

Innovations in Sustainable Urban Mobility Plans

For low-carbon urban transport

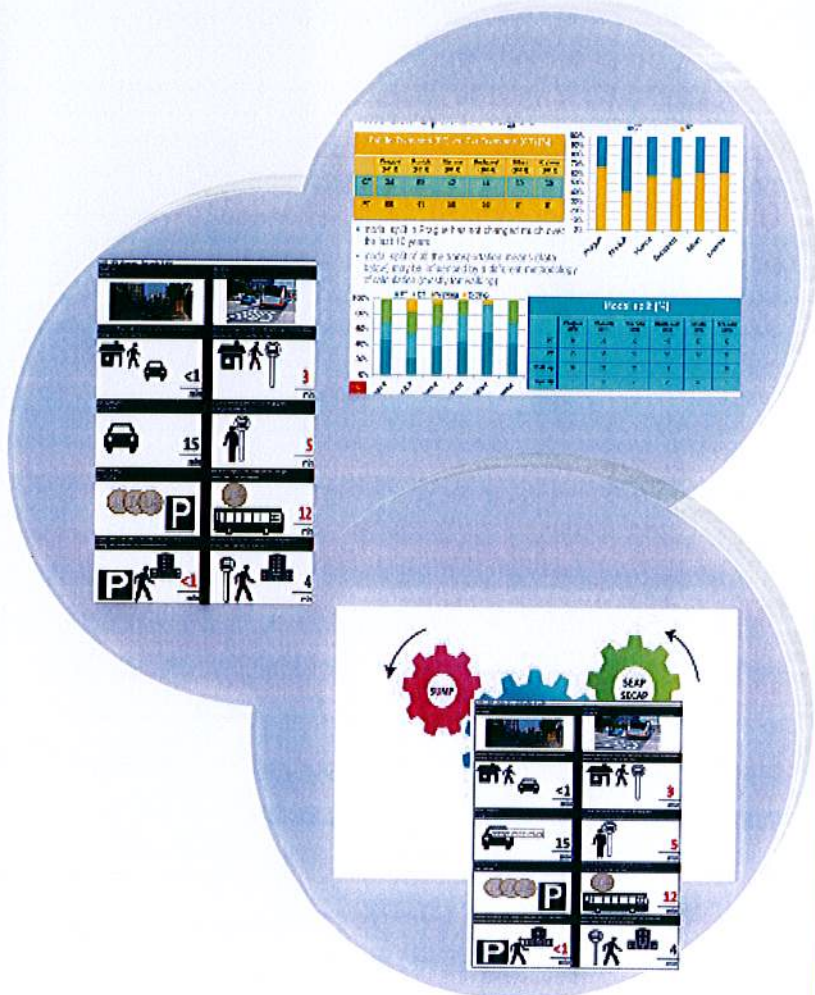
InnovaSUMP

Interreg Europe



European Union
European Regional
Development Fund

Action Plan for Kordelio Evosmos



ΔΗΜΟΣ
ΚΟΡΔΕΛΙΟΥ
ΕΥΟΣΜΟΥ

June 2019

Map of Partner area / Partner info



Name of Organization: Municipality of Kordelio – Evosmos
Town: Thessaloniki
Address: 24 Str, Pavlou Mela
Postal Code: 56224

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June 2019

Interreg Europe Programme

Interreg Europe Programme of interregional cooperation helps regional and local governments across Europe to develop and deliver better policy. By creating an environment and opportunities for sharing solutions, the aim is to ensure that government investment, innovation and implementation efforts all lead to integrated and sustainable impact for people and place.

By building on its forerunner, INTERREG IVC_(2007-2013), Interreg Europe aims to get maximum return from the EUR 359 million financed by the European Regional Development Fund (ERDF) for 2014-2020.

Solutions exist that can help European regions become the best that they can be. Today, the EU's emphasis is very much on paving the way for regions to realise their full potential – by helping them to capitalise on their innate strengths while tapping into opportunities that offer possibilities for economic, social and environmental progress.

To achieve this goal, Interreg Europe offers opportunities for regional and local public authorities across Europe to share ideas and experience on public policy in practice, therefore improving strategies for their citizens and communities.

InnovaSUMP Project

The InnovaSUMP project aims at introducing:

- a) New innovations, enhancements & advances in preparation, elaboration, consultation, adoption, implementation, evaluation & monitoring of Sustainable Urban Mobility Plans (SUMPs), based on the EU established methodology, for sustainable lowcarbon urban transport & mobility policies & measures promotion, funding, implementation & enhancement.
- b) Policies & measures that promote the use of & investments in sustainable mobility solutions, can be included in SUMPs, i.e.: high quality PT systems, alternative/clean fuels, electric vehicles, smart ticketing, urban freight logistics, active modes of cycling & walking, new forms of car ownership & use, access control, congestion charging, fair & efficient pricing, ICT mobile applications, ITS transport telematics infrastructure, FTS/DRT, Intermodality improvements for 'seamless' travel, links with Smart Cities mobility initiatives, etc.; Including stakeholder engagement, public participation, consultation procedures, social media applications, policy formulation and adoption by city and transport authorities, polycentric SUMP approach for regional and district authorities.
- c) Policy & institutional implications for advances in implementing & funding innovative sustainable mobility solutions.
- d) Contribution of SUMP process innovations to: urban regeneration, social inclusion, equity considerations, economy, competitiveness, effective PPPs, citizen society empowerment, cohesion, links with the 'Urban Mobility Package 2013', links with SEAP, mid-term review of White paper & Europe2020 targets.
- e) Enhancements to SUMP Methodology: Promotion of low-carbon mobility solutions, Travel behaviour research & potential user response analyses, Integrating pricing & financing measures, planning for visitors at tourism destinations, SUMP-SEAP-SECAP Integration.



