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Interregional Learning towards Sustainable Mobility: the REGIO-Mob Experience

GOOD PRACTICES FOR SUSTAINABLE MOBILITY DEVELOPED TO TACKLE THE COVID-19 CRISIS

Low-carbon economy

Extract from the publication

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anci lazio

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Hellenic Republic
Region of Western Macedonia

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1. INTRODUCTION

During the first shutdown phase (March-April 2020) caused by Covid-19 pandemic, the global emissions from surface transport fell by –36% and made the largest contribution to the total emissions change (–43%). Covid-19 has demonstrated how sustainable mobility transition it's a crucial step for the fight to climate change.

The impact of the Covid-19 pandemic has re-shaping urban transport considering, first of all, the current necessity of social distancing. Authorities and operators had to respond quickly to the pandemic and find rapid and efficient solutions to guarantee safe mobility, particularly when have gatherings of people and / or a mixed use between users. The additional activities within REGIO-MOB are intended to contribute to help policy-makers to adapt and integrate the offer of new and traditional mobility services within local transport policies.

Sustainable mobility has not been impacted by the Covid-19 pandemic in the same way, for this reason the REGIO-MOB intends to focalize on:

Topic 1) Local and Regional Public Transport system;

Topic 2) Sharing mobility;

Topic 3) Temporary infrastructures for cycling mobility realized in several European cities;

Topic 4) Temporary demand transport responsive systems implemented during COVID-19.

REGIO-MOB additional exchange of experience will be aimed to support the local policies improvement finding solutions that answer the following questions:

- How to guarantee the safety on public transport?
- How to manage the restrictions of number of voyagers on board?
- How to guarantee the distances between people on board?
- How to guarantee the safety of users (with a particular focus to the free floating sharing mobility system that represents the most affected one)?
- How to transform these temporary initiatives in a permanent ones?

The REGIO-MOB partnership, made up of five partners each from different European regions (IT, GR, PL, RO, SI) and one partner from the UK, will operate from October 2021 to September 2022.

In addition to the exchange of experiences that will be reported on the social channels and on the project web page, the common goal is to facilitate the replicability of the solutions adopted also in other European regions.

Andrea Vignoli

ANCI Lazio – EU Project Department

2.3 - REGIO-MOB GOOD PRACTICE		
Title of the practice	**Establishment of cycle routes to support sustainable mobility for the post lockdown restart phase from a national emergency for COVID-19**	
Project partner linked to the BP	ANCI Lazio	
Organization responsible of the practice in the region	Roma Servizi per la Mobilità (RSM) - *(Instrumental Company 100% owned by Roma Capitale, dealing with the strategic planning, supervision, coordination and control of public and private mobility)*	
Thematic coverage (TOPICS linked to the practice)		1) Local and Regional Public Transport system
		2) Sharing mobility
	✓	**3) Temporary infrastructures for cycling mobility**
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice)	✓	% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
		% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
	✓	% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice	The City Council of Rome in April 2020 approved an Extraordinary Plan for post lockdown mobility (Resolution no.76 Establishment of cycle routes to support sustainable mobility for the post lockdown restart phase from national emergency for COVID 19 - Approval of Extraordinary plan of interventions to be carried out using only horizontal and vertical signs on roadways of road infrastructures) which provided for the construction of 150 kilometers of temporary and permanent cycle paths along the main roads of the city and along other key routes. **Local authorities consider the use of bicycles to be an effective way to allow the mobility of residents in compliance with the rules of physical distancing in force to combat COVID-19.** The initiatives undertaken in support of cycling have numerous advantages, first of all by promoting active mobility, it is possible to limit the use of the car and reduce the load on public transport. In addition to this, the cycle infrastructure contributes to developing the interconnected transport network envisaged for the Italian capital within its Sustainable Urban Mobility Plan (SUMP)..	
Main results	The Municipality of Rome approved during the epidemic phase which in Italy corresponded to fundamental national lockdown measures, i.e. total closure of secondary commercial activities, an extraordinary plan to create about 150 km of transitional cycle paths precisely to face the pandemic. Today many construction sites have become beautiful stretches of new cycle path. The temporary cycle paths have been “painted” on important roadways of Rome, such as “Viale Marconi”, “via Tiburtina”, “via Prenestina” and “Corso Francia” and on many other large avenues, tightening the space to the carriageways of the car. **5 types of “temporary” cycle paths** was designed by the Municipality at the time of the pandemic emergency with the aim of promoting circulation on two wheels in anticipation of the reopening of production activities, shops and to prevent congestion in the circulation of car.	

