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Interreg Europe



European Union
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WELCOME!

4th December, 2018 | REFORM Policy Conference, Brussels

Mr. Rob van Eijkeren

Director, House of Dutch Provinces

Mr. Andrea Bardi

Director, Institute for Transport & Logistics



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REFORM Policy Conference

Andrea Bardi

Director - Institute for Transport and Logistics

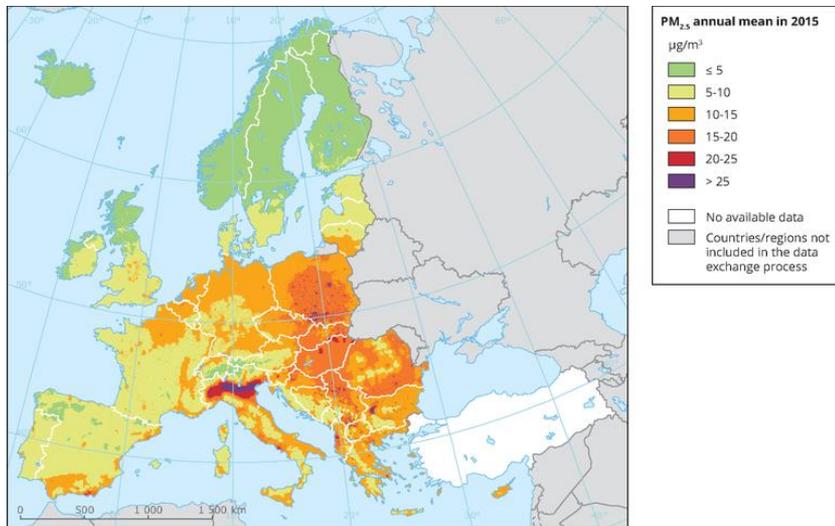
andrea.bardi@fondazioneitl.org

December 2018 | Policy Conference

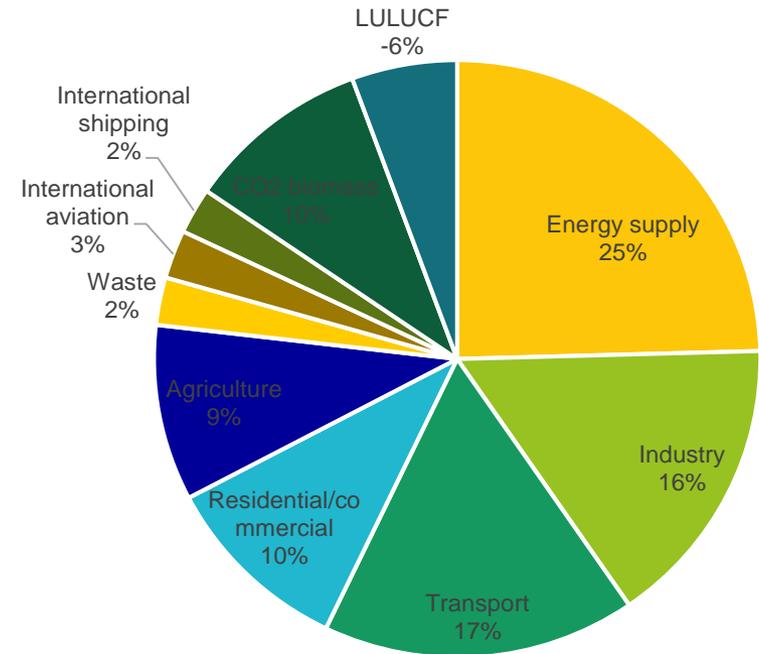


More transport...more problems

PM2.5 annual mean 2015



GHG emissions by aggregated sector, 2015



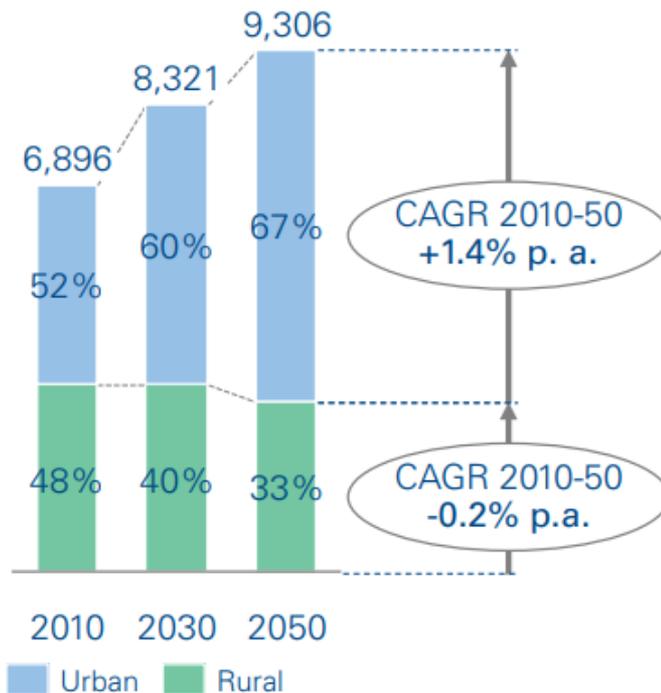
Source: EEA 2018 Report on Air quality in Europe

Source: EEA

Future trends in mobility

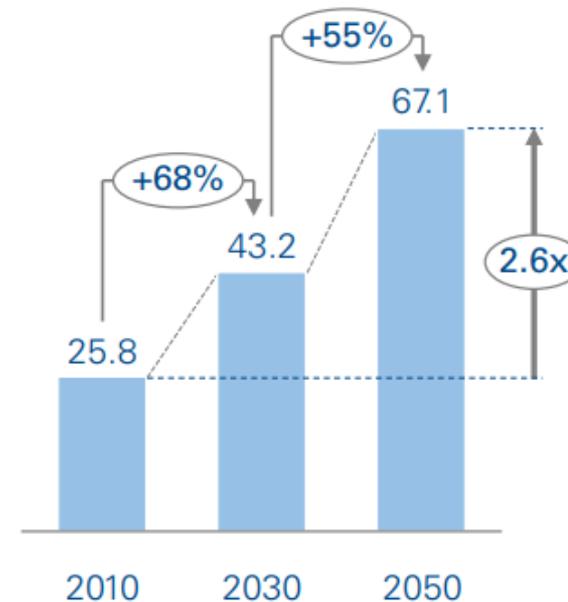
The world is becoming increasingly urban

Urban and rural population, 2010-2050 [m people; %]



Urban mobility demand explodes

Urban mobility demand, 2010-2050 [trillions pkm p.a.; %]



Source: UN Population Division, Schäfer/Victor 2000, Cosgrove/Cargett 2007, Arthur D. Little

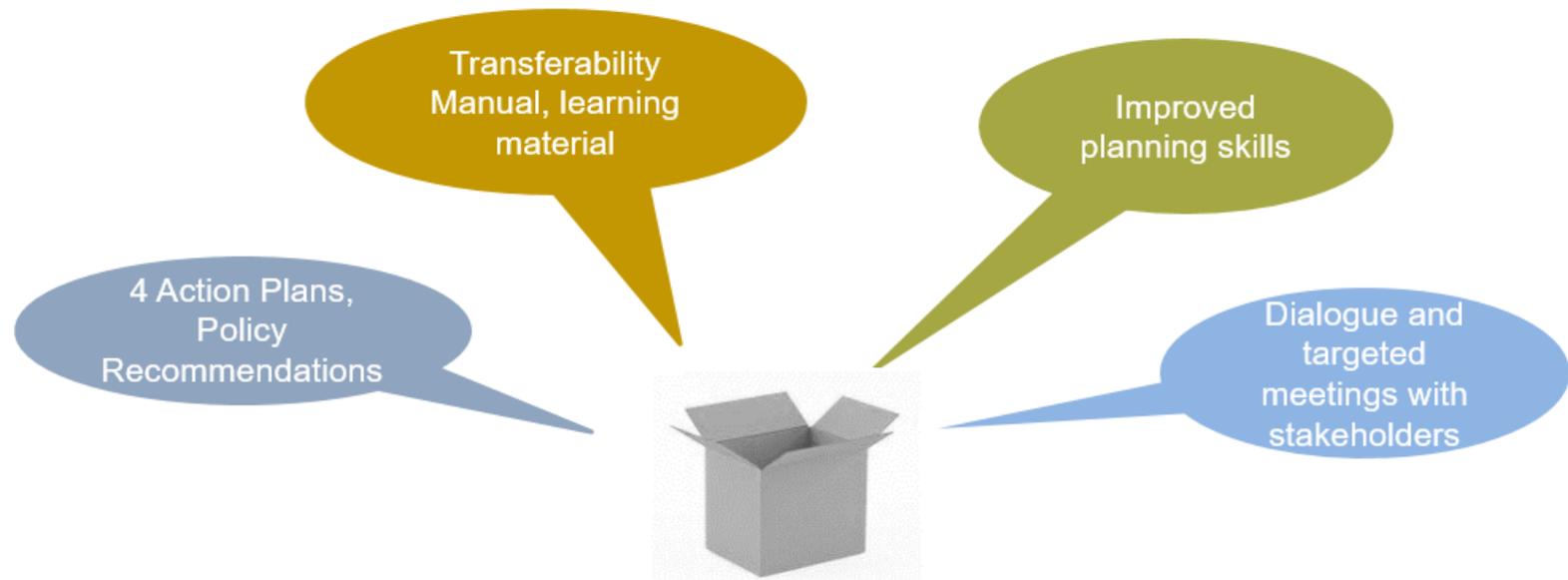
Whose backyard?



The REFORM project

Through regional and interregional learning exchanges

trigger the SUMP development process and amplify the SUMP adoption rate in the cities of 4 European Regions, by improving 4 Regional Policy Instruments



Greater Manchester

Parkstad Limburg

Central Macedonia

Emilia Romagna



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Thank you!

Questions welcome



Project smedia

Ms. Maria Morfoulaki

*REFORM Coordinator
Special Operational Scientist, CERTH/HIT*



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**project recommendations for strengthening the
role of Regions in achieving innovative,
sustainable and low-carbon mobility**

Dr. Maria Morfoulaki

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General Project info



REFORM Partners



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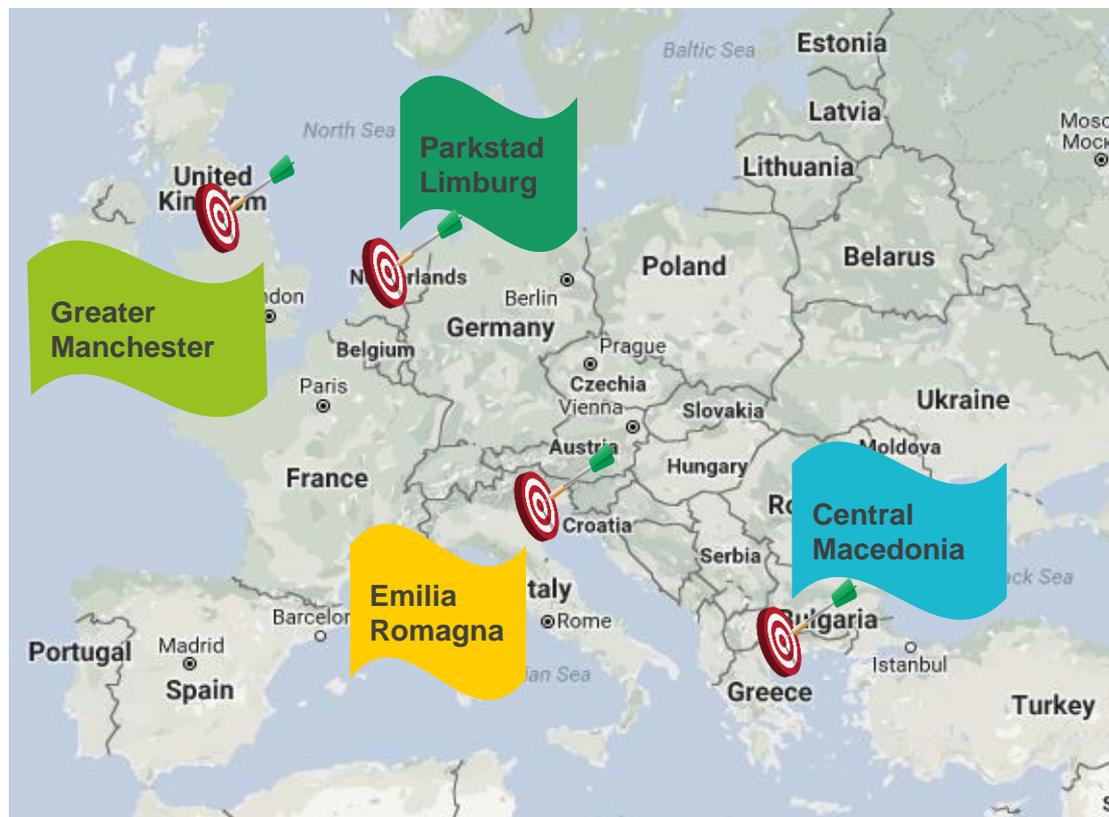


