

Interreg Europe Policy Learning Platform Policy brief on SUMPs and insights from REFORM

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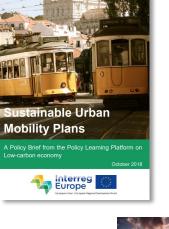
Aims

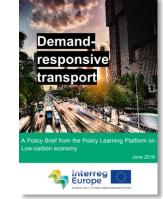


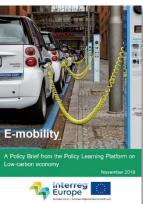
- Overview of existing policy brief and outline for future
- Present the latest policy brief on SUMPs
 - Understand urban challenges for inclusive, low-carbon mobility
 - Present the SUMPs concept
 - Highlight European support available for SUMP development
 - Look at recommendations from Interreg Europe projects
- Spotlight on REFORM project insights
- Draw together some recommendations on SUMPs

Key Trends

Mobility strategies	Development of integrated mobility strategies, involving all relevant actors, including publics and users. Strategies increasingly taking a multimodal approach, and also considering links with broader development and energy plans. PLP Action: Policy brief on SUMPs	Sus Mob A Policy Low-cart
ICT and mobility management	New ICT technologies enable more efficient use of infrastructure and can play a key role in changing behaviour and enabling new business models, including Demand Responsive Transport solutions and vehicle sharing. PLP Action: Online discussion and policy brief on demand responsive transport	
E-mobility	E-mobility technologies provide numerous benefits for regions; zero emissions from the vehicles means there are no air pollutants. Current limitations include a lack of charging infrastructure, limited battery capacity, low-awareness, and high costs. PLP Action: Upcoming policy brief	
Behavioural change	Individuals need to be encouraged to change their daily routines and activities to contribute to reducing their climate footprint, but there is also a need to steer their long-term decision-making and investment plans through awareness raising and training activities, as well as though choice-architecture definition. PLP Action: Session this morning, potential future policy brief	E-I A Pol









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There are also a number of CIVITAS initiatives relevant to SUMP development:

- <u>CIVITAS SUMPs-Up</u> brings together eight partner organisations and seven cities, to assist planning authorities to overcome barriers to SUMP development by providing capacity building, as well as, tailored information and support during development and implementation;
- <u>CIVITAS PROSPERITY</u> aims to promote and support take-up of SUMPs in countries, regions and cities where there is low take-up at present, by providing mechanisms and tools for national and regional agencies to take the lead in SUMP development. Project activities include building professional capacity through near-to-near exchange programmes, and creating tailor-made training proj
- <u>CIVITAS SUITS</u> is creating tools on planning, financing and in transport measures to increase capacity building in nine loca of transferring project findings to smaller cities.

Finally, the European Union provides financial support for sustainable the <u>European Structural and Investment Funds (ESIFs</u>) and the <u>Ce</u> From the ESIFs, sustainable transport can be funded through both Development Fund (ERDF) and the Cohesion Fund. One of the fo areas for the ERDF is Investment Priority (IP) 4 'supporting the sh economy in all sectors', with the sub-priority 4.4 of 'promoting lowtypes of territories, in particular for urban areas, including the p multimodal urban mobility and mitigation-relevant adaptation measure

GOOD PRACTICE: Supporting the preparation of Sustaina Plans in municipalities

In 2016, Slovenia's Ministry of Infrastructure allowed municipaliti SUMP development up to 85% from the European Cohesion I noting in 2014 that only eleven of Slovenia's 212 municipalities h To date, more than 60 municipalities have now produced a European guidelines and good practices are useful tools, munic be able to fund experts who are able to drive the process ar required actors. This approach can be replicated by other regis very successful in stimulating development of SUMPs. As n access to Cohesion Funding, it should be stressed that ERD same Investment Priority can also be used.

Click here to find out more about this practice

Policy brief: SUMPs

Policy Learning Platform on Low-carbon economy

Conclusions from the REFORM conference on multi-level governance

Better Regulation

Whilst the SUMP guidelines are seen as a good basis for cities to think of integrated planning, they need to be adapted to the national context and be set in an overall national framework for sustainable development and transport. Some countries have created committees for adapting the guidelines, spanning over the remit of three ministries from infrastructure to transport, environment and energy. In certain cases, regions are particularly involved in these committees as they have been steering the issue locally, issuing regional guidelines prior to the national level.