	These are two-meter-wide yellow painted cycle paths and delimited by white stripes that follow the path of the carriageway on the road and which were built in a short time on the large avenues for about 40 kilometers and connected to the SUMP (Sustainable Urban Mobility Plan) approved which provides for a total of over 290 kilometers of new cycle routes. The “temporary” tracks dedicated to bicycles will be an exception to the principle of cycle and pedestrian traffic, that is, they will be narrower than those in accordance with the law by three meters which also include a gray part for pedestrians and safety curbs in the road track.
Lessons learnt	Since the means of public transport, in the restart phase, cannot fully satisfy the demand for mobility of citizens for physical distancing measures both on the vehicles and in the waiting areas (such as the underground platforms, which are regulated through restricted accesses), the bicycle has been identified as one of the vehicles to be favored by creating an Emergency Mobility Network and going to operate targeted actions of widespread cycling to create low-cost and in a short time mobility corridors to be used for cycling to decongest motorized traffic. These are intermediate solutions that must be approved for road safety issues by the Local Police and the Municipal Mobility Department. Given the emergency, these projects are simplified as much as possible, according to the fastest possible project and execution times. Therefore, they represent an absolute novelty for the technical and administrative offices. However, each step has been carefully determined to outline the new procedure, where even the construction site in the first phase must be followed directly by the department to check all the details, and possibly provide indications to increase the degree of safety near intersections. The strength of these solutions lies in the fact that to all intents and purposes these paths were already provided for by the PUMS - Sustainable Urban Mobility Plan, and therefore must not be dismantled, but rather will be subsequently perfected in order to make them permanent. The lesson learned shows that in a few months the interconnection and integration network of cycling has been increased. Once the emergency is over, it remains available to all those who choose to use the bicycle as an alternative to a private car, especially in the much more agile electric version for the climbs of the city of Rome. Keep in mind that in the city of Rome, to transport your bicycle on public transport, you must buy an extra ticket, unless you have a pass (monthly or annual), on the other hand, folding bicycles can always travel for free. Furthermore, bicycles are not allowed on all vehicles (c/o Metro A, Metro B, the Roma-Lido railway, bicycles are only allowed on wagons marked with the “bike friendly” sticker, usually the first carriage in direction of travel Metro C: Bicycles are allowed on the central carriages of the train, always identifiable by the sticker affixed to the sliding doors Finally, only some bus and tram lines allow the transport of bicycles and have specific timetables. Once the emergency is over, it remains available to all those who choose to use the bicycle as an alternative to a private car, especially in the much more agile electric version for the climbs of the city of Rome.
Transferability	It is a series of interventions to be carried out using only horizontal and vertical signs on roadways of road infrastructures. This solution for the construction of mobility corridors to be used for cycling to decongest motorized traffic and favoring widespread cycling is achievable at low cost and in a short time, through the use of the indispensable synergy between the municipal police, the mobility agency (if the case). A similar project of “rapid” cycle routes was also carried out in Germany over tens of kilometers.

Photos (right): FanPage
"Temporary cycle paths realized in Rome (Italy)"

Photos (below):
Images from the Regulation that describes the 5 types of temporary cycle paths applied in Rome Metropolitan area.

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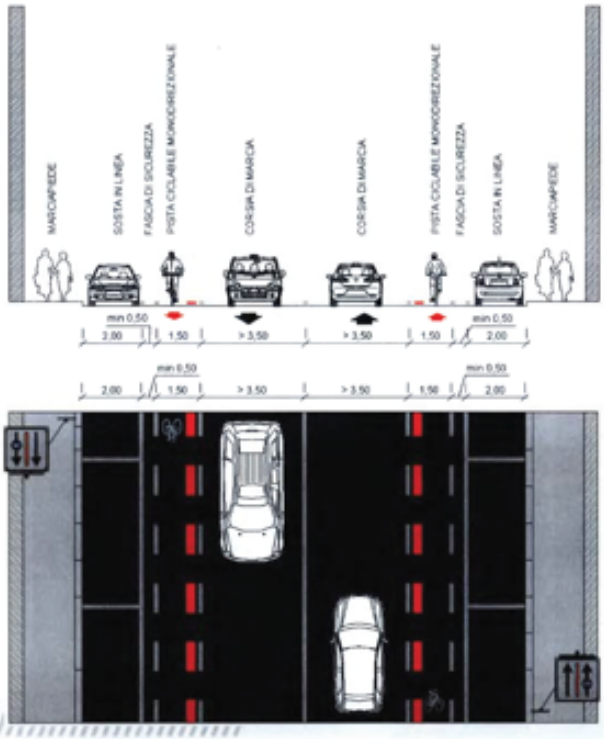
PIANO ITINERARI CICLABILI TRANSITORI

