

INVOLVE Good Practice Register

CP3: Exchange of experiences dedicated to the identification and analysis of good practices

Responsible partner: Erasmus University Rotterdam (EUR)

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INTRODUCTION

The aim of CP3 is the improvement of sustainable transport policies through the exchange of experience and the transfer of good practices. The main part of this work will be done by Study Visits and Import Workshops, ie partners will learn about the good practices that others have carried out. Each project-partner will undertake three Study Visits; **NOTA** that one of these can be to a city or region that is outside the project.

WHAT IS A “GOOD PRACTICE”?

INTERREG IVC offers no specific definition. For the INVOLVE Lead Partner, a good practice is “a project or a process that merits being transferred”; it is defined by the importer rather than the exporter, and it is subjective (by contrast, a BEST practice is defined against objective criteria). But this creates a logical confusion: how does an importer know what is available to import? The answer is a register, from which partners can make their selection.

For INVOLVE a Good Practice is an example of good cooperation between public and private sector in the field of mobility management **REMINDER!** The project is structured around 6 Policy Themes:

1. PT1: policy instruments to reduce travel-demand;
2. PT2: public-sector policy instruments to engage key decision-makers;
3. PT3: lead public-sector policy instrument or actor;
4. PT4: target-market for public-sector policy instruments;
5. PT5: acknowledgement by site managers/users that mobility management is important;
6. PT6: site characteristics: function; management

REGISTER OF GOOD PRACTICES

The Approved Application states that by July-12 the partners will have created a Register of Good Practices. The draft Register has been firstly discussed during PMG1 in Frankfurt [17/18-Apr 2012]. At PMG2 in Livorno the partners will further discuss the Register and try to finalize it.

NOTA that you can programme a Study Visit only among the GP's identified by the Register. Accordingly, make sure that the projects you are interested in are included in the Register before it will be finalized!

In the remaining of this document you find the proposed GP's.

GOOD PRACTICE 01 - TRAFFIQ

GOOD PRACTICE <i>Please provide a title</i>	Mobility Management in Industrial Site Hoechst											
Location <i>name the city, region, state</i>	Frankfurt, Hessen, Germany											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	As part of the European Project ICMA Frankfurt developed Mobility Management for one of the largest gated industrial sites in Europe. More than 90 companies and approx. 20,000 employees are going to be targeted via this approach.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	x	PT2		PT3		PT4		PT5	x	PT6	x
Justification <i>Describe in your view why it's a good practice</i>	<p>Due to the fact that there is one site-management company, which is in contact with all companies located in the industrial area, it is easier to develop actions and tasks for the whole site instead of only some of the companies of the site.</p> <p>Another major aspect is that due to this approach even small companies can benefit from specific MM measures such as a job ticket. Usually you need a critical mass to benefit from Job ticket offers, that's why smaller companies often don't benefit from it.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Industrial Site Management Company INFRASERV 2) Companies located in the industrial site 3) traffiQ / RMV 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> • improvement of connections between the site internal PT and the official PT of Frankfurt • implementation of a Job-tickets • development of an Mobility-Card approach • instalment of an intranet webpage for PT connections 											
Website <i>if available</i>	N/A											
Contact person <i>INVOLVE partner or other</i>	Johannes Bardong											
Contact email	j.bardong@traffiq.de											

GOOD PRACTICE 02 - TRAFFIQ

GOOD PRACTICE <i>Please provide a title</i>	We walk to school campaign											
Location <i>name the city, region, state</i>	Frankfurt, Hessen, Germany											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	This campaign has been developed in the PIMMS TRANSFER project. It aims to reduce the phenomenon of "Mama-Taxi" before and after the school. Elementary schools and especially their pupils get engaged to walk to school. Pupils receive a stamp for every time they walk to school on their "walking-pass"; when the walking pass is fully stamped they can get one of 15 different buttons. The campaign's Mascot is a penguin, which is visiting the schools when wished for action days. The campaign is also incentivised by drinking bottles, shirts and caps for the pupils.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	x	PT2		PT3		PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	The campaign has a proven positive effect on pupils. In the participating schools more of them are walking to school and car traffic has been reduced.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) 14 primary schools in the area 2) Traffiq 3)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	More pupils walking / cycling to school or using public transport											
Website <i>if available</i>	http://wirlaufenzurschule.de/											
Contact person <i>INVOLVE partner or other</i>	Johannes Bardong / Michael Dewes											
Contact email	j.Bardong@traffiq.de / m.dewes@traffiq.de											

GOOD PRACTICE 03 - TRAFFIQ

GOOD PRACTICE <i>Please provide a title</i>	Mobility strategy for Cultural or Sport Events e.g. football world Championship in 2006											
Location <i>name the city, region, state</i>	Frankfurt											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	In the proceeding of the FIFA 2006 world cup Frankfurt developed a toolkit for the mobility strategy for .big sporting or cultural events instead of implementing a single plan for only the FIFA World cup											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	x	PT6	
Justification <i>Describe in your view why it's a good practice</i>	It has proven as a good practice during several events since 2006.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • City of Frankfurt • traffiQ • Event responsible 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	toolkit scheme to be used for several events											
Website <i>if available</i>	none											
Contact person <i>INVOLVE partner or other</i>	Juliane Korn / Nora Pullmann											
Contact email	j.Korn@traffiQ.de											

GOOD PRACTICE 04 - TRAFFIQ

GOOD PRACTICE <i>Please provide a title</i>	Mobility manager training scheme by IVM Rhein Main											
Location <i>name the city, region, state</i>	Frankfurt											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>A regional programme for companies to train their staff how to come up with a mobility management-concept. It gives support in analysing their specific mobility needs and helps to define suitable measures. It results in a common certificate from the local chamber of commerce.</p> <p>The core aspect of the programme is a close interaction between the companies and local and regional administration for all kind of transportation issues.</p> <p>Therefore, local networks are directly involved in the whole workshop process.</p> <p>To cover the whole region, up to five or six local programmes need to be set up and have to be part of local transport, environmental and economic strategies.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4	x	PT5	x	PT6	
Justification <i>Describe in your view why it's a good practice</i>	The training is carried out successfully, the first certificates were awarded; there is a considerable demand.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> Private companies with MM needs Local regional administration 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> reduction of car use, shift towards more sustainable transport modes, reduction of travel demand raising the awareness of the benefits of MM in companies (PT5) 											
Website <i>if available</i>	http://www.effizient-mobil.de/index.php?id=rhein_main#c2374 (in German only)											
Contact person <i>INVOLVE partner or other</i>	Juliane Korn											
Contact email	j.korn@traffiQ.de											

GOOD PRACTICE 05 - TRAFFIQ

GOOD PRACTICE <i>Please provide a title</i>	Site-screening for Mobility Management											
Location <i>name the city, region, state</i>	Frankfurt, Rhein-Main-Region											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The main aim of the screening is to get a map describing the conditions and circumstances of different sites with regard to MM. The map shows how easy or difficult it will be to implement MM measures in different companies (or at different sites) and how effective these may be. The classification takes into account factors like company characteristics, staff structure and transportation issues.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5		PT6	x
Justification <i>Describe in your view why it's a good practice</i>	This tool is successfully in use and provides a helpful guideline which companies are mainly to address in regard to MM issues (e.g. MM training).											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> scientific and planning institutions companies regional administration 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Site-classification (PT 6)											
Website <i>if available</i>	x											
Contact person <i>INVOLVE partner or other</i>	Juliane Korn											
Contact email	j.korn@traffiQ.de											

GOOD PRACTICE 06 – KLAIPEDA

GOOD PRACTICE Please provide a title	Public Transport Integration among different municipalities											
Location name the city, region, state	Klaipeda city (Klaipeda district and Kretinga district municipalities)											
Short description Provide a short description of the GP; one or two sentences might be enough.	Clear tender procedures, long-term contracts, and financial quarantines for bus operators, reliable service for customers.											
Policy Theme [see page 1] 'Y' as many as you think	PT1	Y	PT2		PT3		PT4		PT5	Y	PT6	
Justification Describe in your view why it's a good practice	Long-term contract, clear rights, responsibilities, obligations Agreement among municipalities											
Stakeholders Name the stakeholders involved, especially the private sector ones!	<ul style="list-style-type: none"> • Klaipeda city municipality • Klaipeda district municipality • Kretinga municipality • Klaipeda PT authority • Municipal and private bus companies • Private companies 											
Most important outcome Describe briefly the most important result (please link it to the Policy Themes)	Integrated PT network covering new living areas in different municipalities, providing sustainable transport mode alternative to use private cars, common ticketing system											
Website if available	http://m.stops.lt/klaipeda/#bus/en (routes 23,24,25,26)											
Contact person INVOLVE partner or other	Andrius Samuilovas											
Contact email	andrius.samuilovas@klaipedaransport.lt											

GOOD PRACTICE 07 - KLAIPEDA

GOOD PRACTICE <i>Please provide a title</i>	PPP providing Public Transport services in industrial zones											
Location <i>name the city, region, state</i>	Klaipeda city/district											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Long-term contract, cooperation between public authority and private companies, financial obligations, reliable service for customers.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2	Y	PT3		PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Long-term contract, clear rights, responsibilities, financial obligations											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Klaipeda PT authority 2) Municipal and private bus companies 3) Private companies											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> Two new routes were established after agreement between Klaipeda PT authority and private companies located in the industrial zone. PT authority provides and guaranty PT service, companies obligates to cover part of direct costs 1) purchasing monthly tickets for employers or 2) by making payments 											
Website <i>if available</i>												
Contact person <i>INVOLVE partner or other</i>	Andrius Samuilovas											
Contact email	andrius.samuilovas@klaipedaransport.lt											

GOOD PRACTICE 08 - KLAIPEDA

GOOD PRACTICE <i>Please provide a title</i>	Integration different transport modes in common PT system* (<i>*still on implementation stage - tender documentation and route planning</i>)											
Location <i>name the city, region, state</i>	Klaipeda city											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Long-term contract, cooperation between public authority and private companies, financial obligations, reliable service for customers.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2	Y	PT3		PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Long-term contract, clear rights, responsibilities, obligations											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Klaipeda PT authority • Municipal and private bus companies • Private companies 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Besides big buses, PT authority expand route network using small vehicles (midi buses), which will operate in narrow streets, carrying passengers to interchange stops to continue their trips using buses.											
Website <i>if available</i>												
Contact person <i>INVOLVE partner or other</i>	Andrius Samuilovas											
Contact email	andrius.samuilovas@klaipedaransport.lt											

GOOD PRACTICE 09 - MADRID

GOOD PRACTICE <i>Please provide a title</i>	Transport Plans for enterprises in new urban developments											
Location <i>name the city, region, state</i>	Madrid, Spain											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>For establishment of the new headquarters of a bank (BBVA), the Madrid City Council has asked (obliged) the company to provide a Transport Plan as condition to get the approval for the development of the area.</p> <p>The area will attract 6,000 jobs and will have 3,000 parking spaces, in 3.5 ha.</p> <p>It foresees the construction of a footbridge over the highway to provide more accessibility to transport stations, to hospital, commercial centre, etc.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Because it forces the private sector to think in sustainable mobility measures as a need and compensation for the impact caused in the area and to the workers.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Promoter (BBVA bank) 2) Municipal Council of Madrid 3) CRTM (Madrid Public Transport Authority) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> • Transport Plan in the area to implement measures for a sustainable mobility, and accompanying infrastructure to ease the mobility. • Base for future requirements and obligations on same kind of urban developments in the planning phase 											
Website <i>if available</i>	na											
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 10 - MADRID