REFORM objective

Through regional and interregional learning exchanges

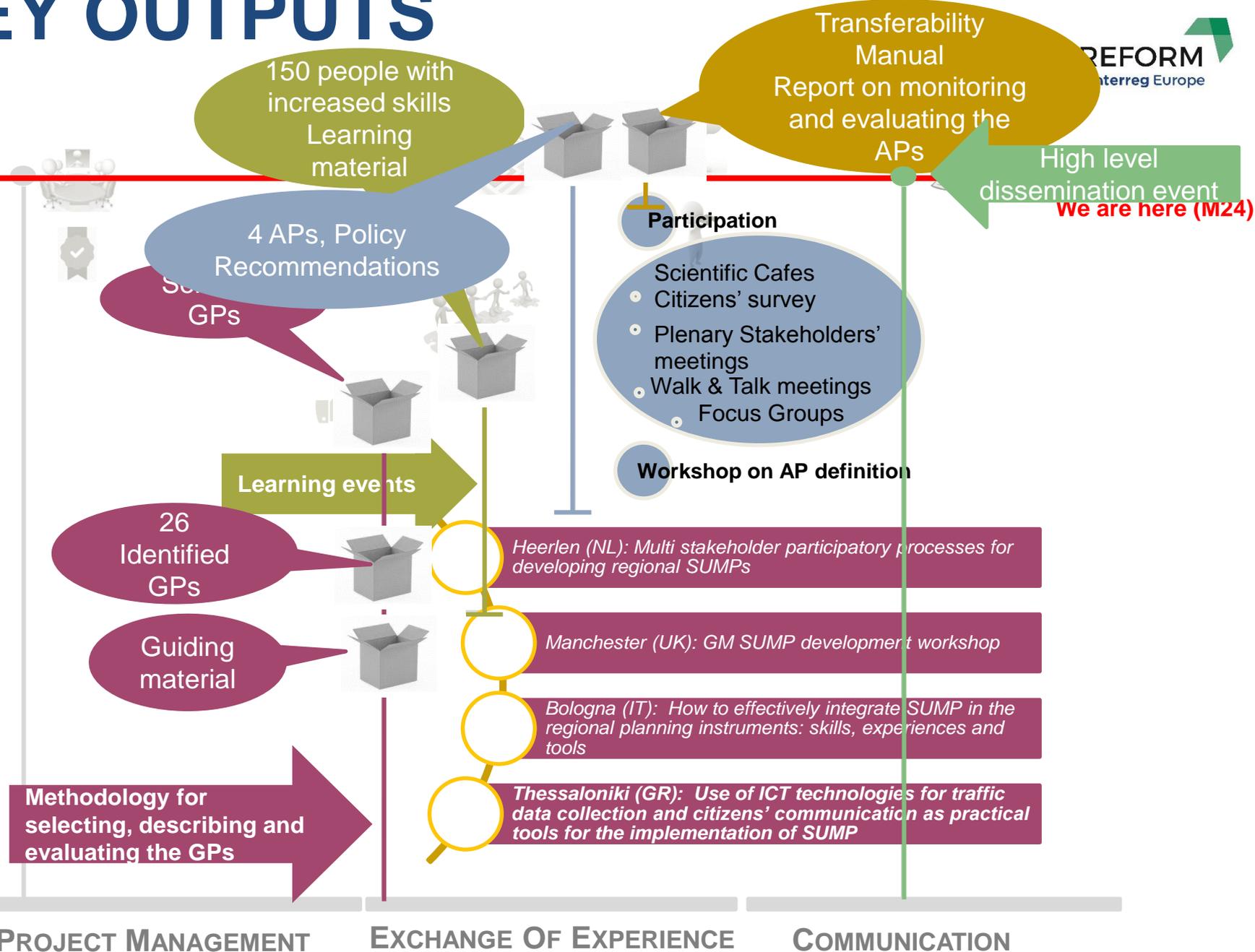
REFORM aims to trigger the SUMP development process and amplify the SUMP adoption rate making use of the key role of the Regions in the SUMP development process increasing also the capacity of the local authorities' staff

Area of intervention



KEY OUTPUTS

M24

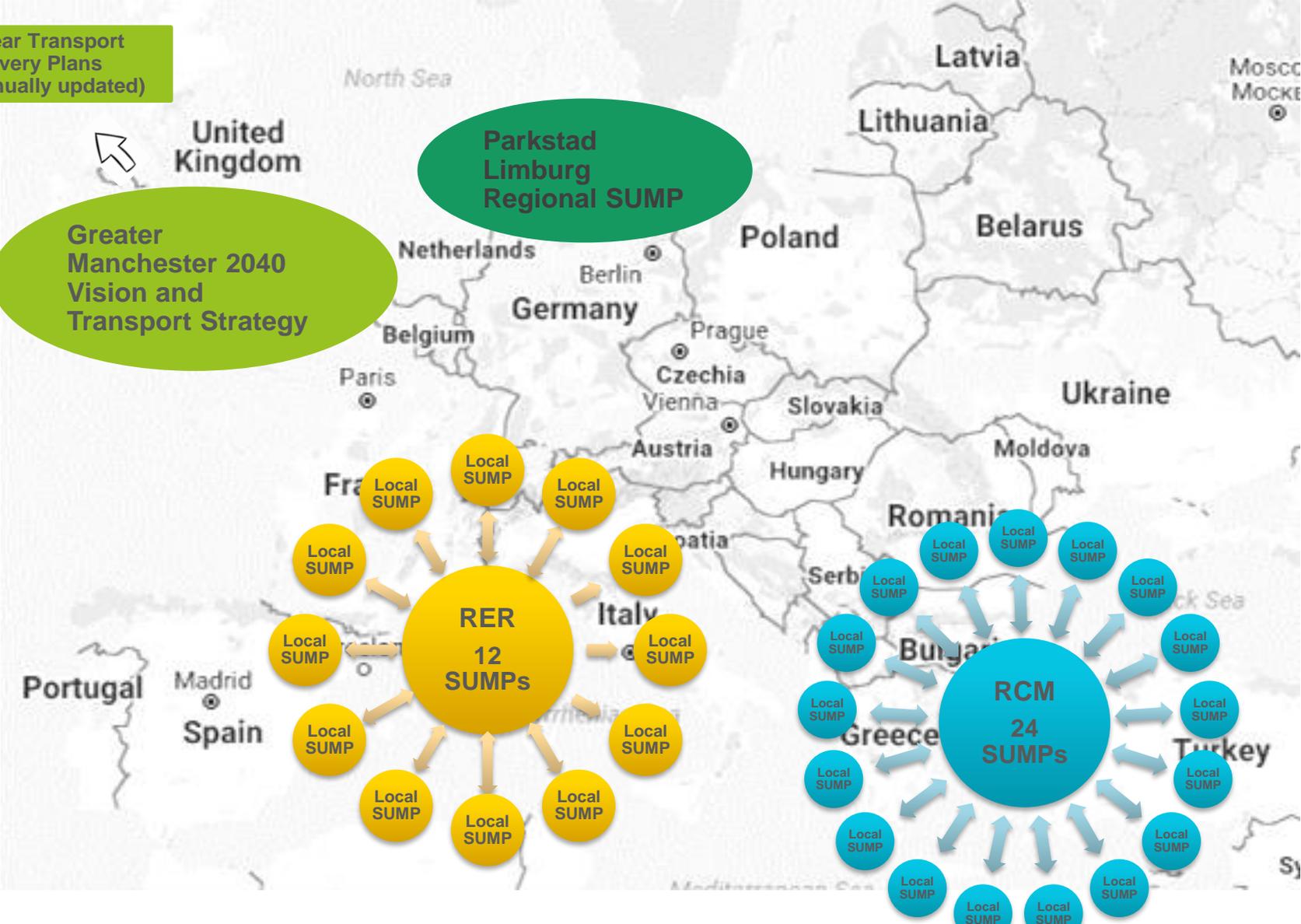


Different SUMP development models

5-year Transport Delivery Plans (annually updated)

Greater Manchester 2040 Vision and Transport Strategy

Parkstad Limburg Regional SUMP



Regional needs on SuMP development

Emilia Romagna (RER)

- ✓ 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**



Central Macedonia (RCM)

- ✓ 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
- ✓ Ensure **complementarity of local plans among them and consistency with regional strategy**



Parkstad Limburg (RPL)

- ✓ **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

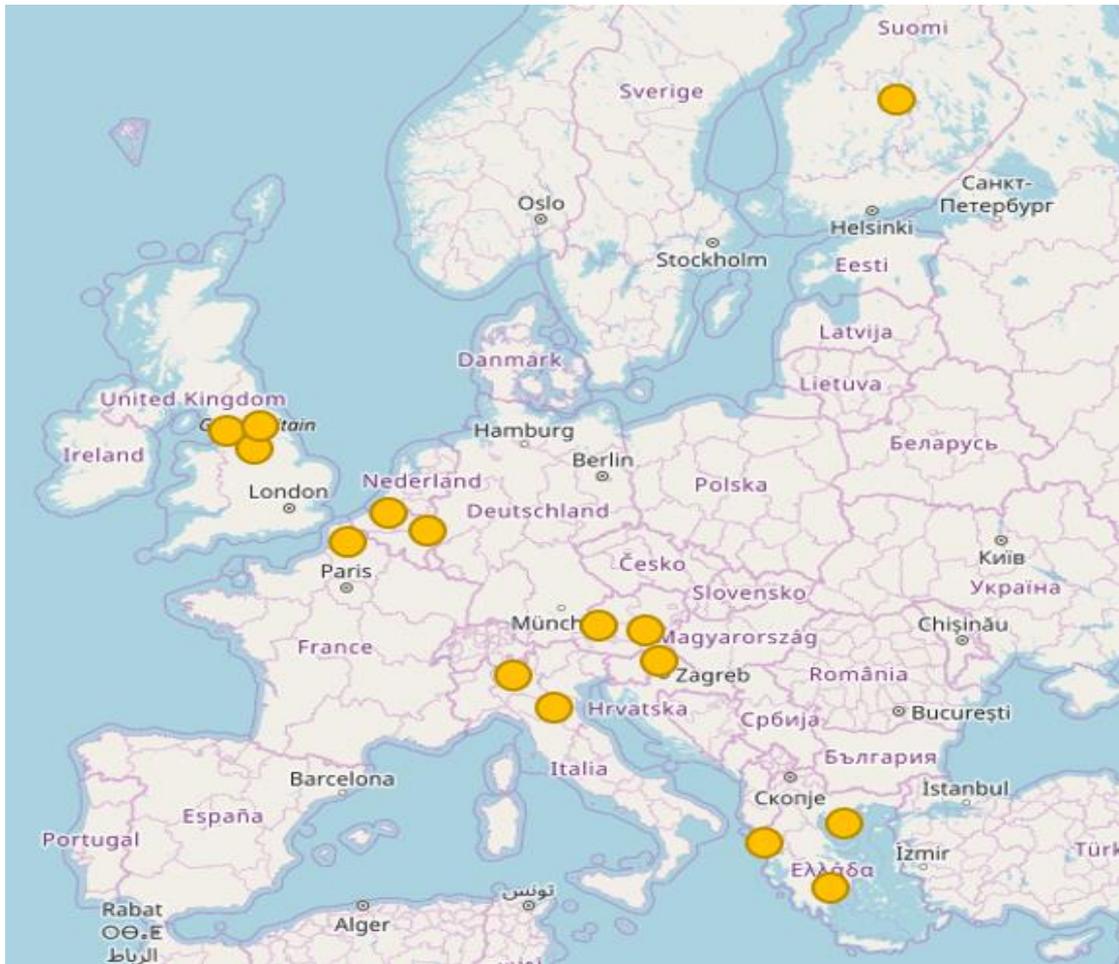


Greater Manchester (GM)