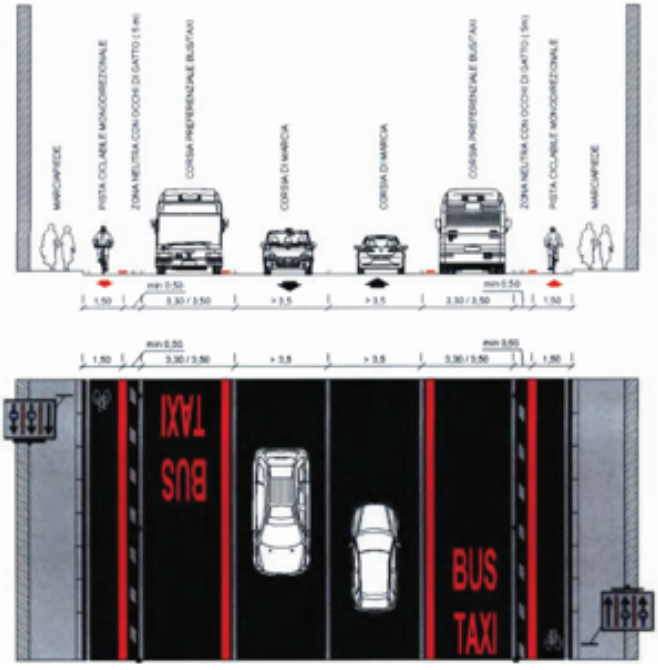
Tipologia 1
«REGOLAMENTO VIARIO»

Questa tipologia di pista ciclabile si configura come una monodirezionale in sede riservata di almeno 1.50 m di ampiezza in senso concorde con quello degli autoveicoli e si posiziona su una piattaforma stradale che presenta la sosta lato marciapiede.
Nel dettaglio la pista giace a sinistra della sosta, distanziandosi da essa, con un franco di almeno 50 cm per consentire l'apertura dello sportello dell'automobile in sicurezza.
In virtù della sua posizione rispetto alla sosta, la ciclabile è delimitata da segnaletica orizzontale tratteggiata (bianca e gialla) poiché è previsto che sia valicata dalle autovetture per raggiungere gli stalli di sosta.
Si ritiene utile sottolineare due aspetti. In primo luogo che, a solo titolo esemplificativo, è stata graficizzata la sosta in linea ma che è possibile attuare questo percorso ciclabile anche in presenza di sosta a spina e a pettine. In secondo luogo che l'inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti. Tale soluzione prevede la riorganizzazione degli spazi delle corsie di marcia.



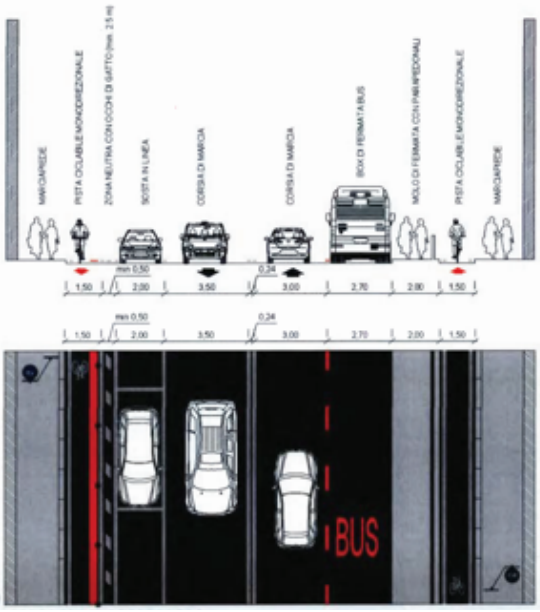
Tipologia 2
«PREFERENZIALE + CICLABILE»

