O.3.7.2 - Recommendations for streamlining the planning process of selected interventions

FINALIZED APPROACH

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Preamble

Within the framework of **WP3.1- ATT7** (*"Piano d'azione strategico transfrontaliero / Čezmejni strateški akcijski načrt")* the CROSSMOBY project is going to provide **a common vision on the strategic perspectives on mobility at cross-border level** to be pursued through a dedicated *Cross border strategic action plan* (O.3.7.1) and leading to the *Recommendations for streamlining the planning process of selected interventions* (O.3.7.2) here presented.

ATT7 is consequently one of the conclusive steps of the overall project development which is stemming at first from a **structured consultation with stakeholders** of the territory (ATT 6 - *"Piattaforma dei portatori di interesse per il dialogo e la pianificazione transfrontaliera / Platforma interesnih skupin za čezmejni dialog in načrtovanje")* as to achieve a good awareness of the different points of view to be considered when dealing with the planning of cross-border mobility, which is also based on the opportunities gained from the unifying framework of data collection and analysis at cross-border level realized within ATT5 *("Analisi e strumenti a supporto della definizione di un quadro di riferimento strategico transfrontaliero / Analiza čezmejnega strateškega okvira in orodja")*.
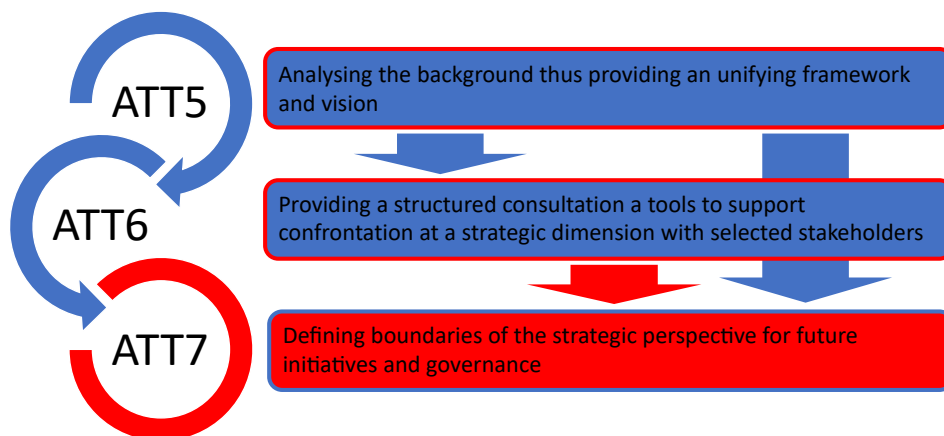

Figure 1 – ATT7 positioning within WP3.1 overall logical framework

In conclusion, ATT7 is basically representing a tool to both drive the discussion of the consultations organized within ATT6 as well as a useful tool to outline the main outcomes of such consultations. Such outcomes, paired with the strategic knowledge made available through the info tools developed within ATT5, inherently lead to the definition of a strategic vision supporting and orienting key issues for the new programming period on a macro-regional perspective.

1. Introduction and contextualization

By following the main results of the consultation process represented by the set of round tables organized within the project (Activity 3.6) as well as of the analysis of the data collected throughout Activity 3.5 and in close parallelism with the strategic action plan defined within Activity 3.7, this document is providing a synthetic set of *Recommendations for streamlining the planning process of selected interventions,* which should represent an useful tool to address future planning process of transport and mobility within the Programme area.

