

JASPERS Networking Platform

TRAINING WORKSHOPS ON SUSTAINABLE URBAN MOBILITY PLANNING

The JASPERS Networking Platform was created to complement JASPERS project advisory operations by implementing knowledge sharing and capacity building activities, as well as fostering dissemination of good practices and exchange of experiences among all EU member states, pre-accession countries and other JASPERS Stakeholders.

More information is available at www.jaspersnetwork.org

Description of the workshops

The need for more sustainable and integrative planning processes as a way of dealing with the complexity of urban mobility has been widely recognised at all levels, ranging from national to local municipalities. New approaches to urban mobility planning are emerging as authorities seek to break out of past silo approaches and develop strategies that can stimulate a shift towards cleaner, more efficient and sustainable transport modes.

Where EU funding, mainly from structural and investment funds, may possibly contribute to the improvement of sustainable transport systems at local and regional level, JASPERS has helped or can help supporting the transition towards competitive and resource-efficient mobility systems in Europe's cities and urban areas by:

- supporting the development of Sustainable Urban Mobility Plans (SUMP) at local or regional level;
- supporting the ELTIS Mobility Plans portal to disseminate relevant information, publications and tools;
- providing guidance, training and capacity building to improve SUMP capabilities and application at national, regional and local level;
- publishing relevant information and guidance on the JASPERS networking website; and
- offering opportunities for the exchange of knowledge, experience and contacts through networking and technical workshops focusing on a greater uptake of new recognized tools and processes for urban mobility planning.

DG MOVE and DG REGIO have asked JASPERS to support the provision of SUMP training and capacity building to interested EU member states. It was agreed that the emphasis of the training programme would be on interactive and participatory training modules providing information and best practice on SUMP processes in an engaging manner. The training course was also designed to make best use of existing SUMP tools, such as self-assessment tools provided in ELTIS.

The target audiences for these training sessions were (i) national representatives with responsibilities in the area of urban transport planning and mobility, and (ii) representatives of city authorities directly responsible for undertaking SUMPs.

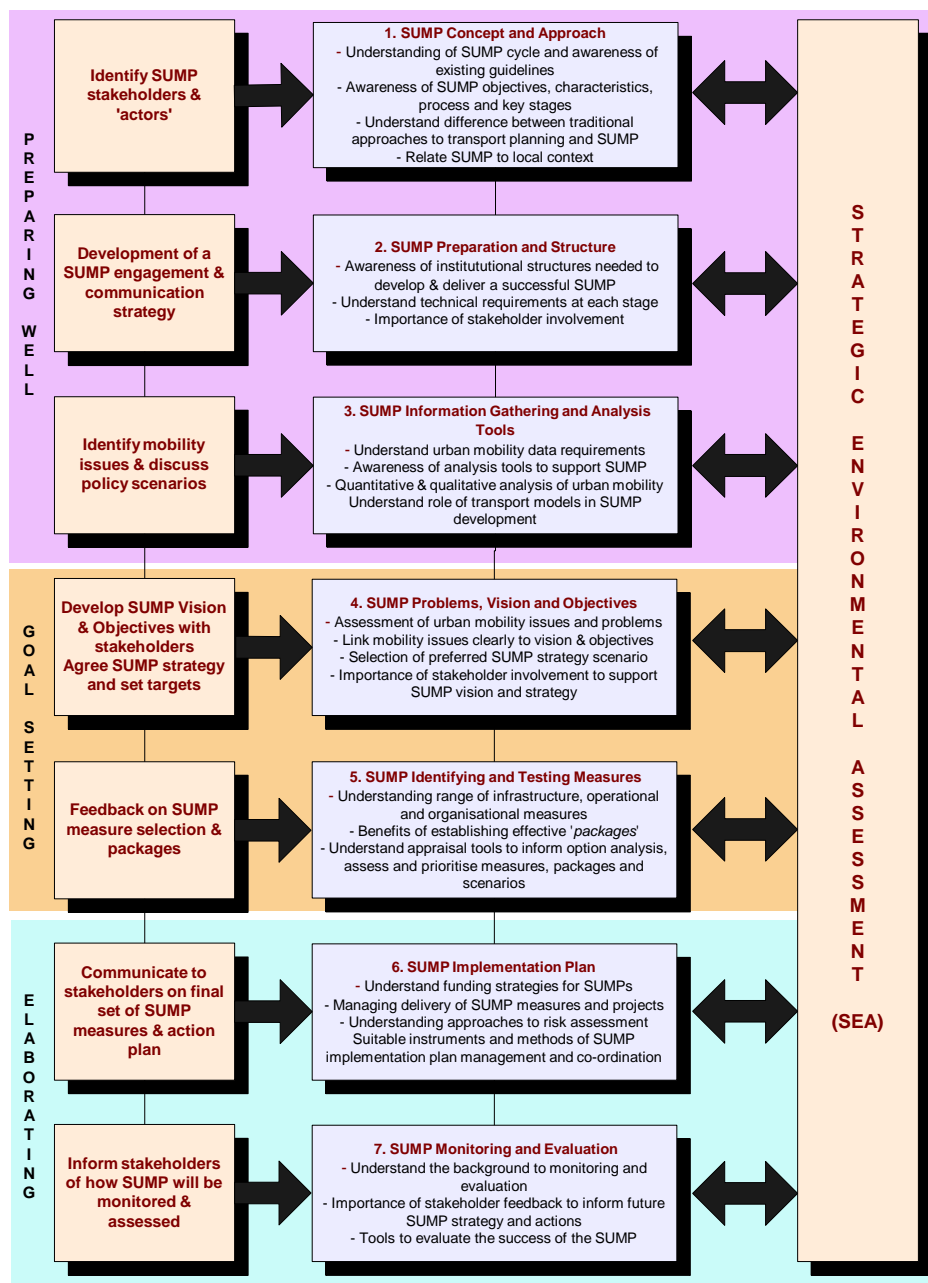
The training course was designed to:

- explain fully each step in the SUMP process;
- present a range of best (and worst) practice in the delivery of SUMPs;

- explain the need for, and benefit of, important aspects of SUMP development e.g., stakeholder consultation, strategic environmental assessment, policy/project appraisal and prioritisation;
- provide attendees with the information needed to successfully implement SUMPs in their local context; and
- be tailored to fit the individual needs of the beneficiary.

The programme structure for this training fully reflects EU guidelines on SUMP development, with a total of 7 training modules established. Each training course was designed to last 2 working days and focused on the following modules (see also Figure 1). A shorter version of the training selecting specific modules was also available, such as those delivered in Slovenia, Latvia and Lithuania.

Figure 1: Overview of SUMP training modules



Module 1: SUMP Concept and approach

This module provided an understanding of the SUMP cycle and provides an overview of existing SUMP guidance (at EU level and, where appropriate, at national level).

Module 2: SUMP preparation and structure

Module 2 highlighted the need for active stakeholder engagement and management, defined the role that various stakeholders may play in the SUMP process, and highlighted the benefits to be derived from early and active stakeholder engagement. The module also explained the different technical inputs required at each stage of the SUMP process, including e.g., strategic environmental assessment.

Module 3: SUMP information gathering and analysis tools

Module 3 provided attendees with both an overview of data requirements for urban transport mobility planning and an understanding of the role that various analysis tools (e.g. transport models) can play in describing and fully understanding the current and likely future situations.

Module 4: SUMP problems, vision and objectives

As part of this module, participants discussed how to complete a strategic analysis of urban mobility noting existing and likely future problems. The module showed participants how to develop a SUMP vision and objectives with stakeholders. It also made clear the link between the defined vision, objectives and the type of policies and projects that emerge from the SUMP process.

Module 5: SUMP identifying and testing measures

This module focused on how to identify, test and prioritize a range of measures (i.e., policies and projects) which (i) provide a proportionate response to existing and likely future problems, (ii) are in line with the SUMP strategic vision, and (iii) fit the objectives outlined for the SUMP. The module discussed integrating projects and policies into different packages of measures/scenarios and, given tight funding constraints, use of available appraisal tools to ensure optimal allocation of scarce resources to urban mobility.

Module 6: SUMP implementation plan

Module 6 provided a review of funding strategies for SUMPs and the need for ongoing strong management of SUMP projects to ensure optimal value for money. The module also looked at typical problems and obstacles in implementing SUMPs and outlined the role that risk management plans play in the SUMP process.

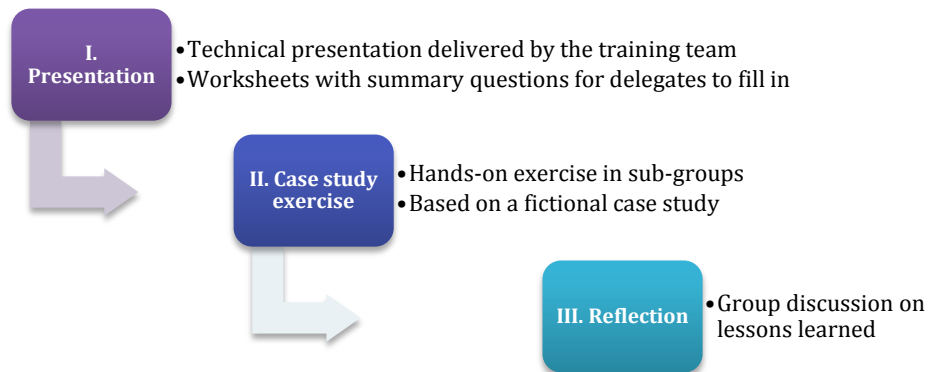
Module 7: SUMP monitoring and evaluation

The last module provided an understanding of the importance of ongoing monitoring (including e.g., strategic environmental assessment) and evaluation. Participants understood the difference between outputs and outcomes, and were able to assess how successful a given SUMP has been.

Structure of the Training Material

Each module was delivered in 3 parts: a technical presentation, a hands-on exercise in sub-groups based around a case study, and a group discussion reflecting on the outcomes of the exercise. This is illustrated in figure 2 below.

