2020 CiViTAS
Cleaner and better transport in cities

The CIVITAS SUMPs-Up project

certifies that

The City of Ginosa represented by

Loredana Modugno

completed the

SUMP Learning Programme 3

Tools and services for SUMP elaboration and measure selection

This included participation in webinars, online courses, and workshops.

Project coordinator

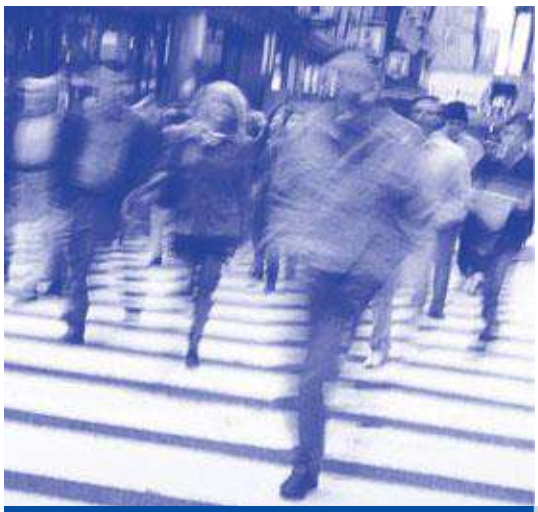
Ana Drăguțescu / ICLEI

Ana Drăguțescu

European Platform on Sustainable Urban Mobility Plans

2020 CiViTAS
Cleaner and better transport in cities
SUMPS-UP

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION



SUMPS-UP

2020

CiViTAS

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1 General introduction

This document summarises **all activities that you have carried out and were involved with as part of the SUMP Learning Programme 3 (SLP3) in the SUMPs-Up project**. The activities consisted of active participation in a series of training activities (3 webinars, 3 e-courses, including completion of tasks, and 3 workshops), completion of ex-ante assessment and evaluation questionnaires.

Other than the report on activities carried out within the SLP3 programme, the report should also document what **important lessons you have learnt** and how you will continue working in the area of sustainable urban mobility planning in your local or regional context.

We encourage you to annex photos, graphs, data and/ or any other relevant information that can support documenting your SLP3 activities. This will help SUMP Learning Programme coordinators to disseminate what you have learnt to others who share the same interest.

The SUMPs-Up consortium will publish extracts of your report on the project website - http://sumps-up.eu/ - in the form of news items, and will include the information in the project reports. By attaching any photos to the report, you agree to SUMPs-Up coordinator's right to use them in its project publications and on its website.

Please fill out the Final Activity Report in English language, and send it by email together with annexes by 29/03/2019. Submission is required within 30 working days from the end of activities (i.e. last workshop) to the Helpdesk at: helpdesk@sumps-up.eu

2 City or region description and motivation

*Please provide below a short description (**0.5 – 1 page**) of your city or region regarding mobility planning, and your motivation and expectations.*

Guiding questions:

- *What is the mobility planning status in your city or region (SUMP status)? Please, focus on relevant background information for the SLP3 activities.*
- *What was your motivation to apply for the SLP?*
- *Were your expectations matched? Did you miss anything you expected to learn?*

[Your Response. Between 450-800 words.]

Short City description - Ginosa is a small town in the province of Taranto (Apulia, Southern Italy) very closer to Matera (24,8 km from Ginosa) European Capital of Culture 2019.
Ginosa, which also includes the shoreline of Marina di Ginosa (a seaside resort in the Gulf of Taranto), is the last municipality of the Ionian province on the border with Basilicata. The municipality of Ginosa, has a territorial area of about 187,06 sq. Km, and a population of about 22.547 (M 11.224, F 11.323) inhabitants, with a settlement density of about 120 inhabitants / sq. Km.
During the summer the resident population of Marina di Ginosa rises from 5,000 inhabitants to 40-50,000 presences, reaching peak daily rates of over 70,000 tourists on Sundays in August. Ginosa is also part of the Regional natural park of “Terra delle Gravine” the third largest park in Puglia after the Gargano and the Alta Murgia parks. *(figure 1)*
Ginosa has a very fragile territory and recently has suffer a nefarious flood event. The Sustainable Urban Mobility Plan will take into account the context fragility and environmental sustainability. The true challenge for Ginosa of is to safeguard and re-evaluate the original features of the coastal landscape by reducing anthropic pressure on coastal areas, remove vehicular traffic on the most sensitive areas, promote sustainable mobility and getting an adequate balance between both, visitors and citizen needs. (*figure 2)*

Status of transport systems - The city of Ginosa has a railway station located in Marina di Ginosa (20,7 km from Ginosa). The railway line is very important because it guarantees the connection with Taranto, the main city, and the right to mobility for students, workers, tourists and other citizens of Puglia and Basilicata.
Public Transport (extra-urban BUS) is generally used only for systematic trips and connect Ginosa with other cities. There are three extra-urban bus there are three Bus lines that guarantee connections with the main cities. *(figure 3)*
The private car is predominantly used, about 65% of the population used a private vehicle (as a driver or a passenger), while 19% walked or cycled and 16% the public transportation.
Both Ginosa and Ginosa Marina have poor quality of pedestrian infrastructure, the existing cycle-track are not sufficiently interconnected. The Puglia Region has recently elaborated the Bicycle Mobility Plan in order to promote the cycle tourism and a new Bike Economy (Puglia Lifestyle and Bikeness) focusing on the beauty of the Region.
Within this this scenario it will be crucial for Ginosa to create a network of well-interconnected cycle tracks with the regional network. *(figure 4) (figure 5)*

Vision and Challenges - The municipality of Ginosa, in line with European, national and regional targets, has started a structural reorganization of urban mobility by adapting the Urban Sustainable Mobility Plan (SUMP) in order to reduce the negative impacts of transport, improve

accessibility, encouraging more sustainable means of transport, improve the quality of life for citizens, visitors and other stakeholders.
The Ginosa SUMP aims to focus on people and their mobility needs, follow a holistic, transparent and participatory approach that involves citizens and stakeholders at the beginning of the process. Ginosa's overall goal is to become a sociable, environmental, economic and sustainable city to visit, live and work in.

The main targets in urban mobility can be resumed by:

- create a more balanced modal split *(promote pedestrian mean and infrastructure, the use of bicycle in commuting, the use of public transport, new models of car use, intermodality and integration of modes, etc.);*
- create a more attractive, secure and traffic save city *(reduce traffic constraints, create save and attrac pedestrian areas, intelligent pedestrian crossing, road maintenance, traffic calming measures, etc.)*
- create more attractive streetscapes and urban environment *(create access controlled zones, promote environmental zone and a greener city, etc.)*
- improve accessibility for children, elderly and disabled people *(develop a network of cycle and walking lines that provides for children need to move through the whole city, improve access to all means of transport, promote a democratic and accessible city for more people, etc.)*

The main challenges that Ginosa SUMP 2018-2024 pursues are:

- Accessibility and security
- Cycling mobility
- Public transport and intermodality (create an integrated a transportation system, with a common bike and car rental system)
- Parking policies
- Communication and participation policies
- Modalities and accompanying measures

Motivation to apply for the SLP

- being supported during the SUMP process (Capacity Building, tailored information, and supporting during development and implementation phases);
- learn, share knowledge and ideas with other course participants;
- participate in workshop and peer-to-peer learning, e-learning and webinars;
- receive examples of the best practice, as well as a selection of useful methods and tools
- know new methods to elaborate SUMP (how to start collecting measures, where to find information about SUMP measures, how to generate innovative measures, etc.)
- discover innovative and sustainable mobility challenges
- develop effective packages of measures
- promote and share SUMP Learning Programme (SLP3) with inter-departmental working group

SLP3 allowed me to bring together information, experience, good practices and good ideas on creating sustainable urban mobility plans and integrating innovative mobility measures in the Ginosa SUMP. SLP3 has also provided many links to websites and sources useful for implementing new measures in Ginosa.

3 Description of activities

Overview of activities (please fill in the table below)

In the following table, please double click and tick the boxes for the main SLP3 activities that you took part in.

BLOCKS	ACTIVITY	DATE	LOCATION	ATTENDANCE / COMPLETION
IDENTIFYING	**Introductory webinar**	14/09/2018	Online	■
	E-course lesson 1	17/9-05/10/2018	Online	■
	❖ **Task 1**		Online	■
	❖ **Task 2**		Online	■
	❖ **Task 3**		Online	■
	Workshop 1	17/10/2018	Bucharest (RO)	■
PRIORITISING	**Webinar 2**	29/10/2018	Online	■
	E-course lesson 2	05-23/11/2018	Online	■
	❖ **Task 4**		Online	■
	❖ **Task 5**		Online	■
	❖ **Task 6**		Online	■
	Workshop 2	27-28/11/2018	Malmö (SE)	■
ACTION PLANNING	**Webinar 3**	30/01/2019	Online	☐
	E-course lesson 3	21/01-08/02/2019	Online	■
	❖ **Task 7**		Online	■
	❖ **Task 8**		Online	■
	❖ **Task 9**		Online	■
	Workshop 3	14-15/02/2019	Budapest (HU)	■

Overview of tasks completed

*Below, please **summarise the results of the main tasks you completed** as part of the e-course lessons (see your responses in the e-course forum), as well as other activities you conducted with the help of SLP funding (**2-3 pages**).*

- *Task 2 - Determine your baseline*
- *Task 3 - Create a list of measures*
- *Task 4 - Rate measures*
- *Task 5 - Package measures*
- *Task 6 - Scenario evaluation*
- *Task 7 - Gain approval for your measures*
- *Task 8 - Make an Action Plan*
- *Task 9 - Make a monitoring and evaluation plan*

[Your Response, between 500-1,000 words]

Task 2 - Determine your baseline - To determine the baseline and define the different the transport system in the city of Ginosa an analysis table has been used. The analysis table is the starting point to determine: the quality of infrastructure; the safety environmental and health status; what capacity for measure implementation the city has and how the transport system looks at present. *(figure 6)*

Ginosa analysis table output:

- modal share: car is the dominant mean of transport
- quality of infrastructure: vulnerable, road users feel unsafe, absence of sidewalks, excessive car speed
- safety, environmental and health status: traffic safety measures is needed addressing many modes of transport
- current status, implementation of measures: strengthen capacity is needed in several fields

Transport mode analysis & output:

- walking: In general both Ginosa and Marina di Ginosa present a lack of public space for pedestrians in urban areas. Many of sidewalks and crosswalks are not accessible by disabled or older people. Output: Traffic safety measures is needed by pedestrianizing streets
- Cycling: Lack of dedicated infrastructures and connection between routes. Increase the city administration's budget for cycling measures and cycle tracks
- Public transport: There is low increase of passengers in urban service. Output: Make program agreements with the regional department. Increase the city administration's budget for buying small bus fleet (diesel to electric)
- Car & motorcycle: The accesses to city have some congestion in peak hours in the morning and in the afternoon. Output: Progress in right direction, keep on reducing the amount of parking in the central areas
- Multimodality- Train station & interchanges: there is a lack of intermodality transfer in daily displacements. Output: Make program agreements with the regional department.

