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**CiViTAS**  
 Cleaner and better transport in cities

**DESTINATIONS**



## D2.6

### Results from SUMP feasibility analysis (V3)

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## Abstract

The completion of this deliverable represents the last stage of the preparation of the SUMP, in which all elements of the SUMP have passed and all sites are concluding or already concluded their respective SUMPs on the basis of D2.1, D2.2, D2.5 and D2.6.

WP2 has followed a step by step approach to gradually introduce the phases of the SUMP to the sites. This has proven to be a successful approach and has given the sites the time to build their SUMP up piece by piece. The content of the different deliverables composes to the whole SUMP.

In this deliverable, all sites have defined their measure packages. The foundation for these measure packages are the DESTINATIONS measures, which either are already in place or will be implemented soon as part of the project. The DESTINATIONS measures can be seen as frontrunner actions that are, in some cases, implemented earlier than the SUMP itself.

Starting from the measure packages, the sites outlined an implementation plan, which details the way all measures are foreseen to be implemented, approaching responsibility for the implementation and corresponding funding resources. A specific and precise time plan of the measures was also drawn for the near future, including financial figures.

With the elaboration of the several deliverables that compose the WP2, all components to establish a sound SUMP are produced. With this last part, the pieces can be put together to create the sites own specific plan.

## Project Partners

Organisation	Abbreviation	Country
Horários do Funchal, Transportes Públicos, SA	HF	PT
Agência Regional da Energia e Ambiente da Região Autónoma da Madeira	AREAM	PT
Câmara Municipal do Funchal	CMF	PT
Secretaria Regional da Economia Turismo e Cultura	SRETC	PT
Agência Regional para o Desenvolvimento da Investigação, Tecnologia e Inovação	ARDITI	PT
Limassol Tourism Development and Promotion Company Ltd	LTC	CY
Municipality of Limassol	LIMA	CY
Stratagem Energy Ltd	STRATA	CY
Dimos Rethimnis	RETH	EL
The Research Committee of the Technical University of Crete	TUC	EL
Comune Di Rio	Rio	IT
Comune Di Portoferraio	PF	IT
MemEx S.R.L.	MEMEX	IT
Authority for Transport in Malta	TM	MT
Valletta Kunsilli Lokali – Valletta Local Council	VLC	MT

Universita ta' Malta	UoM	MT
Ministry of Tourism	MOT	MT
Guaguas Municipales Sociedad Anonima	Guaguas	ES
CINESI S.L consultoria de transport	CINESI	ES
Ayuntamiento de Las Palmas de Gran Canaria	LPGC	ES
Ingeniería Electrónica Canaria S.L	INELCAN	ES
Sociedad Municipal de Aparcamientos de Las Palmas de Gran Canaria	SAGULPA	ES
Istituto di Studi per l'Integrazione dei Sistemi	ISINNOVA	IT
European Integrated Project	EIP	RO
Sustainable Services	GV21	ES
Vectos (South) Ltd	VECTOS	UK
Conférence des Régions Périphériques Maritimes d'Europe	CPMR	BE

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## Glossary

SUMP	Sustainable Urban Mobility Plan
SRMP	Sustainable Regional Mobility Plan
SUMP ARM	Sustainable Urban Mobility Plan for the Autonomous Region of Madeira
SMTAP	Sustainable Mobility Tourist Action Plan
ARM	Autonomous Region of Madeira
SO	Specific Objectives
OL	Orientation Lines
BRT	Bus Rapid Transit
SULP	Sustainable Urban Logistics Plan
EV	Electric Vehicles
PT	Public Transport

## Executive Summary

The main task of this deliverable is the definition of the SUMP measure packages by all the six sites. The basis for these measure packages are the DESTINATIONS measures, which either are already implemented or will be implemented soon. These measures can be seen as the frontline measures that are in some cases implemented earlier than the SUMP itself.

Before the definition of the different steps, on deliverable 2.5 each site shared the vision for the city, as well as the objectives for the SUMP and the specific targets.

On deliverable 2.6, the sites defined:

- Implementation plan based on the measure packages, including the DESTINATIONS measures;
- Responsibilities for the implementation and financial resources;
- Time plan of the measures for the near future;
- Financial plan;
- Table of content of each foreseen SUMP.

The “SUMP measures” of the different sites are:

- Madeira measure “(MAD 2.1) – Sustainable Regional Mobility Plan (SRMP) in touristic regions”;
- Limassol measure “(LIM 2.1) - Sustainable Mobility Tourist Action Plan (SMTAP),”
- Las Palmas Measure “(LPA 2.1) – SUMP observatory and participation”;
- Valletta, Malta Measure “(MAL 2.1) - SUMP for the Valletta Region”;
- Rethymno, Crete measure “(RET 2.1) - SUMP integrating Tourist Mobility – SUMP Watch”;
- Elba measure “(ELB 2.1) - Common Elba SUMP for residents and tourists”.

With the completion of this deliverable, it is accomplished the last step of the preparation process of the SUMP.

This deliverable provides a sound overview of the SUMP implementation scope for the six sites. Furthermore, highlights that the different measures enrich the whole package and lead to an implementation plan that is realistic, financially feasible and provides solutions to the citizens and tourists.

# 1 Introduction

## 1.1 Objectives of WP2

All sites will make a Sustainable Urban Mobility Plan (SUMP) for their city or region. The SUMPs are supposed to be ready at the end of the DESTINATIONS project (beginning of 2020). Experience with circular planning or even a SUMP is very different per site. All sites have made a good start with the outline of their plans. To guide the sites, the politicians and other stakeholders in the gradual introduction of the SUMPs, a step by step approach will be followed.

## 1.2 Objectives and target group of this report

- Deliverable D2.5 included various scenarios alternative to the baseline, a selection of measures, and a feasibility analysis of some of these measures. As a last phase, it is accomplished the deliverable D2.6, which presents a feasibility analysis of all measures and the implementation plan finished.
- This report is a summary of the improvements made by the different sites regarding their SUMP. To avoid repetition in the reporting per site, a short overview is made of the most important improvements and progression. The lay-out of this deliverable is therefore different from the predecessor.
- This report is called “Results from SUMP feasibility analysis (V3)”. This feasibility analysis is the last step in the process, preceded by and building on a series of stakeholder consultations, determination of a common vision and objectives, assessment of various mobility scenarios and subsequent choice of relevant measures.

## 1.3 Report outline

Deliverable D2.6 focus on the measure packages of the sites. Based on this, it was defined an implementation plan, a time plan, and a financial plan. This is the last step to achieve the SUMP and one of the last deliverables of the WP2. In chapter 2 it is presented the SUMP Implementation, approaching the measure packages, the implementation, time and financial plan, and the funding sources.

In chapter 3 it is presented the main conclusions of the work developed under WP2 and the next steps.



## 2 SUMP Implementation

The basis for each SUMP is the vision for the city, already presented on deliverable 2.5. In this chapter it is presented the SUMP measure packages, the implementation, time and financial plan, and the funding sources. Each partner is in a different SUMP implementation stage.

### 2.1 Madeira

The definition of a mobility and transport strategy for the ARM (Autonomous Region of Madeira) first and foremost contributes to a set of general objectives which will make it possible to frame the various components of the mobility and transport system and contribute to the improvement of the attractiveness and competitiveness of the territory of the Region. According to the wider strategic vision for the Autonomous Region of Madeira, previously defined on deliverable 2.5, these are the general objectives of SUMP ARM:

#### SUMP ARM General Objectives:

- General Objective I - Promote energy-efficient and environmentally friendly transportation solutions;
- General Objective II - Promote a transport system that promotes the competitiveness of the region, territorial resilience and the preservation of natural resources;
- General Objective III - Promote greater attractiveness of public transport systems and new mobility services;
- General Objective IV - Promote accessibility for all;
- General Objective V - Improve tourist mobility.

#### 2.1.1 Measure package

The SUMP ARM outlined a long-term vision for integrated mobility on the island considering the municipalities as essential building blocks of an interconnected system to be managed. During the 10-year lifespan of the plan, different projects and financial sources will support the common goals approved, converging to promote sustainable mobility at an urban and regional level. The DESTINATIONS' measures represent a quick starter to set the main pillars for the regional strategy for mobility development and common planning.

According to the vision agreed with stakeholders and defined in the SUMP ARM, in line with the strategic and general objectives previously defined on deliverable 2.5, SUMP ARM includes a bundle of specific objectives, deeply interrelated with overlapping results. 9 Specific Objectives (SO) depict the different activities included in SUMP ARM to achieve the Strategic and general objectives defined toward a common agreed vision for the future of mobility in Madeira. Each Specific Objective (measure package) includes a list of detailed Orientation Lines (OL) to specify the extent of the plan in each case referring to detailed activities.

Below is a description of the 9 Measure packages drafted in the plan and the description of the OL, together with a brief description of the interrelation of the SUMP ARM with the DESTINATIONS measures. The project has an important role to test innovative solutions and to test in real pilot concept ideas related to mobility and transport at a local and regional level.

The SUMP ARM includes the following package of measures:

- P1** – Develop road accessibility plan and management policy that minimises circulation problems and contributes to sinistrality reduction;
- P2** – Implement a PT System tailor made to the needs of residents and tourists;
- P3** – Promote intermodality between different transport subsystems;
- P4** – Define adapted parking policy that contributes to more sustainable mobility patterns
- P5** – Promote movements in soft modes
- P6** – Enhance the energy efficiency in the transport sector
- P7** – Focus on mobility management measures
- P8** – Focus on innovative information and communications technologies
- P9** – Improve Tourism Mobility

### **P1 – Develop road accessibility plan and management policy that minimises circulation problems and contributes to sinistrality reduction.**

#### Goal(s):

- Develop a road accessibility plan and management policy;
- Minimise circulation problems.

#### Measure(s) and status:

- OL 1.1 - Improve regional and local accessibility;
- OL 1.2 - Implement traffic calming measures in major urban centres;
- OL 1.3 - Control the circulation and parking of heavy goods vehicles in the main urban agglomerations;
- OL 1.4 - Improve the road signalling route to the structuring road network;
- OL 1.5 - Develop a regional road safety plan;
- OL 1.6 - Implement road safety awareness and prevention campaigns.

#### Link with DESTINATIONS:

The project includes measures that will contribute to the goals of Package 1 (SO1):

- MAD 3.1 – Innovative Solutions for Safe and Secure Public Spaces - A system was implemented in April 2019 that links energy efficiency with road safety – a pedestrian traffic control system, “Smart Cross”. The system consists of vertical and horizontal signalling based on LED lights built into the pavement that on the presence of pedestrians lights up, drawing drivers' attention to the presence of pedestrians.
- MAD 3.2 – School and foreign students awareness campaign package - Actions that will ensure safer routes in the surroundings of a selection of pilot schools.
- MAD 6.4 – Low emission zones and smart parking management - Traffic calming measures at the city level were tested and implemented: instalment of bollards to prevent illegal parking, especially on sidewalks; introduction of 30km/h zones in strategic areas of the city, in order to reduce speed, thus the risk of pedestrian related accidents and improve air quality; road markings and traffic signs contributing to a better traffic management system; implementation of specific measures geared towards attractive areas such as Kiss and Ride near schools; and road restriction policies leading to the closing of streets to car parking. The installation of a new traffic light system to manage and control traffic in a smart an innovative way is also expected. This system will be embedded in a new integrated platform.

### **P2 – Implement a PT System tailor made to the needs of residents and tourists**

#### Goal(s):

- Implementing a PT system.

**Measure(s) and status:**

- OL 2.1 - Strengthen supply and contract of PT services;
- OL 2.2 – Implement high demand bus corridors;
- OL 2.3 – Develop campaigns and dissemination actions for the use of PT.