In this purpose, the following figure is summarizing the status of this specific deliverable, which is basically representing the final step of the overall process of consultation, thus resulting in these final recommendations.
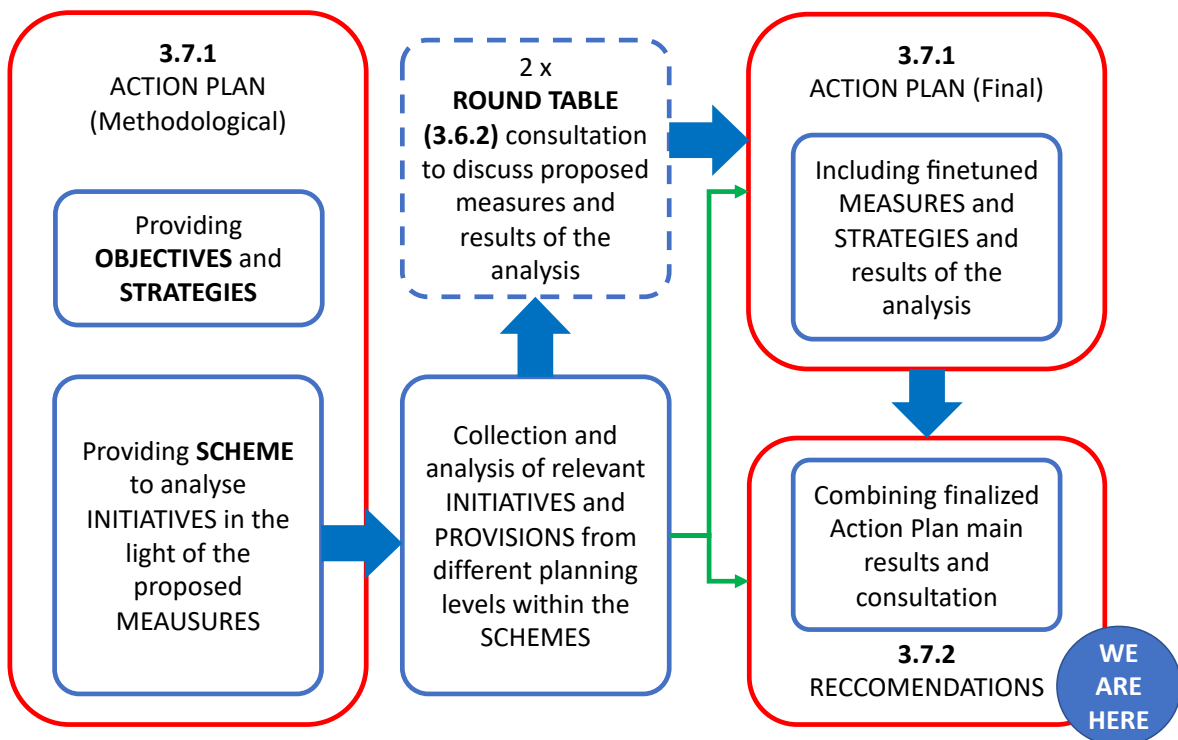
Figure 2 – Schematic overall structure of the phases of ATT7

Moreover, it has to be underlined that the recommendations enclosed in the following paragraph were drafted according to the 7 main strategies highlighted in CROSSMOBY strategy (3.7.1) which are in turn declinations of 6 priority goals of the project, hereby reported to sum-up the starting point of the elaborations presented.

In fact, the CROSSMOBY Cross-border strategic action plan has been designed according to a consolidated strategic vision hierarchically structured presented in following figure.
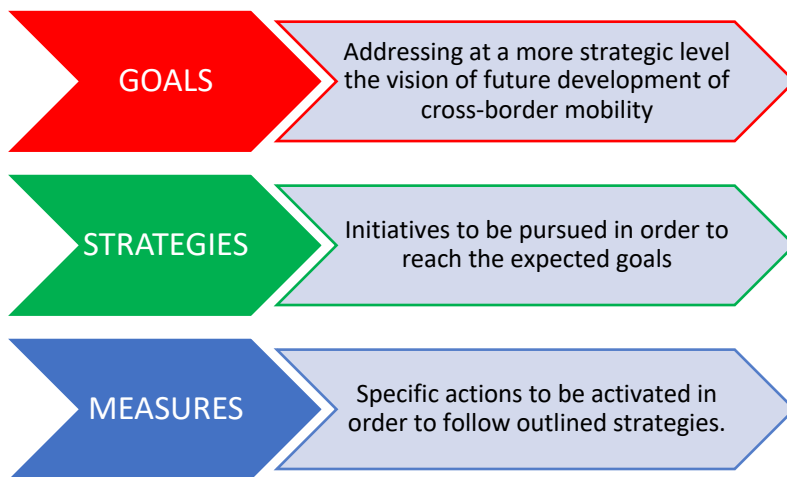

GOALS — Addressing at a more strategic level the vision of future development of cross-border mobility

STRATEGIES — Initiatives to be pursued in order to reach the expected goals

MEASURES — Specific actions to be activated in order to follow outlined strategies.

Figure 3 – Schematizing hierarchical levels of the action plan

As previously mentioned, 6 main GOALS have been defined, thus opening the way to 7 main STRATEGIES, reported in following figures.