- Freight: Ginosa have industrial organized areas with good accessibility. Urban distribution routes are not disciplined in streets access or time scheduled controlled during the day. Output: Increase the city administration's capacity

Task 3 - Create a list of measures – The selection of measure (physical and no physical) should build on discussing with the key stakeholders, consider experience from other similar cities, ensure value for money, exploit synergies between measures. The list of measures has been built also considering categories, measure description and responsibility. *(figure7)*

Ginosa list of measures was focused on: Accessibility and security (restricted zone, traffic calming measures, accessibility for all, etc.); Cycling infrastructure (new cycle networks, bike Sharing , cycle parking and storage) Parking management (park pricing, parking regulations) Public transport (new interchange nodes; reorganization of bus routes, new bus fleet - small & Low-Carb e-bus) Accompanying and awareness-raising measures(Mobility Management, Living lab for sharing Knowledge)
Output: increase internal Knowledge and awareness of SUMP planning (gain a solid understanding of how the transport system works); define responsibilities, define measures with a good- cost-benefit and lead time; capacity building activities (promotion and informing); citizen involvement can be used to find new types of measures

Task 4 - Rate measures

To rate the potential measures allows us to identify which measures are effective (contribute to the objectives) and feasible (funding, time, legislation and organizational structure) for the city, but also if the measures can be implemented, if can contribute to a more sustainable city.
Output: based on the rating *(figure 8)* there are some measures that should be given a high priority: create restricted traffic zone, enlargement of sidewalks, traffic calming measures, promote traffic regulation. For some other measures like public transport, it's necessary the coordination between Municipality and Region

Task 5 - Package measures
Package measures is combination of different measures which have been grouped together in a package to contribute more effectively to policy objectives. The four-step-principle (*Rethink-Optimise – Reconstruct- Build new)* is a the approach used to Package the measures.
The main challenge of Ginosa package (figure 9) is to "humanise streets" and create "a city for all".

The humanise streets concept defines streets designed to ensure the safe circulation of all users, pedestrians, cyclists, drivers and users of public transport but also sidewalks in good condition, street furniture and signage for all users, etc.. In the package there are also other feasible synergies, such as mobility management and participatory process, restricted traffic zone, parking policies, etc.

Task 6 - Scenario evaluation

The selected package for scenario (figure 10) was the measure "Ginosa SuperAbled - A City for All". This package aims to rethink the use of streets and sidewalk.

Right now the use of private car is predominantly. The quality of public space (sidewalks and streets) is very poor. The objective achievement depends on:

- ability to have an "integrated vision" (opportunities at local and regional scale, etc.)
- implementation deadlines
- costs

- ability to engage policymakers, researchers, industry and third sector actors in the process

Task 7 - Gain approval for your measures

To gain approval among citizen and decision makers it's necessary to define challenges and success factors for each package or measures.

Generally there is a lack of resource and a natural resistance to change the existing state of things. The main goal should be to promote a new "mobility culture". Information, and communication are crucial to reach that issue. The integration of the citizens in discussions about mobility issues and planning processes ensures the maximum transparency of planning processes and enables more democratic, participatory decision making. (figure 11)

Task 8 - Make an Action Plan

The sustainable urban mobility plan of Ginosa is the planning instrument for mobility between 2019 and 2029 with an intermediate target for 2024. The Action Plan will define several guiding principles, measure, responsibility, SUMP targets, sustainable aspect, implementation time, economic resources needed, indicators, etc. (figure 12)

Task 9 - Make a monitoring and evaluation plan

In order to make a monitoring and evaluation plan to each measure should be given one or several indicators. The indicators are quite concrete and help understanding the content and purpose of the measure. Before to start its necessary to define measures, SMART target, collecting data, discuss with other stakeholders, funding resource for Make a monitoring and evaluation plan. (figure 13)

City-to-city peer review

Please provide your feedback / input to the host cities (Bucharest, Malmö and Budapest) where you attended a site visit within the framework of the workshop or a presentation about the city SUMP was delivered by a local representative.

[Your Response, maximum 500 words]

The Workshop represents an original instrument of participation that brings together people with different profiles and sensibilities. The workshop held in the host cities has been an opportunity to enhance the "overall culture" on SUMP process, a chance to share reflections, proposals and useful tools, stimulating a dialectical interaction between the actors involved. The meeting has been also a challenge to learn from the most diverse participant backgrounds, promote city cooperation, develop a common vision of mobility, set goals and strategic objectives.

WP1 Bucharest, Romania – Impact Hub, Splaiul Unirii 165, TNO2 building, 1st Floor (figure 14)

Bucharest feedback:

- high quality content and presentation about how to develop as SUMP action plan, identify stakeholders, implement measures, develop suitable mobility indicators, etc.
- high quality SUMP examples and City case
- high quality real time learning and feedback from experts
- high quality of workshop management (Rate measures).The peer-reviews and one-to-one expert sessions has been an opportunity to confirm and verify learned lessons.

WP2 Malmö, Sweden - **city hall, August Palms plats 1, Malmö** (figure 15)

Malmö, feedback:

- high quality content about concepts, approaches, tools, and methodologies for Sustainable Urban Mobility Plan (SUMP) development
- high quality SUMP examples. It was useful to learn from Malmö SUMP approach
- high quality Site-Visit. It was useful to learn about Malmö bicycle culture and bicycle infrastructure. The visit to "OHBOY - bicycle house" shows how smart solutions is the way forward to increase sustainable mobility in the cities. Malmö was a good example of sustainable and bike friendly lifestyle, the city it's being structured, *"for people who want to live and have a fantastic life without owning their own car."*

WP3 Budapest, Hungary- BKK headquarters,19-21 Rumbach Sebestyén utca,H-1075,8th floor (figure 16)

Bucharest feedback:

- high quality content about infrastructure management. Budapest's BKK public transport company pays special attention to improve the accessibility of many stations and vehicles, ensuring that passengers with disabilities can get around the city as easily as possible. With the replacement of old vehicles, the installation of new lines, and the refurbishment of several stations citywide, passengers in wheelchairs can use an increasing number of public transports
- high quality of workshop methodology and sharing experiences

Each of SLP3 host cities has a unique mobility culture, modal share, public transport offer, geographical location, and city characteristics. This diversity of experience and knowledge has been a positively enrichment.

SUMP tools and services

During the SUMP Learning Programme, you have used several resources produced by SUMPs-Up (see table above) as well as the SUMP Tool inventory. Which tools did you try out? What is your opinion?

[Your Response, maximum 500 words]

The CIVITAS Tool Inventory is an online database of over 100 tools and methods that helps local authorities make better informed decisions about which planning tools to apply in their given local context.
It features a broad range of tools and methods – including guidelines, software, mobile apps, and planning approaches – useful for all steps of the urban mobility planning process.

Tools and services are useful for all steps of the urban mobility planning process. During the SUMP Learning Programme, we have got a selection of useful tools.
The most useful tools type for me have been "Guidance document/manual" and precisely **CH4LLENGE** SUMP Monitoring and Evaluation Manual. CH4LLENGE released four SUMP Kits to support mobility practitioners in SUMP preparation and delivery. Each kit consists of a Quick Facts Brochure, a SUMP Manual and an e-learning course. The brochures present concise summaries of the challenges while the manuals are dedicated to providing detailed advice underpinned by city examples. The online courses invite mobility professionals to learn more about SUMP and the four challenges at their own pace and from anywhere in the world. Please scroll down if you wish to find out more about CH4LLENGE's online learning courses.

CH4LLENGE manuals:
- Participation
- Institutional cooperation
- Measure selection
- Monitoring and evaluation

Application Area
- Appraisal and assessment
- Evaluation and monitoring

Tool Type
- Guidance document / Manual

Target Audience
- Small cities
- Medium-sized cities
- Large cities
- Metropolitan regions

Another useful tools type is **ADVANCE: better planning, better cities!**
The ADVANCE Audit is a practical tool for improving Sustainable Urban Mobility Plans (SUMPs) in cities and municipalities. It provides a systematic evaluation method and guidance, shows the potential for an (even more) successful SUMP, and provides added value to cities.

The main steps of the ADVANCE Audit are:

• Step 1: Analysing the status
• Step 2: Assessment
• Step 3: Prioritisation
• Step 4: Final action plan
• Step 5: Audit Report and certification

The ADVANCE Action Plan is the final result of the audit process. It contains concrete recommendations on how to improve mobility planning and serves as a basis for the development or upgrade of the city's SUMP. The Action Plan will be set up by the external Auditor and will be presented to the decision makers of the city during the last meeting of the working group.
City of Malmö: As a result of the work with the ADVANCE Audit, the city administration has worked on a new Traffic and Mobility Plan

Application Area

- Analysis, scenarios and measure selection
- Evaluation and monitoring

Tool Type

- Method / Approach

Target Audience

- Small cities
- Medium-sized cities

Other activities

*Please **summarise the other activities** you completed with the help of SLP funding (conference or workshop participation, internal working groups, own research, implemented measures, etc.)*

[Your Response. maximum 500 words]

The municipality of Ginosa is actually developing its first Sustainable Urban Mobility Plans(SUMP).The SUMP aims to involves citizens and stakeholders since the beginning process.

The municipality has already approved some strategic actions concerning sustainable mobility and better environment in order to promote a better quality of life for those who live, work, visit the city.

