Interregional Learning towards sustainable mobility in Europe: the Regio-Mob Experience

Interregional exchange to...

product improvements on Regional policy instruments in the following regions:

- LAZIO (IT)
- CENTRAL SLOVENIA (SL)
- WESTERN MACEDONIA (GR)
- MALOPOLSKA (PL)
- OLTENIA (RO)
- LOTHIAN (UK)

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Lead partner
• ANCI LAZIO (Italia)

Partners
• PROMETNI INSTITUTE Ljubljana (Slovenia)
• South-West OLTENIA Regional Development Agency (Romania)
• Niepolomice Municipality (Poland)
• Regional of Western Macedonia (Grecia)
• SESTRAN South-East of Scotland Transport Partnership (Regno Unito)
Strengthen collaboration for sustainable mobility and synergies among projects

Towards strategic mobility action plans
LAZIO REGION (IT); MALOPOLSKA REGION (PL), REGION OF WESTERN MACEDONIA (GR), OLTENIA REGION (RO), LOTHIAN REGION (UK).

REGIO-MOB Guidelines of Best Practices in Sustainable Mobility

https://www.interregeurope.eu/regio-mob/library/
REGIO-MOB in Lazio Region (Italy)

Regional Association of Lazio Municipalities and Cities
www.ancilazio.it
ANCI LAZIO
Sustainable Mobility Regional Action Plan
addressed to Lazio Region

2 strategical actions:

• **Park&Ride schemes** to develop and improve multi-modality transport exchange nodes (ROP ERDF Thematic Objective 4)

  LEARNING PROCESS WITH SESTRAN and PROMETNI INSTITUT

• **Info-mobility enhancement** to increase sustainable mobility culture and practices: integrated regional electronic ticketing system and integrated info-mobility platform. New rules addressed to regional transport companies to provide the data on the regional and urban public transport to Region in order to offer citizens a coordinate timetables of the road service with those of the railway and Park&Ride services.

  LEARNING PROCESS WITH IAT, SESTRAN, PROMETNI INSTITUT
The Action Plan of Anci Lazio reported a policy change through the progress reports, so had an important impact on Policy Instrument in Lazio Region.

**Regione Lazio Resolution N. 532 of 16/01/2019**

Axis 4 "Sustainable energy and mobility" - Action 4.6.3 "Intelligent Transport Systems (ITS)"

- Update of the "Strategic Document", relating to the interventions 1) "SBE System" and 2) "Infomobility".
ROP Action 4.6.1. “Realization of di infrastructure and P&R finalized to increase public transportation, eco-friendly good distribution and correspondant transport systems” Budget allocated: € 20,000,000,00

ROP Action 4.6.2.a “Sustainable mobility intervention in favour to the low emission transport means, (fleats rennovation) € 20,000,000,00;

ROP Action 4.6.3 – “Smart Trasportation Systems” € 14,000,000,00;

ROP Action 4.6.2.b “Sustainable mobility intervention in favour to the low emission transport means, (fleats rennovation) €18,000,000,00;

ROP Action 4.6.3 – “Sistemi di Trasporto Intelligenti”, interventi 1) Sistema SBE” e 2) “Infomobilità”, per complessivi € 5,000,000,00;
Despite many efforts on national and local level, spatial and transport development in Slovenia are still urging for a paradigm shift from car-oriented mobility towards more sustainable means of transport.

In order to underline importance of sustainable mobility actions, main aim of **REGIO-MOB Action Plan** was to initiate additional proposals in the field of sustainable mobility to the **Resolution on the National Program for the Development of Transport in the Republic of Slovenia for the Period up to 2030 (ReNPRP30)**

Learning from the presented 35 transnational good practices, presented and visited **within REGIO-MOB project**, Action Plan detected main areas of intervention and policy measures in order to further improve sustainable mobility in Slovenia.
REGIO-MOB Action Plan

REGIO-MOB Action Plan: for each proposed measure the financial sources and timeframe was allocated according to available national strategies.
For each proposed sustainable mobility measure the financial sources and timeframe was allocated according to available national strategies and development plans for mobility in Slovenia.

