

**Interreg
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better regional policies*



REGIO-MOB

***Interregional Learning Towards
Sustainable Mobility***

Action Plan

for the South West Oltenia Region



ADR SV OLTENIA

Dolj - Gorj - Mehedinți - Olt - Valcea

South West Oltenia Regional Development Agency



RDA SW Oltenia plays the role of **Intermediate Body** for the **Regional Operational Programme 2014- 2020**, the amount allocated to the region in this programming period being over **700 million Euros**.

Since its establishment, RDA has managed over **1,300 contracts amounting to around 950 million Euros in grant**

So far, under the Regional Operational Programme 2014-2020, we have contracted 376 projects amounting to 388 million Euros

Also, RDA coordinates the elaboration of the **Regional Development Plan** and the **Regional Innovation Strategy**, and contributes to the elaboration process of local and sectoral strategies

Description of the Policy Instrument



Within the REGIO-MOB project, the RDA SW Oltenia partner is responsible for the *Policy Instrument 5 – ERDF Regional Operational Program (ROP), Objective 4 -Supporting the transition to a low-carbon economy in all sectors.*

This policy instrument is closely linked to the Investment Priorities 3.2 and 4.1 of the *Regional Operational Program ROP 2014-2020-Promoting carbon reduction strategies for all types of territory, in particular urban areas, including the promotion of sustainable urban mobility plans, and of relevant measures*

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

- reducing air pollution and noise pollution, as well as energy consumption;*
- ensuring the accessibility to the public and private transport system for all citizens;*
- development of infrastructure for non-motorized transport means;*
- increasing the attractiveness and improving the quality of the environment and urban space*

175,76 million Euro in the ROP 2014-2020 for the Investment Priorities 3.2 and 4.1 addressed in Regio-Mob Project

What an IB needs from a transport policy action plan



A transport Policy Action Plan:

- A useful tool to promote partnership and an integrated approach
- Focus from inputs to outputs, results and the achievement of a pre-defined objective
- Instrument developed for monitoring purposes

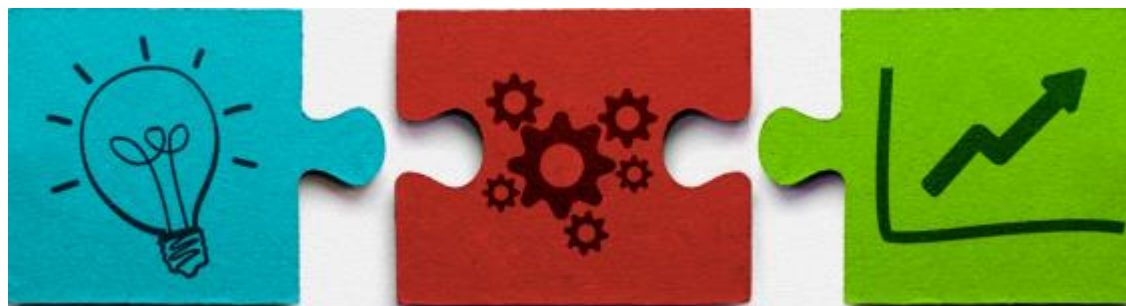


As an Intermediate Body for ROP, RDA already had a good communication with the stakeholders, but, the implementation of Regio-Mob project offered a real opportunity to better understand and to customize the Policy Instrument.

The Action Plan addressed the particular needs of the region combined with the lessons learnt from the exchange of experience and this is reflected in the analysis and in the specific actions.



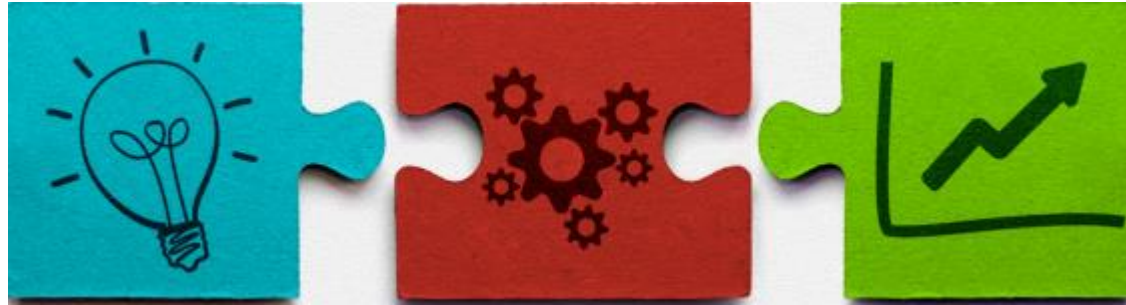
Elaboration of the action plan (1)



- RDA organised two meetings of the stakeholders group for the elaboration of the action plan, during which all the important actors from the transportation field and the public authorities were able to propose actions that will improve the mobility in SW Oltenia region.