InnovaSUMP Project Partnership

9 Partners
8 Local Authorities
+ 1 University (Advisory partner)

EU Member States
Associated Programme Countries
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Nicosia Municipality

Devon
County Council

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InnovaSUMP facilitates the take-up of Sustainable Urban Mobility Plans, with innovations on travel behaviour, pricing and financing, planning for tourism and sustainable energy, towards low-carbon transport solutions

www.interregeurope.eu/innovasump

Letter of Support to the InnovaSUMP Action Plan from the Mayor of Kordelio Evosmos Municipality



Kleantlis Mandalianos

Mayor of Kordelio – Evosmos Municipality



**ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΝΟΜΟΣ ΘΕΣΣΑΛΟΝΙΚΗΣ
ΔΗΜΟΣ
ΚΟΡΔΕΛΙΟΥ-ΕΥΟΣΜΟΥ
ΓΡΑΦΕΙΟ ΔΗΜΑΡΧΟΥ**

Εύοσμος, 25/9/2019

Ο Δήμος Κορδελιού Ευόσμου έχοντας ως στρατηγικό στόχο τη βιώσιμη και αειφόρο ανάπτυξη, την προστασία του περιβάλλοντος και τη βελτίωση της ποιότητας ζωής, έχει θέσει ψηλά στην ατζέντα του το ζήτημα της βιώσιμης αστικής κινητικότητας, ως εργαλείου αστικής σχεδίασης και υλοποίησης μέτρων και παρεμβάσεων που στοχεύουν στην αναβάθμιση της ποιότητας του αστικού περιβάλλοντος.

Ακολουθώντας τις ευρωπαϊκές εξελίξεις, ο Δήμος μας βρίσκεται στην πρώτη γραμμή αυτής της προσπάθειας, αναδεικνύοντας τον σχεδιασμό της βιώσιμης κινητικότητας αναγκαίο και αποφασιστικό όρο για καθαρό περιβάλλον, ασφάλεια, πολιτισμό, οικονομική ανάπτυξη και καλύτερη ποιότητα ζωής.

Με τη συμμετοχή μας στο ευρωπαϊκό έργο InnovaSUMP, αξιοποιούμε στο μέγιστο βαθμό την ευρωπαϊκή εμπειρία, ώστε πολύ σύντομα να είμαστε σε θέση να εξασφαλίσουμε νέες συνθήκες μετακίνησης και κυκλοφορίας που είναι φιλικές προς τον άνθρωπο και το περιβάλλον, να δημιουργήσουμε υποδομές που ενισχύουν την προσβασιμότητα στα εναλλακτικά μέσα μεταφοράς, που συμβάλλουν στη βελτίωση της ασφάλειας στις μετακινήσεις, στη μείωση της ατμοσφαιρικής ρύπανσης και της κατανάλωσης ενέργειας, συμβάλλοντας στο σεβασμό και αξιοποίηση του δημόσιου χώρου και στην αναβάθμιση της ποιότητας του αστικού περιβάλλοντος.

Ο Δήμος μας, όντας ένας δήμος με μεγάλα περιβαλλοντικά προβλήματα και εστίες υποβάθμισης, μέσα από την ανταλλαγή εμπειριών και τη συμμετοχή του στις ομάδες εργασίας με τους Ευρωπαίους εταίρους μας, επενδύει στην ευρωπαϊκή εμπειρία και τεχνογνωσία, με όραμα και σκοπό την οικοδόμηση της σύγχρονης βιώσιμης πόλης, ως πρότυπο καινοτομίας και ποιότητας ζωής.

Στο υπό εκπόνηση Σχέδιο Βιώσιμης Αστικής Κινητικότητας του δήμου μας σκοπεύουμε να ενσωματώσουμε αυτές τις καλές πρακτικές, ώστε να καταλήξουμε στο μοντέλο των κυκλοφοριακών συνθηκών που επιθυμούμε να διαμορφώσουμε στο δήμο μας, καθιστώντας πιο ανθρώπινες, πιο ευέλικτες και πιο αξιοπρεπείς τις συνθήκες μετακίνησης και κυκλοφορίας στην πόλη.



Ο Δήμαρχος Κορδελιού Ευόσμου

Κλεάνθης Μανδαλιανός

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2024

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Contents

FOREWORD	ΣΦΑΛΜΑ! ΔΕΝ ΕΧΕΙ ΟΡΙΣΤΕΙ ΣΕΛΙΔΟΔΕΙΚΤΗΣ.	
ACKNOWLEDGEMENTS		7
EXECUTIVE SUMMARY		9
ACTION PLAN (MAIN PART)		12
Part I – General information		12
Part II – Policy context		13
Part III – Details of the actions envisaged		15
ACTION 1:.....		15
ACTION 2.....		19
ACTION 3.....		23
ACTION 4.....		26
MONITORING PROCEDURES IN PHASE 2		30
SIGNATURES		32
BACK COVER		33



Executive Summary

Introduction

Kordelio - Evosmos Municipality through its participation at InnovaSUMP project built its capacity at introducing new innovations, enhancements & advances in preparation, elaboration, consultation, adoption, implementation, evaluation & monitoring of Sustainable Urban Mobility Plans (SUMPs) and more specifically in the fields of:

- Travel behaviour research
- Integrating pricing & financing measures
- Planning for visitors at tourism destinations
- Integration of SUMP and SECAP

The project team realised from the presentations of the other partners, the working groups meetings, the local stakeholder group meetings and the guidance of the Advisory partner the importance of those methods and the added value at the planning procedures of mobility projects and as a result will incorporate them in the elaboration of its local SUMP.

Moreover during the Study Visit in Exeter the operation of the Devon County's Mobility Department was presented and came up the advantage of the existence of such a department totally responsible for the overall plan of the mobility network in the municipal territory.

SUMP status, general description and requirements

At the moment Municipality of Kordelio Evosmos has not any Strategic Plan that specifies the future mobility projects for its area of responsibility that promotes sustainability in the field of Transport.

Therefore the Municipal Services are willing to publish the Tender Notice of the Project in the following months so that to find a Contractor to begin with the elaboration phase of its local SUMP in the near future.

The Municipality has also claimed and secured funding from the Green Fund of the Ministry of Environment and Energy in order to increase the Budget of its SUMP.

It is worth mentioning that before the involvement of the Staff members at InnovaSUMP project, the municipal services were planning to adopt the well-known conventional method of elaborating a SUMP according to Eltis, but after the capacity building procedures by the InnovaSUMP workshops and Working Groups they propose an enhanced methodology which incorporate the innovations investigated by InnovaSUMP project.