From the REGIO-MOB Action Plan it can be seen that majority of the sources for proposed measures would come from budget fund of Slovenia and EU funds.

Measures proposed are to be employed in the national and local government plans and guidelines. Some of proposed measures have already begin to take place in the year 2018, majority of proposed actions are foreseen to be implemented before year 2023.
REGIO-MOB in South-West Oltenia Region (Romania)
Within the REGIO-MOB project, the RDA SW Oltenia partner is responsible for the Policy Instrument 5 – ERDF Regional Operational Program (ROP), Objective 4 -Supporting the transition to a low-carbon economy in all sectors. This policy instrument is closely linked to the Investment Priorities 3.2 and 4.1 of the Regional Operational Program ROP 2014-2020-Promoting carbon reduction strategies for all types of territory, in particular urban areas, including the promotion of sustainable urban mobility plans, and of relevant measures to attenuate the adaptations.

In order to achieve the specific objectives of the two mentioned priorities, a series of investments were identified, whose implementation will lead to the realization of sustainable urban transport systems by achieving the following results:

- reducing air pollution and noise pollution, as well as energy consumption;
- ensuring the accessibility to the public and private transport system for all citizens;
- development of infrastructure for non-motorized transport means;
- increasing the attractiveness and improving the quality of the environment and urban space.
The Action Plan for the South-West Oltenia Region includes the following 5 actions, correlated with the examples of good practice transferred between the partners:

**Action 1. Development / revision of the Strategic Urban Mobility Plans at the Administrative Territorial Units level in the SW Oltenia Region**

RDA SW Oltenia has the role of coordinator for the development/revision of the Strategic Urban Mobility Plans, the local public authorities in urban areas being the beneficiaries of funding for the implementation/revision of SUMP. *Providing guidelines and good practices are not enough to stimulate a wide range of local authorities to be effective in the field of sustainable mobility, so the costs of elaborating S.U.M.P. should be supported by co-financing. This type of approach has brought good results, at regional level being submitted 14 SUMPs.*

**Action 2. Establishing a structure at regional level intended to correlate the projects in the field of transport.**

The established regional structure, coordinated by RDA SW Oltenia plays an important role for local and county public authorities and also for public transport operators, whether they are the potential beneficiaries of projects implemented in a correlated way. Participation of the main local and regional actors in the process of project planning and implementation is the key to success.
Action 3. Investments for the use of low carbon emission means of transportation
- procurement of means of transportation
Local public authorities have the role of beneficiaries of projects concerning the establishment of public transport systems and the acquisition of environmentally friendly means of transport, while public transport operators have the role of beneficiaries of modern and ecological technical equipment with which they will be able to offer quality services to the citizens. The procurement of low carbon emission means of transportation was taken into consideration by the municipalities in our region and they have foreseen in their submitted SUMP s this activity.

Action 4. Investments in modern infrastructure for public transport
The investments in modern infrastructure for public transport were also taken into consideration by the municipalities within the SUMP s they elaborated. These investments are very important considering the poor condition of the infrastructure, which results in high operating costs and traffic safety problems; the poor condition of technical equipment in depots / buses; the poor provision of public transport stations with passenger shelters, information systems and security systems.

Action 5. Elements of traffic management systems
There are major deficiencies in traffic management in the region, but in the short and medium terms, all local public authorities intend to develop traffic management systems, which will lead to optimizing the use of street infrastructure and prioritizing public transport.
REGIO-MOB in Małopolska Region (Poland)
REGIO-MOB Niepołomice Municipality
P&R system - construction work

- Proposal to the Regional Operational Program for Małopolska Province for the period 2014-2020 - 4.5.1 Low emission urban transport
- Best practices adopted from Scotland and Slovenia P&R systems.
REGIO-MOB Niepołomice Municipality
Vistula Bicycle Route – 19.5 km of integrated network

Bike system in Niepołomice Municipality

Legend
- Bike path under construction
- Vistula Bicycle Route
- Existing bike path
- P&R System
The developed solutions in action plan as a substantive input to the strategic documents of the Małopolska Province.