Elaboration of the action plan (2)



- The necessity and opportunity of choosing the actions 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
- Moreover, it was taken into account that the Romanian legislation requires that the mobility plan should be a tool for territorial strategic planning

Meetings of the stakeholders group for drawing up the Action Plan





ACTION PLAN

The Action Plan for the South-West Oltenia Region includes the following 5 actions, correlated with the examples of good practice transferred between the partners:

- Development / revision of the Strategic Urban Mobility Plans at the Administrative Territorial Units level in the SW Oltenia Region
- Establishing a structure at regional level intended to correlate the projects in the field of transport.
- investments for the use of low carbon emission means of transportation
- procurement of means of transportation
- Investments in modern infrastructure for public transport
- Elements of traffic management systems



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



Good practice that influenced the introduction of this action:

Supporting the preparation of Sustainable Urban Mobility Plans and their implementation in municipalities benefiting from European funds through the Operational Program for the Implementation of the EU Cohesion Policy in 2014-2020 (Slovenia)

Lessons learned:

- ✓ *Providing guidelines and good practices are not enough to stimulate a wide range of local authorities to be effective in the field of sustainable mobility;*
- ✓ *The costs of elaborating S.U.M.P. should be supported by co-financing. This type of approach has brought joint results and satisfaction at local and national level.*

Present situation:

- At the moment, 5 SUMPS were developed for all the 5 county capitals (Dolj, Gorj, Mehedinți, Olt and Vâlcea).
- Other cities in the region are currently developing their SUMPS (Bailești and Motru Municipalities, Dăbuleni, Segarcea, Bumbesti-Jiu, Novaci, Brezoi, Rovinari, Calafat)
- Less than 50% of the total of 40 cities within the region have elaborated their action plans.

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



Actions to be taken:

- ✓ Monitoring the achievement S.U.M.P. by the administrative-territorial units in the region
- ✓ Information on the necessity of realization of the S.U.M.P.
- ✓ Information on the opportunities to obtain funding for the elaboration / revision of the S.U.M.P.

Costs:

300,000 Euro
(estimated SUMP development/revision costs for municipalities and cities estimated to be applying for ROP 2014-2020, Priority Intervention 3.2 and 4.1).

The actors involved :

- ❖ *South West RDA Oltenia - having the role of coordinator*
- ❖ *Local Public Authorities in Urban Areas - having the role of beneficiaries of funding for the implementation / revision of S.U.M.P.*



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



Good practice that influenced the introduction of this action:

Regional Coordination of Sustainable Mobility Strategies: Association as a Model for Metropolitan Transport Authority. (Spain)

Lessons learned:

- ✓ 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 project planning and implementation is the key to success.

Present situation:

- the number of journeys made by urban public transport in the urban areas of the SW Oltenia Region was reduced by 58% between 1990 and 2016.
- The effects of modal relocation, from public to personal transportation led to a significant increase of CO2 emissions

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



Actions to be taken:

- ✓ Establishment of a regional structure to which local and regional actors will be invited to join;
- ✓ Coordination of the working groups that will take place at the level of the structure;
- ✓ Periodic consultation of the members of the structure on the transport and mobility action plans and dissemination of information at the level of the working groups.

Costs:

It will be a structure that will function under the coordination of RDA, as a working group.

The actors involved :

- ❖ *RDA South West Oltenia* - having the role of coordinator
- ❖ *Local and county public authorities* - having the role of potential beneficiaries of projects implemented in a correlated way
- ❖ *Public transport operators* - having the role of potential beneficiaries of projects implemented in a correlated way.



Action 3: Investments for the use of low carbon emission means of transportation - procurement of means of transportation



Good practices that influenced the introduction of this action:

-Implementation of a combined bus + bicycle service for sustainable urban and metropolitan transport (Spain);

-Tele-Bus - Public transport service in residential and industrial areas with low residential density (Poland);

-PASTA - Physical activity through a sustainable transport approach (Italy);

- Limit4WeDA - Sustainable Mobility Solutions in Low Demand Zone (Italy).



Lessons learned:

✓ The existence of an integrated card-based tariff system, which takes into account the use of bicycles and public transport means;

✓ Integrated use of the public transport system and the bicycle is efficient and attractive when there is a bicycle infrastructure linking travel generation /attractiveness centers;

✓ Public transport and bicycle are not concurrent but complementary modes of transport, the use of which leads to a reduction in the number of private vehicles in traffic, improving the quality of the environment in our cities and regions;

✓ The flexible public transport service is a real opportunity for the development of the public transport system in densely populated areas or reduced economic activities.

Action 3: Investments for the use of low carbon emission means of transportation - procurement of means of transportation



Present situation:

- ❖ The means of transport are very old, which raises traffic safety problems and generates discomfort for the passengers;
- ❖ Because of the long use of the busses, they have a very low average speed, which leads, on the one hand, to increased repair and maintenance costs and, on the other hand, to delays in the traffic program;
- ❖ The age of the means of transport generates a significant negative impact on the environment.

Actions to be taken:

- ✓ Procurement of low carbon emission means of transportation:

For Craiova Municipality will be procured :

- 17 Trams
- 46 Buses between 2016- 2023
- 32 Buses between 2024- 2030

For Targu – Jiu Municipality:

- 20 Trolley busses
- 30 Bussed
- 10 Mini Busses

For Slatina Municipality:

- 10 Busses

For the other cities in the region:

- 26 busses

Action 3: Investments for the use of low carbon emission means of transportation - procurement of means of transportation



The actors involved :

- ❖ *Local Public Authorities* - having the role of beneficiaries of projects concerning the establishment of public transport systems and the acquisition of environmentally friendly means of transport;
- ❖ *Public transport operators* - having the role of beneficiaries of modern and ecological technical equipment with which they will be able to offer quality services to the citizens .

