ACTION PLAN

OptiTrans

Interreg Europe

Optimisation of Public Transport Policies for Green Mobility

Diputación de Granada
Avancamos juntos

Interreg Europe
European Union | European Regional Development Fund

Oficina Provincial Energía de Granada

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Abbreviations

AOPJA	Agencia de Obras Públicas de la Junta de Andalucía (Agency for Public works – Regional government)
CBA	Cost-Benefit Analysis
DGT	General Directorate of Traffic
ERDF	European Regional Development Fund
ICT	Information technology
ISUDS	Integrated Sustainable Urban Development Strategies
LEZ	Low Emission Zone
LRT	Light Rail Transit tram
PAB	Bicycle Plan of Andalusia
PISTA	Infrastructure Plan for the Sustainability of Transport in Andalusia
PITMA	Infrastructure Plan for Mobility and Transport
PMV	Personal Mobility Vehicles
PP7	Public owned consultancy of Provincial Council of Granada
PT	Public Transport
ROI	Return of investments
ROP	Returned oriented programming
STC	Sustainable Transport Corridors
SUMP	Sustainable Urban Mobility Plan

Glossary of National Institutions and Administrations

Agencia de Obras Públicas de la Junta de Andalucía	Agency for Public Works
Ayuntamiento de Granada	Granada City Council
Consejería de fomento infraestructuras y ordenación del territorio	Regional Ministry of Development, Infrastructures and Territorial Planning,
Consejería de Agricultura, Ganadería, Pesca y Desarrollo Sostenible de la Junta de Andalucía	Regional Ministry of Agriculture, Livestock, Fisheries
Consorcio de Transporte Metropolitano	Metropolitan Transport Consortium
Dirección General de Movilidad de la Junta de Andalucía	Directorate General of Mobility
Dirección General de Tráfico (DGT)	General Directorate of Traffic
Diputación de Granada	Provincial Council of Granada
Junta de Andalucía	Regional Government of Andalusia
Metropolitano de Granada	Granada tramway
Ministerio de Fomento	State Ministry of Development

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0 INTRODUCCTION

0.1 Project summary

The OptiTrans project (Optimisation of public transport for green regional mobility) is implemented through the INTERREG EUROPE programme, co-financed by the European Regional Development Fund (ERDF) and will start in 2017. The Provincial Energy Office of Granada is a partner of the European project OPTITRANS within the second call of the Operational Programme Interreg Europe 2014-2020. The Management Committee of the Interreg Europe Operational Programme issues a resolution approving the project PGI01997, "OPTITRANS: Optimisation of Public Transport Policies for Green Mobility", dated 25 November 2016, so that the project officially begins on 1 January 2017, with its expected completion on 31 December 2021.

The main objective of the OptiTrans Project is to seek innovative solutions to increase the percentage of public transport use in suburban and rural areas.

To this end, the OptiTrans project aims to increase the planning and organisational capacity of public authorities and their subordinate bodies responsible for public transport. This is to be done through the adoption of action plans that introduce novel approaches to improve public policies, as well as contributing to a change in attitude towards increasing the use of public transport.

In short, the OptiTrans project aims to support public administrations and transport planners, introduce new mobility policies, and make public transport more attractive to passengers.

Therefore, the main idea of the Project is to develop a plan of real actions that can be financed with ERDF funds (or any other type of eligible funds) related to the optimization of public transport and green mobility, with a view to its subsequent real implementation. In the European project, it is important to set up a support group of experts who will work on a strategy to influence the actions designed/projected by the Energy Office of Granada, and therefore by the Provincial Council of Granada, in the area of mobility, as well as on the proposal of actions that create synergies in other institutions working in the metropolitan area of Granada and in the province of Granada. The main focus of the policies to be developed is on the following main topics:

- Timetable integration
- ICT Mobility, real-time and integrated information
- Integrated ticketing
- Multimodal mobility
- P.T. Network
- E-Mobility, E-Bike
- Pedestrian mobility
- On-Demand (be careful on resources)

0.2 Improvements

Through improved policies, public transport Networks become more attractive, leading to more passengers and hence more financial means to stabilize and/or further expand public transport in rural and suburban regions.

Main benefits:

- improved accessibility for residents and economic activities
- higher number of users
- reduced emissions caused by mobility
- higher quality of life

0.3 Partnership

- Granada Energy Office (Granada Provincial Council)
- Abruzzo Region
- City of Zadar
- Region of Thessaly
- Baia Mare Metropolitan Area Intercommunity Development Association
- Tartu City Goverment
- Ministry for Infrastructure and Agriculture of Thuringia

More information: https://www.interregeurope.eu/optitrans/

Ministry for Infrastructure and agriculture of Thuringia

Germany

Baia Mare Metropolitan Area Intercommunity Development Association

Romania

City of Zadar

Croatia

Tartu City Goverment

Estonia

Region of Thessaly

Greece

Abruzzo Region

Italy

Oficina Provincial de la Energía de Granada
España

1 OBJETIVES

1.1 General objectives

The Action Plan is framed within the objectives defined in the Regional Operational Programme 2014-2020:

The issues related to Sustainable Mobility in the Operational Programme (Thematic Objective 4) are developed in PISTA 2020 (Infrastructure Plan for the Sustainability of Transport in Andalusia). The investments foreseen in PISTA 2020 have already been made or are in the process of being awarded, as they are related to higher scale infrastructures that have to be operational by 2020.

In addition, the Action Plan is the provocative result of the lessons learned with the rest of the regions in specific improvement objectives for transport policy instruments. It defines the actions to be carried out, the time needed for their implementation, the agents involved, the beneficiaries, the costs and the financing. The necessary indicators for monitoring the implementation process are also established.

1.2 Specific objectives of the Action Plan

The Action Plan aims to develop a set of actions resulting from the learning process of the OptiTrans project:

1. Propose new mechanisms for coordination between public and private entities in charge of public transport services in the province of Granada and, in particular, in the Metropolitan Area of Granada.
2. Improve the public transport network in a coordinated and integrated manner.
3. Promote the improvement of non-motorised mobility networks, integrating Mobility Vehicles.
4. To articulate the mobility of rural areas through the recovery of railway corridors and the implementation of new ways of public transport such as transport on demand.

2 METHODOLOGY

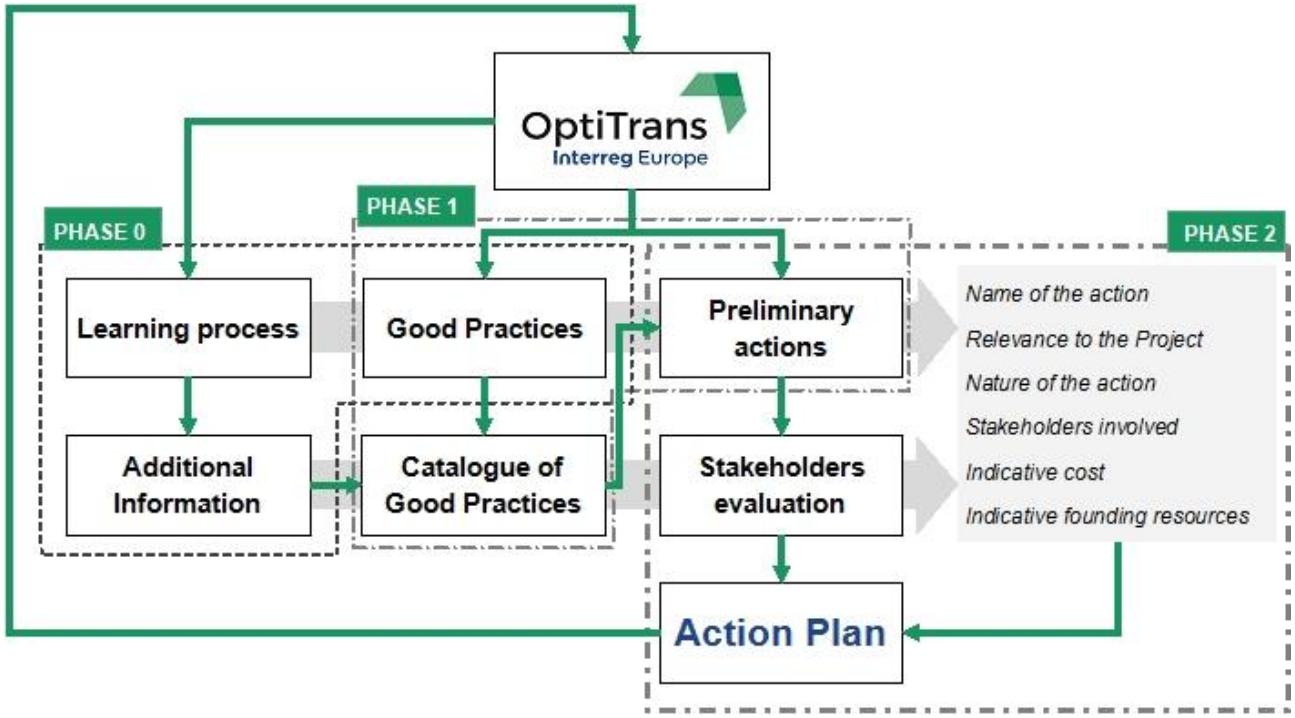
The approach of the Action Plan has been developed according to the directives included in the Interreg Europe Programme Manual.[1].

The methodology has been structured by three phases:

- **Phase 0_Analysis of the baseline study**. The baseline study and the interregional learning process realized during the first phase of the OptiTrans Project have been revised. In addition, the Best Good Practice related to the thematic objectives have been identified and revised.

- **Phase 1_Preliminary definition of the actions**. A preliminary set of actions, based on the Best Good Practices examples identified during the baseline study have been selected. Each action has been developed taking into account the interregional learning process based on different cases of study.

- **Phase 2_Assessment and evaluation of the preliminary actions and design of the Action Plan.** The preliminary actions have been evaluated by the different local stakeholders in order to assess both, expected impacts and risks of the actions. Subsequently all actions have been re-evaluated independently by each stakeholder focused on detailed aspects as relevance, involved stakeholders, costs and possible funding, etc.).



[1] https://www.interregeurope.eu/news-and-events/news/4897/more-tips-on-how-to-design-action-plans/

2.1 Phase 0_Analysis of the baseline study

The initial phase of the OptiTrans Project consisted in a learning process based on the exchange of local knowledge and experiences of the involved regions. During this phase different workshops, peers reviews, expert visits and other activities have been carried out, generating a compendium of useful information available for the elaboration of the different Action Plans.

According to the Programmes objectives the baseline study placed focus on the Best Good Practices, which will be also included into the best good practices catalogue.

Eight thematic objectives have been defined during the OptiTrans project:

1. Timetable integration
2. ICT Mobility, real-time and integrated information
3. Integrated ticketing
4. Multimodal mobility
5. P.T. Network
6. E-Mobility, E-Bike
7. Pedestrian Mobility
8. On-Demand

The thematic objectives listed above have been used in order to classify the examples of Good Practices according to characteristics, type and location. The results of the characterization are listed in the following table.