Experiences on EU funds: Civitas SUMPS-up Learning Programme - SLP3

Regional Operative Programs funds (figure 17):

- *POR Puglia 2000-2006 Asse IV, Misura 4.16 "Interventi di potenziamento delle infrastrutture di supporto al settore turistico"* - **"Interventions to improve the infrastructure and supporting the tourism sector" - project financed**
- Patto per la Puglia (DGR n 545/2017 - DGR n.589/2018) FSC 2014/2020 - SETTORE PRIORITARIO " Turismo, cultura e valorizzazione delle risorse naturali". INTERVENTO STRATEGICO " Interventi per le attività di promozione e di infrastrutturazione turistica e valorizzazione dei beni demaniali" -**"Interventions for the promotion of touristic activities, infrastructures and enhancement of state property"**- **waiting for the result**

Next step should be promote and share the experience of SUMP Learning Programme (SLP3) with different experts, citizens and stakeholders involved in SUMP process.

The municipality aims to create a specific department/offices (inter-departmental working group) responsible for SUMP development. This group will need to have sufficient understanding and Knowledge of mobility measures and city administration to be able to perform a good measure selection and to work on a new vision and target of sustainable, efficient and attractive Ginosa. With the help of SLP funding we should be able to support this staring process of knowledge transfer

4 Lessons learnt from the SLP3 programme

*Please state below (**1 page**) which were fruitful aspects of the SLP3 programme and which were not. What inspiration did you take from the discussions? What were important lessons learnt from the SLP3 programme and/ or from the other classmates that you could particularly learn from?*

Guiding questions:

- *What were the most important lessons you took away from the SLP3?*
- *What inspiration did you take from the discussions in the programme and with your classmates?*
- *Will you use these experiences in future SUMP related activities?*
- *Which formats were helpful, which not (e-courses, webinars, workshops; within the workshops: city examples, interactive sessions, informal exchange during coffee breaks)?*

[Your Response. Maximum 1,000 words]

What were the most important lessons you took away from the SLP3?
All the lessons were useful and interesting (e-courses, webinars, workshops and especially site-visit).

What inspiration did you take from the discussions in the programme and with your classmates?

The most interesting aspect was to observe the different methodologies adopted to elaborate SUMP process. Each cities has a unique mobility culture, modal share, public transport offer, geographical location, and city characteristics. This diversity of experience and knowledge has been a positively enrichment.

Will you use these experiences in future SUMP related activities?
I will like to introduce SLP3 format for managing participatory processes

Which formats were helpful, which not (e-courses, webinars, workshops; within the workshops: city examples, interactive sessions, informal exchange during coffee breaks)?

Workshop represents an original instrument of participation that brings together people with different profiles and sensibilities. The workshop held in the host cities has been an opportunity to enhance the "overall culture" on SUMP process, a chance to share reflections, proposals and useful tools, stimulating a dialectical interaction between the actors involved. The meeting has been also a challenge to learn from the most diverse participant backgrounds, promote city cooperation, develop a common vision of mobility, set goals and strategic objectives.

5 Outlook: next steps after the SLP3

*Please state below (**0.5-1 page**) what will happen regarding your SLP3 activities after the programme lifetime.*

Guiding questions:

- *Will the SLP experience help you to further build/improve your SUMP?*
- *What are you planning to do regarding the SUMP at the local or regional level?*
- *What funding opportunities do you seek to use for these plans?*
- *How are your SLP3 activities and knowledge gained embedded within your city's long-term strategies?*

Please, give us an approximate timeline for the next steps of your SUMP: e.g. consultation of stakeholders, selection of measures, adoption of the SUMP, implementation, monitoring, etc.

[Your Response. Between 450-800 words.]

The municipality of Ginosa is actually developing its first Sustainable Urban Mobility Plans (SUMP). Currently the Plan is still in the process of developing, the phase of analysis is about to be concluded and several meetings are already started.
SLP experience will help to improve the SUMP methodology (Create a list of measures - Rate measures, Package measures , Scenario evaluation, Gain approval for your measures, Make an Action Plan , Make a monitoring and evaluation plan).

Next step should be promote and share the experience of SUMP Learning Programme (SLP3) with different experts, citizens and stakeholders involved in SUMP process.
The municipality aims to create a specific offices to work on sustainable, efficient and attractive Ginosa.

Funding opportunities and recent Municipality initiatives:

- The Municipality of Ginosa has participate in **Regional Calls Funding** to regenerate urban and public space. Attractive streetscapes and urban environment are important aspect of urban life and quality life in a city. The true challenge for Ginosa of is to safeguard and re-evaluate the original features of the coastal landscape by reducing anthropic pressure on coastal areas, remove vehicular traffic on the most sensitive areas, promote sustainable mobility and getting an adequate balance between both, visitors and citizen needs.

Through the creation specific mobility offices the SLP3 activities and knowledge will be embedded within city's long-term strategies.
Actually I'm working on :

- SUMP planning process – Local Funding
- URBACT III project – EU Funding
- "Interventions for the promotion of touristic activities, infrastructures and enhancement of state property"- Regional Funding (figure 17)

SUMP timeline

	April 2019	May 2019	June 2019	July 2019	August 2019	2020 - 2024
consultation of stakeholders						
selection of measures						
adoption of the SUMP						
implementation						
monitoring, etc						

6 Other

Any other remarks, feel free to mention them here.

[Your Response]

Other Funding opportunities and recent Municipality initiatives:

The Municipality of Ginosa is applying to **URBACT III** call with project "The Last Safe Kilometre" promoted by Skawina (Poland). “The Last Safe Kilometre” project addresses the topic of safe and sustainable mobility for, especially for school travel. These issues are closely related to city planning in terms of population spread and school accessibility as well as public space safety and quality. Our aim is also to tie mobility topics with urban/rural renewal. The project will be realised in alignment with the SDGs. “The Last Safe Kilometre” aims to exchange knowledge and experiences in the field of sustainable and safe mobility for children. The main aim of the project is to develop strategies and action plans that will allow us to create child friendly zones within a 1km radius from the school in urban and rural areas. The big aim is to develop a universal European strategy for the safety of children on the streets on the streets in order to achieve vision zero starting from the school surroundings . It will cover topics such as: streets as public spaces, traffic calming measures, universal design, 8-80 design approach, Placemaking - Lighter Quicker Cheaper methods, as well as, soft measures to tackle behavioral change within local societies. The project has the potential to reduce overall private car usage, improve road safety, accessibility and quality of public spaces. Through the usage of the urbact methodology and the involvement of various stakeholders and external experts it forsee a positive impact on public participation and problem acknowledgement. (figure 18)

City Partner : Fabriano (IT), Ginosa (IT), Granollers (ES), Molina de Segura (ES), Rethymno (GR), Maia (PT), Saldus (LV), Zilina (SK), Central Region of Malta (MT) Skawina (PL)

7 Publishable summary of activities and outcomes

*Please provide below a publishable summary of your activities and outcomes in the SLP3 programme (**0.5 - 1 page**). This summary will be published on the SUMPs-Up website. Therefore, please write it in an attractive format using clear and understandable words (try to avoid "EU project jargon").*

[Your Response. Between 450-800 words.]

The municipality of Ginosa, in line with European, national and regional targets, has started a structural reorganization of urban mobility by adapting the Sustainable Urban Mobility Plan (SUMP) in order to reduce the negative impacts of transport, improve accessibility, encouraging more sustainable means of transport, improve the quality of life for citizens, visitors and other stakeholders.
The Ginosa Sustainable Urban Mobility Plan aims to focus on people and their mobility needs, follow a holistic, transparent and participatory approach that involves citizens and stakeholders at the beginning of the process. Ginosa's overall goal is to become a sociable, environmental, economic and sustainable city to visit, live and work in.

The municipality has already approved some strategic actions and initiatives to improve its SUMP:

- **Apply to Civitas SUMPS-up Learning Programme - SLP3**
- **Apply to Regional Funding** in order to regenerate urban and public space for a better environment
- **Apply to URBACT III** with "The Last Safe Kilometre", promoted by the city of Skawina (Poland).

SLP3 SUMPS-up Learning Programme has allowed the Municipality to:

- being supported during the SUMP process (Capacity Building, tailored information, and supporting during development and implementation phases);
- learn, share knowledge and ideas with other course participants; participate in workshop and peer-to-peer learning, e-learning and webinars;
- receive examples of the best practice, as well as a selection of useful methods and tools know new methods to elaborate SUMP (how to start collecting measures, where to find information about SUMP measures, how to generate innovative measures, etc.);
- promote and share SUMP Learning Programme (SLP3) with inter-departmental working group

The peer-to-peer learning, e-learning, webinars and Workshop represents an original instrument of participation that brings together people with different profiles and sensibilities. The workshop held in the host cities has been an opportunity to enhance the "overall culture" on SUMP process, a chance to share reflections, proposals and useful tools, stimulating a dialectical interaction between the actors involved. The meeting has been also a challenge to learn from the most diverse participant backgrounds, promote city cooperation, develop a common vision of mobility, set goals and strategic objectives.

Next step should be promote and share the experience of SUMP Learning Programme (SLP3). The municipality aims to create a specific inter-departmental working group responsible for SUMP development. Through the creation specific mobility offices the SLP3 activities and knowledge will be embedded within city's long-term strategies.

This group will need to have sufficient understanding and Knowledge of mobility measures and city administration to be able to perform a good measure selection and to work on a new vision and target of sustainable, efficient and attractive Ginosa.

