Session A4
Expanding to regions, linking to TEN-Ts
Integrated REgional Action Plan For Innovative, Sustainable and LOw CaRbon Mobility

Dr. Maria Morfoulaki
Hellenic Institute of Transport (HIT/CERTH)
General Project info

REFORM Partners

REFORM Contact

REFORM Coordinator:

CERTH
Centre for Research & Technology Hellas
Maria Morfoulaki marmor@certh.gr

Financing and duration

Low-carbon economy

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Jan 2017 Dec 2020

Communication:

www.interregeurope.eu/reform
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REFORM is a member of European Platform on Sustainable Urban Mobility Plans
REFORM specific objectives

Make use of the key role of the Regions in the SUMP development process

• Identifying and analyzing Good Practices from the participating regions and other regions of Europe
• Preparing and implementing 4 Regional Action Plans

Increase capacity of the local authorities’ staff

• Learning exchange events on SUMP and sustainable mobility planning addressed to
• Regional public servants
• Municipality and other relevant public servants of the region
REFORM objective

Through regional and interregional learning exchanges

REFORM aims to trigger the SUMP development process and amplify the SUMP adoption rate in the cities of 4 European Regions, by improving 4 Regional Policy Instruments.
KEY OUTPUTS

- 150 people with increased skills
- Learning material
- 4 APs, Policy Recommendations
- 26 Identified GPs
- Guiding material
- Methodology for selecting, describing and evaluating the GPs

Transferability Manual
- Report on monitoring and evaluating the APs

High level dissemination event
- Participation
  - Scientific Cafes
    - Citizens’ survey
    - Plenary Stakeholders’ meetings
    - Walk & Talk meetings
    - Focus Groups
- Workshop on AP definition

Heerlen (NL): Multi stakeholder participatory processes for developing regional SUMP

Manchester (UK): GM SUMP development workshop

Bologna (IT): How to effectively integrate SUMP in the regional planning instruments: skills, experiences and tools

Thessaloniki (GR): Use of ICT technologies for traffic data collection and citizens’ communication as practical tools for the implementation of SUMP
Different SUMP development models
State of SUMP Development...

Region of Central Macedonia
✓ 36 Municipalities
✓ Area: 18.810 km²
✓ Population: 1.9 M inhabitants (density: 100/km²)
24 municipalities in RCM have been funded by the Green Fund and are about to commence SUMP development

Region of Emilia Romagna (RER)
✓ 9 Provinces - 333 Municipalities
✓ Area: 22.446 km²
✓ Population: 4.4 M inhabitants (density 200/km²)
✓ 40% of total population lives in 13 main cities
Local SUMP are currently being developed by 12 Municipalities (to be completed in 2018)

Region of Greater Manchester (GM)
✓ Polycentric region with 10 districts
✓ Area: 1.276 km²
✓ Population: 2.8 M inhabitants (density: 2.180/km²)
Greater Manchester has had a LTP (equivalent to SUMP) since 2000, revising the plan every 5 years. The latest plan was completed in November 2016 and approved in February 2017

Region of Parkstad Limburg (RPL)
✓ Polycentric region, with 8 Municipalities
✓ Area: 211 km²
✓ Population: 255.000 inhabitants (density: 1.195/km²)
A regional SUMP has been developed in the framework of Poly-SUMP project and adopted by the regional council in 2014
SUMP development framework