Vision and Goals

The vision of the Municipality is to upgrade the mobility in the Municipality and to introduce environmental friendly transport schemes. These could be



succeeded not only by upgrading the infrastructure for pedestrians and bicycles (low transport economy) but also by improving the level of the entire urban transport system (public transport priority, smart ticketing, integration of strategic plans, information) in order to optimize the living standards for the inhabitants. All these actions are part of a successful Sustainable Urban Mobility Plan which applies the Eltis methodology and incorporates the InnovaSUMP innovations. For the planning, design, elaboration and supervision of mobility projects the Municipality should also establish a Mobility Department staffed with the appropriate staff.

Moreover there are no records in terms of data collection or any kind of participatory planning in mobility with the involvement of citizens and stakeholders (Thessaloniki Public Transport Authority, Organisation of Urban Transportation of Thessaloniki etc). Both of those two actions are fundamental for a successful SUMP as they improve the effectiveness of the evaluation of the current situation, they optimize the identification of the actual problems and needs, they broaden the aspects of the local authority and contribute to the acceptance of the society towards new projects and solutions. For all the above reasons the Municipality is geared towards adopting these techniques in all kind of its activity.

Action Titles / Headings

The proposed actions briefly described in the Main part of the Action Plan Template are:

- Action 1: Improved Tender Notice for Sustainable Urban Mobility Plan of Municipality of Kordelio – Evosmos (Structural Change)
- Action 2: Travel Behaviour Surveys for identification of mobility patterns (pilot action) (new project and governance improvement)
- Action 3: Establishment of Mobility Department (new project and structural change)
- Action 4: Upgrade SEAP of Municipality to SECAP and develop a harmonization process for SUMP and SECAP elaboration (structural change)

Monitoring process

Monitoring procedures consist of the usage of Performance Indicators to evaluate the implementation of the proposed actions so it can be easier to identify whether their progress is in line with the timetable and moreover until what percentage they have been fulfilled. However the nature of the proposed actions of the Kordelio – Evosmos Action Plan refers not to the application of new projects or mobility measures but mostly to the incorporation of new techniques and methods in the internal operation of the Municipality, therefore it cannot be proposed the usage of arithmetic performance indicators but only “yes” or “no” indicators (the action has or has not be implemented)

Conclusions and Recommendations



The proposed actions in the frame of InnovaSUMP Action Plan aim to improve the effectiveness of the applicable internal procedures in the Municipality (Governance Improvement) upgrade the content of the current operation plan and also to introduce new projects in the field of action and operation of the Municipality.



Action Plan

Interreg Europe action plan template

Action Plan for Kordelio – Evosmos



Part I – General information

Project: InnovaSUMP

Partner organisation(s) concerned: Municipality of Kordelio Evosmos

Country: Greece (ΕΛΛΑΔΑ (ELLADA))

NUTS region: Region of Central Macedonia (Κεντρική Μακεδονία (Kentriki Makedonia))

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Part II – Policy context

The Action Plan aims to impact: **Local development policy instrument**

Name of the policy instrument(s) addressed:

Operational Plan of the Municipality of Kordelio - Evosmos

*According to the Application Form of the InnovaSUMP project, the Municipality of Kordelio Evosmos had stated that the Policy instrument that initially aimed to influence was the **Regional Operational Programme (ROP) 'INVESTMENT FOR GROWTH AND JOBS' of the Region of Central Macedonia**. However, during the consultation procedure we put an effort to develop with the Managing Authority of the ROP we came to the conclusion that the Municipality does not possess the necessary capacity management to interfere in a such a large scale Regional Operational Programme which is addressed to seven different counties (Thessaloniki, Kilkis, Serres, Pieria, Imathia, Chalkidiki) with an overall population of 1,8 million citizens, when Kordelio Evosmos Municipality has 100.000 inhabitants. We transferred our concerns to the Project and Technical coordinators of the InnovaSUMP project about our serious doubts about succeeding our initial aim, and they committed themselves to inform the JS about the problem we have identified. After a meeting during the Mid-term evaluation that took place with the presence of the Project Coordinator, the Lead Partner Nicosia Municipality and representatives of the JS, we were notified that the partners have the chance to focus also in local Operational Plan, although they have not mentioned such a thing at the Application Form.*

*Therefore, The policy instrument we want to influence through the InnovaSUMP project is **the Local Operation Plan of the Municipality**. An operational plan that is addressed at the area of responsibility of the Municipality of Kordelio Evosmos. It is a plan that is prepared inhouse by the Municipality of Kordelio Evosmos and sets up the social, economic, mobility and environmental priorities of the Municipality and specifies the frame of all the future projects and plans that will be potentially elaborated within the boundaries of the Municipality. It consists of four major classes:*

- ***Environment and life quality***
- *Social policy, health, education, culutre, sport and youth*
- *local economy and employment*
- ***Administrative capacity and internal development***

Further details on the policy context and the way the action plan should contribute to improve the policy instruments:

*The action plan of the InnovaSUMP project should improve the policy instument mentioned above by **highlighting not only the need of a Sustainable Urban Mobility Plan at a strategic level which offers a comparative advantage for future financing for mobility projects, by the EU and the National Government, but also a SUMP which applies the innovations being examined by InnovaSUMP which contributes to:***

- ***the optimization of the SUMP results***
- ***the effectiveness of the proposed measures***
- ***cost and time savings during the elaboration and monitoring procedures***

These results can be achieved by making use of Travel Behavior surveys which can increase the effectiveness of the evaluation of the current mobility situation and the identification of mobility patterns of citizens and also the proposal of suitable measures appropriate for the local society through Stated Preference surveys.

Moreover by promoting the cooperation and integration of Plans (SUMP and SECAPs) during planning and elaboration procedures can lead to time savings by making use of data already been collected, or indicators for the evaluation of a policy or measure that has already been developed and also by specifying measures that have impact not only in mobility but also in the environment and can lead to the achievement of complicated and multidimensional objectives.



Part III – Details of the actions envisaged

ACTION 1:

Name of the action: **Improved Tender Notice for Sustainable Urban Mobility Plan of Municipality of Kordelio - Evosmos**

1. **Relevance to the project** (please describe how this action derives from the project and in particular from the interregional exchange of experience. Where does the inspiration for this action come from?)

