



Interreg Europe Policy Learning Platform

Policy brief on SUMPs and insights from REFORM

Simon Hunkin

Interreg Europe Policy Learning Platform
Thematic Expert on Low-carbon economy

Dr. Maria Morfoulaki

Centre for Research and Technology Hellas
Lead Partner of the REFORM project



**Interreg
Europe**



European Union | European Regional Development Fund



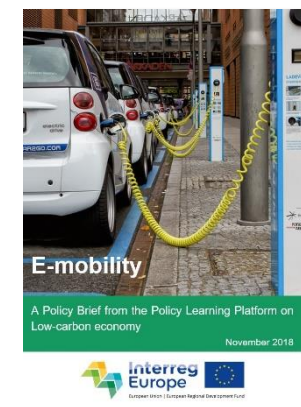
Aims

- **Overview of existing policy brief and outline for future**
- **Present the latest policy brief on SUMP**
 - Understand urban challenges for inclusive, low-carbon mobility
 - Present the SUMP concept
 - Highlight European support available for SUMP development
 - Look at recommendations from Interreg Europe projects
- **Spotlight on REFORM project insights**
- **Draw together some recommendations on SUMP**

Key Trends



| | |
|---|--|
| <p>Mobility strategies</p> | <p>Development of integrated mobility strategies, involving all relevant actors, including publics and users. Strategies increasingly taking a multimodal approach, and also considering links with broader development and energy plans.</p> <p>PLP Action: Policy brief on SUMPs</p> |
| <p>ICT and mobility management</p> | <p>New ICT technologies enable more efficient use of infrastructure and can play a key role in changing behaviour and enabling new business models, including Demand Responsive Transport solutions and vehicle sharing.</p> <p>PLP Action: Online discussion and policy brief on demand responsive transport</p> |
| <p>E-mobility</p> | <p>E-mobility technologies provide numerous benefits for regions; zero emissions from the vehicles means there are no air pollutants. Current limitations include a lack of charging infrastructure, limited battery capacity, low-awareness, and high costs.</p> <p>PLP Action: Upcoming policy brief</p> |
| <p>Behavioural change</p> | <p>Individuals need to be encouraged to change their daily routines and activities to contribute to reducing their climate footprint, but there is also a need to steer their long-term decision-making and investment plans through awareness raising and training activities, as well as through choice-architecture definition.</p> <p>PLP Action: Session this morning, potential future policy brief</p> |





Regional challenges

- **Urgent need to reduce greenhouse gas emissions to meet European and international targets**
- **Transport = 25% of carbon emissions, of which, 40% is from urban mobility**
- **City infrastructure is very complex, difficult to adapt to rising numbers of vehicles**
- **Urban populations increasing: congestion, noise, air quality concerns**
- **Challenges (and opportunities) from new technologies and changing attitudes**





European frameworks

- **2001 Gothenburg Strategy** – develop an integrated and sustainable transport system
- **2011 Roadmap to a Single European Transport Area** – sets **2050** targets
 - 60% reduction in transport emissions
 - No new conventionally fuelled cars in cities
- **2013 Urban Mobility Package**
 - Sustainable Urban Mobility Plans & Guidelines



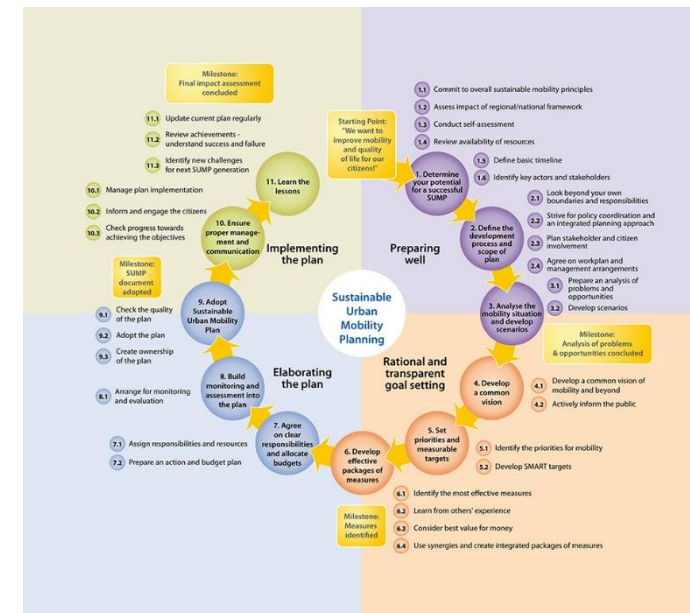


What is a SUMP?

