

Outcomes of the REGIO-MOB learning path for the additional activity 2021- 2022



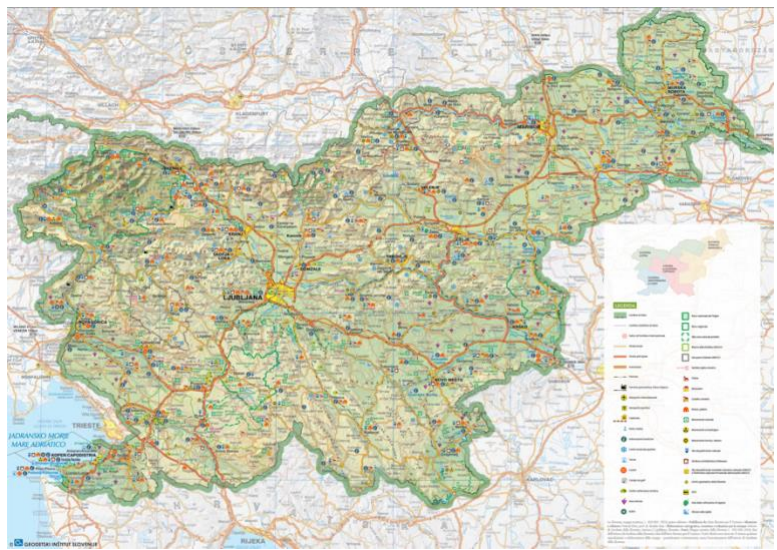
The **REGIO-MOB** learning path (co-funded by the INTERREG EUROPE European Programme) through the **additional activity 2021-2022**, dedicated to the improvement of sustainable mobility policies on the basis of emerging experiences and in response to the COVID-19 crisis it ended. The selection and transfer of knowledge also through study visits has made it possible to generate important recommendations for improving policies from 6 European regions.

In particular, in the **Lazio region** (Italy) both the stakeholder meetings and the exchange of experiences and study visits allowed ANCI Lazio (Lead partner) to formulate useful recommendations for the needs of the Lazio regional territory in order to influence the design process of the **new ERDF Lazio 2021- 2027**. The objective of the work carried out lies in influencing sustainable mobility measures also in the implementation of the planning of projects/interventions "closer to citizens", both in the urban-metropolitan area and in the rural, coastal and inland areas of the Region and in order to influence and encourage the overall improvement of the infomobility system performance by promoting digital transformation through the implementation of ICT solutions. As underlined by Professor Andrea Gemma

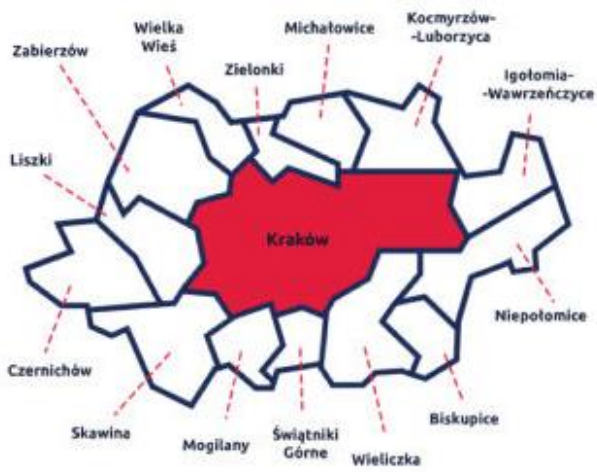


during one of the meetings with the stakeholders "I believe that REGIO-MOB is of particular importance because it calls for an integrated vision of regional transport, aiming at an integration of all public transport networks, even the smallest ones and local, sharing their respective transport graphs". The know-how and the recommendations prepared will represent a basis that will be taken into consideration for the writing phase of the implementation tools of the new programming of the programmatic instrument 3: POR FESR - Lazio Region - 2021-2027.

In **Ljubljana** (Slovenia), through the **Prometni institut Ljubljana** and its main project stakeholders (first of all the Ministry of Infrastructure and Public Passenger Transport of Ljubljana) the exchange of experiences on good practices provided by the REGIO-MOB project partners and the learned influenced the stakeholders, the public authorities who are the beneficiaries of the policy instrument addressed by the project, because it created the right framework and awareness to address the measures inspired by the study visits. In Slovenia, representatives of the Republic's Ministry of Infrastructure (which is the national body responsible for transport policy) and the Ljubljana Passenger Public Transport Company (LPP which is the provider of public passenger transport in the city of Ljubljana and Ljubljana Urban Region), participated in the study visits organized within the Regio-Mob project, this being an excellent opportunity for them to meet other professionals in order to learn from their experience. And this constitutes an important reference that will be taken into account during the process of designing the National Program for Transport Development in the Republic of Slovenia up to 2030. And with particular reference to the policy instrument 2: Transport Development Strategy in the Republic of Slovenia.