*According to the Application Form of the project, one of the main objectives of InnovaSUMP is to design and prepare the ground for attractive and sustainable public transport solutions and services in cities, which will significantly contribute to raise the share of public/flexible and sustainable transportation modes. One such strategy that serves that content is according to the InnovaSUMP the **Sustainable Urban Mobility Plans (SUMPs)**. During the four Interregional Workshops that have already taken place all the partners, including the Advisory Partner Aristotle University have underlined the need of a SUMP for every city, that evaluates the current mobility conditions and needs of the citizens, identifies key stakeholders for the mobility plans, specifies the necessary mobility projects to enhance sustainability and applies the necessary monitoring procedures of the future projects.*

At the moment Municipality of Kordelio Evosmos has not any Strategic Plan that specifies the future mobility projects for its area of responsibility that promote the sustainability in the field of Transport. This upgrade could be succeeded not only by upgrading the infrastructure of pedestrians and bicycles (low transport economy) but also by improving the level of the entire urban transport system (public transport priority, smart ticketing, integration of strategic plans, information) in order to optimize the living standards for the inhabitants. Moreover there are no records in terms of data collection or any kind of participatory planning in mobility with the involvement of citizens and stakeholders. Both of those two actions are fundamental for a succesful SUMP.

Taking into account the main output of the InnovaSUMP which is an upgraded SUMP methodology but also the good examples for other partners such as:

- **City of Prague:** *The city has already elaborated a SUMP which was approved in 2017. The methodology and the steps applied (which were presented to us during the 1st Workshop in Prague) contained extended travel behavior and sociologic surveys to identify mobility patterns of citizens and actual problems that citizens meet during their daily journeys to and from the city center. In addition the project team also applied a marketing plan with the contribution of papers, internet, mobile apps and the creation of a brand name and also sought for the participation and engagement of stakeholeders and the public with the organization of three Workshops. They also applied surveys about public transport, car and city logistics traffic (modal split, trip rate, daily time spent travelling, origin-destination, level of service) in order to develop a transport simulation model for the city and the visualization of the analysis with maps and graphs. Finally they designed three different mobility scenarios to identify citizens priorities and vision and formed appropriate strategic goals to help the monitoring procedures.*
- **Nicosia:** *Nicosia has already elaborated a mobility master plan for the city and they are planning to upgrade it to a SUMP 2.0. In the frame of the Master Plan they have elaborated surveys to identify measures that help achieve the target of 10% modal shift towards public transport, quantify the impact of those measures through quantitative analysis and highlight measures that that would contribute to achieving*

their initial targets about sustainable mobility's promotion. "The Integrated Mobility Master Plan" outlines an urban transport concept that will help guarantee the accessibility of the Greater Nicosia Urban Area.

- *Devon who already have Strategic Transport Plan: During the Study Tour in Exeter, an overview of the Devon County Council's strategy in Transport Planning was presented to us. A presentation on the planning processes behind delivering the East of Exeter Growth Point, which has included including England's newest town Cranbrook, The delivery of the growth point is a 3 phased transport strategy that identified the transport infrastructure required to enable different levels of development. The benefits of linking land use and transport planning, having a flexible plan that can be adapted and having an agreed traffic model to evidence decisions and develop business cases were highlighted. The strategy has been central to convincing key stakeholders there is a robust plan in place and also to help lever external funding to aid the delivery. Apart from that also the transport strategy of Exeter Sump was presented briefly. The emerging Exeter Sustainable Urban Mobility Plan that is being developed alongside the emerging Greater Exeter Joint Strategic Plan alongside more traditional transport connectivity the strategy proposes a strong emphasis on people and technology. The 3 Key strands to the emerging strategy include **Greater Connectivity** (park n ride on all main corridors to Exeter, enhanced strategic road and rail connectivity, Connected City Region with consistent standard of Public Transport), **Greater Places for people** (reduce dominance of cars and enhanced design, Healthy Active City – 50% trips by foot and cycle, Attractive Urban Bus Networks), **Greater Innovation** (encourage development of transport innovation, a new Single Ticketing platform to enable MAAS-lite)*

The InnovaSUMP project team of Kordelio Evosmos realised the necessity of such strategic plans for Kordelio – Evosmos. On that direction was also extremely useful our participation in the 3rd Interregional Workshop of InnovaSUMP in Nicosia on May 2018, which was also combined with the presence of all Partners in the 5th European Conference on Sustainable Urban Mobility plans, where cities of all among Europe, made presentations about the SUMP that have already elaborated and implemented.

2. *Nature of the action (please describe precisely the content of action 1. What are the specific activities to be implemented?)*

The first step for the elaboration of a SUMP is the tender notice of the Project. In the Operational Plan of Kordelio Evosmos Municipality was already foreseen a SUMP before the InnovaSUMP project but with a very low budget and a simple methodology. The staff members of the Municipality have reached to the conclusion that this is not enough and that the applied methodology of the SUMP should contain the lessons, the good practices and the four innovations in general in order to have the best results.

For this reason the staff of Municipality of Kordelio Evosmos (also staff of Municipality's project team of InnovaSUMP) are going to firstly discuss about the subprojects and all the actions that should be elaborated under the frame of the Sustainable Urban Mobility Plan and then include them in the official document of the tender and also to enrich the text of the Operational Plan of Kordelio Evosmos Municipality. The Operational Plan is going to be influenced at the end of 2019, probably November – December 2019)

The results of the InnovaSUMP project have already prove the necessity of the introduction of the four innovations to the SUMP methodology and the added value they offer, therefore these four innovations should be included in the tender notice and the contractor with the Project Team of the Municipality are obliged to incorporate them in the methodology that is going to be applied.



3. **Stakeholders involved** (please indicate the organisations in the region who are involved in the implementation of the action1 and explain their role)

Through the Local Stakeholders Groups that we have already organised all the Stakeholders (Transport Organization of Thessaloniki, Organisation of Urban Transportation of Thessaloniki, Metropolitan Development Agency and Aristotle University of Thessaloniki) have emphasized the importance of a SUMP which specifies the future mobility projects that promote the sustainable modes and set the pedestrians, bicycles and public transport in the center of transport planning.