A well-integrated CB area

A CB area well-connected/framed to the EU and the external

A green CB area

An attractive CB area

A caring CB area

An innovative CB area
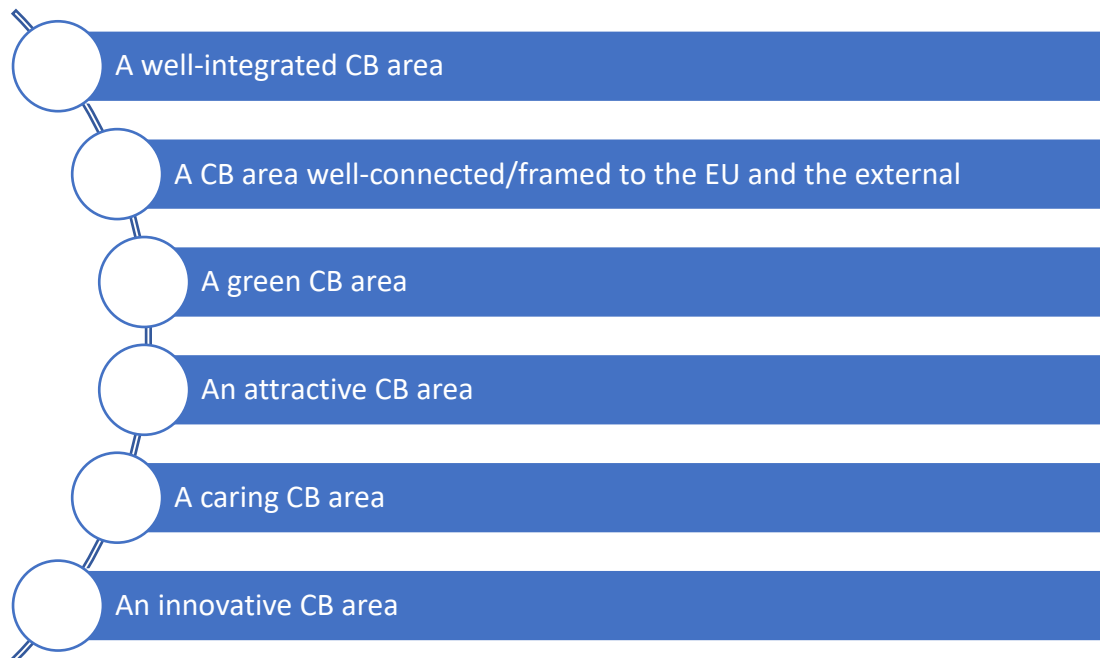
Figure 4 –Proposed GOALS for CROSSMOBY ACTION PLAN capitalized from FORTIS project
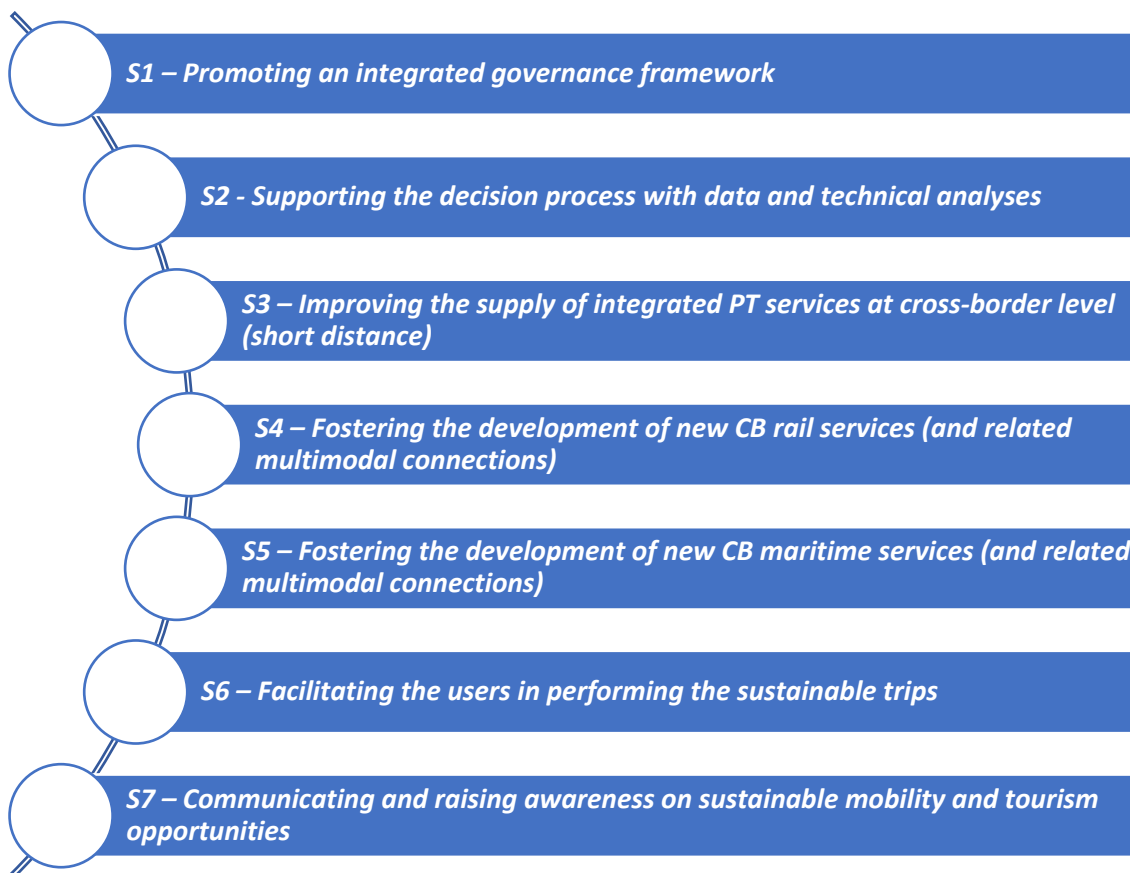
Figure 5 – Overall definition of proposed STRATEGIES for CROSSMOBY ACTION PLAN taken from FORTIS project
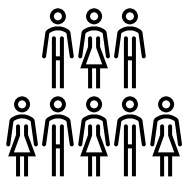
Both (GOALS and STRATEGIES) have been capitalized from FORTIS project (Interreg Italy-Slovenia) thus opening to the proposed list of concrete MEASURES presented in the Action Plan already delivered.