The **Municipality of Niepolomice** worked to influence the Development strategy of the Malopolska region for the period 2011 – 2020. "Malopolska 2020. Infinite possibilities", 3rd area of intervention: Infrastructures for accessibility of communication. Furthermore, the Municipality is a key player in the Krakow metropolitan area and is closely involved in the design process of the new SUMP which



was supposed to be approved at the end of 2022 and was instead postponed to Q2 2023. The Municipality of Niepolomice, it is the main industrial area of the metropolitan area and it is a point of reference for the entire Malopolska region, for this reason the Municipality of Niepolomice represents a fundamental point of reference protagonist of the design process of the new SUMP which should be approved in the 2nd quarter 2023 (postponed date). Originally, the SUMP did not include the impact of the pandemic on transport behaviours, but thanks

to REGIO-MOB the wording of the document has been modified, based on the analyzes and recommendations obtained in collaboration with the project partners. SUMP Contribution Policy Tool Changes (CoViD 19 section) include:

- Increase the number of bus services in order to reduce the risk caused by vehicle congestion/improve safety in public transport;
- Separation of cycle paths from the existing road network and provision of new cycle connections as safe places and modes of transport both during the pandemic and after the end of the pandemic regarding the implementation of the infrastructure for bicycles;
- Introduction of Demand Responsive Transport (DRT) services in areas difficult to navigate with public transport / expected improvement of the service in rural areas;
- Disclosure of remote working in times of pandemic as a possibility of limiting compulsory travel, especially in the morning and afternoon peak hours.
- Support for the use of collective transport: improvement of the transport offer, supply connections from/to the railway exchange nodes, tariff and ticketing integration;
- Integration of the timetables of private carriers confirming the validity of the proposal to include this measure in the SUMP.

The **Regional Development Agency South West Oltenia** (Romania) worked to influence the RP South West Oltenia 2021-2027 ERDF – SW Oltenia Region OP3 “A more connected Europe” policy instrument. It pursues the achievement of the specific objective ERDF 2.8 Promoting sustainable multimodal urban mobility as part of the transition to a zero-carbon economy, through Priority 4 – Urban Sustainable Mobility.

The aim of the objective is to contribute to an attractive and sustainable public transport system by adequately integrating the offer of services, based on SUMPs developed at the right territorial scale. The results of the cooperation and exchange of experience were taken into account in designing the specific activities that will be supported and financed under Priority 4 - Urban sustainable Mobility. In planning the Axis 4 guidance intervention, the following aspects inspired by good practices were considered:

- creation, development and optimization of public transport systems through investments in the purchase of clean rolling stock for urban transport (trams, buses, trolleybuses, etc.), supporting clean infrastructure for urban transport;
- support the construction/modernization of infrastructure for active transport modes: creation/modernization of pedestrian paths, investment in cycling infrastructure, bicycle rental schemes.



The **Western Region of Macedonia** (Greece) directed the attention to the R.O.P. WESTERN MACEDONIA Thematic Objective 7 - Promotion of sustainable transport and elimination of bottlenecks in the necessary network infrastructure.

The REGIO-MOB good practices helped to identify specific indications in terms of the public transport system and to influence the preparatory activities for the new Calls 2021-2027, whose project results will be evaluated during 2023. Also, the meetings of the interested parties and the

study visits helped the Western of Macedonia Region council and stakeholders to improve their ideas and also to accept the proposals and changes easily.



Image source: www.visitwestmacedonia.gr/en/home/

The proposed activities are focused on:

- inform passengers about itineraries - timetables - ticket sales points, etc. via mobile phone - inspired by the good practices "CRAIOVA Transport App" (Regional Development Agency South West Oltenia) and "App that counts the number of users on

board a bus" (ANCI Lazio).

- introduce DRT services in areas poorly served by public transport/expected improvement of service in rural areas. – inspired by the good practice "Proposed test of Demand Responsive Transport (DRT)" (SEStran).

The **South-East Scotland Transport Partnership – SEStran**, (UK) worked to influence the design process of the new draft Regional Transport Strategy, SEStran 2035. The draft incorporates a much greater emphasis on active travel and the use of public transport, but has no status until approved by the Scottish ministers. New infrastructure facilities will be designed, which will include dedicated lanes for public transport, as well as the creation and expansion of cycle paths or pedestrian spaces (temporary or permanent) in response to the Covid-19 and are influenced by the good practices identified in the extension to the Regio-Mob project, such as 'Temporary and permanent cycle paths in response to COVID-19' published by ANCI Lazio.

For further information:

[Link to the "REGIOMOB Recommendations 2021-2022"](#)

[Link to the "REGIO-MOB Video Storytelling"](#)



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