8 Participant information

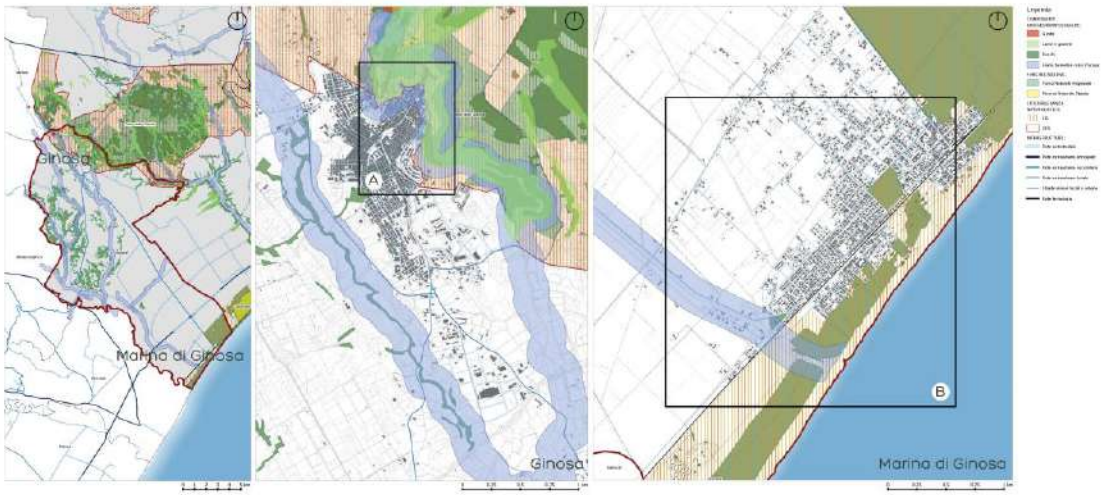
Official organisation name	Ginosa Municipality
Acronym	-
Legal representative	Vito Parisi, City Mayor of Ginosa Municipality
Address	Ufficio del Sindaco del Comune di Ginosa (TA) Piazza Marconi 1 -74013 - Ginosa (TA) Phone.+39.0998290236 Fax. +39.0998244001 Mail: sindaco@comune.ginosa.ta.it Pec: sindaco.comuneginosa@pec.rupar.puglia.it

Person(s) who participated in the SUMP Learning Programme 1			
First name, last name	**E-Mail address**	**Telephone no.**	**Should be included in the SLP3 mailing list?***
Loredana Domenica Modugno	loredana.mougno@gmail.com	+39.3382153108	■
			☐
			☐
			☐
			☐

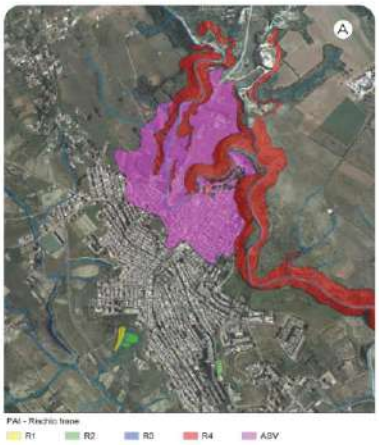
Annex 1 - Material

Please annex photos, graphs, maps, reports, data and/ or any other relevant information that can support documenting your SLP3 activities. The annexes can also be sent by e-mail in separate files to helpdesk@sumps-up.eu.

***Figure 1*- Short City description**



Ginosa - Landslide risk



Ginosa historical centre
Geomorphological instability related to underground cavities
Flood events of 21 January 2014