Among the Stakeholders Aristotle University has a more important role. **More specifically a meeting took place on the 30th of November 2018 at the Aristotle University** between the Municipality of Kordelio Evosmos InnovaSUMP project team and Consultants of The Transport Engineering Laboratory in order to discuss about the projects – surveys – software – data visualisation **that should be specified in the Tender Notice**. The Consultants of the Transport Engineering Laboratory commit themselves to support the procedure until the final publishment of the document.



Photo from the Meeting between Aristotle University and Staff of Kordelio Evosmos

4. **Timeframe** (please specify the timing envisaged for action 1)

The tender notice (a prerequisite to start the elaboration of SUMP) is going to be prepared and published during the Summer of 2019 and probably during the July – August.

Time Schedule (Summer 2019)

Time	2019		
	October	November	December
Action	Preparation of Tender Notice	Audit by the competent authorities (Supply Department & Financial services Department) and publication Enrichment of Operational Plan with the new SUMO	Public competition to find a contractor

5. **Costs** (please estimate the costs related to the implementation of action 1)

The tender notice is going to be prepared by the Staff members of the Municipality. Taking into consideration that also a short of consultation process should be preceded in order to identify the key points of the document and then its final preparation will follow, we can estimate that two man-monts will be needed.

Cost for the preparation of documents: two medium level staff members work exclusive for a month → 2.500 €

6. **Funding sources** (please describe how action 1 will be financed. Is it through the policy instrument(s) indicated in part II):

The first action as it is an action elaborated by the Staff Members of the Municipality is going to be financed by the Municipal Annual Financial Budget.

ACTION 2

Name of the action: Travel Behavior Surveys for identification of mobility patterns (pilot action)

1. **Relevance to the project** (please describe how this action derives from the project and in particular from the interregional exchange of experience. Where does the inspiration for this action come from?)

*Travel behaviour surveys are a very useful tool to help identify current mobility patterns of the citizens. **With that kind of knowledge the Municipality could plan more specific and suitable measures that meet the daily needs of the inhabitants and as a result increase the effectiveness of the Transport Planning Strategy.** This aim can be achieved by the Stated Preference surveys. Moreover is also very important to investigate under which conditions do people switch mode of travel (lower cost, reduced time), which transport mode they prefer to be installed in their city or even in which area. **With this method the local authority can understand the willingness of the local society to adopt a new measure.***

Unluckily such kind of surveys haven't ever been elaborated in Kordelio – Evosmos and as a result the local authorities lack of useful data.

*During the 1st thematic interregional workshop “**travel behavior research and potential user response analyses**” in Prague we had seen some very useful and inspirational presentations of other Project Partners about the extend of travel behaviour changes that have elaborated and the degree of the analysis as well, which can lead to the extraction of very useful conclusions.*

*More specifically **Prague** has presented their surveys about:*

- *the Public Transport Volumes in Prague and its Suburbs*
 - *Users of the Traffic Systems in Prague*
 - *Sources and Destinations of Prague Citizens and Visitors (OD surveys)*
 - *Modal split*
 - *Public Transport in Prague and its Suburbs*
- *Stated preference surveys to investigate “Why do people prefer one travel mode to another”*
 - *Random utility choice model*
 - *Prediction of the response to regulation*
 - *Model scenarios*
 - *Change in demand in response to fuel price increase*
 - *Change in demand in response to increase in fuel price and real income*

*Also **Nicosia** made a very interesting presentation about Stated preference surveys which are concerned with measuring and understanding the preferences underlying individuals' choices based on how they respond to hypothetical situations in which realistic alternatives are introduced:*

- *Factors affecting choice of mode – public transport versus car*
- *Tram versus bus – based transport systems*

*In the study tour in Exeter, the **Devon county council** presented to us the travel behavior campaigns they have developed and its engagement with employers, residents and schools to encourage sustainable behavior change. They work with businesses across the city to assist with travel planning and to support and encourage the employees to make sustainable travel choices. There is also a Travel Devon Toolkit which provides a self service platform to help local businesses identify potential sustainable travel improvements and implement changes.*

2. **Nature of the action** (please describe precisely the content of action 1. What are the specific



activities to be implemented)

This action includes the elaboration of Revealed Preference surveys (400 questionnaires) and more specifically an Origin – Destination Survey for the inhabitants of Kordelio Evosmos in order to identify key elements of their mobility characteristics. **Through the Origin – Destination questionnaire we want to find the profile of the commuters (age, gender, income, and social status), the average trips that a typical citizen makes every day, the time that needs for those trips, the means of transport he chooses the purpose of those trips and the land use of the origins and destinations.** All these data can be used to produce the transport model for the area by making use the 4 step model:

1. Trip Generation
2. Modal Split
3. Trip Distribution
4. Traffic Assignment

$$n = (z^2 * P(1 - P)) / (\epsilon^2 + (z^2 * P(1 - P)) / N)$$

The sample is calculated by the above equation where:

- P: an estimation of the percentage of passengers satisfying a criterion - and which, in the absence of a pre-existing price, is taken to be 0.5
- z: the value corresponding to a predetermined confidence interval, e.g. (95%)
- ε: the margin of error (eg 5%)
- N: the size of the population (100.000 pol.) (the whole Municipality is one zone in order just to find the percentage of the trips that occur only within the municipality and those who have as origin the Municipality and destination another area of the metropolitan area)

In addition the Municipality aim to elaborate **also Stated preference surveys (200 questionnaires) in order to find out the critical factors that influence the possible switchover from one transport mode to another (for example for car to bus services or bicycles) and also the preference of the citizens on future mobility scenarios (for example if they prefer the installation of bike infrastructure or the promotion of public transport services).** With those results the Municipality can acquire a critical advantage in the planning processes of mobility projects or develop the appropriate behaviour change campaign to actively engage with citizens to encourage sustainable mobility solutions.

In the frame of the pilot action also a dissemination event for the municipal employees will be organised a document – toolkit will be distributed which will help them identify potential sustainable travel improvements.

