



## Interregional Learning towards Sustainable Mobility in Europe: the REGIO-MOB Experience

### NewsLetter #6 – April '19

#### In this issue...

- Welcome to **REGIO-MOB**: Project summary.
- Results of meeting in Niepolomice and Krakow (March 14<sup>th</sup>, 15<sup>th</sup> 2019).
- **Sustainable Mobility Regional Action Plans**: the monitoring of Actions Plan approved by partners
- **Future** of REGIO-MOB.

#### • **Project summary**

In Europe, the year of multimodal transport was celebrated in 2018, it covered the combination of different means of transport to carry out a single journey, also connecting interregional areas and offering important advantages as it makes it possible to exploit the strengths of each means of transport used, combining them to offer more convenient and efficient solutions for both people and goods transport.

Among the **Regional Action Plans** realized within REGIO-MOB project, multimodal transport has an important role, also helping to reduce traffic congestion on the roads and the negative impact of transport on the environment, in order to reduce the input of CO<sub>2</sub> and pollutants into the atmosphere and to achieve the goals set by the Paris Climate Agreement (COP21). Promoting the functioning of the transport sector as a fully integrated "system" remains a challenge and an opportunity for regional and interregional transport. REGIO-MOB partners designed process and solutions addressed to tackle infrastructure gaps, missing links, investment plans and implement best practices in order to move towards a seamless transport network and well connected with the neighboring regions.

The development of regional mobility strategies with a holistic REGIO-MOB approach are taking place in the 6 regions of the project partners and will be illustrated during the conference "*Europe, let's cooperate! interregional cooperation forum*" on April 10th in Bruxelles (<https://www.interregeurope.eu/europecooperates2019/>).



## Project Meeting in Niepolomice and Krakow

*What was it talked about?*

On March 14<sup>th</sup> and 15<sup>th</sup> 2019 was spoken about the update of monitoring of REGIO-MOB Action Plan of partners. The Regio-Mob meeting in Niepolomice Municipality, took place in the Laboratory of Social Activity - at the center of Bochenska in Niepolomice. Progress in implementing the action plan was the main topic of the two-day meeting. Partners had the opportunity to present what has been done in their areas. After presentations and a discussion there was a time for a study visit.



Photo: REGIO-MOB meeting in Niepolomice

The participants visited places included in the Polish action plan. These were sites where the construction works are ongoing: motorway exit in Podleze, new transport interchange in Niepolomice, as well as three P&R parking lots – in Niepolomice and Podleze. These investments consist of building new facilities aimed at improving public transportation system not only in Niepolomice commune, as they are part of the broader Mobility Plan for Malopolska province (19.5 km of cycling path on the high banks of the Wisła river which, from the nearby forest of Niepolomice reach towards the southern part of Krakow).



During the meeting between Nipolomice and Krakow, Regio-Mob partners were given the opportunity to participate in the events organized in the **U-Mobility**, a European project funded by the European Commission under the LIFE programme, aimed at the creation of a university network to facilitate the exchange and transfer of knowledge about sustainable mobility best practices among European

universities. This network will serve as a tool towards the reduction of CO2 emissions thanks to an improved mobility of the university community.

Among the valuable contributions that emerged from the U-MOB conference, we report two excerpts:

- The global approach of the road transport impact is shown by the amount of greenhouse gas emissions. We see that in EU the level of greenhouse gases emitted by the transport sector stands at almost 25 %, but we have to take into account two important facts:

- that more than 90% of it is caused by road transport
- in the cities the level of greenhouse gas emissions caused by road transport is much higher, more than 50% of total emissions.

- The U-MOB consortium will develop and implement an action plan, which will be rolled out till 2021. Throughout the project, great importance will be placed on expanding the network through the involvement of new universities. To measure results, the partners of the U-MOB project will design a tool to estimate CO2 emissions caused by travel undertaken by the university community. Finally they are promoting the creation of the role of 'mobility manager' and to implement best practice with regard to reducing their emissions.





## Monitoring the impact of the Sustainable Mobility Action Plan in the Malopolska Region (PL)

Malopolska Province Marshall's Office officially approved of the Regional Mobility Plan and recommendations to the Malopolska Province Development Strategy. Both documents have been prepared in the frame of the Regio-Mob project.

Based on the analyses carried out, the Action Plan has been designed. The developed solutions, which will be verified in the Niepolomice Investment Zone, will serve as a substantive input to the strategic documents of the Malopolska Province.