**Link with DESTINATIONS:**

The project includes measures that will contribute to the goals of Package 2 (SO2):

- MAD 6.4 – Low emission zones and smart parking management - Within DESTINATIONS, a study is expected to be delivered regarding the feasibility of the bus corridors, reversible circulation and traffic light priority. To ensure a suitable analysis, a subcontract was awarded to a specialised company for the development of a traffic simulation. The necessary data has been collected and been processed. The feasibility study is concluded and delivered to the CMF, the results will be shared with WP leader.
- MAD 7.2 – Attractive Public Transport - Specific communication activities were developed within DESTINATIONS, such as “bring a friend” campaign, drawing contest with PT staff’s children, direct connection between the hotels’ area and one main attraction point, ticket sales through a sightseeing company, and a gift check promotion during Christmas. Other activities will be developed until March 2020.

**P3 – Promote intermodality between different transport subsystems****Goal(s):**

- Promote intermodality between different transport subsystems.

**Measure(s) and status:**

- OL 3.1 - Improve the network of bus stops and PT interfaces;
- OL 3.2 - Implement an intermodal tariff;
- OL 3.3 - Implement an integrated ticketing system;
- OL 3.4 - Providing information to the public at PT bus stops.

**Link with DESTINATIONS:**

The project includes measures that will contribute to the goals of Package 3 (SO3):

- MAD 3.1 – Innovative Solutions for Safe and Secure Public Spaces - It is foreseen to improve accessibility near PT stops. The diagnostic stage was completed and 21 urgent sites were identified for improvements. A tender process is expected to be launched soon. Also, several interventions near PT bus stops were already performed.
- MAD 7.2 – Attractive Public Transport - 40 bus stops are foreseen to be redesigned in terms of bus stop information.
- MAD 7.4 – Public Transport open and smart ticketing system - The integrated ticketing system is being developed under this measure. It will be an innovative, open data, intermodal and multiservice ticket system.

**P4 – Define adapted parking policy that contributes to more sustainable mobility patterns****Goal(s):**

- Create more sustainable mobility patterns.

**Measure(s) and status:**

- OL 4.1. - Define improved parking policy in the central areas and in the beach areas;
- OL 4.2. - Implement vehicle routing systems for car parks;
- OL 4.3. - Create long-term parking on transport interfaces.

**Link with DESTINATIONS:**

No specific connection with DESTINATIONS.

## **P5 – Promote movements in soft modes**

Goal(s):

- Promote movements in soft modes.

Measure(s) and status:

- OL 5.1 - Build / improve the pedestrian network;
- OL 5.2 - Implement cyclical bus corridors;
- OL 5.3 - Implement shared-use bicycle system;
- OL 5.4 - Publicise the pedestrian networks and promotional campaigns for soft modes;
- OL 5.5 - Promote accessibility for all;
- OL 5.6 - Designing circulation and parking studies.

Link with DESTINATIONS project:

The project includes measures that will contribute to the goals of Package 5 (SO5):

- MAD 3.1 – Innovative Solutions for Safe and Secure Public Spaces – Under DESTINATIONS, the promotion of soft modes and public involvement through awareness campaigns were performed. Specific campaigns occurred successfully within the Mobility Week in 2017 and 2018. More awareness campaigns will be developed to foster the use of soft mobility modes. Also, the improvement of the existing accessibility dedicated to soft transport modes is foreseen, with resources for additional budget (ERDF, Madeira Operational Program M14-20).

## **P6 – Enhance the energy efficiency in the transport sector**

Goal(s):

- Enhancing the energy efficiency in the transport sector.

Measure(s) and status:

- OL 6.1 – Renew the PT fleet, in specific using vehicles powered by alternative energies;
- OL 6.2 – Expand the charging network for electric vehicles;
- OL 6.3 – Renewal of public and private vehicle fleets, using EV;
- OL 6.4 – Create parking reserved for electric vehicles;
- OL 6.5 – Create low emission areas in Porto Santo and in the main agglomerations of the region.

Link with DESTINATIONS project:

The project includes measures that will contribute to the goal(s) of Package 6 (SO6):

- MAD 4.1 – Promote the uptake of clean vehicles by fleet operators – Within DESTINATIONS, 7 charging points were installed regionally. Also, another 11 charging points are foreseen to be installed with resources to additional budget (FEDER, Operational Program M14-20). Also, this measure performed the promotion of e-mobility through awareness campaigns. It also accommodated measures related to incentive schemes for the purchase of EV. Incentive schemes are ongoing.
- MAD 7.1 – Electrical vehicles and clean fuels for public transport and urban fleet – Within DESTINATIONS, experiences/tests with electric buses were performed. Both experiences were relevant to approaching the fleet renovation strategy with a “fully-aware” method, looking at the cost and advantages involved in the transition from a

diesel fleet production system to a partial electric fleet. A public tender was launched on February 28 to purchase 5 mini electric buses.

### **P7 – Focus on mobility management measures**

Goal(s):

- Create a mobility management strategy.

Measure(s) and status:

- OL 7.1 – Create Mobility Centers / Stores;
- OL 7.2 – Promote the development of mobility plans for areas of attraction;
- OL 7.3 – Developing School Mobility Plans.

Link with DESTINATIONS project:

The project includes measures that will contribute to the goals of Package 7 (SO7):

- MAD 3.2 – School and foreign students awareness campaign package – Incorporates the elaboration, implementation and monitoring of action plans for six schools with significant traffic problems during peak hours. AREAM finished the 6 mobility baseline studies with improvement recommendations.

### **P8 – Focus on innovative information and communications technologies**

Goal(s):

- Create innovative information and communication channels.

Measure(s) and status:

- OL 8.1 – Provide real-time information about the PT system (dashboards, online and mobile applications);
- OL 8.2 – Create a Regional Mobility and Transport Observatory;
- OL 8.3 – Implement measures that promote integrated IT tools (carsharing and carpooling);
- OL 8.4 – Implement an event management system in the region;
- OL 8.5 – Implement an integrated information platform for the residents and tourists.

Link with DESTINATIONS:

The project includes measures that will contribute to the goals of Package 8 (SO8):

- MAD 7.3 – Smart PT traveller information service - 6 new on-street information panels will be installed, based on photovoltaic technology, to provide PT users with real time information about the service. Also, a new PT website and mobile app will be launched, integrated with the ticketing system, to improve the mobility information.
- MAD 2.1 - Sustainable Regional Mobility Plan (SRMP) in touristic regions - An integrated system will be developed to collect data from the public transport operator and touristic mobility operators in Madeira.

### **P9 – Improve Tourism Mobility**

Goal(s):

- Improve tourism mobility.

Measure(s) and status:

- OL 9.1 - Define improved parking policy at the main places of tourist interest;
- OL 9.2 - Creating collective transportation services for tourists;

- OL 9.3 - Improve information for tourists on public transport;
- OL 9.4 - Improve the pedestrian circulation conditions and tourist information;
- OL 9.5 - Create thematic routes with the use of municipal roads;
- OL 9.6 - Improve the cruise reception conditions for tourists in Funchal.

Link with DESTINATIONS:

The project includes measures that will contribute to the goal(s) of Package 9 (SO9):

- MAD 7.2 – Attractive Public Transport - A specific tourist-oriented route has been created, with a direct connection between the hotels area and one main attraction point, in order to better serve tourist's interest. It is also expected that the information will be available at bus stops in English to attract more tourists. Commercial campaigns with hotels to promote the public transport system to tourists will also be developed.

### 2.1.2 Implementation plan

For the set of package of measures (SO), an implementation program was designed to estimate investments needed, including the involved actors and their role in accessing the different funding sources:

Package of measures	Responsibility	Investment (10 <sup>3</sup> €)
P1 – Develop a road accessibility planning and management policy that minimises traffic problems and the reduction of accidents.	Porto Santo and Santana Municipalities, DRE and DRT entities.	535,0
P2 – Implement a PT system that meets the needs of the resident and visiting population.	Funchal and Ribeira Brava Municipalities and DRET entities.	570,0
P3 – Promote intermodality between the various transport subsystems.	10 Municipalities (except Funchal Municipality) and Transport Operators.	13.186,9
P4 – Develop adapted parking policies that contribute to a more sustainable modal split.	Machico and Ribeira Brava Municipalities.	790,0
P5 – Promote the trips with soft modes.	11 Municipalities.	27.595,9
P6 – Improve energy efficiency in the transport sector.	9 Municipalities (except Funchal and Porto Santo Municipalities) and Transport Operators.	1.100,0
P7 – Focus on mobility management measures.	DRET entity.	240,0
P8 – Focus on innovative information and communication technologies.	DRET, Santa Cruz Municipality and Transport Operators.	512,0
P9 – Improve tourist mobility.	Santana Municipality, DRE, APRAM entities and Transport Operators.	62.715,0

**Table 1:** Measure package, responsibility and investment involved, Madeira



### 2.1.3 Time plan

The following is the time plan for the SUMP ARM:

Package of measures	Responsibility	Short period			Medium period			Long period													
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028									
<b>OE1 - Develop a road accessibility planning and management policy that minimizes traffic problems and contributes to the reduction of accidents</b>	Porto Santo and Santana Municipalities, DRE and DRT entities	Improve regional and local accessibility																			
Implement traffic calming measures in major urban centers																					
Control the circulation and parking of heavy vehicles in major urban centers																					
Improving road signs (horizontal and vertical) and routing to the structuring road network																					
Develop a regional road safety plan																					
Implement road safety awareness and prevention campaigns																					
<b>OE2 - Implement a PT system that meets the needs of the resident and visiting population</b>	Funchal and Ribeira Brava Municipalities and DRET entities	Improve the contractualisation of PT between municipalities																			
Implement High Demand Public Transportation Corridors																					
Develop campaigns and dissemination actions for the use of TP																					
<b>OE3 - Promote intermodality between the various transport subsystems</b>	10 Municipalities (except Funchal Municipality) and Transport Operators	Improve the network of bus stops and public transport interfaces																			
Implement an intermodal tariff																					
Implement an integrated ticketing system																					
Provide information to the public at PT bus stops																					
<b>OE4 - Develop differentiated parking policies that contribute to a more sustainable modal split.</b>	Machico and Ribeira Brava Municipalities	Order parking in central areas of major urban areas and bathing areas																			
Implement vehicle routing and management systems for car parks																					
Create long-term parking at the transport interfaces and at the periphery of the main urban conurbations																					
<b>OE5 - Promote the trips with soft modes</b>	11 Municipalities	Build / re-qualify the pedestrian network																			
Implement cyclical corridors																					
Implement shared-use bicycle systems																					
Disseminate pedestrian and cycling networks and implement awareness campaigns for their use																					
Promote accessibility for all																					
Elaborate studies of circulation and parking in Machico																					
<b>OE6 - Improving energy efficiency in the transport sector</b>	9 Municipalities (except Funchal and Porto Santo Municipalities) and Transport Operators	Renewing the TP fleet, in particular using vehicles powered by alternative energies																			
Expand the network of electric vehicle charges																					
Renew the fleets of vehicles of public administration (regional and local) and private, using vehicles powered by electric power																					
<b>OE7 - Focus on mobility management measures</b>	DRET entity	Create Mobility Centers / Stores																			
Develop School Mobility Plans																					
<b>OE8 - Focus on innovative information and communication technologies</b>	DRET, Santa Cruz Municipality and Transport Operators	Provide real-time information about the TP system (dashboards, online and mobile applications)																			
Create a Regional Observatory on mobility and transport																					
Implement measures that promote the rationalization of IT (carsharing and carpooling)																					
Implement an event management system in the region																					
Implement an integrated information platform for the public																					
<b>OE9 - Improve tourist mobility</b>	Santana Municipality, DRE, APRAM entities and Transport Operators	Order the parking at the main sights																			
Create tourist-oriented PT services																					
Improve information to the public on TP services for tourists																					
Create pedestrian ways																					
Create themed roads using municipal roads																					
Improve the reception conditions for cruise tourists																					