- Strategic planning instrument for local authorities
- Establish long-term vision, goals and objectives
- Cover an urban area, as well as surrounding regions which are economically linked
- Assess and monitor performance of the transport system
- Consider all modes of transportation in a region, considering multimodal connectivity
- Include support policies, financing and awareness raising activities
- Integrate stakeholder consultations

“The Sustainable Urban Mobility Plan concept considers the functional urban area and foresees that plans are developed in cooperation across different policy areas and sectors, across different levels of government and administration and in cooperation with citizens and other stakeholders.”

DG Mobility and Transport



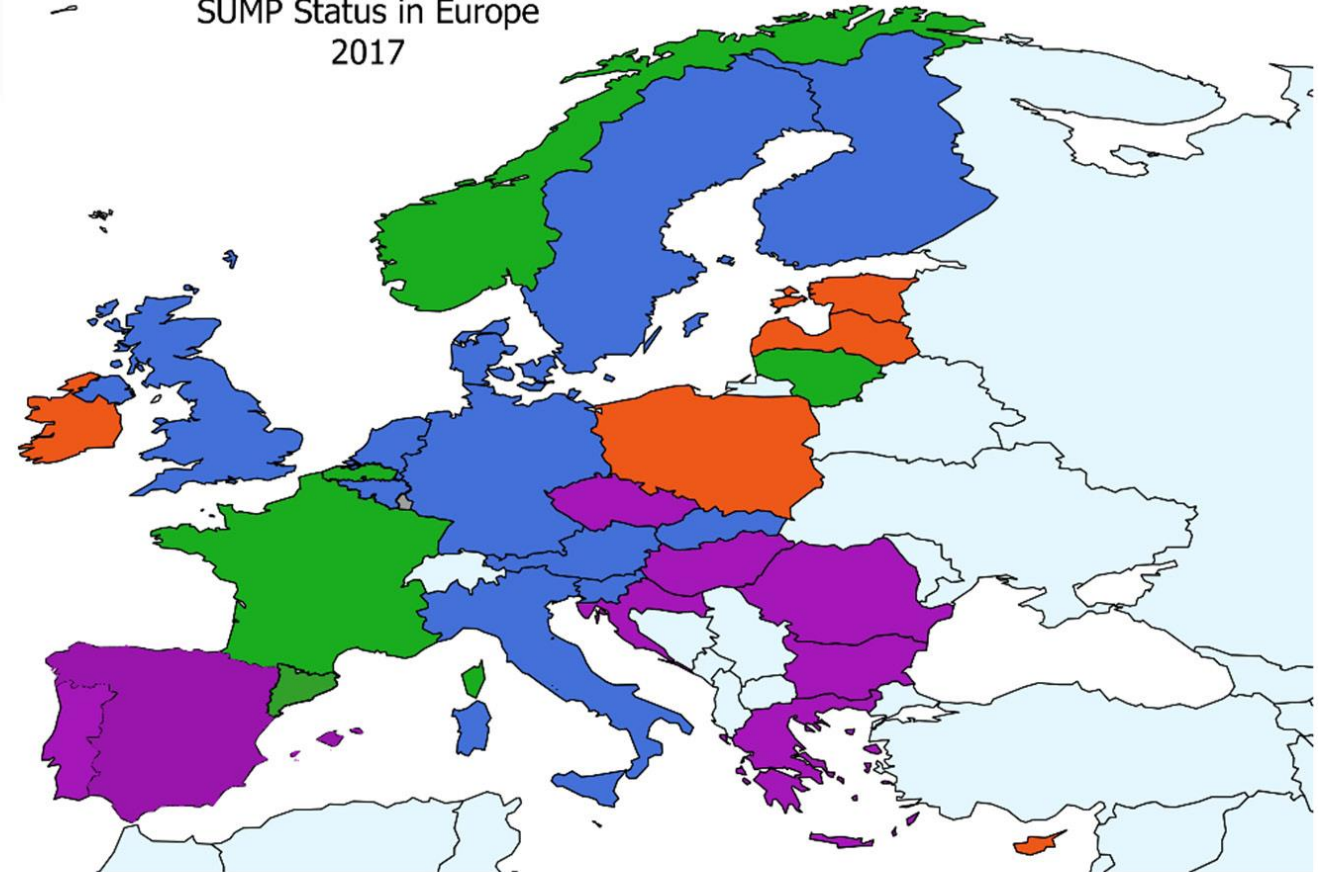
Status in Europe



- **SUMPS-UP Needs Assessment Survey**
- Only 37% of surveyed cities had implemented a SUMP
- Strong disparity between member states



SUMP Status in Europe
2017



Status of SUMP national framework

- 1 - A well-established urban transport planning framework that incorporates SUMPs, fully supported from the national/regional level with mostly all SUMP-supporting components
- 2 - A well-established urban transport planning framework that incorporates SUMPs with some support from the national/regional level
- 3 - An urban transport planning framework that incorporates SUMPs without a support from the national/regional level
- 4 - Moving towards an approach to SUMP with very limited or no examples of SUMPs
- Grey - No data for 2017



Drivers for uptake

- **National framework with robust, long-term energy and climate strategies, setting targets for CO₂ emissions reductions**
- **Legal requirements for improving air quality in cities**
- **Political and public support for improving congestion and air quality, and reducing CO₂**
- **Availability of national funding for the production of SUMP**s
- **Local need to overcome challenges in congestion, social inclusion**



Barriers to uptake

- **Different levels of administration are a major barrier, requiring co-operation between district, municipal, regional and national levels**
- **A lack of national support and regulatory framework**
- **Regions can struggle with horizontal integration, for example, between traffic planning and land-use departments**
- **Low awareness and lack of political will**
- **Lack of capacity and know-how for drafting and implementing a strategy**
- **Many local authorities do not have the financial capacity to produce a SUMP**
- **Lack of data availability and challenges in monitoring performance make it difficult to keep SUMPs as living documents**



Interreg Europe projects are exploring driving factors and looking to overcome these barriers