GOOD PRACTICE <i>Please provide a title</i>	Transport plans for new urban development											
Location <i>name the city, region, state</i>	Madrid, Spain											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>The promoter of the new urban development (Ciudad Pegaso) in an industrial area where big companies (Airbus Military, AENA and IVECO) are already settled, has launched a Transport Plan before the area is completed built.</p> <p>They have looked for public subsidies (60% by National Government) for the study (Plan), analysing measures to promote public transport and bikes use in the area.</p> <p>For example, reorganising the already existing private shuttles connecting with metro stations from different companies into one single network, adapting the walking access and bike lane to the train station, etc.</p> <p>Implementation cost of measures would be pay by the promoter or enterprises.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	It is good because the promoter took the initiative to implement a Transport Plan, and the companies settled and to be settled (try to) commit to make an effort in improve the mobility.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Promoter of the industrial area 2) Companies already settled (Airbus, Aena, Iveco) 3) CRTM and Ministry of Industry (subsidizing the Plan) 4) Councils of Madrid and Coslada (neighbouring municipality) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The site promoter and managers have realized that mobility is an important issue to deal with (parking problems in the future, congestion to access the area, etc.)											
Website <i>if available</i>	na											
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 11 - MADRID

GOOD PRACTICE <i>Please provide a title</i>	Co-financing of public transport infrastructures by private companies											
Location <i>name the city, region, state</i>	Madrid (Spain)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>Telefonica Movistar (telecom company) contributed to finance the construction of the metro station in Madrid serving their new headquarters. They paid around €12M as contribution to the new metro station infrastructure.</p> <p>The company is also very active in other mobility management issues, like shuttles connecting with the train station, etc.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Private companies benefitting from transport infrastructures should be willing to contribute to finance the costs.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Telefonica Movistar 2) Metro de Madrid 3) CRTM											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Companies realizing on the importance and benefits that public transport infrastructures and services bring											
Website <i>if available</i>	na											
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 12 - MADRID

GOOD PRACTICE <i>Please provide a title</i>	Public Transport in industrial areas											
Location <i>name the city, region, state</i>	Alcobendas, Madrid (Spain)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>The association of businessmen of Alcobendas offers in collaboration with Alcobendas Council a special transport service (3 lines operating during 2h in the morning and 3h in the evening) connecting with metro and commuter train stations in the municipality, but far from the industrial and business areas.</p> <p>The cost of the card to ride on these lines (around 20-30 €/month, 1/3 subsidized by Alcobendas Council) is paid by the company using them, but can be charged to the worker.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2	Y	PT3	Y	PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	<p>It makes a more efficient transport since it is shared among all companies, instead of each of them having their own bus shuttle lines.</p> <p>And also it is a collaboration model among Council and enterprises to fund the transport.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<p>1) Companies located in Alcobendas business areas</p> <p>2) Alcobendas Businessmen Association (AICA)</p> <p>3) Alcobendas Council</p>											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>Better access and less travel time to workplace, less use of private car, less congestion and parking problems, less cost for enterprises (they used to have separated shuttles).</p> <p>A model of cooperation between private sector and public administration, a model of centralized mobility management through the association.</p>											
Website <i>if available</i>	www.empresariosdealcobendas.com											
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 13 - MADRID

GOOD PRACTICE <i>Please provide a title</i>	Co-financing of public transport infrastructures by private companies											
Location <i>name the city, region, state</i>	Madrid (Spain)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>In the urban redevelopment project Valdebebas (Madrid) - 12,500 houses - the developer will contribute to finance the construction of a new train station serving the area on the already existing line.</p> <p>The train station is expected to be built before the new population arrives. A medium sized transport interchange is planned together with the train station.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	<p>Normally speaking project developers benefit from land revenues while the public administration funds transport infrastructures.</p> <p>This initiative intend to commit and involve the project developers on the payment and planning of the public transport infrastructures, as they do with other public services (water, waste, electricity, etc.)</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<p>1) Project developer</p> <p>2) Madrid Council</p> <p>3) CRTM</p>											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	New conception of public transport planning and funding (has to be thought before the citizens arrive to the new area and make use of the land revenues for the financing)											
Website <i>if available</i>												
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 14 – KENT COUNTY [SUGGESTED BY MADRID]

GOOD PRACTICE <i>Please provide a title</i>	Fast Track											
Location <i>name the city, region, state</i>	Kent County (Dartford and Gravesand Boroughs), near London, UK											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Fastrack is a bus rapid transit in an area of huge development potential (50,000 new jobs and 25,000 new homes in 20-30 years). Over recent past years the Kent Thameside Regeneration Partnership has brought together public and private sector interests to drive forward regeneration projects including Fastrack (operated by ARRIVA).											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3		PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	The whole conception of the urban development is very good as example of PTOD (Public Transport Oriented Development)											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Kent Thameside Regeneration Partnership, gathering private and public sector 2) Kent Thameside County Council and Boroughs Councils (Dartford and Gravesand) 3) Developers											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The mix of land uses reduces the travel demand. The citizens and companies moving to that area are aware that the public transport is favoured more than the private car use.											
Website <i>if available</i>	www.go-fastrack.co.uk											
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 15 – MADRID

GOOD PRACTICE <i>Please provide a title</i>	Sponsorship of metro stations by private companies											
Location <i>name the city, region, state</i>	Madrid, Spain											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Using the technique of "naming rights", private brands pay Metro de Madrid to make publicity in metro stations. For one month, the station is called with the name of the company (ex. Sol station is called "Sol Galaxy") and the station is vinylled with the brand in elevators, doors, trains, etc .											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	These types of actions are becoming a new source of funding public services.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Private companies (ex. telecom companies) 2) Public transport operators (metro in this case)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Open up minds for new methods of funding in the situation of scarcity of resources											
Website <i>if available</i>	na (www.metrodemadrid.es)											
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 16 – MADRID

GOOD PRACTICE <i>Please provide a title</i>	Use of transport nodes for cultural and social events (sponsorship)											
Location <i>name the city, region, state</i>	Several in the Madrid area (Spain)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	We use the transport interchanges, stations, etc. for cultural and social events of all kind: dance events, exhibitions, concerts, skaters competitions (in the tracks of a future metro line), etc. Usually the organizers pay a fee for the use of the spaces.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	New funding methods for public transport											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Private companies/organizers of events 2) Public transport operators and interchanges concessionaires 3) CRTM											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	New funding policies and promotion of public transport											
Website <i>if available</i>	na											
Contact person <i>INVOLVE partner or other</i>	Laura Delgado											
Contact email	laura.delgado@crtm.es											

GOOD PRACTICE 17 – ANATOLIKI

GOOD PRACTICE <i>Please provide a title</i>	Collaboration between a Commercial Mall and a Public Transport Authority											
Location <i>name the city, region, state</i>	Thessaloniki, Central Macedonia, Greece											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>The Mediterranean Cosmos mall is one of the largest commercial centres in Northern Greece. Many visitors from the nearby regions and countries visit the mall everyday for shopping and leisure.</p> <p>The Management Board of the mall together with the worker's Union made an application to the Thessaloniki's Integrated Transport Authority in order to have the mall connected with various points in the city of Thessaloniki via a specific bus line.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4	Y	PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	<p>The mall is located at the outskirts of the city of Thessaloniki (11 km from the city centre) towards the east, next to the highway to the summer holidays region of Halkidiki.</p> <p>The mall occupies daily more than 300 staff, while visitors may reach over a thousand.</p> <p>With this collaboration between the "Thessaloniki's Integrated Transport Authority", the Management Board and employees has managed to reduce the use of private cars and increase the use of public transport.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Thessaloniki's Integrated Transport Authority (Transit Authority) 2) Organization of Urban Transport of Thessaloniki (Urban Public Buses) 3) Management Board of Mediterranean Cosmos mall 4) Worker's Union of the mall 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Reduction of private car use resulting to reduction of pollution and traffic congestion.											
Website <i>if available</i>	http://www.medcosmos.gr/join/en											
Contact person <i>INVOLVE partner or other</i>	Ms. Irene TSAKIRIDOU											
Contact email	Irene@anatoliki.gr											

GOOD PRACTICE 18 – ANATOLIKI

GOOD PRACTICE <i>Please provide a title</i>	The Mobility Info Point of kalamaria											
Location <i>name the city, region, state</i>	Thessaloniki, Central Macedonia, Greece											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>The Mobility Info Point aims to provide a “one stop shop” and an online informative platform about Public Transport services and additionally to motivate people to use Public Transport and alternative mobility modes instead of their private vehicles.</p> <p>Some of the main services include: Public Transport & Taxi Information, Points of Interest in the city, Multi-modal Urban Routing with Public Transport, bus Ticket sales, Web Info Services and Complaints.</p> <p>Through the dissemination events organized by the Mobility Info Point (e.g during the EU Mobility Week or/and the EUSEW) efforts are made between the public & private sectors to promote best practices which support “sustainable mobility” in cities.</p>											
Policy Theme [see page 1] <i>‘Y’ as many as you think</i>	PT1	y	PT2	y	PT3		PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	<p>The Mobility Info Point (MIP) provides specific info to businesses and their clients related to the shortest and more convenient public transport routes to reach certain business areas. Additional info on the schedule of the daily routes, maps and the transportation cost may also be provided through a web tool supported by the MIP.</p> <p>The MIP, through seminars to key actors and citizens, offers training on topics such as: eco-driving, on the importance and the benefits arising from the use of alternative transport modes, biking, walking etc.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) ANATOLIKI SA/REACM 2) MUNICIPALITY OF KALAMARIA 3) THESSALONIKI'S INTEGRATED TRANSPORT AUTHORITY 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p><u>PT1</u>: Dissemination of best practises & involvement of key actors to implement similar concrete actions</p> <p><u>PT2</u>: Change of mobility behaviour towards friendlier “green” habits regarding the selection of transport modes and eco driving from an early age.</p>											
Website <i>if available</i>	http://www.kemdkalamarias.gr											
Contact person <i>INVOLVE partner or other</i>	Mr. Iakovos Sarigiannis											
Contact email	iasar@anatoliki.gr											

GOOD PRACTICE 19 – REGGIO EMILIA

GOOD PRACTICE <i>Please provide a title</i>	REGGIO'S ELECTRICAL EXPERIENCE																										
Location <i>name the city, region, state</i>	Reggio Emilia Municipality, Emilia Romagna region, Italy																										
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	This project consists in a long term [3 years] leasing of fully electric vehicles. Approx. 350 vehicles can be leased by private people or companies operating in the area of Reggio Emilia and grant users some specific benefits like free parking, access to traffic controlled areas,... The project started in 2001 and it is managed by TIL ('Integrated transport and logistics') a public owned company)																										
Policy Theme [see page 1] 'Y' as many as you think	PT1		PT2		PT3	X	PT4	X	PT5		PT6	X															
Justification <i>Describe in your view why it's a good practice</i>	<p>The Municipality is supporting the dissemination of electrical vehicles by offering free parking and LTZ free access.</p> <p>TIL, with the contributions of the Local Government and some private sponsors, is leasing ZEV [Zero Emission Vehicles] to private companies and individuals with reduced fees.</p> <p>TIL offers a full leasing service: maintenance, repair, insurance and taxes.</p> <p>Main results of the project (up to 31 December 2009):</p> <table border="0"> <tr> <td>KM TRAVELLED</td> <td>8.665.036</td> </tr> <tr> <td>CO2 REDUCTION (Kg)</td> <td>866.504</td> </tr> <tr> <td>CO REDUCTION (Kg)</td> <td>31.541</td> </tr> <tr> <td>NOX REDUCTION (Kg)</td> <td>1.820</td> </tr> <tr> <td>PM10 SAVING (Kg)</td> <td>477</td> </tr> <tr> <td>BTX AND IPA EMISSIONS</td> <td>0</td> </tr> <tr> <td>FUEL SAVING (LITRES)</td> <td>722.086</td> </tr> <tr> <td>CONSIDERABLE NOISE LEVEL REDUCTION</td> <td></td> </tr> </table>											KM TRAVELLED	8.665.036	CO2 REDUCTION (Kg)	866.504	CO REDUCTION (Kg)	31.541	NOX REDUCTION (Kg)	1.820	PM10 SAVING (Kg)	477	BTX AND IPA EMISSIONS	0	FUEL SAVING (LITRES)	722.086	CONSIDERABLE NOISE LEVEL REDUCTION	
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CONSIDERABLE NOISE LEVEL REDUCTION																											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1 PUBLIC AUTHORITIES (Town Council and Province) 2 ACT (the public transport company) 3 TIL (the public owned company) 4 OTHER PUBLIC COMPANIES (Farmacie Comunali Riunite) 5 BUSINESSES (Traders, Craftsmen) 6 PRIVATE INDIVIDUALS 																										
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Lead public sector policy instruments and actor [PT3]																										
Website <i>if available</i>	http://www.til.it/servizi/noleggio-auto-elettriche.html																										
Contact person <i>INVOLVE partner or other</i>	Alessandro Meggiato																										
Contact email	Alessandro.meggiato@municipio.re.it																										