However, when dealing with a more strategic vision, the recommendations were targeting the STRATEGIES as intermediate level of the Action plan, a dimension on which these inputs should represent an appropriate looking-forward step.

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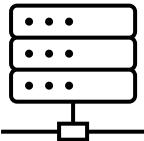
2. Recommendations

The following paragraphs are resuming some main findings in the form of recommendations which are definitively connected to the main strategies supported by the CROSSMOBY strategic approach.
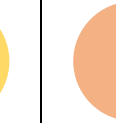
2.1. Recommendation 1
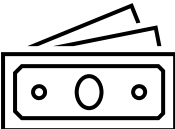
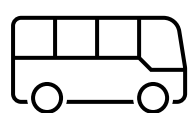| Fostering multi-level governance framework at cross-border level |
|---|
| **CONNECTION WITH CROSSMOBY STRATEGIES** |
| 1 2 3 4 5 6 7 |
| The cross-border framework is inherently characterised by a relevant deal of complexity, with a different typology of stakeholder to be involved in the development of sustainable transport solutions backing an actual cross-border integration. In this purpose, it is to recall how related challenges affects different context encompassing both the local level and long-distance corridors and ranging to the urban dimension and remote rural context. Hence, in order to appropriately address this framework a multilevel governance approach must be fostered and pursued. |

2.2. Recommendation 2

Shared data and technical analyses for appropriately supporting the transport planning decision process
CONNECTION WITH CROSSMOBY STRATEGIES

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Transport planning decision process is to be supported by thorough technical assessment and forecasts based on actual data/information. Hence, data availability and integration represent a key driver of this process that should be further enhanced and developed according to a shared vision. In this regard, relevant opportunities are related to the possibility of exploiting increasingly available (open) data related to the transport supply side through shared formats (e.g. GTFS). On the other, relevant step forward are to be made towards an improved data collection and sharing, especially concerning the transport demand (also exploring innovative sources, such as data from mobile phones cells).
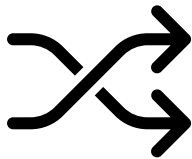
2.3. Recommendation 3

Cost-effective interventions closing gaps at CB

CONNECTION WITH CROSSMOBY STRATEGIES

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |

In correspondence of the IT-SI the bus service network is characterised by gaps hampering a smooth multimodal journey. Also taking into account the limited distance between the last stops served by PT within the 2 Countries (ranging from a few hundreds of meters to several kms). Hence, reaching at least the first stop beyond the border would represent a limited cost solution for smoothing the integration between the PT services on both sides of the border.
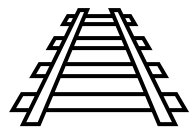
2.4. Recommendation 4

Developing flexible and cost-effective solutions for low-demand and rural areas (DRT)

CONNECTION WITH CROSSMOBY STRATEGIES

1	2	**3**	4	5	6	7

Demand-responsive transport (DRT) is a flexible way of transportation that adapts to the demands of its user groups: in this purpose it can significatively tackle several problems such as environmental benefits through reducing the use of private vehicles and by supporting multimodal transport as solution for linking (also) low-demand and remote communities (such as many portions of the IT-SI including a relevant share of the territories located across the border) with broader transport networks.
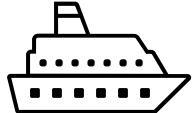
2.5. Recommendation 5

Network of integrated multimodal services (bikes—bus-train-boat)

CONNECTION WITH CROSSMOBY STRATEGIES

1	2	**3**	4	5	**6**	7

Tackling multimodal and integrated services encompassing the need of dialoguing between different transport operators and means of transport is an essential topic that should pivoting on specific synergies allowing to make the whole itinerary more attractive, thus providing an alternative to the massive private car dependency.

