followed by self-study materials, case studies and online exercises providing a theoretical framework on the topic of the module, and end with an interactive online workshop for exchanging about the topic in smaller groups. The training programme will be organised during Spring 2026.

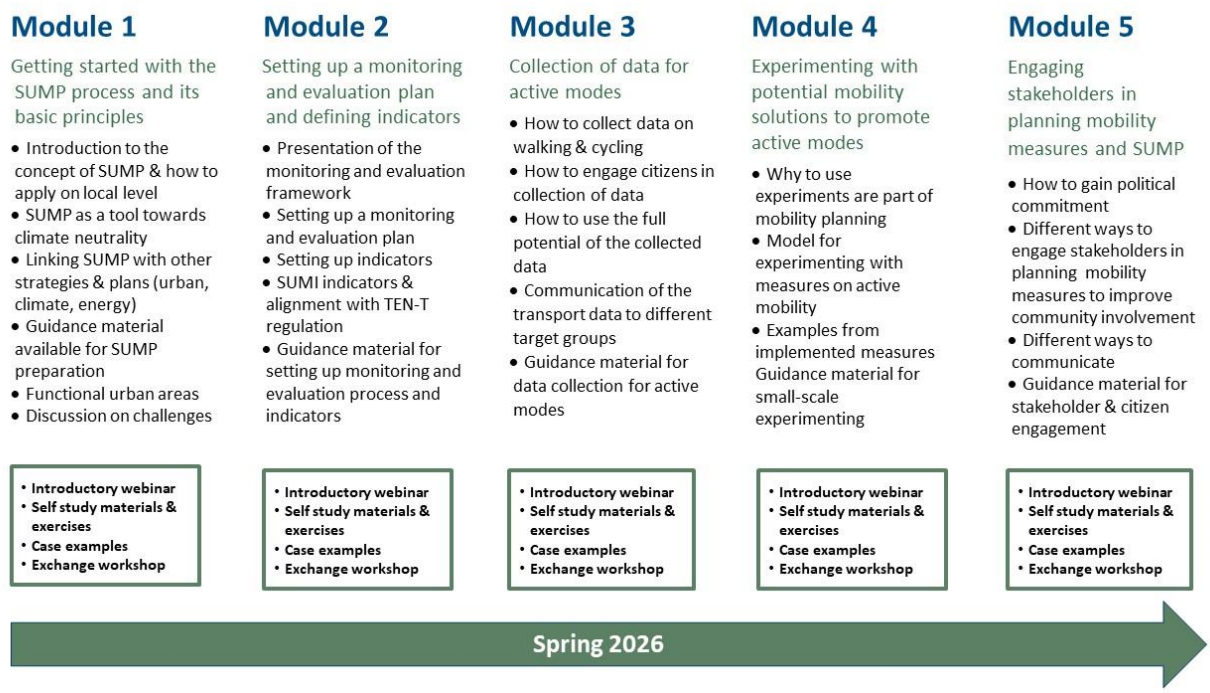

Figure 4 Concept of the training programme

The training modules will be organised online using tools such as Zoom and Miro platforms to provide a common learning environment. The training is available for city representatives and other experts working with mobility planning and mobility measures. Participants can choose freely whether they will take part in the entire training programme or just some part of it. The introductory webinars, available for a large number of participants, will give a comprehensive introduction to the topic, while the workshops will focus on the interaction and exchange of experiences. The training materials will be available for anyone interested via the BSR SUMP competence Centre after the training has taken place.

The introductory webinars will be recorded to be used as self-study materials in the BSR SUMP Competence Centre. The self-study materials will include the tools & materials developed in the SUMPs for BSR project; the M&E framework, the model for experimenting with active mobility measures and case studies from local pilots. The training participants will be informed about complementing guidance material that is available e.g. from the European Urban Mobility Observatory and CIVITAS portal.