Marina di Ginosa - Flood risk

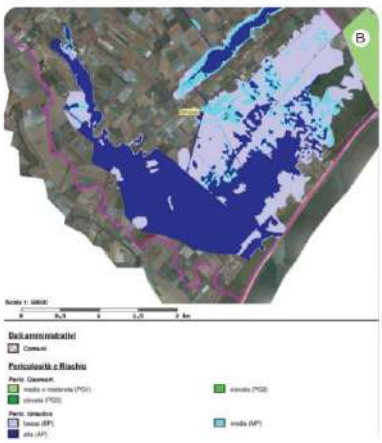


Figure 2- context fragility

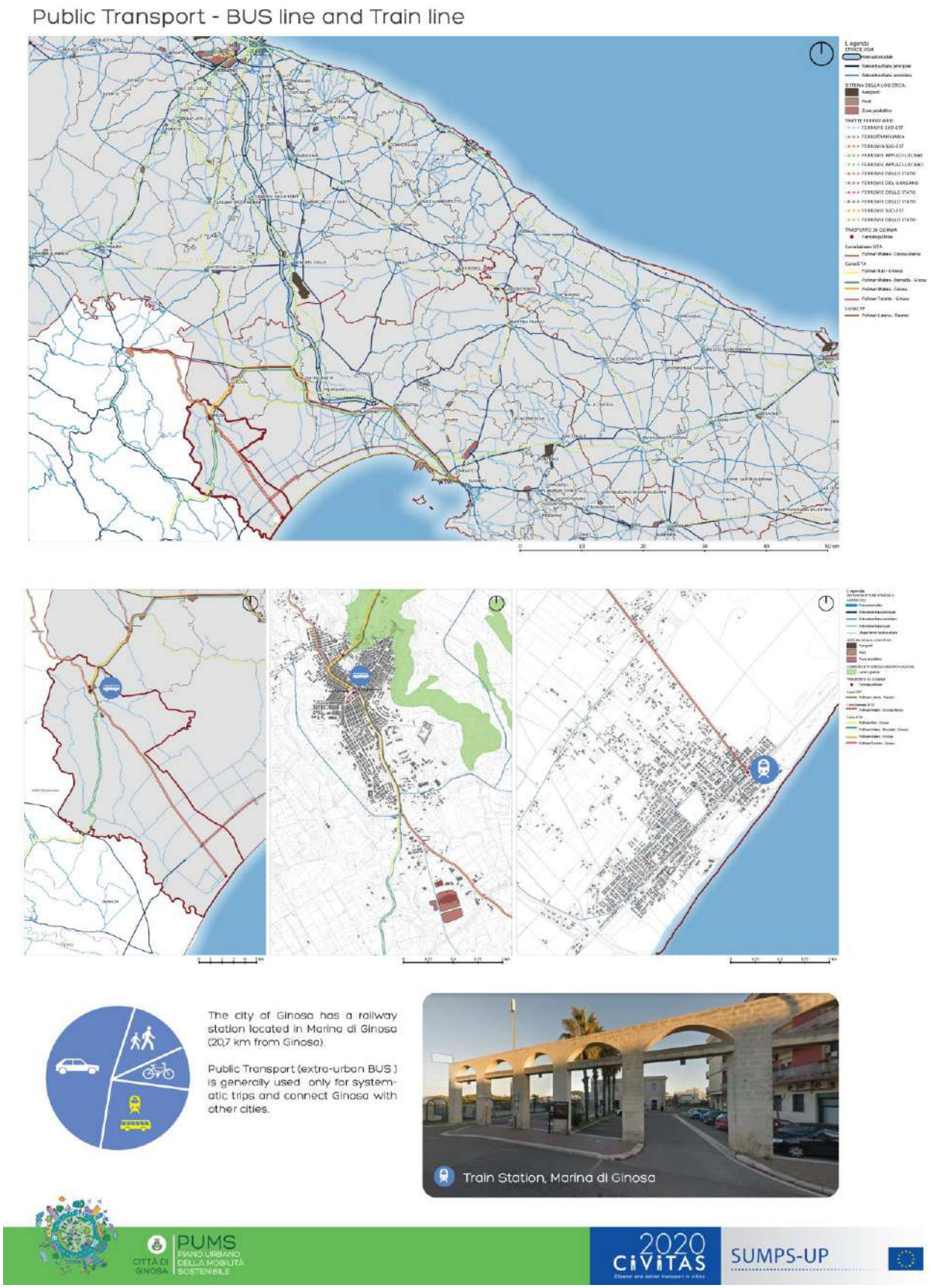


Figure 3 **- Status of Public transport systems**

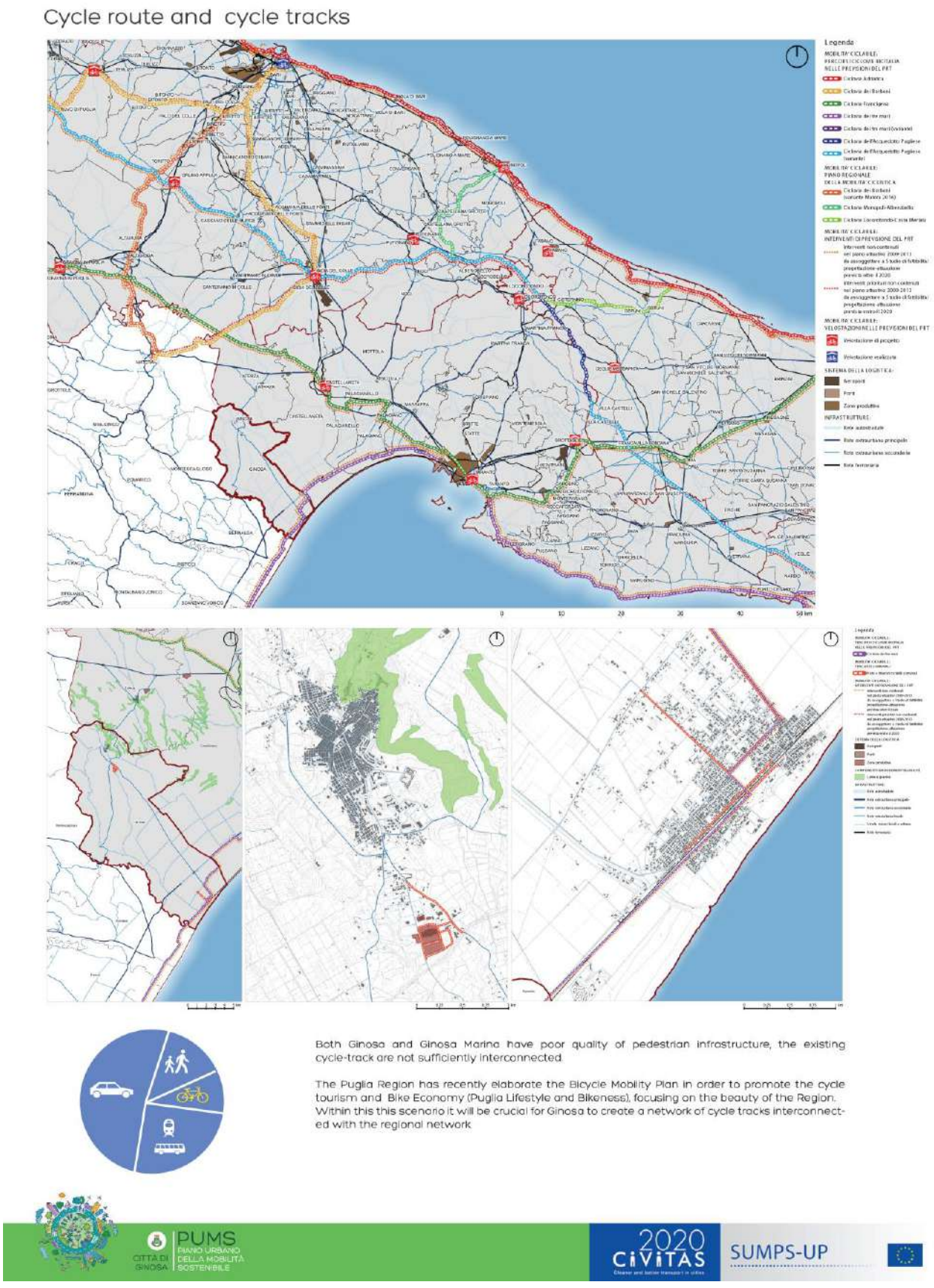


Figure 4 – Cycle route and cycle track

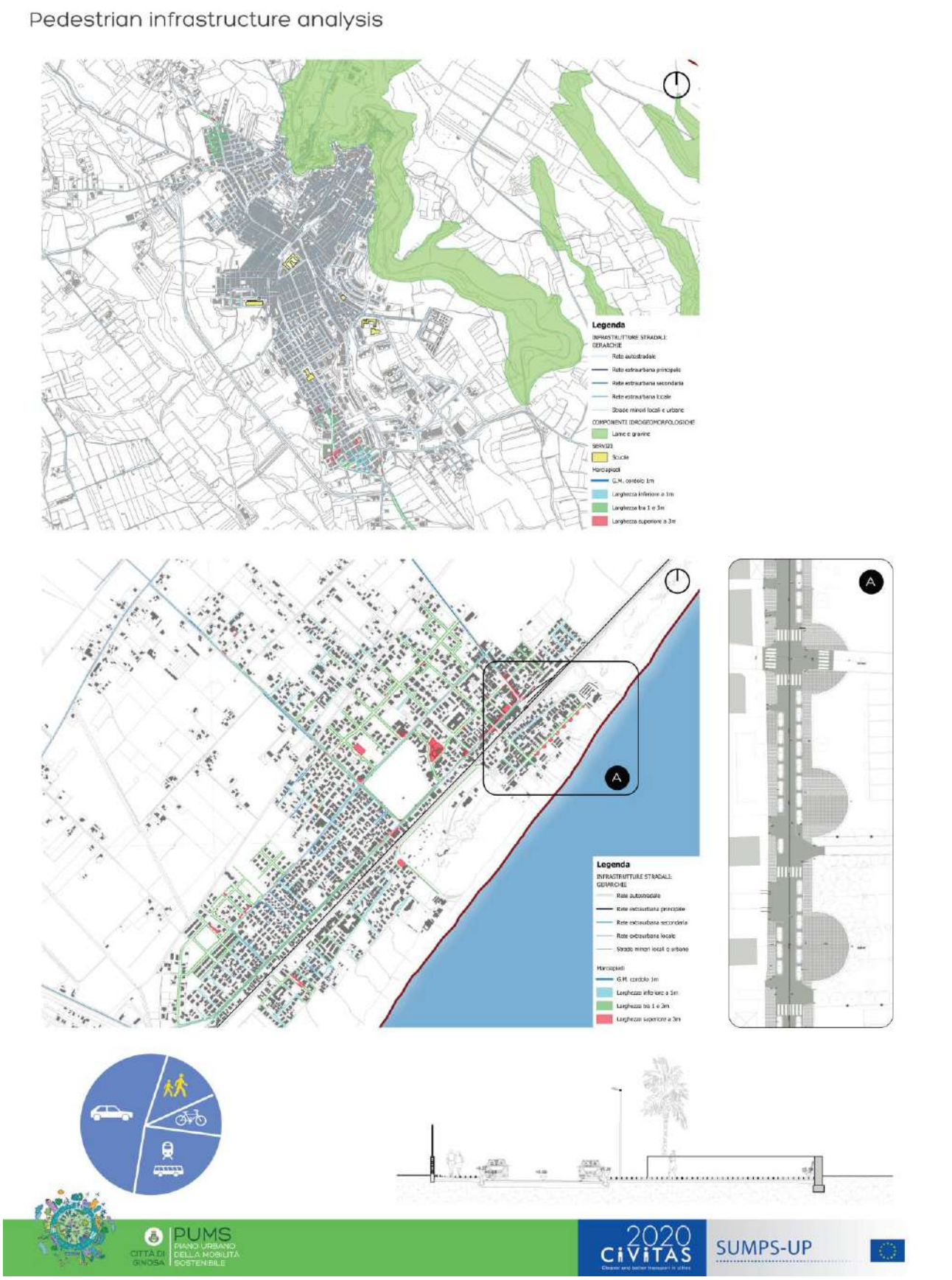


Figure 5 _ Pedestrian Infrastructure

FUNCTIONS/ TRANSPORT MODES	MODAL SHARE	QUALITY OF INFRASTRUCTURE	SAFETY, ENVIRONMENTAL AND HEALTH STATUS	CURRENT STATUS, IMPLEMENTATION OF MEASURES	ANALYSIS
Walking	7%	Poor	Many accidents on road crossing near schools, excessive car speed, absence of sidewalks	Low activity Effort to mapping the sidewalk situation and Effort to participate in regional calls funding to regenerate urban and public space	Traffic safety measures is needed Pedestrianizing streets and give back to the citizens the use of public space
Cycling	3%	Poor	Low use gives small benefits - Presence of road slopes	Low activity Effort to mapping the bicycle network in progress	Increase the city administration's budget for cycling measures and more cycle tracks
Public transport (bus/ tram/ metro/ light rail)	15%	Medium	The connection are guaranteed only with extra -urban bus (from Ginosa to other cities). Less impact on air quality	Low activity	Make program agreements with the regional department Increase the city administration's budget for buying small electric buses
Car & motorcycle	75%	Medium	Many accidents between vulnerable road users and cars . High use impact air quality.	Low activity. Effort to introduce restricted traffic area (ZTL – Zona a Traffico Limitato)	Progress in right direction, keep on reducing the amount of parking in the ancient city and central areas
Multimodality: Train station & interchanges	0%	-	There is no train station in Ginosa. Bus stop are located near the main sites of the city	Low activity Effort to mapping the multimodal system	Make program agreements with the regional department Increase the city administration's budget for new technologies
Freight	0%	-		Effort to create an integrated a transportation system, with a common bike and car rental system)	Increase the city administration's capacity
...					
ANALYSIS	Car is the dominant transport mode	Vulnerable road users feel unsafe , absence of sidewalks, excessive car speed	Traffic safety measures is needed addressing many modes of transport	Strengthen capacity is needed in several fields	x

Determine your baseline
Ginosa analysis table

FUNCTIONS/ TRANSPORT MODES	MODAL SHARE	QUALITY OF INFRASTRUCTURE	SAFETY, ENVIRONMENTAL AND HEALTH STATUS	CURRENT STATUS, IMPLEMENTATION OF MEASURES	ANALYSIS
Walking	10%	Medium	Many accidents on road crossing near schools, excessive car speed, absence of sidewalks and promenade	Low activity Effort to mapping the sidewalk situation and Effort to participate in regional calls funding to regenerate urban and public space	Traffic safety measures is needed Pedestrianizing streets and give back to the citizens the use of public space
Cycling	10%	Medium	Medium use with low benefits, lack of interconnected cycle tracks	Low activity Effort to mapping the bicycle network in progress.	Increase the city administration's budget for cycling measures and more cycle tracks
Public transport (bus/ tram/ metro/ light rail)	10%	Medium	The connection are guaranteed by extra - urban bus and by train station. Less impact on air quality	Low activity	Make program agreements with the regional department Increase the city administration's budget for buying small electric buses
Car & motorcycle	60%	Medium	Many accidents between vulnerable road users and cars. Excessive car speed. Excessive "wild parking". High use impact air quality	Low activity. Effort to introduce restricted traffic area (ZTL – Zona a Traffico Limitato)	Progress in right direction, keep on reducing the amount of parking in the ancient city and central areas
Multimodality: Train station & interchanges	15%	Medium	Bus stop is located next train station and near the main sites of the city	Low activity Effort to mapping the multimodal system	Make program agreements with the regional department Increase the city administration's budget for new technologies
Freight	0%	-	-	Effort to create an integrated a transportation system, with a common bike and car rental system)	Increase the city administration's capacity
...					
ANALYSIS	Car is the dominant transport mode	Vulnerable road users feel unsafe , absence of sidewalks and promenade	Traffic safety measures is needed addressing many modes of transport	Strengthen capacity is needed in several fields	x

Determine your baseline
Marina di Ginosa analysis table

Figure 6 _Task 2

Ginosa Municipality

MEASURE	DESCRIPTION OF MEASURE	RESPONSIBILITY
Strategic data		
Accessibility and security	Limited Traffic Zone in the historical centre ; Regulation of vehicle access to the center; Expansion and networking of pedestrian areas; Zone 30 near schools (Traffic calming measures) ; Demolition of architectural barriers (accessibility for elderly or disabled people)	Municipality
Cycling infrastructure	New cycle networks (urban & extra- urban for tourism); Bike Sharing ; Cycle parking and storage	Municipality /Region
Parking management	Park pricing and parking regulations; New parking spaces outside the city	Municipality/ Police traffic department
Public transport	New interchange nodes; Reorganization of bus routes; New buses (small & Low-Carb e-bus)	Municipality /Region
Accompanying and awareness-raising measures	Mobility Management ; Car sharing; Car pooling ; Bicibus (cycling bus); Pedibus; Infomobility; Mobility office	Municipality/ Police traffic department/ Private companies & Associations