During this pilot action the Municipality will have the chance for capacity building procedures for travel behaviour surveys (data collection – data processing – data visualization – extraction of useful conclusions), travel behaviour change campaigns and events and make use of that knowledge on the elaboration of the SUMP through more extensive surveys with a sample calculated with the above equation and making use of the zonal system for a more representative sample. (The Municipal territory should be separated to zones with similar social, economic and urban planning features. The equation is applied for each zone and from the sum derives the overall aggregate sample)

$$n = (z^2 * P(1 - P)) / (\epsilon^2 + (z^2 * P(1 - P)) / N)$$

Moreover the Municipality will try to extend the application of those kind surveys (stated or

revealed surveys) and campaigns generally as a preparatory phase for the implementation of mobility measures and other policies or projects concerning sustainability (society ,environment, economy)

Taking into consideration that Kordelio – Evosmos is also part of Thessaloniki Metropolitan area that consists of 8 neighboring Municipalities, it could be possible to disseminate the results of the surveys to them so that all neighboring Municipalities make use of the same questionnaire templates and establish a common database and a common method for data collection and visualization for the entire Metropolitan Area.

3. **Stakeholders involved** (please indicate the organisations in the region who are involved in the implementation of the action1 and explain their role)

No stakeholders are involved at that kind of surveys. They can be involved only to give information about their future plans (so that they can be considered for the alternative scenarios of SP surveys) or to give legal permissions to carry out the necessary investigations (e.g on buses)

4. **Timeframe** (please specify the timing envisaged for action 2)

The surveys described above are planned to be elaborated before the elaboration of the SUMP. Therefore it is expected to begin probably during the 7th Semester of InnovaSUMP (March – April 2019). The average duration of that kind of surveys is 3 months for both data collection phase and data processing.

Actions	Time												
	2019		2020										
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Tender Notice Publication	█												
Public competition to find a contractor			█										
Contractor assignment				█									
Data collection					█								
Data processing									█				
Data visualization											█		
Delivery of results												█	
Dissemination event													█

5. **Costs** (please estimate the costs related to the implementation of action 2)

The elaboration of the Travel behaviour Surveys consist of the following chapters:

1. Staff cost (preparatory procedures, tender notice preparation, check of the elaboration of the survey): 4000€ (two man – months for municipal staff 2*2000€)

2. *Office and administration: 600€*
3. *External expertise: 26.600€ (cost for a contractor to elaborate all the phase of the survey: Configuration of the RP questionnaire, configuration of the SP questionnaire, Data collection of 400 RP questionnaires and 200 SP questionnaires, Online platform for SP survey, Data Analysis, Data Visualization, Printed material (the 400 printed questionnaires for the RP survey)*

Overall budget: 31.200€

6. **Funding sources** (please describe how action 2 will be financed. Is it through the policy instrument(s) indicated in part II):

This surveys will be elaborated by Staff Members of the Municipality and by External Experts. The funding comes from the Interreg Europe.



ACTION 3

Name of the action: Establishment of Mobility Department

1. **Relevance to the project** (please describe how this action derives from the project and in particular from the interregional exchange of experience. Where does the inspiration for this action come from?)

This action contains the preparation of the necessary preparatory procedures for the establishment of a Mobility Department in the Municipality of Kordelio Evosmos. The role of the new department will be the support of all the municipal decision making processes that are related to mobility.

This action was inspired by the Study tour in Exeter where the Local Partner (Devon County) presented the operation of the Transport Planning Department which consists of Transport Engineers and other specialties who are responsible for the overall transport system of the County and elaborate inhouse transport planning projects, apply transport planning methods and techniques and implement new mobility measures. Apart from the Study Visit the need of such a department in Kordelio – Evosmos arise from the Staff Exchange that took place in January 2019, when Staff members of Devon County visited Kordelio – Evosmos in order to educate the municipal staff in the field of strategic planning of mobility projects.

The Kordelio Evosmos municipality Staff Members were really impressed from the capacity of the Devon County's Mobility Department and the projects they elaborate with their own human resources and for this reason they realised that also our Municipality should establish and equip a similar department that is going to be responsible for the evaluation and supervision of the current mobility network of Kordelio Evosmos and also for the design and implementation of new sustainable mobility measures. At least at the beginning in the identification of current problems and the suggestion of good practices.

2. **Nature of the action** (please describe precisely the content of action 1. What are the specific activities to be implemented)

In the frame of the Action Plan the Staff members are willing to incorporate the establishment of the Mobility Department in the Operational Plan of the Municipality and also to be specified to the Internal Service Body of the Municipality (OEY in greek language). The Internal Service body describes briefly and officially the structure of municipal services, the service responsibilities, the personnel requirements, the administration and coordination procedures of the department and the duties of the supervisors and it is the preliminary process for the establishment of a new department. It also requires a consultation within the Municipality to self-define its priorities and its needs that lead to the conclusion that the establishment of the new department is vital for its effective operation.

The nature of the action refers to all the necessary actions of the Municipal Staff :

- *Develop consultation procedure with the Administration Of the Municipality*
- *Organise meetings with the Administration and the municipal staff*
- *Prepare documents that specify the need of a mobility department according to the current and future needs, challenges and priorities of the Municipality and its overall effective operation*

The main outputs and results of the above actions are the following:

- *The modification of the Operationan Plan in order to introduce the Mobility*

Department

- **The specification of the Mobility Department to the Internal Service Body of the Municipality**
- **After those required preliminary procedures are approved also to the actual establishment and operation of the Mobility Department**

The Mobility Department is going to be staffed with Transport Engineers who are going to be responsible for developing, planning, monitoring and evaluating all the projects that are directly or indirectly connected to the mobility sector in the area of the Municipality. We can mention indicatively some of the actions that that the Mobility Department will responsible for:

- The supervision of the Sustainable Urban Mobility Plan in order to be elaborated according to Eltis Guidelines and also to incorporate InnovaSUMP innovations.
- The specification of the infrastructure that should be installed or upgraded in the area of its responsibility (pedestrian infrastructure, bicycle lanes, vertical or horizontal traffic signals, motorised traffic, areas of traffic calming measures)
- Collection of any kind of information (real time or through surveys) related to traffic volumes, parking management, pedestrian routes, bicycles and bike sharing transport schemes. Those data should be shared with all the interested municipal parties.
- Monitoring and evaluation of the results of the sustainable mobility measures by making use of the appropriate performance indicators.
- Organise events that promote sustainable mobility during the European Mobility Week

3. Stakeholders involved (please indicate the organisations in the region who are involved in the implementation of the action1 and explain their role)

No stakeholders are involved at that kind of actions. Their involvement is possible after the operation of the Mobility office in the field of cooperation for planning or installing new transport infrastructure or services.