Table 1. Examples of Best good practice in the framework of the OptiTrans project

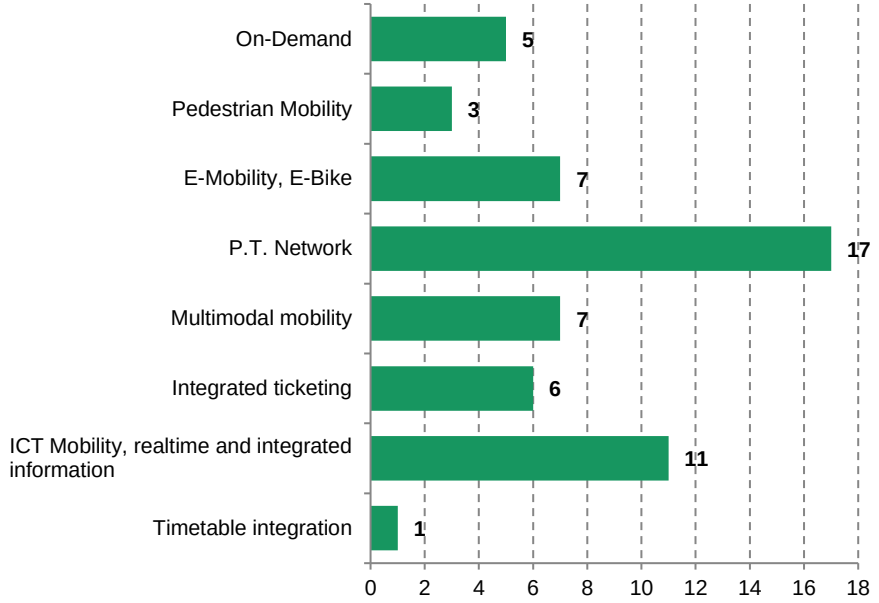
Region	Good Best Practices	1	2	3	4	5	6	7	8
Abruzzo Region	MyCicero		●	●	●	●			
Baia Mare Metropolitan Area	National Public Policy for Metropolitan Development of the larger cities in Romania					●			
	Trolley network (Baia Mare City - Vasile Alecsandri)			●		●			
	Extension of public transport (Baia Mare Metropolitan Area)			●		●			
	Upgrade and extension of the public transport system (Cluj Metropolitan Area)		●	●		●			
County of Koprivnica-Križevci	DYN@AMOS (electromobility and planning for sustainable urban transport)		●		●	●	●		●
Zadarska županija	Master Plan of Sustainable Mobility of the Zadar Region				●	●		●	
North Karelia	Rural transport solutions 4.5-RTS					●			●
Granada	Introducing smart-card travel in Bolzano (Italy)		●	●					
	MOOVIT APP implementation in Granada (Real Time Information)		●						
	EMOV Car sharing electromobility scheme in cities		●				●		●

Region	Good Best Practices	1	2	3	4	5	6	7	8
	CAR2GO Car sharing electro mobility scheme in cities		●				●		●
	Demand responsive transport in Glasgow (UK)					●			●
	PONTEVEDRA OK				●	●		●	
	Integrated smart card in La Rochelle		●	●	●	●			
Thessaly	CITYMOBIL2		●				●		
	MyWay		●		●	●			
	EasyTrip		●				●		
	MOG					●			
Tartu	New buses in bus lines					●	●		
	Cycling roads				●		●		
	Reduce private motor vehicles in city centre							●	
Thuringia	New concept of the Public Transport Network					●			
	Intermunicipal transportation association of the Central Thuringia	●				●			
	Integrated climate protection concept for the city of Erfurt- part mobility and transport					●			

Figure 1. Examples of Best good practice

According to the results of the classification of Good Practices examples, around 30% are related to the thematic objective of Public transport networks, about 19% (11) are related to Information technologies and real-time integrated information. On the opposite only 2% (1) of the identified examples are related to timetable integration.

Figure 2. Distribution of Best Good Practices according thematic objectives of OptiTrans



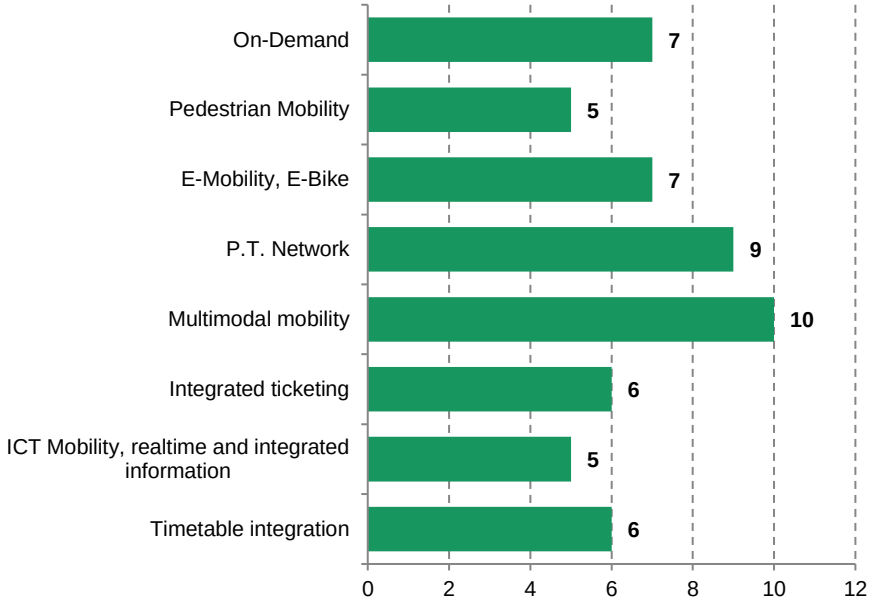
In addition to the Good Practice examples the whole baseline information has been reviewed. Among the collected information, different approaches like “safe school pathways”, Concession contracts regulations for public transport, the current state of electric mobility and its related infrastructure and other Interreg Europe projects (TRAM, CLUSTERS3, ERUDITE, iEER, NICHE) may be outlined.

2.2 Phase 1_Definition of preliminary actions

On the basis of the results obtained during phase 0 the preliminary actions are being substantiated and defined as a starting point for the discussion with stakeholders and involved administrations.

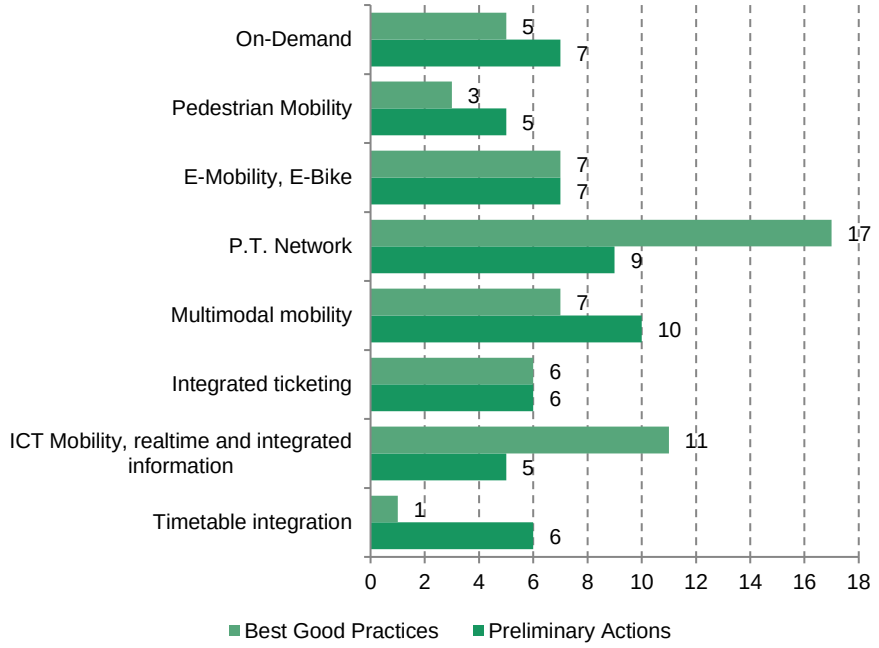
The preliminary actions are classified in function of the thematic objectives in the same way as preceded with the Good Practice examples. The results of the classification process can be seen in the next figure.

Figure 3. Classification of the preliminary action according to the thematic objectives of the OptiTrans Project



The actions have been defined and justified on the basis of the learning processes inherently to the OptiTrans Project and may be classified according to the thematic targets, as follows.

Figure 4. Classification of Best good practice examples and preliminary actions according to their thematic objectives



As indicated above there is a wide documentation available to bear out the different preliminary actions selected for the discussion and selection procedure.

2.3 Phase 2_Evaluation of preliminary actions and design of the Action Plan

The actions that finally will be selected in the Action Plan, are the result of a learning process and are justified on the basis of the identified Good Practices and finally validated by the different local stakeholders. This procedure is fundamental for two reasons: to identify priorities for the actions and to ensure compliance and implementation by the actors.

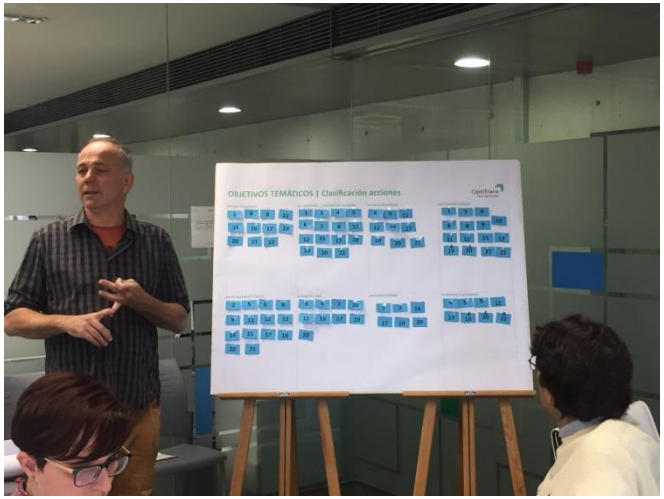
During the evaluation procedure three activities have been carried out:

1. Face-to-face workshop.
2. Online questionnaire for classification of the actions, to identify priorities and to evaluate the effect-risk of the proposals.
3. Individual interviews with each actor involved.

Face-to-Face workshop

The workshop was held on October 16th of 2019, in which 11 Stakeholders were present. The work methodology was introduced (Phase 0, Phase 1 and Phase 3, see Figure 1) and a process of classification and evaluation of the actions has been carried out.

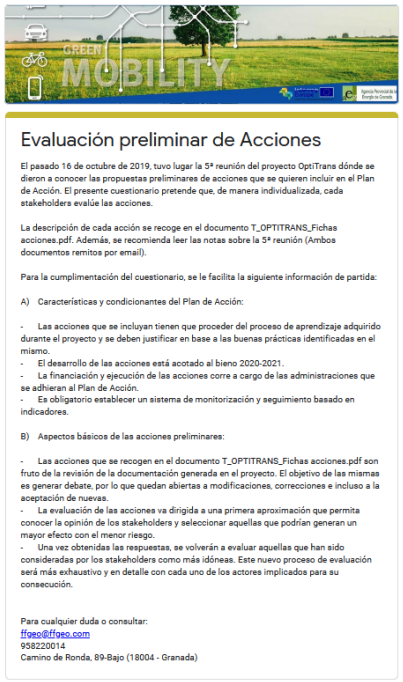
Figure 5. Workshop (5th Stakeholder Meeting OptiTrans project)



Online questionnaire for classification of actions, identification of priorities and evaluation of the effect-risk of the proposals.

After the face-to-face workshop, an online questionnaire was sent to each of the local stakeholders who participate in the OptiTrans project. In the online questionnaire the stakeholders were asked to classify the actions by thematic objectives, to identify the main thematic objectives and to evaluate the effect and risk of each action.

Figure 6. Detail of the questionnaire for the preliminary evaluation of Actions (https://forms.gle/YxSeMMMUmvZg4a1AA).



At the moment, 12 Stakeholders has responded, and the results obtained are as follows:

Figure 7. Prioritization of thematic objectives according to Stakeholders.

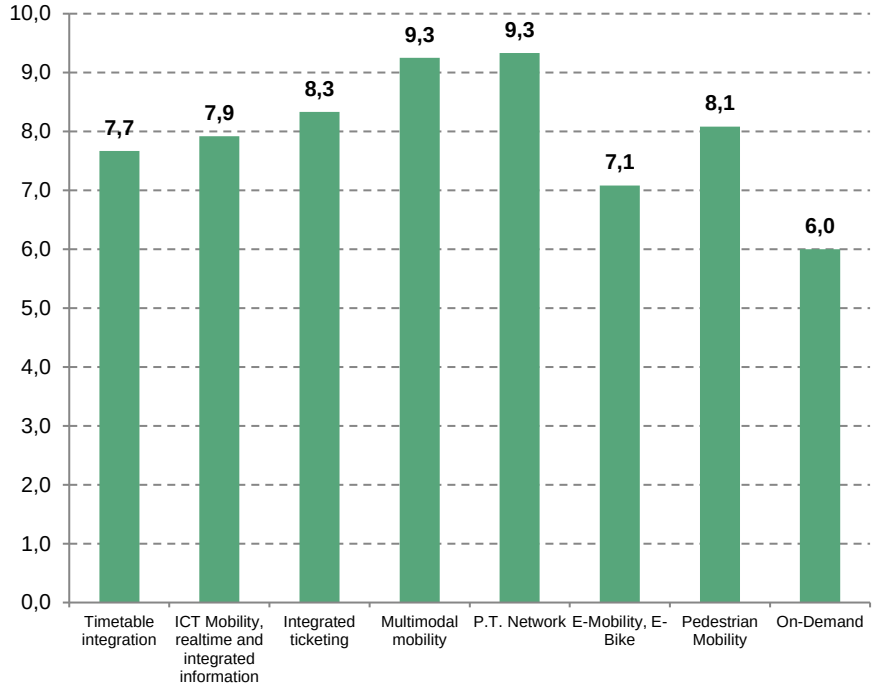


Figure 8. Evaluation of the effect of the preliminary actions according to Stakeholders.

