

Title	Sustainable mobility plans for rural and interurban areas: innovative approaches for setting up priorities and enhancing joint work to harmonize mobility solutions for all. "Plan2Go"		
Programme	INTERREG EUROPE 2021-2027		
Type of action	Interregional Cooperation Project		
Call	1 ST Call	Deadline	May 31 st 2022
Policy objective	3. More connected Europe		
Specific Objective	II) Sustainable, climate resilient, intelligent and intermodal national, regional and local mobility		
Lead Partner	SAKANA DEVELOPMENT AGENCY Associated management Authority: DG Transportes y Movilidad Sostenible. Navarra Government		
Partnership	<p>A partnership composed of 5-8 EU regions, covering 4 Geographical areas:</p> <ul style="list-style-type: none"> • North: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Sweden • East: Austria, Bulgaria, Czech Republic, Hungary, Poland, Romania, Slovakia, Slovenia • South: Croatia, Cyprus, Greece, Italy, Malta, Portugal, Spain • West: Belgium, France, Ireland, Luxembourg, Netherlands, Switzerland <p>Eligible partners:</p> <ul style="list-style-type: none"> • Public authorities, • Public law bodies (bodies governed by public law), • Private non-profit bodies. <p>Policy responsible authorities have to be involved, either as partners or as associated partners.</p>		
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Project Outline			
Background	<p>Rural Europe covers more than 75% of Europe's territory. And are home to 137 million people. These areas consist of highly varied contexts, from metropolitan outskirts to clusters of small towns and villages and sparsely populated countryside. The average road distance to essential services is much longer in rural areas compared to urban areas. For example, in a city, the average road distance to the nearest doctor is 3.5 km, while for remote rural areas, the average distance is almost 21.5 km.</p> <p>Many public resources have been dedicated in the past decades to solve the mobility needs of citizens in the urban context. More recently, authorities have as well increased their attention to rural context, investing in research, design, piloting and implementation of solutions for the different situations found in the rural context. As an example, several Interreg EU funded projects have identified private, civil and public initiatives answering to specific mobility challenges in the rural context.</p> <p>In 2021, and in the context of the COVID crisis, the Commission launch the Long-Term Vision for Rural Areas. With the aim of making Rural Areas more connected, this Vision proposed to improve sustainability of mobility and accessibility of rural areas by discussing and identifying mobility solutions for their territory, such as digital platforms to create multimodal real-time information, or ticketing or booking services. It also orientates towards development of specific actions to better integrate the urban, peri-urban and rural linkages, by further development of the Sustainable Urban Mobility Plans (SUMPs).</p> <p>Rural, urban and interurban transports are very different. While mobility and urban transport are often the exclusive competence of municipalities, interurban transport is often the responsibility of regional administrations. As a result, there are often overlaps in offers, while some areas, usually in rural areas, are not well covered by transport services. However, mobility is continuous and flows</p>		

	<p>of people and goods are not bounded by administrative borders. This makes it necessary to look at mobility in a broader context in order to achieve Sustainable Mobility Plans in which administrative coordination is put at the service of mobility in the different and interlinked territories and contexts.</p> <p>The main objective of the project is to support regions to develop rural sustainable mobility plans by addressing current environmental, economic and social challenges, bringing solutions to mobility challenges in rural areas such as:</p> <ul style="list-style-type: none"> - minimise the impact of major national or regional transport infrastructures on the rural territory, preserving the natural values of the territory, maintaining its attractiveness from a tourist point of view and facilitating the arrival of such tourism. - allow special needs groups (the elderly, single-parent families, carers living in the city, etc.) to find the best way to move through the rural territory. - articulate solutions to mobility challenges associated with urban areas (parking, peak times for entering and leaving schools or areas of activity, permanent car traffic) that also occur in rural towns <p>Specific objectives:</p> <ol style="list-style-type: none"> 1. Identify successful practices of mobility services integration for users: ways in which users (residents and visitors) in rural areas can find out and access different transport solutions, knowing in real time the timetables, costs, possible delays and options to combine several transports offers to reach the desired destination. 2. Identify successful experiences in which the different operators, private and public, at local, regional or national level jointly develop such systems, available via internet, smart phones or other innovative systems. 3. Develop and pilot strategies that turn the diversity of competences into a strength, creating stable frameworks for institutional cooperation and permanent forums for the coordination of mobility, infrastructure and territorial policies, resulting in effective plans for sustainable rural mobility that can integrate all these approaches and solutions.
<p>Approach</p>	<p><u>Central phase:</u> EXCHANGE OF EXPERIENCES, LEARNING AND TRANSFER OF INNOVATIVE APPROACHES AND GOOD PRACTICES. Dedicated to improving policies through learning. It includes learning activities to support exchange of experiences, capacity building, transfer of good practices and innovative approaches. These activities contribute to increase the professional capacity of individuals and institutions involved in the projects to integrate lessons learned from cooperation into regional development policies. As part of "innovative approaches", activities may also include pilot actions to test new and promising approaches.</p> <p><u>Follow-up phase:</u> MONITORING POLICY IMPROVEMENTS Dedicated to monitoring the first effects of policy improvements and whether further policy improvements are achieved.</p>
<p>Work plan</p>	<p>To be defined within the consortium. Some of the activities foreseen or proposed are:</p> <p>The interregional learning process will be based on a comprehensive joint regional analysis that will identify the needs and experiences of the regions, as well as programmes and strategies for coordination and planning of rural mobility. The Study Visits will be organised with the participation of actors from the region, as well as the organisation's own staff. The study visits will allow partners to investigate in depth the existing "good practices" in the host region, with parallel peer review workshops on each partner's experiences and common briefing sessions.</p> <p>The interregional learning process will be carried out in parallel with the strategic thinking process at regional level in a process of continuous iteration throughout Phase 1: as a result of the interregional learning process, project partners, stakeholders and public authorities in charge of the addressed policy instruments will identify the relevant solutions and planning strategies to integrate into their regional policies, the activities necessary for this integration and the responsible actors leading to the change in these instruments and/or to the design of the Regional Action Plan if necessary.</p>
<p>Project's length</p>	<p>48 Months</p> <ul style="list-style-type: none"> • Core phase: 36 months • Follow-up phase: 12 months

Budget and Co-financing rate	Project budget: 1.000.000 € - 2.000.000 €. Co-financing ERDF rate: <ul style="list-style-type: none">• 80% for Public bodies and bodies governed by public law from all 27 EU member states• 70% for Private non-profit bodies from all 27 EU member states
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