4. Timeframe (please specify the timing envisaged for action 3)

The process will take place during the 7th and 8th Semester of InnovaSUMP project.

	Time											
	2020											
	7th Semester						8th Semester					
	1	2	3	4	5	6	7	8	9	10	11	12
Actions												
Preliminary procedures	█											
Internal Consultation procedure			█									
New Internal Service Body						█						
Approval phase (city council decision)									█			

5. Costs (please estimate the costs related to the implementation of action 2)



The cost of this action contains the consultation procedures within the Municipality and the meetings that should take place (approximately four two hour meetings)

More specifically all the staff work of the Municipal employees that will lead to the establishment of the Mobility office (consultation procedure with the administration, meeting, documents preparation) corresponds to a man month of a medium level staff → 1.800 €

6. **Funding sources** (please describe how action 2 will be financed. Is it through the policy instrument(s) indicated in part II):

The funding source for the establishment and operation of the Department is going to be the Annual Municipal Budget.

ACTION 4

Name of the action: Upgrade SEAP of Municipality to SECAP and develop a harmonization process for SUMP and SECAP elaboration

1. **Relevance to the project** (please describe how this action derives from the project and in particular from the interregional exchange of experience. Where does the inspiration for this action come from?)

One of the main innovations of InnovaSUMP project is the Integration of Sustainable Energy Action Plans (SEAP) and Sustainable Urban Mobility Plans (SUMP). Energy, transport and mobility planning processes in themselves are often a challenge for local authorities. Unfortunately local authorities often come up with individual separate sectoral policies and measures (urban planning, parking, cycling, public transport, production from renewables, energy efficiency in buildings, etc.), **lacking a common strategic vision, and with poorly coordinated sectoral planning tools, to the extent that they sometimes each plan seems to be going its own separate way.**

Coordination and integration in strategic planning is important for the effectiveness and efficiency of any local authority's action. They will lead to economies of scale, harmonization and synergies between individual policies and measures. A harmonized approach resting upon a solid knowledge base, furthermore, offers political decision makers and technical officers crucial coordinated support for their actions

According to the results of the **3rd Interregional Workshop in Nicosia and the synergy which was developed during the 5th SUMP conference** (that took place also in Nicosia at the same time with the Workshop) between InnovaSUMP and SIMPLA project, it is highlighted the need to upgrade SEAP to SECAP and develop a harmonisation process between the two plans (SUMP and SECAP)

The upgrade of SEAP to SECAP contains the adaptation of tasks to adverse climate change. The task is to anticipate the adverse effects of climate change and to take appropriate action to prevent or minimise the damage it can cause.

A SECAP (also SEAP) includes an assessment of the geographical, demographical and energy local context, a Baseline CO2 Emission Inventory (BEI) referring to a specific base year, a clear identification of the emissions reduction target, and the actions planned together with time frames, assigned responsibilities and estimated impacts and costs. Thus the SECAP retains the same outline procedure used for SEAPs but differs in:

- **Target:** a SECAP is aimed at defining mitigation actions that allow cutting down at least 40% of CO2 emissions;
- **Timeframe:** a SECAP is expected to achieve the objective of 40% reduction by the year 2030;
- **Development time:** a SECAP has to be submitted within two years of joining the Covenant

Regarding the **harmonization** between SUMP-SECAP, this process means to work on the complementary areas in order to have the plans working together for the achievement of an overall strategic objective. Harmonization helps different departments in local authorities share the same vision, work together and optimize the use of resources. **According to the results of the 3rd Interregional Workshops and the factsheets**

developed by the Advisory Partner the Potential integration will provide local authorities with the appropriate strategic and planning tools:

- Energy production and consumption, transport and mobility are vital elements, affecting all aspects of socio-economic development in Europe
- Strategic plans such as SEAP and SUMP are considered crucial for achieving sustainable development goals
- Development of such plans in urban areas will enhance both the urban development and planning of the transport system
- The process of integrating these plans should be based on the identification and promotion of their common elements while minimising the existing differences when possible

Common SUMP and SEAP/SECAP objectives are:

- Reduce greenhouse gas emissions, increase the use of renewable energy sources and energy efficiency while protecting natural habitats
- Improve relations between urban and rural spaces, removing barriers to enhance social cohesion
- Balanced development of all transport modes, tackling public and private, motorized and non-motorized transport, intermodality, urban logistics, and mobility management
- Optimizing the use of urban areas leading to a cleaner urban environment and consequently more attractive cities and better quality of life for all citizens
- Improve attractiveness, safety and security of the urban environment

2. **Nature of the action** (please describe precisely the content of action 4. What are the specific activities to be implemented)

The nature of this action contain the organisation of consultation procedure within the Municipality that is is going **to result to the specification in the Operation Plan the Intention to upgrade the local SEAP that has been elaborated to SECAP** through the adaptation of tasks related to the climate change.

Moreover the action contains **the development of a document that describes briefly the steps and the guidelines** for the harmonization procees between the two plans (SECAP and SUMP) and the advantages that will arise through the harmoisationfor the whole area. In order to do that the staff members will evaluate the results of the **InnovaSUMP** (workshop, working papers, factsheets) and the **SIMPLA** guidelines and try to adjust them to the needs and priorities of Kordelio – Evosmos Municipality. Meetings will be also organised between the staff of the different Municipal Departments which are involved in Transport and Energy. By doing this the Municipal services will be fully aware for the harmonisation process that is going to save human and financial recources for the Municipality.

After the development of the guidelines of the harmonization process those guidelines are going to be finally adopted, implemented and applied in the actual elaboration of Kordelio Evosmos SECAP which will also lead to upgraded results and outputs.

The areas of potential cooperation to focus on during the harmonization process are the following:

- **Strategic vision:** both SUMPs and SECAPs (in particular considering the new elements added by SECAPs) aim at improving citizens' quality of life and minimizing impacts on the environment.