- ✓ 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



26 GPs from REFORM regions and other European countries have been collected, regarding...



Different procedures for the development of SUMP's according to different models followed (local/metropolitan/regional)

Development of local know-how on sustainable urban mobility issues

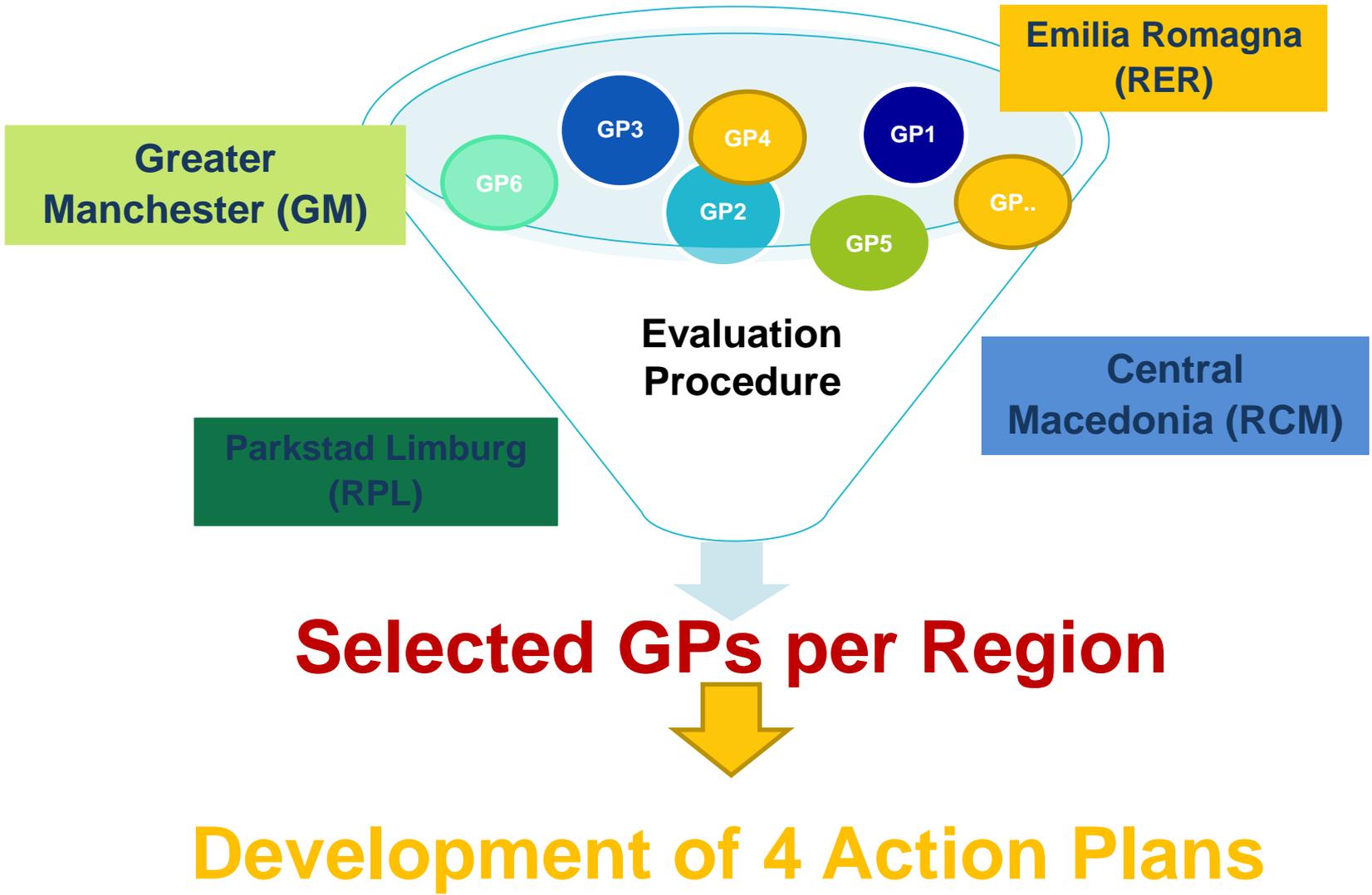
Participation of interested Authorities and the public in the development of SUMP's

Quality, rules and standardization in the development of SUMP's

ICT to support the development and monitoring of SUMP's

Document available at: <https://www.interregeurope.eu/reform/library/>

REFORM Good Practices that best address the regional needs have been selected and contributed to the action plan implementation...



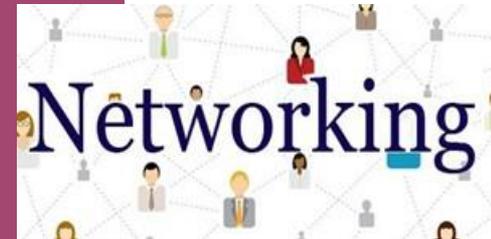
A Policy Paper “REFORM APs: lessons learnt and policy recommendations for SUMP and mobility planning” has been prepared ...



..to capitalize the work carried out during the APs development process.

“Responsibilities to be undertaken for enhancing the regional governments’ capacities and role in Sustainable Mobility Planning”

- *Reinforcement of the role of the Regional government in SUMP adoption and development through coordination and networking activities*
- *Establishing and maintaining constant communication channels and constructive dialogue with the local governments, stakeholders and citizens*
- *Enhancing the regional capacities, in terms of human resources know-how and tools, to be able to evaluate and provide guidance to the local SUMPs elaborated on their territories ensuring their final reliability and success*
- *Ensuring the complementarity of local SUMPs in a wider territorial planning perspective and their consistency with other regional plans, strategies and objectives*
- *Ensuring effective assessment, monitoring and future planning activities, through the use of common set of performance indicators;*
- *Taking the responsibility and/ or assist and support the local administrations, where needed, in securing funding for SUMPs and Action Plans implementation*



“Proposed Actions for enhancing the regional governments’ capacities and role in Sustainable Mobility Planning”

➤ *Close cooperation and consultations of the national government with the regional and local representatives for clarifying the allocation of roles and responsibilities among the various levels of governance as regards the SUMP development and evaluation.*



➤ *Organization of regular meetings with local officers, technicians and the relevant stakeholders for common planning and decision-making*

➤ *Organization of awareness raising events, campaigns and open dialogues for change of mobility behaviour and for active participation in sustainable mobility planning and actions definition..*



➤ *Operation of Regional Competence Centers on SUMP development and support.*

➤ *Organization of training seminars on SUMP development and implementation.*

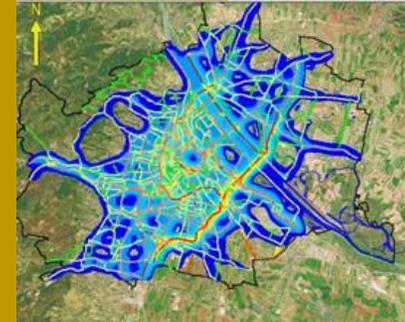
➤ *Development of regional SUMP guidance and specification.*

➤ *Consulting existing guidance and material – creating a SUMP knowledge-library*



“Proposed Actions for enhancing the regional governments’ capacities and role in Sustainable Mobility Planning”

- *Development of a regional depository of the proposed local measures and policies*
- *Collecting, managing and properly using data from the Municipalities with the exploitation of Information and Communication Technology (ICT), as a means for effective assessment, monitoring and future planning activities, through the use of common set of performance indicators;*
- *Development of regional models for simulating and evaluating proposed planning activities and policies.*
- *Ensuring a well-orchestrated implementation plan aligned to the Regional Operational Programs*
- *Update of SUMP at regular/ specific intervals according to the regional planning priorities*





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REFORM group



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@InterregREFORM

Mr. Matthew Baldwin

*Deputy Director-General
DG MOVE – European Commission*

Mr. Peter Berkowitz

*Head of Unit - Smart & Sustainable Growth
DG REGIO – European Commission*



Regional policies on sustainable mobility planning

The importance of interregional exchange of experience for the development of sustainability mobility planning

Peter Berkowitz

Head of Unit

Smart and Sustainable Growth Unit

DG Regional and Urban Policy

Challenges for urban mobility from a cohesion policy perspective

Economic Development

- Need to have well-functioning, competitive and attractive cities
- Barriers: poor connectivity and congestion (est. cost EUR 100 billion/year)

Climate change

- 2030 climate and energy framework: -40% GHG by 2030 (compared to 1990)
- Transport almost 25% of total GHG emissions (with 23% from urban areas)
- Commission proposed reduction of -60% of transport GHG emissions by 2050

Human health and environment

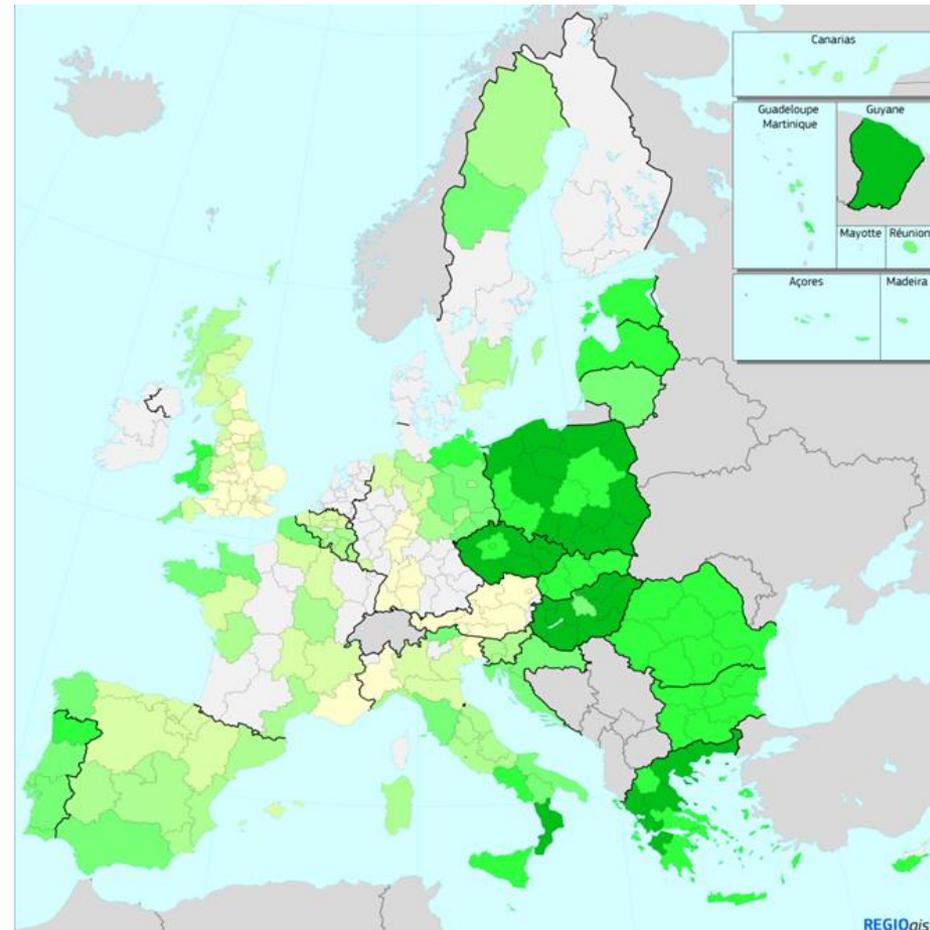
- Poor air quality major concern since late 1970's
- Cities across EU struggling to comply with relevant legislation
- Urban transport major source of pollutant emissions