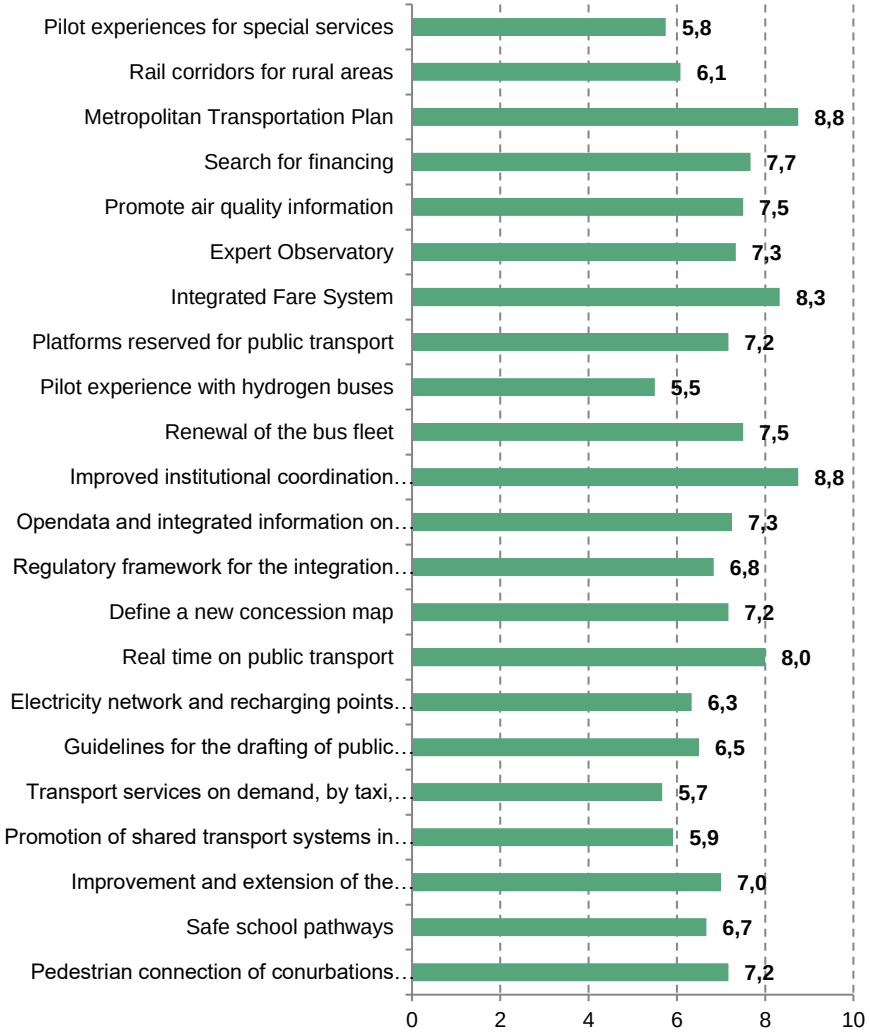


Figure 9. Risk assessment of preliminary actions according to Stakeholders.

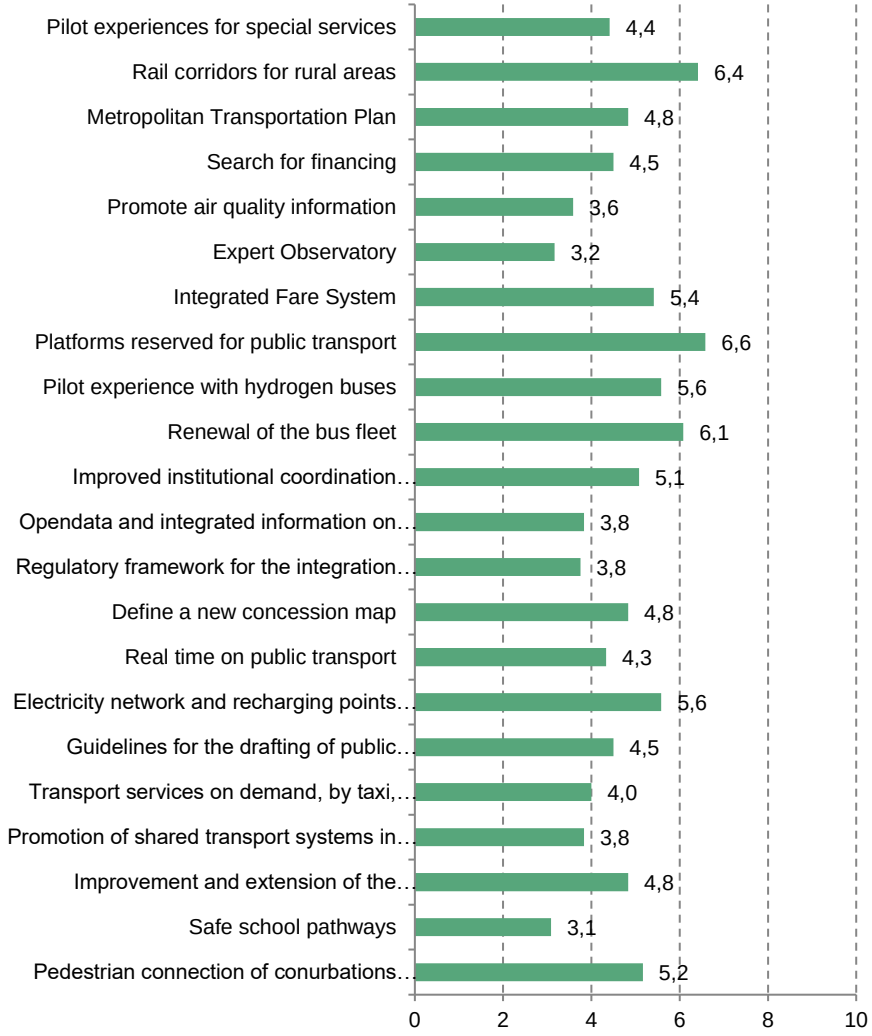
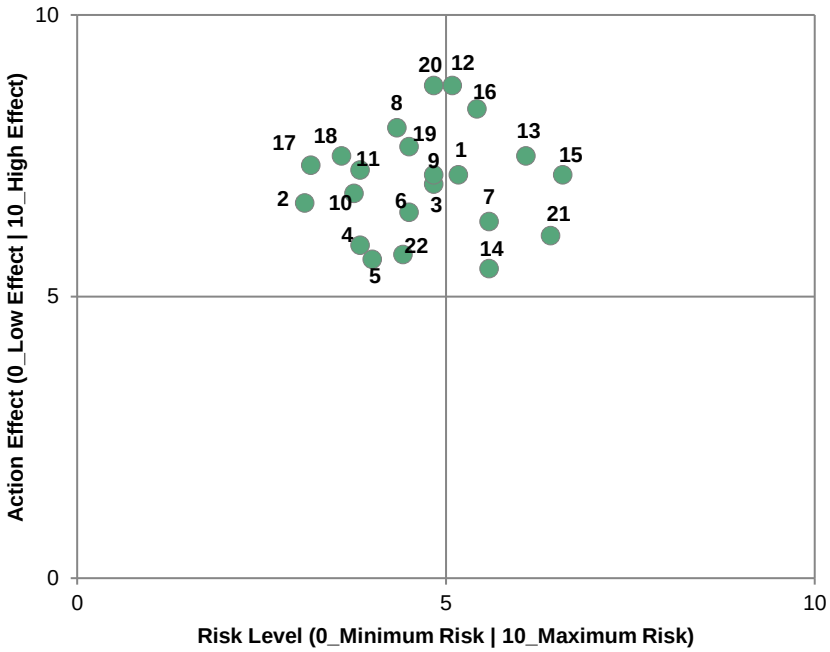


Figure 10. Preliminary actions, risk-effect assessment matrix according to Stakeholders.



Based on the results of the stakeholder evaluation showed above, preliminary actions are identified and linked to the thematic objectives considering priorities and the effect-risk relation of each action.

3 STARTING CONTEXT

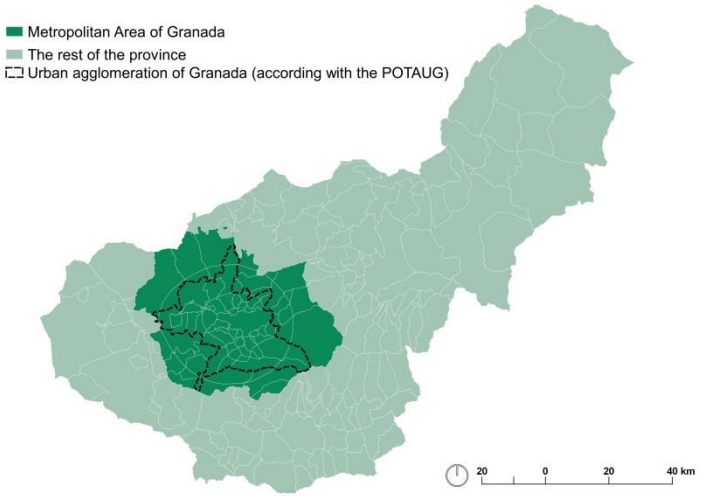
The physical characteristics of the province of Granada, in relation to mobility, present two differentiated areas, the urban and suburban Metropolitan Area and the remaining rural area of the province..

Table 2. Main characteristic of the Metropolitan and the rural area of the province.

	Metropolitan Area of Granada	The rural area of the province
Nº of municipalities	51 municipalities	121 municipalities
Area (km²) | %	830 km² | 7%	10.993 km² | 93%
Population | % with regard to the province	575.205 inhabitants | 63.1%	336.870 inhabitants | 36.9%
Modal split	Excessive use of private vehicle	No information available (Excessive use of private vehicle is supposed)
Responsible Authorities of transport	*Transport Consortium, Granada City Council, AOPJA*	Junta de Andalucía
Public transport system	Urban bus network of Granada, interurban bus network, Metropolitan (LRT) of Granada	Medium distance bus network

The results of the Baseline Study made it possible to identify the main differences between the Metropolitan and the Rural Area with respect to the physical, demographic and public transport system related parameters (Table 2 and Graph 9).

Figure 10. Study areas in the OptiTrans Project.



In this starting context, it is necessary to highlight some of the basic issues that describe the situation of the current mobility and justify the actions developed in this Action Plan.

3.1 On the scope of the Metropolitan Area

In the Metropolitan Area of Granada there is a fragmentation of governance competences based on the administrative divisions of the different municipalities. This fragmentation jeopardizes the possibilities of coordination of an area that should be managed in an

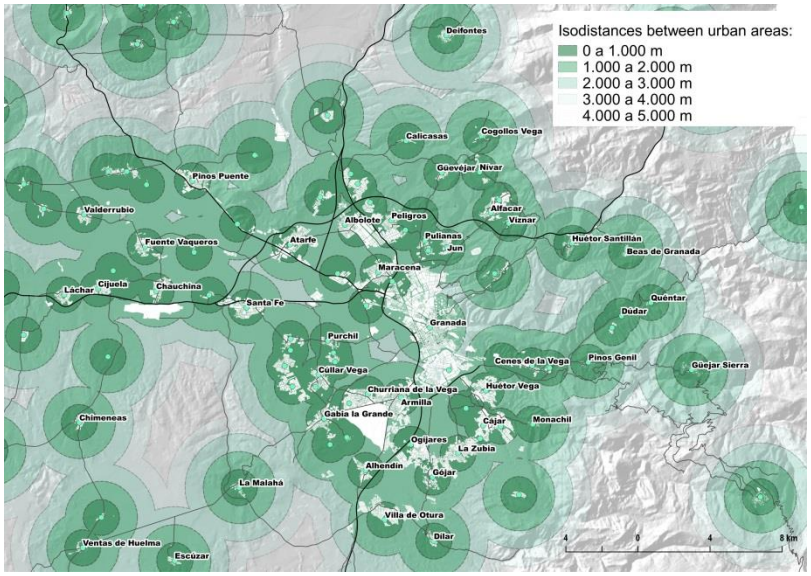
integral way. A clear example is the existence of three different administrative bodies for managing public transport (Transport consortium, town council and, Governmental Agency for infrastructures), as well as the diversity of different tickets, timetables and stops, which ballast real integration.

Another aspect of interest is the period of validity of the interurban public transport concessions currently expired and temporarily extended the urban transport concession of Granada will expire by 2022. Therefore, the renewal of the concessions involves an opportunity to formulate new criteria to be included in the new concession contracts, as well as for the design of a new integrated concession map. This aspect is fundamental for the implementation of a coordinated and integrated metropolitan public transport services.

Pedestrian and cyclist mobility as well as Personal Mobility Vehicles (hereinafter PMV) constitute an excellent sustainable alternative. The high level of conurbation of the city of Granada with its urban belt, as well as the relatively affordable travelling distances, place these modes in a highly competitive scope. However, the lack of exclusive infrastructures and the existence of a significant number of physical barriers constrain a definitive impulse.

Finally, the metropolitan area of Granada lacks a specific planning figure for mobility. This situation generates a lack of guidelines and regulations capable of articulating mobility in a coordinated and integrated manner. At the same time, the lack of a Metropolitan Mobility Plan conditions the access to different sources of national and international funding.