- **Baseline:** all plans rely on a thorough definition of the baseline against which the progress in achieving the plans' objectives is to be measured. Defining common databases leads to more coherence and a more efficient use of resources.
- **Participation of stakeholders:** the successful development of both upon a SECAP and a SUMP depends upon the active involvement of stakeholders. A coordinated management of the stakeholders' involvement process helps in the definition of a single vision and a better use of resources.
- **Common actions:** all actions related to low carbon mobility actions contribute to the achievement of the goals of both plans, by targeting improved mobility and energy efficiency or renewable energy. Therefore for the development of coordinated actions is crucial.
- **Monitoring and controlling:** Checking progress towards the goals is common to SECAPs and SUMP, as well as the identification of new challenges, so both plans should be monitored and controlled in a harmonized way.

Taking into consideration that the harmonization process may have different starting scenarios:

- already have both a SECAP and a SUMP,
- already have either a SECAP or a SUMP,
- have to develop both plans.

Kordelio Evosmos has to focus on the 3rd and try to develop a method for harmonizing each other. In terms of management, four operational principles should guide the harmonization process:

- **Shared vision:** all departments taking part in the process (mobility, environment, energy, land use planning etc.) should share the same vision and strategic objective.
- **Cooperation:** all departments taking part in the process (mobility, environment, energy, land use planning etc.) should work jointly and actively cooperate.
- **Leadership:** a single, qualified and capable project manager should lead the process.
- **Project management techniques:** the harmonization process is a complex task, requiring coordination of different activities, multidisciplinary teams and compliance with several, and sometimes contradicting, regulations and guidelines. Defining a work plan, attributing tasks and setting milestones are therefore necessary steps.

Finally the staff members should also try to establish the necessary political commitment for the harmonization process.

3. **Stakeholders involved** (please indicate the organisations in the region who are involved in the implementation of the action4 and explain their role)

The stakeholders are going to be involved at the elaboration phase of the SUMP and SECAP and not in the frame of the implementation of the action plan which contains the development of the harmonisation process.

4. **Timeframe** (please specify the timing envisaged for action 4)

	Time											
	2020											
	7th Semester						8th Semester					
	1	2	3	4	5	6	7	8	9	10	11	12
Actions												
Decision to upgrade SEAP to SECAP												



Evaluation of InnovaSUMP results	[REDACTED]
Evaluation of SIMPLA project guidelines	[REDACTED]
Consultation procedures between the different departments	[REDACTED]
Finalization of the document	[REDACTED]
Publishment of the Harmonization Process Document	[REDACTED]

5. Costs (please estimate the costs related to the implementation of action 2)

The development of the harmonization process is going to be prepared by the Staff members of the Municipality. Taking into consideration that also a short of consultation process should be preceded between the staff members and the different departments and then its final preparation will follow, we can estimate that 3 man-monts will be needed.

Cost for the preparation of documents: two medium level staff members work exclusive for a 1,5 month → 3.600 €

6. Funding sources (please describe how action 2 will be financed. Is it through the policy instrument(s) indicated in part II):

The funding source for the harmonisation process will be the Annual Municipal Budget.

Monitoring Procedures in Phase 2

Monitoring procedures consist of the usage of Performance Indicators to evaluate the implementation of the proposed actions so it can be easier to identify whether their progress is in line with the timetable and moreover until what percentage they have been fulfilled.

For each of the actions described above it has been developed a specific monitoring procedure:

Action 1: Improved Tender Notice for Sustainable Urban Mobility Plan of Municipality of Kordelio – Evosmos

For the best monitoring of action 1 it is necessary to establish a communication protocol between the staff members of the Municipality. (InnovaSUMP project team). The coordinator of that action should be in constant communication with all the staff responsible for the preparation of the Tender Notice and also with the competent authorities (Supply Department & Financial services Department) for the publication to speed up the procedures.

The performance indicator could be the number of the chapters that have been written according to the template of Tender Notice that the Municipality use in similar projects. Important milestones:

- The Tender Notice is being evaluated by the Supply Department and the Municipal Financial Services (YES/NO)
- Publication of the Tender Notice. (YES/NO)

Action 2: Travel Behavior Surveys for identification of mobility patterns (pilot action)

For the best monitoring of the elaboration of the travel behaviour surveys we can make use of simple indicators to ensure the quality of the data

- Number of questionnaires completed (X/400)

Important milestones:

1. Contractor assignment (YES/NO)
2. Data collection (YES/NO)
3. Delivery of results (YES/NO)

Action 3: Establishment of Mobility office (pilot action)

To monitor the progress of the establishment of the office could be used the following milestones:

1. Specification from the Internal Service Body of the Municipality (YES/NO)
2. Approval phase (city council decision) (YES/NO)

Action 4: Upgrade SEAP of Municipality to SECAP and develop a harmonization process for SUMP and SECAP elaboration

To monitor the progress of the establishment of the office could be used the following milestones:



- 1. Upgrade SEAP to SECAP (city council decision) (YES/NO)**
- 2. Evaluation of InnovaSUMP and SIMPLA results (YES/NO)**
- 3. Meetings between departments (YES/NO)**
- 4. Publishment of Harmonization Process Document (YES/NO)**

Signatures

Date: 27/9/2019

Name of the organisation(s) :

Kordelio – Evosmos Municipality

Signatures of the relevant organisation(s):



BACK COVER

The actions proposed by Kordelio Evosmos Municipality in the frame of InnovaSUMP action aim to introduce new methods in the internal operation of the organisation, to build capacity for the municipal employees in elaborating surveys and to incorporate the InnovaSUMP innovations in the planning and implementation phases of the SUMP. More specifically it contains actions in the field of:

- *Improve governance*
 - *Travel behaviour surveys*
 - *Harmonization process for SUMP and SECAPS*
- *Structural changes*
 - *Enhanced tender notice*
 - *Upgrade SEAP to SECAP*
- *New projects implementation*
 - *New mobility department*
 - *Pilot travel behaviour surveys*

InnovaSUMP facilitates the take-up of Sustainable Urban Mobility Plans, with innovations on travel behaviour, pricing and financing, planning for tourism and sustainable energy, towards low-carbon transport solutions