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Research - Consulting - Innovation

SUMP Guidelines: What's new

Wednesday, 14th of January 2026

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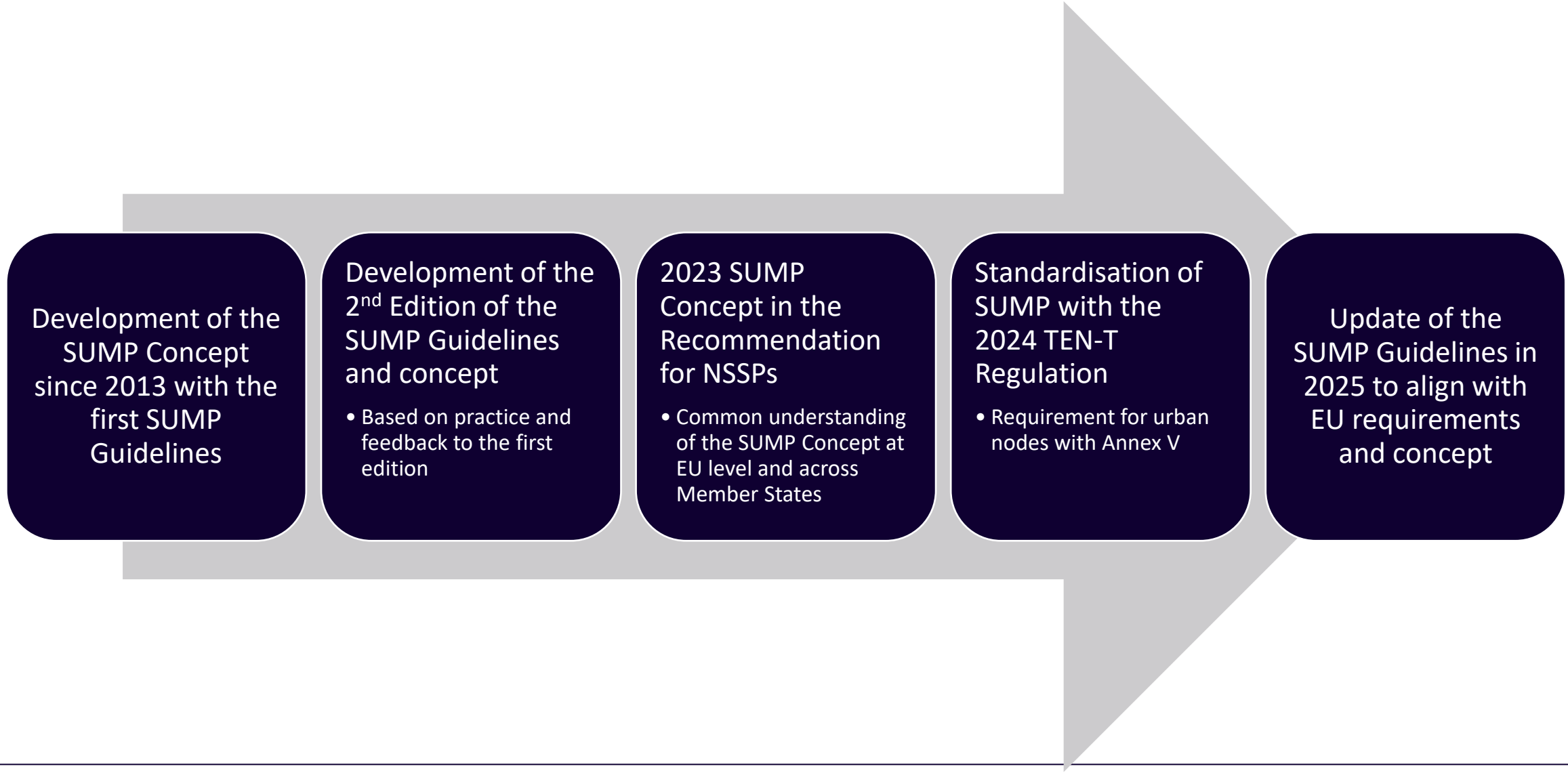
10 years of SUMP Evolution

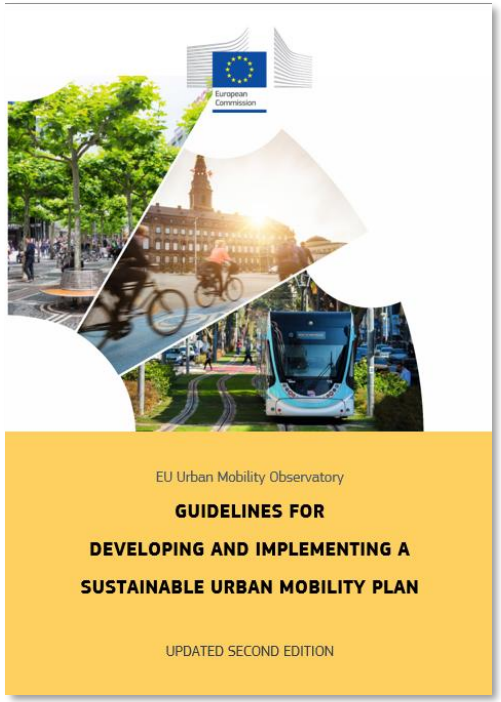
Common lessons and the road to standardisation



Context of the update

Why now?