Road safety

- 25,000 fatalities per year with 37% in urban areas. 135,000 seriously injured.
- Socio-economic cost estimated at EUR 120 billion/year
- Long-term goal: No road fatalities by 2050 ("Vision Zero")

Support for clean urban transport

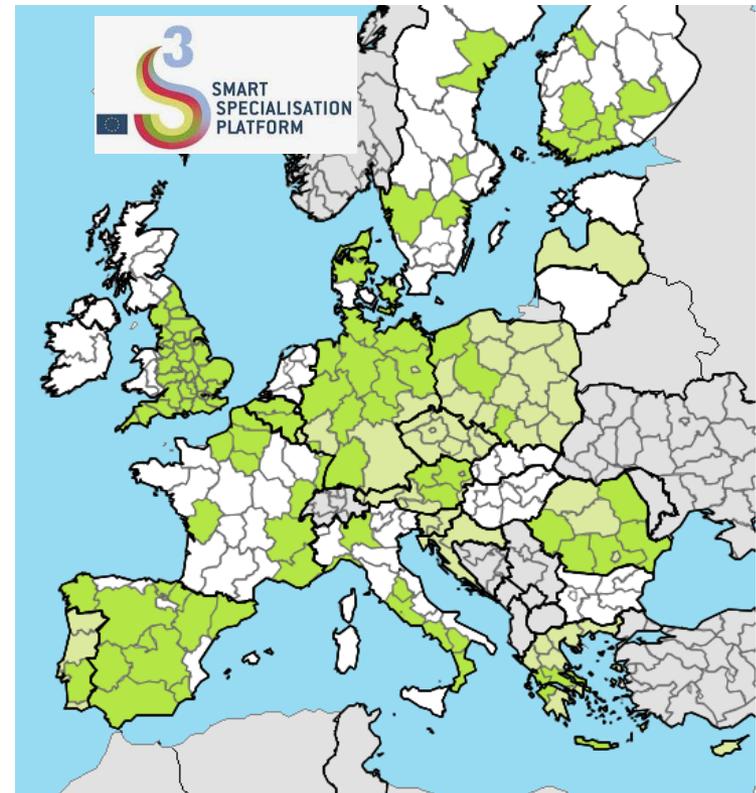
- Total CF/ERDF budget: EUR 262 billion
- Programming through bottom-up process
- For transport: EUR 70 billion (27%)
- For "clean urban transport": EUR 12.4 billion (18%)
- 123 OP in 24 MS (all but NL, FI, DK, IE)



	2007-2013 in billion Euros (status: 04/2018)	2014-2020 in billion Euros (estimate based on adopted OPs 4/2018)	
Road	42.6	30.0	
Rail	23.1	18.7	
transfer from Cohesion Fund to Connecting Europe Facility		(11.3)	
Seaports	3.1	2.0	
Airports	1.6	0.4	
Cycling/walking	0.7	1.7	
Inland waterways	0.4	0.8	
Urban transport	8.1	12.4	
ITS	1.0	2.1	
Multi-modal transport	1.8	2.2	
TOTAL	82.5	70.3 (81.7)	

Research, technical development and innovation

- EUR 65 billion support (EU + national) for R&I
- Over 120 national and regional Smart Specialisation Strategies (S3)
- Regions with shared interests and priorities are brought together in Thematic S3 Platforms and encouraged to form Interregional Partnerships
- 28 partnerships established, > 100 regions involved
- E.g. new partnership on "safe and sustainable mobility"



Example

Member States and regions which have identified a priority

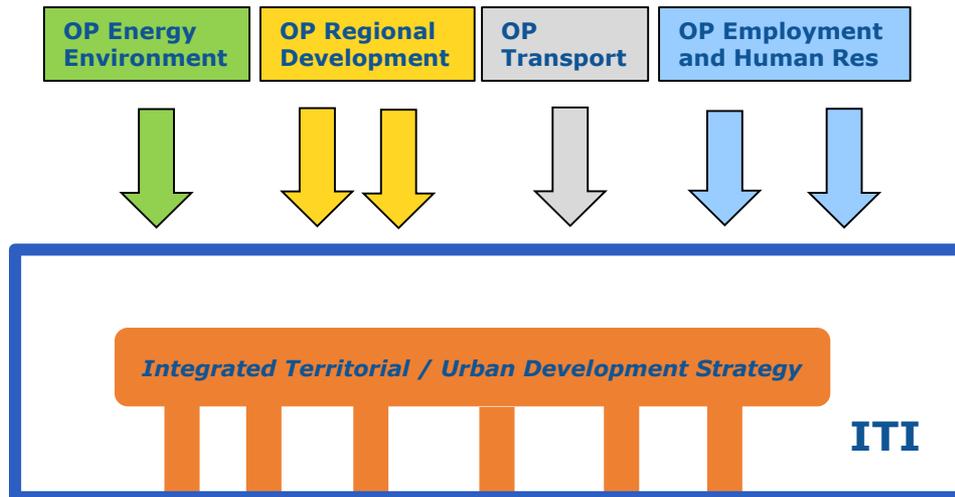
"Smart, green and integrated transport systems"

Key element: sustainable urban mobility planning

- Transformation of urban mobility systems need new approaches to mobility planning
- The Commission has supported the development of modern planning concepts: Sustainable Urban Mobility Plans
- Cohesion policy support is available for the development and implementation of such plans
- Success factors:
 - Integrated approach
 - Cooperation of cities and regions, locally and across Europe



Supporting implementation of integrated strategies



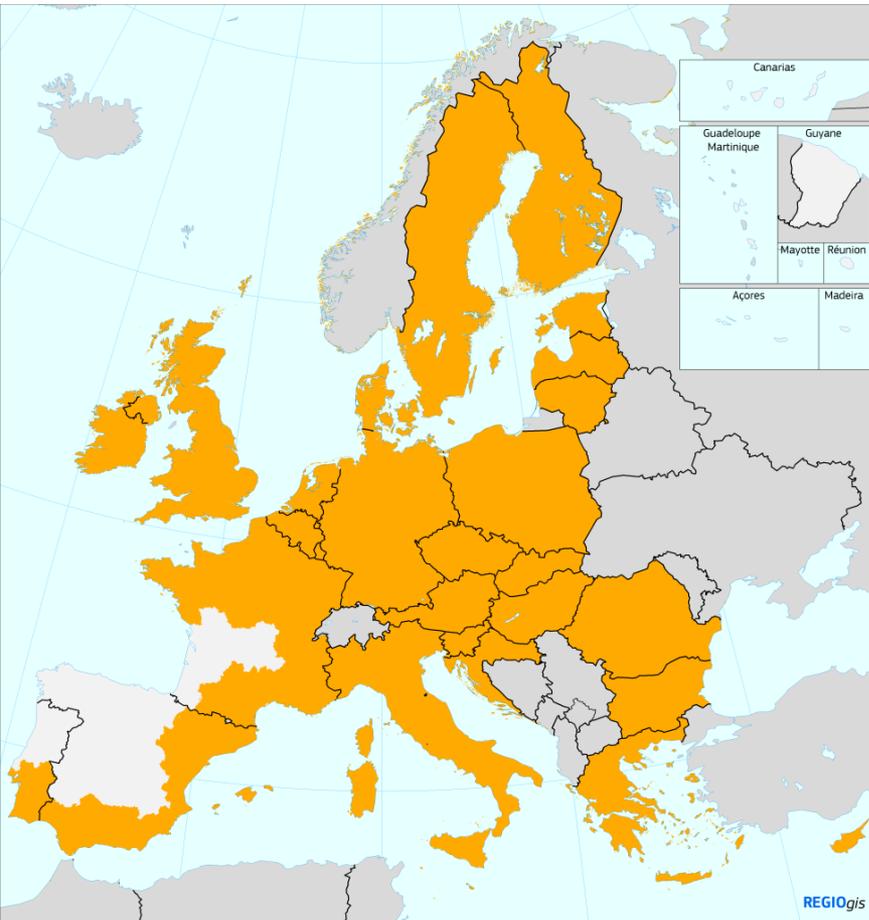
Territorial tools such as

- Integrated Territorial Initiatives (ITI)
- Supporting integrated approaches
- Reinforced role of local actors ("cities") in the multi-level governance





European
Commission



Territorial cooperation:

Urban mobility/urban mobility planning in 25 ETC programmes (Cross-border and transnational)

ERDF European Territorial Cooperation programmes with planned investments in clean urban transport, 2014-2020

Programme areas

Cross-border and transnational cooperation programmes

0 500 Km

© EuroGeographics Association for the administrative boundaries

Interregional cooperation

INTERREG EUROPE: Networking programme for fostering exchange between **regional and local actors** on topics of mutual interest, including 'low carbon economy' (urban mobility).

INTERACT III: Network for key players in delivering ETC on the ground, e.g. Managing Authorities,

URBACT III: Network for 'connecting cities' and fostering integrated urban development (including urban mobility)

ESPON: production, dissemination and promotion of territorial evidence



Looking forward: deployment

Total CF/ERDF budget: EUR 262 billion (current prices)



a more **Smarter Europe**, through innovation, digitisation, economic transformation and support to small and medium-sized businesses



a more **Greener, carbon free Europe**, implementing the Paris Agreement and investing in energy transition, renewables and the fight against climate change



a more **Connected Europe**, with strategic transport and digital networks



a more **Social Europe**, delivering on the European Pillar of Social Rights and supporting quality employment, education, skills, social inclusion and equal access to healthcare



a **Europe closer to citizens**, by supporting locally-led development strategies and sustainable urban development across the EU.

Looking forward: Interregional innovation investments ('Component 5')

- Interregional innovation investments through the commercialisation and scaling up of interregional innovation projects having the potential to encourage the development of European value chains (component 5)
- 11.5 % of ETC Resources (i.e., a total of EUR 970m) for interregional innovation investments
- It shall be implemented under direct or indirect management.
- Bringing together researchers, businesses, civil society and public administrations involved in smart specialisation strategies established at national or regional levels
- Strand 1 - Financial and advisory support for investments in interregional innovation projects
- Strand 2 - Financial and advisory support to the development of value chains in less developed regions



Thank you!