<table>
<thead>
<tr>
<th>Emilia Romagna (RER)</th>
<th>Central Macedonia (RCM)</th>
<th>Parkstad Limburg (RPL)</th>
<th>Greater Manchester (GM)</th>
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</thead>
<tbody>
<tr>
<td>✓ 2015 RER incentives for Bologna MetroCity and municipalities with &gt;50,000 inh. for elaboration of SUMPs</td>
<td>✓ No obligation for SUMPs, but 2016 national funding and 2017 guidelines to support SUMP development</td>
<td>✓ No obligation or regulation for SUMPs</td>
<td>✓ LTPs/SUMPs are obligatory by national law</td>
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<td>✓ Till 2017 no guideline or decree for SUMPs</td>
<td>✓ 2014-2020 ROP 7,5 M € for SUMP related measures</td>
<td>✓ 2014-2020 ROP does not include mobility issues</td>
<td>✓ National guidance on the contents of LTPs/SUMPs is provided</td>
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<tr>
<td>✓ 2017 Nation. decree:</td>
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<td>✓ LTPs/SUMPs are funded by Local Transport Authorities’ own funds</td>
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<tr>
<td>• Municipalities &gt;100,000 inh. must approve a SUMP within 24 months;</td>
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<td>✓ SUMP related measures are nationally funded through a competitive bidding process</td>
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<td>• SUMP is a prerequisite for funding of sustainable mobility and transport infrastructures (urban railway systems, metro, tram etc.)</td>
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<td>✓ 2014-2020 ROP 8 M € for SUMP related measures</td>
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REFORM will finally support the following SUMP development needs...

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<tbody>
<tr>
<td>✓ Knowledge on how to integrate sectoral planning in SUMPs</td>
<td>✓ Lack of <strong>capacity and knowledge</strong> to procure local SUMPs development and <strong>monitor and participate</strong> into their development</td>
<td>✓ <strong>Action plan with measures</strong> based on the action lines that have been defined</td>
<td>✓ Emphasis is now on implementation and delivery of SUMP measures</td>
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<td>✓ A <strong>common set of indicators</strong> for monitoring urban mobility</td>
<td>✓ Use SUMPs as a <strong>tool to support transport decision-making</strong> (and funding) at a regional level</td>
<td>✓ <strong>Looking for good practices</strong> from other regions’ experience</td>
<td>✓ Wider staff across GM region having knowledge of SUMP process and issues to embed this practice for future SUMP development and updates</td>
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<td>✓ Methodologies/tools in achieving <strong>effective stakeholder engagement</strong></td>
<td>✓ Ensure <strong>complementarity of local plans among them and consistency with regional strategy</strong></td>
<td>✓ Specific focus required on strategy development, implementation aspects, monitoring and evaluation</td>
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**Notes:**
- **capacity and knowledge**
- **monitor and participate**
- **tool to support transport decision-making**
- **looking for good practices**
26 Good Practices (GPs) that could answer the Regional needs have been identified...