Figure 7 _Task 3

Measure	Effectiveness (1-5)	Feasibility (1-5)	Accessibility to key services, urban quality (1-3)	Enviroment 2, (1-3)	Implementation times 3, (1-3)	Total points	Comment
Limited Traffic Zone in the historical centre. Regulation of vehicle access to the center	5	3	3	3	2	16	Costly to realize Project financing with private companies Create a better quality of life Preserves historical center, monuments Increases tourism and new activities
Networking pedestrian area	5	2	3	2	1	13	Costly to realize and maintain
Improve the pedestrian safety (improving pedestrian crossings and connecting itineraries, pedestrian underpass, illumination, etc.)	5	3	3	3	2	16	Costly to realize and maintain Create a better quality of life
Rethink the road section and public space use (enlargement of sidewalks, introducing green infrastructures,etc.) Zone 30 near schools (Traffic calming measures)	5	3	3	3	2	16	Costly to realize and maintain Create a better quality of life Decreases loneliness, Increases the sense of belonging and social life
Improve the pedestrian approach to the principal railway node	4	2	3	1	1	11	Costly to realize Binding agreements between municipalities and regional
Bus stop retrofit	4	2	3	1	1	11	Costly to realize Binding agreements between municipalities and regional
Renewal of the bus fleet with new buses accessible for everyone	4	2	3	3	1	13	Costly to realize Binding agreements between municipalities and regional
Reducing the barriers mobility services (Train, Bus, etc.)	4	2	3	1	1	11	Costly to realize Binding agreements between municipalities and regional
Promote the elimination of architectural barriers for an accessible a city to everyone (warning device for pedestrian crossing, tactile sidewalks, "loges" routes, etc.	5	3	3	1	1	13	Costly to realize and maintain Create a better quality of life
New interchange nodes	4	2	3	2	1	13	Costly to realize Binding agreements between municipalities and regional
Reorganization of bus routes	4	2	3	1	1	11	Binding agreements between municipalities and regional
New buses (small & Low-Carb e-bus)	3	1	1	3	1	9	Binding agreements between municipalities and regional
Completion interventions of existing road infrastructures	4	3	2	3	2	14	Costly to realize and maintain decongest the city center Binding agreements between municipalities and regiona
Circulation reorganization measures	5	4	2	3	3	17	Costly to realize and maintain decongest the city center
Cycling infrastructure: Cycle networks (urban & extra- urban for tourism)	4	2	3	3	2	14	Costly to realize Create a better quality of life preserves environment and increases tourism
Bike Sharing	3	2	3	3	2	13	Project financing with private companies
Cycle facilities Cycle parking and storage	5	2	3	2	1	13	Costly to realize Create a better quality of life preserves environment and increases tourism
Parking management: Park pricing and parking regulations; New parking spaces outside the city	5	3	2	3	2	15	Costly to realize Project financing with private companies
Accompanying and awareness-raising measures (Mobility Management ; Bicibus (cycling bus); Pedibus; Infomobility; Mobility office	4	4	3	2	3	16	Useful for monitoring measures Neessary to cooordinate: Municipality/ Police traffic department/ Private companies & Associations
Sharing mobility: Car sharing; Car pooling	3	3	2	2	3	13	Costly to realize Project financing with private companies
Logistics planning & Regulation of access of goods vehicles to the Center	3	3	3	3	3	15	Costly to realize Project financing with private companies
Smart Mobility - Infomobility	3	3	3	1	3	13	Costly to realize Project financing with private companies

Questions:
Based on the rating above, are there measures that you can put aside for now?
Public transport, because it's necessary the coordination between Municipality and Region

Are there some measures that should be given a high priority based on the rating?
Rethink the public space use (Limited Traffic Zone in the historical centre, enlargement of sidewalks, Zone 30 near schools, traffic calming measures, introducing green infrastructures,) becouse :

- Create a better quality of life
- Preserves historical center, monuments
- Increases tourism and new activities
- Decreases loneliness and increases the sense of belonging
- Promote social life Involving citizenship and attracts private investments (urban regeneration strategy)

Figure 8 _Task 4

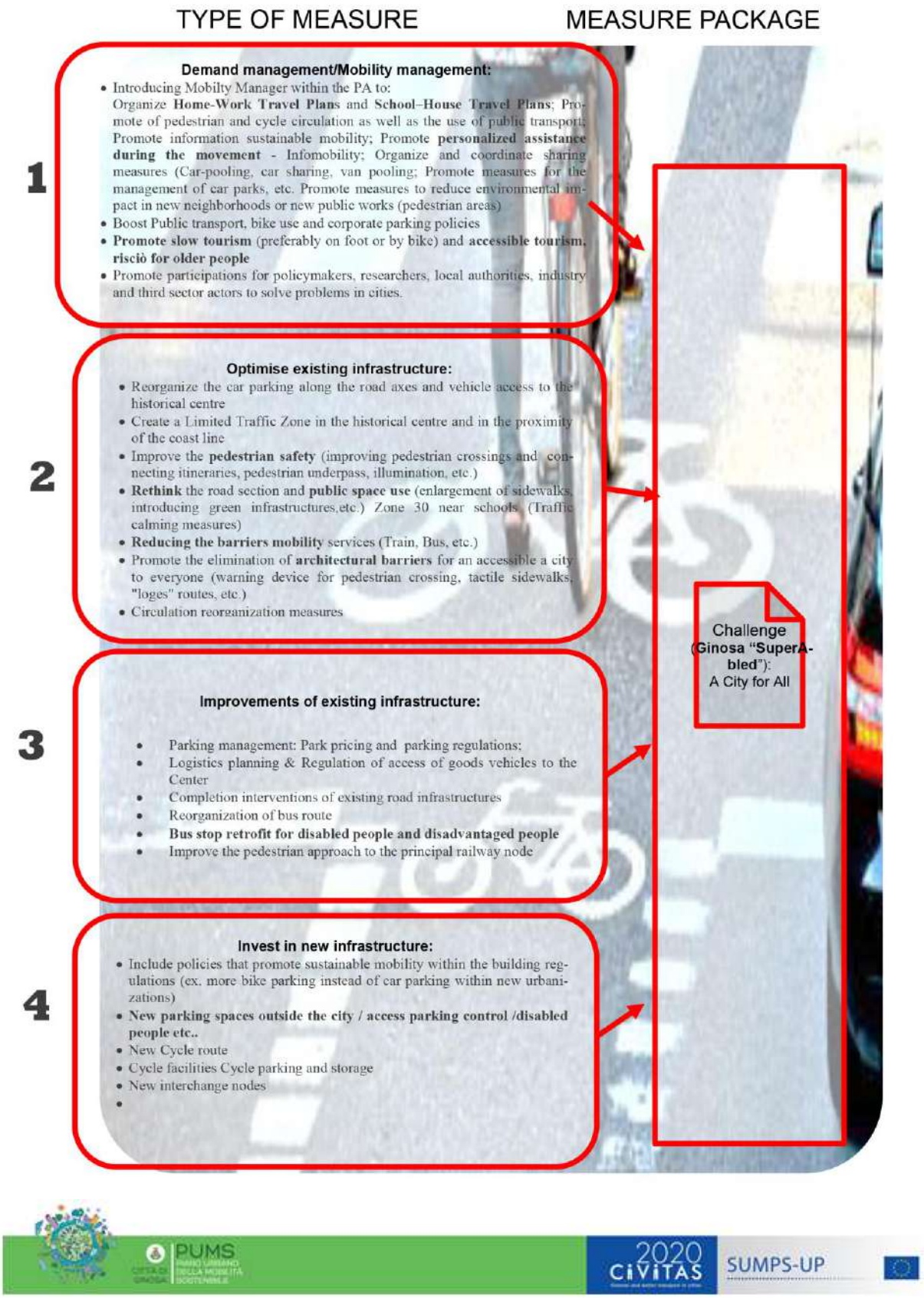


Figure 9 _Task 5

Scenario 1

Levels of ambition: How far will the implementation of the measure package get you towards the desired objective-/s? If you expect to reach your objective, are all measures in the package crucial for the result? If you don't expect to reach your objective, do you have ideas how to scale up the suggested measure or which follow-up measures should be implemented later on to do so?

Name of your city?
Ginosa (TA)

Description of the measures in your selected package and your primary objective/challenge?

The selected package "Ginosa SuperAbled - A City for All" aims to rethink the use of public space. This challenges means re-thinking the road sections in terms of:

- *Promoting parking regulations (Reorganizing the car parking along the main road axes and vehicle access to the historical centre). Parking management is key to managing urban mobility*
- *Improving the pedestrian safety (improving pedestrian crossings and connecting itineraries, enlargement of sidewalks, elimination of architectural barriers, pedestrian underpass, illumination, etc.)*
- *Promoting Zone 30 and new cycle track, interconnected with existing ones*
- *Creating a Limited Traffic Zone to preserve the historical centre and the coast line*

To achieve all these objectives it will be essential to improve public transport (Public transport is managed by the Region)

Chosen scenario?

Scenario 1

Question 1: How far will the implementation of the measure package get you towards the desired objective-/s?

Right now the use of private car is predominantly. The roads are occupied by cars and in some cases the sidewalk is completely missing. Public Transport (extra-urban) is generally used only for systematic trips and connect Ginosa with other cities. The railway station is located in Marina Ginosa (20,7 km from Ginosa). The quality of public space (sidewalks and streets) is very poor.

With SUMP measures we should aim to contribute to a modal shift in favour of better collective/public transport, non-motorised mobility (cycling/walking) as well as transport safety and soft measures to promote those objectives.

Question 2: If you expect to reach your objective, are all measures in the package crucial for the result?

All the measures crucial for the result. The objective achievement depends on:

- ability to have an "integrated vision" with the territorial context (opportunities at local and regional scale, etc.)
- implementation deadlines
- costs
- ability to engage policymakers, researchers, industry and third sector actors in the process

Question 3: If you don't expect to reach your objective, do you have ideas how to scale up the suggested measure or which follow-up measures should be implemented later on to do so?

"A Sustainable Urban Mobility Plan focuses on people and meeting their basic mobility needs. It follows a transparent and participatory approach, which brings citizens and other stakeholders on board from the outset and throughout the plan development and implementation process. Participatory planning is a prerequisite for citizens and stakeholders to take ownership of the Sustainable Urban Mobility Plan and the policies it promotes." SUMP Guidelines

The main goal of the city should be to promote a new "mobility culture". Information, and communication are crucial to reach that issue (implementing marketing and promotional efforts, soft measures)

The integration of the citizens in discussions about mobility issues and planning processes ensures the maximum transparency of planning processes and enables more democratic, participatory decision making.

"Mobility is an integral part of our lives and accessibility is necessary to participate in society."

