



REFORM

Interreg Europe



European Union
European Regional
Development Fund

Integrated Regional Action Plan For Innovative, Sustainable and LOW CaRbon Mobility

Regional Capacities and Needs for SUMP enabling

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General Project info



REFORM Partners



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Low-carbon economy

1.32 M ERDF

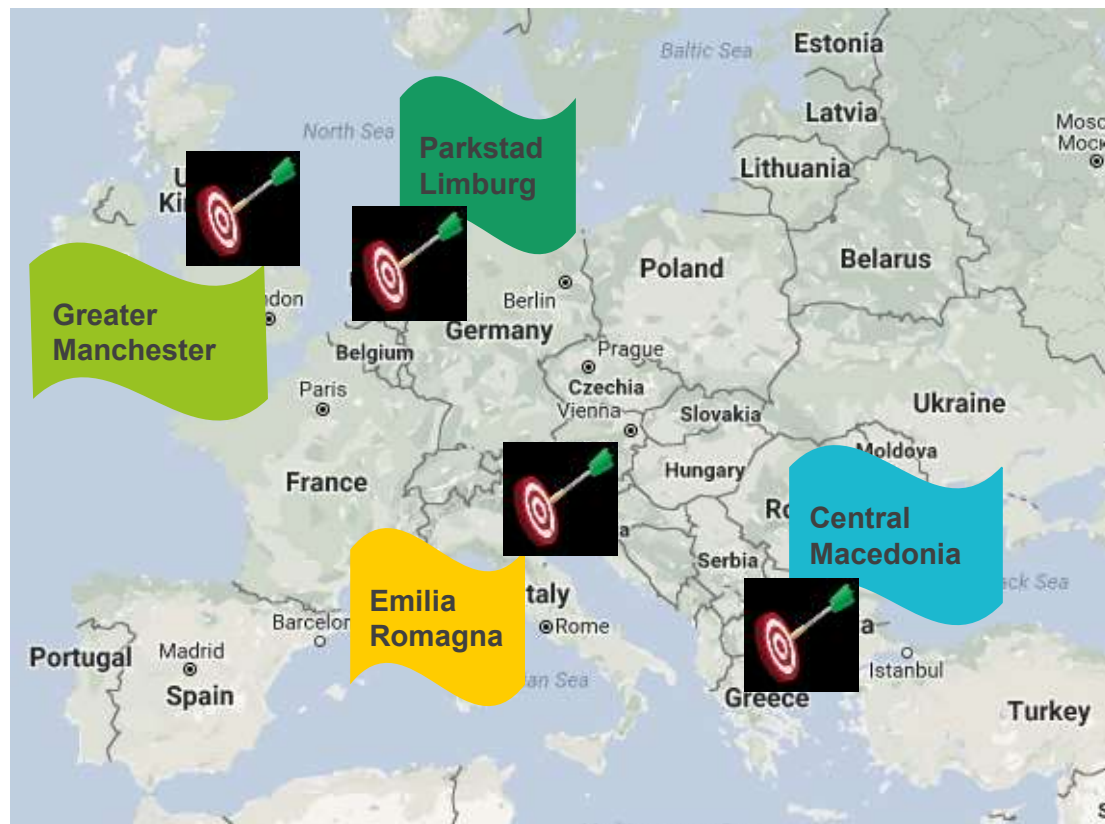
Jan 2017
Dec 2020

REFORM objective

Through regional and interregional learning exchanges

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

Area of intervention

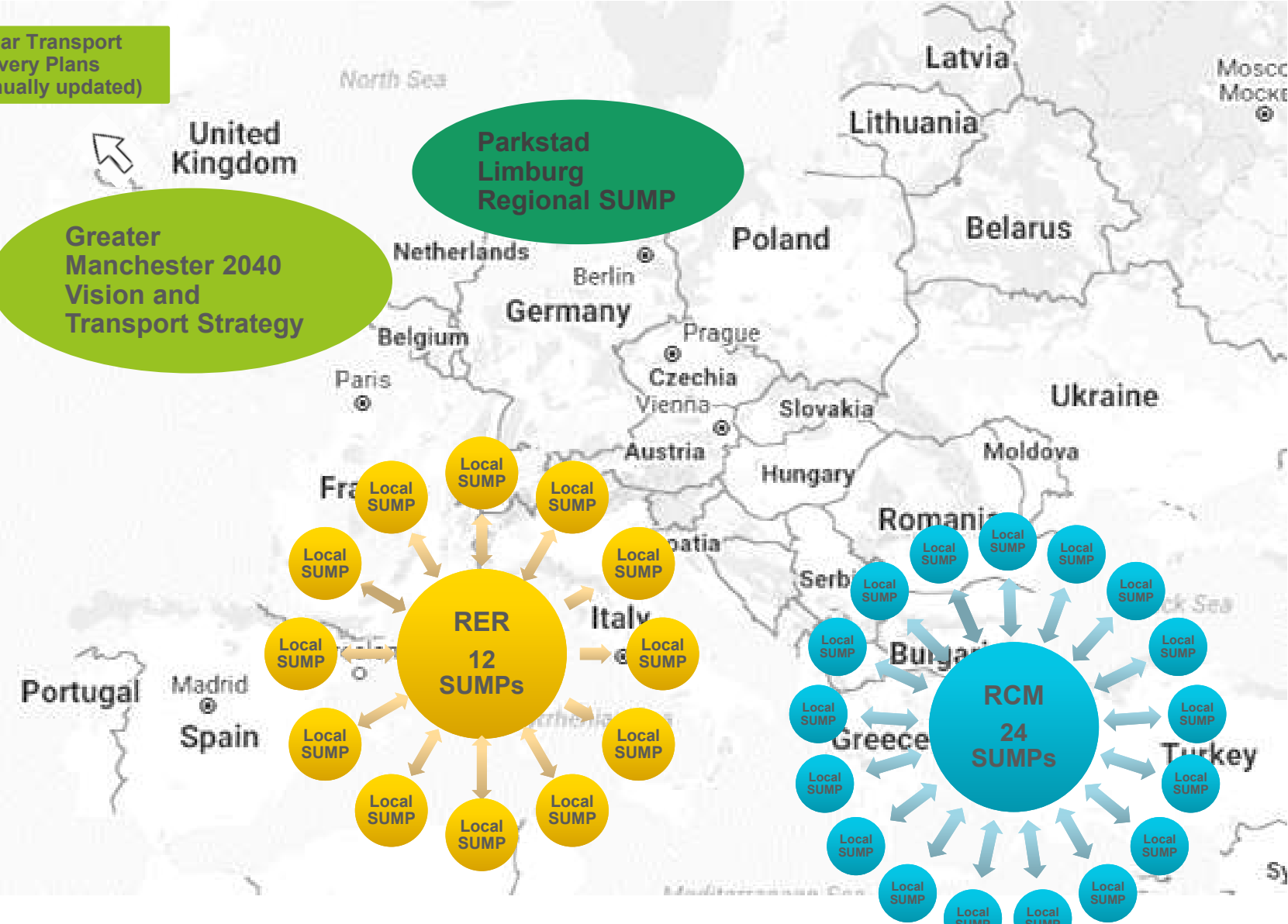


Different SUMP development “models”

5-year Transport Delivery Plans (annually updated)

Greater Manchester 2040 Vision and Transport Strategy

Parkstad Limburg Regional SUMP



State of SUMP in the Region of Emilia Romagna (RER)

- ✓ **9 Provinces - 333 Municipalities**
- ✓ **Area: 22,446 km²**
- ✓ **Population: 4,4 M inhabitants (density 200/km²)**
- ✓ **40% of total population lives in 13 main cities**



Focus of SUMP is at city/municipality level

2015 regional law and funds to trigger SUMP development
in Municipalities with >50.000 inhabitants

Local SUMPs are currently being developed by 12 Municipalities (to be completed in 2018)

Parma has already adopted a SUMP (190.000 inhabitants). Process of two years with wide stakeholders' participation.

RER

- ✓ took part in the technical table that defined the guidelines and common contents requirement of SUMPs