Figure 1: Time plan per specific objective and orientation line, Madeira

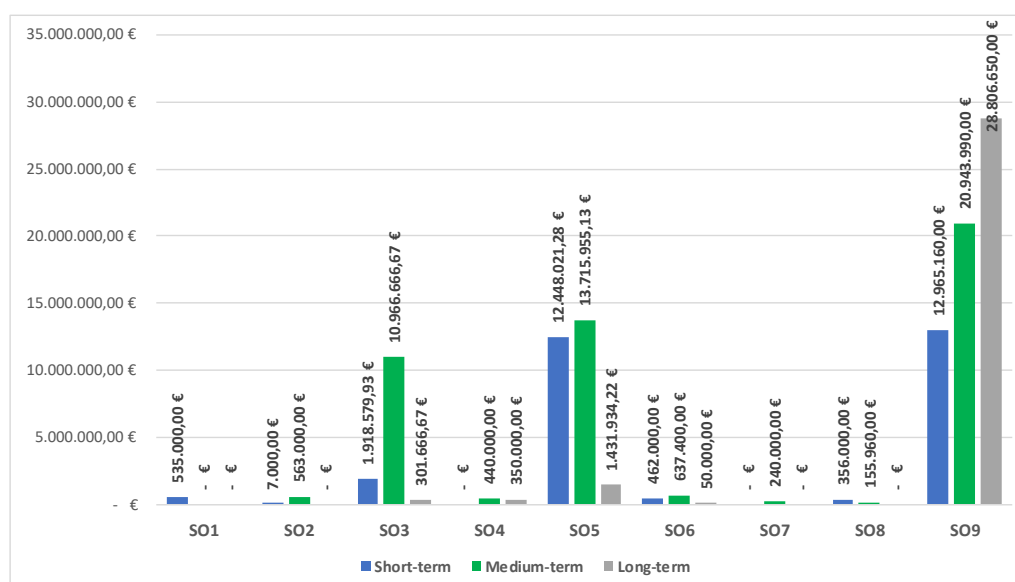
### 2.1.4 Financial plan

The following table shows the financial plan per entity involved:

Entities	Investment (10 <sup>3</sup> €)			
	Short-term	Mid-term	Long-term	Total
Calheta Municipality	312,5	422,5	150,0	885,0
Câmara de Lobos Municipality	5.724,0	2.720,0	0	8.444,0
Funchal Municipality	79,0	530,0	0	609,0

Machico Municipality	2.084,7	4.604,3	350,0	7.039,0
Ponta do Sol Municipality	255,0	2.385,0	0	2.640,0
Porto Moniz Municipality	80,7	55,0	0	135,7
Porto Santo Municipality	11,0	1.722,1	0	1.733,1
Ribeira Brava Municipality	3.264,4	1.908,0	50,0	5.222,4
Santa Cruz Municipality	429,1	1.247,1	323,6	1.999,8
Santana Municipality	1.445,2	1.588,4	0	3.033,6
São Vicente Municipality	962,5	3.567,5	1.260,0	5.790,0
DRE (Regional Direction of Roads)	11.992,7	17.284	28.806,7	58.083,3
DRET (Regional Directorate for Economy and Transport)	300,0	320,0	0	620,0
DRT (Regional Directorate of Tourism)	30,0	0	0	30,0
Transport Operators	296,0	5.684,0	0	5.980,0
APRAM (Ports of Madeira)	1.350,0€	3.650,0	0	5.000,0

**Table 2:** Value of investments by term (short, medium and long) and entity responsible, Madeira



**Figure 2:** Values of investments by term and by measure package (SO), Madeira

## Funding Sources

The full implementation of the SUMP ARM foresees a significant financial effort. Hence, several funding sources are being considered, as listed below:

### Approved funding tools or in approval phase

- H2020 - DESTINATIONS project;
- Budget of the Autonomous Region of Madeira;
- Operational Program Madeira 14-20 (Priority Axis 4 - Support the transition to a low carbon economy in all sectors, and Priority Axis 5 - Protect the environment and promote resource efficiency);
- COMPETE – Operational Program for Competitiveness and Innovation;



- The Energy Efficiency Fund;
- Operational Program Interregional INTERREG EUROPE;
- The INTERREG Europe Program promotes the exchange of experience between partners across the Union

### Potential funding tools

- The Atlantic Area Programme 2014-2020;
- Program LIFE;
- Program URBACT III;
- The Support Line to Accessible Tourism;
- EIB.

## 2.1.5 SUMP table of content

### (1) Context

- Scope and objectives;
- Territorial scope;
- Methodology;
- Organisation of the report.

### (2) Setting proposals of intervention

- Context;
- Specific Objectives.

### (3) Contribution of the intervention proposals towards the strategy achievement

### (4) Execution program

- Temporary horizon for the Implementation of the measures;
- Global estimation of the investment costs;
- Summary of the investment costs by specific objective and guideline;
- Summary of the investment costs per entity;
- Costs scheduling;
- Funding resources.

### (5) Monitoring program

- Context;
- Monitoring indicators.

## 2.2 Limassol

Limassol wants to create a more sustainable, safer and greener city which both tourists and locals can enjoy by visiting or living in. The aim of the SMTAP is to satisfy the mobility needs of tourists and citizens for a better quality of life. A new planning concept will be able to address transport related challenges and problems of urban areas in a more sustainable and integrative way. The SMTAP will focus on tourist needs for a better quality and sustainable life in the SMTAP area. This action will evolve the SMTAP area into a more attractive destination for tourists. Tourists will enjoy their vacations with less noise, fewer CO2 emissions, more free space, less traffic, and a healthier and safer environment and enjoy the SMTAP area by using sustainable modes for their transportation.

## 2.2.1 Measure package

A SMTAP will be developed for the first time in Cyprus and for Limassol during the DESTINATIONS project. There is a direct link with the DESTINATIONS project through LIM 2.1 – Sustainable mobility tourist action plan, including a plan focused on tourist needs for a better quality of life using sustainable mobility modes.

The SMTAP includes the following package of measures:

- P1** – Promote Sustainable and Green Mobility;
- P2** – Improvement of the Public Transport Offer;
- P3** – Measures for the Urban Center;
- P4** – Parking management measures;
- P5** – Improvement of the Traffic Policy.

### P1 – Promote Sustainable and Green Mobility

Goal(s):

- Promote green mobility;
- Introduce ecofriendly vehicles to the city.

Measure(s) and status:

- Promote EV-Charging networks in Cyprus and Limassol by increasing the number of E-vehicles available for rent connecting Limassol area-airports-port. Increase acceptance by citizens, tourists and stakeholders for the use of E-vehicles and E-mobility.
- Produce seven double E-car stations with shelters and seven double EV chargers.
- Expand the bike sharing system in the city with new stations and E-bikes to increase the bike use by citizens and visitors.
- Create a route (2km long) within the city centre offering and guiding visitors to use sustainable modes of transport. Install four stations that are fully complete with necessary information and equipment.

Link with DESTINATIONS:

The DESTINATIONS Action Plan includes measures that are contributing to the goal(s) of Package 1.

- LIM 3.4 - Attractive and accessible public spaces to promote intermodal leisure trips - Limassol visitors can enjoy an ecological and people friendly city tour, sharing ecological means of transport, without strict time frames. It aims to create a route of approximately 2km within the city centre, offering the opportunity to use sustainable transport modes (E- vehicles, bicycles, etc.). Three collection points will be developed, where all necessary works and infrastructure will be developed/constructed (like covered waiting areas, message systems, toilets, etc.), helping users to change from one mobility mode to another. Four stations, fully complete with necessary information and equipment, will be installed.
- LIM 4.1 - Electric car sharing connecting Limassol-airports-ports - Produce 7 double e-car stations with shelters and 7 double EV chargers, relevant signage and 2,000 maps. LTC identified the areas to install the purchased equipment and will provide maps with EV-Charging networks in Cyprus and Limassol, in collaboration with the EAC, to install new EV charging technology. Seven new stations have been added in the region and its main gateways. Four shelters for EV charging stations have been purchased. Maps

(2,000) with the EV-charging station locations have been designed and distributed at local events, hotels and tourist information offices. LTC, in collaboration with car rental companies and their associations, made great efforts to increase the number of E-vehicles available for rental to connect Limassol area-airports-port. There is an increased acceptance by citizens, tourists and stakeholders for this measure. Electric mobility is expected to efficiently contribute in promoting sustainable mobility for the city, bringing the goal for a green city closer.

- LIM 4.2 - Expansion of public bike sharing system, include e-bikes - Three new bike sharing stations, thirty new bikes for bike sharing, twenty new bikes available for rent and ten new e-bikes available for rent. The bike sharing system will grow to offer more options to leisure cyclists, encourage them to follow more routes and visit more points of interest in the area. The public bike sharing system is being expanded in cooperation with the main bike sharing company, which will increase the number of stations (10) and bikes (120) available in the region. Also, five new bike parking points have been created by the project to serve the cycling paths available in the region. Other bike rental companies will also be encouraged to increase the number of bikes and to add electric bikes for rental, so as to cover the needs of less athletic people or senior citizens. LTC held several meetings with bike sharing companies (Next Bike Cyprus, Cyprus Cyclist Federation) and local authorities to determine the locations of parking stations. Bike rental companies were also informed about the project and its measures and were given incentives in order to increase their fleet with conventional bikes, as well as E-bikes. Citizens are keen about the use of bike sharing in the city. New stations, bikes and parking will provide new options for more people.

## **P2 – Improvement of the Public Transport (PT) Offer**

Goal(s):

- Improve Public Transport routes, timetables and traveller information.
- Improve Public Transport ticket procedures.

Measure(s) and status:

- Better designed routes and timetable adjustments ensure that PT is convenient and attractive to users. Combine cycling with PT by installing bike racks on buses. Next Bike Cyprus, is arranging the details for the purchase of the bike racks.
- Improve the number of bus stops (25) that provide real-time information that will advise people on the waiting time until the next bus.

Link with DESTINATIONS:

The DESTINATIONS Action Plan includes measures that are contributing to the goal(s) of Package 2:

- LIM 7.1 - Improvement of PT routes, timetables, ticket procedure and bike transportation on buses to make the service more attractive - Suggestions and solutions have been made towards improving the PT service (routes and timetable. For the installation of 20 bike racks on buses, specifications have been determined and the tender documents have been published. Several meetings between the Cyprus Tourism Organisation, Limassol Tourism Company, Limassol Bus Company and the representative of the Ministry of Communication and Works took place in which the recorded complaints from tourists regarding the use of PT were presented.

LIM 7.3 - PT traveller information system - Twenty-five 'Smart' bus stops will include electronic signs that will advise people about the waiting time until the next bus. A central system will be in place to provide the relevant information based on GPS sensors on the buses and the necessary software. The central system will be located at the Limassol Bus Company offices, and will be operated and maintained by this company. Twenty-five 'Smart' buses will include electronic scrolling signs inside the bus, informing the PT users about the following stops, the end of route, bikes on buses, ticket purchasing, etc. Visible and noticeable signs noting the bus stop name will be placed at bus stops. The Smart Stops signs and the electronic signs will also provide tourist information about nearby attractions and events. The PT information provided will be user friendly for visitors.

### **P3 – Measures for the Urban Center**

Goal(s):

- Manage freight transportation key actors for more efficient freight distribution;
- Reduce unnecessary traffic congestion in the city centre.

Measure(s) and status:

- Develop a Sustainable Urban Logistics Plan (SULP) of Limassol.
- Guide car drivers in order to easily find free parking places in the centre.

Link with DESTINATIONS:

The DESTINATIONS Action Plan includes measures that are contributing to the goal(s) of Package 3.

- LIM 5.1 - Limassol city centre Urban Freight Logistic Action Plan - An online platform to manage freight transportation was developed. Studies regarding tourist flows in the area is in process. The involvement of 500 shops are included in the plan, and will be contacted to ensure the acceptance levels of the measure. Research into an ongoing access control system for mobility management is also being conducted. Several meetings with local stakeholders were conducted to define solutions for freight logistics.
- LIM 6.4 - Smart parking guidance system - Parking guidance will be made available to drivers by providing real time information for parking availability, visually displayed on mobile phones and computer devices through a smart application as well as on variable message systems. Smart sensors will be installed in seven municipality-owned parking spaces, to allow for real time data to be transferred regarding parking space availability. The measure will improve the whole mobility system, due to lower traffic, noise, CO2 emissions and higher safety levels. Leaflets and brochures for the communication campaign are being developed in order to raise awareness among citizens/tourists.