The training programme will be organised and hosted by the SUMPs for BSR project consortium. Union of the Baltic Cities Sustainable Cities Commission will lead the content development and collection of training materials supported by the expert partners, the University of Gdansk and the Institute of Baltic Studies. The expert partners will also act as main trainers and facilitators for the training modules. Partner cities will showcase their application of the project outputs with practical case examples and give presentations on their local pilot activities. External speakers with special expertise will be invited to share their knowledge on specific SUMP topics, especially in webinars and interactive workshops within different training modules ensuring the attractiveness of the training programme. Possible speakers will be recruited from and through the Cross-Border Advisory Group.

3.2. Aims & content of the training modules

3.2.1. Module 1 Getting started with the SUMP process and its basic principles

Aims and content

This module helps cities to get started with the Sustainable Urban Mobility Planning (SUMP) process by explaining its basic principles and how it differs from traditional transport planning highlighting the focus on sustainability. The introductory webinar outlines the key elements and steps of the SUMP process using city case examples, and explores the requirements of the TEN-T regulation for the urban nodes, linking to the concept of Functional Urban Areas. It gives examples of how SUMP supports cities' efforts for climate neutrality. The special focus will be on lowering the barrier of adopting SUMP and initiating the process in small and medium-sized cities. The exchange workshop will offer support in stakeholder recognition and cross-sectoral coordination of sustainable urban mobility. Learning materials from different projects will be compiled to ease SUMP adoption.

At the end of the module, participants will have a basic understanding of SUMP and its key components. The module is targeted for small and medium-sized cities that are in the beginning of their SUMP process or planning to begin.

Ideas for case examples

- Gdynia: how to connect strategic documents with implementation, Cycling strategy as part of SUMP, process, content, elaboration of city street design
- Greifswald's inner-city SUMP: case of the historical city centre
- Turku: Defining ownership of the SUMP planning and coordination on city and FUA level, how SUMP supports reaching ambitious climate goals

Existing tools and learning materials for this training module

- Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan (Rupprecht Consult (eds.) 2019)
- Topic Guide: Sustainable Urban Mobility Planning in Smaller Cities and Towns (Rupprecht Consult (eds.) 2021)
- E-courses, tools and materials (e.g. on starting the SUMP process, Introducing the second SUMP Guidelines) developed in CIVITAS SUMPs-UP project (2020)
- Capacity Building Toolbox developed by the CIVITAS SUITS project (2021)
- Tools (inlc. Impact assessment tool and Participatory.tools) developed in the Interreg BSR project HUBMOBILE (2020)
- SUMP Kits and e-learning courses on participation, institutional cooperation, measure selection and monitoring and evaluation developed in the Intelligent Energy Europe project SUMP CH4LLENGE (2016)

3.2.2. Module 2 Setting up a monitoring and evaluation framework and defining indicators

Aims and content

This module highlights the importance of monitoring and evaluation (M&E) for sustainable urban mobility by introducing a common framework and process description for effective monitoring and evaluation processes on a local level. The M&E framework, developed by the SUMPs for BSR project, includes recommendations for cities of different sizes with different levels of experience and resources. It focuses on explaining why monitoring and evaluation is a crucial part of the SUMP to be able to plan sustainable urban mobility measures based on data and a real understanding of the current situation. This is especially important for fields where there might be data gaps, such as active modes and urban logistics.

In the introductory webinar, participants will learn how to create local M&E plans, develop relevant indicators, and align them with the SUMI and TEN-T standards, adopting an approach fit to their local needs and resources. Selected cities and experts will share case examples, insights and best practices to support adoption. The self-learning materials will support independent adoption of the M&E framework, while the exchange workshop will focus on sharing real-life examples of local monitoring and evaluation plans, effective use of data and selection of indicators.

At the end of the module, participants will have an increased understanding on how to structure their M&E processes, how to select suitable indicators and how to comply with the requirements of the TEN-T regulation. The module is targeted at practitioners and experts planning the monitoring and evaluation of SUMP or other traffic plans, data collection and the selection of indicators.