GOOD PRACTICE 20 – REGGIO EMILIA

GOOD PRACTICE <i>Please provide a title</i>	Bicibus: going to school together by bicycle (BIKETRAIN)										
Location <i>name the city, region, state</i>	Reggio Emilia Municipality, Emilia Romagna region, Italy										
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	This project consists in groups of primary school children who go to school by bicycle, accompanied by at least two adults (parents, volunteers, grandparents, ...). Each group goes along a predefined route, which has been made safe and highlighted by road surface markings and '(bike)bus stops'. Supported by the Municipality Mobility Office, each school, through its own school Mobility Manager, organises and manages its own Bicibus. In 2010, 565 pupils and 18 primary schools have been involved in the Bicibus project.										
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT 1	X	PT2		PT3		PT4		PT5	PT6	
Justification <i>Describe in your view why it's a good practice</i>	1 - It's a project shared among several stakeholders involved in mobility: Municipality, schools, Health and Environmental and Transport Agencies. 2 - The Bicibus project help to reach the following goals: <ul style="list-style-type: none"> • the reduction of private car number circulating closely to schools in the rush hours, with fuel and energy savings; • children and families awareness of environmental problems and sustainable mobility; • opportunity for pupils to practice physical activity and social relations; 3 - The Bicibus involves more pupils than a classic school-bus transport, with no remarkable costs. This project achieved the following results (Year 2009/2010):										
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Municipality of Reggio Emilia (Mobility Department, Schools Departments) 2) Primary schools 3) Local Cyclist association (FIAB) 4) Involved families 5) OTHER ACTORS (pediatricians, Mobility Agency, ...)										
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Policy instrument to reduce travel demand [PT1]										
Website <i>if available</i>	http://www.municipio.re.it/retecivica/urp/pes.nsf/web/Trnbnzn3?opendocument										
Contact person <i>INVOLVE partner or other</i>	ALESSANDRO MEGGIATO										
Contact email	Alessandro.meggiato@municipio.re.it										

GOOD PRACTICE 21 – REGGIO EMILIA

GOOD PRACTICE <i>Please provide a title</i>	Cycling network plan (BICIANPLAN)											
Location <i>name the city, region, state</i>	Reggio Emilia municipality, Emilia Romagna region, Italy											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>It's a strategic plan, promoted by the Municipality of Reggio Emilia, whose main goal is to identify the priorities for managing the cycle network.</p> <p>The cycling plan identifies 12 main cycle routes and a secondary cycle network in the city of Reggio Emilia. The primary cycle routes link the main mobility attractors, specially connecting the residential areas to the city centre.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	X	PT4		PT5		PT6	X
Justification <i>Describe in your view why it's a good practice</i>	<p>1- Biciplan allows the reduction of the 'traffic pressure' in the inner area: it increases the modal shift towards a more sustainable form of transport, joining residential areas with the historical city centre of Reggio Emilia.</p> <p>2- The plan defines two different groups of cycle route: A) the primary network, which allows high performances in cycling (good for home to work travels): direct routes; long distances; specialised network use only for bikes; high commercial speed (no stops). B) the secondary cycling network, characterized by: - connections to the main network; spread in the neighbourhood; not specialised network use (the public spaces often are shared with pedestrians and/or cars through traffic calming strategies).</p> <p>3- It supports the bike services in Reggio Emilia:</p> <ul style="list-style-type: none"> • 3 supervised bike service points of 'Bicittà' project, offering bike parking, repairing and rental (for traditional and electrical bikes) facilities: one of them near the central train station, the others in surrounding free car parks). • 13 automatic bike-sharing stations (shortly they will increase to 16). <p>4- Since 2000 the cycle network has spectacularly increased from 56 to 178 km;</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Cyclists and the local cyclist association (FIAB) 2) Citizens 3) Municipality											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Lead public sector policy instruments and actor [PT3]											

Website <i>if available</i>	http://www.municipio.re.it/retecivica/urp/pes.nsf/web/Bccltt4?op=endocument
Contact person <i>INVOLVE partner or other</i>	ALESSANDRO MEGGIATO
Contact email	Alessandro.meggiato@municipio.re.it

GOOD PRACTICE 22 – HASSELT (SUGGESTED BY REGGIO EMILIA)

GOOD PRACTICE <i>Please provide a title</i>	Free Public transport											
Location <i>name the city, region, state</i>	Hasselt, Prov. Limburg, Belgium											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>To dissuade people from using their cars, Hasselt made its bus system for free, transforming its two lines bus service to a nine lines service (46 buses).</p> <p>This system takes place in every district of the city and commits to a half-hourly service during the day. A night bus takes in every stop in the city.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2	x	PT3		PT4		PT5	x	PT6	
Justification <i>Describe in your view why it's a good practice</i>	<p>We would consider this a best practice because:</p> <p>1) It allows a structural change of the modal split: since then, the bus ridership has increased by 800%. Until 30 June 1997, there was an average of 1,000 bus passengers a day in Hasselt. Today, the average is 12,600 passengers a day. The city buses cover 2,258,638 km in a year. Other results: the number of bus passengers increased tenfold, of all the bus users, 37% consists of new users and 63% of former users, that started to make much more intensive use of the bus system.</p> <p>2) The origin of the 37% new bus users is: car: 16%, bicycle: 12%; pedestrian: 9%.</p> <p>48.8% of the bus users lives in Hasselt, the other 52.2% lives outside. However, there is also a social benefit: for example, the visits to hospitals have increased significantly. This initiative has been so successful in attracting new business to Hasselt that taxes have been cut and the city's debt has been reduced.</p> <p>3) The road traffic can benefit from decreased congestion and faster average road speeds, fewer traffic accidents, easier parking, savings from reduced wear and tear on roads. Environmental and public health benefits, including decreased air pollution and noise pollution from road traffic.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1 public transport company De Lijn. 2 the Flemish government 3 the city of Hasselt. 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Public sector policy to engage key decision makers [PT2].											
Website if available	www.freepublictransports.com/Hasselt											
Contact person <i>INVOLVE partner or other</i>	Contact CP3 leader - Giuliano Mingardo (mingardo@ese.eur.nl)											
Contact email	info@freepublictransports.com											

GOOD PRACTICE 23 – MENDRISIO, SWITZERLAND (SUGGESTED BY REGGIO EMILIA)

GOOD PRACTICE <i>Please provide a title</i>	Mendrisio abreast of the times - Promotion of pedestrian mobility											
Location <i>name the city, region, state</i>	Mendrisio, Swiss Canton of Ticino											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	This practice, promoting the pedestrian mobility, increases modal shift towards more sustainable forms as the slow mobility: it consists of a road signs installation addressed to the pedestrian traffic. In several locations of the city these signals report the travelling time by foot.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	<table border="1"> <tr> <td>PT1</td> <td></td> <td>PT2</td> <td>X</td> <td>PT3</td> <td></td> <td>PT4</td> <td></td> <td>PT5</td> <td></td> <td>PT6</td> </tr> </table>	PT1		PT2	X	PT3		PT4		PT5		PT6
PT1		PT2	X	PT3		PT4		PT5		PT6		
Justification <i>Describe in your view why it's a good practice</i>	<p>The project represents an innovative approach to the pedestrian mobility: the city is very small and the journeys are shorts so this project discourages people from using motor vehicles through several road-signs.</p> <p>Representatives of the canton, the Municipalities and other bodies and companies work together to promote the use of efficient vehicles and sustainable mobility forms (Foundation AssoVEL).</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> - Mendrisio Municipality - Infovel: Center of Excellence of AssoVEL2 - the Association for Sustainable Mobility 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Public sector policy to engage key decision makers [PT2].											
Website <i>if available</i>	http://www.mendrisio.ch/2389/mobilit-/mendrisio-al-passo-coi-tempi/mendrisio-al-passo-coi-tempi , www.infovel.ch											
Contact person <i>INVOLVE partner or other</i>												
Contact email	info @ infovel.ch											

GOOD PRACTICE 24 – LIVORNO

GOOD PRACTICE <i>Please provide a title</i>	Communication Campaign toward young people											
Location <i>name the city, region, state</i>	Livorno, Tuscany Region, Italy											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Realizing targeted campaigns in order to raise young people awareness of public transport and to push them to prefer this mobility solution to private ones. ATL, in partnership with local Authorities (Municipality, Province and Region), stakeholders and private sector realized specific projects aiming to make young people more familiar with PT.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Since 2008 Local Authorities, Stakeholders and ATL developed a tight cooperation basing on the idea that targeted education campaigns, aiming to make young people more familiar with PT, could be a key tool for boosting them to use collective transports (both for going to school and during free-time) thus enhancing mobility management. The success of ATL projects confirms that specific campaigns can be realized and "shaped" for different kind of target audience.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Livorno Municipality, Province and Region 2) ATL 3) Private Publicity Agencies (i.e. "Itinera" and "Scorpio") 4) Schools 5) Sport Clubs 6) Livorno football team 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>The two most popular ATL campaigns are "AMICOBUS" (realized yearly since 2008) and addressed to junior and junior high-school students (for a total of around 225 students every year) and "SCHOOLS to the STADIUM" (started in 2012) and addressed to high-school students.</p> <p>Both campaigns proved to be really successful, since both young people involved and their parents considered the programmes really useful and, having known better ATL services and mobility solutions, declared themselves available to shift their mobility modalities in favour of public transport.</p>											
Website <i>if available</i>	N/A											
Contact person <i>INVOLVE partner or other</i>	Mr. Bruno Bastogi											
Contact email	bastogib@atl.livorno.it											

GOOD PRACTICE 25 – LIVORNO

GOOD PRACTICE Please provide a title	LEGAL FRAMEWORK FOR FLEXIBLE TRANSPORT SYSTEMS											
Location name the city, region, state	Bologna Province, Emilia-Romagna Region, ITALY											
Short description Provide a short description of the GP; one or two sentences might be enough.	During a former EU project, SRM (Bologna Province Mobility Agency) developed a methodology to identify the legal framework for operating flexible transport services (FTS) in the area. The methodology which was defined was based on a 16-questions survey used to investigate the different aspects that could possibly be foreseen by law: specific legislation, national coordination, transport service beneficiaries, public contribution, awarding guidelines, contractual elements foreseen by law, specific functions.											
Policy Theme [see page 1] 'Y' as many as you think	PT1		PT2		PT3		PT4		PT5		PT6	Y
Justification Describe in your view why it's a good practice	The methodology, developed during EU project InMosion, proved to be successful also in the framework of INTERREG IVC FLIPPER project, where several EU partners adopted it. Even if the methodology is structured on FTS, its nature makes it easily adaptable also to other kind of transport services, in order to investigate the legal framework regulating the implementation and characteristics of mobility services.											
Stakeholders Name the stakeholders involved, especially the private sector ones!	1) SRM 2) Bologna Province											
Most important outcome Describe briefly the most important result (please link it to the Policy Themes)	This practice allowed to carry out a detailed investigation on existing legal frameworks in different EU Countries/Regions, that was the basis for the design and the implementation of new FTS.											
Website if available	N/A											
Contact person INVOLVE partner or other	Mrs. Dora Ramazzotti											
Contact email	dora.ramazzotti@srbologna.it											