Questa tipologia di pista ciclabile si configura come una monodirezionale riservata di 1.50 m di ampiezza che giace tra il marciapiede e una corsia preferenziale bus/taxi.
Viene individuata sulla piattaforma stradale sia da segnaletica verticale, con cartelli di uso corsie, che con segnaletica orizzontale, in particolare con una striscia gialla di 30 cm e pittogrammi ogni 15.00 m raffiguranti una bicicletta.
Per aumentarne la sicurezza e la visibilità è stata posta una fascia neutra di almeno 50 cm e una fila di occhi di gatto (ogni 5.00 m) tra la corsia preferenziale e la pista stessa.
Per la realizzazione di questa tipologia di pista non è prevista la presenza della sosta ai lati della piattaforma stradale.



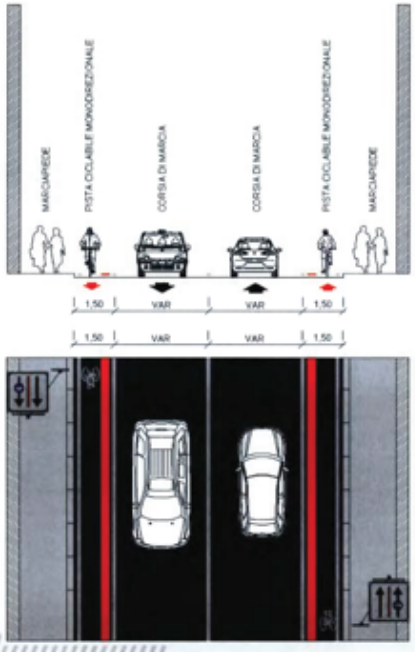
Tipologia 3
«CICLABILE TRA MARCIAPIEDE E SOSTA IN LINEA ANCHE CON MOLO DI FERMATA BUS»

Questa tipologia di pista ciclabile si configura come una monodirezionale riservata di almeno 1.50 m di ampiezza.
La pista corre tra il marciapiede e la sosta in linea ed è definita dalla consueta striscia gialla di 30 cm e da una fascia neutra di almeno 50 cm. Per aumentarne la visibilità è stata inserita anche una fila di occhi di gatto che si distanziano di 2.50 m. Ove gli spazi stradali lo consentono la fascia neutra in segnaletica orizzontale può trasformarsi in camminamento pedonale non inferiore ad 1 m di larghezza.
Potrebbe verificarsi la circostanza in cui la sosta in linea sia interrotta ad esempio da un molo di fermata per il trasporto pubblico. In tal caso la pista ciclabile correrebbe tra il marciapiede ed il molo in sede propria per poi riprendere il suo percorso in sede riservata una volta superato il molo stesso.
Si precisa che l'inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti.
Per quanto riguarda il molo di fermata ne è stimato da realizzare uno a km per senso di marcia



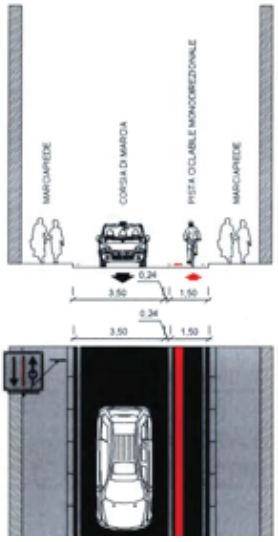
Tipologia 4
«CICLABILE AL POSTO DELLA SOSTA»

Questa tipologia di pista ciclabile si configura come una monodirezionale riservata di almeno 1.50 m di ampiezza.
Nella soluzione rappresentata la pista corre tra il marciapiede e la corsia di marcia in senso concorde con i veicoli. Si è ipotizzata la sua giacitura in sostituzione della eventuale sosta in linea. In questo caso la corsia di marcia può avere un'ampiezza variabile a seconda delle sue caratteristiche e classificazioni (strada a senso unico, di livello locale, ect).
L'Inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti. La pista è realizzata eliminando dei posti utilizzati per la sosta.



Tipologia 5
«BICI DOPPIO SENSO CICLABILE»

Questa tipologia di pista ciclabile si configura come una monodirezionale riservata di 1.50 m di ampiezza. E' l'unica tipologia che prevede il senso discorde rispetto a quello degli autoveicoli ed è stata immagina per le strade a senso unico in viabilità locale a carico veicolare ridotto.
Nel dettaglio la pista giace lato marciapiede ed è individuata con segnaletica verticale, tramite il cartello uso corsie, ed orizzontale con la consueta striscia gialla da 30 cm e la doppia striscia bianca invalicabile.
Si precisa che l'inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti.



