



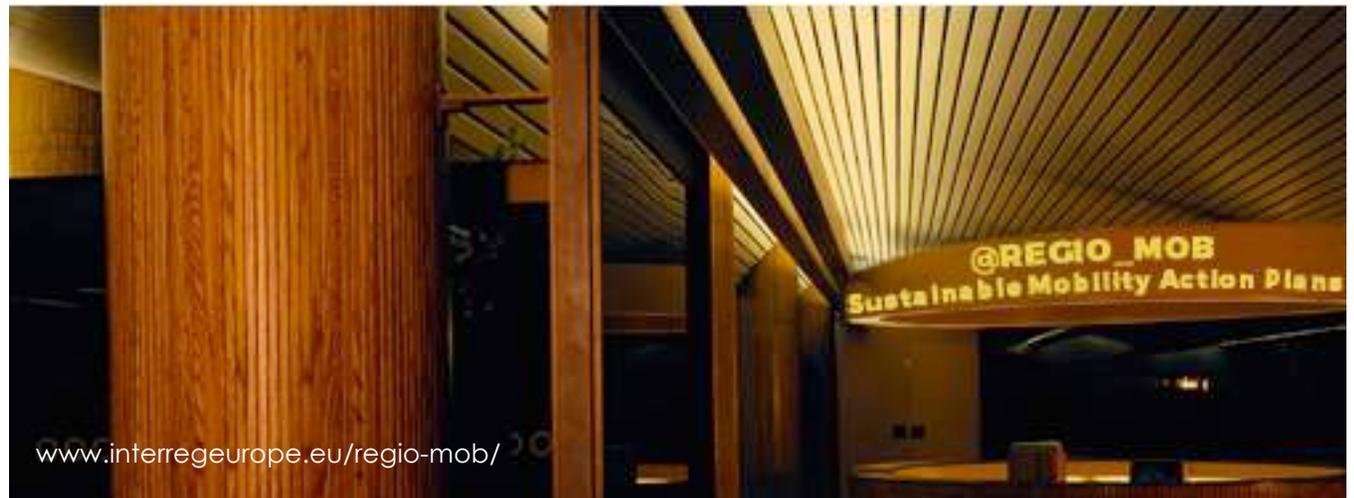
# Recommendation Guide on Sustainable Mobility Action Plans

A publication by the REGIO-MOB project

May 2018

## Disclaimer

REGIO-MOB project is co-financed by the European Regional Development Fund through the Interreg Europe Programme. The contents of this publication is the sole responsibility of name of the author/Contractor/implementing partner – and can in no way be taken to reflect the views of the European Union.



[www.interregeurope.eu/regio-mob/](http://www.interregeurope.eu/regio-mob/)



## Credits

The REGIO-MOB project aims to promote solutions for regional sustainable mobility in Europe through a shared interregional learning process and acting on the regional programmatic tools, in order to make them more effective.



<https://www.interregeurope.eu/regio-mob/>



[www.facebook.com/regiomob](https://www.facebook.com/regiomob)



@REGIO\_MOB

## Participant partners

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

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

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

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

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

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

Contact details REGIO-MOB project: [project@ancilazio.it](mailto:project@ancilazio.it)

Publishing date: Spring 2018



# INDEX

1. INTRODUCTION
2. CHALLENGES and PRINCIPLES
3. STAKEHOLDERS' ROLE IN SUSTAINABLE MOBILITY
4. BASELINE OF GOOD PRACTICES ON SUSTAINABLE MOBILITY
  - i. Good practices in Spain by IAT
  - ii. Good practices in Slovenia by PROMETNI
  - iii. Good practices in Italy by ANCI LAZIO
  - iv. Good practices in Poland by Municipality of Niepolomice
  - v. Good practices in Romania by OLTENIA
  - vi. Good practices in Greece by Region of Western Macedonia
  - vii. Good practices in United Kingdom by SEStran
5. METHODOLOGY
6. POLICY AND STRATEGY RECOMMENDATION
  - i. Synthesis of the Sustainable Mobility Action Plan of ANCI LAZIO
  - ii. Synthesis of the Sustainable Mobility Action Plan of PROMETNI
  - iii. Synthesis of the Sustainable Mobility Action Plan of Niepolomice
  - iv. Synthesis of the Sustainable Mobility Action Plan of OLTENIA
  - v. Synthesis of the Sustainable Mobility Action Plan of RWM
  - vi. Synthesis of the Sustainable Mobility Action Plan of SEStran
7. CONCLUSIONS
8. BIBLIOGRAPHY AND REFERENCES



## 1. Introduction

This document describes the recommendations for the development of strategic action plans aimed at sustainable mobility that have been developed within the **REGIO-MOB Project “Interregional Learning towards Sustainable Mobility in Europe: the REGIO-MOB Experience”** (under INTERREG EUROPE Programme), elaborated during the phase 1 of the project and in course to adoption in the 6 European regions involved by REGIO-MOB (Italy, Greece, Poland, Romania, Slovenia, Spain and the United Kingdom).

The document consists of seven chapters with various subsections within them. The first describes the initial considerations related to sustainable mobility; the challenges and principles take into account by the project consortium. The second shows the role of the stakeholders during the project.

The aspects related to the use and application of the recommendations are described

# INTRODUCTION

in the chapter four, where are reported, in synthesis, the experiences of partners to define their action plans to improve the regional mobility. In the fifth chapter is described the methodology adopted by consortium starting to the selection of good practices on sustainable mobility and concluded with the identification of the strategy to be implemented their regional mobility policies. The sixth chapter is focused on the conclusions, resuming the target list and the set of final recommendations to raise strategic and sustainable action plans for European regions. Moreover, in the concluding chapters, to complete the document is included references and bibliography.

The project partner of REGIO-MOB are proud to share their experiences also gathered in the INTERREG EUROPE web portal at the following link: <https://www.interregeurope.eu/regio-mob/>



#REGIO\_MOB

## 2. Challenges and principles

The *Recommendation Guide on Sustainable Mobility Action Plan* contains a summary of the action plans elaborated by partners and divided per sector due to the impact in different transportation modes.

REGIO-MOB Consortium agreed that the future of mobility is centered in multimodal and integrated solutions, as emerged during the first phase of project, where partners carried out a learning process based on the identification, analysis and exchange of knowledge on good practices related to sustainable mobility.