A few speakers mentioned that they felt a clearer SUMP definition is needed, with more procise and concrete examples of what the content and process should be. Some representatives from different EU regional authorities have agreed that in many cases it is necessary to simplify and adapt the guidelines to the national or regional context. Interestingly, a similar process was used in the case of Slovenia and Greece. There is a debate on the necessity to have binding regulations on SUMFs, as SUMFs need to be prepared and implemented correctly, not just as box-licking exercises. In the long term, it is important to communicate, give relevant and important messages about the reasons of developing SUMPs and to repeat them often rather than Torce' cites to formally adopt them.

Better Funding

Linking SUMP development and adoption to funding for this, was mentioned by a few participants, as well as the need for funding SUMP preparation, which is a labour and cost intensive process. In this regional funds for SUMP swould be appreciated. In terms of earmarking funds, a portion should be reserved for SUMP evaluation and renewal as well as using budget to propagate and implement good practices which have been proved to work.

Better Knowledge Exchange

Many participants fet the need to have only one point of information throughout the urban nobility sector. The main recommendation was to start from best practices when developing a SUMP and look for the success stories from cities with a lot of experience in this field. The regions can also play a role of regional competence centres about SUMP development. Trially, another recommendation addressed the need to update the SUMP fluctions and look towards the implementation of measures related to conventional modes and selection of measures for new mobility services – an area where small and medium sized cities require most assistance.

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Find here the direct link to the presentations and report of the conference.

Policy Brief on SUMPs



Regional challenges

- Urgent need to reduce greenhouse gas emissions to meet European and international targets
- Transport = 25% of carbon emissions, of which, 40% is from urban mobility
- City infrastructure is very complex, difficult to adapt to rising numbers of vehicles
- Urban populations increasing: congestion, noise, air quality concerns
- Challenges (and opportunities) from new technologies and changing attitudes



European frameworks

- 2001 Gothenburg Strategy develop an integrated and sustainable transport system
- 2011 Roadmap to a Single European Transport Area – sets 2050 targets
 - 60% reduction in transport emissions
 - No new conventionally fuelled cars in cities
- 2013 Urban Mobility Package
 - Sustainable Urban Mobility Plans & Guidelines

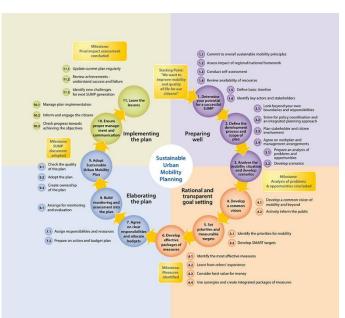


What is a SUMP?

- Strategic planning instrument for local authorities
- Establish long-term vision, goals and objectives
- Cover an urban area, as well as surrounding regions which are economically linked
- Assess and monitor performance of the transport system
- Consider all modes of transportation in a region, considering multimodal connectivity
- Include support policies, financing and awareness raising activities
- Integrate stakeholder consultations

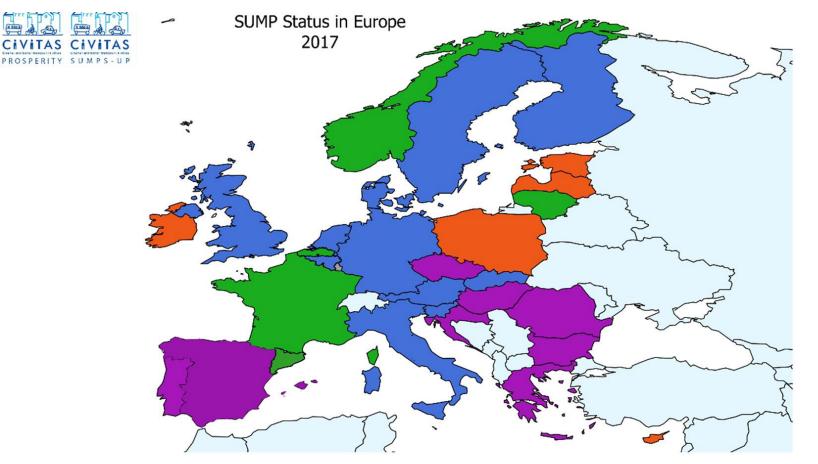
"The Sustainable Urban Mobility Plan concept considers the functional urban area and foresees that plans are developed in cooperation across different policy areas and sectors, across different levels of government and administration and in cooperation with citizens and other stakeholders."