3.1 - REGIO-MOB GOOD PRACTICE		
Title of the practice	**Increasing Transport capacity – Ljubljana public passenger transport**	
Project partner linked to the BP	Prometni institut Ljubljana	
Organization responsible of the practice in the region	Ljubljana public passenger transport (Ljubljanski potniški promet – LPP)	
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):	✓	% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
	✓	% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice:	The most important task of the public company LPP is to provide safe, reliable and smooth-running public transport in the area of the entire City Municipality of Ljubljana and sixteen suburban municipalities. However, ensuring safe passenger transport during the covid pandemic was a big challenge. The Covid-19 emergency has highlighted the problem of transport overcrowding, due to the obvious need to maintain physical distance between users. In the pandemic context, the perception of public transportation is riskier than private because of the closer contact to other people that is possible, sometimes unavoidable, in public transportation vehicles and stations. One of the measures how LPP attempting to tackle the COVID-19 pandemic was increasing transport capacity - raising the number of buses in circualtion, so that people can travel whilst maintaining social distancing.	
Main results:	Between January and September 2020, public passenger transport declined by about 50% compared to the same period of 2019. People start to use private cars in the pandemic period - it was not possible to maintain social distance between people in public transport, because of that people felt threatened. Because of the raising of number of buses in circulation, people felt safer when using public passenger transport in Ljubljana (people can travel whilst maintaining social distancing), therefore the use of public transport has also increased.	
Lessons learnt	Because of the raising of number of buses in circulation, people felt safer when using public passenger transport (people can travel whilst maintaining social distancing) and the number of users of public passenger transport start to raise again.	
Transferability	This good practice is easily transferable and relevant for public transport in general - raising the number of buses in circulation. This kind of action can reduce the risk of spreading coronavirus.	

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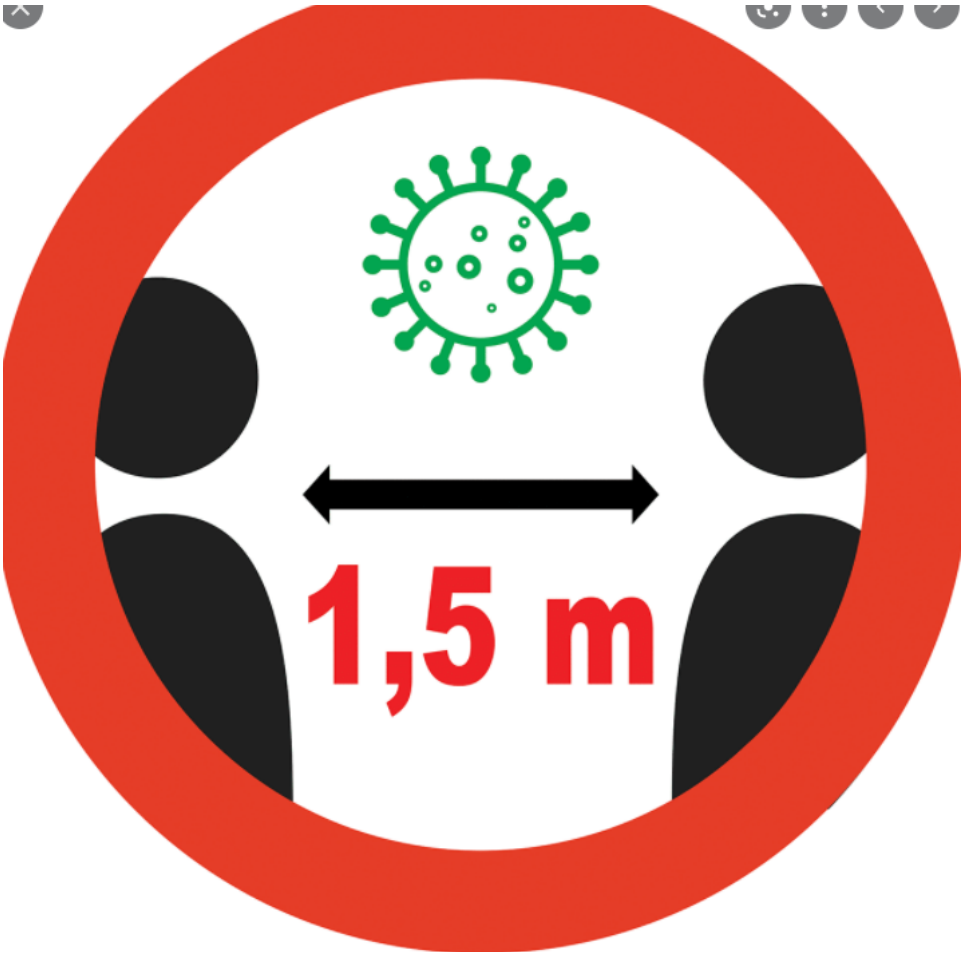