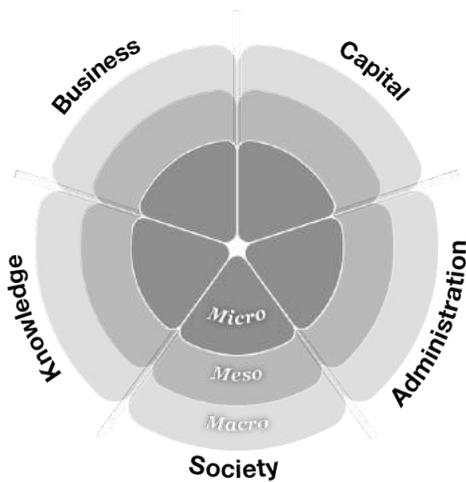
This general principle is in accordance with European Strategy for low-emission mobility [COM(2016) 501] which declares among other things that *“Low-emission mobility is an essential component of the broader shift to the low-carbon, circular economy needed for Europe to stay competitive and be able to cater to the mobility needs of people and goods.”*

Regio-Mob guiding principles has moved in the direction of tackled the

problems linked to the mobility that have increased levels of congestion and CO2 emissions. No doubt exists regarding the important need of increasing the use of sustainable transport models promoting the intermodality, the adoption of innovative technologies and the use of clean and efficient systems, between others.

The principles in a nutshell are:

- Preserve the natural environment
- Maintain human health and safety
- Meet the travel needs of the population
- Support a good economy
- Minimize transport costs for access and mobility
- Minimize infrastructure costs
- Maintain energy security
- Ensure long-term viability.



#REGIO\_MOB

### 3. Stakeholders' role in sustainable mobility

A precondition for Sustainable Mobility Plans was the involvement of the stakeholders. It represented a precious opportunity to share good practices about transport sector and draft a shared plan and increase the chance of achieving policy change.

The following relevant stakeholders has been involved in each regional groups of the Consortium partners:

- Representatives of the General Directorate of European Funds & the General Directorate of Mobility (Ministry of Public Works&Housing) from the Regional Government;
- Representatives of relevant regional/local transport companies (whether public or private);
- Representatives of national and/or regional industrial and business associations of related sectors (e.g. tourism, leisure industry, etc.);
- Representatives of transport registered organisations;
- Representatives of the verifiers of the requirements of Sustainable Mobility Regulations;
- Representatives of other public institutions at a local or metropolitan level (with competences in this field) where all provinces in the region are represented;
- Social agents (e.g. consumers

associations, ecologists groups, neighbourhood associations);

- Leading labor unions in the region.

REGIO-MOB stakeholders, in the first project phase had the opportunity to discuss on 43 good practices submitted to the project and identified under 7 thematic areas of intervention:

1. Measures to coordinate transport operations and services;
2. Location and characteristics of platforms for public transport;
3. Cycling routes and pedestrian ways;
4. Mobility Plans between cities
5. Modal split;
6. Economic and financing issues;
7. Monitoring and evaluation schemes.

At the conclusion of the first phase of REGIO-MOB project partners carried out a tailor-made strategic plan for each partner's region after a constant debate among decision makers and stakeholders, toward the best outcomes for all.



#REGIO\_MOB  
**4. Baseline of Good practices on sustainable mobility**

Table on the right side of the page provided information about the identified good practices on sustainable mobility in **Spain by IAT**, and linked to the 7 thematic areas of REGIO-MOB intervention. More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at: [https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)

The following pages show the tables containing the list of the 42 best practices collected within the REGIO-MOB project. They are divided by Member State, with the indication of the 7 thematic areas and shared indicators to monitor policies for sustainable mobility. Good practices are an essential element for the developing the future regional action plans on sustainable mobility.

COUNTRY	Title	Short description	1. Measure to coordinate transport services	2. Location and characteristics of platforms for public transport	3. Cycling routes and footpaths	4. Mobility patterns between cities	5. Modal share	6. Economic and financial issues	7. Dashboard and monitoring procedures
SPAIN	Management of urban and metropolitan transport of travels in Andalusia through a regional line	Regulatory Regional Framework for passenger transport operations	✓	✓		✓		✓	
	Regional coorsination of the sustainable modality strategies Model of Consortium as the Metropolitan Transport Authority	Creation of a Metropolitan Transport Authority – Defragmentation of Decision Making Processes	✓			✓		✓	✓
	Technological Network of Transport with Open Architecture Standardisation and Homologation	Homologation and accreditation mechanism for introduction a “Technological Network of Transport”	✓					✓	✓
	Implementation of a combined service BUS+BIKE for a sustainable metropolitan and urban transport	BUS+BIKE mobility scheme	✓		✓		✓		
	Intermodal Transport Title for all the transport modes and in all the Andalusia metropolitan areas	Single fare/ticketing smart card and scheme for Seville (ES)	✓			✓		✓	✓



## #REGIO\_MOB

### 4.1 Baseline of Good practices on sustainable mobility

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)

Table of **indicators** linked to the good practices focused on sustainable mobility identified in **Spain** by **IAT**.

COUNTRY	Title	Short description	% reduction of CO2 emissions associated to transport	% Municipalities involved in the implementation of the sustainable mobility plan	% Reduction of PM10 in the provincial capitals	% Efficient connections in transport in the region	% Passengers using public transportation	% increase of quality of life of the citizens	% Journeys undertaken by public and private travel or low energy vehicles
SPAIN	Management of urban and metropolitan transport of travels in Andalusia through a regional line	Regulatory Regional Framework for passenger transport operations	✓	✓	✓	✓	✓	✓	✓
	Regional coordination of the sustainable modality strategies Model of Consortium as the Metropolitan Transport Authority	Creation of a Metropolitan Transport Authority – Defragmentation of Decision Making Processes		✓		✓	✓		
	Technological Network of Transport with Open Architecture Standardisation and Homologation	Homologation and accreditation mechanism for introduction a “Technological Network of Transport”				✓	✓	✓	✓
	Implementation of a combined service BUS+BIKE for a sustainable metropolitan and urban transport	BUS+BIKE mobility scheme	✓	✓	✓		✓	✓	✓
	Intermodal Transport Title for all the transport modes and in all the Andalusia metropolitan areas	Single fare/ticketing smart card and scheme for Seville (ES)				✓		✓	✓



Table of the identified good practices on sustainable mobility in **Slovenia** by **PROMETNI** and linked to the 7 thematic areas of intervention.