2.6. Recommendation 6

Rail services fostering cross-border accessibility		
CONNECTION WITH CROSSMOBY STRATEGIES		
1 2 3 **4** 5 6 7		
	Cross-border passenger rail services should aim at fostering their attractiveness as alternative and sustainable service to private cars. This could be achieved through creating, implementing and evaluating new cross-border passenger rail services, taking advantage of existing rail infrastructure along the Venice-Trieste-Ljubljana axis, thus linking also to other relevant long-distance destination at strategic level (e.g. Vienna, Zagreb, etc.). Moreover, the potential of the Transalpina/Bohinj railway (Jesenice-Trieste) should be unlocked also by implementing limited and cost-effective interventions (e.g. in the Gorizia-Nova Gorica section).	
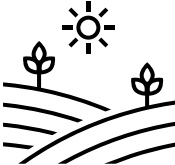
2.7. Recommendation 7

Fostering cross-border maritime services		
CONNECTION WITH CROSSMOBY STRATEGIES		
1 2 3 4 **5** 6 7		
	Supporting the identification of appropriate level of sustainability to develop maritime transport services with particular reference to their cross-border dimension that are potentially representing a leading driver of local development and a promoter of sea/land interface with the contribution of a multilevel governance that should promote the independency from public start-up aids.	

2.8. Recommendation 8

Promoting an integrated ticketing system
CONNECTION WITH CROSSMOBY STRATEGIES

(1) (2) (3) (4) (5) **[6]** (7)

	Creating favourable conditions for transport users through the creation of multimodal ticketing and payment systems integrated and shared across the borders in order to enable passengers to travel using different transport modes provided by numerous operators in different territories and countries.

2.9. Recommendation 9

Promoting the sustainable dimension as a more attractive and tangible topic
CONNECTION WITH CROSSMOBY STRATEGIES

(1) (2) (3) (4) (5) (6) **[7]**

	Sustainability should be easily translated into concrete topics that stakeholders should be more aware of. In this purpose, the promotion of dedicated initiatives able to valorise externalities into (as an example) concrete discounts or fines or wider accessibility issues should represent a guiding topic to be further investigated.

2.10. Recommendation 10

Enhancing awareness of existing available opportunities
CONNECTION WITH CROSSMOBY STRATEGIES

Promote an appropriate awareness-raising and sensitization campaign on the theme of accessibility and transport planning is a growing priority that should allow to deliver key messages to a differentiated set of stakeholders thus contributing to a consciousness approach to such topic.

2.11. Recommendation 11

Promoting info-mobility towards a multifaceted set of stakeholders, including governance
CONNECTION WITH CROSSMOBY STRATEGIES

Promoting info-mobility is fundamental in order to support the consciousness of users and multilevel governance on the available accessibility opportunities and services that are available in their territories. Its promotion should allow to improve the coordination of services and provide better promotion of specific policies.

2.12. Recommendation 12

Tourism attractivity as a development opportunity for territorial accessibility
CONNECTION WITH CROSSMOBY STRATEGIES
(1) (2) (3) (4) (5) (6) (7)
The peculiar situation of the cross border areas call for a better understanding of the opportunities coming from seasonal tourism. It is in fact representing a strong driver for new sustainable transport opportunities in particular during the summer season that should furthermore investigated and used in order to finetune accessibility planning initiatives and their sustainability.

3. Conclusions

Recommendations contained in the present deliverable are the results of an elaborated approach built upon a specific dialogue with stakeholders and capitalizing experiences gained in different contexts.

They shall be read as guiding proposal for the future development of transport planning initiatives with particular reference to the cross-border areas where the relevance of a coordinated approach should be more than welcome.

At the same time, such recommendations are pivoting on the strategies defined within the previous step of the project which, in turn, rely on the planning efforts elaborated in another EU funded project of the Italy-Slovenia Programme, the FORTIS project.

Moreover, guiding recommendations are basically representing somehow the whole set of means of transport and the main topics that are usually describing the transport sector and including cooperation, funding schemes and perspectives, ICT development and related opportunities as well as multimodal solutions, ticketing and sustainable approach which are deemed particularly relevant when dealing with the strategic approach proposed by CROSSMOBY project.

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planning process of selected interventions*