- **New EU policy context**
  - TEN-T updated regulation, including Annex V.
  - Requirement for urban nodes to have a SUMP
- **Mobility trends** since 2019 & **technology shifts**
- **Climate deadlines** – 55 % GHG cut by 2030, net-zero by 2050.



What is it?

- It aims to **support <u>all cities</u>** in developing their SUMPs, with:
  - Further clarifications, new links and fresh examples
- It is **not a clarification to the TEN-T requirements.**
- No overhaul of the 12-step SUMP cycle and <u>no new requirements!</u>
- Based on **practitioners' feedback**

Align with new policies and practices and ensure continuity!

Changes of topics in more detail

New. Update. Improvement.

Improved language and **updated links!**

More focused on **action-oriented** input!

More **user-friendly** content and **layout**!

New layout to **speed-up translations**!

New

- Update of the **SUMP Principles** to align with the EC 2023 SUMP Concept
- Alignment with the **TEN-T** and requirement for urban nodes
  - NSSPs support, planning with long-haul transport stakeholders

Update

- Alignment with new **European policies** (climate, energy, green deal, ITS, etc.)
- Further integration of **data-based decision making** and planning
  - Transport modelling, data spaces, indicators, monitoring, evaluation

Improvement

- **Planning beyond the city borders**
  - Further inclusion of peri-urban and rural planning, including specific solutions and cooperation and collaboration models
- Further emphasis on **urban freight and logistics**
  - Additional specifications and engagement with logistics stakeholders
- Further emphasis on **inclusion and transport poverty**

Intensity of changes

Improvement in all steps should lead to better preparation for implementation

That’s new in: Introduction and Section 1

European policies and implications for the urban nodes

- Update linked to **the evolution of the European Policies**
  - European Green deal
  - Smart and Sustainable Urban Mobility Strategy
  - New European Mobility Framework
  - European Declaration on Cycling
  - ITS Directive
  - Alternative Fuels Infrastructure Regulation (revised in 2024)
- **TEN-T regulation** and implications for the urban nodes
  - Update on the National SUMP Support Programmes roles and opportunities for cities
- Update of the **SUMP principles**

1.5 How can the European, national and regional level support Sustainable Urban Mobility Planning?

~~Urban mobility is closely connected with other policies such as those on the environment, road safety, health, spatial planning and energy. Such policies are often elaborated at the local, regional and national levels. Many European cities therefore need enabling support from higher levels of government, particularly in the areas of governance, legislation, funding, monitoring and evaluation, guidance and methodology, education and knowledge exchange. In most EU Member States, the national government provides such support, while in some countries' regions have more competencies and the national level plays a more limited role.~~

As the Trans-European Transport Network (TEN-T) becomes increasingly central to EU planning strategies, the spotlight shifts toward an integrated place-based approach that addresses the diversity of urban and regional contexts along the network. Rather than applying uniform solutions, this approach calls for mobility planning that is deeply rooted in the specific needs, opportunities, and characteristics of each place. It encourages the integration of transport with environmental goals, public health, spatial development, and energy systems, tailored to local realities. Recognizing the complexity of urban, peri-urban, and rural interconnections, this place-based perspective ensures that planning is responsive across all governance levels—local, regional, and national—while respecting the distinct identity and challenges of each territory. Such an approach is vital to building resilient and climate-neutral regions and requires adaptive, cross-level governance models that empower local actors and foster territorial cohesion.

Higher levels of government must enable this collaboration through supportive frameworks, while fostering partnerships that extend across governance levels and, in some cases, even across national borders. Such an approach will ensure that urban mobility policies are effectively aligned with broader policy objectives, leading to more sustainable and cohesive urban development.

Support through the revised Trans-European Transport Network (TEN-T) Regulation

The revised Trans-European Transport Network (TEN-T) Regulation[61], entered into force in July 2024. It places the urban dimension more prominently within the network and enhances the role of the 431 designated urban nodes[62] as key enablers of sustainable, efficient and multimodal transport. The regulation outlines specific obligations requirements to improve transport across Europe with several priorities, among which three four are particularly relevant for urban nodes: the SUMP adoption, the progress monitoring, and the establishment of multimodal passenger hubs and multimodal freight terminals (Articles 41 and 42 of the revised regulation[63]).

- By 2027, each urban node must adopt a SUMP covering its entire Functional Urban Area (FUA). Guidelines for the content of an SUMP is further defined in the Annex V.

movement are well coordinated. Moreover, they are required to ensure high-quality connections between the core TEN-T network and logistics hubs within the urban area.

Achieving these targets requires integrating mobility strategies across multiple governance levels and beyond the geographical boundaries of the functional urban area by aligning with the TEN-T planning level and stakeholders involved. To support urban nodes in this new endeavour, Member States have to designate a national SUMP contact point and establish a national SUMP Support Programme (NSSP) to assist urban nodes in adopting and implementing SUMPs and urban mobility indicators. These obligations underscore the EU's commitment to fostering sustainable, multimodal, and resilient urban transport systems, ensuring territorial cohesion within the EU and the functioning of the single cohesive connectivity across the TEN-T network. Cities play a central role in developing and implementing SUMPs, applying the principle of subsidiarity by tailoring mobility solutions to local needs, while the Member States are responsible for coordinating and supporting these efforts at the national level; at the same time, the European Union ensures coherence and facilitates coordination across Member States.