COUNTRY	Title	Short description	1. Measure to coordinate transport services	2. Location and characteristics of platforms for public transport	3. Cycling routes and footpaths	4. Mobility patterns between cities	5. Modal share	6. Economic and financial issues	7. Dashboard and monitoring procedures
SLOVENIA	Network of charging stations for electric cars, electric bikers and electric scooters.	Network of charging stations for eVehicles/ e-Routers to visit cultural points of interest			✓	✓			
	First regional spatial development concept and strategy with the active participation of municipality in Ljubljana Urban region.	Improving connectivity between cities/ Promoting PT services /Spatial development planning	✓		✓	✓	✓		
	Implementation of Park and Ride (P+R) network in Ljubljana urban region	Park'n Ride Facilities around Ljubljana		✓		✓	✓		
	Demand-Responsive Transport service and Public transport identification Cards for persons with disabilities	Flexible transport system covering rural areas of low density in Ljubljana urban region		✓				✓	
	Subsidized tickets for pupils, students and education of the adult participants	Subsidising the use of PT for students/ unemployed	✓	✓		✓	✓	✓	
	Supporting the preparation of SUMP and its implementation in municipalities with EU Funds through the Operational Programme for the implementation of the EU Cohesion Policy in 2014-2020 period.	Promotion and funding (co-financing) of SUMP project around the Region	✓	✓	✓	✓	✓	✓	

## #REGIO\_MOB

### 4.2 Baseline of Good practices on sustainable mobility

More detailed information on REGIO-MOB good practices can be found on the "Guidelines of Best Practices in Sustainable Mobility" published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of **indicators** linked to the good practices identified in **Slovenia** by **PROMETNI**.

COUNTRY	Title	Short description	% reduction of CO2 emissions associated to transport	% Municipalities involved in the implementation of the sustainable mobility plan	% Reduction of PM10 in the provincial capitals	% Efficient connections in transport in the region	% Passengers using public transportation	% increase of quality of life of the citizens	% Journeys undertaken by public and private travel or low energy vehicles
SLOVENIA	Network of charging stations for electric cars, electric bikers and electric scooters.	Network of charging stations for eVehicles/ e-Routers to visit cultural points of interest	✓		✓			✓	
	First regional spatial development concept and strategy with the active participation of municipality in Ljubljana Urban region.	Improving connectivity between cities/ Promoting PT services /Spatial development planning		✓		✓	✓	✓	
	Implementation of Park and Ride (P+R) network in Ljubljana urban region	Park'n Ride Facilities around Ljubljana	✓			✓	✓		✓
	Demand-Responsive Transport service and Public transport identification Cards for persons with disabilities	Flexible transport system covering rural areas of low density in Ljubljana urban region					✓	✓	✓
	Subsidized tickets for pupils, students and education of the adult participants	Subsidising the use of PT for students/ unemployed	✓			✓	✓	✓	✓
	Supporting the preparation of SUMP and its implementation in municipalities with EU Funds through the Operational Programme for the implementation of the EU Cohesion Policy in 2014-2020 period.	Promotion and funding (co-financing) of SUMP project around the Region	✓	✓	✓	✓	✓	✓	✓

#REGIO\_MOB  
**4.3 Baseline of Good practices on sustainable mobility**

More detailed information on REGIO-MOB good practices can be found on the "Guidelines of Best Practices in Sustainable Mobility" published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of the identified good practices on sustainable mobility in **Italy** by **ANCI LAZIO** and linked to the 7 thematic areas of intervention.

COUNTRY	Title	Short description	1. Measure to coordinate transport services	2. Location and characteristics of platforms for public transport	3. Cycling routes and footpaths	4. Mobility patterns between cities	5. Modal share	6. Economic and financial issues	7. Dashboard and monitoring procedures
ITALY	Emission and Consumption Calculation Software Based on Trip Data Measured by vehicle On-Board unit	Real time trip data/emission reduction/georeferencing of emissions/insurance based on emission calculations	✓						✓
	Road Safety Plan of Rome	Road safety plan /reduce mortality by 50% / Municipalities /SUMP projects	✓						
	Cooperative Approaches to Transport Challenges in Metropolitan Regions	Modal shift to PT	✓						
	Physical Activity Through Sustainable Transport Approach	Promotion of active modes as a tool to improve citizens' health			✓				
	Light Mobility for Weak Demand Areas	Addressing low demand areas of a region	✓						
	Energy Regeneration System for Electric Vehicle	Retrofitting Electric Engines to conventional cars	✓						

**#REGIO\_MOB**  
**4.4 Baseline of Good practices on sustainable mobility**

More detailed information on REGIO-MOB good practices can be found on the "Guidelines of Best Practices in Sustainable Mobility" published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of **indicators** linked to the good practices identified in **Italy** by **ANCI LAZIO**.

COUNTRY	Title	Short description	% reduction of CO2 emissions associated to transport	% Municipalities involved in the implementation of the sustainable mobility plan	% Reduction of PM10 in the provincial capitals	% Efficient connections in transport in the region	% Passengers using public transportation	% increase of quality of life of the citizens	% Journeys undertaken by public and private travel or low energy vehicles
ITALY	Emission and Consumption Calculation Software Based on Trip Data Measured by vehicle On-Board unit	Real time trip data/emission reduction/georeferencing of emissions/insurance based on emission calculations	✓		✓				✓
	Road Safety Plan of Rome	Road safety plan /reduce mortality by 50% / Municipalities /SUMP projects		✓					
	Cooperative Approaches to Transport Challenges in Metropolitan Regions	Modal shift to PT	✓		✓				✓
	Physical Activity Through Sustainable Transport Approach	Promotion of active modes as a tool to improve citizens' health	✓				✓	✓	
	Light Mobility for Weak Demand Areas	Addressing low demand areas of a region	✓	✓	✓				
	Energy Regeneration System for Electric Vehicle	Retrofitting Electric Engines to conventional cars	✓		✓				✓

**#REGIO\_MOB**  
**4.5 Baseline of Good practices on sustainable mobility**

More detailed information on REGIO-MOB good practices can be found on the "Guidelines of Best Practices in Sustainable Mobility" published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of the identified good practices on sustainable mobility in **Romania** by **OLTENIA** and linked to the 7 thematic areas of intervention.