Figure 11. Isodistances from Granada and the first urban belt..



3.2 About the rural area of the province

In the rural area of the province of Granada we can identify three different subareas: The Mediterranean coastline (Costa Tropical), three secondary urban centres (Loja, Guadix and Baza) and the disperse rural habitat.

The coastline is characterized by a marked seasonality due to its strong tourist activity. In this area, the excessive use of private

vehicles stands out as a result of the widespread low-density urban expansion, as well as the lack of a quality public transport systems capable to articulate this territory internally. The connections with the rest of the territory are limited to interurban road transport services, with expired and timely extended concessions.

The rural surroundings of the secondary urban centres (Loja, Guadix and Baza) depend strongly on these urban centres. As in the rest of the province, the excessive dependence on private automobiles and the clogging of public space in the historic town centres of these localities stand out. In addition, bad practices are frequently observed in certain habits such as driving children to school by cars.

In the particular case of the secondary cities of Loja and Guadix, it should be remarked that the local and regional railway transport services (Bobadilla corridor and Moreda corridor) have been abandoned recently. The abandonment, of these corridors affected the rural territories threatened with depopulation processes.

The recovery of the railway corridors, described above, presents an important potential for improving the articulation of rural areas. At present, public transport services in rural areas are served by conventional bus concessions with a low number of expeditions that usually connect directly with the city of Granada, provoking the subsequent loss of importance of the regional secondary towns. Therefore, the articulation of rural areas around these secondary centres and the recovery of the railway corridors would improve the transport system and enable new economic activities.

Figure 11. Train corridors of interest of the rural areas

4 ACTION PLAN

The Action Plan is the document that gathers all the propositional content of the OptiTrans project. The Plan is the result of the learning process carried out during the first phase of the project, (with different activities like Workshops, peer reviews, expert visits, etc.) focused on identifying good practices, to be implemented within the scope of the OptiTrans framework. Additionally stakeholders and administrations have been involved to evaluate the preliminary actions proposed.

4.1 Part I – General information

GENERAL INFORMATION

Project:

OPTITRANS: Optimisation of Public Transport Policies for Green Mobility.

Índex Nombre: PGI01997

Parte: Granada Energy Office (Oficina Provincial de la Energía de Granada – Diputación de Granada)

Country: Spin

+NUTS2 region:ES61 (Andalucía), NUTS3: ES614 (Granada)

Contact person:

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4.2 Part II – Context

ROP Andalusia, Thematic objective 4 Supporting the shift towards a low carbon economy in all sectors, Investment priority; 4e Promoting of low carbon strategies for all types of territories, in particular in urban areas, including the supporting of sustainable multimodal urban mobility and adaptation of measures to mitigate the impact of climate change, Specific objective 4.5.1. Promoting sustainable urban mobility.

OE.4.5.1.Promoting sustainable urban mobility: clean urban transport, collective transport, urban-rural connection, road network improvements, cycling, pedestrian transport, electric mobility and development of clean energy supply systems

A. Promoting sustainable transport models: cycling and electric mobility

1. Construction of the cycle paths and their accessory elements to guarantee the complete functionality of the network planned in the Andalusian Bicycle Plan 2014-2020 and the EuroVelo Network.

2. Actions aimed at the development of the cycling network linked to the metro or tram.

3. Actions aimed at the design and construction of platforms reserved for public transport

4. Actions aimed at drawing up sustainable mobility plans for different metropolitan areas in Andalusia, as a planning element.

5. Actions aimed at the energy optimisation of transport facilities, including those already built, in operation and owned by the Andalusian Regional Government.

6. Construction of the infrastructure for electrification, signalling and installations necessary for the entry into service of the Alcalá Tramway

7. Development of sustainable and low-carbon transport systems: this line of action focuses on the implementation of infrastructures to support collective public transport, including transport interchanges. And other lesser infrastructures such as stop-and-go shelters.

B. Actions aimed at decarbonisation in the transport sector

This measure is intended to promote the reduction of CO2 emissions and reduce Andalusia's dependence on oil, in line with the commitments contained in Directive 2014/94/EU of the European Parliament and Council of 22 October 2014 on the implementation of an infrastructure for alternative fuels.

To this end, the actions will consist of

- Supporting infrastructure projects that facilitate the use of electricity, compressed and liquefied natural gas and hydrogen in the transport sector.

- Replacing public fleets with efficient solutions that use alternative vehicles.

- Promote mobility projects that enable the use of alternative fuels and the exploitation of Andalusia's energy resources and are based on a prior analysis to determine which type of vehicle is best suited to meet the operator's routes and needs, replacing existing vehicles. They must also be covered by contracts that impose a public or collective service obligation, guaranteeing cost efficiency.

- Raise awareness in society by carrying out dissemination actions and exemplary measures.Andalusia's ROP foresees the promotion of cycling, investments in public transport platforms, further sustainable mobility plans and a better integration of different forms of low carbon transport (integrated mobility chains). The program provides a good framework for local investments and enhanced planning.

The Infrastructure Plan for Sustainable Transport in Andalusia (hereinafter PISTA 2020), which was the revision of the PISTA 2007-2013, represented the strategic and coordination instrument for sectorial policies in the field of transport infrastructure in Andalusia.

PISTA 2020 is currently being revised by the Andalusian Transport and Mobility Infrastructure Plan (PITMA) 2021-2027

The present Action Plan, within the framework of the ROP, however, intends to complement the projects included in the ROP with a local approach, focused on the dysfunctions detected at a metropolitan and provincial level. Some of the actions developed in this Action Plan will form tools to support the drafting of the PITMA, especially in its local approach.

PP7 (previously as Granada Energy Office, and now as Provincial Government of Granada) supports all 174 municipalities of the province in sustainable energy promotion and thus, in sustainable mobility planning. This includes the elaboration of Sustainable Urban Mobility Plans and support the preparation of projects for which applications for ERDF funding from Andalusia's ROP are prepared. At present, funding decisions favour transport investments in Andalusia's major cities (Sevilla, Córdoba, Málaga, Granada) and only a small share of the funding is spent on suburban and rural mobility. Whereas public transport in the urban centres is already quite modern today, a lack of investment in low carbon mobility outside of the city centres results in a low overall modal split share of public transport as its attractiveness beyond short inner city distances remains small. In turn, a better integration of sustainable mobility of suburban and rural areas can durably strengthen public transport and encourage more people to switch to low carbon mobility. The Granada Energy Office specifically works in working programs 1389A1 and 1389A2, related to promoting sustainable mobility.

The governance of the program should be improved to give more priority to long-term impacts when funding decisions are made. At present, funding decisions are based, among other indicators, on the immediate CO_2 reduction. This benefits investments in urban centres where numbers of passengers are higher and immediate CO_2 savings per passenger kilometre can be achieved more easily. Investments in suburban and rural areas however are meant to make the entire mobility chain beyond the urban centre more sustainable and more attractive to (potential) travellers. Such investments' CO_2 savings are naturally lower in the short term but can make public transport (and connecting other forms of low carbon transport such as cycling and e-mobility) more attractive to people who currently favour using their own car. Such long-term effects should be taken more into account to favour the funding of sustainable mobility projects outside urban centres. The Granada Energy Office will promote changes in the provincial strategy of sustainable mobility. For example, we could define new agreement programs with our municipalities. In addition, we will promote the transfer of the lessons learnt in the project to other regional policies contextualized in the European Development Regional Fund of Andalusia, we will develop “transfer meetings” with our regional government with the objective to try to have influence and improve the implementation of the policy instruments addressed by the project.

Proposed self-defined performance indicator (in relation to the policy instrument addressed), is the amount of additional investments in low-carbon mobility funded in suburban and rural areas

At present, PP7 has enrolled 24 municipalities in its programs to promote sustainable mobility. In previous years, seven Sustainable Urban Mobility Plans (SUMP) were finalized by the Office and two further ones (Granada, Guadix) supported. Andalusia's ROP is the main financial source to finance the investments necessary to implement the SUMP. In the province, 86 municipalities are included in the European initiative “The Covenant of Mayors”, and most of them have to address mobility problems in their own

municipalities, but 134 out of 174 municipalities have less than 5.000 inhabitants, and only 8 municipalities count with over 20.000 inhabitants. Thus, it is difficult to achieve big investments in public transport facilities and services, when the population is so low in most of the province (mainly suburban and rural), and the ROIs are not good enough.

Stated this, PP7 is already implementing specific policies to promote more efficient vehicles in the province's municipalities, and better communicated pathways, electrical mobility, as well as PP7 intends to implement innovation to promote on-demand public transport routes. As well, PP7 always searches for new possible experiences that help the province to improve its provincial and regional policies as we collaborate within the Covenant of Mayors of the 8 provincial governments of Andalusia, and the regional government of Andalusia.

Low-carbon mobility is closely linked to 2 of the priorities of specialization of the Andalusia RIS3: P1. Mobility and logistics. L11. Research and Innovation in Logistics: Intermodal, L12. Innovative business development in international value chains, and L13. New models of sustainable mobility and distribution P7. Renewable energy, energy efficiency and sustainable construction. L74. Energy efficiency in businesses, homes and institutions, L75. Energy sustainability of rural areas.

4.3 Part III - Detail of Action Plan Actions

4.3.1 Action 1: Definition and implementation of Sustainable Mobility Corridors (STC).

Context

The city of Granada, its metropolitan area, especially the first urban belt, has high levels of conurbation, which makes it easier to travel on foot and by bicycle since the travel distances don't exceed 4 km. However, according to the latest data in the Draft document of the Metropolitan Transport Plan for 2016, only 34% of the journeys are made on foot or by bicycle.

A similar situation in terms of physical characteristics of the city is Tartu (Estonia), where a good practice has been identified improving cycle lanes to prioritize non-motorized mobility. In this particular case (GP-06), the city of Tartu decided to promote daily bicycle journeys by planning and constructing new corridors for both, cyclists and pedestrians. This action has been carried out from October 2013 to May 2018 by the city of Tartu and adjacent municipalities. The results obtained show an increase in bicycle use of about 6% with an increasing tendency. During Tartu peer review on October 2018 and the meetings with local stakeholders over there we learnt better about this GP-06.

Another fundamental scope is the inclusion of PMV (such as electric scooters) in the planning and design of these corridors. As evidenced during various meetings with local stakeholders in granada region, as well as the other examples of good practice (GP-04) seen in Baia Mare meeting in November 2019, PMV are on the rise and their use is increasing. However, as we saw with the General Traffic Management institution at national Spanish level and Granada Townhall, there is still no specific regulation and they are using public spaces which are not adapted to their characteristics, generating important conflicts with the rest of the transport modes. Nevertheless, PMV are getting reality and a great sustainable alternative to motorized mobility, basically due to their flexibility and capability for intermodal mobility. We discussed as well in Zadar Peer Review the inclusion of PMV in historical city centers as was a problematic issue in both touristic cities, Granada and Zadar.

Finally, within the project, and the collaboration with Interreg Europe TRAM project we visited Ancona and some good practices were shown there, and specially the GP-09 Bicipolitana Pesaro was really interesting to improve the implementation of cicle networks with direct and clear information to the user, taking into account maintenance and associated services to the network that will have to be planned to be implemented in future developments.

Description of the action

The Andalusian Bicycle Plan (PAB) was planned for the period 2014-2020, including a proposal for a bicycle network for each of the Andalusian provinces. In the case of the metropolitan area of Granada the proposal tried to implement a cycleway network, but, unfortunately, the proposals have hardly been developed.

The new proposals for a non-motorized transport network (pedestrians, bicycle and PMV) must be adjusted to the reality of the metropolitan area and define a continuous, safe and comfortable network, constituted by **Sustainable Transport Corridors (STC**), that promotes mobility on foot, by bicycle or in PMV. Two phases are considered for this process:

1. Planning of the Sustainable Transport Corridors network.
2. Implementation of the network.

Phase 1.-Implementation of already approved STCs and Planning the future network of Sustainable Transport Corridors (STC)

The Provincial Government of Granada was supported by the Energy Office with its experience within OptiTrans for the preparation of new projects for the improvement of bike lane metropolitan network in the LCE (Low Carbon Economy) national call. Thus, in last semester of 2018 was approved around 7M€ for the development of these bike lanes by the National institution (IDAE). Registry numbers of the 7 bike lane projects presented are 3670, 3674, 3676, 3678, 3680, 3682, and 3686, and the investments will be developed during 2020 mainly.

As well, in parallel, the analysis and diagnosis of further development of pedestrian, bicycle or PMV mobility is proposed. The planning process should be coordinated with the Granada Metropolitan Transport Plan, which is expected to be drafted during 24 months, starting as early as beginning of 2020.

With the results obtained during the analysis and diagnosis phase, sufficient information will be available to identify the STC. In addition, a programme for implementation will have to be established.