Multilevel support for small and medium-sized cities

Small and mid-sized cities that are not part of the TEN-T urban node network play a crucial role in achieving sustainable and inclusive mobility across Europ
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National SUMP Support Programme (NSSP)

Recognizing the need for national and regional level support, the European Commission, in its 2021 Urban Mobility Framework, emphasized the importance of stronger governance to align SUMPs with European guidelines while respecting local contexts. Subsequently, in March 2023, the Commission issued a **Recommendation on** National SUMP Support Programmes **(NSSPs)**[64], urging Member States to establish long-term support programmes that include legal, financial, technical, educational and organizational measures. These programmes should be managed by a national programme office, ensuring SUMPs are effectively implemented and in line with European best practices. The national SUMP programme management offices will also act as the focal point for SUMP-related matters and collaborate with the European Commission Expert Group on Urban Mobility (EGUM). With the 2024 revision of the **TEN-T Regulation (EU 2024/1679)**[62], which requires all urban nodes to adopt and monitor an SUMP by 2027, the Member States are now obliged to designate a national SUMP contact point and to establish a NSSP within 2025.

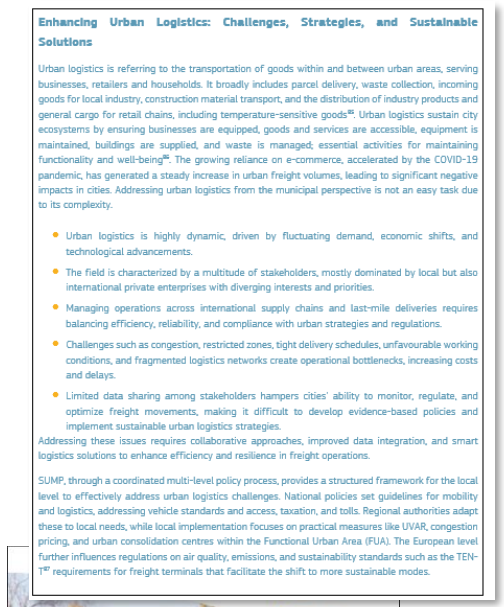
NSSPs should address national barriers to SUMP such as siloed governance structures, insufficient funding, unclear legislative frameworks, or inconsistent national approaches to SUMP through a set of activities such as:

- Establish a National SUMP Platform to promote SUMPs, share best practices, and provide harmonized guidance through conferences, training, online resources, and social media.
- Enhance cross-sectoral cooperation by creating a national-level SUMP working group and by integrating funding across transport, health, and urban planning.
- Develop national SUMP guidance tailored to the country's context and provided in the national language.
- Introduce supportive legislation (e.g. requiring larger cities to develop SUMPs).
- Strengthen coordination between SUMPs and other strategic plans, such as spatial planning, Sustainable Energy and Climate Action Plans (SECAPs), and Sustainable Urban Logistics Plans (SULPs).
- Provide financial support for SUMP development, implementation, and capacity-building activities.
- Implement assessment tools to evaluate SUMP quality and ensure effective use of funding.
- Offer technical assistance and advisory services to support cities in SUMP development.
- Ensure policy alignment and monitoring to maintain SUMP effectiveness and integration with broader sustainability goals.

That’s new in: Phase 1

Plan beyond city borders and urban logistics

- Further content on how to plan **beyond the city borders** (peri-urban, regional rural)
  - Incl. the consideration of long-haul passenger and goods mobility
  - Inc. **metropolitan** and **neighbourhood** planning (highlights of existing SUMP Reference documents)
  - Added a practice from **SMARTA-NET** Project (rural and remote planning)
- Further **alignment with other planning processes** such as land-use
- Stronger link with **urban logistics and freight**
  - A long box added to detail links between SUMP and urban logistics



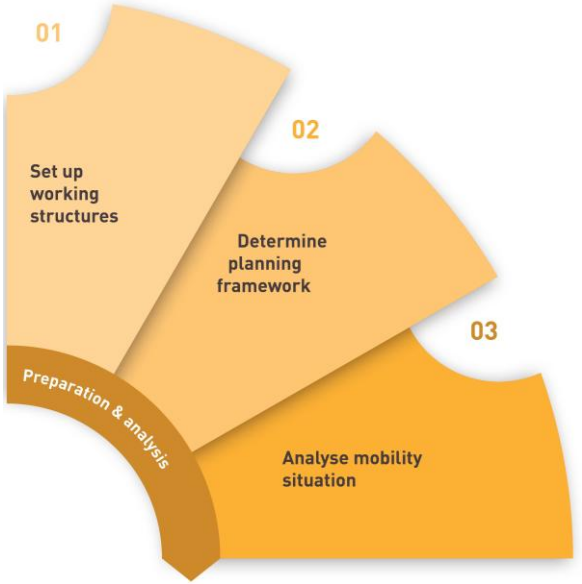
Enhancing Urban Logistics: Challenges, Strategies, and Sustainable Solutions

