



# REFORM

Interreg Europe



European Union  
European Regional  
Development Fund

## REFORM's Good Practices

**Eleonora Tu - Anna Giarandoni**

**Institute for Transport and Logistics**

[Eleonora.tu@regione.emilia-romagna.it](mailto:Eleonora.tu@regione.emilia-romagna.it)

[Anna.Giarandoni@regione.emilia-romagna.it](mailto:Anna.Giarandoni@regione.emilia-romagna.it)



# Agenda

- 1. Why we need good practices**
- 2. What is a good practice for REFORM?**
- 3. Presentation & analysis of REFORM's Good Practices**
- 4. Conclusions**

# Why do we need Good Practices?



# The focus of Interreg Europe



**policy learning**



**exchanging practices and ideas** among policy organisations



improve the performance of  
**regional development policies** and programmes

# Our focus

- Fund and diffuse SUMP's as the main planning instrument for shifting mobility towards a low carbon intensive mobility pattern
- Key role of the Regional Authority



**What have other Regions/Bodies done to promote SUMP's elaboration and adoption at Regional level?**

# Aims of the collection

To assess the state of the art at EU level about the **diffusion of SUMP**, bearing in mind the specific targets of the project



to point out at **Regional level** the significant experiences in term of organisation of process, results, barriers and enablers, etc.

# Definition of REFORM Good Practice

# What is a Good Practice?

A Good Practice is an initiative e.g. methodology, project, process and technique, [...] which is **already proved successful** and has the potential to be **transferred** to different geographic areas.

A GP is proved successful when it has already provided tangible and measurable results in achieving specific objectives.

[Interreg Europe programme manual]



# What is a REFORM's GP?

REFORM's GP are focused on the specific targets of the project



**Support policies that Regions can adopt to increase the number of cities** involved in SUMP's



**Support policies** that Regions can adopt to promote **SUMP's elaboration and adoption at Regional level** and to improve their effectiveness



Identification of **methodologies to support SUMP implementation process**, and/or to ensure proper **integration with existing local planning tools**

# What is a REFORM's GP?

- The project doesn't focus on single-SUMP development, so REFORM's GP are NOT focused on....



...the analysis of the characteristics of a single SUMP



...specific measures in a SUMP

# Presentation & analysis of REFORM's GPs

# REFORM's GPs

GP1	"Mobility Management for Companies" competition: Involve local companies in local mobility management	Graz, AT
GP2	Application of a Voluntary Mobility Audit Scheme in Judenburg	Judenburg, AT
GP3	Bella Mossa initiative: a gamification process to promote sustainable mobility	Bologna, IT
GP4	Citizens' involvement in the LTZ congestion charge	Milan, IT
GP5	LTP & Integration with Environmental Policy Sector (Low Emission Zone)	York, UK
GP6	Comprehensive citizens' and stakeholders' involvement in SUMP development in a small city	Ljutomer, SL
GP7	Creation of TfGM - an organisation to support transport delivery across the region	Manchester, UK
GP8	Development of a SUMP as a means of delivering a more innovative approach to local transport planning	Manchester, UK
GP9	Development of the Mobility Monitoring Centre for the metropolitan area	Thessaloniki, GR
GP10	Employer approach by Maastricht Bereikbaar: influencing employees' mobility behaviour	South Limburg, NL
GP11	SUMP Evidence Base and Information Gathering	Manchester, UK
GP12	SUMP Governance Structure	Manchester, UK
GP13	SUMP Spatial Approach	Manchester, UK
GP14	SUMP Stakeholder Consultation	Manchester, UK

# REFORM's GPs

<b>GP15</b>	Identification of SUMP stakeholders across sectors and modes of transport	Ghent, BL
<b>GP16</b>	MaxLupoSE: application of mobility management and land use planning guidelines in a network of 12 cities in Sweden	Sweden
<b>GP17</b>	Procedure for the development of SUMP National Technical Guidelines	Greece
<b>GP18</b>	Regional funding scheme via Regional Operating Programme funds for SUMP development	Region Emilia-Romagna
<b>GP19</b>	Cooperation between municipalities and stakeholders to define vision, goals and priorities for a polycentric SUMP	Parkstad Limburg, NL
<b>GP20</b>	Strategic Plan of Sustainable Urban Development of the Metropolitan area of Thessaloniki: participatory process for the development of the 2014-2020 Strategy	Thessaloniki
<b>GP21</b>	Scaling SUMP: the example of micro-SUMP in Lille (micro-PDU)	Lille, FR
<b>GP22</b>	Set-up of a special section within the Region Emilia-Romagna of an In-house company for managing traffic and mobility data	Emilia-Romagna, IT
<b>GP23</b>	Use of the Regional Operating Programme Funds' to enhance the Regional Sustainable Mobility planning in Epirus	Epirus Region, GR
<b>GP24</b>	West Yorkshire Combined Authority – Institutional & Governance Arrangements	West Yorkshire, UK
<b>GP25</b>	West Yorkshire Combined Authority SUMP Stakeholder Consultation	West Yorkshire, UK
<b>GP26</b>	Integrating SUMP process into the Regional Energy Plan - PALET	Parkstad Limburg, NL

