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RCM - Action plan framework

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Perception of the role of SUMP:

- SUMPs considered as tools with significant potential
- Concerns on how the SUMPs can eventually manage to integrate other policy themes (social, economic and land use aspects)

Strengths and weaknesses:

- Weaknesses: fragmentation of responsibilities of the bodies responsible for the planning and the implementation of the policies
- Strengths: funding opportunities for the promotion of sustainable mobility / good cooperation with the scientific community of the Region

Skills and knowledge available:

- Technical staff of the RCM includes people with a good background on traffic studies
- There is a lack of knowledge in data collection, analysis and modelling capability
- More knowledge of real-life case studies and best practice and knowledge of management tools would be beneficial

Regional Operation Programme (ROP)

Sustainable Mobility is integrated in RCM ROP under the Priority Axes:

- ***4e - Promotion of low-carbon strategies for all types of regions, particularly for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation measures.***
- ***6e - Actions to improve the urban environment, regenerate cities, rejuvenation and disinfection of degraded areas (Including areas to be reconstructed), reduction of air pollution, and promoting measures to reduce noise.***

Integrated Territorial Investment (ITI) is an instrument which provides for integrated delivery arrangements for investments under more than one priority axes of one or more operational programmes. Funding from several priority axes and programmes can be bundled into an integrated investment strategy for a certain territory or functional area. This can take the form of an integrated strategy for urban development, but also for inter-municipal cooperation in specific territories. It allows the managing authorities to delegate the implementation of parts of different priority axes to one body (a local authority) to ensure that investments are undertaken in a complementary manner.

“Strategy of Integrated Sustainable Urban Development”

- It takes into account the significant internal regional problems identified in the ROP of RCM.
- Also the severe problems occurring within the Metropolitan area of Thessaloniki (including traffic congestion).
- A significant strategic axis concerning the “greening” and “resilience” of the city of Thessaloniki promotes the sustainable urban mobility

REFORM proposes the creation of a new scheme inside RCM that would involve regional technical staff, experts and all relevant stakeholders under a common understanding about Sustainable Regional Planning. This scheme will operate at two levels:

- 1. As a “competence center”**
- 2. As an “Regional Sustainable Mobility Planning Instrument”**

RCM Scheme – 1st level

At the level of the "competence center" level, RCM will cooperate with the Hellenic Institute of Transport (CERTH/HIT), in order to provide technical support to the municipalities that have been funded for the development of their SUMP.

- Will take the form of an online tool
- Will be based on the ELTIS Guidelines
- It will serve all RCM's Municipalities

- **GP18 – “Regional funding scheme via Regional Operating Programme funds for SUMP development” / RER:**

Short description:

- RER offers technical advice and provides funds to facilitate the development of SUMP in local level
- Promotes a general regional policy (low-carbon strategies in the territories, integrated spatial planning etc)

Motivation for selection:

- RER undertook a structural role in the design and implementation of the local SUMP
- Technical support for SUMP development has proven to facilitate SUMP implementation under the regional strategy

RCM Scheme – 2nd level

At the level of the "Regional Sustainable Mobility Planning Instrument" RCM's scheme will collect, analyze and organize the data from the local SUMP's for:

- the designing of a Regional Strategic Framework for Sustainable Mobility
- the provision of data relating to common projects and actions between Municipalities
- the hierarchy of the projects to be funded on the basis of the priorities of the Regional Strategy

The Observatory will operate initially, as a test-bed, at a Metropolitan level (establishing cooperation with the 8 Municipalities of the Metropolitan area)

➤ GP 11 – “SUMP Evidence Base and Information Gathering” / TfGM

Motivation for selection:

- Provides highly innovative techniques for data collection and analysis
- The Evidence Base enables better understanding of trends and patterns
- It sets the base for long term planning and monitoring
- It homogenizes the local plans and documentations

- **GP 22 – “Set-up of a special section within the Region Emilia-Romagna of an in-house company for managing traffic and mobility data” / RER**

Motivation for selection:

- Creation and management of local and regional databases on mobility, which optimize the regional planning and highlight/prioritize the infrastructures, measures and policies that should be funded
- Provision of reliable data on traffic that Municipalities, and local mobility agencies, would not be able to procure themselves easily
- Support in innovation policies and technologies
- Provides services at a higher level for all the administrative territory of RER