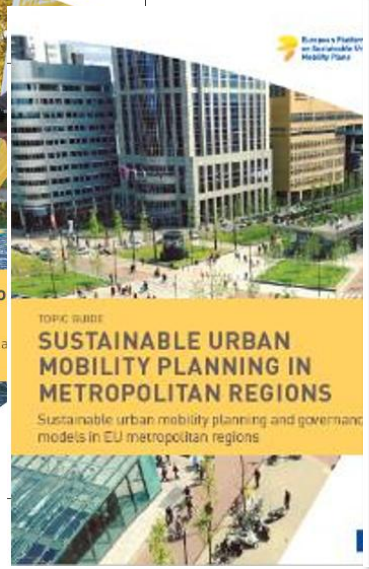
Urban logistics is referring to the transportation of goods within and between urban areas, serving businesses, retailers and households. It broadly includes parcel delivery, waste collection, incoming goods for local industry, construction material transport, and the distribution of industry products and general cargo for retail chains, including temperature-sensitive goods[45]. Urban logistics sustain city ecosystems by ensuring businesses are equipped, goods and services are accessible, equipment is maintained, buildings are supplied, and waste is managed; essential activities for maintaining functionality and well-being[46]. The growing reliance on e-commerce, accelerated by the COVID-19 pandemic, has generated a steady increase in urban freight volumes, leading to significant negative impacts in cities. Addressing urban logistics from the municipal perspective is not an easy task due to its complexity.

- Urban logistics is highly dynamic, driven by fluctuating demand, economic shifts, and technological advancements.
- The field is characterized by a multitude of stakeholders, mostly dominated by local but also international private enterprises with diverging interests and priorities.
- Managing operations across international supply chains and last-mile deliveries requires balancing efficiency, reliability, and compliance with urban strategies and regulations.
- Challenges such as congestion, restricted zones, tight delivery schedules, unfavourable working conditions, and fragmented logistics networks create operational bottlenecks, increasing costs and delays.
- Limited data sharing among stakeholders hampers cities' ability to monitor, regulate, and optimize freight movements, making it difficult to develop evidence-based policies and implement sustainable urban logistics strategies.

Addressing these issues requires collaborative approaches, improved data integration, and smart logistics solutions to enhance efficiency and resilience in freight operations.

SUMP, through a coordinated multi-level policy process, provides a structured framework for the local level to effectively address urban logistics challenges. National policies set guidelines for mobility and logistics, addressing vehicle standards and access, taxation, and tolls. Regional authorities adapt these to local needs, while local implementation focuses on practical measures like UVAR, congestion pricing, and urban consolidation centres within the Functional Urban Area (FUA). The European level further influences regulations on air quality, emissions, and sustainability standards such as the TEN-T[47] requirements for freight terminals that facilitate the shift to more sustainable modes.

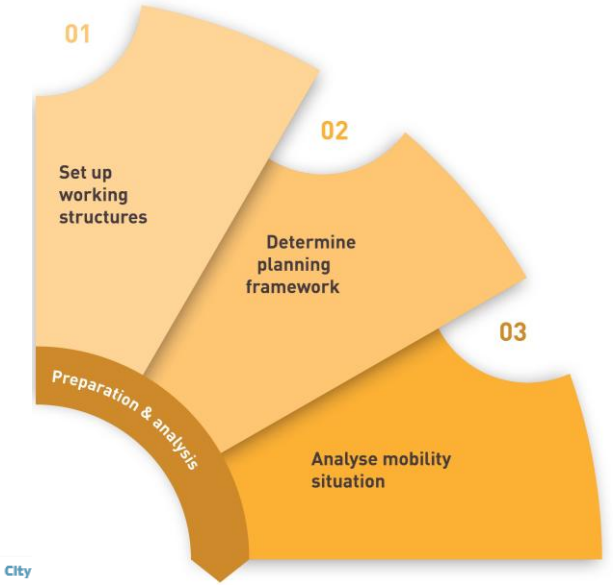




That’s new in: Phase 1

Climate-Neutrality and linking planning with of Land-Use. Data and transport modelling. Transport poverty and inclusion

- Consideration of **Climate-Neutral and Smart Cities Mission**
  - Further integration of **resilience**
  - Link between **SUMPs and CCCs**
  - Practice Example from **Leuven Climate Planning approach** (Leuven 2030)
- Further strengthening of the **use of data**
  - Box on the use of **transport modelling** and its diverse use depending on local capacities and context
  - Toolbox from the **deployEMDS project**
- Further focus on **transport poverty** and **inclusion**
  - A box introducing the recent EU recommendations on transport poverty



Integrating SUMPs and Climate City Achieving Climate Neutrality

Achieving climate neutrality requires cities to adopt strategic frameworks that integrate climate action across sectors. The EU Mission for Climate-Neutral and Smart Cities supports 100 European cities in achieving climate neutrality by 2030, serving as innovation hubs for all cities to follow suit by 2050. A total of 112 selected cities (including 12 from associated countries) are developing CCCs—comprehensive plans co-created with stakeholders and citizens—that outline strategies for achieving climate neutrality across sectors like energy, buildings, waste management, and transport. These contracts, supported by the Mission Platform managed by NetZeroCities, are reviewed by the Europ experts. Cities with approved contracts receive the EU Mission Lab As of October 2024, 93 cities have been awarded the EU Mission L mission's implementation[77].