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SUMP development in the four REFORM Regions

Greater Manchester



Parkstad Limburg



Emilia-Romagna



Central Macedonia



Mr. Jonathan Marsh

*Strategic Planning Manager
Transport for Greater Manchester*



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European Union
European Regional
Development Fund

Greater Manchester SUMP & Action Plan

Jonathan Marsh

TfGM

Jonathan.marsh@tfgm.com

4th December 2018 | Policy Conference in Brussels



Integration at the heart of our 2040 Strategy

Old way

By mode



By district



Integration at the heart of our 2040 Strategy

Old way

By mode



By district



New way





Supporting sustainable economic growth

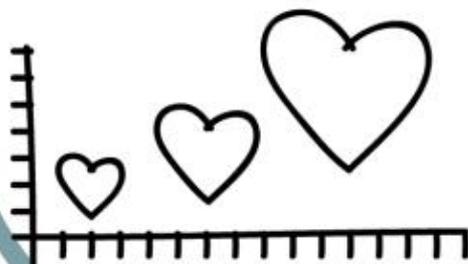


Protecting our environment

Transport Vision

World class connections that support long-term, sustainable economic growth and access to opportunity for all

Improving quality of life for all



Developing an innovative city-region

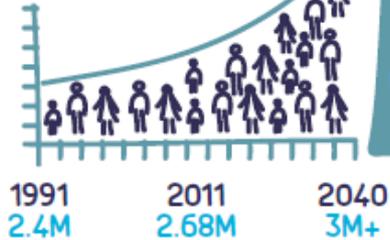


SUPPORTING SUSTAINABLE ECONOMIC GROWTH

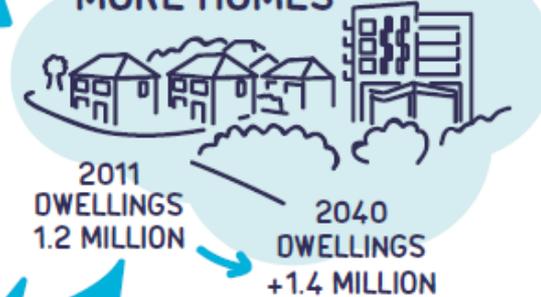
AN INCREASE IN EMPLOYMENT



SUPPORTING POPULATION GROWTH



REQUIRING AT LEAST 227,000 MORE HOMES



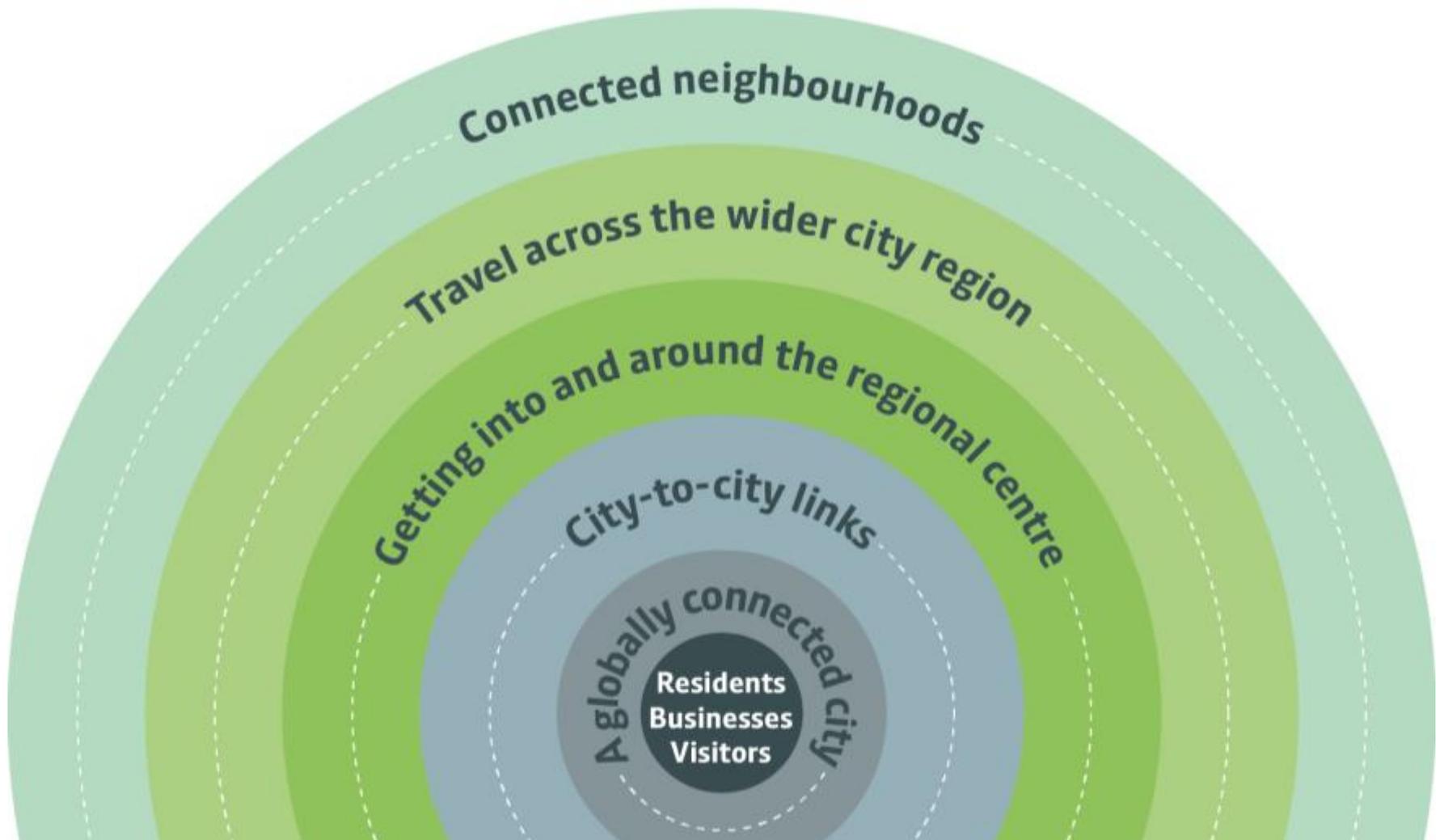
+600,000
MORE TRIPS ON OUR
TRANSPORT NETWORKS
EVERYDAY
BY 2035



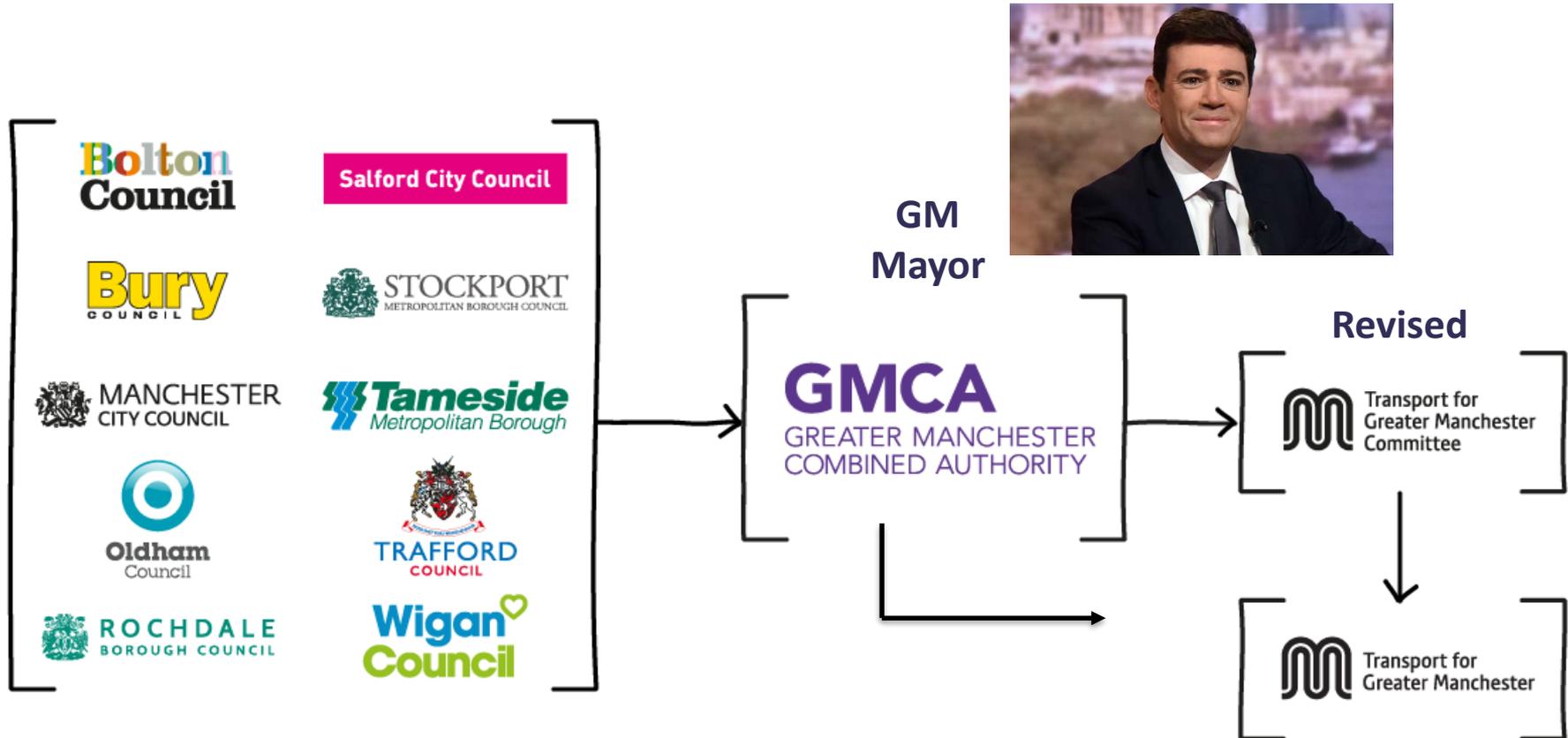
Our Network Principles



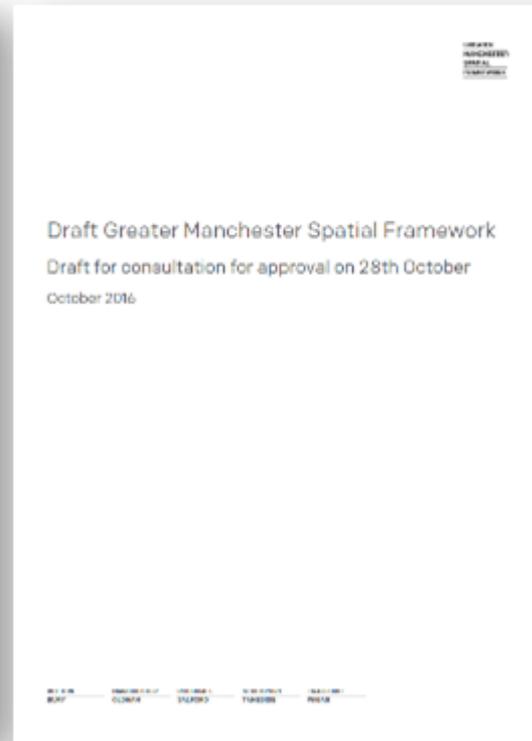
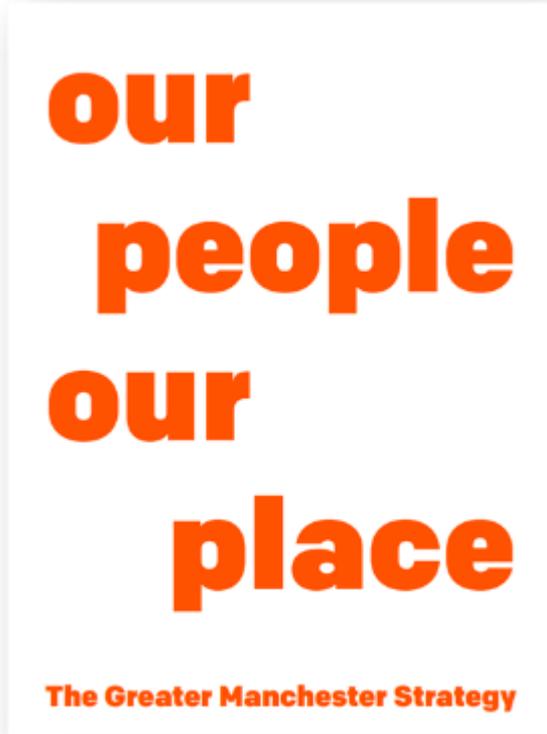
Our Spatial Themes