DG Mobility and Transport



Status in Europe

- **SUMPS-UP Needs** Assessment Survey
- Only 37% of surveyed cities had implemented a SUMP
- Strong disparity between member states



Status of SUMP national framework

1 - A well-established urban transport planning framework that incorporates SUMPs, fully supported from the national/regional level with mostly all SUMP-supporting components

2 - A well-established urban transport planning framework that incorporates SUMPs with some support from the national/regional level 3 - An urban transport planning framework that incorporates SUMPs without a support from the national/regional level

- Moving towards an approach to SUMP with very limited or no examples of SUMPs

No data for 2017





Drivers for uptake

- National farmework with robust, long-term energy and climate strategies, setting targets for CO2 emissions reductions
- Legal requirements for improving air quality in cities
- Political and public support for improving congestion and air quality, and reducing CO2
- Availability of national funding for the production of SUMPs
- Local need to overcome challenges in congestion, social inclusion



Barriers to uptake

- Different levels of administration are a major barrier, requiring cooperation between district, municipal, regional and national levels
- A lack of national support and regulatory framework
- Regions can struggle with horizontal integration, for example, between traffic planning and land-use departments
- Low awareness and lack of political will
- Lack of capacity and know-how for drafting and implementing a strategy
- Many local authorities do not have the financial capacity to produce a SUMP
- Lack of data availability and challenges in monitoring performance make it difficult to keep SUMPs as living documents



Interreg Europe projects are exploring driving factors and looking to overcome these barriers



Featured projects and good practices







- Project presentation
- Good practices from revision of the Manchester SUMP
- Recommendations from conference on multi-level governance
- Good practice from Slovenia on supporting the preparation of SUMPs with 85% co-financing from the Cohesion Under (IP4.4)
- Project presentation, including discussion of integration of SUMPs with Sustainable Energy Action Plans (SEAPs) and Sustainable Energy and Climate Action Plans (SECAPs)



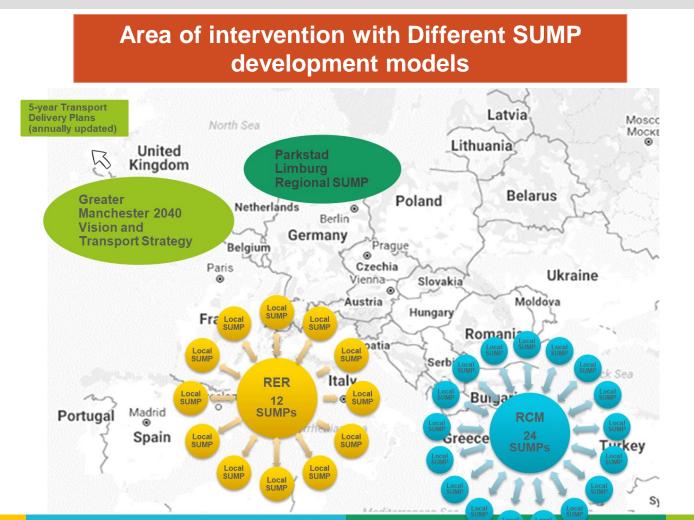
REFORM

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



Regional needs on SUMP development..



Regional needs on Solwr development					
Emilia Romagna (RER)	Central Macedonia (RCM)	Parkstad Limburg (RPL)	Greater Manchester (GM)		
 ✓ Knowledge on how to integrate sectoral planning in SUMPs 	 ✓ Lack of capacity and knowledge to procure local SUMPs 	 Action plan with measures based on the action lines that 	 Emphasis is now on implementation and delivery of SUMP 		
 A common set of indicators for monitoring urban mobility 	development and monitor and participate into their development	 have been defined ✓ Looking for good practices from other regions' experience 	measures ✓ Wider staff across GM region having knowledge of SUMP		
 Methodologies/tools in achieving effective stakeholder engagement 	 ✓ Use SUMPs as a tool to support transport decision-making (and funding) at a regional level 	 Specific focus required on strategy development, implementation aspects, monitoring 	process and issues to embed this practice for future SUMP development and updates		
	 Ensure complementarity of local plans among them and consistency with regional strategy 	and evaluation			

Conference on multilevel governance...