SUMPs provide the framework for cities seeking to achieve climate are not part of the EU Mission for Climate-Neutral and Smart Cities, broader environmental goals while also addressing social and eco integrated strategies, governance, and commitments can drive offers valuable lessons for enhancing SUMPs through stronger co SUMP and CCC goals can unify efforts, maximise resources, attrac

Toolbox: Lessons from the deployEMDS Project

The deployEMDS project highlights the importance of secure and interoperable data-sharing ecosystems for sustainable urban mobility planning. Developing common technical infrastructures and governance mechanisms enables data exchange across cities and regions, fostering evidence-based policymaking and trust among stakeholders. These are the n main findings:

- Decentralized & Federated Data Sharing – Ensuring interoperability while allowing stakeholders to retain control over their data - see example of Flanders Traffic Measurement Data Space[92]
- Regulatory Compliance & Cybersecurity – Implementing strong encryption, secure APIs, and anonymization to protect sensitive mobility data.
- Capacity Building & Training – Programmes like the "Learn with the Common European Mobility Data Space" help cities improve data literacy and technical skills.[93]

Source: https://deployemds.eu/

Best Practice Example

Leuven, Belgium: Harmonized Climate Planning and SUMP

Alignment of climate planning and SUMP may require different approaches to coordinated action. The city of Leuven, Belgium, developed "Leuven 2030" in 2013 to drive and align the most impactful multi-actor actions and breakthrough projects that accelerate the climate transition for the best possible future. Leuven 2030 shapes a socially just transition based on scientific research, together with and for everyone in the city: citizens, civil society organizations, enterprises, knowledge institutions (schools, universities, research centres), (semi-)public institutions and public authorities of all policy sectors. The Board, made up of 18 elected delegates (3 representatives per category), ensures that all voices are represented in shaping the strategic path forward. The Board is elected every 4 years by all members during a special General Assembly meeting. With over 400 members from across Leuven's society, the direction is determined collectively.

By fostering collaboration and by selecting common ambitions regarding sustainable mobility, the support for preparing and implementing SUMPs is much stronger compared to a classical public consultation process. Therefore, as a neutral and centrally positioned organisation, Leuven 2030 takes the lead in overcoming cross-cutting challenges, such as financing, monitoring, communicating the transition and striving towards a socially just implementation of the priority programmes and projects.

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Image: Leuven 2030, © Leuven 2030

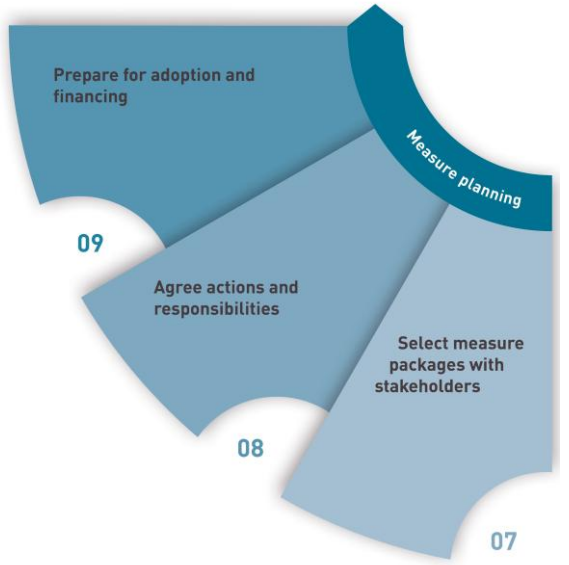
That’s new in: Phase 2

Data-driven planning. Engagement with TEN-stakeholders. Importance of Regional specific objectives. Indicators.

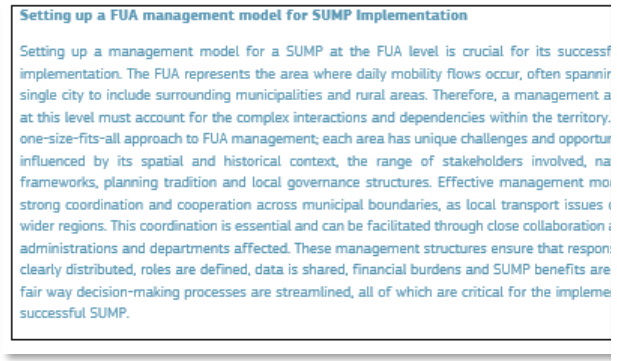
- **Data-driven planning decision making**
  - Toolbox on **backcasting**
  - Toolbox on **European Data Spaces** and recent EU directives
  - Box on **reinforcing monitoring capacities**
- Further emphasis on **engagement with TEN-T stakeholders**
  - Long-haul transport operators (passengers and goods)
- Highlight the needs to have **differentiated mobility objectives** and targets when planning beyond city borders
  - To **reflect diverse challenges and opportunities** across different geographical areas
- Box on **indicators**, highlighting the need for comprehensive and adapted indicators to local context
  - UMI as a basis but should go beyond