Transport Governance in Greater Manchester



A new long-term strategic context for GM



People

Places

Assets

GM Action Plan

Public Transport

- **Bus**
- **Metrolink and Bus Rapid Transit**
- **Rail**

Streets for All

- **Local Highways**
- **Walking and Cycling**
- **Motorways and Trunk Roads**
- **Freight and Logistics**
- **Asset Management**

Integration

- **Clean Air and Carbon**
- **Future Mobility and Innovation**
- **Fares and Ticketing**
- **Behaviour change**
- **Safety and security**
- **Town Centres and interchanges**

GM Action Plan - Actions

Action 1: Public Transport

Actions based around the following:

- Development of the Greater Manchester Spatial Framework (inspired by GP16: MaxLupoSE: application of mobility management and land use planning guidelines in a network of 12 cities in Sweden)
- Public Transport – Bus
 - Inc business case for bus reform
 - Concessionary fare schemes
- Public Transport – Metrolink and Bus Rapid Transport
 - Metrolink Trafford Park Line
 - Additional Metrolink vehicles
 - Mobility hubs/park & ride upgrades along the Bury Line
- Public Transport – Rail
 - Rail station accessibility programme to deliver accessibility improvements at rail stations

(above inspired by GP21: Scaling SUMP: the example of micro-SUMP in Lille)

GM Action Plan - Actions

Action 2: Streets for All

Actions based around the following:

- Local Highways
 - Delivery of key components of the Mayors Congestion Deal
 - Various highway improvements
 - Network management improvements
- Walking and Cycling
 - Improved wayfinding, pedestrian links and public realm in the city centre
 - First phases of Mayor's Challenge Fund for walking and cycling
- Freight & Logistics
 - Delivery and Servicing Plans for large organisations and retailers
 - Construction Logistics Plans for large developments

(above inspired by GP21: Scaling SUMP's: the example of micro-SUMP in Lille)

GM Action Plan - Actions

Action 3: Integration

Actions based around the following:

- Clean Air and Carbon
 - Early expansion of electric vehicles network charging points, inc for use by private hire vehicles and taxis
- Fares and Ticketing
 - A zonal fare structure on Metrolink
- Behaviour Change
 - Business and community engagement programme
 - Travel information and travel planning support programme
- Safety and Security
 - Travelsafe partnership
 - Continuation of GM's Road Safety Partnership
- Town Centres and Interchanges
 - Stockport Town Centre Access Plan

(Behaviour change actions above inspired by GP10: Employer approach by Maastricht Bereikbaar: influencing employees' mobility behaviour (South Limburg, NL)



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Thank you!

Questions welcome



Project smedia

Mr. Rob Beentjes

*Program REFORM
Parkstad Limburg*



Action Plan

Stadsregio Parkstad Limburg

REFORM Policy Conference Brussels, 4th of December 2018

Ambition PALET



“The greatest threat to our planet is the belief that someone else will save it.”

Robert Swan, polar explorer

Ambition:

Stadsregio Parkstad Limburg is energy-neutral in 2040. We achieve this through our energy use reduction until 2040 with one third and to generate the remaining two thirds with renewable resources in the region.

With this dot on the horizon, Stadsregio Parkstad Limburg does a spatially realistic, scientifically based approach statement about her future energy management.

Change is the only constant



Question marks on established opinions are needed to open new avenues to the future.





Vision Sustainable Mobility



Stadsregio Parkstad Limburg has determined five priorities in regard to sustainable mobility in the region:

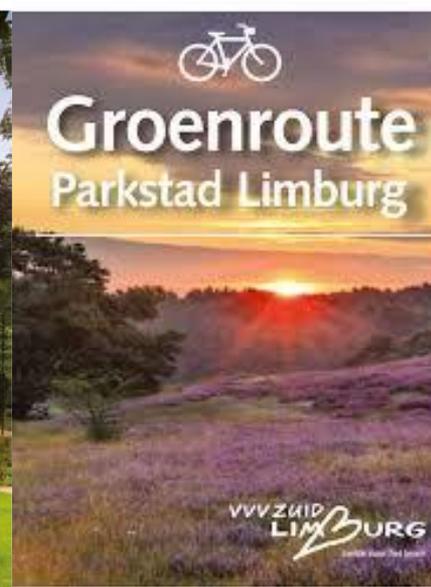
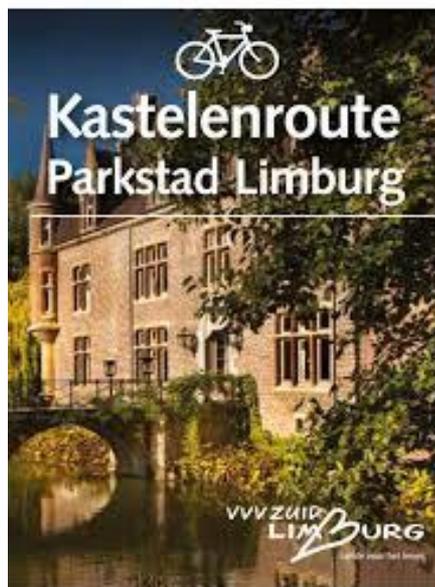
1. investment in cycling infrastructure on main routes
2. developing a clean city distribution
3. stimulating electro mobility (for both bicycle and car)
4. stimulating of (the use of) public transport
5. the promotion of the aforementioned priorities in the direction of citizens and business.



La condivisione è il nuovo avere
η κοινή χρήση είναι η νέα που έχει
I koiní chrísi éinai i néa pou échei
Sharing is the new having
Le partage est le nouveau avoir



From sightseeing/tourist...



to sustainable commuting moves!



Wij zijn in beweging en gaan de uitdaging aan! Laat de auto vaker staan en pak de fiets, het OV of parkeer op een P+R. Doe mee en wordt beloond!

zuid-limburg.inbeweging.eu



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bereikbaar.nl**

SUMP in relation to PALET



- **SUMP** replaces RVVP, *regional traffic and transport plan* and will be part of **Omgevingsvisie** (*policy document, Dutch environmental law*)
- **Action Plan REFORM** is 'low-hanging fruit' that will be harvested in the coming phase of REFORM as **Programma Omgevingswet** (*program Dutch environmental law*)
- **SUMP** will become the 'Infrastructure, Traffic and Transport' pillar under implementation program **PALET 3.1 (2021-2024)** and therefore has, just like **PALET**, the year **2040** as a dot on the horizon

Highlights Action Plan



1. Integral approach Mobility, Sustainability and Spatial Planning
2. Cyclist and pedestrian at number 1 in Sustainable Mobility chain
3. Policy to promote E-bike and E-car (sharing system)
4. Behavioral influence and change Sustainable Mobility choice
5. Cross-border SUMP fine tuning with region Aachen (Germany)

Needs Action Plan



1. Generating sustainable and renewable energy from our own region
2. 'Energy' to meet the infrastructure requirements for sustainable urban mobility
3. Energy use reduction through Innovative, Sustainable and Low Carbon Mobility Solutions

From Action Plan to SUMP



Commitment to further developing and implementing jointly supported actions of the Action Plan, which will lead to the development of a (regional) vision into SUMP

Future-proof, accessible, smart, clean and boundless mobility so that people can move freely according to wish and need.

From Action Plan to SUMP



Development Action Plan REFORM 2018

Implementation Action Plan REFORM

2020

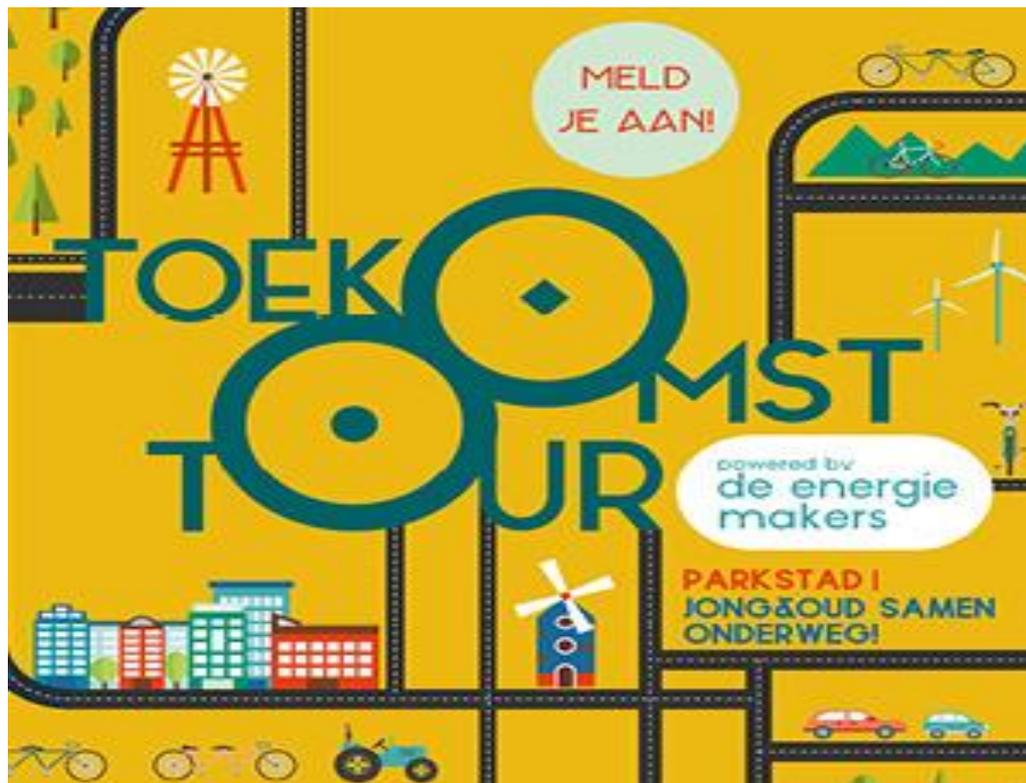
Development SUMP Parkstad Limburg

2021

Sustainable mobility initiatives & partners



The future starts today



Thank you for your attention!



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Mr. Andrea Normanno

*Project Manager
Emilia-Romagna*

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REGIONE EMILIA-ROMAGNA
ACTION PLAN

Dr Andrea Normanno

Regione Emilia Romagna

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December 4th, 2018 | Bruxelles

Emilia-Romagna Region profile

Total population over **4,3 millions**
Surface **22.124 Km²**
9 Provinces
331 Municipalities
40% of total population lives in **13 main cities**
Bologna is the capital city



The Emilia-Romagna Region (RER) is located in the northern part of Italy and has 4.3 million inhabitants. The regional area constitutes of nine provinces and co-operates on several levels in the framework of the LPT and private mobility governance.