### **P4 – Parking management measures**

Goal(s):

- Reduce unnecessary traffic congestion in the city center;
- Provide traffic and free parking place information to drivers approaching the centre.

Measure(s) and status:

- Guide car drivers in order to easily find free parking places in the centre.
- Install information signs about free parking places in the main entrances to the centre.
- Provide a mobile information application about traffic in general.

**Link with DESTINATIONS:**

The DESTINATIONS Action Plan includes measures that are contributing to the goal(s) of Package 4.

- LIM 6.4 - Smart parking guidance system - See Package 3 LIM 6.4.

**P5 – Improve Traffic Policies****Goal(s):**

- Improve the signalisation system / access points for the city.
- Create a safer, more secure environment for people with disabilities, who will be able to easily access more places.
- Limassol to become a more attractive and safer place for tourists with disabilities.

**Measure(s) and status:**

- Make the road crossings easier for disabled people, provide access to the beach and to the water for people with disabilities.
- Promote EV-Charging networks in Cyprus and Limassol, increase the number of EV available for rental connecting Limassol area-airports-port. Increase acceptance by citizens, tourists and stakeholders for the use of EV and Electric mobility.
- Produce 7 double e-car stations with shelters and 7 double EV chargers.
- Expand the bike sharing system in the city with new stations and e-bikes, increase the bike use by citizens and visitors.

**Link with DESTINATIONS:**

The DESTINATIONS Action Plan includes measures that are contributing to the goal(s) of Package 5.

- LIM 3.2: Accessibility for disabled and visually / hearing impaired - Limassol Municipality added one point with crossing controllers at the main traffic lights of the tourist area which includes crossings for people with disabilities, one ramp that provides access to the beach and two wheelchairs for people with disabilities to enter the water. Limassol will become a more attractive and safer place for tourists with disabilities. For safety and leisure, the number of access points to the beaches will be increased and connected to the PT system.

**2.2.2 Implementation plan**

Package of measures	Responsibility	Measure leader	Investment
P1 – Promote Sustainable and Green Mobility	Limassol Tourism Company Municipality of Limassol	Limassol Tourism Company	N/A
P2 – Improvement of the Public Transport	Limassol Tourism Company Municipality of Limassol	Limassol Tourism Company	N/A
P3 – Measures for the Urban Center	Limassol Tourism Company Municipality of Limassol	Municipality of Limassol	N/A
P4 – Parking management measures	Limassol Tourism Company Municipality of Limassol	Municipality of Limassol	N/A

P5 – Improve Traffic Policies	Limassol Tourism Company Municipality of Limassol	Municipality of Limassol	N/A
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**Table 3:** Measures package, responsibility and investment involved, Limassol

### 2.2.3 Time plan

A SMTAP will be developed for the first time in Cyprus and for Limassol during the DESTINATIONS. As such, an indicative time plan for the implementation of all the measures relevant to the SMTAP is depicted below.

Package of measures	Responsibility	2019												2020											
		5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
<b>Package 1 – Promote Sustainable and Green Mobility</b>	Limassol Tourism Company																								
LIM 3.4																									
LIM 4.1																									
LIM 4.2																									
<b>Package 2 – Improvement of the Public Transport</b>	Limassol Tourism Company																								
LIM 7.1																									
LIM 7.3																									
<b>Package 3 – Measures for the Urban Center</b>	Municipality of Limassol																								
LIM 5.1																									
LIM 6.4																									
<b>Package 4 – Parking management measures</b>	Municipality of Limassol																								
LIM 6.4																									
<b>Package 5 – Improve Traffic Policies</b>	Municipality of Limassol																								
LIM 3.2																									

**Figure 3:** Time plan per measure package and DESTINATIONS measures, Limassol

### 2.2.4 Financial plan

The project is supporting the local partners involved in the development of the measures and the drafting of the SMTAP (Limassol Municipality, Limassol Tourism Company, Stratagem Energy Ltd). The project will cover the cost for the testing period of the majority of the measures.

Regarding Package 1, The EAC (Electricity Authority of Cyprus), which is the exclusive organisation that installs EV-Charging Stations in Cyprus, must provide the following activities with its own expenses:

- (1) Design of the shelters;
- (2) Request the necessary permissions for the installation;
- (3) Provide the connection for the supply of electricity;
- (4) Guarantee the perfect maintenance of the equipment.

Those measures included in the SMTAP have been discussed with the stakeholders who could potentially play a role in designing and implementing them. Political acceptance is positive for all the measures.

Due to its legal status, Limassol Municipality and the Limassol Tourism board ensure good availability of human (skilled) resources and good coordination between different funding sources for the implementation of the measures. The resources planned for each package of measures has already been described in the previous sections.

## 2.2.5 SUMP Table of content

### Introduction

- Vision of Limassol city
- Aim of the Sustainable Mobility Tourist Action Plan
- Location and Characteristics of Limassol
- (1) Study Area of the Sustainable Mobility Tourist Action Plan
  - Areas of Tourism Development
- (2) Implementation Plan and Measures
  - Traffic Policy
  - Modal Demand and Modal Split
  - Public Transport
  - Urban Centre
  - Parking
- (3) Evaluation Plan
  - Principles of the Evaluation Plan
  - Monitoring process

## 2.3 Las Palmas de Gran Canaria

Las Palmas de Gran Canaria is looking forward to promoting sustainable mobility to citizens and visitors by offering them effective and comfortable alternatives to a private vehicle. One of the most important challenges nowadays is to remove the private car from the main streets and return that space to the citizens and visitors to enable them to enjoy a friendlier and healthier city.

### 2.3.1 Measure package

During the SUMP drafting process (2012), city planners (Municipality of Las Palmas de Gran Canaria) and representatives of the key local stakeholders (Guaguas Municipales, Sagulpa, etc.) created a firm idea about specific challenges, vision and targets of the city. Then this general understanding of challenges and targets were also established among local politicians.

The Action Plan of Las Palmas de Gran Canaria included a mix of soft and hard measures. In spite of its little experience in mobility planning in 2012, the Action Plan already included the following packages of measures to maximise its impact on modal share:

- P1** – Improvement of the public transport;
- P2** – High capacity transit corridor;
- P3** – New bike lanes network;
- P4** – Parking management scheme in the flat areas of the city;
- P5** – Improvement of walking paths;
- P6** – Pedestrian area in Luis Morote.



However, not all measures to support sustainable mobility that have been implemented since the SUMP's adoption (2012) were included in the previous packages. In fact, the DESTINATIONS' measures have been quick starters for further implementations in fields not properly addressed in the SUMP such as urban freight or tourist mobility:

**P7** – Urban Freight Strategy

**P8** – Tourist Mobility

## **P1 – Improvement of the public transport**

Goal(s):

- Reduction of 20% of the financial deficit of the urban bus network (difference between incomes and costs) compared to the baseline (2012).

Measure(s) and status:

The following are the most relevant measures of Package 1 – Improvement of the public transport that have already been implemented in Las Palmas de Gran Canaria:

- New urban bus network (2013).
- Integrated fare system (2013).
- New night bus network Red Luna (2013).
- Energy-efficient fleet (82 new buses between 2012 and 2015).
- Contactless card (2013).
- Better infrastructure for public transport (new bus lanes, etc.).

Link with DESTINATIONS:

The DESTINATIONS Action Plan includes some measures that are contributing to the goal(s) of Package 1. The synergies between all these measures are improving the urban public transport in Las Palmas de Gran Canaria:

- LPA 7.2 – Hybrid buses in the urban bus fleet - Within DESTINATIONS, 3 new hybrid buses have been purchased and introduced in the regular service of Guaguas Municipales. In May 2019, a 100% articulated e-bus will be introduced in the Guaguas Municipales fleet.
- LPA 7.3 – Real time information in bus stops - 20 bus stops have been equipped with real-time information devices powered by solar energy under the framework of the DESTINATIONS project. After testing this technology, a total amount of 70 real-time information devices powered by solar energy have already been installed at bus stops during the project lifetime.

## **P2 – High capacity transit corridor**

Goal(s):

- To implement a Bus Rapid Transit (BRT) system. This measure will be in operational stage in 2021.

Measure(s) and status:

- MetroGuagua or Bus Rapid Transit (BRT) is a mass public transit system that combines the capacity and velocity of a light rail with the flexibility and simplicity of a bus system. It will improve the city's public transportation system to meet the needs of all citizens.
- MetroGuagua will contribute to better traffic conditions, to calm traffic in the city downtown and to promote multimodality. MetroGuagua will also improve public space



(better accessibility, more space available for pedestrians, new green zones and leisure areas, etc.).

- MetroGuagua will connect the southern (Hoya de La Plata) and northern (Manuel Becerra) areas of the city along with the seaside.
- Two sections (total of five) have already been completed (Pío XII and Calle Galicia). Public works are currently underway in another two sections.

Link with DESTINATIONS:

The DESTINATIONS Action Plan includes measures that are contributing to the goal(s) of Package 2. The synergies between all these measures are supporting the implementation of a new mass transit system (a BRT system) in Las Palmas de Gran Canaria:

- LPA 7.1 - Communication campaign (3D video) - This 3D video will be part of the communication and information campaign of Guaguas Municipales to raise awareness amongst citizens about the new MetroGuagua. Furthermore, meetings with stakeholders and local target groups are being carried out in order to explain the benefits of this system and to help them to overcome the issues during the BRT works.
- LPA 7.4 - New ticketing devices/equipment - Thanks to this measure, Guaguas Municipales will test new ticketing devices in its current bus fleet before implementing them in the MetroGuagua vehicles.

### **P3 – Bike Lanes Network**

Goal(s):

- To enlarge the bike lane network from 12 km (baseline 2012) to 37 km (by 2020).
- Modal shift. To raise the bike modal share from 0.42% to 0.96%.

Measure(s) and status:

- The Municipality of Las Palmas de Gran Canaria drafted the Bicycle Master Plan in 2012. The Plan has been updated in 2018 with the support of DESTINATIONS local partners (Sagulpa and Cinesi).
- 12 km of new bike lanes have been created (52% of the goal).

Link with DESTINATIONS:

The DESTINATIONS Action Plan includes some measures that are contributing to the goal(s) of Package 3. The synergies between all these measures are supporting a modal shift towards soft transport modes such as cycling in Las Palmas de Gran Canaria:

- LPA 4.1 – New bike sharing scheme - The DESTINATIONS project has partially funded the new public bike-sharing scheme of Las Palmas de Gran Canaria (called Sítycleta, <https://www.sitycleta.com/en/>). The Sítycleta design and implementation was coordinated with some other actions such as the Bicycle Master Plan, etc.) to enhance its effectiveness. The new stations are better connected with the cycling network and are oriented to foster multimodality.

The Sítycleta was launched in April 2018 (400 bikes and 42 stations) and the following are the highlights after one year in service:

- Over 24,000 registered users, 40% of whom are active. Almost 90% of the users have downloaded the Sítycleta app.
- The annual fee (40 Euros) is the most successful fee amongst the registered users. Besides this, 15% of the users have selected a monthly fee and 14% a weekly fee.
- Over 17,000 users per month. A record of over 740 rides per day was reached in October 2018.

- 80% of the members have downloaded the Sítycleta app.
- Average travel time: 22 minutes.
- High acceptance amongst tourists (an average of 27% of the users are tourists).
- Peak hours between 12.00am and 6.00pm. The Sítycleta is mainly used for work and study purposes according to hourly data.
- High-quality equipment:
  - Resistant. The smart bikes can cope with Las Palmas' salty air.
  - Anti-theft. An on-board computer controls an electronic locking mechanism in the front fork.
  - Safer. The smart bikes are equipped with an on-board GPS device that allows tracking and location.
- High-quality service:
  - A flexible system. Non-registered users can ride a bike and are charged with different hourly fees (peak vs. off-peak hours). Moreover, there are fares adapted to the needs of different target groups.
  - Continuous improvement. The data gathered is key: availability of bikes at the stations, favourite routes and stations, average trip times, etc.

#### **P4 – Parking management scheme in the flat areas of the city**

##### Goal(s):

- Implementation of a new parking management scheme (with at least 10,000 on-street parking lots). The former parking management scheme (2012) had 1,800 on-street parking lots.