Featured projects and good practices



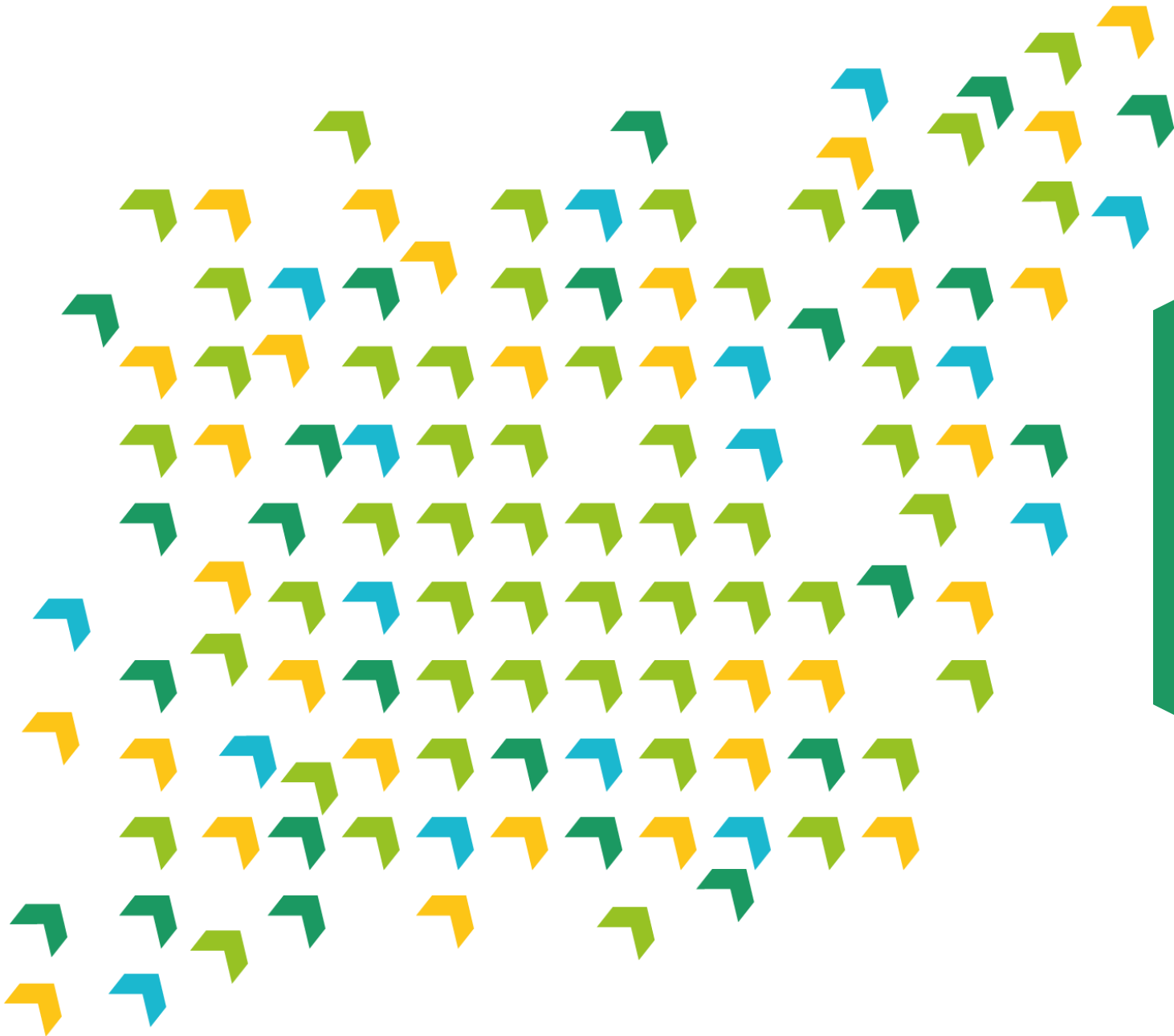
- Project presentation
- Good practices from revision of the Manchester SUMP
- Recommendations from conference on multi-level governance



- Good practice from Slovenia on supporting the preparation of SUMP with 85% co-financing from the Cohesion Under (IP4.4)







- Project presentation, including discussion of integration of SUMP with Sustainable Energy Action Plans (SEAPs) and Sustainable Energy and Climate Action Plans (SECAPs)



REFORM

Regional needs on SUMP development...



| Emilia Romagna (RER) | Central Macedonia (RCM) | Parkstad Limburg (RPL) | Greater Manchester (GM) |
|---|--|---|--|
| <ul style="list-style-type: none"> ✓ Knowledge on how to integrate sectoral planning in SUMP ✓ A common set of indicators for monitoring urban mobility ✓ Methodologies/tools in achieving effective stakeholder engagement | <ul style="list-style-type: none"> ✓ Lack of capacity and knowledge to procure local SUMP development and monitor and participate into their development ✓ Use SUMP as a tool to support transport decision-making (and funding) at a regional level | <ul style="list-style-type: none"> ✓ Action plan with measures based on the action lines that have been defined ✓ Looking for good practices from other regions' experience ✓ Specific focus required on strategy development, implementation aspects, monitoring and evaluation | <ul style="list-style-type: none"> ✓ Emphasis is now on implementation and delivery of SUMP measures ✓ Wider staff across GM region having knowledge of SUMP process and issues to embed this practice for future SUMP development and updates |
|  | <ul style="list-style-type: none"> ✓ Ensure complementarity of local plans among them and consistency with regional strategy  |  |  |



Conference on multilevel governance...