Project deals with a very important aspect of the transport services of investment zones. Experiences gathered and conclusions drawn during its implementation will be taken into account in the future, in the process of designing new zones and their transport services – underlined Grzegorz Sapoń, director of the Transport and Communication Department in the Malopolska Province Marshall's Office.

Action Plan designed in the Niepolomice Commune assumes the increase of the Fast Agglomeration Rail share in the overall transport to and from the Niepolomice Investment Zone.

New park and ride site will be built. Combined with a fast, regular agglomeration rail, they will reduce the share of individual transport compared to public transport, which will contribute to reducing emissions. In the case of an efficient public transport system, residents will be willing to change their habits thanks to the availability of facilities such as a parking space for: bicycles, motorcycles, cars, buses, pedestrian zones, etc.



Photo: REGIO-MOB meeting in Niepolomice



## Measuring the Health Benefits of GO e-Bike (UK)

In April 2018, **SEStran** launched *GO e-Bike*, an electrical bike sharing scheme to encourage active travel throughout the SEStran region. CoMoUK (formerly Bike Plus) coordinated the programme delivery at four different sites across the SEStran region in collaboration with local community organisations, charities, and academic institutions. In addition, the GO e-Bike scheme was promoted at various events including a Transport Smart Class, SEStran's Integrated Mobility Forum, the Cycling Scotland Annual Conference and the Cycling Scotland Bike Forum. Since the launch of the scheme, 414 people have signed up to GO e-Bike and 1039 trips have been recorded. The actual number of trips made is likely to be much higher, since not all GO e-Bike sites use the app to record trips. A draft report produced by CoMoUK in collaboration with SEStran illustrates successes, challenges and learning through a variety of data and evidence. There are early indications that the GO e-Bike trips are replacing car journeys, providing health benefits and leading to an increase in the sale of e-bikes. Across all hubs, users reported that they were replacing car trips and 33% of users reported that they were replacing their daily car journey by a GO e-Bike trip.

For the REGIO-Mob project, SEStran adopted the PASTA (Physical Activity through Sustainable Transport Approaches) methodology as presented by the Italian partner Anci Lazio to measure the health benefits of the GO e-Bike scheme. PASTA aims to show the promotion of active mobility (i.e. walking and cycling) can lead to a healthier and more physically active population. The PASTA project analyses measures which are aimed at supporting 'active mobility' and evaluates its effect on the health of citizens. To measure the health benefits of the GO e-Bike scheme, SEStran commissioned the Sustrans Research and Monitoring Unit to carry out an Active Travel Audit. This audit outlined the current state of active travel and active travel infrastructure in the SEStran region based on the PASTA list of indicators and will form the basis for further research into the health benefits of the GO e-Bike bike-sharing intervention that is being conducted during the final phase of REGIO-Mob.





**The first project to reduce carbon emissions in SW Oltenia Region (RO) through investments based on sustainable urban mobility plans, submitted under ROP 2014-2020, was signed.**

The project *"Construction of a connecting artery between N.Balcescu Blvd. and Tineretului Blvd. on the North of its intersection with Gib Mihaescu Street, including the ramps related to the overground passage on T.Vladimirescu Blv. and the purchase of alternative fuel buses"*, has a total value of about 15 million euros.

7 buses of compressed natural gas (CNG) will be purchased through the proposed project. Both the development of road infrastructure for the public transport of passengers and the acquisition of non-polluting buses will help to increase the speed of travel and the frequency of the public transport, as well as to increase the attractiveness and the improvement of the accessibility and the comfort of using the public transport, a real alternative to using personal cars.

It will also be extended the bicycle paths network, will be arranged pedestrian walkways and two bus stops. The bicycle path section of the project is part of the network proposed by the Sustainable Urban Development Plan of Ramnicu Valcea municipality, by the extension of the bicycle paths network being pursued the increasement of users number for this non-motorized means of transport.

Thus, the proposed measures will contribute to the annual decline in car travel, the annual decrease in CO<sub>2</sub> emissions from transport and to increase the number of passengers who use public transportation, the number of pedestrians and cyclists in the city. Buses will be equipped with the following integrated systems: e-ticketing system, tracking and information system for travelers, video monitoring system, system for monitoring the technical parameters, traffic priority system.