GOOD PRACTICE 26 – LIVORNO

GOOD PRACTICE <i>Please provide a title</i>	Public transport as a key tool for enhancing road safety in night ours											
Location <i>name the city, region, state</i>	Livorno (coast area), Tuscany, Italy											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>Specific shuttle bus service for young people going to a local club, located in Livorno coast area.</p> <p>The ACIBUS service run from October 2009 until May 2010, on Saturdays from 11pm until 4 am (every hour), connecting the city centre to the coast.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3		PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	<p>ACIBUS service was realized thanks to the commitment and the tight collaboration among Livorno Municipality and Livorno Province (key local decision makers), ATL SpA and Livorno Car Drivers Association (local stakeholders) and "Calafuria" club owners (private sector), in order to tackle some specific issues:</p> <ul style="list-style-type: none"> - reduce the number of private cars users and traffic flows to the coast (where the street is very narrow and a very limited number of parking lots exist); - reduce the number of car accidents occurring in the area at night and increase safety of young people. 											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Livorno Municipality 2) Livorno Province 3) ATL 4) Livorno Car Drivers Association 5) "Calafuria" club owners 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>ACIBUS service was welcome both by club owners (since a higher number of people could go there), by families (less worried about the safety of their sons going back home at night) and by residents of the coast area whose liveability increased.</p> <ul style="list-style-type: none"> - ACIBUS carried an average of 55 people every Saturday, with peaks of 90 passengers; - Guests of "Calafuria" club increased; - Parking problems, traffic flows and coast road conditions were improved; - A reduction of car accidents in the area was attained. 											
Website <i>if available</i>	N/A											
Contact person <i>INVOLVE partner or other</i>	Mr. Bruno Bastogi											
Contact email	bastogib@atl.livorno.it											

GOOD PRACTICE 27 – LIVORNO

GOOD PRACTICE Please provide a title	Round Table on Mobility											
Location name the city, region, state	Livorno, Tuscany Region, Italy											
Short description Provide a short description of the GP; one or two sentences might be enough.	During a workshop organized by ATL in Livorno in the framework of the former INTERREG IVC FLIPPER project (October 2010), a special session was arranged in order to allow participants to discuss about significant issues dealing both with the specific WS scope and with the more general problem of the future of Public Transport. The round table was an interactive discussion forum involving local Authorities, stakeholders, transport operators, private sector representatives and general public attending the Workshop.											
Policy Theme [see page 1] 'Y' as many as you think	PT1		PT2		PT3		PT4		PT5		PT6	Y
Justification Describe in your view why it's a good practice	<p>The round table was chaired by ATL President together with Tuscany Regional PT operators, Local Authorities (deputy mayors of the city and Province of Livorno) and local press representatives, and both project partners and local audience (stakeholders, private sector representatives, operators, technicians and journalists) took an active part in the discussion.</p> <p>Creating an interactive, "EU-level", debate forum involving different subjects, playing different roles in a same field, can be a key resource both for political decision-making process and for mobility services design, being the occasion to discuss and put together different interests and needs.</p>											
Stakeholders Name the stakeholders involved, especially the private sector ones!	<ol style="list-style-type: none"> 1) Representatives of Livorno Municipality/Province and Tuscany Region 2) Livorno Car Drivers Association 3) High-school principals 4) EU partners 5) Private sector representatives 6) NGOs representatives 											
Most important outcome Describe briefly the most important result (please link it to the Policy Themes)	<p>The round table proved to be really interesting and faced a significant success among the public.</p> <p>Among others, private sector and NGOs representatives, and school principals took advantage of this occasion to point out their own mobility needs.</p>											
Website if available	N/A											
Contact person INVOLVE partner or other	Mr. Bruno Bastogi											
Contact email	bastogib@atl.livorno.it											

GOOD PRACTICE 28 – LIVORNO

GOOD PRACTICE <i>Please provide a title</i>	DEDICATED HOME-TO-WORK & HOME-TO-SCHOOL PT SERVICES											
Location <i>name the city, region, state</i>	Livorno, Tuscany Region, Italy											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	In tight collaboration with local schools and employers ATL designed 2 dedicated services for students and workers, in order to push them to use public transport to reach their working/studying places. A key tool used by ATL for service design was a specific questionnaire that students and workers were asked to fill in with relevant information concerning their trips (route, time, frequency, etc.).											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	The two services brought together many different actors that worked together for enhancing local mobility in Livorno area. All the involved actors played their part in the planning phase in order to ensure a successful service that was convenient for all parts.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Livorno Municipality and Province • ATL • Schools • Private employers 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>Many workers and students decided to use the service that proved to be successful from different points of view:</p> <ul style="list-style-type: none"> - high number of users; - reduction of private traffic; - efficient itinerary (routes designed to cover different destinations); - successful collaboration among very different actors. 											
Website <i>if available</i>	N/A											
Contact person <i>INVOLVE partner or other</i>	Mr. Bruno Bastogi											
Contact email	bastogib@atl.livorno.it											

GOOD PRACTICE 29 – LIVORNO

GOOD PRACTICE <i>Please provide a title</i>	PUBLIC TRANSPORT: CULTURE ON-BOARD											
Location <i>name the city, region, state</i>	Livorno, Tuscany Region, Italy											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	In order to make people more familiar with public transport and to attract new users for its services, ATL developed a series a cultural initiatives both on board and at bus stops. Most impressive and successful events were "Christmas by bus" (a cycle of poetry lectures, concerts and theatre plays held both on board and at bus stops) and "Bus stops set to music" (a cycle of concerts given at ATL bus stops by students of Livorno Music Academy "Istituto Mascagni").											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	<p>All the events were arranged thanks to the support of local authorities, that really appreciated it both as an occasion to improve city cultural life and as a way of making people more familiar with public transport.</p> <p>The initiatives proved to be very convenient and successful promotion campaigns both for ATL and for private partners (artists, schools, cultural associations, etc.).</p> <p>Moreover, some of the initiatives arranged in the framework of "Christmas by bus" were fund-raising events in favour of charity associations. This specific characteristic brought a double added value:</p> <ol style="list-style-type: none"> 1- A significant amount of donations was collected in favour of charities; 2- ATL "gained popularity" amongst citizens and attracted some new users. 											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • ATL • Schools • Private cultural associations and art schools • Charity associations • Local authorities (only supporting the initiative but not playing any specific role) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> - Significant added value to the overall local cultural field; - High level of appreciation among citizens; - Key promotion occasion both for art schools and for ATL; - Increased number of ATL users at the occasion of specific events; - Donations to charity associations. 											
Website <i>if available</i>	N/A											

Contact person <i>INVOLVE partner or other</i>	Mr. Bruno Bastogi
Contact email	bastogib@atl.livorno.it

GOOD PRACTICE 30 – LIVORNO

GOOD PRACTICE <i>Please provide a title</i>	Special discounts in shops for bus subscribers											
Location <i>name the city, region, state</i>	Livorno, Tuscany Region, Italy											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>ATL made agreements with the private sector, in order to tighten collaboration and create new synergies among PT operator, local business and associations and citizens. Finalized agreements foresee that ATL subscribers (monthly/yearly/students/workers) can enjoy special discounts in shops, cinemas, theatres, private practices and sport clubs that decided to participate to the initiative. Discounts vary from a minimum of 5% to a maximum of 20% (up to now), depending on the offer of the private contractor.</p> <p>ATL faces no significant costs for this initiative since, according to the agreements, it only takes care of producing dissemination brochures and posters, displayed at bus stops, stations and onboard, showing which are associated shops and business and which are the discounts offered to subscribers.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4	Y	PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	The initiative, that proved to be really successful in the specific case of Livorno, could be exported to different realities and "shaped" accordingly.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • ATL • Private Publicity Agencies • Shop owners • Sport clubs and associations • Theatres/cinemas • Travel agencies • Private health practices 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>As already stated, this campaign proved to be really successful and is still developing, for several reasons:</p> <ul style="list-style-type: none"> - ATL subscribers declared frequently going to associated business in order to enjoy discounts; - Several ATL users, former non-subscribers, decided to subscribe following the initiative; - Business involved benefited a lot from the widespread dissemination campaign, that not only attracted ATL subscribers, but also "conventional" customers learning about shops/associations/private practices thanks to dissemination material; - At the beginning, only a few small shops, mainly located in the city centre, decided to join the initiative while, at present, the number, nature and location of business interested in participating is constantly growing (i.e. private practices, gyms, 											

	pharmacies, etc...).
Website <i>if available</i>	N/A
Contact person <i>INVOLVE partner or other</i>	MR. BRUNO BASTOGI
Contact email	bastogib@atl.livorno.it

GOOD PRACTICE 31 – JÖNKÖPING (SWEDEN) – SUGGESTED BY LIVORNO

GOOD PRACTICE <i>Please provide a title</i>	BHLS for improving urban mobility											
Location <i>name the city, region, state</i>	Jönköping (Sweden)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Political debate and marketing and media strategies used to introduce and make people more familiar with innovative and “revolutionary” transport modes, such as BHLS [Buses with High Level of Service].											
Policy Theme [see page 1] <i>‘Y’ as many as you think</i>	PT1		PT2	Y	PT3		PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Jönköping is a small-medium city, which is located quite close to bigger Municipalities (Stockholm or Malmö). Jönköping city centre is rather small and there is a lack of space that makes both urban logistics and public transport hard to be operate. In order to solve these mobility issues, a new urban masterplan was planned in late '90s; among the new measures also 3 BHLS lines and several pedestrian zones were introduced. These were quite “revolutionary” changes for the city and were not initially well accepted by media and citizens. A hard and long work involving many different actors was needed both in order to plan and develop the new network but, above all, to make it “familiar” and attractive for users and to resist the media storm.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Jönköping local authorities • Jönköpings Lanstrafik AB (PT operator) • Bjekemo Konsult • Private city stakeholders 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	After an initial negative trend in PT demand and a low availability towards modal shifting, now the new urban network and transport system are really well developed and frequently used by citizens. All bus lines require articulated vehicles in peak hours and an advanced users real time information system (one of the firsts in Sweden) is in place. According to the City Council it is likely that an higher bus capacity will be needed in the future.											
Website <i>if available</i>	N/A											
Contact person <i>INVOLVE partner or other</i>	Bruno Bastogi (ATL) Giorgio Ambrosino (GA Consultancy)											
Contact email	bastogib@atl.livorno.it giorgio.ambrosino@gaconsultancy.eu											

GOOD PRACTICE 32 – PRAGUE

GOOD PRACTICE <i>Please provide a title</i>	Public Transport between hospitals											
Location <i>name the city, region, state</i>	Prague, Czech Republic											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The City Council in cooperation with the company ROPID contracted by the City Hall of Prague developed the system of transport by the midi-buses among the medical centres and hospitals in the area under administration of the City Council.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2	X	PT3		PT4		PT5		PT6	X
Justification <i>Describe in your view why it's a good practice</i>	Utilisation of midi-buses is the completely new solution on the area of the City of Prague. Saving of fuels, reduction of car transport for older citizens, good availability according to the close distance to the health institutions is an advantage especially for seniors or mothers with children. Because of the proven effectiveness of such transport solution, the utilisation of midi buses is planned also in areas of panel settlements where is not possible to drive the big buses.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) ROPID 2) Municipality of Prague											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Smooth transport services for the citizens, reduction of car transport, better availability for seniors and mothers with children											
Website <i>if available</i>	www.praha9.cz											
Contact person <i>INVOLVE partner or other</i>	Helena Kvačková											
Contact email	kvackovah@P9.mepnet.cz											