Main Conclusions of the Conference :

Better Regulation

Simplify the adapt the guidelines to the national or regional context

Better Funding

Regional and National Funds for SUMP's must be reserved

Better Knowledge Exchange

Regions can play an important role as competence centres about SUMP development

Existing GPs can answer to the needs of the regions...



Linking the different procedures for the development of SUMP according to different models followed (local/metropolitan/regional) using specific tools and practices.

Better knowledge exchange for enhancing the local know-how on sustainable urban mobility issues

Participation of interested Authorities and the public in the development of SUMP

Quality, rules and standardization in the development of SUMP

Regional and National funding opportunities for SUMP Development and Implementation.



Example of Good Practice coming from TfGM and can be adopted from the non centralized Regions...

➤ Evidence Base and Information Gathering

Six evidence bases were compiled to support the development of the Greater Manchester SUMP and ensure the intentions and aspirations featured within it were grounded in trends and data that are locally relevant.

The six evidence bases are:

- Economy and employment
- Society and community
- Urban development
- Environment and resources
- Technology and innovation
- Policy and governance

Data was taken from a range of sources, including census information, passenger trips and survey data. Local information was compared to national and global information to better understand trends and patterns in changes to transport. Alongside this, information on new transport planning and service delivery mechanisms was gathered as well.



Region of Central Macedonia

The Metropolitan level - the creation of the "**Urban Mobility Observatory**" of the Metropolitan area of Thessaloniki (8 Municipalities), which will collect, analyze and organize the data from the local SUPMs for:

- the designing of a Metropolitan Strategic Framework for Sustainable Mobility,
- the provision of data relating to common projects and actions between Municipalities, Region, Universities & Research labs and the hierarchy of the projects to be funded on the basis of the priorities of the Regional Strategy.



Region of Emilia Romagna

Creation a "**Competence Center on SUMP**s" involving the Municipalities that collects different types of data. It will become a tool at a regional scale for monitoring and assessing the mobility system, a support for planning/decision making and a tool for evaluating the implementation of various measures in the mobility system.

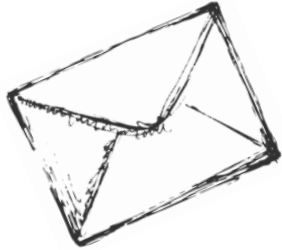




“Recommendation for Enhancing the regional governments’ capacities and role in Sustainable Mobility Planning”

- ✓ **Establishing and maintaining constant communication channels and constructive dialogue with the local governments, stakeholders and citizens, ensuring a transparent and effective participatory process planning and decision making;**
- ✓ **Enhancing their capacities, in terms of human resources know-how and tools**
- ✓ **Ensuring the complementarity of local SUMP s among each other and their consistency with the regional strategy and objectives;**
- ✓ **Collecting, managing and properly using data from the Municipalities with the exploitation of Information and Communication Technology (ICT),**
- ✓ **Ensuring the establishment and functionality of a regional competence centre, aiming to constantly support the planning and implementation of SUMP s at regional level;**
- ✓ **Taking the responsibility and/ or assist and support the local administrations, where needed, in securing funding for SUMP s and Action Plans implementation,**
- ✓ **Acting as a depository of the national government, ensuring alignment, consistency and coherency of the local policies, planning and actions with the national policies and legislation;**
- ✓ **Undertaking serious actions for promoting SUMP s development within the region and beyond (other regions) and for awareness raising for change of mobility behaviour and for active participation in sustainable mobility planning and actions definition.**

Strengthening the regional cooperation on sustainable planning..