Phase 2.-Implantation

In the second phase, the implementation of possible future corridors and/or improvements to the infrastructure to de deployed in 2020 will be carried out in accordance with the planning proposal.

General Determinations

- The spatial continuity of the STC Network must be guaranteed.
- Priority will be given to removing barriers that hinder accessibility and undermine safety.
- The STC Network should facilitate access to key intermodal points with public transport modes on a metropolitan scale.
- At local level the connections with urban or metropolitan bus stops and Metropolitan stations will be planned, providing the future network with the necessary interchange infrastructures.
- A participative system will be established for consulting the involved groups like pedestrians, cyclists, PMVs, etc. and the proposals arising from the participation process will be taken into consideration.
- Information campaigns will be carried out during the planning and implementation phases to promote a new culture of mobility associated with STC.

Actor involved

- The Regional Ministry of Development, Infrastructures and Territorial Planning, with the support of the General Directorate of Mobility and the Agency for Public Works.

The main implication will be to coordinate the different planning actions that may affect the upcoming "Sustainable Transport Corridors". The regional Government is responsible of the regional cycleway plan (PAB and metropolitan Transport Plan (On going) and the proposals should be coordinated with the local actors involved.

- Provincial Council of Granada.

Granada is main attraction point for everyday mobility and also the core of the metropolitan area. The Provincial Council of Granada will be involved in the process of planning and design of the STC safeguarding continuity and safety criteria and will invest in new metropolitan lanes

- The Town Councils of the city of Granada and the municipalities of the first metropolitan belt of Granada (Albolote, Alhendín, Armilla, Atarfe, Cenes de la Vega, Churriana de la Vega, Cúllar Vega, Granada, Huétor Vega, Jun, La Zubia, Las Gabias, Maracena, Monachil, Ogíjares, Peligros, Pulianas, Vegas del Genil).

The councils of these municipality should be engaged with the planning process involving citizen participation and consultations processes.

The following associations and social groups as a part of the participatory and consultant processes:

- Granada al Pedal.
- Biciescuela Granada.
- Association for Personal and Ecological Mobility of Granada (AMPEG).
- Other associations or groups

Time frame

The timeframe of the action considers the period of 2020 – 2021.
The following milestones are defined:

	2020												2021											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Phase 1																								
Analysis and diagnosis																								
Proposal of STC																								
Phase 1 and 2*																								
Implementation																								

*Phase 2 will only include biased implementation of the STC proposal.

Indicator system

The proposed system of indicators for monitoring and evaluation of the action is divided into two groups:

Indicators for the process of analysis, diagnosis and planning:

- Creation of a coordination work group.
- Nº of coordination meetings between administrations.
- Nº of participants in each coordination meetings.
- Nº of proposal contributed by the association and social groups.
- Nº of resulting documents.

Indicators for the implementation process:

- Nº of meetings to monitor progress.
- Nº of proposals of economic endowments for execution.
- Nº of proposals formulated by the participation and consultant process.
- Nº of meetings to coordinate the execution of the action.
- Investment of the Provincial Government on Metropolitan Bike Lanes

Contingency Plan

The non-performance of the action, as stated, should evaluate the possibility of carrying out other types of actions to improve mobility on foot, by bicycle and by PMV. For this, it is proposed to hold periodic meetings between the different actors and administrations.

In these meetings, it is proposed to work in two lines:

- Identification of problems and needs for mobility on foot, by bicycle and by PMV. The objective will be to generate documentation on situations that need improvement, from a participatory diagnostic approach.
- Proposal of actions based on strategic urban planning or soft infrastructure. The intention is to act according to the available resources.

Costs

The planning works will be carried out in the framework of the Metropolitan Transport Plan and the Integrated Sustainable Urban Development Strategies (ISUDS) projects currently being defined by the Provincial Council of Granada. Additional coordination, planning and guiding of the participatory process is estimated to amount up to 15.000 €.

As well, the Provincial Government of Granada already achieved to raise an investment of 7M € that will be implemented during 2020 and 2021. .

Funding sources

The possible sources for funding are:

- Regional Government of Andalusia, through the budgetary allocation of the Metropolitan Transport Plan
- Public Works Agency of the Regional Government of Andalusia through budgetary availability for investment in non-motorized mobility and PMV.
- The Provincial Council of Granada with 7 M€ of ERDF funds obtained through the OptiTrans project. Additional financing may be obtained in the framework of the Integrated

Sustainable Urban Development Strategies (SUDS) project, currently in execution.

- Provincial Council of Granada through the SUDS funds already approved.
- Municipal contributions through planned and coordinated actions, as established in the network of Sustainable Transport Corridors,

4.3.2 Action 2: Guidelines for concession contracts and definition of a new concession map for public transport in the Metropolitan Area.

Context

The coordination of public transport is essential for the provision of quality services. In the Metropolitan Area of Granada, interurban public transport concessions are expired and timely extended, while the urban system concession expires in 2022. The same situation extends to medium distance interurban concessions of the rest of the province.

The concession map, created in the sixties of the 20th. Century and the specifications of the concession contracts respond to a completely different demand scenario as current. In addition, recent experiences with intermunicipal transport services, such as Local Line 33 (that connects Granada Townhall and Cenes de la Vega Townhall) or the new tram (that connects 4 municipalities) showed the enormous benefits that may be achieved by coordinated metropolitan public transport system and an integrated fare system.

Within the experience of the OptiTrans project, several cases of good practice have been identified in relation to establish guidelines for concession contracts and the proposal of new concession maps. Examples are the national public policy for metropolitan developments in Romania (GP-02).The extension of the public transport system in the metropolitan area of Cluj (GP-03) which we learnt about during the visit to Baia Mare, or the new concept of public transport network proposed in Thuringia (GP-08) seen in Erfurt visits, as well as the contracts on public transport seen in Tartu (Estonia) during the peer Review.

Moreover, the work done to create synergies with European SUMP-UP project, and the 3 learning sessions in which the team of OptiTrasn participated, has shown us another very interesting experience of integrated fare system in Lisbon metropolitan area since 2019 summer.

All of the above cases highlight the opportunity to adapt public transport services to the real demand and supply through concession contracts and the organisation of public transport (and being less dependent on municipal frontiers). The objective in all cases is to optimise the available resources and to make the public transport system more efficient, as well as providing greater flexibility facing changes that may arise.

Description of the action

The proposed action seeks to define and establish a knowledge framework, based on the analysis of concession contracts and concession maps. New guidelines for future tenders and proposals for a new concession map will be established.

Three phases are proposed:

- Phase 1: create a coordination and drafting commission.
- Phase 2: analysis of the current situation of concessions and identification of success and failure factors.

- Phase 3: establish guidelines for concession contracts and define a new concession map.

Phase 1: Create a coordination and drafting commission.

In the first phase, a coordination and drafting commission of local stakeholders will be established. In view of its specific nature, a consulting firm may be subcontracted for technical support.

Phase 2: Analysis of the current situation of concessions and identification of success and failure factors.

Taking advantage of the Metropolitan Transport Plan, currently in a drafting stage, the available analysis and diagnosis will be used to draw up a report on the current situation of the concessions and to identify factors of success and failure. In the case of the concessions of the rural area, the diagnostic analysis information will be compiled through joint working sessions with the actors involved.

The main objective will be to identify the main factors of success and failure of the current concession contracts, and concession maps.

Phase 3: establish guidelines for concession contracts and definition of a new concession map.

In the final phase, in coordination with the responsible administrations and, especially, with the legal services in charge of shaping the bidding processes for the concession tenders, the guidelines and the new concession map for the metropolitan area and the rest of the province will be established.

Actors involved

For the metropolitan area:

- The Regional Ministry of Development, Infrastructures and Territorial Planning, with the support of the General Directorate of Mobility, the Public Works Agency and the Provincial Delegation in Granada of the Department of Development, Infrastructures and Territorial Planning.

The Regional Ministry of Development, Infrastructures and Territorial Planning are the responsible of the concession contract that offer services in the province of Granada. Some of these concession contracts have been transferred to the Metropolitan Transport Consortium.

- Metropolitan Transport Consortium.

The Metropolitan Transport Consortium is the authority in charge of the interurban bus transport including management and organisation.

- Granada City Council.
- Remaining municipalities.

For the rural area of the province:

- The Department of Development, Infrastructures and Territorial Planning, with the support of the Directorate General of Mobility and the Agency and the municipalities.
- The Provincial Government of Granada will conncet these policies to the suburban and rural territories with its participatory approach contained in the SUDS and the planification works of mobility policies.

Time frame

The time frame contemplates the 2020-2021 biennium, with the objective of disposal of the guidelines and the new concession map prior to the expiration of the concession of the urban bus service of Granada.

	2020												2021											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Phase 1																								
Coordination Commission																								
Phase 2																								
Analysis of the current situation																								
Phase 3																								
Guidelines and new concessional map																								

Indicator system

The proposed indicators for monitoring and evaluation of the action are:

For guidelines on public transport concession contracts:

- Number of meetings or workshop to define the guidelines.
- Number of participants in meetings or workshop.
- Number of innovative proposals with regard to the supply of the service.
- Number of innovative proposals with regard to cost structure.
- Number of innovative proposals regarding to service management.
- Possible inclusion of some of the recommendations in the new PITMA at Regional level

Contingency Plan

The learning process during the first phase of the Action Plan has allowed identifying good practices to deduce actions for the improvement of concession contracts. In case of not performing the action, it is recommended to prepare a dossier of actions, derived from good practices of interest for concession contracts.

The dossier could be compiled during the periodic meetings of the “OptiTrans Expert Observatory” that is planned to be deployed to support the action plan implementation, taking advantage of the participation of all the involved actors. Additionally, the participation in these work meetings could be extended to other stakeholders or administrations of interest.

Cost

Free of charge/no additional financing required. Available planning staff and legal assessment will be assigned by participating stakeholders and public administration.

Nevertheless, the Provincial Government of Granada will contract a technical assistance to support these works with a cost of 15.000 €.

Sources of financing

The possible sources of funding are:

- Regional Government of Andalusia, through the budgetary allocation to the Public Works Agency and the Directorate General of Mobility.
- Provincial Delegation in Granada of the Department of Development, Infrastructure and Land Management.
- Granada Metropolitan Transport Consortium.
- Granada City Council.
- As well as the budget already allocated by the Provincial Government of Granada for the technical assistance.

4.3.3 Action 3: Improving the coordination of public transport in the Metropolitan Area of Granada.

Context

In the Metropolitan Area of Granada there are three actors related to the management and operation of public transport: Granada City Council (Urban Bus System), Transport Consortium (Interurban Bus System), Tramway of Granada (Light rail transit or tram system). Although, as stated in its statutes, the Transport Consortium is the Transport Authority in the Metropolitan Area of Granada, its competences are limited exclusively to the management of interurban services and the transport card (the only coin valid in all systems).

The lack of a real coordination figure means that there are notable shortcomings in the organisation of the public transport network, specially related to integration of information, timetable integration and fare integration.

Examples of good practices identified during the OptiTrans learning process, such as MyCicero (GP-01) that we shaw in L'Aquila meeting show proposals for fare and information integration and the Thuringia inter-municipal transport association (GP-08) for the coordination of public transport systems in terms of timetables, are success stories for the development of actions to improve the current situation in the Granada Area.

Description of the action

The main objective of the action is to establish a coordination mechanism between the responsible stakeholders of the three public transport systems in terms of timetables, fares and integrated information.

The activities associated to the proposed action are:

Bimonthly meetings. To establish a set of meetings at technical and management level to evaluate the progress and initiatives of each transport system, as well as its integration. Initially, three thematic blocks are proposed: Tariff System, Time Integration, Integration of User Information and Actions/Projects.

Six-monthly reports. In order to generate a documentary repository, it is proposed to prepare a half-yearly report to follow – up the results achieved and to fill-in the monitoring indicators (see indicator system).

We will propose as well in these meetings the assistance of our Granada University colleagues and companies as we saw in Thessaly or Zadar with other experiences that some innovative solutions could help to overthrow administrative barriers for a better integration of transport modes.

Actors involved

The actors should assist to the bimonthly meetings exposing the main planned projects and the necessities of coordination with the

rest of the actors. In addition, they should create a bi-annual report to analyse the achieved progress.

- Metropolitan Transport Consortium.
- Granada City Council.
- Tramway of Granada.

Time frame

The timeframe covers the period 2020-2021. Bimonthly meetings will be held and half-yearly reports on the progress made will be delivered.

	2020												2021											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Coordination meetings	■		■		■		■		■		■		■		■		■		■		■		■	
Preparation of progress report						•						•						•						•

The coordination board should be continued after the end of the project if the experience turns out successfully. And to this point the last meetings will leave some time to the definition of the work timeframe after the project ends.