##### Measure(s) and status:

Sagulpa has implemented a new parking management scheme since 2013:

- Over 5,000 on-street parking lots with specific parking regulation.
- 7 parking areas for residents (green zones) in the following neighbourhoods: Canalejas, Vegueta, Triana, Puerto-Alcaravaneras, Guanarteme, Arenales and Ciudad Jardín.
- Over 3,500 parking lots for short-term parking (blue zones).
- Parking App: LPA Park (<http://www.sagulpa.com/lpa-park>).

##### Link with DESTINATIONS:

The DESTINATIONS Action Plan includes some measures that are contributing to the goal(s) of Package 4. The synergies between all these measures are helping Las Palmas de Gran Canaria' economy while helping to deal with traffic, improve air quality and ensure better road safety:

- LPA 3.1 – Attractive, safe and accessible public space at major attractions - The Mobility Plan of the northern area of the city includes some measures to improve parking management (new park&ride facilities, guidelines about how to improve parking management in Puerto-Alcaravaneras and Guanarteme neighbourhoods, etc.).
- LPA 4.2 – E-charging stations - Sagulpa has installed six e-charging stations at public parking facilities to promote electromobility under the framework of the DESTINATIONS project.

## P5 – Improvement of walking paths

### Goal(s):

- Implementation of traffic calming measures (especially Zone 30) in the following neighbourhoods: Arenales, Guanarteme, Alcaravaneras and Puerto.

### Measure(s) and status:

- There are currently eight Zone 30 areas in Arenales, Guanarteme, Alcaravaneras and Puerto.
- Traffic calming strategies include a package of measures to foster walking in the city:
  - Improving and enlarging pedestrian space (widening of sidewalks, green infrastructure, etc.).
  - Raised crossings and gateway treatments.
  - Continuous paths without interruptions at crossings.

### Link with DESTINATIONS:

The DESTINATIONS Action Plan includes some measures that are contributing to the goal(s) of Package 5. The synergies between all these measures are supporting a modal shift towards soft transport modes such as walking in Las Palmas de Gran Canaria:

- LPA 3.1 – Attractive, safe and accessible public space at major attractions

The Mobility Plan of the northern area of the city includes recommendations on how to enlarge and improve the traffic calming areas in this part of the city.

## P6 – Pedestrian area in Luis Morote

### Goal(s):

- To connect the Cruise Terminal and Las Canteras beach with a new pedestrian path.

### Measure(s) and status:

- Luis Morote Street was turned into a shared street in 2015 by removing the physical distinctions between pedestrian, cycle, and vehicular spaces.
- Besides this, some other traffic calming measures have been implemented in other streets of this area since 2015: sidewalk widening (at Fernando Guanarteme Street), diverters and other volume management strategies (at José Franchy Roca Street) or chicanes and lane shifts (at Fray Junípero Square).

### Link with DESTINATIONS:

- LPA 3.1 – Attractive, safe and accessible public space at major attractions - The LPA 3.1 Action Plan includes measures to improve the walking paths and to foster soft mobility (walking and cycling).
- LPA 2.1 - SUMP observatory and Participation - The Laboratory Area of this measure includes the Cruise Terminal, Santa Catalina Park, the new Aquarium and Las Canteras beach.

## P7 – Urban Freight Strategy

### Goal(s):

- Integrate logistics operations within the overall urban mobility system.
- Enhancing local economic development by promoting new business opportunities.
- Better urban environment and better living conditions (city attractiveness, etc.).
- Improve city access regulations.

### Measure(s) and status:

The former SUMP (2012) did not include any measure with regards to urban freight.

**Link with DESTINATIONS:**

As mentioned before, the DESTINATIONS project is helping the city of Las Palmas de Gran Canaria to include those issues that were not properly addressed in the former SUMP (2012). To do so, Cinesi is supporting the Municipality of Las Palmas de Gran Canaria to draft a Sustainable Urban Logistics Plan (SULP).

- LPA 5.2 – Sustainable Urban Logistics Plan (SULP) - The SULP Action Plan will develop a set of efficient measures for facing different and conflicting interests of the stakeholders involved (Municipality, citizens, shopkeepers, transport operators, etc.).
  - Updating measures to the already existing regulations, being flexible to the changing needs (route optimisation, time windows season adapting, load / unload regulations, traffic planning, etc.).
  - Minimise the interference between logistic operations and the rest of traffic or activities.
  - Set up of specific partnership agreements between shopkeepers, transport companies and other stakeholders aimed at improving the efficiency of town delivery services.
  - Raise enforcement levels of loading bays within the city centre. Minimise the illegal occupation of loading / unloading parking spaces.
  - Minimise the illegal occupation of the bus stop bays by urban freight vehicles.
  - Decrease the negative external costs due to logistic operations (emissions, noise, vibrations, safety hazards, occupancy of the public space, etc.).
  - Freight operations integrated with leisure mobility: dedicated delivery programmes providing services for tourists and travellers, luggage transport to/from hotels, etc.
- LPA 5.1 – D4 Service: The Smart Distribution System – In April 2019, Inelcan has already developed and tested a smart routing system for urban freight, the D4 Service (<https://www.d4service.com/>). This software will help local freight companies to improve the efficiency and cost-effectiveness of the transportation of goods (e.g. increase load factor, decrease the number of trips, less mileage, fewer delays, empty-runs reductions, etc.).

**P8 – Tourists’ Mobility****Goal(s):**

- Adopt an innovative approach to attract both citizens and tourists towards sustainable modes of transport.

**Measure(s) and status:**

The former SUMP (2012) did not include any measure with regards to tourist mobility.

**Link with DESTINATIONS:**

- LPA 3.1 – Attractive, safe and accessible public space at major attractions - Within this measure, Cinesi and the Municipality of Las Palmas de Gran Canaria assessed the mobility patterns and travel behaviour of tourists visiting the city.
- LPA 6.1 – Green Credits Scheme - This loyalty system aims to encourage both citizens and tourists to adopt more sustainable lifestyle patterns by providing tangible economic rewards. Points are accumulated as rewards for using public transport and then can be used like cash to purchase products and services at a variety of places such as shops, museums and theatres.

## 2.3.2 Implementation plan

Package of measures	Responsibility	Measure leader	Investment (10 <sup>3</sup> €)
P1 – Improvement of the public transport	Guaguas Municipales Municipality of LPGC	Guaguas Municipales	1.700,0
P2 – High capacity transit corridor	Guaguas Municipales Municipality of LPGC	Guaguas Municipales	127.000,0
P3 – New bike lanes network	Municipality of LPGC Sagulpa	Municipality of LPGC	1.600,0
P4 – Parking management scheme in the flat areas of the city	Sagulpa Municipality of LPGC	Sagulpa	2.400,0
P5 – Improvement of walking paths	Municipality of LPGC	Municipality of LPGC	1.700,0
P6 – Pedestrian area in Luis Morote	Municipality of LPGC	Municipality of LPGC	250,0
P7 – Urban Freight Strategy	Municipality of LPGC Sagulpa	Municipality of LPGC	N/A
P8 – Tourist Mobility	Municipality of LPGC Guaguas Municipales	Municipality of LPGC	N/A

**Table 4:** Measures package, responsibility and investment involved, Las Palmas GC

## 2.3.3 Time plan

The following is the time plan for the updated SUMP of Las Palmas de Gran Canaria:

Package of measures	Responsibility	2019												2020												2021												
		5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12					
<b>Package 1 - Improvement of the public transport</b>	Guaguas Municipales	[ ]												[ ]												[ ]												
Fleet renewal: Euro 6 & LPA7.2 hybrid and e-buses		[ ]												[ ]												[ ]												
LPA7.3 Real time information in bus stops		[ ]												[ ]												[ ]												
<b>Package 2 - High capacity transit corridor</b>		[ ]												[ ]												[ ]												
Exclusive bus lanes		[ ]												[ ]												[ ]												
Traffic light prioritization for BRT		[ ]												[ ]												[ ]												
BRT stops and stations		[ ]												[ ]												[ ]												
BRT buses (electric or hybrid)		[ ]												[ ]												[ ]												
<b>Package 3 - New bike lanes network</b>		SAGULPA	[ ]												[ ]												[ ]											
First stage (Main network)			[ ]												[ ]												[ ]											
Second stage (Complementary network)	[ ]												[ ]												[ ]													
LPA4.1 Sityclela	[ ]												[ ]												[ ]													
<b>Package 4 - Parking management scheme</b>	Municipality Las Palmas de Gran Canaria	[ ]												[ ]												[ ]												
<b>Package 5 - Improvement of walking paths</b>		[ ]												[ ]												[ ]												
<b>Package 6 - Pedestrian area in Luis Morote</b>		[ ]												[ ]												[ ]												
<b>Package 7 - Urban Freight Strategy</b>	[ ]												[ ]												[ ]													
<b>Package 8 - Tourists' Mobility</b>	[ ]												[ ]												[ ]													

**Figure 4:** Time plan per measure package, Las Palmas GC

### 2.3.4 Financial plan

The DESTINATIONS project is supporting the local partners involved in the updating process of the Las Palmas de Gran Canaria' SUMP (Guaguas Municipales, Sagulpa and the Municipality). Those measures already included in the former SUMP (2012) have been discussed with the stakeholders who could potentially play a role in designing and implementing them. Moreover, it has also been identified who can take the lead in implementing a measure and where the funding could come from.

Due to its legal status – private companies fully owned by the Municipality of Las Palmas de Gran Canaria – both Guaguas Municipales and Sagulpa ensure good availability of human (skilled) resources and good coordination between different funding sources.

The resources planned for each package of measures has already been described in the previous sections.

### 2.3.5 SUMP table of content

- (1) Introduction
  - Motivation, Development process
  - Identification of key problems
- (2) Shared vision and Goals
  - Overview
  - Detailed description of the different goals. The main goals of the former SUMP (2012) remain the same in the updated version that is being drafted within the DESTINATIONS project (i.e. modal shift). However, the updated version of the SUMP will also contain objectives and goals regarding some issues not properly addressed in the former SUMP such as urban freight and tourist mobility.
- (3) Urban Mobility Scenarios
- (4) The Implementation Plan and Measures
  - Measures. As with the goals, the packages of measures from the former SUMP have been updated under the DESTINATIONS framework.
  - Costs and Financing Plan
- (5) Evaluation Plan
  - Principles of the Evaluation Plan
  - Monitoring process

## 2.4 Malta

The SUMP which will be developed as part of the DESTINATIONS project will focus on the Valletta Region which essentially covers most of the urban centre in Malta. Any measures to be proposed as part of the SUMP must therefore compliment the National Transport Strategy published by Transport Malta in 2016. The Strategy, accompanied by a National Masterplan, defined the vision and strategic goals which the Government aspires to achieve in the short to medium term within the transport sector.



## 2.4.1 Measure package

For the Valletta region during the first stages of the establishment of the SUMP, a great variety of measures has been discussed. The discussion was based on the goals and objectives defined on deliverable 2.5. Other input for the measure packages comes from existing projects like the SMITH-project. Within this project some measures are planned that fit in to the vision and goals of the SUMP and are incorporated in the measure packages. A last impact on the measure package is formed by the local councils of the Valletta region. With these local councils open discussions have been organised to get an insight into their local needs and wishes regarding a sustainable urban environment. Per local authority different aspects are mentioned, some of which fit into the measure packages.

In total 8 different measure packages are defined:

- P1** – Parking policy. More parking regulation combined with restricted parking areas and pedestrianisation of corridors.
- P2** – Localisation and implementation of local transport hubs.
- P3** – Cycling. Improved cycling infrastructure: cycle routes network, shower and storage facilities.
- P4** – Carsharing and On Demand transport services.
- P5** – Enforcement.
- P6** – Electric Vehicles.
- P7** – Low Emission zone.
- P8** – Urban Logistics – SULP.

### P1 – Parking Policy

Goal(s):

- Influence the on-street parking in residential areas, to reduce the impact of polluting vehicles and to increase the quality of life.