Main Conclusions of the Conference :

Better Regulation Simplify the adapt the guidelines to the national or regional context

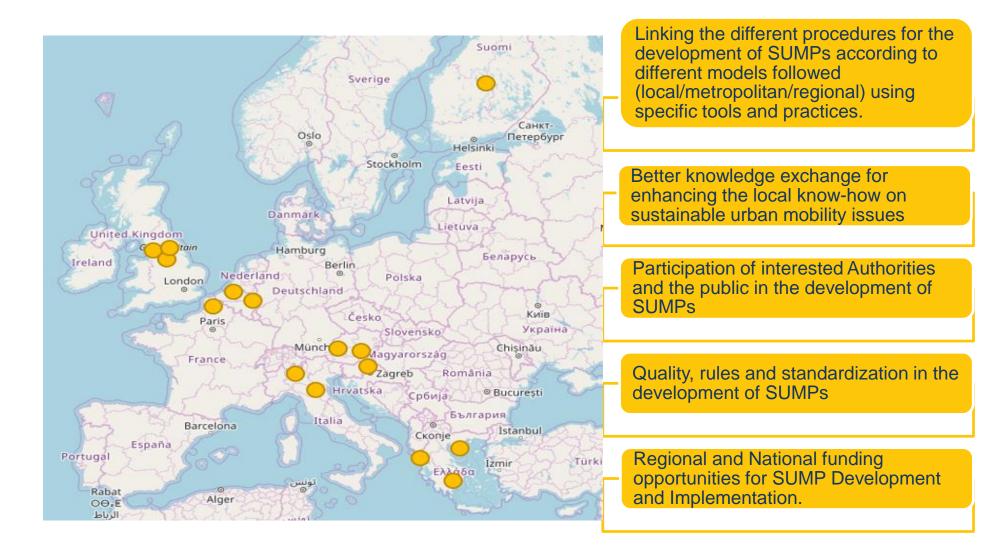
Better Funding Regional and National Funds for SUMPs must be reserved

Better Knowledge Exchange

Regions can play an important role as competence centres about SUMP development

Existing GPs can answer to the needs of the regions...





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

Example of Good Practice coming from TfGM and can be adopted from the non centralized **Regions**...



Evidence Base and Information Gathering Six evidence bases were compiled to support the development of the Greater Manchester SUMP and ensure the intentions and aspirations featured within it were grounded in trends and data that are locally relevant.

The six evidence bases are:

- Economy and employment
 - Society and community
 - Urban development
 - Environment and resources
 - Technology and innovation
 - Policy and governance

Data was taken from a range of sources, including census information, passenger trips and survey data. Local information was compared to national and global information to better understand trends and patterns in changes to transport. Alongside this, information on new transport planning and service delivery mechanisms was gathered as well.

Region of Central Macedonia

The Metropolitan level - the creation of the "Urban Mobility Observatory" of the Metropolitan area of Thessaloniki (8 Municipalities), which will collect, analyze and organize the data from the local SUPMs for:

- the designing of a Metropolitan Strategic Framework for Sustainable Mobility,
- the provision of data relating to common projects and actions between Municipalities, Region, Universities & Research labs and
 - the hierarchy of the projects to be funded on the basis of the priorities of the **Regional Strategy.**

Region of Emilia Romagna Creation a "Competence Center on SUMPs"

involving the Municipalities that collects different types of data. It will become a tool at a regional scale for monitoring and assessing the mobility system, a support for planning/decision making and a tool for evaluating the implementation of various measures in the mobility system.