- ✓ arranges technical meetings (every 6 months) for SUMP development and enabling the exchange of experience among municipalities

State of SUMP in the Region of Central Macedonia (RCM)

- ✓ 36 Municipalities
- ✓ Area: 18,810 km²
- ✓ Population: 1,9 M inhabitants (density: 100/km²)



Focus of SUMP is at city/municipality level

Municipality of Themi has already adopted a SUMP (53.000 inh.)

1 year process with wide stakeholder participation

Municipality of Thessaloniki (324.766 inh.) and Municipality of Ampelokipoi-Menemeni (52.127 inh.) are currently in the process of developing one

24 municipalities in RCM have been funded by the Green Fund of the Ministry of Environment (2016) **and are about to commence SUMP development**

RCM is seeking to establish a cooperative structure with the municipalities, in the form of an **Observatory for Sustainable Mobility**, in order to

- ✓ support SUMP development
- ✓ ensure complementarity of local plans among them and with regional plans

State of SUMP in the Region of Parkstad Limburg (RPL)

- ✓ Polycentric region, with 8 Municipalities
- ✓ Area: 211 km²
- ✓ Population: 255.000 inhabitants (density: 1,195/km²)



Focus of SUMP at regional level

A regional SUMP has been developed in the framework of Poly-SUMP project and adopted by the regional council in 2014

½ year process

Involved relevant stakeholders to define action lines to achieve SUMP

1st step: Assessment of **current regional mobility profile** to identify mobility problems and relevant stakeholders and their responsibilities.