Ideas for case examples

- Gävle's approach: indicators set up in several strategic documents, shortlist for decision-makers
- Gdynia's approach: strategic, key and supporting indicators
- Small town example

Existing tools and learning materials for this training module

- SUMP Kits for monitoring and evaluation, incl. SUMP Manual on Monitoring and Evaluation – Assessing the impact of measures and evaluating mobility planning processes, developed by the Intelligent Energy Europe project SUMP CH4LLENGE (2016)

3.2.3. Module 3 Collection of data for active modes

Aims and content

This module focuses on the collection and effective use of walking and cycling data. It covers data reliability, practical tips for data collection, including the use of technology and working with service providers, and how to interpret and analyse the data collected. Participants will also learn how to integrate different data sources and involve citizens in the process. The module includes guidance on communicating transport data to different audiences using different methods and data visualisation techniques. City case examples will be shared about testing new data collection methods, setting up the processes to use them effectively and linking them into the city-level M&E process. At the exchange

workshop, the focus will be on sharing practical tips and lessons learned about data collection, measuring methods, types of equipment and use cases.

By the end of the module, participants will have the knowledge how to collect higher-quality data and communicate it effectively for a greater impact. The module is targeted at those working with data collection, analysis, citizen involvement and communicators of transport data.

Ideas for case examples

- SUMPs for BSR project's local pilots on evaluation and data collection, e.g. Panevezys' structured approach to M&E of the pilot promoting cycling in schools
- Gdynia: Data collection on mobility behaviour and preferences, city logistics, collaboration with service providers
- Turku: cycling agent system, the mobility view of city's service map, horizontal communication in the organisation (multiplying the channels for communicating to citizens)

Existing tools and learning materials for this training module

- Practitioner briefings: Supporting and encouraging cycling in sustainable urban mobility planning developed by the European Cyclists' Federation (Küster, F. 2019)
- Practitioner briefings: Supporting and encouraging walking in sustainable urban mobility planning developed by WALK21 Foundation (Walker, J., Thornton, B. & Quinores, L. 2019)
- International Walking Data Standard developed by WALK21 Foundation (Sauter, D., Tight, M., Pharoah, T., Martinson, R. & Wedderburn, M. 2016)
- Year-Round Active Mobility technical toolkit for practitioners – Data and Monitoring Guidance to be developed by the Interreg BSR project BATS (2024)

3.2.4. Module 4 Experimenting with potential mobility solutions to promote active modes

Aims and content

This module focuses on the use of small-scale experiments in mobility planning to promote active modes such as walking and cycling. It emphasises the benefits of testing initiatives before making large investments and presents an easy-to-use guideline for experimenting with active mobility measures. The introductory webinar explains the validated model for experimenting with active mobility measures. Practical case examples from cities will showcase different kinds of small-scale active mobility pilots from more infrastructure-oriented ones to digital campaigns and ICT solutions for citizen involvement. Participants will learn from the local pilot experiences, from planning to scaling up. Self-study materials include easy-to-use guidelines on how to do small-scale experimenting with active mobility and what to consider in each step of the process. The exchange workshop will provide support for planning small-scale pilots and tips on how to avoid common mistakes.

In the end, participants will understand the strategic value of testing before making larger investments, how to link the piloting to the SUMP process and how to plan each step of the process. Also, they

comprehend the value of unsuccessful pilots. The module is targeted at local authorities and particularly those planning to or considering small-scale testing to promote active mobility.