That’s new in: Phase 3

Better preparation for implementation

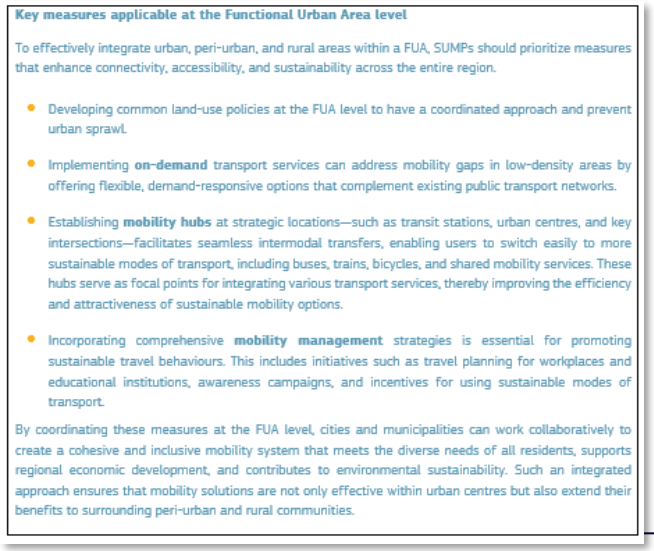


- Box on **project cost estimation** and **operational planning**
- Box on **funding approaches** to highlight various approaches, from traditional to innovative
- Further information on diversity of approaches to **plan beyond city borders**
  - Practice example of **cooperation models** from Flanders and Poland
  - Box on setting up **cooperation and collaboration methods**
  - **Key measures** to **plan beyond city borders** and integrate peri-urban and rural areas



Setting up a FUA management model for SUMP Implementation

Setting up a management model for a SUMP at the FUA level is crucial for its successf implementation. The FUA represents the area where daily mobility flows occur, often spannir single city to include surrounding municipalities and rural areas. Therefore, a management a at this level must account for the complex interactions and dependencies within the territory. one-size-fits-all approach to FUA management; each area has unique challenges and opportur influenced by its spatial and historical context, the range of stakeholders involved, na frameworks, planning tradition and local governance structures. Effective management mo strong coordination and cooperation across municipal boundaries, as local transport issues wider regions. This coordination is essential and can be facilitated through close collaboration administrations and departments affected. These management structures ensure that respon clearly distributed, roles are defined, data is shared, financial burdens and SUMP benefits are fair way decision-making processes are streamlined, all of which are critical for the impleme successful SUMP.

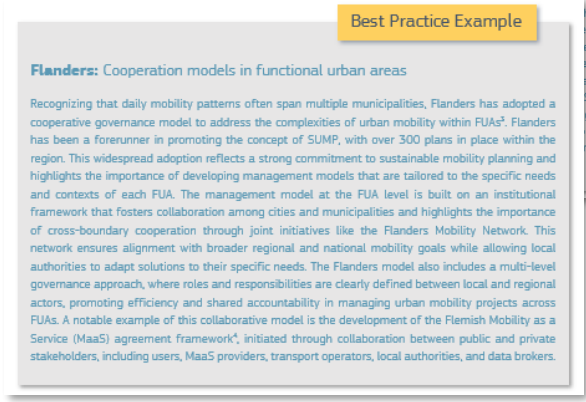


Key measures applicable at the Functional Urban Area level

To effectively integrate urban, peri-urban, and rural areas within a FUA, SUMPs should prioritize measures that enhance connectivity, accessibility, and sustainability across the entire region.

- Developing common land-use policies at the FUA level to have a coordinated approach and prevent urban sprawl.
- Implementing **on-demand** transport services can address mobility gaps in low-density areas by offering flexible, demand-responsive options that complement existing public transport networks.
- Establishing **mobility hubs** at strategic locations—such as transit stations, urban centres, and key intersections—facilitates seamless intermodal transfers, enabling users to switch easily to more sustainable modes of transport, including buses, trains, bicycles, and shared mobility services. These hubs serve as focal points for integrating various transport services, thereby improving the efficiency and attractiveness of sustainable mobility options.
- Incorporating comprehensive **mobility management** strategies is essential for promoting sustainable travel behaviours. This includes initiatives such as travel planning for workplaces and educational institutions, awareness campaigns, and incentives for using sustainable modes of transport.

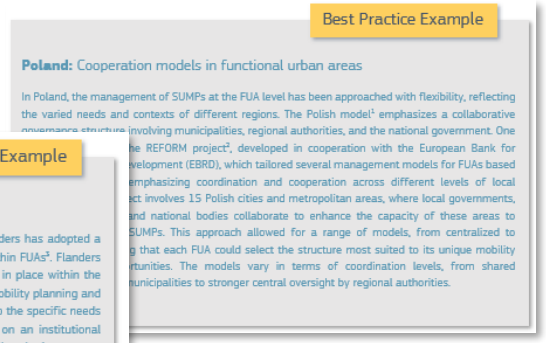
By coordinating these measures at the FUA level, cities and municipalities can work collaboratively to create a cohesive and inclusive mobility system that meets the diverse needs of all residents, supports regional economic development, and contributes to environmental sustainability. Such an integrated approach ensures that mobility solutions are not only effective within urban centres but also extend their benefits to surrounding peri-urban and rural communities.