The agreement with the Małopolska Railways on increasing the frequency of rail connections in the peak time (every 30 min) to the Niepołomicka Investment Zone.
REGIO-MOB in Region of Western Macedonia (Greece)
Main Objectives

- Enhancing local identity and the vision’s collectiveness
- Commitment of key stakeholders/actors and decision makers
- Improving the citizens’ quality of life and health
- Setting priorities for proper orientation and further decision-making by developing the vision of the Region on the basis of:
  - a better regional understanding of the local needs, needs and objectives of the various stakeholders/actors as well as of the existing constraints and deficiencies
  - the best prior knowledge of the mobility situation in the area
  - promoting creativity both in envisioning the future we want and how to achieve it
  - effective exchange of knowledge, understanding and consultation under the neutral co-ordination of the external consultant in order to avoid deviations that may arise.

Impact

- Enhancing the well-being of all citizens and social groups of the Region
- Entrepreneurship growth in order for sustainable employment positions to be created, and
- Strengthening of the Region’s position on a geopolitical and economic level
RWM - Main Objectives and Impact

- **Transit Stations (Park ‘n Ride) in the metropolitan area of Kozani“**
  - Finalization of the Phase 1 (mapping)
  - New tender and contractor until the end of April for SUMP for the Municipality of Kozani
  - Submission of a proposal for the funding opportunities of this project from the National Regional Program of RWM

- **Demand Responsive Transport (DRT project)**
  - Meeting with public transport operators of the Region
  - Submission of a proposal for the funding opportunities of this project from the National Regional Program of RWM
  - Main problem is the new National Directive for the operation of Urban Public Transport operators

- **Sustainable Mobility Observatory**
  - The authority of this project belongs to RWM
  - Submission of a proposal for the funding opportunities of this project from the National Regional Program of RWM
  - Main problem is the Local elections (26th of May 2019) – Possible new “management” from 1st October

- **Special Pricing Policy in PT for Vulnerable Social Groups**
  - The authority of this project belongs to RWM, but there should be an approval by the Greek Ministry of Transport
  - Submission of a proposal for the funding opportunities of this project from the National Regional Program of RWM
  - Main problem is the Local elections (26th of May 2019) – Possible new “management” from 1st October
  - National Elections until the end of October 2019 – Possible change in the Ministry of Transport
RWM - Main Objectives and Impact

One of the four projects under the Regio Mob Action Plan, focused on Park&Ride solutions

➢ The SUMP project has already been launched and the competitive process is in progress. The SUMP project includes:
  ➢ Construction of Regional Road
  ➢ Park n Ride System
  ➢ Traffic Control Zone
  ➢ Creation of three new minibus lines linking all areas of the city to the center.
REGIO-MOB in South East of Scotland (United Kingdom)
REGIO-Mob Action Plan:
Measuring the Health Benefits of our Regional e-Bike Sharing Scheme in the South East of Scotland

South East of Scotland Transport Partnership (SEStran)
Julie.vinders@sestran.gov.uk
Measuring the Health Benefits of GO e-Bike

- 4 GO e-Bike hubs were launched in April 2018 in the South East of Scotland
- Based on the Physical Activity through Sustainable Transport Approaches (PASTA) research methodology:
  - We explore *how electric bike use enables cyclists to travel further and can lead to a healthier, more active population*
- St Andrews University: surveys and focus group
Impact on Policy Development

- Regional Transport Strategy Rewrite
- New Electric Vehicle Strategy

- These instruments will incorporate electric bicycles as sustainable transport mode;
- And recognise that e-bikes can lead to a healthier and more active population.