## **The Regio-Mob Action Plan in Lazio Region (IT): first positive impact results**

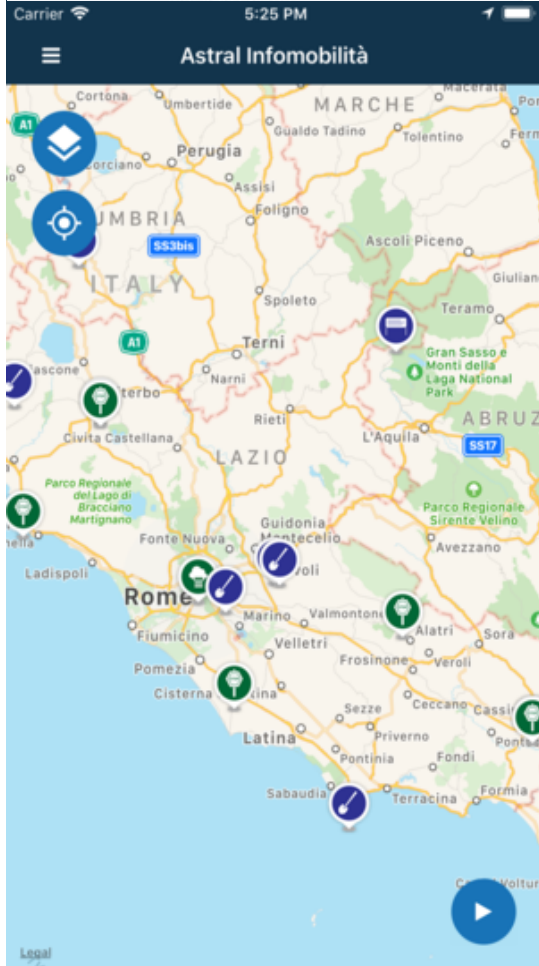
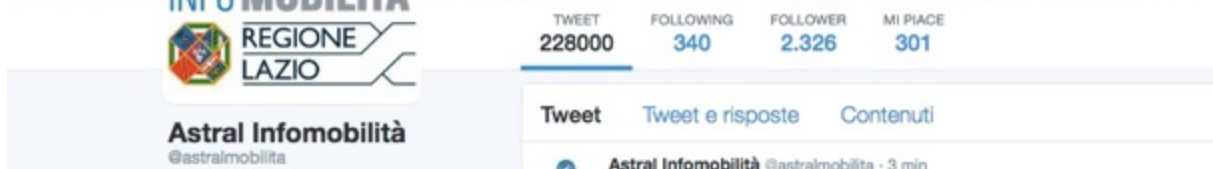
Regio-Mob Action Plan in Lazio Region is focused on the impact and adaptation of the Regional Law on parking lots of the Lazio Region (Regional Laws: 30/1998; 9/2010 Art. 15 paragraph 103; 5/2006 Art. 15 paragraph 27), integrating both the info-mobility measures, the energy efficiency and the solutions gathered by REGIO\_MOB on the P+R. As shared during the Stakeholder meeting groups, the fundamental elements for an effective modal integration are summarized, namely:

1. maximum accessibility to the railway service for users of the TPL road service, both extra-urban and local, with particular attention to users with reduced mobility;
2. coordination of the timetables of the road service with those of the railway service;
3. The real-time information system for users of TPL and private transport, to allow the best choice of integrated transport, according to the user's needs;
4. an integrated charging system, which allows the user to purchase a single ticket from origin to destination, using an electronic ticketing system (SBE) coordinated at regional level, with a dynamic clearing system;
5. accessibility and spaces to accommodate commuters who use the private vehicle for the first part of the journey, the house-station.

With the proposal of Regional Resolution no.532 of 16/01/2019, it was decided - having understood the importance and the usefulness also in programmatic terms of info-mobility data - to allocate the sum of €5 million to carry out an innovative activity with regard to info-mobility, dedicated primarily to the metropolitan area of Rome. The objective of this action is to provide all the means of the TPL of the Rome metropolitan area with real-time monitoring tools, to be integrated into the regional info-mobility platform managed by ASTRAL Spa (in-house company of the Lazio Region). REGIO-MOB in fact required the adaptation of the regional law through its exploitation, which suffered for several years from the lack of money in the budget, through the update with the most innovative solutions for sustainable mobility. The mentioned resolution will allow to finance Municipalities in Lazio Region to start a service that will allow the buses to be equipped with AVM (*Automated Vehicle Management*) system on board the means to communicate their position in real time, constituting not only a useful tool for the management of the vehicle but, above all, to verify objectively the exact mileage and the route traveled by buses. In this way Lazio Region will obtain the data of the TPL service

in real time. These data will be managed by ASTRAL Spa, in order to set up a service information and monitoring in real time.

An impact is expected on 80% of the Rome metropolitan area. Starting to see the importance of this strategic action, a progressive introduction of the technology could be envisaged, putting the necessary costs on the fee of the corresponding contracting entities that manage the Lazio Region TPL.