GOOD PRACTICE 33 – PRAGUE

GOOD PRACTICE <i>Please provide a title</i>	Involvement of the private sector in urban planning											
Location <i>name the city, region, state</i>	Prague, Czech Republic											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	City Council Prague 9 cooperates with developers in preparation of constructions in the administrative area of the City District. The realization of all constructions in the area (especially the reconstruction of big brownfields - old factories) the developer discuss the project and the connection on the existing transport net with the City council and with the department of transport. Then the final project is worked out and the building permit issued.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	X	PT6	
Justification <i>Describe in your view why it's a good practice</i>	As described above, City Council Prague 9 has the right to make comments and requests to the Master plan and to the constructions realised on its administrative area. Each construction process affects the mobility and accessibility of the location, so the transport connections and the timeschedule of the process of the construction is discussed and prepared.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • residents • commuters • Company ROPID contracted by the City Hall of Prague to provide the city transport 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Minimisation of the impacts on the passengers and residents.											
Website <i>if available</i>	www.praha9.cz											
Contact person <i>INVOLVE partner or other</i>	Helena Kvačková											
Contact email	kvackovah@P9.mepnet.cz											

GOOD PRACTICE 34 – PRAGUE

GOOD PRACTICE <i>Please provide a title</i>	Communication with wide public											
Location <i>name the city, region, state</i>	Prague, Czech Republic											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The City Office of Prague 9 has a strong experience in communication with wide public and also the private subjects operating in the Administration area. Tools- open meetings, websites, local media, promotional campaign											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	X	PT6	X
Justification <i>Describe in your view why it's a good practice</i>	The residents of the City are informed on the planned changes and future constructions together with the updated information on the transport services, they have the possibility to comment the future development of transport in the area.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Wide public 2) Developers 3) NGO's 4) Schools 5) Residents parking in the area 6) Company ROPID, responsible for the public transport services in the area 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The local development is positively accepted by wide public, the local planning meets the requests of the residents											
Website <i>if available</i>	www.praha9.cz											
Contact person <i>INVOLVE partner or other</i>	Helena Kvačková											
Contact email	kvackovah@P9.mepnet.cz											

GOOD PRACTICE 35 – PODRAVJE

GOOD PRACTICE <i>Please provide a title</i>	Sustainable mobility council for public transport											
Location <i>name the city, region, state</i>	Maribor, Slovenia											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Establishment of Sustainable mobility council for public transport, including representatives of all relevant stakeholders in the city											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2	x	PT3		PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	To have a legal basis											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Students, elderly people, working people 2) University, development and energy agency 3) City administration, service provider											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>												
Website <i>if available</i>												
Contact person <i>INVOLVE partner or other</i>	Vili EISENHUT											
Contact email	Vili.eisenhut@maribor.si											

GOOD PRACTICE 36 – PODRAVJE

GOOD PRACTICE <i>Please provide a title</i>	Mobility plans for organisations and institutions											
Location <i>name the city, region, state</i>	Maribor, Slovenia											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	To have mobility plans for organisations and public institutions, for customers to know the way with PT											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5		PT6	X
Justification <i>Describe in your view why it's a good practice</i>	It is very useful to have a mobility plan for the site											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Public institutions 2) Private organisations, associations											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	To have a mobility plan for public institution or area - case in Maribor in the economic development area Cona Tezno, the biggest of its kind in Slovenia											
Website <i>if available</i>	www.energap.si											
Contact person <i>INVOLVE partner or other</i>	Dejan KOSI											
Contact email	Dejan.kosi@energap.si											

GOOD PRACTICE 37 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Company TravelWise											
Location <i>name the city, region, state</i>	West Midlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Companies who implement a Travel Plan are signed up to the Company TravelWise scheme. Its members benefit from a range of sustainable travel initiatives and support such as discounted Public Transport season tickets, travel awareness sessions, staff surveys, promotional materials and journey planning services.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	This offers a set template to engage with workplaces on sustainable travel issues. It gives tangible incentives for staff to change their travel behaviour. Over 30% of employees work for a company with a Travel Plan in the West Midlands.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Private and public sector workplaces 2) Local Authorities 3) Bus and rail operators											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The scheme works with site managers to acknowledge mobility issues at the site and also activity sets out measures to reduce travel demand and the impact of single occupancy car-use through various incentives and practical support for the business and its employees.											
Website <i>if available</i>	http://www.travelwisewestmids.org.uk/											
Contact person <i>INVOLVE partner or other</i>	Liam Potts											
Contact email	liampotts@centro.org.uk											

GOOD PRACTICE 38 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Workwise										
Location <i>name the city, region, state</i>	North Solihull, Walsall and Sandwell.										
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The WorkWise scheme helps unemployed people overcome transport barriers, helping them to find, start and stay in new jobs in partnership with Job Centre Plus. Existing schemes are in operation in Sandwell, Walsall and North Solihull (which is funded through the European Regional Development Fund).										
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4	Y	PT5		PT6
Justification <i>Describe in your view why it's a good practice</i>	As well as winning awards for its practices the WorkWise scheme offers far-reaching benefits. Not only is there a focus on sustainable travel but it delivers economic and social benefits to the individuals by removing transport barriers to employment. It also increases the potential labour pool, aids retention of staff for private businesses, and widens peoples travel horizons in their search for employment.										
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> 1) Job Centres 2) Private businesses 3) Transport operators 4) Local Authorities 										
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Since 2003 WorkWise has supported over 11,900 people back into work across the West Midlands by issuing free monthly passes and tickets to interview to eligible customers. As well as helping the economy by getting people into work, WorkWise targets specific groups to encourage sustainable travel, with 88% of customers continuing to use sustainable travel after 6 months in their new jobs.										
Website <i>if available</i>	http://www.networkwestmidlands.com/workwise/WorkWise_Home.aspx										
Contact person <i>INVOLVE partner or other</i>	Rachael Hooper										
Contact email	rachaelhooper@centro.org.uk										

GOOD PRACTICE 39 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Persnore Road Smarter Choices Scheme											
Location <i>name the city, region, state</i>	Birmingham											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	A programme of intensive sustainable transport measures along an urban corridor. This uses a variety of initiatives to influence travel behaviour change, including a Personal Travel Planning project with communities, intensive travel planning with businesses and schools and a tailored communication project.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	This project incorporates many sustainable travel initiatives and concentrates them along a specific corridor. Here there is a focus on Smarter Choices to change behaviour rather than large, costly infrastructure improvements.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> 1)Community groups, schools and businesses 2)Residents 3)Local authorities 4) Bus and Rail operators 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	As the project is still active, there are no final results available, however there has been a target of 10% increase in walking and cycling, 4% increase in bus patronage and 0.25% increase in rail travel. This project has also acted as a blueprint for a potential funding bid to deliver similar measures along a further 10 corridors over the next 3 years. Each will help to reduce travel demand along a specified corridor.											
Website <i>if available</i>	http://www.networkwestmidlands.com/pershoreroad/Persnore_Home.aspx											
Contact person <i>INVOLVE partner or other</i>	Helen Osborn											
Contact email	helenosborn@centro.org.uk											

GOOD PRACTICE 40 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Station Travel Plans											
Location <i>name the city, region, state</i>	Kings Norton (Birmingham)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	A Station Travel Plan is a package of measures to encourage more local residents to use their local station, and to increase the number of passengers travelling to the station by foot, bike, bus and car-sharing.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4	Y	PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Station Travel Plans aim to promote sustainable choices of transport through multi-modal travel. Through physical improvements and tailored promotion, Station Travel Plans help make the sustainable option, the most desirable choice when travelling to stations											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> 1) Network Rail 2) Transport Operators 3) Local Authorities 4) Existing and potential passengers 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	This is seen as a pilot study for the wider implementation of Station Travel Plans across the region. Initial studies have seen an increase in people cycling and travelling to the station by bus. This shows how targeted measures can lead to sustainable integration of the transport network.											
Website <i>if available</i>	http://www.nationalrail.co.uk/stations/knn/details.html											
Contact person <i>INVOLVE partner or other</i>	Stephen Bermingham											
Contact email	stephenbermingham@centro.org.uk											

GOOD PRACTICE 41 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Letzgogreen.org											
Location <i>name the city, region, state</i>	Birmingham (West Midlands)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>Letzgogreen is a website developed by Centro and offered to schools for free.</p> <p>It has a number of activities relating to sustainable transport with the ultimate aim of encouraging children to travel more sustainably. This is linked to Sustainable Travel workshops which Centro staff deliver to classes at participating schools.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	<p>It teaches children about different types of sustainable travel and their benefits. This resource offers lesson plans, quizzes, competitions storybooks and worksheets, with links to the national curriculum. It is also a great way of bringing sustainable travel to the attention of primary and secondary schools and children.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Centro • Local Primary Schools and Secondary Schools • District Councils 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>Over 5000 children have participated in the scheme</p> <p>16,700 unique visitors</p> <p>137 transition workshops in 2011/12</p> <p>Multiple award winning project</p>											
Website <i>if available</i>	http://letzgogreen.org/											
Contact person <i>INVOLVE partner or other</i>	Fleur Tooby											
Contact email	FleurTooby@centro.org.uk											

GOOD PRACTICE 42 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Marketing sustainable mobility: Network West Midlands - Marketing and Information											
Location <i>name the city, region, state</i>	West Midlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>Network West Midlands (NWM) is the unified customer facing brand for all forms of sustainable travel across the conurbation, including the public transport network, walking, cycling and car sharing. The NWM brand identifier and icons appear on everything that the customer sees on the network - ticketing, passenger information publicity materials and all transport infrastructure and signage.</p> <p>NWM is a partnership brand, developed by Centro, Districts and transport operators following major customer research which showed that fragmented services and poor information were a deterrent to using public transport.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	Network West Midlands was launched in 2006 and is now a powerful strategic vehicle for Centro and partners in driving forward and promoting major improvements in public transport and sustainable travel initiatives to encourage modal switch.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	Centro. Private sector train (6), bus (34), and metro (1) operators in the West Midlands area.											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Putting passengers first by agreeing a common approach to the provision of branding and information under one umbrella brand.											
Website <i>if available</i>	www.networkwestmidlands.com											
Contact person <i>INVOLVE partner or other</i>	Julia Lameris											
Contact email	JuliaLameris@centro.org.uk											

GOOD PRACTICE 43 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Safer Travel Partnership											
Location <i>name the city, region, state</i>	West Midlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	A co-located partnership between Centro (Regional Integrated Transport Authority), West Midlands Police, British Transport Police, National Express and London Midland, with the aim of reducing crime, disorder, antisocial behaviour and making people feel safer. The partnership is supported by dedicated analysts which highlight hotspot locations and seasonal crime distribution which ensures maximum impact for resource provided.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	This pioneering partnership, for the first time brings all partners together under one roof, utilising cross mode data and Nation Police Intelligence Model to deploy resources and technology to ensure they have maximum impact. The partnership ensures that all data is captured in a single location from all modes of transport and that the policing response is seamless to the travelling public. The teams are also co-located with Centro's main control centre so they have access to nearly 1000 CCTV cameras including live images from moving vehicles.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	Centro, West Midlands Police, British Transport Police, National Express and London Midland											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Since the inception of the partnership 6 years ago, crime on the bus network has fallen by 65%. British Transport Police joined the partnership in 2011 during which time crime on rail and tram have fallen by 12% and 4% respectively											
Website <i>if available</i>	www.safertravel.info											
Contact person <i>INVOLVE partner or other</i>	Mark Babington											
Contact email	markbabington@centro.org.uk											

GOOD PRACTICE 44 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Transforming Bus Travel											
Location <i>name the city, region, state</i>	West Midlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>Working in partnership with bus operators to Transform the bus offer to the residents and passengers of the West Midlands. This includes bus operators, local highway authorities and stakeholders.</p> <p>The key initial output is to work jointly with the commercial bus operators to consult with residents and politicians, and then subsequently to review the commercial and tendered network jointly.</p> <p>Following this review of the network then each party becomes a signatory to a 3 year partnership agreement which commits all parties to certain priorities and investment. This investment assists in growing patronage and quality on the bus network and improving customer satisfaction.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	The combined effort of all parties in partnership uses the significant amount of positive energy to achieve the joint objectives.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	The local authority and Centro. The majority of our bus operators, National Express West Midlands, Rotala (Diamond Bus), Stagecoach, Arriva, Midland, Central Buses, Claribels, De Courcey and Hansons to date.											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Joint investment in the network resulting in better quality services, buses and infrastructure.											
Website <i>if available</i>	www.networkwestmidlands.com											
Contact person <i>INVOLVE partner or other</i>	Pete Bond											
Contact email	Petebond@centro.org.uk											