Indicator system

The proposed monitoring and evaluation indicators will be collected during the coordination meetings and half-yearly following up reports will be delivered.

- Level of assistance. Number of people attending the coordination meetings in relation to the total number of actors invited.
- Hourly coordination. Number of actions initiated for time-table coordination.
- Fare coordination. Number of actions initiated for tariff coordination.
- Coordination of integrated user information. Number of actions initiated for integrated user information.
- Integrated actions/projects. Number of coordinated and integrated actions/projects for the improvement of the public transport system (adaptation of shared stops, establishment of interchange stops, etc.).

Contingency Plan

Three contingency measures are proposed to achieve progress in the objectives set with this action:

- Establishment of public transport coordination office in the framework of the Metropolitan Transportation Plan.
- Provision of human and economic resources to lead the coordination of public transport systems.

- Celebration of a work meeting during the European Mobility Week, with the aim of making a balance of the last year on each of the public transport systems, analysing coordination needs and future challenges.

Costs

Free of charge/no additional financing required. Available planning staff will be assigned by participating stakeholders. Additional coordination and guiding of the participatory process, if deemed appropriate, is estimated to amount up to 15.000 € per year.

Sources of funding

If necessary, co-financing by the involved actors may be considered, or budget coming form Provincial Government technical assistance for the other actions.

4.3.4 Action 4: Collaboration in the Metropolitan Transport Plan.

Context

The Metropolitan Area lacks an integrated planning figure to determine and establish mobility policies. In 2015 a draft plan was prepared but the document got outdated due to the implementation of the tram system. The update of the Metropolitan Mobility Plan will start in early 2020.

During the preliminary work on the transport plan, it was noted that there was a lack of coordination between administrations due to the absence of an organisational structure and due to the lack of coordination between the different entities in charge of mobility planning.

During the OptiTrans learning process, and the synergies created with SUMP-UP European project and their learning sessions, the POLY-SUMP methodology (https://poly-sump.eu/home/) was introduced, which is based on the conventional process of the Sustainable Urban Mobility Plan (SUMP), adding specific elements to extend the scope to a polycentric region. As well we learnt about the 2nd Edition of the Guidelines for developing and implementing a Sustainable Urban Mobility Plan from ELTIS and SUMP community (https://www.eltis.org/guidelines/second-edition-sump-guidelines), that include specific measures at metropolitan level (SUSTAINABLE URBAN MOBILITY PLANNING IN METROPOLITAN REGIONS).

In addition, the Zadar Region Sustainable Mobility Master Plan (GP-05) has been identified as a good practice during the peer review over there, in which sustainable development has been promoted in accordance with European and national strategies and plans. Its main proposal has been promoting public transport and non-motorised modes like pedestrian and cyclist mobility.

Description of the action

The objective is to take advantage of the information and contents carried out throughout the OptiTrans project, by transferring the lessons and contributing to the identified good practices to be implemented in the Metropolitan Area of Granada.

This action will create a group of local experts, linked to the OptiTrans project, who will collaborate with the technical assistance team of the Granada Metropolitan Transport Plan.

The collaboration will focus on assessing the Metropolitan Transport Plan during the 3 stages established in the work schedule. The main activities are the following:

Phase 1: Draft Plan

The activities of the OptiTrans group in this phase will be aimed at collaborating in the analysis and diagnosis and based on the learning process acquired.

In addition, the constitution of the *ex-ante* evaluation teams is considered to be appropriate.

Phase 2: Preliminary version of the Plan

Support to the Cost-Benefit Analysis (CBA), transmitting good practices identified in OptiTrans.

Phase 3: Final version

Assessing the final document of the Plan and contribute with support through participating at national or European calls for funding.

Actors involved

- The Regional Ministry of Development, Infrastructures and Territorial Planning, with the support of the Directorate General of Mobility.

Directorate General of Mobility is responsible for directing the drafting of the Plan.

- Metropolitan Transport Consortium of the Granada Area.

Transport authority and co-management of the work.

- Group of experts of the OptiTrans project.

Technical support during the drafting of the Plan.

Time frame

15 months from the beginning of the technical assistance of the Metropolitan Transport Plan.

	2020												2021									
		F	M	A	M	J	J	A	S	O	N	D	J	F	M	A						
Coordination meetings																						

Indicator system

The system of indicators is organised for each of the phases of the action:

Phase 1: Draft Plan

- Number of collaborative working sessions for the technical assistance.
- Number of problems identified and related to the diagnosis of the OptiTrans project.
- Number of proposed actions related to good practices identified in OptiTrans.

Phase 2: Preliminary version of the Plan

- Number of collaborative working sessions for the preliminary version.
- Number of variables contributed to the CBAs.

Phase 3: Final version

- Number of collaborative working sessions for the preliminary version.
- Number of identified and included funding sources.

Contingency Plan

The drafting process of the Transportation Plan may be conditioned by deadlines and organizational limitations which may prevent from collaboration of external experts. To ensure that some of the acquired knowledge of the OptiTrans approach, it is proposed to transfer all the information generated to the drafting team of the transportation plan.

Costs

Free of charge/no additional financing required. Financing is assumed in the framework of the Metropolitan Transport Plan. Action 4 is directly linked to action 3 and coordination and guiding of the planning process may coincide between the two actions.

Sources of financing

Not necessary.

4.3.5 Action 5: Promotion of Electro Mobility at provincial level.

Context

The Provincial Government of Granada and Granada Energy Office have been trying to promote electro mobility in the suburban area of the metropolitan area of Granada to improve the important problem of local Air Quality, and in the rural areas to promote the use of renewable energy sources available in these areas.

Nevertheless, the interest of municipalities to support this new network, considering the few users, has been low.

Thus, within OptiTrans project in the Peer Review of Tartu in Estonia, we learnt about the main Estonian policies to promote Electro Mobility, and saw different success stories such as the electrical taxi fleet in Tartu City. This was a very inspiring activity to see such an important territory covered with quality electrical chargers and such an important fleet really placed on the ground.

Afterwards, within the project, we created synergies with GARVELAND Interreg POCTEP European project to promote electro mobility and “green” tourism in western Andalusian region as well as in Portugal. And the need of a minimum electric chargers stations has been analysed at provincial level in the rural areas to promote greener mobility and rural sustainable tourism.

Description of the action

The Andalusian Bicycle Plan (PAB) was planned for the period 2014-2020, including a proposal for a bicycle network for each of the Andalusian provinces. In the case of the metropolitan area of Granada the proposal tried to implement a cycleway network, but, unfortunately, the proposals have hardly been developed.

The Provincial Government of Granada has worked within OptiTrans project on the analysis of possibilities to promote a basic electrical chargers network in the rural areas and through the experiences learnt in OptiTrans has got determination to promote a best pilot project in the province. So a work on fund raising has already being done, and through own funds (60%) and ERDF funding (40%) the Provincial Government of Granada has worked on raising 247.911,00 € to implement 6 22kW electrical chargers in rural areas of the province to start a network to have at least an electrical charger at 50 kilometres from any point in the province.

This action is pending on the approval of the funding needed that we expect for the second half of 2020, even if we expect a positive outcome of the evaluation as the minimum criteria was reached..

Finally, the Action Plan is going to include a new investment of near 300.000 € on the deployment of 6 electrical chargers with PV facilities in the province of Granada to start an electrical network that aims to have at least a semi-fast electrical charger at 50 kilometres or less to promote electrical cars transit. The deployment of this network is foreseen for late 2020 and beginning of 2021.

Two phases are considered for this process:

Phase 1.-Fund raising, participatory approach, design of facilities

Firstly, the analysis and diagnosis of possible options to implement this network will be finished meanwhile the fund raising is achieved. To do so, specific meetings with technology providers, municipalities, associations of electric vehicles users, or others are foreseen.

With the results obtained during the analysis and diagnosis phase, sufficient information will be available to identify the public procurement and implementation approach..

Phase 2.-Implantation

In the second phase, the implementation of the basic electrical chargers network will be carried out in accordance with the planning proposal.

As well, planning of next phases to grow the network will be designed through local stakeholders participation.

General Determinations

- The contribution to local economic development strategies in rural areas to create synergies with electrical mobility.
- Priority will be given to municipalities that buy or have bough electrical vehicles with a cooperation program of the Provincial Government of Granada.
- The possibility to include PV facilities near electrical chargers to promote renewable energy use, or in case this is not possible, the possibility to contract origin certified renewable energy will be studied.
- Promotion of semi-fast electrical chargers at a minimum of 50 km from any point in the province. This first pilot will implement 6 electrical chargers, but more will be needed afterwards.
- Creation of synergies with municipalities that already have an electrical vehicle or a hybrid vehicle.
- Information campaigns will be carried out during the planning and implementation phases.

Actor involved

- Provincial Council of Granada.

Granada province and its rural areas will be main focus of this action, and to do so, the rural area municipalities will be considered as well through the involvement of the provincial council.

The councils of these municipality should be engaged with the planning process involving citizen participation and consultations processes.

As well, the following associations and social groups as a part of the participatory and consultant processes:

- Electrical Vehicles Users Association.
- Local Independent Gas Stations association.
- Tehcnology providers.
- Electrical chargers management solution providers.

Time frame

The timeframe of the action considers the period of 2020 – 2021.
The following milestones are defined:

	2020												2021											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Phase 1																								
Analysis and diagnosis																								
Proposal of Electrical Chargers Network																								
Phase 2*																								
Implementation																								

*Phase 2 will only include biased implementation of the Electrical Chargers Network proposal.

Indicator system

The proposed system of indicators for monitoring and evaluation of the action is divided into two groups:

Indicators for the process of analysis, diagnosis and planning:

- Creation of a coordination work group.
- Nº of coordination meetings between administrations.
- Nº of participants in each coordination meetings.
- Nº of proposal contributed by the association and social groups.
- Nº of resulting documents.

Indicators for the implementation process:

- Nº of meetings to monitor progress.
- Nº of proposals of economic endowments for execution.
- Nº of proposals formulated by the participation and consultant process.
- Nº of meetings to coordinate the execution of the action.
- Investment achieved and number of electrical chargers in rural areas

Contingency Plan

The non-performance of the action, as stated, should evaluate the possibility of carrying out other types of actions to improve electro mobility. For this, it is proposed to hold periodic meetings between the different actors and administrations.

In these meetings, it is proposed to work in two lines:

- Identification of problems on the design of the action or in the funding availability of the action. The objective will be to generate documentation on situations that need improvement, from a participatory diagnostic approach.
- Proposal of actions to raise funding in case of non-availability, and/or improve the network design in case of identification of any possible failure.

Costs

The planning works will be carried out in the framework of the work already started by the Provincial Government of Granada through

OptiTrans project and the Integrated Sustainable Urban Development Strategies (SUDS) projects currently being defined by the Provincial Council of Granada. Additional the cost of the 6 electrical chargers have been foressen in 247.911,00 €.

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Funding sources

The possible sources for funding are:

- Mainly own Provincial Council of Granada funds and ERDF funds. For the operation and maintenance of the network public-private funding schemes will be studied after first years of implementation with less use of the infrastructure and public promotion planed
- Municipal contributions through planned and coordinated actions.