MOBILITY AND TRANSPORT REGIONAL DEPARTMENT

The regional Mobility and Transport Department is competent for:

- ❖ Planning of the infrastructural network and of the road, railway, port, water, air, inter-port, and bus communication systems
- ❖ Planning of regional and local mobility systems
- ❖ Freight and people mobility services
- ❖ Improvement of the urban mobility
- ❖ Regional Observatory for Road Safety and Education



REGIONAL CONTEXT

The Regional Policy for Sustainable Mobility

Since 2014 Emilia Romagna Region decided to **implement** a series of intervention and planning tools with the aim of making the region sustainable in 2030. Consequently, the following planning tools have been developed:



REGIONAL CONTEXT

The Regional Policy for Sustainable Mobility



PAIR, the Regional Integrated Air Plan, has the target to lead in 2020 the limit values for the main atmospheric pollutants PM10, PM2.5 and NOx within the limits established by the European Union almost all over the regional territory.

The measures relating to mobility are as follows:

- ✓ The scrapping of the most polluting commercial vehicles
- ✓ Reduction of traffic flows in city centers
- ✓ Local and regional public transport fleet adaptation to low emission standards
- ✓ Cycle-pedestrian mobility development (+ 20% in pedestrian & cycle movements)
- ✓ Restrictions to the circulation of private vehicles in densely populated centers



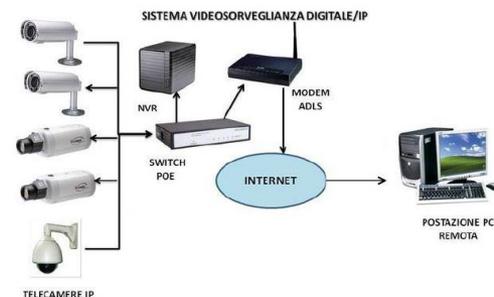
REGIONAL CONTEXT

The Regional Policy for Sustainable Mobility



According to the PAIR targets, a series of actions were identified and included into the 2014 POR, with the specific objective of increasing sustainable mobility in urban areas.

- Action 4.6.2 Renewal of rolling stock (PT bus fleets),
- Action 4.6.3 Intelligent transport systems development
- Action 4.6.4 Development of the infrastructures necessary for the use of the vehicle with low environmental impact, including through charging hub initiatives.



The Regional Policy for Sustainable Mobility



The Regional Energy Plan - approved by Legislative Assembly Resolution no. 111 of 1 March 2017 - establishes the strategy and the objectives of the Emilia-Romagna Region for climate and energy up to 2030:

- the reduction of climate-changing emissions by 20% to 2020 and by 40% to 2030 compared to 1990 levels;
- the increase to 20% in 2020 and to 27% in 2030 of the share of coverage of consumption through the use of renewable sources;
- the increase in energy efficiency to 20% in 2020 and 27% in 2030.

Energy rationalization in the transport sector is one of the main sectors that can make a substantial contribution to achieving the objectives. The actions that the Region intends to promote on its territory are as follows:

- promotion of the Urban Plans for Sustainable Mobility (SUMP);
- promotion of urban infrastructures for local public transport;
- promotion of bicycle and pedestrian mobility;
- promotion of innovative shared mobility services (eg car sharing, corporate car sharing, ride sharing, etc.) and infomobility;
- facilitated taxation for low emission cars.



The Regional Policy for Sustainable Mobility



To be
approved
2018

The PRIT (Regional Integrated Transport Plan) is the main transport planning tool of the Region. It is a sector Plan that is part of the more general framework of the Regional Territorial Plan (PTR).

The Plan aims to promote an integrated mobility system in which collective transport plays a fundamental role, encouraging a rational organization of traffic, promoting a culture of sustainable mobility and the development of technological innovation.

In particular, the PRIT 2025, foresees the adoption of the following reference objectives:

- municipalities with PUMS obligation: modal share private mobility <50%
- municipalities with PUT obligations: modal share private mobility <60%



REGIONAL CONTEXT

The Vision of the Emilia Romagna Region for Sustainable Mobility

Given the strong impact that the transport sector has on the overall energy consumption and climate change, the Emilia-Romagna Region is very committed to initiatives and projects that improve air quality and promote good practices to limit atmospheric pollution linked to vehicle emissions.

In particular, the regional commitment is mainly aimed to:

- promote intermodality,
- a better qualitative and quantitative organization of the alternative offer to road transport,
- technological innovation in mobility,
- research for the diffusion of energy efficient and low-cost vehicles,
- reduction of polluting emissions for people and goods transport.

Urban Plans for Sustainable Mobility represent a fundamental element in the vision on sustainable mobility of the Emilia Romagna Region; the SUMP, Urban Plan for Sustainable Mobility, defines the priority strategies to meet the diverse demand for mobility of people and businesses in urban and peri-urban areas, with the aim of improving the quality of life.



REGIONAL CONTEXT

The Vision of the Region for Sustainable Mobility

The priority actions

- Renewal / expansion of the **regional bus** and trolleybus fleet with low environmental impact;
- improvement of the **attractiveness** of local **public transport (LPT)** also through the increase of reserved lanes and the fluidization of traffic;
- upgrading of **cycling, of cycle-pedestrian** tracks in urban areas, of special bike deposit and rental services and promotion of safe routes for school / home work;
- revamping of LPT stops also at the modal iron-rubber-bike interchange points to overcome architectural barriers and **improve accessibility**;
- development of **intermodality** based on the use of railway stations as intermodal exchange point (LPT, bike sharing, car sharing, car pooling, parking interchange, cycling);
- **access control and parking** in urban areas with increased areas 30, pedestrian areas and LTZ;
- **renewal of the private vehicle fleet** with the restriction to circulation for private vehicles in built-up areas defined by the PAIR 2020;
- promotion of **low environmental impact vehicles**, also facilitating the access and parking of the less polluting vehicles in the LTZ, Mi Nuovo elettrico, and promoting eco-driving also with ITS support;
- development of **infomobility, ITS** and public and private technological equipment for information and communication to users

REGIONAL CONTEXT

REFORM activities towards the development of the Action Plan

The Emilia Romagna Region has actively contributed to the development of the REFORM Project, participating in all its initiatives, and working to the definition of best practices.

In particular it involved the local authorities that are preparing the SUMP with an important technical and organizational coordination work (more than 10 meetings were held during the first two years of the project) and stimulated the bodies to insert relevant objectives in the scope of the drafting of the SUMP.

Within the project a SWOT analysis was carried out which highlighted the following:

- **Strengths:** Stakeholders' Remarkable experience in energy, transport and environmental planning (as highlighted by the context).
- **Weaknesses:** A certain fragmentation (especially territorial) that creates difficulties in the realization of a common regional vision.
- **Opportunities:** the development of the SUMP represents a unique opportunity to define and concentrate investments on the territory.
- **Threats:** the difficulty of defining common indicators on the territory and bringing them back to a single regional vision in order to have a common and realistic evaluation of the results.

The REFORM project itself has already made it possible to influence regional policies; in particular:

- The adoption of the SUMP has been defined as a **precondition for accessing regional funds** on sustainable mobility actions.
- The financial resources available on some of the actions already reported under the guidelines adopted by local authorities have been **redirected**; among these: the development liquid methane (LNG) and electric buses and increase the allocation for new cycle paths.

POLICY CONTEXT

The Action Plan aims to impact:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

Name of the policy instrument addressed: POR Fesr 2014 - 2020 Axis 4

THE ACTIONS

Emilia Romagna Region's AP is composed by 3 actions:

Action 1
Mobility Monitoring Center

Action 2
Regional Mobility Observatory and Competence Center

Action 3
Sump implementation fostering

RER Selected Practices and Action Plan

GP5	LTP & Integration with Environmental Policy Sector (Low Emission Zone)	York, UK
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
GP11	SUMP Evidence Base and Information Gathering	Manchester, UK
GP19	Cooperation between municipalities and stakeholders to define vision, goals and priorities for a polycentric SUMP	Parkstad Limburg, NL
GP21	Scaling SUMP: the example of micro-SUMP in Lille (micro-PDU)	Lille, Fr

**Action 1
Mobility
Monitoring
Center**

**Action 2
Regional Mobility
Observatory and
Competence
Center**

**Action 3
Sump
implementation
fostering**

ACTION 1 RER Monitoring Center 1/2



The Description

The action aims to create a regional monitoring center for data exchange among the Local Authorities and the Region and other mobility stakeholders. It is a web-based tool enabling RER, Local Administrations and other subjects (PT companies, planners, academics, etc.) to access data and information regarding urban mobility. All Local Administrations will be called to contribute to the creation and maintenance of the database by providing and updating the data in their possession, in particular those used for the drafting of the SUMP and originated by the monitoring phases.

Background

This action has been inspired by two specific practices :

GP11 (SUMP Evidence Base and Information Gathering

GP9 - Development of the Mobility Monitoring Centre for the metropolitan area (Thessaloniki, GR).

ACTION 1 RER Monitoring Center 2/2



Players involved

Many players will be involved in this action to provide data and as end users of the collected and elaborated data. Among them: RER, all the Regional Municipalities that adopted SUMP, all PT companies, all the mobility stakeholders (Private Companies, Urban Logistics, telecom providers etcetera)

Timeframe

2 years to start up the system

Costs

To be defined

Funding sources

Emilia Romagna Region

ACTION 2 Observatory and Competence center

1/2



The Description

This action is inspired by the important activity carried out by the Region to stimulate SUMP development and implementation. As a consequence of this policy, RER defined the adoption of SUMP as a **prerequisite** for funding Local Authorities' sustainable mobility initiatives. So, both RER and Local Authorities need a technical tool capable of:

1. providing technical support to LA wishing to develop a SUMP;
2. boosting sustainable mobility culture and developing training and coordination activities for LA technicians
3. coordinating the monitoring of SUMP implementation carried out by the LA in order to assess the overall results at regional level
4. preparing studies and reports to support RER in regional planning
5. coordinating the activities related to the regional gateway on mobility data and managing its operation

Background

This action was inspired by the following 2 GPs:

GP7 - Creation of TfGM - an organisation to support transport delivery across the region (Manchester, UK);

GP9 - Development of the Mobility Monitoring Centre for the metropolitan area (Thessaloniki, GR).

ACTION 2 Observatory and Competence center

2/2



Players involved

Players be involved in this action are: RER, which will be the main actor, local authorities, ITL.

Timeframe

2 years to start up the system

Costs

To be defined

Funding sources

Emilia Romagna Region

ACTION 3 Fostering the SUMP deployment into Regional Territory 1/2



The Description

This action was designed in order to give technical and financial support :

- to the Local Administration aiming to adopt a SUMP
- to boost the implementation of key measures foreseen in the SUMP

A few of the foreseen interventions could modify and improve the policies defined by the current ROP; among them:

- Cycle paths infrastructure design and implementation;
- Development of low impact PT bus fleets;
- Safety interventions for traffic and mobility.

Background

- This action was inspired by the following GPs: GP8 - Development of a SUMP as a means of delivering a more innovative approach to local transport planning (Manchester, UK); -GP19 - Cooperation between municipalities and stakeholders to define vision, goals and priorities for a polycentric SUMP (Parkstad Limburg, NL); GP21 - Scaling SUMPs: the example of micro-SUMP in Lille (micro-PDU) (Lille, Fr)

ACTION 3 Fostering the SUMP deployment into Regional Territory 2/2



Players involved

Players be involved in this action are: RER, which will be the main actor and several local authorities.

Timeframe

2 years

Costs

To be defined

Funding sources

Emilia Romagna Region ROPs

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Thank you!

Questions welcome



Ms. Chrysanthi Kiskini

*Head of EU Funded Programmes
Regional Development Fund of Central
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Action Plan of Region of Central Macedonia

Chrysanthi Kiskini

Head of EU Funded Programms

Regional Development Fund of Central Macedonia

REFORM

Policy Conference

The action plan

Operational structure of RCM, which will operate on two levels:

- At Regional level as a "**Competence Center**"
- At Metropolitan level as an "**Urban Mobility Observatory**"



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"Competence Center"

Support mechanism to the 38 Municipalities of the RCM

- **electronic platform** to provide technical information on the basis of the official specifications of Eltis and the Green Fund
- an **online forum tool** for direct communication and exchange of views between municipalities and other stakeholders on specific issues.
- in later stage a **sustainable mobility network** to support actors in local and regional planning through consultation, workshops, seminars, etc.