Measure(s) and status:

- Residential parking/community parking: (medium term):

Identification of public land which can be re-constructed as underground car parks. Parking will be made available at a charge to visitors during the day and for free for residents at night. Surface to be turned to public gardens and/or commercial areas.

- Alternative Transport for Residents in conjunction with Communal Parking Areas (medium term):

Offer a Residential Car Sharing Scheme. A fleet of vehicles is to be made available to residents; payment to be made as an annual membership; fleet to be accessible from communal parking areas with exclusive parking areas on residential streets.

- Identification of Public Land which can be used as Communal Parking Areas at certain times (short term):

Public land, such as Ministerial/Public Departments Car Parks, School Grounds etc., will be made available for residential parking at night time. An identification study of such land is to be conducted. Each identified car park is to be studied on a case-by-case basis, especially with regards to schools. An example of this measure is the MSDEC Car Park in St Venera, which can be made available to St Venera Residential Parking during the night. Such facilities will be offered for free to residents.

- Increase parking availability at Residential Developments (short term):

In conjunction with the Planning Authority, enforce the provision of parking per residential capacity in each new Residential building being developed; in cases where the parking availability is not fully occupied by residents on site, enforce a scheme by which developers offer the unoccupied parking spaces on a lease-basis to residents within the locality who wish to rent parking spaces at affordable rates.

- Reconfiguration of Traffic Management (short/medium term):

To support the re-arrangement of on-street parking and the introduction of pedestrian/semi-pedestrian zones, a widespread traffic management plan is to be drawn up for the areas affected. The Traffic Management Plan is to include all necessary enforcement measures to be implemented in order to ensure effective traffic management.

- Pedestrianisation / Semi-Pedestrianisation within localities (short/medium term):

In conjunction with the Communal Parking Areas, streets from which on-street parking has been removed will be re-designed as pedestrian / semi-pedestrian areas. Access will remain open to public and shared transport vehicles. Such areas will be identified at commercial hubs within localities. Pedestrianised / semi-pedestrianised streets will be upgraded to improve liveability within the UCA.

- Semi-Pedestrianisation trial (short term):

Timed full pedestrianisation of Archbishop Street, Valletta; full enforced pedestrianisation to commence from 19.00 to 23.00 on weekdays and 18.00 to 01.00 on weekends

- Piloting the Communal Parking Scheme (Short term):

A study will be commissioned to identify where such schemes can be implemented in St Venera, Hamrun and Blata I-Bajda, as well as in Gzira, Ta'Xbiex and Msida along with the upgrading of High Street, Hamrun

Link with DESTINATIONS:

- MAL 6.4 - Smart parking management system for Valletta - VLC will test smart parking management to manage demand and supply of parking spaces to reduce cruising and alleviate congestion and pollution.

## **P2 – Localisation and implementation of local transport hubs**

Goal(s):

- Create a good exchange between different transport modes within the Valletta region, different Transport Hubs will be implemented. These Hubs concentrate on different ferry landing sites, on these spots people can take a bicycle (bike-share systems), take public transport or walk to their destination.
- Complete the transport system to improve the accessibility of the different centres and attraction points.

Measure(s) and status:

- Identification of SMITH Hubs within each locality included in the Valletta Region (short term):

Identify and map the location of at least one SMITH (Local Transport Hub) per locality.



Implementation of SMITH Hubs within each locality included in the Valletta Region (short/medium term):

Assess and propose how the connections to each local transport hub can be improved including through the deployment of signage and road markings; improved accessibility to pedestrians; increase in transport modes availability etc.

- Trial the improvement of local transport hubs (short/medium term):

Implement the Marsamxett Ferry Landing Site reconfiguration plan to facilitate accessibility for commuters making use of the inner-harbour ferry (as compiled through the project)

Link with DESTINATIONS:

- MAL 7.1 - Integration of ferries into the Public Transport system

### **P3 – Cycling. Improved cycling infrastructure.**

Goal(s):

- Increase the number of cyclists in the Valletta region. More cyclists are associated with fewer cars and safer and more sustainable mobility. Cycling starts with a good network of dedicated cycling infrastructure.

Measure(s) and status:

- Identification of a Safe Cycling Route Network (short term):

A mapping study is to be commissioned in order to identify routes which can be deployed as safe cycle routes where cyclists, drivers and pedestrians can safely share the road. The Safe Cycling Route Network is to connect all localities and the local hubs within each locality. Routes shall be identified along non-arterial/distributor roads. The study shall also identify where facilities for showers and bicycle storage can be deployed.

- Implementation of the Safe Cycling Route Network (medium term):

Deploy the Safe Cycling Route Network by revising and enforcing speed limits for vehicles; implement better enforcement measures, including through the use of Intelligent Transport Systems such as CCTV / Cycling Detection Warning Systems; resurfacing of road sections where necessary.

- Deploy Public shower facilities for cyclists (medium term):

Deploy Public shower facilities for cyclists in public areas, while encouraging private companies to offer such facilities to their employees.

- Deploy secure bicycle storage facilities (short/medium term):

Deploy secure bicycle storage facilities at strategic locations to encourage cycling for short distance (5km).

- Local cycling clubs (short term):

Assist local councils to introduce cycling clubs for both children and adults to encourage cycling within the community. This is to include the provision of lessons to teach residents how to cycle. Cultural heritage activities - such as cycling tours - may also be organised in collaboration with Heritage Malta and MTA.

Link with DESTINATIONS:

- MAL 4.1 - Promoting e-bike sharing and car sharing - TM will launch an Information and Awareness campaign to promote both the services of e-bike and car sharing as

well as educate the public on cycling safety. The campaign will focus on the safety regulations and educate road users how to share the road safely.

#### **P4 – Carsharing and on demand transport services.**

##### Goal(s):

- This package will work on the objectives 1 and 4. It will reduce the role of the car in the urban environment and on the other hand it will improve intermodal seamless transport. Car sharing is reducing the number of cars in the environment effectively.

##### Measure(s) and status:

- Identification of a Safe Cycling Route Network (short term):

A mapping study is to be commissioned in order to identify routes which can be deployed as safe cycle routes where cyclists, drivers and pedestrians can safely share the road. The Safe Cycling Route Network should connect all localities and the local hubs within each locality. Routes shall be identified along non-arterial/distributor roads. The study shall also identify where facilities for showers and bicycle storage can be deployed.

- Residential Car Sharing Schemes (medium term):

Further to Measure 1.2, 1500 to 3000 new vehicles are to be deployed as part of a new shared fleet. Vehicles will be made available within every residential street in conjunction with communal parking zones. Fees will be paid on the basis of an annual membership (cost will be as low as possible and enough to cover insurance and maintenance).

- Extension of the Car Sharing Services (short term):

Facilitate the extension of car sharing services from private to private facilities (parking areas/hotels/ supermarkets etc.)

- Encourage and facilitate the deployment of personal modes for first/last mile journeys (short term):

Facilitate the deployment of shared mopeds / kick scooters / cycling; ensure that an effective enforcement system is in place to avoid abuse; improve accessibility for such means of transport

- Transport on Demand (short/medium term):

Further to Measure 1.1, deploy circular public transport within localities/regions to be operated on on-demand basis; such services are to be targeted at residents who wish to travel from pedestrian zones to communal parking zones, local transport hubs and/or neighbouring localities.

- Piloting Transport on Demand at locality level (short term):

Transport Malta shall be purchasing an electric cab (wheelchair accessible) to be used in a pilot to trial transport on demand by different localities. The aim of the pilot is for Local Councils to run an on-demand service for the elderly and transport them within the locality/neighbouring localities if necessary, similar to the service launched by the Cospicua Local Council with the aid of EMW funds.

A Call for Participation shall be launched by TM to invite Local Councils to participate in this trial. For the period of the trial, TM will be loaning the e-cab to the local councils for set periods of time (similar to the volunteer scheme launched by the DEMOEV Project). The

service will be offered on an on-demand basis subject to booking. Personnel to operate the service including drivers and administration staff are to be provided by the Local Council.

Link with DESTINATIONS:

- MAL 4.1 - Promoting e-bike sharing and car sharing - TM will launch an Information and Awareness campaign to promote both the services of e-bike and car sharing as well as educate the public on cycling safety. The campaign will focus on the safety regulations and educate road users how to share the road safely.
- MAL 6.3 - Promoting sustainable mobility among tourists - TM, UoM and MOT will test and launch a mobile application providing useful and interesting information to encourage a change in the travel behaviour of tourists towards more green mobility options

## P5 – Enforcement

Goal(s):

- The implementation of measures is proven to be more successful when combined with the introduction of enforcement measures. Within the Valletta region, enforcement will be introduced/improved towards parking, school zones and during road works. Enforcement will have a direct effect on most of the strategic objectives.

Measure(s) and status:

- Improve traffic/parking enforcement within localities by means of Intelligent Transport Systems (short/medium term):

Deploy CCTV to enforce parking in specific areas where double or triple parking occurs frequently; revisit parking violation fees.

- Enforcement / pedestrianisation at school areas (short/medium term):

Assess traffic management around all school areas and introduce timed pedestrian zones supported by rigorous enforcement measures in order to make areas safe; thus encouraging students to walk to school.

- Enforcement of Bus Corridors (short/medium term):

Increase enforcement along bus corridors to avoid accumulating bottlenecks along bus routes, thus reducing bus travel times.

- Enforcement of Road Works and Construction Sites (short term):

Deploy a Traffic Management app targeting Government Entities and Local Councils to inform each other of which streets are to be partially or totally closed for traffic due to works, and deploy the necessary enforcement measures to avoid bottlenecks/accidents.

- Revision of timings for on-road public services (short term):

Revise timings of public services (such as street cleaning, gardening, waste collection) to coincide with off-peak hours; set up a rigorous enforcement system.

- Improve traffic/parking enforcement within localities by means of Intelligent Transport Systems (short/medium term):

Deploy CCTV to enforce parking in specific areas where double or triple parking occurs frequently; revisit parking violation fees.

Link with DESTINATIONS:

MAL 6.2 - Lower emissions - TM will coordinate the piloting of a Low Emission Zone implemented on the main road section which provides direct access to Valletta; St Anne Street, Floriana to filter out high polluting vehicles. In addition, an Application will be trialled which allows road users to report high polluting vehicles.

## **P6 –Electric Vehicles**

Goal(s):

- Electrifying vehicles has a direct impact on cleaner and healthier urban environments, which has a positive influence on the quality of life within the Valletta region. Measures in this package are all improving the EV infrastructure with EV Network and (fast) charging infrastructure.

Measure(s) and status:

- Extension of the National EV Network at Residential Areas (short/medium term):

Deployment of charging points in residential areas to encourage the use of electric vehicles

- Extension of the National EV Network at new Residential Developments (short/medium term):

In conjunction with the Planning Authority, enforce the deployment of EV charging points in new Residential Developments

- Deployment of fast charging infrastructure (short term):

Deploy fast charging infrastructure at commercial areas (restaurants/cafeterias/shopping centres)

- Deployment of medium-fast charging infrastructure (short term):

Encourage and facilitate the deployment of EV charging infrastructure at Industrial hubs, office buildings etc. for the use of employees

Link with DESTINATIONS:

- MAL 5.1 - Last Mile Delivery of Goods - TM, with the assistance of the VLC, will coordinate the Sulp development focusing on the introduction of “the last mile delivery of goods” concept in Valletta. A pilot will be implemented.

## **P7 – Low Emission zone**

Goal(s):

- The goal of this package is linked to the strategic objective 1 and 2. (defined on del 2.5) The low emission zone will diminish the number of cars in the urban centres.

Measure(s) and status:

- Low Emission Zones (short/medium term):

Introduce Low emission Zones in certain localities and strategic locations (pending pilot results).

Link with DESTINATIONS:

- MAL 6.2a - Introducing Low Emission Zone - This measure is one of the measures within the DESTINATIONS project. TM will coordinate the piloting of a Low Emission Zone implemented on the main road section which provides direct access to Valletta;

St Anne Street, Floriana to filter out high polluting vehicles. In addition, an Application will be trialled which allows road users to report high polluting vehicles.