Figure 10 _Task 6

MEASURE/ MEASURE PACKAGE	GAIN APPROVAL AMONG CITIZENS		GAIN APPROVAL AMONG DECISION MAKERS	
	How?	*Challenges/ Success factors*	*How?*	*Challenges/ Success factors*
Promote walkability and Ciclability	Promote Public campaigns about the advantages of using soft measures such walking and cycling; Promote participatory workshops; Organize Home-Work Travel Plans and School–House Travel Plans; Include policies that promote sustainable mobility within the building regulations (ex. more bike parking instead of car parking within new urbanizations) Promote a communication Plan and monitoring of measures; Inform, shop & restaurants owners, stakeholders, etc. about the advantages of having more pedestrian zones within the city Rethink the road section and public space use Construction and improvement of sidewalks Reorganize the car parking along the road axes and vehicle access to the centre Reducing the barriers mobility	Showing potential benefits (better quality of live, better environment, new markets etc..) to all the relevant stakeholders & citizens	Decision makers should redefining policies for sustainable development. The public administration must necessarily align itself with policies related to sustainable development Decision makers should also guarantee resources for measures implementation Showing best practices and example Sharing measure and goals with transport companies and other interested parties Finding extra funding Regional, etc..	Even if there is a lack of resource and a natural resistance to change the existing state of things, decision makers are encouraging more and innovative visible actions. The spread of new communication tools like Facebook, etc.. encourages the decision makers to have a direct comparison with the citizens on local policies and future goals. This situation causes an increase in competitiveness between cities that compete for the achievement of their goals

Questions:

Which measure is the most difficult one? Why?

Rethink the road section and public space use
Reorganize the car parking along the road axes and vehicle access to the centre
Construction and improvement of sidewalks

Generally there is a lack of resource and a natural resistance to change the existing state of things. Actually the Puglia Region is funding Municipalities that promote innovative projects based on sustainable mobility etc. and this **encourages** the municipalities to plan.

Figure 11 _Task 7

Task 8 – Make an action plan

Make an action plan for one or two of your measure packages. Use the template for action plan and add the relevant characteristics. Add the number of rows you need for the task.

MEASURE / MEASURE PACKAGE	DESCRIPTION OF MEASURE	RESPONSIBILITY	CONNECTION TO SUMP TARGETS	TIME OF IMPLEMENTATION	FUNDING SOURCE	INDICATORS
Accessibility and security	Limited Traffic Zone in the historical centre ; Regulation of vehicle access to the center; Expansion and networking of pedestrian areas; Zone 30 near schools (Traffic calming measures) ; Demolition of architectural barriers (accessibility for elderly or disabled people)	Municipalities	Promote soft modes and change the modal split	1-3 years	Municipalities, Regional budgets	m2 of sidewalks improved
Cycling infrastructure	New cycle networks (urban & extra- urban for tourism); Bike Sharing ; Cycle parking and storage.	Municipalities - Puglia Region _ Private Companies	Promote change the modal split; Accessibility and mobility for everyone, better quality of life	1-3 years	Municipalities budgets and Regional funds	km of cycle networks improved, better air quality,etc..
Parking management	Park pricing and parking regulations; New parking spaces outside the city	Municipality/ Police traffic department	Promote change the modal split; better air quality,etc..	1-2 years	Municipalities budgets and Regional funds	N° of parking better air quality,etc..
Public transport	New interchange nodes; Reorganization of bus routes; New buses (small & Low-Carb e-bus)	Municipality /Region	Promote change the modal split; better air quality,etc.. Increase the use of PT	1-2 years	Municipalities budgets and Regional funds	Number of PT users; modal split
Accompanying and awareness-raising measures	Mobility Management ; Car sharing; Car pooling ; Bicibus (cycling bus); Pedibus; Infomobility; Mobility office	Municipality/ Police traffic department/ Private companies & Associations	Promote soft modes and change the modal split; increase cycling, increase walking, increas change of life style	1-2 years	Municipalities budgets and Regional and EU funds	Number of users Reduced car traffic Reduced pedestrian accidents Better air quality

Figure 12 _Task 8

Task 9 – Make a monitoring and evaluation plan

Create an M&E plan for one or two of your final measure packages. Use the template below and add the relevant characteristics. Add the number of rows you need for the task.

MEASURE / MEASURE PACKAGE	CONNECTION TO SUMP OBJECTIVES	INDICATORS	SMART TARGETS	METHOD(S) FOR DATA COLLECTION AND ANALYSIS	RESOURCES FOR M&E
• Accessibility and security	• Accessibility to public transport • Accessibility to public spaces • Accessibility and mobility for everyone • Better quality of life • Improve the attractiveness of the urban environment • Improving the level of road safety	• % Number of accessible stops • % accessibility to places of public interest • mq of pedestrian area • m2 of sidewalks improved • N° Pedestrian crossings • % Bus with platform • % warning devices	• Create a Limited Traffic Zone in the historical centre and in the proximity of the coast line • Improve the pedestrian safety (improving pedestrian crossings and connecting itineraries, pedestrian underpass, illumination, etc.) • Rethink the road section and public space use (enlargement of sidewalks, introducing green infrastructures,etc.) Zone 30 near schools (Traffic calming measures) • Reducing the barriers mobility services (Tram, Bus, etc.) • Promote the elimination of architectural barriers for an accessible a city to everyone (warning device for pedestrian crossing, tactile sidewalks, "loges" routes, etc.) • Extension of the pedestrian areas -ZTL Exstension • vision zero by 2030 • Improve bus stop spaces • TPL accessible to everyone • Improve pedestrian crossings • Reorganize the car parking along the road axes and vehicle access to the historical centre	• Analysis of the existing data (local and regional level) • Implement information throw participatory process • Monitoring of the implementation • Monitoring air quality	• staff costs • external expert costs • office materials • City administration cloud database, QGIS, ArcGIS, , other software incl. online tools (i.e. SPSS, CBA, UTR, NISTO) • Founding resources
• Cycling infrastructure	• Increase the use of bicycle • Promote soft modes and change the modal split • Improving the level of road safety • Increase cycling tourism	• Number bike parkings • Number of users • km of cycle networks improved	• Increase the cycling network (urban & extra- urban for tourism); • Increase cycling in the modal split • Bike Sharing ; • Cycle parking and storage • More safety and security	• Analysis of the existing data (local and regional level) • Implement information throw participatory process • Biciplan • Coordinating with regional Plan • Questionnaires, Map • Monitoring of the implementation	• staff costs • external expert costs • office materials • City administration cloud database, QGIS, ArcGIS, , other software incl. online tools (i.e. SPSS, CBA, UTR, NISTO) • Founding resources
• Parking management	• Promote change the modal split; • Increase the use of PT • Better air quality,etc..	• Total n°of parking (blue stripes) • Total n°of parking tariff 1, 2, 3 ... (blue stripes) • N° parking occupation 1,2,3 ... daytime timetable weekday	• Parking management: Park pricing and parking regulations; • Logistics planning & Regulation of access of goods vehicles to the Center • New parking spaces outside the city • Include policies that promote sustainable mobility within the building regulations (ex. more bike parking instead of car parking within new urbanizations)	• Analysis of the existing data (local and regional level) • Implement information throw participatory process • Parking Plan • Questionnaires, Map • Monitoring of the implementation	• staff costs • external expert costs • office materials • City administration cloud database, QGIS, ArcGIS, , other software incl. online tools (i.e. SPSS, CBA, UTR, NISTO) • Founding resources
• Public transport	• Promote change the modal split; • Increase the use of PT • Better air quality, etc.. • Increase PT fleet • Increase the effectiveness and attractiveness of public transport • Improve the safety of public transport • Improve the efficiency of public transport	• Number of PT users (monthly, annual…) ; • N° of equipped stops • Km of PT line	• New interchange nodes; • Reorganization of bus routes; • New buses (small & Low-Carb e-bus) • Increase modal split • New Bus stop • Promote intermodality • Introduction of promotional Tickets - Reducing transportation costs • Bus stop retrofit for disabled people and disadvantaged people • Improve the pedestrian approach to the principal railway node	• Analysis of the existing situation (local and regional level) • Implement information throw participatory process • Questionnaires, Map • Coordinating with regional Plan • Monitoring of the implementation	• staff costs • external expert costs • office materials • City administration cloud database, QGIS, ArcGIS, , other software incl. online tools (i.e. SPSS, CBA, UTR, NISTO) • Founding resources • Interaction Municipality /Region • Interaction with stakeholders

Figure 13 _Task 9

WP1 Bucharest, Romania - Impact Hub, Splaiul Unirii 165, TNO2 building, 1st Floor

Spider Web (All cities should prepare one slide with a picture of the city and a couple of points about the city and the state of the art of mobility in the local context)

Marko Horvat, ICLEI
Mobility-related problems and trends in Europe: The challenge of reducing car traffic

Interactive workshop session
Topic: How to develop and prioritise a list of well-chosen measures for your SUMP / Development of an Action Plan to ensure successful implementation of the measure

Figure 14

WP2 **Malmö, Sweden** - city hall, August Palms plats 1, Malmö

SUMP of the City of Malmö - Andreas Nordin, Strategic regional planner, City of Malmö

Study visit by bicycle in Malmö - Guided by Jesper Nordlund, Strategic bicycle planner and Andreas Nordin, Strategic regional planner at the City of Malmö - Visit to Bike&Ride Parking

Study visit by bicycle in Malmö - Guided by Jesper Nordlund, Strategic bicycle planner and Andreas Nordin, Strategic regional planner at the City of Malmö - Visit to "OHBOY - bicycle house"

Figure 15

WP3 Budapest, Hungary- BKK headquarters,19-21 Rumbach Sebestyén utca,H-1075,8th floor

BKK Centre for Budapest Transport is the mobility manager of Budapest. BKK is responsible for the development of the Balázs Mór Plan (BMT), the first SUMP based transport development strategy for Budapest.

BKK is owned by the municipality and is responsible for strategic planning, preparatory work and project implementation after decision of the General Assembly of Budapest

This example shows the process **from the start of the strategic work until the selection of a "starter"-measure** that addresses the defined problems.