COUNTRY	Title	Short description	1. Measure to coordinate transport services	2. Location and characteristics of platforms for public transport	3. Cycling routes and footpaths	4. Mobility patterns between cities	5. Modal share	6. Economic and financial issues	7. Dashboard and monitoring procedures
ROMANIA	Car sharing/car pooling	Promoting new innovative modes of transport				✓	✓	✓	
	Bike sharing	Bicycle sharing scheme with use of e-Bikes			✓	✓			
	The first electric train in Romania	e-Train innovation / infrastructure modernisation /modal split				✓		✓	✓
	Ring Road for Dragasani Municipality – Intercities mobility and accessibility	Building a new bypass (ring) road to alleviate vibration problems to old city buildings				✓			
	Ring road for Targu Jiu Municipality - Intercities mobility and accessibility	Bypass Road				✓			
	Orientation and Coordination tool for projects regarding transportation and mobility in South West Oltenia Region	Developed a GIS tool to monitor /evaluate and make decisions at Regional level (Observatory)	✓						✓

#REGIO\_MOB  
4.6 Baseline of Good practices on sustainable mobility

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of **indicators** linked to the good practices identified in **Romania** by **OLTENIA**.

COUNTRY	Title	Short description	% reduction of CO2 emissions associated to transport	% Municipalities involved in the implementation of the sustainable mobility plan	% Reduction of PM10 in the provincial capitals	% Efficient connections in transport in the region	% Passengers using public transportation	% increase of quality of life of the citizens	% Journeys undertaken by public and private travel or low energy vehicles
ROMANIA	Car sharing/car pooling	Promoting new innovative modes of transport	✓					✓	
	E-Bike NET	Bicycle sharing scheme with use of e-Bikes	✓					✓	✓
	Hyperion - the first electric train in Romania	e-Train innovation / infrastructure modernisation /modal split	✓					✓	✓
	Ring Road for Dragasani Municipality – Intercities mobility and accessibility	Building a new bypass (ring) road to alleviate vibration problems to old city buildings	✓			✓			
	Ring road for Targu Jiu Municipality - Intercities mobility and accessibility	Bypass Road				✓			
	Orientation and Coordination tool for projects regarding transportation and mobility in South West Oltenia Region	Developed a GIS tool to monitor /evaluate and make decisions at Regional level (Observatory)		✓		✓			

**#REGIO\_MOB**  
**4.7 Baseline of Good practices on sustainable mobility**

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of the identified good practices on sustainable mobility in **Poland** by the **Municipality of Niepolomice** and linked to the 7 thematic areas of sustainable mobility intervention.

COUNTRY	Title	Short description	1. Measure to coordinate transport services	2. Location and characteristics of platforms for public transport	3. Cycling routes and footpaths	4. Mobility patterns between cities	5. Modal share	6. Economic and financial issues	7. Dashboard and monitoring procedures
POLAND	Fast Agglomeration Railway	Efficient Railway Connections /Park and ride a train		✓		✓	✓		
	Biogas from inoperative Landfill	Promotion of Alternative fuels / Public transport efficiency				✓	✓	✓	
	Ecodriving technologies	Eco driving training activities / with track manufacturer participation						✓	
	Good planning when using heavy machinery	Reduce environmental footprint of road works /Improving efficiency of machinery	✓					✓	
	TELEBUS	Demand Responsive Transport for covering rural areas of low density					✓		

**#REGIO\_MOB**  
**4.8 Baseline of Good practices on sustainable mobility**

More detailed information on REGIO-MOB good practices can be found on the "Guidelines of Best Practices in Sustainable Mobility" published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of **indicators** linked to the good practices identified in **Poland** by **Municipality of Niepolomice**.

COUNTRY	Title	Short description	% reduction of CO2 emissions associated to transport	% Municipalities involved in the implementation of the sustainable mobility plan	% Reduction of PM10 in the provincial capitals	% Efficient connections in transport in the region	% Passengers using public transportation	% increase of quality of life of the citizens	% Journeys undertaken by public and private travel or low energy vehicles
POLAND	Fast Agglomeration Railway	Efficient Railway Connections /Park and ride a train	✓	✓	✓	✓	✓	✓	
	Biogas from inoperative Landfill	Promotion of Alternative fuels / Public transport efficiency	✓		✓	✓	✓		
	Ecodriving technologies	Eco driving training activities / with truck manufacturer participation	✓		✓			✓	
	Good planning when using heavy machinery	Reduce environmental footprint of road works /Improving efficiency of machinery	✓		✓			✓	
	TELEBUS	Demand Responsive Transport for covering rural areas of low density				✓	✓		

**#REGIO\_MOB**  
**4.9 Baseline of Good practices on sustainable mobility**

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of the identified good practices on sustainable mobility in **Greece** by **Region of Western Macedonia** and linked to the 7 thematic areas of intervention.

COUNTRY	Title	Short description	1. Measure to coordinate transport services	2. Location and characteristics of platforms for public transport	3. Cycling routes and footpaths	4. Mobility patterns between cities	5. Modal share	6. Economic and financial issues	7. Dashboard and monitoring procedures
GREECE	Egnatia Motorway (traffic) Observatory	Development of modern infrastructure of information systems collects, processes, and provides valid and updated data concerning mobility parameters	✓			✓			✓
	Evaluation of road traffic accident data in Western Macedonia	Tool to support the decision making process, in the field of Road Safety	✓	✓		✓			✓
	National Wildlife Observation Network.	Developing new ways to prevent wildlife from being run over to protect both biodiversity and drivers.	✓		✓			✓	✓
	Planning of waste transport/transfer of the Integrated Waste Management System of W. Macedonia	Optimize planning of waste transport/transfer while satisfying the principle of proximity within the Region	✓					✓	✓
	Green eMotion	Connecting EU electromobility stakeholders for a seamless, cost-efficient, and interoperable electromobility ecosystem.	✓	✓					✓

## #REGIO\_MOB

### 4.10 Baseline of Good practices on sustainable mobility

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



Table of **indicators** linked to the good practices identified in **Greece** by **Region of Western Macedonia**.

COUNTRY	Title	Short description	% reduction of CO2 emissions associated to transport	% Municipalities involved in the implementation of the sustainable mobility plan	% Reduction of PM10 in the provincial capitals	% Efficient connections in transport in the region	% Passengers using public transportation	% increase of quality of life of the citizens	% Journeys undertaken by public and private travel or low energy vehicles
GREECE	Egnatia Motorway (traffic) Observatory	Efficient Railway Connections /Park and ride a train	✓	✓	✓	✓	✓	✓	
	Evaluation of road traffic accident data in Western Macedonia	Promotion of Alternative fuels / Public transport efficiency	✓		✓	✓	✓		
	National Wildlife Observation Network.	Eco driving training activities / with track manufacturer participation	✓		✓			✓	
	Planning of waste transport/transfer of the Integrated Waste Management System of W. Macedonia	Reduce environmental footprint of road works /Improving efficiency of machinery	✓		✓			✓	
	Green eMotion	Demand Responsive Transport for covering rural areas of low density				✓	✓		

#REGIO\_MOB  
4.11 Baseline of Good practices on sustainable mobility

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)



## #REGIO\_MOB 4.12 Baseline of Good practices on sustainable mobility

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)

Table of the identified good practices on sustainable mobility in **United Kingdom** by **SEStran** and linked to the 7 thematic areas of intervention.