## **P8 – Urban Logistics – Sulp**

Goal(s):

- To have fewer heavy vehicles in the urban environment;
- Less trips and with, if possible, smaller and less polluting vehicles. This package is linked to the objectives 2, 4, 5 and 6.

Measure(s) and status:

- Last Mile Delivery with shared vehicles (short/medium term):

As per the pilot project in Ta Qali crafts village, optimise and maximise trips and cost efficiency by using shared vehicles for similar destinations.

- Enforce the proper use of Loading/unloading bays (short/medium term):

Introduce RFID-activated bollards at loading/unloading bays so that they can only be used by delivery vehicles; revise fines for illegal parking by delivery vehicles.

- Consolidation of goods delivery (short/medium term):

Introduce the concept of delivery of goods by sea for costal localities and introduce a hub service.

- Revision of delivery timings (short/medium term):

Revision of delivery times to coincide with off-peak hours.

Link with DESTINATIONS:

- MAL 5.1 - Last Mile Delivery of Goods - This measure is one of the measures within the DESTINATIONS project. TM, with the assistance of the VLC, will coordinate the Sulp development focusing on the introduction of “the last mile delivery of goods” concept in Valletta. A pilot will be implemented.

### **2.4.2 Implementation plan**

The measure packages that are foreseen in Malta and in the Valletta region are broad with a wide variety. The implementation will be done between all stakeholders. Transport Malta and over 30 local authorities within the Valletta region play an important role in this. Most of the transport related measures are under the responsibility of Transport Malta.

The implementation is based on the available resources and can be divided into three steps: short, medium and long term. Short term are all measures that already have been approved and for which budget is allocated.

In June 2019, an internal stakeholder event was organised for Transport Malta. In this meeting, the different measure packages were discussed. The discussion debouched into the final measure packages. A feasibility study will be done on these final measure packages. In September, an analysis will be done on the required budget and the sources for the budgets.

Within the framework of DESTINATIONS, different stakeholder meetings have taken place or will be organised. The next stakeholder meeting is in October 2019. In these meetings, implementation of the measure packages will be discussed, and priorities will be set.

Package of measures	Responsibility	Measure leader	Investment
P1 – Parking policy	TM / local councils	TM	N/A
P2 – Localisation and implementation of local transport hubs	TM / local councils	TM	N/A
P3 – Cycling	TM / local councils	TM	N/A
P4 – Carsharing and On Demand transport services	TM / local councils	TM	N/A
P5 – Enforcement	TM / local councils	TM	N/A
P6 – Electric Vehicles	TM / local councils	TM	N/A
P7 – Low Emission zone	TM / local councils	TM	N/A
P8 – Urban Logistics – Sulp	TM / local councils	TM	N/A

**Table 5:** Measures package, responsibility and investment involved, Malta.

### 2.4.3 Time plan

The timing of the packages is to start with the implementation of the first measures in late 2019 / early 2020. Based on the allocated budget, the real implementation will start sooner or later. In the scheme given below is an indication of the duration of the different packages. The measures that are part of the DESTINATIONS will all be implemented before the end of 2019.

Package of measures	Responsibility	2019												2020											
		5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Parking Policy	Transport Malta/Local councils																								
Localization and implementation of local transport hubs.																									
Cycling																									
Carsharing and On Demand transport services																									
Enforcement.																									
Electric Vehicles																									
Low Emission zone																									
Urban Logistics – Sulp																									

**Figure 5:** Time plan per measure package, Malta.

### 2.4.4 Financial plan

The financial plan is based on national plans for Malta:

- National Transport Strategy 2050;
- National Transport Master Plan 2025;
- SMITHS Implementation Plan;
- Destinations grant agreement;
- National cycling strategy and action plan.

Within the different schemes and plan, budget is allocated for certain measures within the shown packages.

## 2.4.5 SUMP table of content

- (1) SUMP Planning Dialogue and Stakeholder Plan
- (2) Goals
- (3) Analysis: Opportunities and Shortcomings
- (4) Scenario's
- (5) Suggested Measures and implementation plan
- (6) Evaluation and audit plan

## 2.5 Rethymno

Rethymno's SUMP adopts an integrated approach to face the rising challenges of both growing sectors – MOBILITY and TOURISM – by introducing sustainable, affordable, smart and reliable mobility solutions. It aims to serve as a lighthouse example to other Greek tourist cities as best practice for sustainable mobility solutions.

### 2.5.1 Measure package

Based on the Strategic Goals (defined on deliverable 2.5) it was identified the following 2 measure packages for Rethymno city:

**P1 – Smart Mobility Management;**

**P2 – Inclusive city for all.**

#### **P1 – Smart Mobility Management**

Goal(s):

- Transformation that is needed for the city of Rethymno towards sustainable mobility;
- SMART mobility systems for PT, improving the city in order to be a sustainable touristic destination, a low emission zone for the city center, along with additional interventions for enhancing sustainable mobility (Green Mobility card, Bike sharing systems, etc.).

Measure(s) and status:

- Smart systems for urban planners, PT operators and users (RET 2.2)
- Building a sharing mobility culture (RET 4.2)
- Sustainable mobility agency for tourists/visitors (RET 6.1)
- Low emission zones study (RET 6.2)
- Green mobility card (RET 6.3)
- Free floating sharing System of 300 electric bikes (2018)

Measures (RET 2.2) (RET 4.2) (RET 6.1) are in progress as all preparation activities and call for tenders are already released and, in most cases, subcontractors are ready to start supplying their services. Measures (RET 6.2) and (RET 6.3) have not started yet.

Link with DESTINATIONS:

- RET 2.2 - Smart systems for urban planners, PT operators and users - This measure is the development of smart systems – thermal cameras to collect real time traffic data, an online platform to analyse the data, and car parking management system – for urban



planners to support decision making, monitoring, assessing and improving the SUMP action plan and analysing numerous data sets.

Co-Relation & Synergies: (RET 4.2), (RET 6.1), (RET 6.2), (RET 6.3)

- RET 4.2 - Building a sharing mobility culture - Rethymno will further promote a shared mobility culture through behavioural change tools, based on research-defined clusters challenging the introduction of shared car/taxi sharing services in the area.

Co-Relation & Synergies: (RET 2.2), (RET 6.1), (RET 6.3)

- RET 6.1 - Sustainable mobility agency for tourists/visitors - A Sustainable Mobility Agency has been launched to promote alternative transport modes to visitors. An online platform for promoting sustainable mobility plans will be developed, with the aim to achieve a modal shift towards cycling, walking and PT.

Co-Relation & Synergies: (RET 2.2), (RET 4.2), (RET 6.2)

- RET 6.2 - Low emission zones study - Rethymno is developing a strategic study of how low emission zone strategies can relieve areas negatively affected by heavy congestion and how to shape future policies by the introduction of car-free zones in the historic city centre. The LEZ study will be linked to the SUMP and the proposed regulation changes can be incorporated in future transportation policies.

Co-Relation & Synergies: (RET 2.2), (RET 4.2), (RET 6.1)

- RET 6.3 - Green mobility card - This measure studies a business model for a self-sustained “green mobility award” scheme through a Green Mobility Card aiming to encourage tourists and citizens to adopt more sustainable lifestyle patterns. More use of sustainable transport modes will offer a greater number of credits.

Co-Relation & Synergies: (RET 2.2), (RET 4.2)

- Free floating sharing System of 300 electric bikes (2018) - The first dockless e-bike sharing system in Greece was launched in Rethymno; a minimum of 300 e-bikes are available in the wider area of the Municipality for locals and visitors, which is helping to promote a modal shift towards sustainable modes of transport.

Co-Relation & Synergies: (RET 4.2) (RET 6.1).

## P2 – Inclusive city for all

Goal(s):

- Support the change that is intended for the city, setting as a priority its vulnerable road users, such as disabled people, elderly or additional vulnerable users such as school and university students.
- SUMP awareness raising, mobility lessons and behavioural change measures are equally important to new infrastructure and related improvements of this package of measures as they act complementarily and respond to a significant part of the local society such as all vulnerable road users, including the new generation of the city.

Measure(s) and status:

- Active healthy and inclusive mobility for all (RET 3.1)
- Mobility plan for schools / university's communities (RET 3.2)
- Sea-track placement for disabled persons at 2 seaside areas in the city (2019)



Measures (RET 3.1) and (RET 3.2) are in progress, and the first is close to being completed. By using EU and National Funds, the Municipality will establish 2 sea tracks for disabled persons in 2 seaside areas in the city, which will be fully functional from June 2019.

Link with DESTINATIONS:

- RET 3.1 – Active, healthy and inclusive mobility for all - Rethymno aims to improve the existing cycling and walking services and infrastructure, to expand the cycling network, to improve signage and link public transport with cycling and walking routes. Moreover, Rethymno is increasing urban accessibility and safety for people with disabilities by implementing new systems at traffic light crossings in the city centre and new infrastructure to improve accessibility to the beach. This measure's planning is integrated into Rethymno's SUMP.

Co-Relation & Synergies: (RET 3.2)

- RET 3.2 - Mobility plan for schools / university's communities - Rethymno is combining new infrastructure and strategic plans with public engagement and behavioural change activities to increase safety and the use of sustainable transport modes within the school community. Mobility plans have been developed for the selected schools and the University integrated into the wider SUMP measures.

Co-Relation & Synergies: (RET 3.1)

- SEATRAC for disabled persons at 2 seaside areas and a system for blind people at 1 seaside area in the city (2019) - Rethymno is planning to enhance the accessibility to the beaches with additional equipment for disabled people on the beaches - amphibious wheelchairs, WC facilities, changing rooms and appropriate corridors by launching specialised system for guiding blind and impaired people to the sea, and most importantly the SEATRAC<sup>1</sup> system – mechanical rails with an attached seat that enables people with physical disabilities to have independent access to the sea.

Co-Relation & Synergies: (RET 3.1)

## 2.5.2 Implementation plan

Package of measures	Responsibility	Measure leader	Investment (10 <sup>3</sup> €)
P1 – Smart Mobility Management	Rethymno Municipality + Private stakeholders (Taxi Union + Car Rental Companies)	Rethymno Municipality	258,7
P2 – Inclusive City for all	1. Rethymno Municipality - 2. Region of Crete	Rethymno Municipality	131,5

**Table 6:** Measure package, responsibility and investment involved, Rethymno.

<sup>1</sup> fixed track mechanism in which a wheel chair can be moved in and out of the water.  
<https://tobea.gr/en/seatracing>



## 2.5.5 SUMP table of content

- (1) SUMP preparation activities
  - 1.1 Introduction
  - 1.2 EU Guidelines & National Legal Framework
- (2) Setting a common “language”
  - 2.1 Setting a local working group
  - 2.2 Stakeholders mapping and setting a participatory agreement
  - 2.3 Rethymno’s vision on Sustainable Mobility
- (3) Strategic framework for SUMP
  - 3.1. Strategic Objectives for the SUMP
  - 3.2. Setting specific targets
  - 3.3. Communication and consultation plan
- (4) Implementation Plan (I)
  - 4.1. Scenarios (Baseline and Alternative scenarios)
  - 4.2. Measure package and feasibility Analysis
  - 4.3. Measure selection
  - 4.4. Implementation Plan
- (5) Implementation Plan (II)
  - 5.1. Evaluation Plan and indicators
  - 5.2. Time Plan
  - 5.3. Financial Plan and possible additional resources
- (6) SUMP Updates: Evaluation Plan and Implementation progress

## 2.6 Elba

Sustainable mobility is deemed a key aspect for the local economy, quality of life and the environment. On Elba island, there are two key types of users that need to be considered: residents – who live on the island all year – and tourists – who are staying on the Island for periods that tend to be shorter.

Furthermore, the category of owners of second homes must be also considered, to the extent that they inhabit the island for more or less short stays, at different times of the year.

### 2.6.1 Measure package

In line with the identified objectives already described on deliverable 2.5, some concrete measures have been considered crucial for the local territory.

**P1** – Improvement of the public transport service and making it more efficient;

**P2** – Activation of additional seasonal services for tourists;

**P3** – Improvement of e-mobility;

**P4** – Improvement of bike mobility;

**P5** – Providing an informative and monitoring tool (Elba Shared Mobility Agency).

#### **P1 – Improvement of the public transport service and making it more efficient**

Goal(s):

- Making public transport on the island of Elba more efficient without increasing the costs already paid.