FUTURE VISION

BUDAPEST IS A LIVEABLE, ATTRACTIVE CAPITAL CITY WITH A UNIQUE CHARACTER AND A RESPECTED MEMBER OF THE EUROPEAN NETWORK OF CITIES AS THE INNOVATIVE ECONOMIC AND CULTURAL CENTRE OF THE COUNTRY AND THE CITY REGION

SUMP Learning Programme 3: Tools and services for SUMP elaboration and measure selection

Figure 16

Figure 17- "Interventions for the promotion of touristic activities, infrastructures and enhancement of state property"- Regional Funding

URBACT
Driving change for better cities

Institution: Municipality of Skawina
City: Skawina
Country: Poland
Type of region: Less developed
Name: Maciej Zacher

City Partner : Fabriano (IT), Ginosa (IT), Granollers (ES), Molina de Segura (ES), Rethymno (GR), Maia (PT), Saldus (LV), Zilina (SK), Central Region of Malta (MT) Skawina (PL)

Figure 18 - URBACT III

Promote and share (SLP3)

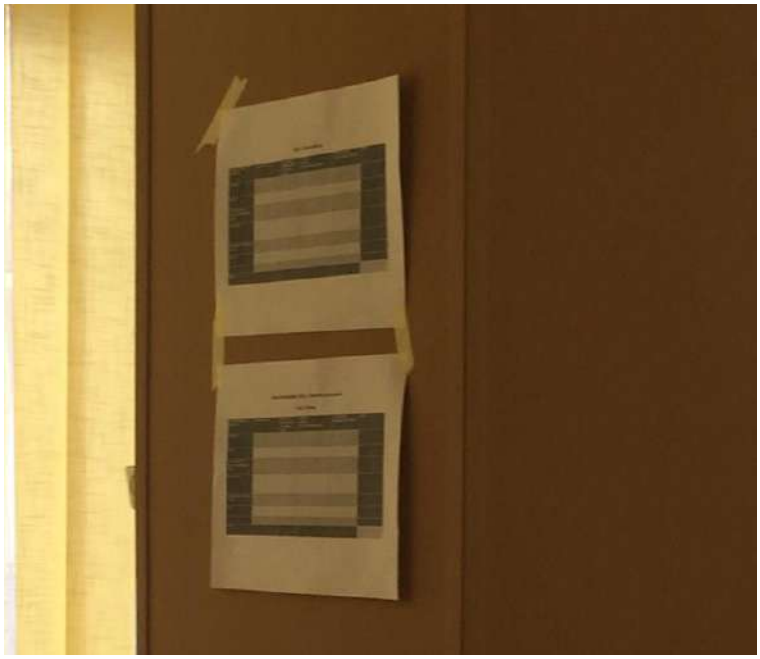


Figure 18 - Promote and share SUMP Learning Programme (SLP3)

Subcontracting agreement

This agreement was made by and between the following entities:

Rupprecht Consult – Forschung und Beratung GmbH, Clever Str. 13 – 15, 50668 Köln, Germany,

hereinafter also referred to as the Contractor, represented by its duly authorised representative, as indicated below, above the respective signature.

and

PLANNING AUTHORITY/ CITY NAME

Città di Ginosa
Provincia di Taranto
Area VI – Ufficio Tecnico Comunale – Responsabile UTC Area VI arch.Cosimo VENNERI
Tel.+39 099 8290262 fax. +39 099 8290289
PEC: comune.ginosa@pec.rupar.puglia.it
Piazza Marconi, 1 - 74013 – Ginosa (TA)

represented by

Loredana Domenica Modugno, Architect & Urban Planner
Project Manager and Designer of SUMP (Sustainable Urban Mobility Plan) of Ginosa _ *Protocol number: Determinazione n. 491 R.G. del 11.05.2018- mail: loredana.modugno@gmail.com; Phone number: +39 3382153108*

hereinafter also refered to as the Subcontractor.

Within the SUMPs-Up Project (Ref.No. 690669 — SUMPs-Up — H2020-MG-2014-2015/H2020-MG-2015), the Subcontractor in the "Innovation Pilot Pool - EXPERT GROUP: SUMP Learning Programme 3 (SLP3) – Tools and services for SUMP elaboration and measure selection" will carry out the following tasks:

- **Implement activities as described in detail in the document "CIVITAS SUMPs-Up/ 2nd CALL FOR SUMP EXPERT CITIES"**, meeting the stipulated deadlines, during the SLP3 provisional time line (September 2018 – February 2019). These activities include:
  - Active participation in 3 webinars on these provisional dates:
    - Introductory webinar in September 2018 (1 hrs)
    - Webinar 2 in November 2018 (1,5 hrs)
    - Webinar 3 in January 2019 (1,5 hrs)

    Total work time required: estimated 4 hours. Minimum contractual obligation: 2 webinars.

  - Active participation in 3 e-course lessons available on-line during these provisional periods:
    - E-course lesson 1 in September 2018 (3 weeks)
    - E-course lesson 2 in October/ November 2018 (3 weeks)
    - E-course lesson 3 in January/ February 2019 (3 weeks)

Each e-course lesson requires at least 2-3 hours homework per week (3 weeks per e-course). Total work time required: estimated 25 hrs. Minimum contractual obligation: 2 e-course lessons.

- Active participation in 3 workshops (including study visits and one city-to-city review session) on these provisional dates and locations:
  - Kick-off workshop in September/October 2018 in Bucharest, Romania (1 day)
  - Workshop 2 in November/December 2018 in Malmö, Sweden (1 day)
  - Workshop 3 in February 2019 in Budapest, Hungary (1 day)

  Total time required: estimated 48 hrs including travelling time to three workshops. Minimum contractual obligation: 2 workshops

- 1 city-to-city review session organised during workshop 2 or workshop 3 (two - three hours). Mandatory.

- 1 one-to-one expert support session organised in the framework of webinar 2 or webinar 3 (two hours). Mandatory.

- **Provide to the Contractor the material produced under this contract for publication** (e.g. presentations, descriptions of activities, evaluation of tools, etc.), with the exception of specifically agreed upon confidential information. Total time required: estimated 40hrs. Mandatory.

- **Submit a publishable Final Activity Report in English** based on a template, including a one- to two-page publishable summary intended for the public, to the Contractor within 30 working days of the completion of the proposed activities. Total time required: estimated 40hrs. Mandatory.

The total time required to complete all activities is estimated at 160hrs of which approx. 48 hrs to attend workshops including travelling abroad.

The Subcontractor commits to complete the tasks included in the e-course lessons that comprise testing a limited number of tools relevant for the respective lesson topic, and provide feedback to the other classmates using the dedicated web-based discussion forum.

For the execution of these tasks, the Subcontractor receives a payment of up to 7,500,- EUR (seven thousand five hundred EUR), as compensation for staff, travel, and all other costs, in case the Subcontractor participates in all mandatory activities specified above in the agreement.

Payment will be made as follows:

A third of the amount (2.500,-EUR two thousand five hundred EUR) will be paid after signature of the contracts by both parties for the coverage of initial costs. The rest of the amount (5.000,-EUR – five thousand EUR) is payable in a flat lump sum after acception of the report by the Contractor. The Subcontractor shall address two invoices to the Contractor that do not include VAT and indicate the Contractor's VAT Nr. DE 198534371 and the Subcontractor's VAT Nr., if applicable. The first invoice of 2.500,-EUR (two thousand five hundred EUR) will be addressed to the

Contractor after signature of the contracts by both parties, and the second invoice of 5.000,-EUR (five thousand EUR) will be addressed to the Contractor after acception of the report by the latter.

Any intellectual property resulting from this subcontracting agreement or from carrying out the tasks belong to the Contractor and is at the entire disposal of the Contractor.

The Contractor shall not be liable for damage sustained by the subcontractor or its staff, directly or indirectly, in performance of this agreement. The Contractor shall not be liable for any act or default on obligations by the Subcontractor in performance of the agreement.

The Subcontractor agrees, that the European Commission may, at any time during the Project contract and up to five years after the end of the Project, arrange for audits to be carried out and the Subcontractor will fully cooperate in the case of an audit by the European Commission or the European Court of Auditors.

The Contractor may refuse to accept the work or report submitted by the Subcontractor but will have to give the reasons for the decision in writing. The Contractor will then grant a time limit for the supply of adapted work and reports.

This agreement may be cancelled by the Contractor in the case of non-performance or missed deadlines by the Subcontractor. Any pre-payment are to be returned to the Contractor in this case.

All payments the Subcontractor receives from the Contractor will be considered as advance payments and will stay in the property of the European Commission until the acception of the final report by the European Commission. The Contractor is entitled to recover any advance payment resulting from this agreement in case of non-performance of the tasks by the Subcontractor.

Cologne,

Rupprecht Consult GmbH

Siegfried Rupprecht (Director)

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Piazza Marconi, 1 - 74013 – Ginosa (TA)

Loredana Domenica Modugno
Project Manager and Designer of SUMP (Sustainable Urban Mobility Plan) of Ginosa _ *Determinazione n. 491 R.G. del 11.05.2018 (Protocol Number)*

C.C.
City Mayor of Ginosa Municipality
Dott. Vito Parisi

Bank details of the Subcontractor

Account holder: Banca Monte dei Paschi di Siena

BIC: PASCITMM

IBAN: IT 66C 01030 78880 000004100126

Città di Ginosa
Provincia di Taranto
www.ginosa.gov.it

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Prot. n. 21494
Ginosa, 24 agosto 2018

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50668 Köln, Germany
VAT Nr. DE 198534371
helpdesk@sumps-up.eu

OGGETTO: ATTO DI DELEGA

Il sottoscritto Vito PARISI, sindaco pro-tempore del Comune di Ginosa,

PREMESSO

- Che con D.G.C. n° 14 del 29.01.2018 l'Amministrazione comunale di Ginosa dava atto della propria intenzione di dotarsi di un Piano Urbano della Mobilità Sostenibile (PUMS) in linea con il documento Guidelines Developing and Implementing a Sustainable Urban Mobility Plan, prodotto dalla Commissione Europea nell'anno 2014;
- Che con lo stesso atto veniva nominato RUP il Responsabile dell'Area VI Ufficio Tecnico Comunale, dando atto di indirizzo di avviare il procedimento ed affidare con la massima urgenza e nel rispetto del nuovo Codice degli appalti, ad operatori economici esterni, opportunamente qualificati, la redazione del predetto piano;
- Che con determinazione n. 491 R.G. del 11.05.2018 è stato disposto di affidare all'arch. Loredana Domenica MODUGNO con sede legale in Bitonto (BA) alla piazza A. Moro n.15, l'incarico di redazione del "Piano Urbano della Mobilità Sostenibile (PUMS) in linea con il documento Guidelines Developing and Implementing a Sustainable Urban Mobility Plan, prodotto dalla Commissione Europea nell'anno 2014";

Tutto ciò premesso, con il presente atto

DELEGO

L'arch. Loredana Domenica Modugno, a partecipare in qualità di progettista e redattore del PUMS di Ginosa al CIVITAS SUMPs-Up Innovation Pilot Pool - Expert Group. SUMP Learning Programme 3: Tools and services for SUMP elaboration and measure selection (September 2018 - February 2019).

CITTA' DI GINOSA
IL SINDACO

Il Sindaco
Vito Parisi