COUNTRY	Title	Short description	1. Measure to coordinate transport services	2. Location and characteristics of platforms for public transport	3. Cycling routes and footpaths	4. Mobility patterns between cities	5. Modal share	6. Economic and financial issues	7. Dashboard and monitoring procedures
UNITED KINGDOM	Flow Centre	Optimisation of patients' flows to the NHS hospital facilities	✓			✓	✓	✓	✓
	Bus Priority Lane	Providing exclusive bus lane system on a time window basis	✓		✓	✓		✓	
	Park'n Ride	P+R schemes around Edinburgh	✓	✓		✓	✓	✓	
	Specific Route Queue Management (ICT)	Seamless interfacing between road segments of different hierarchy	✓			✓	✓	✓	✓
	Bus Real Time Passenger information (RTPI)	Improving passenger mobility /shift towards PT	✓	✓		✓	✓	✓	✓
	Sustainable and Active Travel Grants	Bringing incentives to to organisations within the region to take sustainable transport projects forward	✓	✓		✓	✓	✓	✓
	Coordinated development of the region's Transport Strategy (RTS) and Strategic Development Plan (SDP)	Bringing together the sustainability in Transport and Development strategy	✓	✓	✓	✓	✓	✓	✓
	Strategic Cross Boundary Cycle Development	Transforming Biking to a commuting mode not a feeder only mode	✓		✓	✓	✓		
	Thistle Card (Equality Forum)	Promoting PT through concessionaire tickets to vulnerable social groups				✓	✓		
	Trip Share	Trip sharing /car pooling scheme	✓	✓		✓	✓	✓	✓



#REGIO\_MOB  
4.13 Baseline of Good practices on sustainable mobility

More detailed information on REGIO-MOB good practices can be found on the “Guidelines of Best Practices in Sustainable Mobility” published on INTERREG EUROPE platform at:

[https://www.interregeurope.eu/fileadmin/user\\_upload/tx\\_tevprojects/library/Guidelines\\_best%20practices\\_v6.pdf](https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/Guidelines_best%20practices_v6.pdf)

Table of **indicators** linked to the good practices identified in **United Kingdom** by **SEStran**.

COUNTRY	Title	Short description	% reduction of CO2 emissions associated to transport	% Municipalities involved in the implementation of the sustainable mobility plan	% Reduction of PM10 in the provincial capitals	% Efficient connections in transport in the region	% Passengers using public transportation	% increase of quality of life of the citizens	% Journeys undertaken by public and private travel or low energy vehicles
UNITED KINGDOM	Flow Centre	Optimisation of patients' flows to the NHS hospital facilities	✓		✓	✓			
	Bus Priority Lane	Providing exclusive bus lane system on a time window basis	✓	✓	✓	✓	✓	✓	✓
	Park'n Ride	P+R schemes around Edinburgh	✓	✓	✓	✓	✓	✓	✓
	Specific Route Queue Management (ICT)	Seamless interfacing between road segments of different hierarchy	✓	✓	✓	✓	✓	✓	✓
	Bus Real Time Passenger information (RTPI)	Improving passenger mobility /shift towards PT	✓		✓	✓	✓	✓	✓
	Sustainable and Active Travel Grants	Bringing incentives to to organisations within the region to take sustainable transport projects forward	✓	✓	✓	✓	✓	✓	✓
	Coordinated development of the region's Transport Strategy (RTS) and Strategic Development Plan (SDP)	Bringing together the sustainability in Transport and Development strategy	✓	✓	✓	✓	✓	✓	✓
	Strategic Cross Boundary Cycle Development	Transforming Biking to a commuting mode not a feeder only mode	✓	✓	✓	✓		✓	
	Thistle Card (Equality Forum)	Promoting PT through concessionaire tickets to vulnerable social groups				✓	✓	✓	
	Trip Share	Trip sharing /car pooling scheme	✓		✓	✓		✓	✓

## REGIO-MOB 2 PHASES

48 months. From 01/04/2016 to 31/03/2020



#REGIO\_MOB

### 5. Methodology

REGIO-MOB methodology has been mainly oriented to answer the question *"HOW do I IMPROVE my policies to cover the needs I previously detected?"*.

Thus this has characterized an approach:

- Dynamic & participative
- Ensuring the effective transmission of knowledge
- Inspired by the "learning by doing" approach
- Promoting the critical approach & all the participants' involvement.

the learning process in the first 6 months were devoted to analyze

regional needs and identify best practices. From that point on, the partners and stakeholders involved shared their experiences through the workshops and study visits in a continuously good understanding of the project purposes and goals.

The prioritisation of the best practices has been ranked on the basis of the methodology used focused on the general interest and gives higher priority to the needs shared by the group (including both, partners and stakeholders).

It is worth mentioning here that it is important clarify the concept of "transfer" of experiences in order to build an accurate sustainable mobility action plan strategy, that represent the core of the whole learning process. Indeed it is key to determine what to expect from this transfer. Approaching the transfer process from the proper perspective will ensure the success of the action. Considering that the ultimate goal of the exchange of experiences phase is to achieve the actual change (action plans). In fact the transfer should aim at providing the organizations would build an Action Plan and their stakeholders with the due resources and tools to replicate the practices transferred in their territories.



**#REGIO\_MOB**

## **6. Policies and strategy recommendation**

The lessons learnt from REGIO-MOB partners through meetings, thematic workshops and study visits and exchange of best practice examples have continuing to offer the learning between partners and stakeholders. Workshops organized by project partners have presented best practices to the partners and have been particularly interesting also for the stakeholders invited.

This active participation in exchanging information and practices have allowed the constitution of this recommendation guide collecting the main lessons learnt, findings & suggestions on regional mobility addressing other EU Regions willing to improve their mobility policies and plans.

The elaboration of the Regional Mobility Plans carried out by REGIO-MOB partners are of great significance, allowing the setting of ambitious goals taking into account

the role of the Region, the momentum at European level with the EU action plan on urban mobility requiring the increased adoption of sustainable mobility plans in Europe, the liberalization of services in the transport sector, the urgent need to upgrade transport services in the country and its urban centers and improving the quality of life of citizens.