Best Practice Example

Flanders: Cooperation models in functional urban areas

Recognizing that daily mobility patterns often span multiple municipalities, Flanders has adopted a cooperative governance model to address the complexities of urban mobility within FUAs[3]. Flanders has been a forerunner in promoting the concept of SUMP, with over 300 plans in place within the region. This widespread adoption reflects a strong commitment to sustainable mobility planning and highlights the importance of developing management models that are tailored to the specific needs and contexts of each FUA. The management model at the FUA level is built on an institutional framework that fosters collaboration among cities and municipalities and highlights the importance of cross-boundary cooperation through joint initiatives like the Flanders Mobility Network. This network ensures alignment with broader regional and national mobility goals while allowing local authorities to adapt solutions to their specific needs. The Flanders model also includes a multi-level governance approach, where roles and responsibilities are clearly defined between local and regional actors, promoting efficiency and shared accountability in managing urban mobility projects across FUAs. A notable example of this collaborative model is the development of the Flemish Mobility as a Service (MaaS) agreement framework[4], initiated through collaboration between public and private stakeholders, including users, MaaS providers, transport operators, local authorities, and data brokers.



Best Practice Example

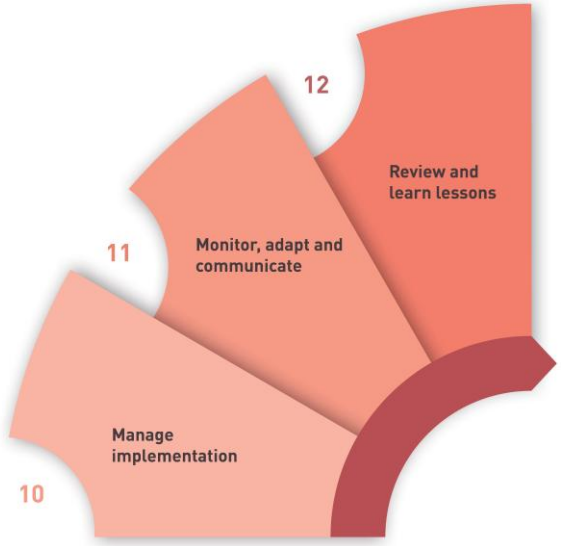
Poland: Cooperation models in functional urban areas

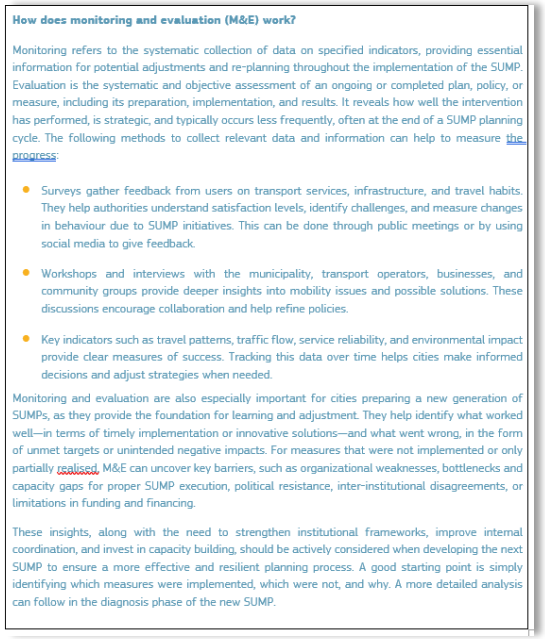
In Poland, the management of SUMPs at the FUA level has been approached with flexibility, reflecting the varied needs and contexts of different regions. The Polish model[1] emphasizes a collaborative governance structure involving municipalities, regional authorities, and the national government. One he REFORM project[2], developed in cooperation with the European Bank for velopment (EBRD), which tailored several management models for FUAs based emphasizing coordination and cooperation across different levels of local ct involves 15 Polish cities and metropolitan areas, where local governments, and national bodies collaborate to enhance the capacity of these areas to SUMPs. This approach allowed for a range of models, from centralized to g that each FUA could select the structure most suited to its unique mobility rtunities. The models vary in terms of coordination levels, from shared municipalities to stronger central oversight by regional authorities.

That’s new in: Phase 4

Better preparation for implementation, monitoring and evaluation

- Further information on implementation with a box on **living labs**
- Further information around **monitoring and evaluation**
  - Toolbox on **mobility dashboards**
  - Box on **monitoring and evaluation** in more details





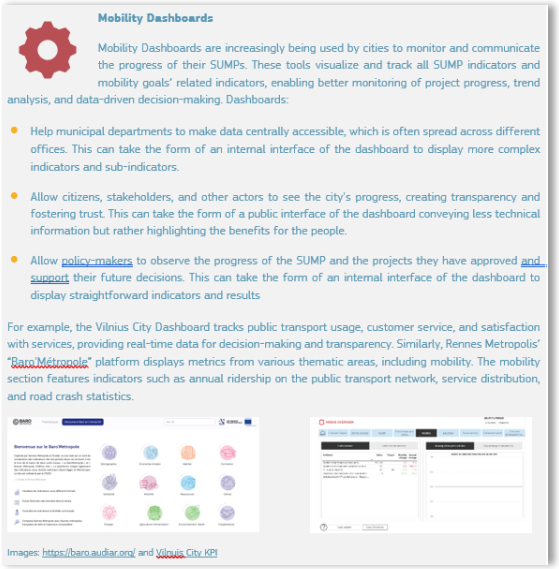
How does monitoring and evaluation (M&E) work?