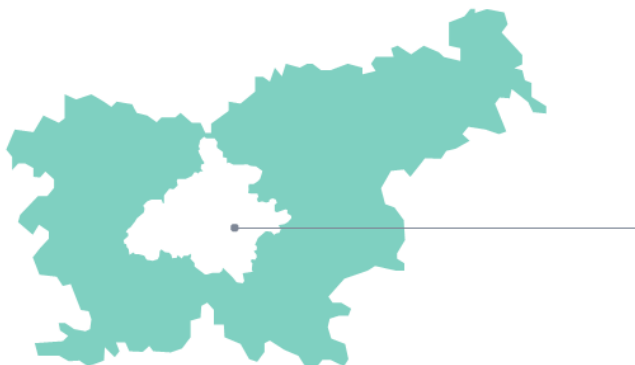






## **Integrated Transport Strategy of the Ljubljana Urban Region (SI)**

In 2018, Ljubljana Urban Region has prepared an innovative strategic document, the first *Integrated Transport Strategy of the Ljubljana Urban Region*, which was drawn up by the representatives of all 26 municipalities of the Ljubljana Urban Region.



Slovenia

In the Integrated Transport Strategy of the Ljubljana Urban Region, concrete measures for the regulation of sustainable mobility are provided and an innovative approach to solving transport challenges on a regional level is presented. At the same time, it is one of the key professional bases for the regional spatial plan and the foundation for finding resources for the implementation of development projects.

The Ljubljana Urban Region (LUR) unites 26 municipalities and communities in central Slovenia, and it is the region with the most knowledge and creative potential: key national, scientific, research, educational and cultural institutions are concentrated here. Furthermore, it is the headquarters of numerous companies that employ significant numbers of people and create more than a third of Slovenia's gross domestic product.

The LUR is the most important commuting destination in Slovenia. Its attractiveness, cleanliness, and numerous possibilities that are offered to almost 550.000 residents in the region, just under 28.000 students from other regions, as well as many other visitors, also represent major challenges in the area of mobility, which is one of the main factors of development. Within the region, daily commuting also takes place – more than 142.500 employed people commute to work from outside the municipality of their residence every.

## **SUSTAINABLE MOBILITY: INTEGRATED TRANSPORT PLANNING FOR AND INNOVATE AND ADVANCED REGION**

Traffic connectivity and the mobility of people and goods play a key role in the development of cities and urban centres, municipalities, the region, and the country; however, only sustainable mobility promotes economic development, social justice and quality of the environment. The objective of sustainable transport planning is to establish a sustainable transport system by ensuring the availability of jobs and services for all, the improvement of security, reduction in pollution, greenhouse gas emissions and energy consumption, increase in the efficiency of public transport, reduction in the costs of mobility, optimisation of freight transport, and a positive contribution to the health of residents and visitors of the region. In the past, Slovenia dedicated a large share of its development resources to the development of mobility based on the use of personal vehicles, while neglecting the development of public transport (JPP), rail transport, cycling and walking, which was followed by the patterns of settlement and development of spaces.

The rapid development of non-sustainable forms of mobility, which has followed the economic development of the country, has brought rapid economic development to society, as well as its competitiveness in Europe; however, mobility that is based on personal motor transport does not lead to long-term sustainable development. Therefore, the future success of the region depends on the sustainable management of scarce resources and sustainable concepts that will provide a quality space for living and working for later generations, as well. The concept of the development of sustainable mobility is complex and feasible only with the active participation of key stakeholders on local, regional and national levels, and with the involvement of the general public who generate the majority of traffic flows. The measures provided by the sustainable transport plan must therefore comprehensively address all modes and forms of transport such as public transport, motor vehicle passenger traffic, bicycles and walking, as well as freight and stationary traffic.

The region is developing towards sustainable mobility. It acts as an innovative and progressive region which focuses its development on the people, improving mobility opportunities for its residents and facilitates access to individual parts of the region and services, while also responding better to the needs of various user groups. Sustainable transport planning is therefore mobility planning for people, not for cars and increasing traffic. Improving the quality of public spaces, the positive effects on the environment, health and safety are at the forefront – especially for the most vulnerable groups of road users. It should also be noted that in the coming years, both passenger and freight transport will experience a significant increase.