Carrying forward the recommendations set out in this guide will require leadership and concerted, coordinated action from public authorities at all levels together with private sector actors, the research community, civil society, and any other stakeholder organizations tackled by the sector of transport.



## #REGIO\_MOB

### 6.1 Synthesis of the Sustainable Mobility Action Plan of ANCI LAZIO

ANCI LAZIO has identified in the **Park&Ride Good Practice** developed both from SESTran (PP7) and PROMETNI (PP2) **relevant measures** to be adopted in Lazio Region.

Such relevant measures consist of three main components:

1) the introduction of a new Park and Ride car park and improvements of existing ones;

2) better public transport service connections through multimodality systems;

3) the use of information technology for improving the management and operation of the transportation networks.

More in detail, 3 specific actions should be integrated in the regional policy instrument since the objective of the Lazio Regional Action Plan on Sustainable Mobility is threefold:

- I. Park&Ride schemes to develop and improve multi-modality transport exchange nodes (ROP ERDF Thematic Objective 4);
- II. new rules addressed to regional transport companies to provide to the Region the data on the regional and urban public transport in order to coordinate timetables of the road service with those of the railway and Park&Ride services.
- III. Info-mobility enhancement to increase sustainable mobility culture and practices: integrated regional electronic ticketing system and integrated info-mobility platform.

ANCI LAZIO will carry out the design of Park&Ride facilities involving the **Municipality of Albano Laziale** as demonstration area under REGIO-

MOB project and **Lazio Region**. This because Municipality of Albano Laziale is among the most populated Lazio municipalities in the metropolitan city of Rome, being part of the Southern Metropolitan area of Rome, which is the most densely populated and, therefore, the most representative of "peripheral areas" presenting strong criticalities with regard to commuting from the remote areas/peripheries to the City of Rome.

The Implementation of the P&R facilities may involve other relevant stakeholders as well as key players who may jointly cooperate to improve multi-modality transport systems in the rail stations located in the Southern metropolitan area of Rome, including bike and car sharing systems: the Municipalities of Ariccia and Marino, other important densely populated municipalities of the Southern Metropolitan area of Rome (in order to extend the demonstration area under REGIO MOB project); the Rete Ferroviaria Italiana - RFI (owner of Italy's railway network; etc).

To view the full action plan, visit the REGIO-MOB Library in the Interreg Europe Website: [www.interregeurope.eu/regio-mob/library/](http://www.interregeurope.eu/regio-mob/library/)



## #REGIO\_MOB

### 6.2 Synthesis of the Sustainable Mobility Action Plan of PROMETNI

In order to underline importance of sustainable mobility actions, main aim of presented “Expert basis for supplementing the sustainable mobility measures in Slovenia” within the REGIO-MOB project was to initiate additional proposals in the field of sustainable mobility to the Resolution on the National Program for the Development of Transport in the Republic of Slovenia for the Period up to 2030 (ReNPRP30).

The Transport Development Strategy is the most important instrument to articulate sustainable mobility in the Republic of Slovenia. Its purposes can be summarized as follows:

- to present the standpoints, needs and possibilities for the development of the key transport infrastructure in the Republic of Slovenia,
- to prepare a harmonized development programme for the key transport infrastructure in the Republic of Slovenia,
- to guarantee ex-ante conditionalities for drawing EU funds in the 2014–2020 financial period for transport infrastructure.

In order to positively influence multitude of societal drivers encompassing health, environment and climate protection in Slovenia, developed expert basis contains various areas of interventions in order to influence sustainable transport development beyond the duration of the REGIO-MOB project. Including transport modes as public transport, walking, cycling and other sustainable mobility measures (e.g. parking policy, green urban logistics, electric-mobility), presented measures are focused mainly in the following fields of intervention:

1. Establishment of action groups or networks responsible for specific area of intervention of mode of transport;

2. Development of comprehensive legislation and technical standards;
3. Development of specific long- and short-term actions plans with precise definition of infrastructure measures, financial sources and timeframes;
4. Establishment of data collection and assessment network and
5. Promotion of measures and awareness rising in the field of sustainable mobility.

For each proposed sustainable mobility measure the financial sources and timeframe was allocated according to available national strategies and development plans for mobility in Slovenia. From the expert basis it can be seen that majority of the sources for proposed measures would come from budget funds of Slovenia and EU funds.

Measures proposed are to be employed in the national and local government plans, guidelines and even implementation procedures. Some of the proposed measures have already begin to take place in the year 2017, yet majority of proposed actions are foreseen to be implemented before the year 2023 and could be subject to regular assessment from the stakeholders involved.

To view the full action plan, visit the REGIO-MOB Library in the Interreg Europe Website: [www.interregeurope.eu/regio-mob/library/](http://www.interregeurope.eu/regio-mob/library/)



## #REGIO\_MOB

### 6.3 Synthesis of the Sustainable Mobility Action Plan of OLTENIA

The necessity and opportunity of choosing the Sustainable Urban Mobility Actions Plans in the South West Region Oltenia was based on data and information on the current situation of the transport and mobility systems specific to the urban areas of the SW Oltenia Region.

It was taken into account that Romanian legislation requires that the mobility plan should be a tool for territorial strategic planning

That will be related to the territorial development of the periurban/metropolitan areas with the mobility and transport needs of the persons and material goods. The main purpose of the sustainable urban mobility plan is to improve the accessibility of localities and the coherent integration of all modes of mobility and transport.

Thus, it is proposed that the Action Plan for the South-West Oltenia Region include the following 5 actions, correlated with examples of good practices transferred between the partners and the theme of the sustainable urban mobility plans described above:

1. Development/revision of S.U.M.P. at the Administrative Territorial Unit (ATU) level in the South West Oltenia Region as consequence of the lesson learned in Slovenia. In fact it is considered necessary to support the local authorities in the realization of SUMP. In this respect RDA SW Oltenia will carry out actions to monitor the state of development/revision of mobility planning documents so as to achieve a high degree of coordinated planning of mobility actions at the level of urban areas in the region and implicit reduction of carbon dioxide emissions.
2. Establishment of a regional structure aimed at correlating transport project at regional level. This action take in consideration the lesson learned from Spain good practices "Regional Coordination of Sustainable Mobility

Strategies: Association as Model of Metropolitan Transport Authority". An unitary transport system would be attractive to citizens and is financially efficient refers to the fact that:

- In order to achieve optimal coordination at the level of association, a detailed administrative organization is required;
- Participation of the main local and regional actors in the process of the project planning and implementation is the key to success.