Figure 2: Structure of the SUMP Training Modules



Technical presentations delivered by the training team were accompanied by a series of ‘worksheets’ for the delegates aimed at gauging the level of understanding of key SUMP topics. The worksheets were carefully designed to include a small number of key summary questions, which the delegates can complete whilst listening to the presentation. This helped to keep the delegates engaged with the presentations, and help them prepare for the test at the end of the 2-day training course.

A core component of the training course was the modular group exercises, with all tasks covering the 7 modules based on a fictional city, ‘Anytown’. The advantage of using a fictional case study for the exercises was that it could be purposely ‘tweaked’ to create maximum learning value for the delegates. Using a single case study throughout the 2-day programme also minimised the amount of time delegates would need to spend familiarising themselves with the materials. It also helped facilitate comparison of approach to the task by each group during the plenary discussion.

Participants were split into two/three groups for the case study exercises depending on the final list of delegates for each training event. The ‘Anytown’ Case Study was carefully designed to include a variety of information on the background to urban mobility including data and information that would enable delegates to establish a good understanding of a wide range of specific mobility issues that exist in most EU cities and towns, irrespective of where the training was being delivered. The emphasis on the group tasks was about process and application of approach to developing a successful SUMP, albeit at a high level.

Delegates were required to work through the various modular tasks in sequence using the knowledge/information presented in the background Case Study document. The information presented included a mixture of plans, figures and data, as well as some illustrative and indicative photographs aimed at bringing an element of ‘reality’ to Anytown and make it easier for delegates to work with over the 2 days. At the end of the 2-day course a high-level exam/test was developed aimed at leaving the participants on a high note with the training, coupled with the presentation of personalised training certificates as well as a copy of the full set of presentation slides on a flash drive.

For any further enquiry on this workshop and in general on the activities of the JASPERS Networking Platform please contact us by emailing at jaspersnetwork@eib.org

Agenda of the workshops

The typical full two day training course was roughly organised as set out below:

SUMP TRAINING SCHEDULE: DAY 1	Role	Schedule
Introduction & Welcome to Day 1 <ul style="list-style-type: none"> • SUMP Training Overview • The role of SUMP in Bulgaria • SUMP Training Programme – Day 1 	JASPERS Ministry of Transport Mott MacDonald	0900 - 0910 0910 - 0920 0920 - 0930
1. SUMP Concept & Approach: <ul style="list-style-type: none"> • Presentations • Group Exercise • Group Feedback 	Mott MacDonald All All	0930 - 1000 1000 - 1020 1020 - 1030
Coffee Break 1030 - 1045		
2. SUMP Preparation & Structure: <ul style="list-style-type: none"> • Presentations • Group Exercise • Group Feedback 	Mott MacDonald All All	1045 - 1130 1130 - 1200 1200 - 1215
Lunch Break 1215 - 1315		
3. SUMP Information Gathering & Analysis Tools: <ul style="list-style-type: none"> • Presentations • Group Exercise • Group Feedback 	Mott MacDonald All All	1315 - 1415 1415 - 1500 1500 - 1515
Coffee Break 1515 - 1530		
4. SUMP Problems, Vision and Objectives: <ul style="list-style-type: none"> • Presentations • Group Exercise • Group Feedback 	Mott MacDonald All All	1530 - 1630 1630 - 1715 1715 - 1730
General Feedback & Close to Day 1	JASPERS	1730 - 1745
SUMP TRAINING SCHEDULE: DAY 2	Role	Schedule
Introduction & Welcome to Day 2: <ul style="list-style-type: none"> • Review of day 1 • Questions & Answers • SUMP Training Programme – Day 2 	JASPERS All Mott MacDonald	0900 - 0910 0910 - 0925 0925 - 0930

5. SUMP : Identifying & Sifting Measures: <ul style="list-style-type: none"> • Presentations • Group Exercise • Group Feedback 	Mott MacDonald All All	0930 - 1030 1030 - 1115 1115 - 1130
Lunch break 1130 - 1230		
6. SUMP Implementation Plan: <ul style="list-style-type: none"> • Presentations • Group Exercise • Group Feedback 	Mott MacDonald All All	1230 - 1315 1315 - 1345 1345 - 1400
Coffee break 1400 -1415		
7. Monitoring & Evaluation: <ul style="list-style-type: none"> • Presentations • Group Exercise • Group Exercise 	Mott MacDonald All All	1415 - 1445 1445 - 1500 1500 - 1515
SUMP Training Test & Close to SUMP Training: <ul style="list-style-type: none"> • SUMP Test & Certificates • Closing Remarks 	Mott MacDonald JASPERS	1515 - 1545 1545 - 1600

In some cases more active contribution from national stakeholders was necessary. This was the case when the training event served as kick off of a national or local SUMP activity (example: launch of the SUMP in Tallinn/Estonia), or the presentation of achievements in a given country (example: the first SUMPs in Poland) or the presentation of national SUMP policy and funding approaches, such as in Slovenia or in Greece, or the presentation of an expert pool at national level on which interested trainees and municipalities may draw when elaborating SUMPs (example: “Civinet” Spain/Portugal).

The two awareness raising workshops for decision makers in Cyprus and Greece have included many more national speakers, from government, cities, or academia.