Monitoring refers to the systematic collection of data on specified indicators, providing essential information for potential adjustments and re-planning throughout the implementation of the SUMP. Evaluation is the systematic and objective assessment of an ongoing or completed plan, policy, or measure, including its preparation, implementation, and results. It reveals how well the intervention has performed, is strategic, and typically occurs less frequently, often at the end of a SUMP planning cycle. The following methods to collect relevant data and information can help to measure the progress:

- Surveys gather feedback from users on transport services, infrastructure, and travel habits. They help authorities understand satisfaction levels, identify challenges, and measure changes in behaviour due to SUMP initiatives. This can be done through public meetings or by using social media to give feedback.
- Workshops and interviews with the municipality, transport operators, businesses, and community groups provide deeper insights into mobility issues and possible solutions. These discussions encourage collaboration and help refine policies.
- Key indicators such as travel patterns, traffic flow, service reliability, and environmental impact provide clear measures of success. Tracking this data over time helps cities make informed decisions and adjust strategies when needed.

Monitoring and evaluation are also especially important for cities preparing a new generation of SUMPs, as they provide the foundation for learning and adjustment. They help identify what worked well—in terms of timely implementation or innovative solutions—and what went wrong, in the form of unmet targets or unintended negative impacts. For measures that were not implemented or only partially realised, M&E can uncover key barriers, such as organizational weaknesses, bottlenecks and capacity gaps for proper SUMP execution, political resistance, inter-institutional disagreements, or limitations in funding and financing.

These insights, along with the need to strengthen institutional frameworks, improve internal coordination, and invest in capacity building, should be actively considered when developing the next SUMP to ensure a more effective and resilient planning process. A good starting point is simply identifying which measures were implemented, which were not, and why. A more detailed analysis can follow in the diagnosis phase of the new SUMP.



Mobility Dashboards

Mobility Dashboards are increasingly being used by cities to monitor and communicate the progress of their SUMPs. These tools visualize and track all SUMP indicators and mobility goals’ related indicators, enabling better monitoring of project progress, trend analysis, and data-driven decision-making. Dashboards:

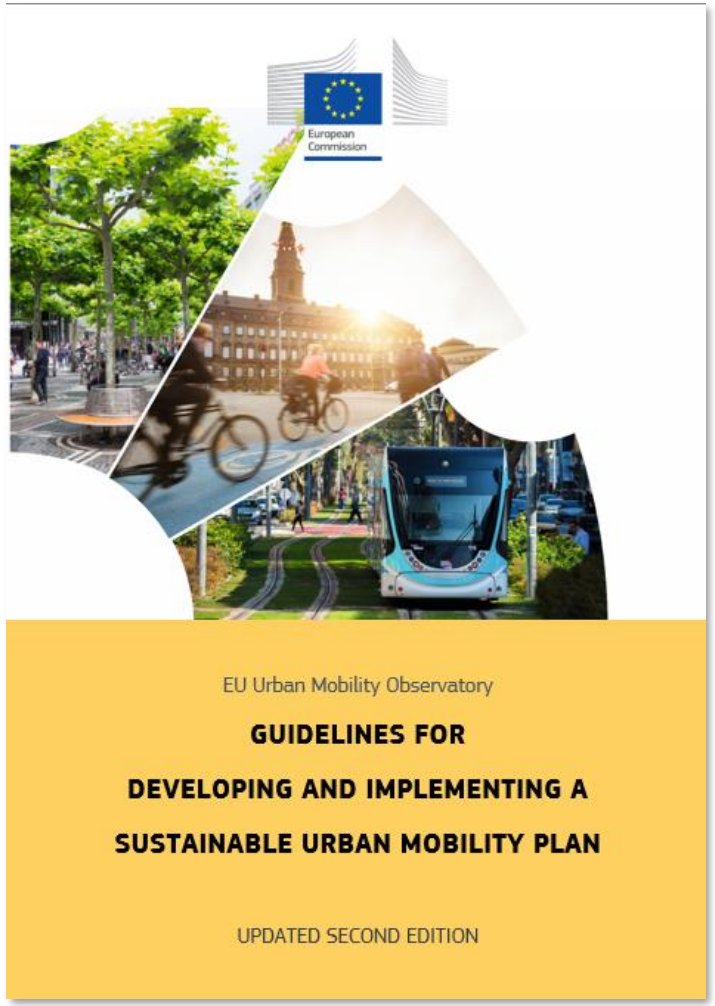
- Help municipal departments to make data centrally accessible, which is often spread across different offices. This can take the form of an internal interface of the dashboard to display more complex indicators and sub-indicators.
- Allow citizens, stakeholders, and other actors to see the city’s progress, creating transparency and fostering trust. This can take the form of a public interface of the dashboard conveying less technical information but rather highlighting the benefits for the people.
- Allow policy-makers to observe the progress of the SUMP and the projects they have approved and support their future decisions. This can take the form of an internal interface of the dashboard to display straightforward indicators and results

For example, the Vilnius City Dashboard tracks public transport usage, customer service, and satisfaction with services, providing real-time data for decision-making and transparency. Similarly, Rennes Metropolis’ “Baro’Métropole” platform displays metrics from various thematic areas, including mobility. The mobility section features indicators such as annual ridership on the public transport network, service distribution, and road crash statistics.

Images: https://baro.audiar.org/ and Vilnius City KPI

Update of the SUMP Guidelines coming soon!

Stay informed through the EU Urban Mobility Observatory.



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Thank you

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