3. Investments for the use of low-emission transport options – acquisition of means of transport. Supporting the procurement of environmentally friendly public transport means implementation of innovative mobility solutions identified among the lessons learned from BUS+BIKE; TELEBUS; PASTA; Limit4WeDA.
4. Investments in modern infrastructure for public transport. It allow the implementation of innovative mobility solutions identified among the REGIO-MOB lessons learned.
5. Elements of traffic management systems. It will allow the modernization of the traffic management centers; the prioritisation of local public transport and bicycle transport and the extension of traffic management system by integrating traffic-light crossing with operation and communication system.

To view the full action plan, visit the REGIO-MOB Library in the Interreg Europe Website: [www.interregeurope.eu/regio-mob/library/](http://www.interregeurope.eu/regio-mob/library/)



## #REGIO\_MOB

### 6.4 Synthesis of the Sustainable Mobility Action Plan of Municipality of Niepolomice

The area of impact of the mobility plan in Niepolomice covers 37 communes and has a regional character with a focus on Niepolomice Commune and the Niepolomice Investment Zone.

The purpose of the mobility plan is to indicate activities to develop sustainable transport system and to shape sustainable mobility, thus:

1. Providing all the residents of

Niepolomice Commune with access to travel destinations related primarily to work and study places, as well as to basic services;

2. ensuring high transport accessibility of the Niepolomice Investment Zone, especially with transport means alternative to car;
3. increasing transport accessibility of the areas of potential travel origins to work in the Niepolomice Investment Zone, especially with transport means alternative to car;
4. improvement of comfort and safety of travels carried out in the area covered by the plan;
5. increase in transport awareness of the area residents and formation of desired transport behavior;

and indirectly:

6. reducing negative effects of mobility, in particular when using passenger cars (reduction of environmental pollution, noise emissions, number of accidents, level of energy consumption);
7. increasing the efficiency of public transport in the area covered by the plan;
8. improvement of the economic vitality of the area covered by the, in particular, the Niepolomice Investment Zone;
9. improvement of attractiveness of the analyzed area and increasing the quality of life of its inhabitants.

The integrated action package proposed

for implementation, originated by the REGIO-MOB lessons learned, includes a wide range of solutions, measures and instruments, including "hard" measures related to investment plans, implementation of physical changes, financial instruments as well as organizational and "soft" measures regarding information, promotion and education.

Here below the list of the proposed actions in a nutshell:

- Measures related to individual road transport (aimed at improving transport accessibility) as well as reducing the heavy traffic on the lower-grade road network passing through smaller villages causing significant environmental nuisance and increasing the accident risk.
- Measures aimed at increasing the share of trips made by public transport means – bus and microbus transport.
- Construction of an integrated transfer hub (at Kolejowa Street in Niepolomice).
- Measures aimed at increasing the share of trips made by public transport means – rail
- Measures related to parking facilities
- Actions aimed at increasing bicycle trips share
- "Soft" measures (information, promotion and marketing).

To view the full action plan, visit the REGIO-MOB Library in the Interreg Europe Website: [www.interregeurope.eu/regio-mob/library/](http://www.interregeurope.eu/regio-mob/library/)



## #REGIO\_MOB

### 6.5 Synthesis of the Sustainable Mobility Action Plan of Region of Western Macedonia

The Regional Mobility Plan for a polycentric region, such as the RWM, it as an ensemble and links the different levels of governance and the other relevant interested actors.

Specifically, the RWM in agreement with all the involved actors and stakeholders who are part of this relevant Network, which was specifically set up for the needs of the project, is aiming at:

- Enhancing local identity and the vision's collectiveness
- Commitment of key stakeholders/actors and decision makers
- Improving the citizens' quality of life and health
- Setting priorities for proper orientation and further decision-making

by developing the vision of the Region on the basis of:

- a better regional understanding of the local needs, needs and objectives of the various stakeholders/actors as well as of the existing constraints and deficiencies
- the best prior knowledge of the mobility situation in the area
- promoting creativity both in envisioning the future we want and how to achieve it
- effective exchange of knowledge, understanding and consultation under the neutral co-ordination of the external consultant in order to avoid deviations that may arise.

which is summarized in the sentence:

**Create a more competitive and prosperous regional economy in the 21st century, attractive to visitors and sustainable for its citizens.**

This vision is fully in line with the development vision of the RWM for the programming period 2015-2019, which has been formulated in the context of the

corresponding Operational Program (Strategic Planning) of the RWM for:

**A strong Region with a human-centered orientation and placing emphasis on Social Well-Being and Cohesion through competitive, qualitative and outward-looking Sustainable Development based on the emergence of local specificities and the modernization of Administration, giving it the identity of a modern transport, energy and business center**

as peak points of the growth vision are also peak points of the vision of sustainable mobility, such as:

- The well-being of all citizens and social groups of the Region
- Entrepreneurship growth in order for sustainable employment positions to be created, and
- The strengthening of the Region's position on a geopolitical and economic level.

Here below the list of the proposed actions elaborated as a result of the REGIO-MOB lesson learned, in a nutshell:

1. Demand Responsive Transport;
2. Sustainable Mobility Observatory;
3. Transit Stations (P+R in the metropolitan area of Kozani)
4. Special Pricing Policy in PT for Vulnerable Social Groups.

To view the full action plan, visit the REGIO-MOB Library in the Interreg Europe Website: [www.interregeurope.eu/regio-mob/library/](http://www.interregeurope.eu/regio-mob/library/)



## #REGIO\_MOB

### 6.6 Synthesis of the Sustainable Mobility Action Plan of SEStran

Active travel, and particularly cycling, is an area of weakness for the SEStran region, particularly out with the City of Edinburgh, as identified through the SWOT analysis. For this reason has been choose Cycling also as key to achieving a modal shift from the private car to other modes of travel.

The current levels of cycling in the local authorities in SEStran's region

are shown below:

Local Authority	Level of cycling as a main mode of transport
Clackmannanshire	3,5%
East Lothian	1,9%
City of Edinburgh	2,5%
Falkirk	1,1%
Fife	0,8%
Midlothian	0,8%
Schottish Borders	0,9%
West Lothian	1,1%

These levels are far below the national aim of achieving a 10% cycling mode share throughout Scotland by 2020 and is therefore a key priority for SEStran. SEStran's Regional Transport Strategy identified cycling as a helping to achieve a number of important local, regional and national targets.