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"Urban Mobility Observatory"

"Urban Mobility Observatory" will:

- **collect, analyze and organize data** from the local SUPMs of Municipalities
- create accessible and **up-to-date databases** with indicators per topic
- assess the impact and effectiveness of existing measures to support the **redesign and harmonization of the strategies** in place.



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"Urban Mobility Observatory"

The Observatory has four directions:

- Spatial Planning Surveying and Siting,
- Urban Transports and Mobility Monitoring,
- Combination and qualification of Data of other Observatories,
- Scientific and Technical Support and Networking.



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Related Good practices

GP11 - SUMP Evidence Base and Information Gathering (Manchester, UK): provides methodology for collecting and organizing local data in thematic areas of different sectoral policies with special indicators for monitoring the design and implementation phases of local SUMPs.

GP5 - LTP & Integration with Environmental Policy Sector (Low Emission Zone) (York, UK): proposes the establishment of common indicators for the SUMPs and Sustainable Energy Action Plans of the Municipalities, integrating SUMPs into a wider spatial planning and energy planning.

GP18 - Regional funding scheme via Regional Operating Programme funds for SUMP development (Region Emilia - Romagna, IT): offers technical advice to Municipalities, while also engaging stakeholders to promote a more general regional policy.

GP22 - 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): an internal structure that manages the available data on transport and sustainable mobility and the tools for collecting and analyzing them for prioritizing measures to be funded.



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Policy instrument influence

- Specialization of Sustainable Urban Development actions of the Axis A06 “Preservation and protection of the environment and promotion of resources’ efficiency” of the Regional Operational Programme of Central Macedonia 2014-2020 (ROP-CM), to make **specific reference to structures for Sustainable Urban Mobility**.
- In March 2018, a call for proposals was launched by the ROP within the context of the Action 6e7 - “Strengthening monitoring networks and urban challenges observatories in the intervention area of the Sustainable **Urban Development Strategy of the Metropolitan Unit of Thessaloniki**” that includes interventions aiming to the "strengthening of structures and networks towards monitoring urban-related phenomena" with special reference to the **Urban Transport and Mobility Observatories**.
- The Region of Central Macedonia submitted a proposal for the creation of a **“Sustainable Urban Development Observatory of the urban area of Thessaloniki”** which was approved in October 2018.



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Definition and preparation

- Phase 1: The background of the Action Plan was communicated to the stakeholders to include their views in the final Action Plan.
- Phase 2: The final Action Plan was presented to all stakeholders in order to receive their support for its implementation.



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1st plenary stakeholders' meeting

"Challenges and Perspectives of Sustainable Urban Mobility in the Metropolitan Unit of Thessaloniki"



Attendants: Public transport operators, Traffic Police, Federations representing bicyclists, pedestrians and persons with disabilities, Universities and research institutes, Taxi service providers. The event was also on social networks

Main results:

- The participation of citizens should be supported through well established and permanent cooperational and communicational structures.
- The provision of safe and reliable sustainable transport choices is a prerequisite for achieving Sustainable Urban Mobility.
- Planning in a higher level is a necessity, but all high-level planners should have their eyes open to the day-to-day problems of the travelers.
- The key component of sustainable mobility is improving the accessibility and safety for disabled persons.
- Land use planning and road infrastructure are also very important aspects for attracting sustainable mode users.



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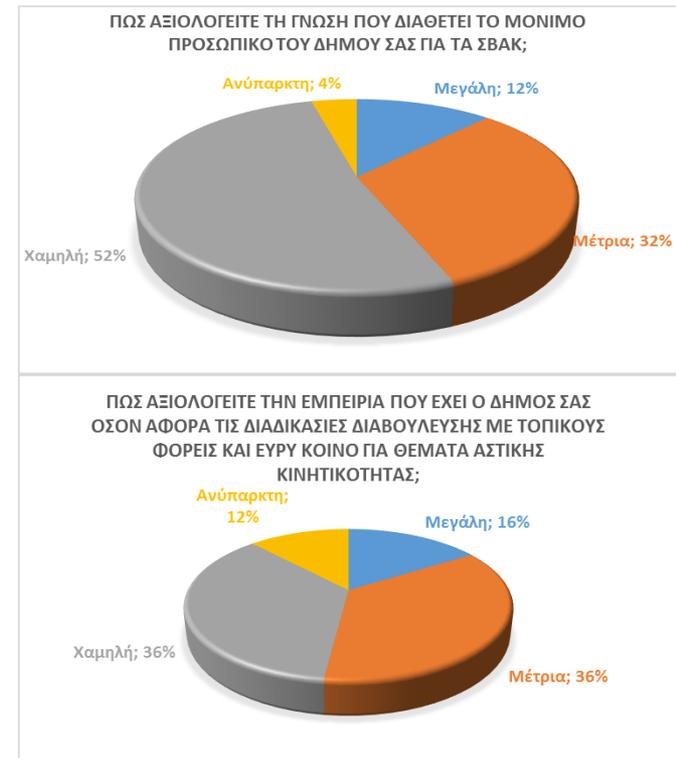
Authorities' survey

"Assessment of the needs to establish a regional mechanism for the support of local SUMPs"

In order to better understand the needs of the Municipalities in technical issues, RCM sent an electronic questionnaire.

Main results:

- For the majority of the Municipalities, the **knowledge about SUMP** is characterized as incomplete.
- Most of the Municipalities consider that they do not develop the necessary **synergies with the neighboring Municipalities**.
- At the level of **cooperation between the Municipalities** and the RCM the cooperation is good.
- **Priorities:** description and collection methodologies of data / defining visions, objectives and priorities / overseeing the stages requiring data collection / analysis and the use of the traffic model



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Scientific Cafe

"The promotion of Sustainable Urban Mobility Plans (SUMPs) as key planning tool for urban and regional transport systems"



Main results:

- In addition to supporting local SUMPs, should be to create a **strategic regional framework** that will provide new solutions geared to integrated transport systems
- The REFORM project will leave its fingerprint if it succeeds in creating a **permanent and institutional mechanism** within the Region that will support local SUMPs
- A SUMP is a strategic plan with an integrated approach to all **spatial systems**
- To achieve its objectives SUMP must be widely **accepted by citizens**.

Attendants: Professors from the Aristotle University of Thessaloniki (AUTH) and from the University of Macedonia (PMAK), Representative of the Technical Chamber of Greece (TCG), Researchers from the Hellenic Institute of Transport (HIT / CERTH), Representatives of the Region of Central Macedonia (RCM) and the Regional Development Fund (RDFCM)



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Focus groups for Technical sector

"Consultation on the Action Plan Of the Region of Central Macedonia for the Promotion of SUMP's"



Attendants: Representatives of the Municipalities of RCM

Main results:

- There is a need for a **central mechanism** which will provide specific guidance to Municipalities to develop coherent and implementable SUMP's.
- The proposed structure of RCM will support **communication** between Municipalities to exchange views, information and good practices.
- The "Competence Center" will provide the **technical information** that municipalities need to address common problems.



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Meeting with local Authorities

Signature of a Declaration of Intention for Cooperation between the Metropolitan Unit of Thessaloniki of the RCM and the eight Municipalities of the Metropolitan Unit of Thessaloniki for the development of the “Sustainable Urban Development Observatory of the urban area of Thessaloniki”



Through this collaboration, a **communication channel** on Sustainable Urban Mobility Plans (SUMPS) is being promoted aiming to **unified design for mobility projects at metropolitan level** and to further exploit the data collected by the stakeholders.



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Local events addressed to citizens

Open event "Walking around the city"



- Stand "REFORM" for distributing **promotional materials**
- **Electronic questionnaire** about walking and its importance in their everyday lives.
- **Walking tours** in the center of Thessaloniki with reference to the particular elements of the history of the routes.



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Second plenary stakeholders meeting

“Creating the conditions for sustainable mobility”



The Vice Governor of Thessaloniki Metropolitan Unit Mrs Voula Patoulidou, in a Special Event on Sustainable Mobility with the participation of the Minister of Infrastructure and Transport, the Deputy Minister of the Interior, responsible for Macedonia and Thrace and representatives of scientific, institutional and technical organizations, presented **the Region's strategy with particular reference to the REFORM project and its results and announced the Action Plan.**



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Roundtable discussion

*Moderator: Ms. **Georgia Ayfadopoulou**, Deputy Director CERTH, HIT*

Mr. Peter Berkowitz, Head of Unit, DG REGIO

Mr. Apostolos Tzitzikostas, Governor of the Region of Central Macedonia

Mr. Volmar Delheij, Programme manager, Parkstad Limburg

Mr. John Blundell, Coucillor of Rochdale Borough, Greater Manchester

Mr. Alessandro Meggiato, Manager of Public transport and Sustainable mobility department, Region Emilia-Romagna

REFORM Declaration



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Joint Declaration

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Key outcomes

Increase of knowledge through a process of mutual learning and exchange of experiences

A selection of good practices carried out at EU level capable of inspiring innovative actions;

Increase of planning skills both for Regions and Municipalities, thanks to high-level SUMP training

Reflection on the key issues affecting SUMP policy planning and the role that Region can have in overcoming these challenges

The definition of Regional Action Plans constituted by a set of new policy actions within the framework of the regional plans

Regional support

Creation of a regional network of professionals on sustainable mobility to exchange practices, experiences and know how

Consensus building and stakeholders involvement to create a shared vision on mobility and prioritize key actions

Regional support to foster SUMP adoption and implementation

Collection, analysis, monitoring, elaboration and integration of mobility and SUMP data

Mechanism to support and strengthen SUMP's coordination at territorial level through regional guidelines, economic incentives, and the integration of different regional plans (e.g. energy, environmental, land use plans)

Sealing the commitment towards sustainable mobility

- REFORM Regions have taken the lead in the promotion of the **uptake and implementation of SUMP**s at **local level**, providing valuable support in the successful completion of the process.
- Importance of SUMP engagement **at all institutional levels**
- Development of a mobility vision integrated in the planning documents and Operative Programmes of each Region

Following their fruitful interregional cooperation, the Region of Central Macedonia (Greece), the Region of Emilia-Romagna (Italy), Transport for Greater Manchester (UK) and the Region Parkstad Limburg (the Netherlands), affirm:

- the importance of Sustainable Urban Mobility Plans (SUMP) as strategic planning tools to foster low carbon mobility through ERDF funds and Regional Operative Programmes;*
 - the key role of the Regions in SUMP implementation and adoption, through the integration of planning competences, advanced mobility data collection and analysis, and support in behavioural change; and*
- their intention to pursue their cooperation in order to strengthen the role of Regions in the development of a multi-governance framework for a shared transport vision at local, regional and national level which will tackle present and future mobility challenges.*



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Thank you!

Questions welcome



Project smedia

Roundtable discussion

*Moderator: Ms. **Georgia Ayfadopoulou**, Deputy Director CERTH, HIT*

Mr. Peter Berkowitz, Head of Unit, DG MOVE

Mr. Apostolos Tzitzikostas, Governor of the Region of Central Macedonia

Mr. Volmar Delheij, Programme manager, Parkstad Limburg

Mr. John Blundell, Coucillor of Rochdale Borough, Greater Manchester

Mr. Paolo Ferrechi, General Director for Territorial and Environmental Care,
Region Emilia-Romagna



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Thank you!