GOOD PRACTICE 45 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Birmingham City Centre Interchange and Birmingham Interconnect - an integrated public transport information and wayfinding system for Birmingham City Centre											
Location <i>name the city, region, state</i>	Birmingham, West Midlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>A system to improve the experience of passengers and pedestrians using and navigating Birmingham city centre and its supporting public transport network.</p> <p>This system-based approach to wayfinding and public transport information establishes key interchanges in the city centre and reveals the transport network in an intuitive way, integrating pedestrian wayfinding, transport and visitor information through on-street products (including wayfinding totems) as well as paper-based and digital channels (including interactive screens and mobile apps). In order to operate intuitively, the system is scalable and adaptable and utilises shared resources that can be accessed across multiple journey stages.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	This is the first system in the UK to link pedestrian wayfinding with public transport information in such a sophisticated way. It will enable passengers/pedestrians to consider transport options on the basis of a whole journey rather than just the public transport element or the walk from the terminating point of a public transport journey.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Centro • Birmingham City Council • Marketing Birmingham • Colmore Business Improvement District (private sector) • Retail Business Improvement District (private sector) • National Express (bus operator/private sector) • London Midland (rail operator/private sector) • Chiltern Rail (rail operator/private sector) • Network Rail (rail operator/private sector) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>The system is in the process of being installed in Birmingham City Centre so measurable outcomes have not yet been recorded, however, baseline surveys relating to the system and prototype information displays have determined that:</p> <ul style="list-style-type: none"> • 53% thought improved information in Birmingham City Centre would encourage people to travel more by public transport. • 69% thought the overall design was very good • 49% rated the new information products as very good in 											

	<p>terms of usefulness</p> <ul style="list-style-type: none"> 96% agreed that the development of the new information products was worthwhile
Website <i>if available</i>	http://www.connectedcity.org.uk/about/connected_people/
Contact person <i>INVOLVE partner or other</i>	Wes Sedman
Contact email	wesleysedman@centro.org.uk

GOOD PRACTICE 46 – ROERMOND

GOOD PRACTICE <i>Please provide a title</i>	Vodafone - Mobile work is changing workplace and working											
Location <i>name the city, region, state</i>	City: Maastricht (+4 other office in the Netherlands) Region: South Limburg State: Provence Limburg											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Employees of Vodafone receive a mobility budget and they can with the budget not only choose their mode of transport but also for example, what equipment they want to use such as the type of laptop and mobile.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5		PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	It's a new concept: flexible and dynamic work environment where space and time can be worked independently.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Vodafone (private) 2) Municipality Maastricht 3) Provence Limburg											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> - The philosophy of the mobile working has led to change the design and layout of their offices, in the HR policies and in the communications they make available to employees - Winner of the 'Winning Workplace Award 2011' of Jones Lange LaSalle (<i>The Winning Workplace Award is an award for the office user on a progressive and innovative way of covering developments in the office user market, such as The New Work.</i>) 											
Website <i>if available</i>	(Dutch only) http://over.vodafone.nl/werken-bij-vodafone/onze-organisatie/mobiel-werken-0											
Contact person <i>INVOLVE partner or other</i>	Jacco Huijsse											
Contact email	jaccohuijsse@roermond.nl											

GOOD PRACTICE 47 – ROERMOND

GOOD PRACTICE <i>Please provide a title</i>	Veolia - Free OV-chipkaart											
Location <i>name the city, region, state</i>	State: Provence Limburg											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>In 2011 a new public transport card was introduced in the province of Limburg, part of a nationwide introduction: The OV-chipkaart. The OV-chipkaart is a new means of payment for the public transport system</p> <p>Veolia and the Province of Limburg organized a marketing campaign to encourage residents to apply a public transport ticket before July 2011. There are 40,000 free public transport tickets made available and used in particular social media.</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	The effects of Social Media in this marketing campaign is huge. It's a new way of contact with travelers											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Veolia (private) 2) Provence Limburg											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> - In total 80.000 OV-Chipcards were given away. (40.000 OV chipkaart were given away. Because of the success of the campaign the stakeholders decided to double the free cards) - More than 131.000 page views of website in 2 monthes - 422 likes on Facebook, estimated range 40.207 - 261 followers on Twitter, estimated range 12.500 											
Website <i>if available</i>	http://www.ov-chipkaartlimburg.nl/ (Dutch only)											
Contact person <i>INVOLVE partner or other</i>	Jacco Huijsse											
Contact email	jaccohuijsse@roermond.nl											

GOOD PRACTICE 48 – AMSTERDAM (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	Westport bus											
Location <i>name the city, region, state</i>	City: Amsterdam Region: Amsterdam State: Noord-Holland											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The Westport Bus (W-bus) is a private transport system for employees and visitors to Station Sloterdijk to various companies in Westport. Transport is only valid for employees of the participating companies and for the rides that the company has repurchased											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5		PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	It's a successful private initiative with no public budget											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Foundation Westport bus (ORAM and Port of Amsterdam) 2) 19 private companies (private)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> o 20 private companies make use of the Westport Bus. o The number of companies is still growing o In the first month (jan 2012) there are 1739 reservations made for a single busride in Westport o The second month (feb 2012) there are 2165 reservations made. An increase of 24,5% 											
Website <i>if available</i>	www.w-bus.nl											
Contact person <i>INVOLVE partner or other</i>	Jacco Huijsse											
Contact email	jaccohuijsse@roermond.nl											

GOOD PRACTICE 49 – ROERMOND

GOOD PRACTICE <i>Please provide a title</i>	Shopbus Roermond											
Location <i>name the city, region, state</i>	City: Roermond Region: Middle of Limburg State: Provence Limburg											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Roermond has several large shopping areas in their city. Visitors can use the 'shopbus', a circle line connected to retail locations. The shopbus drives of Saturdays and Sundays.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	A good example of public private partnership											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Designer Outlet Center Roermond (private) 2) Municipality Roermond 3) Huis en Tuin Boulevard (private) 4) Retailpark (private) 5) Veolia (private) 6) Province of Limburg 7) BIZ Binnenstad (private)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> o Management of the shopping areas in Roermond in terms of policy and finance o Average of 450 passengers a day 											
Website <i>if available</i>	http://www.cityroermond.nl/bezoekers/shopbus/											
Contact person <i>INVOLVE partner or other</i>	Jacco Huijsse											
Contact email	jaccohuijsse@roermond.nl											

GOOD PRACTICE 50 – MAASTRICHT (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	Smart Leasing											
Location <i>name the city, region, state</i>	City: Maastricht Region: South Limburg State: Provence Limburg											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Employees with a company lease car will be able to make their own decisions about their mobility. If they travel by public transport or carpooling with colleagues instead of using the lease car, they receive a variable amount as reimbursement. A personal mobility budget gives lease drivers control over their costs and a completely transparent overview of the reimbursements and expenses.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5		PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	Smart Leasing is a new concept for employers and employees. On a personal webpage lease drivers see their mobility budget and the effects of the mobility budget (reimbursements!) when they take a bus or carpooling											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Cofely (private) 2) Mobility Concept (private) 3) Samenwerkende Industrieterreinen Maastricht e.o (private) 4) Kemit (private) 5) Rubber Resources (Private)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	1600 employees of 6 companies are involved with this pilot Pilot is still growing with more employers and employees.											
Website <i>if available</i>	http://www.maastrichtbereikbaar.nl/leesmeer.html?iBinId=404 (Dutch only) article: http://issuu.com/nexuscommunication/docs/smartmobility_05 (see page 19)											
Contact person <i>INVOLVE partner or other</i>	Jacco Huijsse											
Contact email	jaccohuijsse@roermond.nl											

GOOD PRACTICE 51 – MAASTRICHT (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	Sharing workspaces											
Location <i>name the city, region, state</i>	City: Maastricht Region: South Limburg State: Provence Limburg											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Employees of different companies have the possibility to work at other companies. The participants experienced several advantages such as shorter travel time, more work and an inspiring work environment through contacts with new colleagues from other companies.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4		PT5		PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	Sharing workplaces shows the opportunities of 'smart work'. The benefits of sharing workspaces are to the benefit of employer and employees.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Maastricht Bereikbaar (public private partnership) 2) Municipality Sittard-Geleen en Heerlen 3) At this moment the project is still growing also with private partners											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The average travel time per day decreased from more than 90 minutes by car to almost 25 minutes on foot or by bicycle.											
Website <i>if available</i>	http://www.maastrichtbereikbaar.nl/leesmeer.html?iBinId=519 (Dutch only)											
Contact person <i>INVOLVE partner or other</i>	Jacco Huijsse											
Contact email	jaccohuijsse@roermond.nl											

GOOD PRACTICE 52 – ROERMOND

GOOD PRACTICE <i>Please provide a title</i>	Mobilityfund Roermond											
Location <i>name the city, region, state</i>	City: Roermond Region: Middle of Limburg State: Provençe Limburg											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	A public-private mobilityfund is created whereby both parties can influence the taken measures and desired outcomes.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	y	PT2	y	PT3	y	PT4	y	PT5	y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	Public-private partnership in mobilitymanagement											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Municipality Roermond • Citymanagement • 8 BID's (private) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> o Creating a legal and financial structure for combined efforts in mobilitymanagement o Efficient and simple communication between municipality and companies 											
Website <i>if available</i>	http://www.cityroermond.nl/bezoekers/shopbus/											
Contact person <i>INVOLVE partner or other</i>	Jacco Huijsse											
Contact email	jaccohuijsse@roermond.nl											

GOOD PRACTICE 53 – LONDON (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	Better Bankside London											
Location <i>name the city, region, state</i>	City: London Region: London State: England											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Better Bankside is a London BID with a master travelplan for their area. By investing in mobilitymeasures they are daring local authorities to participate and co-finance											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	y	PT2		PT3		PT4	y	PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	A private party as initiator for mobilitymeasures and private-public partnership											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Better Bankside 2) Local authorities 3) Transport agencies 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> o Customfit measures for their area o Strong influence from private parties o Local authorities act as a director by supporting private initiatives 											
Website <i>if available</i>	http://www.betterbankside.co.uk/											
Contact person <i>INVOLVE partner or other</i>	Giles Semper											
Contact email	gs@betterbankside.co.uk											

GOOD PRACTICE 54 – DUBLIN (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	Smarter Travel Work Places											
Location <i>name the city, region, state</i>	Dublin (Nothern Ireland)											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Travelwise Northern Ireland is an initiative within the Department for Regional Development tasked with the promotion of sustainable modes of travel. It works closely with employers across Northern Ireland to help them develop Workplace Travel Plans that will encourage sustainable travel modes.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	x	PT2	x	PT3		PT4		PT5	x	PT6	x
Justification <i>Describe in your view why it's a good practice</i>	Example of a Public Private Partnership											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Department for Regional Development • Partners of Smarter Travel Workplaces is working with a range of large partners in both the public and private sector (Vodafone, Accenture, Apple, Rabobank, etc.) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>Smarter Travel Workplaces is working with a range of large Partner organisations, in both the public and private sector, to develop and implement workplace travel plans.</p> <p>Partners have signed a Charter showing their commitment to workplace travel planning by:</p> <ul style="list-style-type: none"> • surveying employees on their commuting habits • encouraging employees to use more sustainable transport • developing and implementing an action plan of sustainable travel initiatives • supporting personnel to implement the action plan • dedicating financial and non-financial resources to supporting initiatives, and • monitoring the performance of the action plan. 											
Website <i>if available</i>	http://www.smartertravelworkplaces.ie/											
Contact person <i>INVOLVE partner or other</i>	Richard John (Advier)											
Contact email	Richard@advier.nl											