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Area of influence</th>
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</thead>
<tbody>
<tr>
<td>GP1</td>
<td>&quot;Mobility Management for Companies&quot; competition: Involve local companies in local mobility management</td>
<td>Graz, AT</td>
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<td>GP2</td>
<td>Application of a Voluntary Mobility Audit Scheme in Judenburg</td>
<td>Judenburg, AT</td>
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<td>GP3</td>
<td>Bologna Moza initiative: a gamification process to promote sustainable mobility</td>
<td>Bologna, IT</td>
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<td>GP4</td>
<td>Citizens’ involvement in the LTZ congestion charge</td>
<td>Milan, IT</td>
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<td>GP5</td>
<td>LTP &amp; Integration with Environmental Policy Sector (Low Emission Zone)</td>
<td>York, UK</td>
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<td>GP6</td>
<td>Comprehensive citizens' and stakeholders' involvement in SUMP development in a small city</td>
<td>Ljutomer, SL</td>
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<td>GP7</td>
<td>Creation of TGSM - an organisation to support transport delivery across the region</td>
<td>Manchester, UK</td>
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<td>GP8</td>
<td>Development of a SUMP as a means of delivering a more innovative approach to local transport planning</td>
<td>Manchester, UK</td>
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<td>GP9</td>
<td>Development of the Mobility Monitoring Centre for the metropolitan area</td>
<td>Thessaloniki, GR</td>
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<td>GP10</td>
<td>Employer approach by Maastricht Vervoerbaar; influencing employees' mobility behaviour</td>
<td>South Limburg, NL</td>
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<td>GP11</td>
<td>SUMP Evidence Base and Information Gathering</td>
<td>Manchester, UK</td>
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<td>GP12</td>
<td>SUMP Governance Structure</td>
<td>Manchester, UK</td>
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<tr>
<td>GP13</td>
<td>SUMP Spatial Approach</td>
<td>Manchester, UK</td>
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<td>GP14</td>
<td>SUMP Stakeholder Consultation</td>
<td>Manchester, UK</td>
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<td>GP15</td>
<td>Identification of SUMP stakeholders across sectors and modes of transport</td>
<td>Ghent, BL</td>
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<td>GP16</td>
<td>Max-LupoSE: application of mobility management and land use planning guidelines in a network of 12 cities in Sweden</td>
<td>Sweden</td>
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<td>GP17</td>
<td>Procedure for the development of SUMP National Technical Guidelines</td>
<td>Greece</td>
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<td>GP18</td>
<td>Regional funding scheme via Regional Operating Programme funds for SUMP development</td>
<td>Regio Emilia-Romagna, IT</td>
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<td>GP19</td>
<td>Cooperation between municipalities and stakeholders to define vision, goals and priorities for a polycentric SUMP</td>
<td>Parkstad Limburg, NL</td>
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<td>GP20</td>
<td>Strategic Plan of Sustainable Urban Development of the Metropolitan area of Thessaloniki: participatory process for the development of the 2014-2020 Strategy</td>
<td>Thessaloniki, GR</td>
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<td>GP21</td>
<td>Scaling SUMPs: the example of micro-SUMP in Lille (micro-PDU)</td>
<td>Lille, FR</td>
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<td>GP22</td>
<td>Setup of a special section within the Region Emilia-Romagna of an In-house company for managing traffic and mobility data</td>
<td>Emilia-Romagna, IT</td>
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<td>GP23</td>
<td>Use of the Regional Operating Programme Funds' to enhance the Regional Sustainable Mobility planning in Epirus</td>
<td>Epirus Region, GR</td>
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<td>GP24</td>
<td>West Yorkshire Combined Authority – Institutional &amp; Governance Arrangements</td>
<td>West Yorkshire, UK</td>
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<td>GP25</td>
<td>West Yorkshire Combined Authority SUMP Stakeholder Consultation</td>
<td>West Yorkshire, UK</td>
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<td>GP26</td>
<td>Integrating SUMP process into the Regional Energy Plan - PALET</td>
<td>Parkstad Limburg, NL</td>
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The main objectives of the GPs concern the..

- Different procedures for the development of SUMP according to model that they follow (local/metropolitan/regional)
- Development of local know-how on sustainable urban mobility issues
- Participation of all the interested Authorities and the public in the development of the SUMP
- Quality, rules and standardization in the development of SUMP
- ICT to support the development and monitoring of the SUMP
Each Region evaluated the GPs and is currently in the process to select those that answer to their needs....

Greater Manchester (GM)

Emilia Romagna (RER)

Parkstad Limburg (RPL)

Central Macedonia (RCM)

Selected GP per Region
And now each Region is formulating an Action Plan, based on the selected Good Practices ...
The next step will be the implementation of the Action Plans that will be prepared during Phase II of the project (Jan. 2019 – Dec 2020)...

✓ The relevant stakeholders for the implementation of each action mobilized
✓ The implementation process will be monitored
✓ Partners will be again exchanging experiences on the success and difficulties met in the implementation of each action plan
REFORM Learning Events

• The first phase of the inter-organisational learning events were designed as 'train the trainer' sessions so that the individuals who attend these sessions are then able to ‘train’ additional people within their specific region.

• During the next phase of the training events, the regional “trainers” trained the Municipalities or other Authorities’ Staff in order to ensure the good quality of the developed SUMP and the productive cooperation between Municipalities and Regions.

The courses have been developed and are delivered by the external consultant Mott MacDonald supporting the REFORM consortium on this task.
REFORM Upcoming events

“Dedicated REFORM EU networking event for discussing the good practices”
Nicosia, Cyprus, 16 May, 2018

*held back-to-back with the 5th European Conference on Sustainable Urban Mobility Plans

“Good practices for supporting the development of SUMP: effectiveness and transferability”
Bologna, Italy, December 2018

“High level political final dissemination event”
Brussels, Belgium, October 2020

https://www.interregeurope.eu/reform/
Thank you!

Dr. Maria Morfoulaki
Civil Engineer-Transport
Application Scientist A'
CERTH/HIT
email: marmor@certh.gr
tel: +302310 498454