2nd step: A **two day workshop**, based on the Local Future Search Workshop method, where relevant stakeholders put forward action lines. The results were discussed among RPL, its municipalities and concluded to a list of action lines



State of SUMP in the Region of Greater Manchester (GM)

- ✓ Polycentric region with 10 districts
- ✓ Area: 1,276 km²
- ✓ Population: 2,8 M inhabitants (density: 2,180/km²)



Focus of SUMP at regional level (Metropolitan Area of Greater M

Greater Manchester has had a LTP (equivalent to SUMP) since 2000, revising the plan every 5 years

The latest plan was completed in November 2016 and approved in February 2017

- ✓ It has been prepared on behalf of and in consultation with the 10 Local Authorities of the region
- ✓ Process of 2 years with wide stakeholders' participation and public consultation
- ✓ An Evidence Based Strategy



Regional framework

Emilia Romagna (RER)	Central Macedonia (RCM)	Parkstad Limburg (RPL)	Greater Manchester (GM)
<ul style="list-style-type: none"> ✓ 2015 RER incentives for Bologna MetroCity and municipalities with >50,000 inh. for elaboration of SUMP ✓ Till 2017 no guideline or decree for SUMP ✓ 2017 Nation. decree: <ul style="list-style-type: none"> • Municipalities >100,000 inh. must approve a SUMP within 24 months; • SUMP is a prerequisite for funding of sustainable mobility and transport infrastructures (urban railway systems, metro, tram etc.) ✓ 2014-2020 ROP 8 M € for SUMP related measures 	<ul style="list-style-type: none"> ✓ No obligation for SUMP, but 2016 national funding and 2017 guidelines to support SUMP development ✓ 2014-2020 ROP 7,5 M € for SUMP related measures 	<ul style="list-style-type: none"> ✓ No obligation or regulation for SUMP ✓ 2014-2020 ROP does not include mobility issues 	<ul style="list-style-type: none"> ✓ LTPs/SUMPs are obligatory by national law ✓ National guidance on the contents of LTPs/SUMPs is provided ✓ LTPs/SUMPs are funded by Local Transport Authorities' own funds ✓ SUMP related measures are nationally funded through a competitive bidding process

SUMP development cost

Emilia Romagna (RER)	Central Macedonia (RCM)	Parkstad Limburg (RPL)	Greater Manchester (GM)
<ul style="list-style-type: none"> ✓ SUMP of Parma own funds and regional funds, plus € 37.000 for external experts ✓ Regional funds for the other RER SUMP vary from ~€11.000 for small Municipalities (~ 60.000 residents) to ~€85.000 for large Municipalities (i.e. Città Metropolitana di Bologna - 455.000 residents) 	<ul style="list-style-type: none"> ✓ SUMP of Themi costed 43.000 € (own funds) ✓ Cost for the SUMP of Thessaloniki was 270.000 € (own funds) ✓ All other SUMP in RCM will be funded by national funds (Ministry of Environment). ✓ Small Municipalities will reach €40.000 funding, larger ones €105.000 (highly competitive bids) 	<ul style="list-style-type: none"> ✓ SUMP developed as part of EU project (Poly-SUMP) 	<ul style="list-style-type: none"> ✓ € 200.000 (own funds)

SUMP development skills

Emilia Romagna (RER)	Central Macedonia (RCM)	Parkstad Limburg (RPL)	Greater Manchester (GM)
<ul style="list-style-type: none"> ✓ Local SUMP are mainly led by traffic engineers – limited knowledge of urban mobility ✓ Limited analysis of area-wide urban mobility patterns to support SUMP development ✓ External experts are required further to in-house personnel 	<ul style="list-style-type: none"> ✓ Greek Municipalities' technical departments are so far focused on the procurement, implementation and monitoring of traffic studies. ✓ SUMP are mostly procured to externals 	<ul style="list-style-type: none"> ✓ All skills needed were available in-house ✓ Experts were required for research and data analysis ✓ For delivery of SUMP actions consultants' services may be procured 	<ul style="list-style-type: none"> ✓ Wide range of technical skills and capacity covering all SUMP aspects (eg. data collection, modelling, stakeholder consultation, sustainable travel etc) available in-house ✓ For delivery of SUMP actions consultants' services may be procured

Specific objectives

- Make use of the key role of the Regions,
 - ✓ Identifying and analyzing Good Practices from the participating regions and other regions of Europe
 - ✓ Preparing and implementing 4 Regional Action Plans
- Increase capacity of the local authorities' staff
 - ✓ Learning exchange events on SUMP and sustainable mobility planning addressed to
 - Regional public servants
 - Municipality and other relevant public servants of the region



2017 ANNUAL POLIS
CONFERENCE
6-7 December 2017, Brussels
Innovation in Transport for Sustainable Cities and Regions



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