"Recommendation for Enhancing the regional governments' capacities and role in Sustainable Mobility Planning"



- ✓ Establishing and maintaining constant communication channels and constructive dialogue with the local governments, stakeholders and citizens, ensuring a transparent and effective participatory process planning and decision making;
- ✓ Enhancing their capacities, in terms of human resources know-how and tools
- ✓ Ensuring the complementarity of local SUMPs among each other and their consistency with the regional strategy and objectives;
- ✓ Collecting, managing and properly using data from the Municipalities with the exploitation of Information and Communication Technology (ICT),
- Ensuring the establishment and functionality of a regional competence centre, aiming to constantly support the planning and implementation of SUMPs at regional level;
- ✓ Taking the responsibility and/ or assist and support the local administrations, where needed, in securing funding for SUMPs and Action Plans implementation,
- Acting as a depository of the national government, ensuring alignment, consistency and coherency of the local policies, planning and actions with the national policies and legislation;
- ✓ Undertaking serious actions for promoting SUMPs development within the region and beyond (other regions) and for awareness raising for change of mobility behaviour and for active participation in sustainable mobility planning and actions definition.

Strengthening the regional cooperation on sustainable planning..





"Policy Conference on "Good practices for supporting the development of SUMP: effectiveness and transferability" **Brussels, Belgium, December 4**th, **2018**

- This event will showcase the results of REFORM project in its first 2 years: the definition of good practices, analysis of local competences and needs, involvement of stakeholders, definition of Action Plan and policy recommendations on sustainable mobility.
- ✓ These achievements and the experience gained in REFORM have lead to the preparation of a Declaration of Intent on sustainable mobility planning, which will be jointly signed by high-level representatives of the Regions,
- ✓ The declaration will be presented and supported by DG REGIO and DG MOVE.





- The production of mobility plans by local authorities is highly influenced by national and regional governance frameworks. National authorities need to ensure that governance frameworks are in place that allow local authorities to develop SUMPs, in particular, by defining who does what in mobility management, clearly outlining responsibilities and interactions between authorities at different levels;
- National governments (or regional authorities) should provide a single contact point for SUMPs, with the responsibility of raising awareness of these planning tools, as well as enabling access to the financial and knowledge support required;
- Authorities should take stock of how many SUMPs have been developed in their region, in order to know where support is required. Consultation with the relevant authorities and stakeholders (public and private) can help in understanding the barriers to up-take (low awareness, lack of capacity, financial limitations, lack of data availability, challenges in cross-sectoral planning);
- Taking a leaf out of Slovenia's book; regions should allocate European funds to support authorities looking to develop SUMPs, but lacking either financial or knowledge capacity. Learning from the REFORM project, financial resources should also be earmarked for the consistent evaluation and updating of SUMPs, based on their performance;
- Integrating SUMPs into broader planning and development strategies, as has been done in Manchester, with links to the Greater Manchester Strategy and spatial planning documents, helps to enable cross-departmental co-operation in transport planning and tap into existing political structures;
- As Nicosia Municipality is exploring, it is good practice to consider sustainable transportation in line with energy planning documents, such as SEAPs and SECAPs, ensuring low-carbon transportation is supporting the energy transition and reducing carbon emissions;
 - As in Manchester, centralised data collection and SUMP development can also help local authorities to overcome resource limitations;
 - As noted by the REFORM conference, regions looking to develop SUMPs should build from existing good practices and from other cities which have developed them.

Recommendations and Conclusions



- Production of SUMPs is highly influenced by national and regional governance frameworks. Need to ensure that frameworks are in place that define who does what, outlining responsibilities and interactions between authorities at different levels
- National authorities should provide a single contact point for SUMPs, with the responsibility of raising awareness of these planning tools, as well as enabling access to the financial and knowledge support required



- Authorities should take stock of how many SUMPs have been developed in their region, in order to know where support is required. Consultation with the relevant authorities and stakeholders (public and private) can help in understanding the barriers
- Allocate European funds to support authorities looking to develop SUMPs, but lacking either financial or knowledge capacity, as has been done in Slovenia
- Learning from the REFORM project, financial resources should also be earmarked for the consistent evaluation and updating of SUMPs, based on their performance



- Integrate SUMPs into broader planning and development strategies, as has been done in Manchester, helps to enable cross-departmental cooperation in transport planning and tap into existing political structures
- Consider sustainable transportation in line with energy planning documents, such as SEAPs and SECAPs, ensuring low-carbon transportation is supporting the energy transition and reducing carbon emissions
- Centralise data collection and SUMP development to help local authorities to overcome resource limitations



Want more detail? Check out the policy brief!

www.interregeurope.eu/policylearning/ knowledge-hub

Let us know what topics you want in future, and let us know when you have information to share!



A Policy Brief from the Policy Learning Platform on Low-carbon economy

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