GOOD PRACTICE 55 – AVEIRO - PORTUGAL (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	Promotion of park and walk											
Location <i>name the city, region, state</i>	Aveiro, Portugal											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	<p>There are currently 3 off-street car parks and some on-street parking metres within 5 minutes of the historic area in the centre of Aveiro. Despite this, these car parks are often empty at night, but cars continue to be illegally parked on the narrow streets of the historic centre. Negotiations are currently underway with the shopkeepers association and car-parking owner regarding a discount for shoppers who paid their parking, thereby encouraging the use of these car parks and also encouraging walking within the city centre</p>											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4	X	PT5		PT6	X
Justification <i>Describe in your view why it's a good practice</i>	Collaboration with shopkeepers, car-parking owner											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	Stakeholder C.M.Aveiro (Council - Local Authority) Junta de Freguesia (Parrish) AGIR – Agency for the development of the Centre Town ACA – Shopkeepers Association Associação de Bares da Beira-Mar (Restaurants and bars association) University of Aveiro Welcome Centre Parks Owners and operators EPA – Professional School of Aveiro						Role Mayor, Vice-mayor – presence in meetings, street actions and press conferences. Counsellor Ana Neves was in Den Haag (Walk21). President present in meetings and street actions. Developing Directional Pedestrian Information for Shops and Tourism in centre. Partner in Walking Map and Parking and Shopping agreement. Meetings, collaboration in concept plan, dissemination, general participation channel for shopkeepers. Planning and Environment Departments - disseminating Municipality Tourism Office – providing information disseminating map All the Parking Equipment's in centre town were involved Questionnaires interviews and treatment; Graphic Design and					
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>a walking map is being produced which will include information on local shops, public transport, parking and walking routes.</p> <p>Negotiations are currently underway with the shopkeepers association and car-parking owner regarding a discount for shoppers who paid their parking, thereby encouraging the use of these car parks and also encouraging walking within the city centre</p>											

Website <i>if available</i>	http://www.active-access.eu/index.phtml?ID1=2498&id=2498
Contact person <i>INVOLVE partner or other</i>	
Contact email	

GOOD PRACTICE 56 – WARSAW

GOOD PRACTICE <i>Please provide a title</i>	Days of Public Transport (Dni Transportu Publicznego) – Public Transport Awareness Campaign											
Location <i>name the city, region, state</i>	Warsaw											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	A weekend promoting public transport intensively: open days in garages and technical stations, oldtimer tram tours, fleet exhibition etc. Saturday is for trams, buses and metro, sunday for trains and railways.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2	Y	PT3	Y	PT4	Y	PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	The event seems to have a very positive influence on public transport image among all population											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) ZTM Warsaw 2) Operators taking part in fleet exhibition and open days 3) NGO's of public transport friends											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Positive image of public transport, convincing of stakeholders to use public transport											
Website <i>if available</i>												
Contact person <i>INVOLVE partner or other</i>	Tamas Dombi – ZTM											
Contact email	t.dombi@ztm.waw.pl											

GOOD PRACTICE 57 – WARSAW

GOOD PRACTICE <i>Please provide a title</i>	Bus terminals at shopping malls											
Location <i>name the city, region, state</i>	Warsaw											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Shopping mall investors build bus terminals in order to ensure their clients a good public transport.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	Thanks to the bus terminals, more visitors choose public transport which is a win-win situation for all interested parties											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Shopping mall management 2) ZTM Warsaw (consultations, later bus route and timetable definition)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Acknowledgement by site managers that it is important to have a good modal split in visitors' traffic. Minor positive outcome for the site managements: free advertising (terminals are named after shopping malls)											
Website <i>if available</i>												
Contact person <i>INVOLVE partner or other</i>	Tamas Dombi											
Contact email	t.dombi@ztm.waw.pl											

GOOD PRACTICE 58 – WARSAW

GOOD PRACTICE <i>Please provide a title</i>	Public transport infrastructure in new housing areas											
Location <i>name the city, region, state</i>	Warsaw											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Real estate developers want to ensure a good public transport for their clients so they build infrastructure for public transport (bus terminals, bus stops, train stops). Good availability of public transport services can raise the value of the development project.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	Thanks to a good public transport infrastructure, inhabitants of new housing district are more likely to choose public transport.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Real estate developers 2) ZTM Warsaw 3)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Relatively high public transport market share even among inhabitants of poorly located housing estates. NOTE - this practice is controversial because those housing estates should not be built that far away from everything, but in many cases the city administration does not have enough tools to stop the development. In this situation it is better to have bus stops and terminals there than only roads.											
Website <i>if available</i>												
Contact person <i>INVOLVE partner or other</i>	Tamas Dombi											
Contact email	t.dombi@ztm.waw.pl											

GOOD PRACTICE 59 – ERASMUS UNIVERSITY ROTTERDAM

GOOD PRACTICE <i>Please provide a title</i>	Cooperation between Public Transport Operator and the Private Sector											
Location <i>name the city, region, state</i>	This GP takes place at national level											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The NS [Dutch Railways] closely cooperates with large employers in the major urban areas in order to stimulate sustainable mobility. NS helps employers in understanding their mobility needs and finding the appropriate solutions.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	It's a good practice because NS tries to provide a large employer with a comprehensive solution. First NS performs a mobility scan within the company, assessing the needs of the employees and then suggests a solution that does not only include the train (also other forms of public transport, cycling, car-pooling, etc...).											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1. NS - National Railway [it's a private company] 2. Other suppliers of mobility services, like local PT companies, parking operators, taxi companies, etc.. 3. Large private employers 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>The most important result is the provision of a tailor-made, site-specific solution for large employers. This means that large employers located close to a PT terminal will get a different package than an employer located at the edge of the urban area.</p> <p>Specific products like the NS Business card are part of this solution. It's a card that allows the employee to travel with different modes (all forms of PT, taxi, parking, rental bikes and scooter) without need for tickets.</p>											
Website <i>if available</i>	http://www.ns.nl/en/business/home											
Contact person <i>INVOLVE partner or other</i>	Giuliano Mingardo											
Contact email	mingardo@ese.eur.nl											

GOOD PRACTICE 60 – ERASMUS UNIVERSITY ROTTERDAM

GOOD PRACTICE <i>Please provide a title</i>	The Mobility Agent											
Location <i>name the city, region, state</i>	Rotterdam, The Hague, Utrecht, Amsterdam and other major urban areas in the Netherlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The Mobility Agent (in Dutch, de mobiliteitsmakelaar) is mostly a public organization that actively promotes the use of mobility management among medium and large employers within an urban area.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2	y	PT3	y	PT4	y	PT5	y	PT6	y
Justification <i>Describe in your view why it's a good practice</i>	<p>The Mobility Agent actively looks for employers that might be interested in introducing mobility management initiatives and supports them providing skills, knowledge and, when possible, also funding.</p> <p>Additionally the Mobility Agent regularly organizes meetings and workshops to disseminate good practices within mobility management in private companies.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<p>1) Mobility Agent</p> <p>2) Large [mostly] private companies in the region</p> <p>3)</p>											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The Mobility Agent might be successful in engaging the key decision makers within large employers to embrace the concept of mobility management.											
Website <i>if available</i>	<p>http://www.bereikbaarhaaglanden.nl/ [area of The Hague]</p> <p>http://www.verkeersonderneming.nl/home [area of Rotterdam]</p> <p>http://www.vnm.nu/ [area of Utrecht]</p>											
Contact person <i>INVOLVE partner or other</i>	Giuliano Mingardo											
Contact email	mingardo@ese.eur.nl											

GOOD PRACTICE 61 – ERASMUS UNIVERSITY ROTTERDAM

GOOD PRACTICE <i>Please provide a title</i>	Mobility Management at University Campus											
Location <i>name the city, region, state</i>	Rotterdam, The Netherlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The Erasmus University Rotterdam has launched in 2011 a new mobility plan for its employees (>3,000) and students (>20,000). The plan is wide variety of mobility management measures aiming at reducing car use and promoting alternatives modes of transport.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4	Y	PT5	Y	PT6	
Justification <i>Describe in your view why it's a good practice</i>	<p>The University campus with more than 3,000 employees and 20,000 students is one of the city's largest traffic generators. The new mobility plan can be considered a good practice for a number of reasons:</p> <ul style="list-style-type: none"> - It allows the University to optimise the financial investment concerning the infrastructure on campus; - It aims to make people aware of their choices. Among others paid parking has been introduced for all employees and students; - Financial incentives have been made available for public transport and electrical bikes and scooters; - Thanks to this new plan the municipality reduced the parking norms for the campus, leading to important financial savings; 											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Erasmus University Rotterdam 2) Municipality of Rotterdam 3) Slim Bereikbaar (The mobility Agent of Rotterdam - see GP 43) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The policy is still in progress; evaluation are due in 2013											
Website <i>if available</i>	www.eur.nl/mobiliteit/ (soon available also in English)											
Contact person <i>INVOLVE partner or other</i>	Giuliano Mingardo											
Contact email	mingardo@ese.eur.nl											

GOOD PRACTICE 62 – ERASMUS UNIVERSITY ROTTERDAM

GOOD PRACTICE <i>Please provide a title</i>	Mobility Management Academy										
Location <i>name the city, region, state</i>	Rotterdam, The Netherlands										
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The Mobility Management Academy (MMA) is an initiative of the Erasmus University Rotterdam in cooperation with other public and private organizations. The MMA organizes professional courses (ex. Masterclasses and in-company courses) and workshops on mobility management and sustainable mobility.										
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2	Y	PT3		PT4		PT5		PT6
Justification <i>Describe in your view why it's a good practice</i>	<p>Nowadays the complexity of the mobility problem asks for a professional approach to mobility management. There is a growing need for experts in possession of the right knowledge and skills to help public and private organizations to face mobility-related problems. The MMA aims to fulfill this need and to serve as an "eye-opener" in the field of mobility management.</p> <p>The education offer of the MMA is primarily meant for those professionals that have to deal with mobility and transport policy in public as well private organizations, i.e. policy makers, consultants, HR-managers, facility managers and managers of public transport companies.</p>										
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Erasmus University Rotterdam • Other Universities • Public Agencies • Private Advisors 										
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<p>The Masterclass Mobiliteitsmanagement (in Dutch only) has successfully trained a number professionals working in different fields of mobility.</p> <p>Additionally, as important off-spring of the Masterclass a number of projects have been initiated as partnership between the MMA and some of the companies/agencies that participated in the Masterclass</p>										
Website <i>if available</i>	http://www.eur.nl/mma/english										
Contact person <i>INVOLVE partner or other</i>	Giuliano Mingardo										
Contact email	mingardo@ese.eur.nl										

GOOD PRACTICE 63 – ÄLVSTRANDEN (GÖTENBORG) – SUGGESTED BY ERASMUS UNIVERSITY ROTTERDAM

GOOD PRACTICE <i>Please provide a title</i>	Mobility Management in newly developed areas											
Location <i>name the city, region, state</i>	Älvstranden - Göteborg, Sweden											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Älvstranden Utveckling AB is a company set up by the city of Göteborg for the redevelopment of Älvstrandens, a former port area located north of the city centre.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	<p>This project is a good example with regard to:</p> <ul style="list-style-type: none"> • Private companies financing public transport; • Considering mobility as essential part in the planning process; • Innovative parking concept for residents 											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • City of Goteborg • Private Sector 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	<ul style="list-style-type: none"> • Provision of a very high frequency bus connection with the city centre from the beginning of the project; • Reduction in car use and possession among residents 											
Website <i>if available</i>	http://www.alvstranden.com/hem/ (Swedish only)											
Contact person <i>INVOLVE partner or other</i>	Giuliano Mingardo											
Contact email	mingardo@ese.eur.nl											