*“Policy Conference on “Good practices for supporting the development of SUMP: effectiveness and transferability”
Brussels, Belgium, December 4th, 2018*

- ✓ *This event will showcase the results of REFORM project in its first 2 years: the definition of good practices, analysis of local competences and needs, involvement of stakeholders, definition of Action Plan and policy recommendations on sustainable mobility.*
- ✓ *These achievements and the experience gained in REFORM have lead to the preparation of a **Declaration of Intent on sustainable mobility planning**, which will be **jointly signed by high-level representatives of the Regions**,*
- ✓ *The declaration will be presented and supported by **DG REGIO and DG MOVE**.*



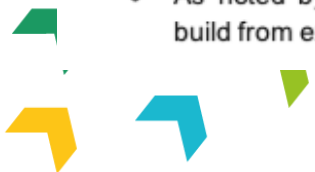


Recommendations

- The production of mobility plans by local authorities is highly influenced by national and regional governance frameworks. National authorities need to ensure that governance frameworks are in place that allow local authorities to develop SUMP, in particular, by defining who does what in mobility management, clearly outlining responsibilities and interactions between authorities at different levels;
- National governments (or regional authorities) should provide a single contact point for SUMP, with the responsibility of raising awareness of these planning tools, as well as enabling access to the financial and knowledge support required;
- Authorities should take stock of how many SUMP have been developed in their region, in order to know where support is required. Consultation with the relevant authorities and stakeholders (public and private) can help in understanding the barriers to up-take (low awareness, lack of capacity, financial limitations, lack of data availability, challenges in cross-sectoral planning);
- Taking a leaf out of Slovenia's book; regions should allocate European funds to support authorities looking to develop SUMP, but lacking either financial or knowledge capacity. Learning from the REFORM project, financial resources should also be earmarked for the consistent evaluation and updating of SUMP, based on their performance;
- Integrating SUMP into broader planning and development strategies, as has been done in Manchester, with links to the Greater Manchester Strategy and spatial planning documents, helps to enable cross-departmental co-operation in transport planning and tap into existing political structures;
- As Nicosia Municipality is exploring, it is good practice to consider sustainable transportation in line with energy planning documents, such as SEAPs and SECAPs, ensuring low-carbon transportation is supporting the energy transition and reducing carbon emissions;
- As in Manchester, centralised data collection and SUMP development can also help local authorities to overcome resource limitations;
- As noted by the REFORM conference, regions looking to develop SUMP should build from existing good practices and from other cities which have developed them.



Recommendations and Conclusions





Recommendations

- **Production of SUMP**s is highly influenced by national and regional governance frameworks. Need to ensure that frameworks are in place that define who does what, outlining responsibilities and interactions between authorities at different levels
- **National authorities should provide a single contact point for SUMP**s, with the responsibility of raising awareness of these planning tools, as well as enabling access to the financial and knowledge support required



Recommendations

- **Authorities should take stock of how many SUMP's have been developed in their region, in order to know where support is required. Consultation with the relevant authorities and stakeholders (public and private) can help in understanding the barriers**
- **Allocate European funds to support authorities looking to develop SUMP's, but lacking either financial or knowledge capacity, as has been done in Slovenia**
- **Learning from the REFORM project, financial resources should also be earmarked for the consistent evaluation and updating of SUMP's, based on their performance**



Recommendations

- **Integrate SUMP**s into broader planning and development strategies, as has been done in Manchester, helps to enable cross-departmental co-operation in transport planning and tap into existing political structures
- **Consider sustainable transportation** in line with energy planning documents, such as SEAPs and SECAPs, ensuring low-carbon transportation is supporting the energy transition and reducing carbon emissions
- **Centralise data collection and SUMP development** to help local authorities to overcome resource limitations



Want more detail?

Check out the policy brief!

www.interregeurope.eu/policylearning/knowledge-hub

Let us know what topics you want in future, and let us know when you have information to share!



Sustainable Urban Mobility Plans

A Policy Brief from the Policy Learning Platform on Low-carbon economy

October 2018



Interreg Europe



European Union | European Regional Development Fund



Thank you!

Visit our website and follow us on the social media:



interregeurope.eu/REFORM



REFORM group



@InterregREFORM



@InterregREFORM

Simon Hunkin

s.hunkin@policylearning.eu

Dr. Maria Morfoulaki

marmor@certh.gr



**Interreg
Europe**



European Union | European Regional Development Fund