**Measure(s) and status:**

The SUMP contains a proposal for a new LPT scheme, which includes:

- Rationalisation of the bus route and service during summer season (redefining the bus route, distinguishing two main routes that cross the island like a backbone, and some areas of local interest;
- Providing important services in some crucial bus stops (infopanel, parking).

The public transport service is normally paid partly by all the 7 municipalities of the Island of Elba and by the Tuscany Region. The Livorno Province is committed to support and coordinate the service in the area; for this reason, the involvement of a reference of Livorno Province will be necessary. The public transport operator, CTT Nord, has been already involved in the activity: thanks to the agreement signed within the DESTINATIONS project, the company has provided data regarding the use of public transport on the Island of Elba.

**Link with DESTINATIONS:**

- ELB2.1 – “Common Elba SUMP for residents and tourists” – Within the SUMP, there is a re-organisation proposal of the urban and extra-urban public transport bus lines, in order to make them more attractive and efficient during touristic season.
- ELB7.1 – “Improve PT services for tourists” – Two agreements signed with PT operators aimed at improving the public transport by bus through different type of actions.
- ELB7.2 – “Integrated payment” – Opportunity to buy bus tickets via SMS.
- ELB7.3 – “APP for user real time information” – Possibility of getting real-time information on the line of additional transport services (Marebus in Rio and the boat “Chicchero” in Portoferraio) thanks to the Celso APP.

**P2 – Activation of additional seasonal services for tourists****Goal(s):**

- Meet the needs of tourists by creating new seasonal services.

**Measure(s) and status:**

Within the DESTINATIONS project, two additional transport services are being experimented during the summer time: the boat service in the bay of Portoferraio and the bus beach service in Rio. The services could be replicated by private companies after the project life. The two additional services have been designed in order to meet the needs of tourists; they connect the beaches with both the hotels and the main places of interest. Furthermore, the additional services are planned to be integrative with the public transport service by bus and ferry.

**Link with DESTINATIONS:**

- ELB 7.1 – “Improve PT services for tourists” (see above);
- ELB 7.3 – “APP for user real time information” (see above).

**P3 – Improvement of e-mobility****Goal(s):**

- Encourage e-mobility on the island.

**Measure(s) and status:**

- The Municipalities of Portoferraio, Rio, Capoliveri, Marciana Marina and Marina di Campo have signed agreements with “ENEL X”, the National Board for energy, to

install about 50 recharging columns on the Island of Elba. This is supposed to encourage e-mobility on the island, since it would reduce range anxiety.

- Also shipping companies could give their contribution providing discounts and special prizes for electric cars. Furthermore, the measure could boost electric car rental services. The ENEL X company will provide the technical support related to the recharging infrastructure, while the involved Municipality will be committed to making the electric station attractive, visible, accessible and integrated with other services. Portoferraio Municipality is committed to install up to 15 recharging columns; Rio Municipality, instead, is committed to installing up to 8 recharging columns.

Link with DESTINATIONS:

- ELB 4.5 – “EV legislation revision and charging infrastructures” – No need for a legislative revision; creation of an informative handbook concerning electric mobility on the island. Agreement with Enel X company to install charging infrastructure for e-vehicles on the whole island.

#### **P4 – Improvement of bike mobility**

Goal(s):

- Increase soft-mobility among tourists

Measure(s) and status:

- Within the DESTINATIONS project, some hoteliers have rented 40 e-bikes for two years for their customers: this is supposed to increase soft mobility among tourists; in addition, some pedestrian/bike routes have been improved in the municipalities of Portoferraio and Rio.
- Outside of the DESTINATIONS project, the “Ciclovia Tirrenica”, a cycle path that connects all the coastal municipalities lying on the Tirrenian Sea, will be realised thanks to a co-funded project from the Tuscany Region itself; the island of Elba is included in this project, with a cycle path that connects all the seven municipalities.

Link with DESTINATIONS:

- ELB 6.1 – “Combined products for tourism and mobility” – Financial support to hoteliers for the long-term rental of e-bikes to be offered to their customers.

#### **P5 – Providing an informative and monitoring tool (Elba Shared Mobility Agency)**

Goal(s):

- Providing an informative and monitoring tool.

Measure(s) and status:

The Elba Shared Mobility Agency is a very important and complex tool, that will be used to respond to several mobility needs on the island of Elba. The infomobility package will provide static information about transport services on the island; passengers can also receive real time information about transport services and provision of bus/boat arrival time. The most important and innovative section of the Agency is the potential sharing of trips: the possibility, through the platform or a specific App, to put drivers and passengers in contact to share the same journey. This will stimulate tourists to leave their car parked at the Piombino port, having agreed with passengers with cars on the same ferry, to sharing trips in Elba. By using a simple App, it is possible to share trips to move around the island (to go to the sea or to other touristic places) with the result of reducing car use on the island.

Link with DESTINATIONS:

- ELB 4.1 – “Shared ELBA Mobility Agency”;
- ELB 4.2 – “Car/scooter/bike/boat (CSBB) sharing”;
- ELB 4.3 – “Ride Sharing Platform”;
- ELB 4.4 – “Increasing feelings of security among Elba Sharing users and tracking”;

A useful tool, that will meet the different mobility needs on the Island of Elba, with static and semi-dynamic information (real time information about transport services and provision of bus/boat arrival times, parking and rental locations, etc.) and possibility to share trips by taxi or by car.

### 2.6.2 Implementation plan

The implementation of the measure package foreseen to Elba will be achieved as follows:

Package of measures	Responsibility/Leader	Investment (10 <sup>3</sup> €)
P1 – Improvement of the public transport and making it more efficient	Rio and Portoferraio Municipalities	27,0 (Rio 11,0; Portoferraio 16,0)
P2 – Activation of additional seasonal services for tourists	Rio and Portoferraio Municipalities	85,0 (Rio 46,0; Portoferraio 39,0)
P3 – Improvement of e-mobility	Rio and Portoferraio Municipalities	N/A
P4 – Improvement of bike-mobility	Rio and Portoferraio Municipality	5,0
P5 – Providing an informative and monitoring tool (Elba Shared Mobility Agency)	Rio and Portoferraio Municipalities	260,0 (230,0 Portoferraio; 30,0 Rio)

**Table 8:** Package of measures, responsibility and investment involved, Elba

### 2.6.3 Time plan

Package of measures	2018												2019												2020											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
<b>Package 1 - Improve public transport service and make it more efficient</b>																																				
ELB 2.1 "Common Elba Sump for resident and tourists"																																				
ELB 7.1 "Improve PT services for tourists"																																				
ELB 7.2 "Integrated payment"																																				
<b>Package 2 - Actvation of additional seasonal services for tourists</b>																																				
ELB 7.1 "Improve PT services for tourists"																																				
ELB 7.3 "APP for user real time information"																																				
<b>Package 3 - Improvement of e-mobility</b>																																				
ELB 4.5 "EV-legislation revision and charging infrastructures"																																				
<b>Package 4 - Improvement of bike mobility</b>																																				
ELB 6.1 "Combined products for tourism and mobility"																																				
<b>Package 5 - Providing an informative and monitoring tool (Elba Shared Mobility Agency)</b>																																				
ELB 4.1 "Shared ELBA Mobility Agency"; ELB 4.2 "Car/Scooter/Bike/Boat (CSBB) sharing"; ELB 4.3 "Ride Sharing Platform"; ELB 4.4 "Increasing feeling of security among Elba Sharing users tracking"																																				

**Figure 7:** Time plan per measure package and DESTINATIONS measures, Elba

## 2.6.4 Financial plan

One of the results of the implementation plan is the financial/budget plan:

(1) Improvement of public transport and make it more efficient.

Accordingly, to the Agreements signed between the two municipalities of Portoferraio and Rio and the two Public Transport Operators (CTT Nord and Tiemme) will be paid 27.000,00 €, in order to receive support for the implementation of public transport on the island.

(2) Activation of additional seasonal services for tourists

For the third year of demonstration of Marebus service (east coast – Rio Municipality) an amount of 46,000 € is available. For the implementation of additional collective transport an amount of 39,000 € is available. The mentioned amounts will be paid at the end of the service period (autumn 2019). The use of Celso system is included.

(3) Improvement of e-mobility

The installation of recharging infrastructure is free for the involved Municipalities (the National Board for energy will cover this expense). Municipalities will have to pay for aesthetic works on the e-stations and for interventions aimed at increasing the level of safety of the areas. Interventions will be carried out and paid, station by station, as the columns will be installed.

(4) Improvement of bike mobility

It is not possible to foreseen the costs for the bike line Ciclovía Tirrenica at the moment. For the implementation of other activities within DESTINATIONS project with the aim of improvement of bike mobility, it is foreseen to spend about 5.000,00€ for the activation of e-bike tours for hotel's guests.

(5) Providing an informative and monitoring tool (Elba Shared Mobility Agency)

The implementation of the Elba Shared Mobility Agency is founded by the DESTINATIONS project (260.000€). About 45,000 €/year is needed for its management and promotion. This amount can be found by subscriptions and advertising (out of DESTINATIONS funds).

## 2.6.5 SUMP table of content

(1) Introduction

(2) The mobility habits of residents and tourists in the Island of Elba.

(3) The stakeholders' engagement.

(4) Available tools for the realisation of the SUMP in the Island of Elba.

(5) The SUMP in the Island of Elba.

- Arriving on the island: Current situation and access improvement by ferry and by plane.
- How to move on the island with public transport:
  - Current situation; the Elba Shared Mobility Agency; the new transport service scheme by bus and some support interventions.
- How to move on the island with your own vehicle
  - E-mobility: current situation and future possible development.
  - Soft mobility: the realisation of the Ciclovía Elbana; how to enhance cycle-tourism.

(6) Report about the two laboratories that involved stakeholders (2017);

(7) Periodic survey about mobility on the Island of Elba;

(8) Description of the simulation model of mobility demand and main outputs.



### 3 Conclusion and next steps

All sites have worked consistently on their SUMPs, through a process that encompasses different stages and 4 complementary deliverables. For the sites the step-by-step approach was the most enriching method to define the SUMP and, within DESTINATIONS project, the last phase has started.

The content of the different deliverables of the WP2 supported the sites on establishing the final SUMP. Along the project implementation, all sites acquired deep knowledge on urban planning in a sustainable manner and, in particular, achieved sound stakeholders involvement within the project, which has proven to be of paramount importance for the successful formulation of the Action Plans.

The Action Plans were initiated with the definition of the baseline with D2.1, followed by deliverable D2.2, which focused on an analysis of the SUMP and on a feasibility analysis of the project measures, study that continued under deliverable D2.5. The deliverable D2.6 is the last step in a series of deliverables that together form the basis for a SUMP.

Despite the great progress on the definition of the SUMP, concerning the measure packages, implementation, financial and time plans, the sites are on different stages in what regards the conclusion of the Action Plans. For instance, Las Palmas site, has already a SUMP ongoing and Madeira site, have their SUMP concluded and officially approved. Other partners are having the final stakeholder meeting in the fall of 2019 and haven't been able to finalise their financial plans. This has proven to be quite a difficult part, as some don't have an outlook on the future budgets. Great progress has been achieved, but some partners are still working on specifics in order to conclude the SUMP.

The six sites have been working on their SUMPs according to their constraints and realities, but with the same underlying basis, the process will successfully lead to six different SUMPs. It is clear that the steps taken along the WP2 deliverables have helped the sites on the completion of the Action Plans.

Realising a SUMP that is balanced, feasible and financially sound is a complex task. The stakeholder involvement, linking with other policy fields and future planning are aspects that are fundamental and hard to achieve.

The next step is to finalise the SUMPs, for the sites that haven't finished the Action Plan, based on the work already achieved with the WP2 but, also enriched with the description and implementation of the measures. After the conclusion of the SUMPs, follows the preparation of the D2.3, which will present the lessons learned by all partners, future actions and corresponding investments.