# GPs Map



# 1st look at the GPs...

- GPs are not widely spread across Europe
- Their implementation is very recent in time (or they are under implementation)
- The adoption of policies to facilitate the development of SUMP in cities or Regions is recent and limited
- Non exhaustive list

# GP Classification

		REGIONAL SUPPORT POLICIES					
		Technical support	Economic support/Funding	Standardization	Other types of incentives/policies	Normative obligations	Regional scale implementation
METHODOLOGIES AND TOOLS FOR SUMP DEVELOPMENT	Methodologies for the development of SUMP	13 , 17, 8	18, 23	16, 17		17	12, 19
	Development of local know-how	10, 21	1 , 18, 23	11, 16, 23			
	Tools for large scale integration and other	7, 11, 21		7	5		7, 12, 26
	ICT applications	9, 11, 22		11, 9, 22	3		
	SUMP as evolution of (and integration with) existing planning instruments and plans	20, 21, 24					12, 13, 24, 8, 26
	Implementation of "replicable modules" at local level		1	2			
	Public involvement and participation	6, 10, 15, 20, 25	1		3	4	25, 14



# Regional support policies

- Technical support;
- Economic support/Funding;
- Standard technical material provided at regional level;
- Other types of incentives (financial or non-financial privileges given to the cities on the condition that a SUMP is adopted, provision of in-kind facilities, etc.);
- Normative obligations (e.g. coming from specific laws, regulations etc.);
- Regional scale implementation

# Methodologies & tools

## **Methodologies & tools to facilitate SUMP development:**

- Methodologies for the development of SUMP;
- Development of local know-how and expertise;
- Tools for large scale integration that will allow the development of a SUMP based on a wider area perspective and territorial integration;
- ICT use for facilitating the SUMP development;
- SUMP as an evolution of existing planning instruments and plans;
- Implementation of “replicable modules” at local level;
- Methodologies and practices for public involvement and participation;

# Different approaches on SUMP

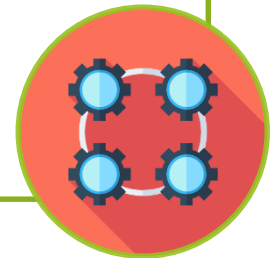
- Unitary SUMP for a large area
- Large & integrated areas
- Administrative set up
- Easier to obtain coherence and integration
- Importance of ensuring implementation at local level

Centralised



- Regions adopts measures to support cities to make their SUMP
- Decentralised responsibility
- Economic support/resources
- Policies
- Hard to integrate at different levels

Decentralised



# Integration

## Territorial integration

PolySUMP

Development of a  
wider area SUMP

## Integration with planning instruments

Energy &  
environmental  
plans

# Developing local know-how

- Is capacity development a mobility planning priority?
- None of the analysed focuses on training
- The perception of local authorities is that all the required skills are already existent and sufficient
- Es. ADVANCE Audit Scheme, Mobility Management

# Stakeholder involvement & public participation

- Sensitive topic
- Policy makers ascribe great importance to it and know very well that achieving consensus is a key success factor for a SUMP
- a large number of collected GPs make reference to this specific topic (9 GPs over 26)
- Different methodologies and tools for participation
- Es. Bella Mossa (stakeholder involvement & ICT)

# Quality, norms and standardisation

- The qualitative level of the developed SUMP is a concern for the regional authorities
- two main means of standardization:
  - definition of guidelines and procedures for setting up the SUMP (e.g. Guidelines at Regional and national level)
  - standardization of mobility data (e.g. creation of mobility centres, mobility databases)

# ICT to support SUMP

- Very few experiences
- Significant barriers to implementation:
  - Design
  - Complexity
  - Organisation
- Use of apps? E.g. BellaMossa
- Application of ICT techniques as a support to SUMP development is not yet fully exploited



# GP Analysis: main topics



Use of different approaches to foster SUMP development

Need of integration between SUMP and other planning instruments



Lack of capacity development of local administrations in mobility planning

Importance of stakeholders' involvement and participation



Need for standardization of SUMP



Use of ICT to support SUMP development

# Take away message

- REFORM focuses on GPs that can support SUMP implementation & development
- The project found **26 GPs in EU**
- Relatively **new topic**, the implementation of many of the GPs is still to be completed
- GPs were analysed under as **support policies and methodologies** & tools to **SUMPs**
- Few GPs come from **ICT** and **capacity building**; and many GPs come from **stakeholder involvement**

... **STILL** a lot needs to be done!



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# Thank you!

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