Ideas for case studies

- Turku & Cesis: Summer street experiments
- Cesis' Vienības square urban experiment
- Gdynia & Gävle: active mobility campaigns, cycling promotion at work
- Turku, Gdynia & Greifswald: Cargo bikes promotion
- Panevezys and Cesis: promoting cycling to schools/residential areas
- Turku: testing a mobility hub, incentivising in different ways, examples of successful nudges related to mobility such as loaning bus card from library

Existing tools and learning materials for this training module

- Model for experimenting with active mobility measures (version 1.0) developed in the Interreg BSR project SUMPs for BSR
- Planner's guide to Sustainable Urban Mobility Planning developed in the Interreg BSR project Cities.multimodal (2021)
- Year-Round Active Mobility Citizen Activation Guide for Practitioners to be developed in the Interreg BSR project BATS (2024)
- Practitioner briefings: Supporting and encouraging cycling in sustainable urban mobility planning developed by the European Cyclists' Federation (Küster, F. 2019)
- Practitioner briefings: Supporting and encouraging walking in sustainable urban mobility planning developed by WALK21 Foundation (Walker, J., Thornton, B. & Quinores, L. 2019)

3.2.5. Module 5 Engaging stakeholders in planning mobility measures for SUMP

Aims and content

This module covers strategies for involving stakeholders in the planning and implementation of Sustainable Urban Mobility Plans (SUMPs). It focuses on gaining political support, building stakeholder capacity and working across departments with different priorities. Participants will explore methods for involving stakeholders in mobility measures to ensure commitment, ownership and effective communication. The self-study materials include easy-to-use tools for stakeholder mapping and engagement.

By the end, participants will understand how to effectively engage stakeholders and secure political support for sustainable mobility initiatives. The module is specifically targeted at the planners and implementors of SUMPs.

Ideas for case studies

- Gdynia: collaboration with different stakeholders in the city - engaging them in sustainable city solutions
- Gdynia: kindergartens and primary schools - youth engagement

- Panevezys: accessibility perspective
- Turku: social media campaign, questionnaire and workshop of the SUMP process, highlighting the importance of communicating the results of participation to the group, SUMP citizen panel

Existing tools and learning materials for this training module

- SUMP Participation Kit developed in the Intelligent Energy Europe project CH4LLENGE (2016)
- Topic Guide: Addressing gender equity and vulnerable groups in SUMPs developed in CIVITAS ECCENTRIC project (Drăguțescu, A., Land, P. & Meskovic, E. 2020)
- Planner's guide to Sustainable Urban Mobility Planning (Union of Baltic Cities & Hanseatic and University City of Rostock 2020) developed in the Interreg BSR project Cities.multimodal
- Participatory.tools developed by the Interreg BSR project HUPMOBILE (2021)
- Stakeholder mapping tool developed in the Interreg BSR Liveability project

3.3. Description of the SUMP clinic for more individual support

As part of the training programme, the SUMPs for BSR project will organise a SUMP clinic which is an individual consultation session for 10 cities in high need. The aim of the SUMP clinic is to increase the uptake and adoption of good-quality SUMPs. The SUMP clinic is targeted to the small and medium-sized cities in the BSR that are initiating their first SUMP process or that have difficulties with the implementation of an existing SUMP. In the consultations, cities will receive help to overcome their individual challenges specified in their application for the clinic.

The call for applications to take part in the clinic will be launched by the end of 2025 and the participating cities will be chosen based on selected criteria. The clinics will be organised with support from external experts, which will be put out for tendering in 2025. The more specified topics, extent of support and criteria for selecting cities will be defined together with the procured experts.

Based on the needs assessment, the focus of the SUMP clinic will be especially on how to initiate the SUMP process, how to get political commitment and how to cooperate internally and cross-sectorally. The specific needs of applicants will be taken into account, and fulfilled, if possible, within the timeframe and resourcing of the consultations. During individual discussions with experts, participating cities will bring their challenges related to the before-mentioned topics to the table, and the topics will be discussed with the experts. As a result of the clinic, cities will get individual recommendations on the actions to go forward.

SUMPs for BSR project is following the development of the National Support Programs that each member state is obliged to set up and will adjust the activities if needed, to complement the national level support.

3.4. Transferrable training package

The training package including all learning materials and recordings will be transferred to the Baltic Sea Region SUMP Competence Centre website for individual study after the trainings have been organised. The trainings and materials will be shared to wider audiences via other platforms, such as the European Urban Mobility Observatory and Union of the Baltic Cities Sustainable Cities Commission websites.

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