GOOD PRACTICE 64 – SWITZERLAND (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	ParkingMe											
Location <i>name the city, region, state</i>	Switzerland											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	ParkingMe is an App for smartphones which helps finding park locations. All Swiss cities are available, which have a PLS system (Parkleitsystem / Parking guidance system). ParkingMe has following Features: display free park locations; prices; specials (security, height); address ; Route; Map; favorites; display the nearest available park location.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	X	PT2		PT3		PT4		PT5		PT6	X
Justification <i>Describe in your view why it's a good practice</i>	The app for smartphones is privately developed by Swiss-Development GmbH. It uses public information from local governments on the available parking sites.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ul style="list-style-type: none"> • Local governments • Private software developer (Swiss-Development GmbH) • Parking site owner (when not owned by local government) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Reduces the amount of traffic on inner city roads by decreasing traffic in search of a parking space. The ParkingMe app is an instrument that supports the policy of stimulating visitors to park their cars at peripheral parking sites.											
Website <i>if available</i>	http://www.swiss-development.ch/sd/de/iphone/universal-apps/parkingme											
Contact person <i>INVOLVE partner or other</i>	Elena-Maria Grischott											
Contact email	elena.grischott@swiss-development.ch											

GOOD PRACTICE 65 – DUBLIN (SUGGESTED BY ROERMOND)

GOOD PRACTICE <i>Please provide a title</i>	Dublin City Parking											
Location <i>name the city, region, state</i>	Dublin, Southern and Eastern, Ireland											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Dublin City Parking is an app for smartphones which provides up to the minute information on parking in Dublin's city centre. It's features include: real-time space availability for carparks; information pages on each of the carparks; details of 75 disabled parking spaces throughout the city; real-time images from 17 city centre traffic cameras; map showing the carparks, disabled spaces, traffic cameras and your current location; show directions option to give directions to each carpark or disabled parking space; call carpark option to facilitate contacting the carparks directly from the app; general information on parking in Dublin city including parking zones, parking meter tariffs and parking exemptions.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	X	PT2		PT3		PT4		PT5		PT6	X
Justification <i>Describe in your view why it's a good practice</i>	The app for smartphones is privately developed Dc Studios Ireland Ltd. It uses public information from local governments on the available parking sites.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Local governments 2) Private software developer (Dc Studios Ireland Ltd) 3) Parking site owner (when not owned by local government) 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Reduces the amount of traffic on inner city roads by decreasing traffic in search of a parking space. The ParkingMe app is an instrument that supports the policy of stimulating visitors to park their cars at peripheral parking sites.											
Website <i>if available</i>	http://nl.appbrain.com/app/dublin-city-parking/dc.ase.dublincityparking											
Contact person <i>INVOLVE partner or other</i>	Jan Waalen											
Contact email	janwaalen@roermond.nl											

GOOD PRACTICE 66 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Accessible Transport											
Location <i>name the city, region, state</i>	West Midlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Provision of 'Ring and Ride' door-to-door accessible transport for disabled people in the West Midlands enabling people to stay independent and providing access to food shopping, leisure and social activities.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3	Y	PT4	Y	PT5		PT6	
Justification <i>Describe in your view why it's a good practice</i>	Ring and Ride is the largest service of its type in the UK providing 1.5 million trips per annum. It is a demand responsive service that many passengers view as their 'lifeline', that provides high quality customer care. A new driver navigation system commencing in August 2012 will deliver savings in use of fuel, reduced dead mileage, and reduced driver training time. The service is operated by WMSNT Ltd, a charity, which is now expanding services by providing subsidised community bus services under contract to Centro.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	Centro, WMSNT Ltd											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The service was rated at 99% Overall Customer Satisfaction by passengers in 2011.											
Website <i>if available</i>	www.networkwestmidlands.com www.wmsnt.org											
Contact person <i>INVOLVE partner or other</i>	Andrew Page											
Contact email	andrewpage@centro.org.uk											

GOOD PRACTICE 67 – CENTRO - BIRMINGHAM

GOOD PRACTICE <i>Please provide a title</i>	Capturing Land Value for Transport Schemes - The UK Experience											
Location <i>name the city, region, state</i>	West Midlands											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	The development of a framework and an Economic Development Team to capture the increased land values in the West Midlands for the benefit of Transport Schemes set within the wider context of sustainable economic development strategy.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1	Y	PT2		PT3	Y	PT4	Y	PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	<p>Investment in transport infrastructure is important to support the economic growth needed for communities in the West Midlands. Over time the ways in which Centro attempts to secure contributions has been changing together with a changing economic environment and Government regulation. It is possible to provide examples of previously negotiated contributions obtained on a development by development basis to support transport schemes (A) but also of the emerging benefits of a new approach working within the long term economic strategy of the West Midlands (B) and (C).</p> <p>Recent changes to the Planning system in England have provided Centro with an opportunity to work with West Midlands Metropolitan Authorities to identify the transport investment required to support growth from an increasing population (C). The scheme known as the Community Infrastructure Levy or CIL places a charge based on floor space on development within a Planning Authority's area. The funds collected have to be used to fund infrastructure to support the development including local and strategic transport.</p> <p>Centro's approach to obtaining private sector funding for transport schemes is effective, flexible and takes a holistic approach to the finding of infrastructure for the long term.</p>											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<p>(A) Birmingham City Council Centro Ballymore developments</p> <p>(B) Network Rail Wolverhampton City Council Virgin Trains British Waterways Centro</p> <p>(c) West Midlands Local Planning Authorities- Birmingham City Council; Wolverhampton City Council; Coventry City Council; Walsall Borough Council; Sandwell Borough Council; Dudley Borough Council; Solihull Borough Council; Centro.</p>											

<p>Most important outcome Describe briefly the most important result (please link it to the Policy Themes)</p>	<p>Birmingham is a key economic driver for growth in the West Midlands and an effective transport network is essential to the city's future. Significant investment is required to support that growth and this requires the private sector to take an active and effective role in identifying priorities and investing in infrastructure.</p> <p>(A) The provision of a £9m viaduct for the city centre metro link supported the business case for the extension of metro from Snowhill to Birmingham New street. Four stops will be located in the city centre and new trams will be introduced. The city centre extension to New Street Station will be served by ten trams an hour in each direction to Wolverhampton St Georges. The trams will have a capacity of approximately 200 passengers (compared to around 150 at present), increasing peak hour capacity by 40% along Line 1.</p> <p>The vital viaduct was provided by developers Ballymore who are building the largest commercial leasing outside of London alongside Snowhill station in Birmingham. The development has been designed to to attract world class business tenants and is now fully let after four years and provides a substantial boost to the quality of commercial space in the centre of Birmingham.</p> <ul style="list-style-type: none"> • 96,000 sq m mixed use development set in the heart of the City of Birmingham • One of the largest city centre redevelopment schemes outside London • Includes high quality office, residential, leisure and retail uses set around new landscaped squares and piazzas • 55,500 sq m of office space in two buildings • 332 residential apartments in a 44 storey tower • Restaurants, bars and shops set around 5 new public open spaces • 170 Bedroom, 5 star luxury Hotel • Fitness Complex and conferencing facilities • Architects: Sidell Gibson and Glenn Howells Architects <p>(B) Wolverhampton Rail station development</p> <p>A development proposed by the private sector to capture the benefits of one of the West Midlands key rail stations that provides important North/South links with trains to London and to Manchester. The developer Neptune has plans for a development with a total value of £176m which will include a new railway station, a metro link for the city centre half a million square feet of office space, a hotel, apartments, cafes and restaurants.</p>
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	<p>Centro's Economic Development Group has worked with partners to develop a viable and attractive scheme that would be eligible for Government support and lever a private sector contribution. An application has been made to the UK Government's Regional Growth Fund of £2.4bn for support. The aim of this fund is to lever private sector investment to create economic growth and sustainable employment.</p> <p>(C) <i>Recent changes in Land use Planning in England have provided the opportunity for funding for transport schemes from a wider range of developments carried out by the private sector. Centro is working with West Midlands Metropolitan Authorities to :</i></p> <ul style="list-style-type: none"> • <i>Identify the schemes that are required to support development based on the Planning Authority's statutory Development Plans.</i> • <i>Provide details of scheme benefits and costs to support the introduction of development based charges.</i> • <i>Plan and timetable the implementation of transport investment to meet the funding potential of CIL schemes.</i> • <i>Develop the business case for transport schemes to gain public and political support for CIL charges.</i> <p><i>The potential for funding from this source is dependent on demand for development in the West Midlands. However a CIL charge has been introduced in London to fund Cross Rail and it is projected that this could secure £300m of funding.</i></p>
Website <i>if available</i>	N/A
Contact person <i>INVOLVE partner or other</i>	Janet Kings
Contact email	janetkings@centro.org.uk

GOOD PRACTICE 68 – WARSAW

GOOD PRACTICE <i>Please provide a title</i>	Park & Ride (P+R) parking lots in shopping malls											
Location <i>name the city, region, state</i>	Warsaw											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Shopping malls, especially of peripheral location, are popular on evenings and, mostly, weekends. Their parking capacity is used 100% on weekends whereas during the weeks most places are free. Those places can be used by commuters, especially if the mall is good served by public transport (near metro, tram, rail).											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	The construction of parking places is very expensive. Why not share them between different stakeholders for private and public goals in order to achieve a better rate of usage? Commuters need parking places on weekdays, mall visitors on weekends. They can share the same places because they don't use them in the same time. In practice, the mall has to build many parking places to ensure parking lots to its visitors on weekends. On weekdays, the transport authority hires the parking lots for its clients - commuters with tickets for public transport. The hire fee is less than the construction and maintenance costs of an own parking lot - public money and public space is spared.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	1) Public transport authority 2) Mall management 3)											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	The practice enables a more efficient management of the site for its managers (usage of the parking lots on weekdays as well) and the widening of the P+R network by the transport authority at low cost and on short notice. By the way, both P+R system and private malls gain additional advertising by informing about the cooperation on each other's website.											
Website <i>if available</i>	http://www.ztm.waw.pl/parkujjedz.php?i=10&c=116&l=2 http://www.ztm.waw.pl/parkujjedz.php?i=14&c=116&l=2											
Contact person <i>INVOLVE partner or other</i>	Tamas Dombi											
Contact email	t.dombi@ztm.waw.pl											

GOOD PRACTICE 69 – WARSAW

GOOD PRACTICE <i>Please provide a title</i>	Public bike station on private ground											
Location <i>name the city, region, state</i>	Warsaw											
Short description <i>Provide a short description of the GP; one or two sentences might be enough.</i>	Part of public bike rental stations are financed by private site managers in order to ensure a better accessibility of their site by the public bike system and encourage visitors/employees to use the system and not cars to reach them.											
Policy Theme [see page 1] <i>'Y' as many as you think</i>	PT1		PT2		PT3		PT4		PT5	Y	PT6	Y
Justification <i>Describe in your view why it's a good practice</i>	Site managers want to increase the accessibility and functionality of their sites (malls, housing areas, office buildings etc.). In order to reach this, they finance a complete station of the public bike rental scheme on their premises, i.e. station and bikes. The existing station on their ground makes them easily accessible by public bike (users don't need to look for a station somewhere nearby and then walk). For the public party, it means a growth of the bike rental scheme thanks to private funding.											
Stakeholders <i>Name the stakeholders involved, especially the private sector ones!</i>	<ol style="list-style-type: none"> 1) Site management 2) Bike scheme operator 3) Public authority 											
Most important outcome <i>Describe briefly the most important result (please link it to the Policy Themes)</i>	Finally, the more sites accessible by public bikes, the more users it can get and more cars on the street (i.e. CO2 emission, accidents, congestion, noise) can be spared. Site managers have a bigger awareness about the need for planning their accessibility by alternative transport modes.											
Website <i>if available</i>	http://www.veturilo.waw.pl/											
Contact person <i>INVOLVE partner or other</i>	Tamas Dombi											
Contact email	t.dombi@ztm.waw.pl											