Annex I: Catalogue of Good Practices

GP-01 MyCicero

1. General information	
Title of the practice	***MYCICERO***
Does this practice come from an Interreg Europe Project	*NO*

2. Detailed description	
Detailed information on the practice	*The MyCicero practice has started with the aim of improving the quality of public transport in some Regions of Italy, especially for avoiding the phenomenon of evasion of ticket pricing, by making an improvement in ticketing technology.* *MyCicero is a multi-channel platform - a touch-screen smartphone web - that accompanies the development of the Smart Territory. It is the place for a dynamic and transversal dialogue between the relevant stakeholders, it is the project of integrated and sustainable development of the territorial community.* *In details this mobile application allows to:* *1) find the stops and find out the timetables:* *by using the app it is possible to search for stops in both the location in which the passenger is and the specified area if covered by the service. It is also possible to view all incoming or outbound races at the stop and have real-time information on advances and delays (only for enabled carriers).* *2) Search for travel solutions using public transport:* *myCicero calculates the route by compiling rushes of different vectors and provides useful information such as waiting times, changes, map position, pedestrian path, etc.* *3) Buy travel titles* *Directly from the app it is possible to buy tickets for a specific travel solution or select them from "shelf".* *The purchased ticket may be displayed by entering the app 'My Tickets' section to be shown to the controller. There are two types of titles:* *A) obliterate: they can be purchased in advance and obliterated while climbing on board by pressing the oblitera button from the ticket screen in question.* *B) automatically canceled at the time of purchase: they must be purchased immediately before boarding the vehicle as being in good condition.* *3) Renew the subscription:* *It is possible to do it by simply enter the authentication data and the card code. It is possible to renew or purchase both city and suburban subscriptions. myCicero shows all sellable items with its price and allows to select the start date and end date.*
Resources needed	*Before the introduction of MyCicero system in Abruzzo Region there wasn't any type of electronic payment for using public transport. This system has been developed by a private company and the app*

	has been implemented and utilised in the territory of Abruzzo Region since 2013.
Timescale (start/end date)	*2013 – ongoing*
Evidence of success (results achieved)	*The possibility to pay easily from the smartphone was conceived in order to encourage people to use public transport more intensively and that is what has actually happened. In the last years an increase of the use of local public transport has occurred.*
Difficulties encountered/ lessons learned	*At the beginning of the experimentation of the app, some constraints and obstacles were encountered: users had to rapidly change their travel habits (ticket purchase, validation, renewal subscription, etc.) and the organisation had to plan and arrange a fair scheme. The IT developers project team, in particular, had to tackle with thousands of requests for help and/or clarification from users and stakeholders.*
Potential for learning or transfer	*Before the introduction of MyCicero system in Abruzzo Region there wasn't any type of electronic payment for using public transport. This system has been developed by a private company and the app has been implemented and utilised in the territory of Abruzzo Region since 2013.* *Other important aspects of the system are:* *1) the payment method: once the purchase is confirmed, payment can be made using the "Credit myCicero" or credit card. The purse can be recharged free of charge via Visa or Credit Card Credit, MasterCard;* *2) the recharging of credit: by clicking on "Card Management" it is possible to associate several cards to proceed to credit recharge* *All those aspects have convinced people to use this app with the effect of an improvement of the utilisation of local public transport. The system has already been implemented in some other Italian regions, thus offering a best practice example for further exploitation and application.*
Further information	*www.mycicero.it*
Contact details	S.S. Adriatica Sud 228/D 60019 SENIGALLIA (AN), Italia tel. 0039 071 7999 61
Name	
Organisation	Plusservice Srl
Email	*assistenza@mycicero.it*

GP-02 National Public Policy for Metropolitan Development of the larger cities in Romania

1. General information	
Title of the practice	*National Public Policy for Metropolitan Development of the larger Cities in Romania*
Does this practice come from an Interreg Europe Project	NO *[Technical: Good Practices outside the IR-E projects relevant to the topics and validated by the Policy Learning Platforms experts will also be included in the database]*
2. Detailed description	
Detailed information on the practice	*[1500 characters] Please provide information on the practice itself. In particular:* - *What is the problem addressed and the context which triggered the introduction of the practice?* - *How does the practice reach its objectives and how it is implemented?* - *Who are the main stakeholders and beneficiaries of the practice?* The main issue which the project addressed was the metropolitan development of major cities in Romania, and in particular the development of metropolitan public transport. The project proposed the promotion of a national policy on the metropolitan development of the major cities in Romania, with a focus on the development of public services, especially metropolitan transport. The necessity of proposing legislative amendments regarding the organization of metropolitan transport arose as a result of the national legislation in the field which is not correlated with other legal amendments, thus discouraging local administrations from extending transport services from the municipal level to the metropolitan level. In this context, the POLICENTRIC project carried out an analysis of the metropolitan development stage of the big cities in Romania, as well as the legislation regulating this type of development, identified the main legislative problems with negative impact, and solutions were proposed to amend a number of normative acts. Also, a series of regional seminars were carried out, where examples of good practice on metropolitan development were presented, including metropolitan functional transport models, such as those in the metropolitan areas of Baia Mare, Cluj Napoca and Oradea. *Stakeholders and beneficiaries* The main beneficiaries of the project were larger cities in Romania: - Seven growth poles, respectively Brasov; Cluj-Napoca; Constanța; Craiova; Iaşi; Ploiești; Timișoara; - Thirteen urban development poles, respectively Arad; Baia Mare; Bacău; Brăila; Galați; Deva; Oradea; Piteşti; Râmnicu Vâlcea; Satu Mare; Sibiu; Suceava; Târgu Mureș.

	The secondary beneficiaries were the Ministries with attributions in metropolitan development, such as the Ministry of Regional Development and the Ministry of European Funding.
Resources needed	*[300 characters] Please specify the amount of funding/financial resources used and/or the human resources required to set up and to run the practice.* *The Romanian Federation of Metropolitan Areas and Urban Agglomerations* implemented "POLICENTRIC Project - Strategic partnerships for the polycentric development of Romania", SMIS code 35483, from the European Social Fund through the Operational Programme Administrative Capacity Development 2007 – 2013. The total budget of the project was 499.620,00 RON out of which: • 489.627,60 RON – eligible non-refundable amount from the European Social Fund; • 9.992,40 RON – eligible co-financing of the beneficiary.
Timescale (start/end date)	*e.g. June 2012 – May 2014/ongoing* 01.11.2012 - 01.11.2013 / implemented
Evidence of success (results achieved)	*[500 characters] Why is this practice considered as good? Please provide factual evidence that demonstrates its success or failure (e.g. measurable outputs/results).* Through the implementation of the project, the **following results** were achieved: - An interactive national network of 20 metropolitan development specialists; - A specialized study on the stage of Romania's polycentric development; - Two strategic partnerships with the Ministry of Regional Development and the Ministry of European Funds - A national conference and 5 regional seminars discussing the development of metropolitan areas, including the development of metropolitan transport.
Difficulties encountered/ lessons learned	During the implementation of the project a number of difficulties related to the establishment and coordination of the metropolitan development expert group arose due to the fact that they resided in different cities. Another issue encountered was the collection of analytical data given the large number of cities / metropolitan areas involved. A lesson learned was collaborating on a networking system, used for the data collection and collaboration

	process within the expert group.
Potential for learning or transfer	*[1000 characters] Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)* *[Technical: A good practice be edited throughout a project life time (e.g. to add information on the transfers that have occurred)]* The project is a good practice model for the creation of a national policy in the field of metropolitan development, as well as for the establishment of metropolitan transport systems, contributing to the increase of the quality of the public transport service for the benefit of the residents. The project can be a good practice model for other cities / regions for the development of metropolitan areas as well as increasing mobility of residents and reducing pollution, based on the expansion of public transport to metropolitan areas.
Further information	*Link to where further information on the good practice can be found* ***http://www.policentric.fzmaur.ro/***
Contact details	*[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"*

Name	*Paul PECE- SECRETARY GENERAL*
Organisation	*ROMANIAN FEDERATION OF METROPOLITAN AREAS and URBAN AGGLOMERATIONS*
Email	*paul.pece@fzmaur.ro*

GP-03 Upgrade and extension of the public transport system (Cluj Metropolitan Area)

1. General information	
Title of the practice	„Upgrade and extension of the public transport system in Cluj - Metropolitan Area - stage I" SMIS 37764"
Does this practice come from an Interreg Europe Project	NO *[Technical: Good Practices outside the IR-E projects relevant to the topics and validated by the Policy Learning Platforms experts will also be included in the database]*
2. Detailed description	
Detailed information on the practice	The sustainable development of the public transport system in Cluj Napoca Municipality was realised through: - to modernize 87 public transport stations within the municipality and bringing them to international standards (in terms of technical and operational parameters) in order to bring more comfort and safety to its passengers; creating an appealing design for the stations and equipping them with benches, garbage bins and a display panel. - ensuring lighting system in 35 of the upgraded stations in order to provide a safe and efficient transport. - Mounting display panels that provide information on the estimated time of arrival of the public transport in the station (74 panels). - Increasing the comfort of passengers by implementing hourly tariffs and the possibility of using travel titles on any means of public transport and for a certain period of time, regardless of the route travelled. - Installing an automatic, non-stop, system for issuance of travel tickets; The placement of 61 automatic machines for the issue of non-stop travel passes in areas with an important passenger traffic; The placement of 136 validators in the stations and 327 validators in the means of public transport. The means of public transport are equipped with dual validators that interact with contactless cards of passengers and paper tickets as well as with board computers that remember the type of ticket purchased and function as a buffer for validators to the data points at the ends where the data collected on the route is entered into the automated system. Main beneficiaries Citizens of the Cluj Napoca City -300.000 residents Citizens of the Cluj Napoca Metropolitan Area – 400.000 residents Cluj Napoca Public Transport Company
Resources needed	*[300 characters] Please specify the amount of funding/financial resources used and/or the human resources required to set up and to run the practice.* The total value of the project was 33,679,814.16 lei with VAT
Timescale (start/end date)	The project was implemented between June 2013

	and September 2015.
Evidence of success (results achieved)	[500 characters] Why is this practice considered as good? Please provide factual evidence that demonstrates its success or failure (e.g. measurable outputs/results). Results (indicators) of the project: **I. 87 upgraded public transport stations** 1.130 m^2 upgraded area of public space, out of which: 712,17 m^2 modernized pavement surface 417.83 m^2 area occupied by the canopies 94 canopies (waiting areas) equipped with benches, garbage cans, billboards that will contain information of public interest 74 display panels mounted 35 stations with lighting system **II. Automatic ticket issuance system implemented as follows:** 61 automatic ticket issuance machines in 60 stations 136 station validators (67 stations) 327 dual validators in all means of public transport 327 on-board computers - record validation data, download data to wireless data transfer points, include a GPS system for detecting the position of the vehicle in stations and transmitting it to the main location. 9 download points

	7 places to issue travel passes in neighbourhoods and town halls and 2 locations of the transport company - 1 computer, cash register, printer, scanner, card issuance / enrolment equipment, UPS (uninterruptible power supply), communication equipment 1 central operational management location
Potential for learning or transfer	*[1000 characters] Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)* *[Technical: A good practice be edited throughout a project life time (e.g. to add information on the transfers that have occurred)]* The project is a good practice for the upgrade of public transport by introducing the electronic ticketing system and creating public transport stations equipped with electronic display boards, which has led to an increase in the quality of public service, having a positive impact on the quality of life for the residents of Cluj Napoca and its metropolitan area. The project can be a good practice model for other cities / regions, in terms of increasing the mobility of the inhabitants, based on the introduction of modern taxation and tariff integration systems.

Further information	*Link to where further information on the good practice can be found* http://www.primariaclujnapoca.ro/comunicate.html?gId=2054
Contact details *[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"*	
Name	*Adrian RAULEA*
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GP-04 DYN@AMOS (electromobility and planning for sustainable urban transport)

1. General information	
Title of the practice	*National Public Policy for Metropolitan Development of the larger Cities in Romania*
Does this practice come from an Interreg Europe Project	NO *[Technical: Good Practices outside the IR-E projects relevant to the topics and validated by the Policy Learning Platforms experts will also be included in the database]*
2. Detailed description	
Detailed information on the practice	*[1500 characters] Please provide information on the practice itself. In particular:* - *What is the problem addressed and the context which triggered the introduction of the practice?* - *How does the practice reach its objectives and how it is implemented?* - *Who are the main stakeholders and beneficiaries of the practice?* The main issue which the project addressed was the metropolitan development of major cities in Romania, and in particular the development of metropolitan public transport. The project proposed the promotion of a national policy on the metropolitan development of the major cities in Romania, with a focus on the development of public services, especially metropolitan transport. The necessity of proposing legislative amendments regarding the organization of metropolitan transport arose as a result of the national legislation in the field which is not correlated with other legal amendments, thus discouraging local administrations from extending transport services from the municipal level to the metropolitan level. In this context, the POLICENTRIC project carried out an analysis of the metropolitan development stage of the big cities in Romania, as well as the legislation regulating this type of development, identified the main legislative problems with negative impact, and solutions were proposed to amend a number of normative acts. Also, a series of regional seminars were carried out, where examples of good practice on metropolitan development were presented, including metropolitan functional transport models, such as those in the metropolitan areas of Baia Mare, Cluj Napoca and Oradea. *Stakeholders and beneficiaries* The main beneficiaries of the project were larger cities in Romania: - Seven growth poles, respectively Brasov; Cluj-Napoca; Constanța; Craiova; Iaşi; Ploiești; Timișoara; - Thirteen urban development poles, respectively Arad; Baia Mare; Bacău; Brăila; Galați; Deva; Oradea; Piteşti; Râmnicu Vâlcea; Satu Mare; Sibiu; Suceava; Târgu Mureș.