For example, cycling:

- enables many people without a car to find and get to work;
- helps the government to fulfil its climate change obligations
- reduces air pollution from traffic;
- improves road and community safety and health;
- reduces travel-related pollution and noise;
- generally increases transport choices
- *reduces dependency on the private car.*

In order to address this priority area, SEStran identified 4 best practices from the REGIO-MOB partners which were appropriate for implementation in the SEStran region, and specifying:

- **PASTA** – Physical Activity Through Sustainable Transport Approach
- Implementation of **Park and Ride** (P+R) network in Ljubljana urban region (LUR)
- **E-BIKE NET**
- Implementation of a combined service **BUS+BIKE** for a sustainable metropolitan and urban transport.

SEStran propose to implement the above actions through a two-pronged approach. Firstly, SEStran will develop and implement a regional e-bike sharing scheme (The Go E-Bike sharing scheme), based on REGIO MOB knowledge exchange experience. This will be monitored over Phase 2 of the REGIO MOB Project. Secondly, SEStran will employ external experts to carry out two Active Travel Audits based on the PASTA methodology of active mobility, assessing current levels of active travel before and after the implementation of the e-bike sharing scheme. Based upon the REGIO MOB learning, SEStran is developing a regional e-bike sharing scheme, called GO e- Bike. Bike Plus (the representative body for UK bike share) are coordinating programme delivery.

To view the full action plan, visit the REGIO-MOB Library in the Interreg Europe Website: [www.interregeurope.eu/regio-mob/library/](http://www.interregeurope.eu/regio-mob/library/)



#REGIO\_MOB

## VI. Conclusions

The overall objective of the *Recommendation Guide on Sustainable Action Plans*, according to the REGIO-MOB approach, is to support sustainable growth in Europe by promoting sustainable mobility, as a result of influencing relevant policy instruments in each partner territory, promoting intermodality,

technical innovation and the use of cleaner and more efficient mobility systems.

Lesson learned highline the importance of the REGIO-MOB approach, constituted by the ABC phases (Analysis, Build&Change) used in order to successfully reach the expected results in the action plans. The check-list of the activities planned are:

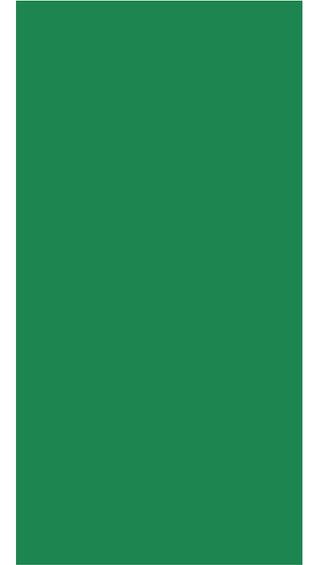
- developing a S.W.O.T. analysis on mobility and transport in the region;
- developing an analysis of needs and best practices on mobility;
- identification of a minimum of 5 good practice examples which are relevant to transport and mobility in each region, out of which 2 will be transferred to project partners during the study visits;
- development of action plans aimed at improving the existing policies;
- creation of local stakeholder communities which will be informed and consulted on mobility policies and ways to improve its implementation;
- monitoring the implementation of the improved policy (in the case of Regio-Mob, in the term of 2019-2020)

The sequencing of activities illustrated above pursues the consolidation of the

partnership, therefore the "change" and the ABC phases leads the way&right sequence of activities for the success of the project, ensuring the deep involvement of partners & stakeholders, key to guaranteeing the mobility action plans developed, address the real needs of the regions involved.

Finally, it is important underline that the process of policy learning, key driver for achieving the policy change, occurs at 4 different levels: Individual, Organisational, Stakeholder & External, thanks to the sequence & interrelation between regional & interregional activities.

REGIO-MOB Consortium aims to optimize and consolidate the specificity of policy instruments adopted by each partners in their regions, but also are working to disseminate in other EU regions the value reached through the interregional learning, contributing to the improvement of EU Sustainable Mobility. More we will have people sharing transportation modes, public space, information and new services, and more attractive the city will be. Case studies and best practices on sustainable mobility are ready to illustrate how policies have been put into practice in countries across Europe.



#REGIO\_MOB

## VII. Bibliography and References

### Bibliography

1. Expert basis for supplementing the sustainable mobility measures in Slovenia – Prometni InSTITUTE Ljubljana d.o.o.
2. Action Plan for Sustainable Mobility in Lazio Region – within Regio-Mob project – ANCI LAZIO
3. Regional Mobility Plan for the designated region based on the regional needs' analysis and SWOT analysis & RECOMMENDATIONS regarding sustainable transport to update the document: "Development Strategy of Matopolska Province"
4. Action Plan for Transport and Mobility Within Regio-Mob project – ADR SV OLTENIA
5. Action Plan of Region Western Macedonia – within Regio-Mob project
6. Action Plan of SEStran – South East of Scotland Transport Partnership within Regio-Mob project

### References

- **Andalusian Institute of Technology** – IAT [www.iat.es](http://www.iat.es)
- **Institute of Traffic and Transport Ljubljana** [www.prometni-institut.si](http://www.prometni-institut.si)
- **Regional Association of Lazio Municipalities and Cities** – ANCI Lazio [www.ancilazio.it](http://www.ancilazio.it) (lead partner from 31.03.2017)
- **South-West Oltenia Regional Development Agency** <http://adroltenia.ro>
- **Niepolomice Municipality** [www.niepolomice.eu](http://www.niepolomice.eu)
- **Region of Western Macedonia** – RWM [www.pdm.gov.gr](http://www.pdm.gov.gr)
- **South-East of Scotland Transport Partnership** SESTRAN [www.sestran.gov.uk](http://www.sestran.gov.uk)
- **Regional Development Fund of Western Macedonia** (partner until 11.07.2017) [www.westernmacedonia.gr](http://www.westernmacedonia.gr)



## REGIO-MOB Contacts



[www.facebook.com/regiomob](http://www.facebook.com/regiomob)



@REGIO\_MOB



[www.interregeurope.eu/regio-mob](http://www.interregeurope.eu/regio-mob)



### Disclaimer

REGIO-MOB project is co-financed by the European Regional Development Fund through the Interreg Europe Programme. The contents of this publication is the sole responsibility of name of the author/Contractor/implementing partner – and can in no way be taken to reflect the views of the European Union.