Costs:

EUR 94,004,086 (total costs were estimated on the basis of proposals for the procurement of available means of transport from the S.U.M.P.S.)



Action 4: Investments in modern infrastructure for public transport



Good practices that influenced the introduction of this action:

- ✓ Implementation of a combined bus + bicycle service for sustainable urban and metropolitan transport (Spain);
- ✓ Tele-Bus - Public transport service in residential and industrial areas with low residential density (Poland);
- ✓ Implementation of the Park & Ride Network in Ljubljana (Slovenia);
- ✓ Park & Ride facilities in Scotland, Edinburgh metropolitan area (Scotland);
- ✓ Limit4WeDA - Sustainable Mobility Solutions in Low Demand Zone (Italy).

Lessons learned:

- ✓ The existence of an integrated card-based tariff system is attractive for the users
- ✓ The inherent use of the public transport system and of the bicycle is efficient and attractive when there is a bicycle infrastructure
- ✓ Public transport and bicycle are not concurrent but complementary transport modes.
- ✓ The importance of establishing close cooperation with complementary projects (cooperation with public transport operators)
- ✓ Need to develop a pricing plan and a charging system before implementation;
- ✓ Introducing the term of flexible public transport service is a real opportunity in the poor densed areas.



Action 4: Investments in modern infrastructure for public transport

Present situation:

- ❖ *Poor condition of the infrastructure, which results in low commercial speeds, high operating costs and traffic safety problems;*
- ❖ *The poor condition of technical equipment in depots / buses, which generates high maintenance and repair costs;*
- ❖ *Poor provision of public transport stations with passenger shelters, information systems, security systems, aspects that contribute to the attractiveness of public transport.*

Actions to be taken:

- ✓ Extension of public transport infrastructure
- ✓ Dedicated lanes for public transport
- ✓ Modernization of passenger terminals
- ✓ Integration of intermodal points
- ✓ Introducing a real-time information system
- ✓ Construction of intermodal systems
- ✓ Implementation of an integrated payment systems

The actors involved :

- ❖ Local Public Authorities
- ❖ Public transport operators

Costs:

EUR 48,691,101 (total costs were estimated on the basis of proposals for the procurement of available means of transport from the S.U.M.P.S)

Action 5: Elements of traffic management systems



Good practices that influenced the introduction of this action:

- ✓ Tele-Bus - Public transport service in residential and industrial areas with low residential density (Poland);
- ✓ The administration of the queue management system on the A90 road in Scotland;
- ✓ Assessment of traffic accident data in Western Macedonia (Greece);
- ✓ Green eMotion - Kozani, Western Macedonia (Greece).

Lessons learned:

- ✓ Bus priority may not be at the expense of other vehicles and can be achieved with minimal investment in additional infrastructure by using existing slip roads
- ✓ Attenuation of socio-economic impact of traffic accidents by implementing an efficient traffic management system;
- ✓ Cooperation between different levels of local government as a way to integrate different skills and competences.



Action 5: Elements of traffic management systems

Present situation:

- ❖ Only Craiova Municipality, has a traffic management system implemented.
- ❖ there are major deficiencies in traffic management in the region.
- ❖ In the short and medium term, all local public authorities intend to develop such systems, which will lead to optimizing the use of street infrastructure and prioritizing public transport.

The actors involved :

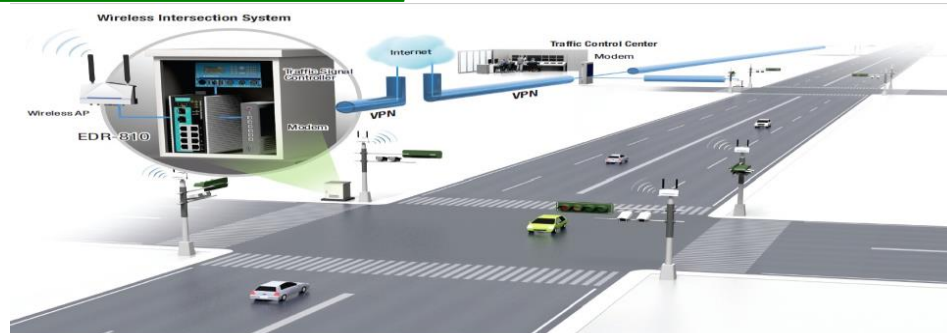
- ❖ Local Public Authorities
- ❖ Public transport operators

Actions to be taken:

- ✓ Introduction of traffic management centers
- ✓ Modernisation of the existing traffic management center
- ✓ Parking and Access Management System in Restricted Areas
- ✓ Introduction of intelligent lighting system in the urban areas

Costs:

5 Mil. Euro (based on the estimated costs of which of the actions within the SUMPS.)





Thank you!

**Regional Development Agency
South West Oltenia**