	The secondary beneficiaries were the Ministries with attributions in metropolitan development, such as the Ministry of Regional Development and the Ministry of European Funding.
Resources needed	*[300 characters] Please specify the amount of funding/financial resources used and/or the human resources required to set up and to run the practice.* *The Romanian Federation of Metropolitan Areas and Urban Agglomerations* implemented "POLICENTRIC Project - Strategic partnerships for the polycentric development of Romania", SMIS code 35483, from the European Social Fund through the Operational Programme Administrative Capacity Development 2007 – 2013. The total budget of the project was 499.620,00 RON out of which: • 489.627,60 RON – eligible non-refundable amount from the European Social Fund; • 9.992,40 RON – eligible co-financing of the beneficiary.
Timescale (start/end date)	*e.g. June 2012 – May 2014/ongoing* 01.11.2012 - 01.11.2013 / implemented
Evidence of success (results achieved)	*[500 characters] Why is this practice considered as good? Please provide factual evidence that demonstrates its success or failure (e.g. measurable outputs/results).* Through the implementation of the project, the **following results** were achieved: - An interactive national network of 20 metropolitan development specialists; - A specialized study on the stage of Romania's polycentric development; - Two strategic partnerships with the Ministry of Regional Development and the Ministry of European Funds - A national conference and 5 regional seminars discussing the development of metropolitan areas, including the development of metropolitan transport.
Difficulties encountered/ lessons learned	During the implementation of the project a number of difficulties related to the establishment and coordination of the metropolitan development expert group arose due to the fact that they resided in different cities. Another issue encountered was the collection of analytical data given the large number of cities / metropolitan areas involved. A lesson learned was collaborating on a networking system, used for the data collection and collaboration

	process within the expert group.
Potential for learning or transfer	*[1000 characters] Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)* *[Technical: A good practice be edited throughout a project life time (e.g. to add information on the transfers that have occurred)]* The project is a good practice model for the creation of a national policy in the field of metropolitan development, as well as for the establishment of metropolitan transport systems, contributing to the increase of the quality of the public transport service for the benefit of the residents. The project can be a good practice model for other cities / regions for the development of metropolitan areas as well as increasing mobility of residents and reducing pollution, based on the expansion of public transport to metropolitan areas.
Further information	*Link to where further information on the good practice can be found* ***http://www.policentric.fzmaur.ro/***
Contact details	*[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"*

Name	*Paul PECE- SECRETARY GENERAL*
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Email	*paul.pece@fzmaur.ro*

GP-05 Master Plan of Sustainable Mobility of the Zadar Region

1. General information	
Title of the practice	*MASTER PLAN OF THE FUNCTIONAL REGION OF NORTHERN DALMATIA AND STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENTS - MASTER PLAN OF SUSTAINABLE MOBILITY OF THE ZADAR REGION*
Does this practice come from an Interreg Europe Project	*NO*
2. Detailed description	
Detailed information on the practice	*The purpose of Master Plan of Sustainable Mobility of the Zadar Region is to enable sustainable development of the region in line with European and national strategies and plans. The plan will particularly emphasize support for public transport and alternative modes of transport, especially in pedestrian and cycling. Through the planning of hiking trails, pedestrian zones, public transport infrastructure as well as infrastructure for electric cars, the sustainability of the transport system of the region will be realized.* *In urban areas, logistics will be planned without CO2 emissions. In the field of research, three distinct areas, a coastal part with tourist attractions, areas away from the sea and the isolated area of the island as a place of residence and tourist attractions, stand out. Through the project, a plan will be developed to improve the transport services in coastal liner shipping and the accessibility of the port by public transport.*
Resources needed	*2,930,000.00 kn (approximately 393.288,59 EUR)*
Timescale (start/end date)	*May 2017-September 2018.*
Evidence of success (results achieved)	*Through the development of the plan, the Zadar region will align its transport systems, link with national targets, thus complementing the sustainable development at national and regional level. The development of a plan with a strategic environmental impact assessment ensures the acceptability of planned interventions / measures and their suitability for co-financing by national or European funds.*
Difficulties encountered/ lessons learned	
Potential for learning or transfer	*The purpose of developing the functional master plan of the functional region North Dalmatia is to enable efficient and sustainable transport development of the region in accordance with European and national strategies and plans. Creating a master plan will seek to enable: Identifying problems and new opportunities to improve the traffic system of the City of Zadar and Zadar County and set up solutions for solutions and Consider all existing and up-to-date transport projects in their area to make them meaningfully integrated in the whole to meet the needs of citizens on the one hand and to develop for the economy of a particular area on the other*

Further information	*http://www.grad-zadar.hr/eu-projekt/masterplan-odrzive-mobilnosti-zadarske-regije-9.html*
Contact details *[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"*	
Name	*Josip Milić*
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Email	*Josip.milic@grad-zadar.hr*

GP-06 Cycling roads

1. General information	
Title of the practice	*Construction of cycling roads*
Does this practice come from an Interreg Europe Project	*No*
2. Detailed description	
Detailed information on the practice	*Tartu is a rather compact city territory and most of the destinations are easily accessible by foot or by bike. If the percentage of pedestrians has been fairly high at the moment (about 40%), the proportion of cyclists is quite small (up to 3% of all movements). In order to increase the proportion of light traffic from everyday movements and to improve connections between downtown and suburbs (including surrounding municipalities), it was decided to build new bicycle roads of at least 50-60 km. The planning of roads was based on the principle that a logical network of bicycle paths would be created and all the main directions going out of town would be covered. Road design was also based on the daily routing of people identified through surveys. Along with the creation of new bike roads, existing roads were also repaired and bicycle traversing opportunities for more than 100 kilometers on the roads were improved during the project.*
Resources needed	*10 000 000 € for construction works*
Timescale (start/end date)	*October 2013 - May 2018*
Evidence of success (results achieved)	*As a result of the project, the share of cycling in everyday movements has grown by more than 6% and continues to rise. In to the project has been involved city dwellers, cyclists, entrepreneurs, and representatives of local governments of surrounding municipalities. The circle of beneficiaries of the project are quite large: citizens and residents of the surrounding municipalities of the city. In addition, there has also been improved travel opportunities for tourists.*
Difficulties encountered/ lessons learned	*Due to tight schedule it´s hard to follow deadlines of designing and construction works.*
Potential for learning or transfer	*With help of thorough preparation and skilful planning, it is possible to improve the situation in urban transport and implement sustainable solutions with a fairly short time and with reasonable investment.*
Further information	*Link to where further information on the good practice can be found*
Contact details *[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"*	
Name	*Jaanus Tamm*
Organisation	*Tartu City Government*
Email	*Jaanus.tamm@raad.tartu.ee*

GP-07 New concept of the public transport network

1. General information	
Title of the practice	**New concept of the Public Transport Network /Bus** **in the Saale-Holzland-County**
Does this practice come from an Interreg Europe Project	*No*
2. Detailed description	
Detailed information on the practice	*The Saale-Holzland-County has a very inhomogeneous settlement structure; e.g. 64 of 195 villages have less than 100 inhabitants. Additionally the number of inhabitants will decrease by 15% till 2030.* *The commuter flows show a strong orientation on central places. The largest intertwines exist with the cities of Jena and Gera in the neighboring counties.* *The Public transport network is a „historic grown" network which is highly forked with an unstructured travel offer and a small number of users. The network is mainly driven by pupil transport.* *Main goal was to restructure the network in order to allow that* **"Every citizen should have a minimum range of mobility options available by public transport, irrespective of the availability an individual car."** *Further objectives:* *reduction or at least stabilization of subsidies* *direct connection of all villages to at least one central city* *secure connections to the regional rail transport (Intermodality)* *enhancement of accessibility* *increase of timetable clarity and notability* *The existing network was divided into a main network, a first and a second order supplementary network.* *The main network should guarantee a hourly tacted traffic with similar departure-* *and arrival times and definded connections and transfer relations to the regional railways* *Direct lines with daily services should be implemented with barrierfree coaches.* *On the supplementary network the services will be compressed in a demand oriented way and taking economy into account (single day services).* *The main stakeholders of this concept are the county administration as the contracting body of the services as well as the bus operators as the service providers.* *Beneficiaries are the inhabitants because they get a well planned and demand oriented public transport network with connections to the surrounding cities and railway stations which guarantee also national and international accessibility.*
Resources needed	*The revision of the regional transport plan as well as the organisation / reorganisation of public transport are regular responsibilities of the county administration.*

Timescale (start/end date)	*2015 ongoing*
Evidence of success (results achieved)	*Yearly Subsidies lowered from 2,5 auf 2,1 Mio. €* *Road kilometer increased by 200.000* *Employees increased by 10 %* *Average age of Bus fleet lowered from 12 to 10 years*
Difficulties encountered/ lessons learned	*In Thuringia the difficulty is that road bound public transport is ordered and paid by the counties whereas rail bound public transport is ordered and paid by the federal government. This means there is a high need for coordination between different players to get an integrated schedule. Advantage in the case of the Saale-Holzland county was that the CEO of the counties bus company also is CEO of the public transport in the city of Jena, where the nearest long distance train station is. So the need of coordination was less.*
Potential for learning or transfer	*[1000 characters] Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)* *[Technical: A good practice be edited throughout a project life time (e.g. to add information on the transfers that have occurred)]*
	The practice shows that an integrated concept for the restructuring of the PT network proves feasible and successful even in regions with unfavourable framework conditions for public transport, above all low population density and a shrinking number of inhabitants. Concerted measures led to a significant reduction of public subsidies needed to cover the operational costs, while the level of service improved at the same time. As a result the number of passenger increased. *Experiences made in the County are an encouraging example that a well planned and demand oriented public transport network is a valid tool to raise the modal share of public transport also in rural and peripheral areas.*
Further information	*n.a.*
Contact details *[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"*	
Name	*Prof. Dr. Matthias Gather*
Organisation	*Transport policy and regional planning* *Erfurt University of Applied Sciences*
Email	*matthias.gather@fh-erfurt.de*

GP-08 Intermunicipal transportation association of the Central Thuringia

1. General information	
Title of the practice	**New concept of the Public Transport Network /Bus** **in the Saale-Holzland-County**
Does this practice come from an Interreg Europe Project	*No*
2. Detailed description	
Detailed information on the practice	*The Saale-Holzland-County has a very inhomogeneous settlement structure; e.g. 64 of 195 villages have less than 100 inhabitants. Additionally the number of inhabitants will decrease by 15% till 2030.* *The commuter flows show a strong orientation on central places. The largest intertwines exist with the cities of Jena and Gera in the neighboring counties.* *The Public transport network is a „historic grown" network which is highly forked with an unstructured travel offer and a small number of users. The network is mainly driven by pupil transport.* *Main goal was to restructure the network in order to allow that* **"Every citizen should have a minimum range of mobility options available by public transport, irrespective of the availability an individual car."** *Further objectives:*
	reduction or at least stabilization of subsidies *direct connection of all villages to at least one central city* *secure connections to the regional rail transport (Intermodality)* *enhancement of accessibility* *increase of timetable clarity and notability* *The existing network was divided into a main network, a first and a second order supplementary network.* *The main network should guarantee a hourly tacted traffic with similar departure-* *and arrival times and definded connections and transfer relations to the regional railways* *Direct lines with daily services should be implemented with barrierfree coaches.* *On the supplementary network the services will be compressed in a demand oriented way and taking economy into account (single day services).* *The main stakeholders of this concept are the county administration as the contracting body of the services as well as the bus operators as the service providers.* *Beneficiaries are the inhabitants because they get a well planned and demand oriented public transport network with connections to the surrounding cities and railway stations which guarantee also national and international accessibility.*
Resources needed	*The revision of the regional transport plan as well as the organisation / reorganisation of public transport are regular responsibilities of the county*

	administration.
Timescale (start/end date)	*2015 ongoing*
Evidence of success (results achieved)	*Yearly Subsidies lowered from 2,5 auf 2,1 Mio. €* *Road kilometer increased by 200.000* *Employees increased by 10 %* *Average age of Bus fleet lowered from 12 to 10 years*
Difficulties encountered/ lessons learned	*In Thuringia the difficulty is that road bound public transport is ordered and paid by the counties whereas rail bound public transport is ordered and paid by the federal government. This means there is a high need for coordination between different players to get an integrated schedule. Advantage in the case of the Saale-Holzland county was that the CEO of the counties bus company also is CEO of the public transport in the city of Jena, where the nearest long distance train station is. So the need of coordination was less.*
Potential for learning or transfer	*[1000 characters] Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)* *[Technical: A good practice be edited throughout a project life time (e.g. to add information on the transfers that have occurred)]* *The practice shows that an integrated concept for the restructuring of the PT network proves feasible and successful even in regions with unfavourable framework conditions for public transport, above all low population density and a shrinking number of inhabitants. Concerted measures led to a significant reduction of public subsidies needed to cover the operational costs, while the level of service improved at the same time. As a result the number of passenger increased.* *Experiences made in the County are an encouraging example that a well planned and demand oriented public transport network is a valid tool to raise the modal share of public transport also in rural and peripheral areas.*
Further information	*n.a.*
Contact details *[Technical: the contact details will be visible only to "Policy Learning Platforms registered members"*	
Name	*Prof. Dr. Matthias Gather*
Organisation	*Transport policy and regional planning* *Erfurt University of Applied Sciences*
Email	*matthias.gather@fh-erfurt.de*