The concept of integrated transport planning, which follows the European guidelines, has in the last two years acquired an important role in transport planning in the Slovenian municipalities, due to the fact that nine municipalities of the LUR have joined the preparation of the municipal Integrated Transport Strategies (ITS), and all 25

municipalities have joined the preparation of the regional ITS. Previously, municipalities regulated transport mainly via municipal planning documents and strategies, with the exception of the Municipality of Ljubljana (MOL), which had, as early as in 2012, adopted a Transport Policy that is broadly consistent with the guidelines for the preparation of the ITS. Experience has shown that solutions to transport challenges go beyond the boundaries of individual municipalities if we want to create the most effective transport system, due to the fact that bike trails, bus routes, railways, and spatial development do not stop at local borders.

Therefore, the LUR municipalities were the first to join the joint preparation of the ITS at the level of the entire development region. This is an innovative instrument that will, with its experience, also lay down the foundations and starting points for the preparation of the regional ITS of other regions in the future.

With its comprehensive treatment and clearly defined priority projects, ITS will facilitate the implementation of projects for the regions and municipalities from funding sources available for innovative solutions in the field of sustainable mobility, and clearly outline the direction of the development for the region in discussions with the government and the wider European community. At the same time, it will significantly contribute to the sustainable transition of the region to a low-carbon society.







## The Regio-Mob Action Plan in Region of Western Macedonia: First Positive Impact Results (GR)



The Region of Western Macedonia the period from 01/04/2018 to 31/03/2019 is focused on the Park n Ride solution, which is one of the four projects under the Regio Mob Action Plan.

- 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.

Moreover, the Region of Western Macedonia as a partner of REGIO-MOB project has participated in the Bravo Sustainability Dialogue (BRAVO 2018), as a partner in the REGIO-MOB project (Interregional Learning Towards Sustainable Mobility in Europe: The Experience REGIO-MOB) of the INTERREG EUROPE program.



The vote expired on 20 November 2018 and **the Region of Western Macedonia was awarded at this year's BRAVO AWARDS competition (GR)**

The prize was received by Regional Governor Th. Karypidis at the 9th Bravo 2018 Annual Event which was held on Tuesday, December 11, at the Athens Concert Hall.

The BRAVO SUSTAINABILITY AWARDS reward the best practices implemented by Businesses, Local Government Organizations and Civil Society Organizations. These are initiatives and programs that contribute to the promotion of the improvement of quality of life and the creation of standards of responsible behavior in our country.

The Western Macedonia Region faces the sustainable development and, in particular, the Sustainable Mobility as a high-priority issue, as it is directly related to the improvement of citizens' quality of life and visitors in the area. Moreover, it considers that the joint effort of the government, and civil society is essential in order to highlight issues related to sustainable mobility and can change the lives of all for the better.



**Video:** <https://www.youtube.com/watch?v=r-ETz6yNJF4>



## REGIO-MOB news

In this section we list the events expected in 2019 in which the REGIO-MOB team is involved.

- 1. Europe, let's cooperate! - Interregional cooperation forum Brussels**  
REGIO-MOB will participate at the event to share inspiration, learn and exchange experiences.  
<https://www.interregeurope.eu/europecooperates2019/>
- 2. REGIO-MOB Dissemination event in Kozani** (expected in November 2019).  
The meeting will be host by Region of Western Macedonia. The programme agenda coming soon at:
  - a. <https://www.interregeurope.eu/regio-mob/>
- 3. In the next Newsletter(#7)** we will be reported, among other news, a synthesis about the results obtained by partners about *Sustainable Mobility Action Plan* in their regions, applying and adapting the learning process occurs from good practices collected previously (<https://www.interregeurope.eu/regio-mob/good-practices/>).



**REGIO-MOB**  
Interreg Europe



European Union  
European Regional  
Development Fund



Andalusian Institute of Technology – IAT  
[www.iat.es](http://www.iat.es) (*lead partner until 31.03.2017*)



Prometni institut Ljubljana d.o.o.  
Institute of Traffic and Transport Ljubljana LLC.

Institute of Traffic and Transport Ljubljana  
[www.prometni-institut.si](http://www.prometni-institut.si)



Regional Association of Lazio  
Municipalities and Cities – ANCI Lazio  
[www.ancilazio.it](http://www.ancilazio.it) (*lead partner from 31.03.2017*)



South-West Oltenia Regional  
Development Agency  
<http://adroltenia.ro>



Niepolomice Municipality  
[www.niepolomice.eu](http://www.niepolomice.eu)



Region of Western Macedonia – RWM  
[www.pdm.gov.gr](http://www.pdm.gov.gr)



South-East of Scotland Transport  
Partnership SESTRAN  
[www.sestran.gov.uk](http://www.sestran.gov.uk)



Regional Development Fund of Western  
Macedonia (*partner until 11.07.2017*)  
[www.pta.pdm.gr](http://www.pta.pdm.gr)

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