6.3 - REGIO-MOB GOOD PRACTICE		
Title of the practice	**Smart Demand Responsive Transport App for public transport and taxis – SMARTA Project**	
Project partner linked to the BP	Municipality of Trikala, Greece	
Organization responsible of the practice in the region	Municipality of Trikala – one of the Partners of the SMARTA consortium1, developed in the framework of the European Commission	
Thematic coverage (TOPICS linked to the practice)		1) Local and Regional Public Transport system
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
	✓	**4) Demand transport responsive systems**
Thematic coverage (INDICATORS linked to the practice)	✓	% Reduction of CO2 emissions associated to transport.
	✓	% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
	✓	% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice	Through the SMARTA 2 program, the citizens of Trikala gained access to a free online application, which aims to make moving from the villages of Trikala to the city center easier. The online application SMARTA 2 was initially tested by the residents of small communities, such as Megali Kalivia and Megarchi, who wish to move to and from the center of Trikala Specifically, the online platform provides the following: Real-time information about the estimated time of arrival of a city bus at a specific stop: Taking into account the current situation, which has arisen due to COVID-19 and with the support of the Urban PT of Trikala, the citizens of these two areas will not need to crowd at the bus stops. The aim is to be alerted-informed about the exact time they should be at the bus stop, through their mobile phones or other devices. An on-demand service that will send a request for a seat in the bus: These requests will be collected and given to the Urban PT of Trikala in order to know in advance the real need for specific routes for a more practical planning of routes.	
Main results	The aim is to reduce the number of private cars used by the rural population for their daily commutes to and from the city of Trikala, as well as eliminate traffic congestion, pollution and provide to non-car owners a set of services and mobility solutions facilitating their trip within the city.	

Lessons learnt	The project was introduced to the local community and to all the major stakeholders via a workshop that took place in January 2020. During this event, a bottom-up, co-creative process was deployed in order to engage all the stakeholders and assure their support and cooperation. Two more face-to-face events took place (one in July and one in September during the European Mobility Week) so as to promote the application to the public. Due to the restrictions of the Covid-19 pandemic, more face-to-face events could not be organized. Therefore, alternative dissemination activities were organized including: • Two promotional videos were created and widely disseminated. • Posters and brochures of SMARTA2 app have been delivered in rural areas as well as the Trikala city center. Despite the COVID19 pandemic, significant efforts were put into informing the people about the new practice, that resulted in increased interest and awareness.
Transferability	The public's response so far has been quite positive. The city of Trikala has a long and successful history in implementing sustainable and novel mobility solutions. Thus, a very active mobility community already exists and is positive in promoting new ideas like SMARTA2. The city of Trikala is currently working towards evaluating the service and creating a viable plan in terms of sustainability of the service, exploitation and scaling up. The same can be employed by cities seeking to apply a similar approach.


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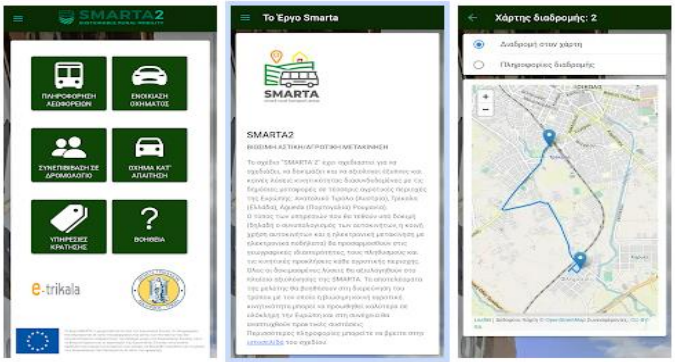
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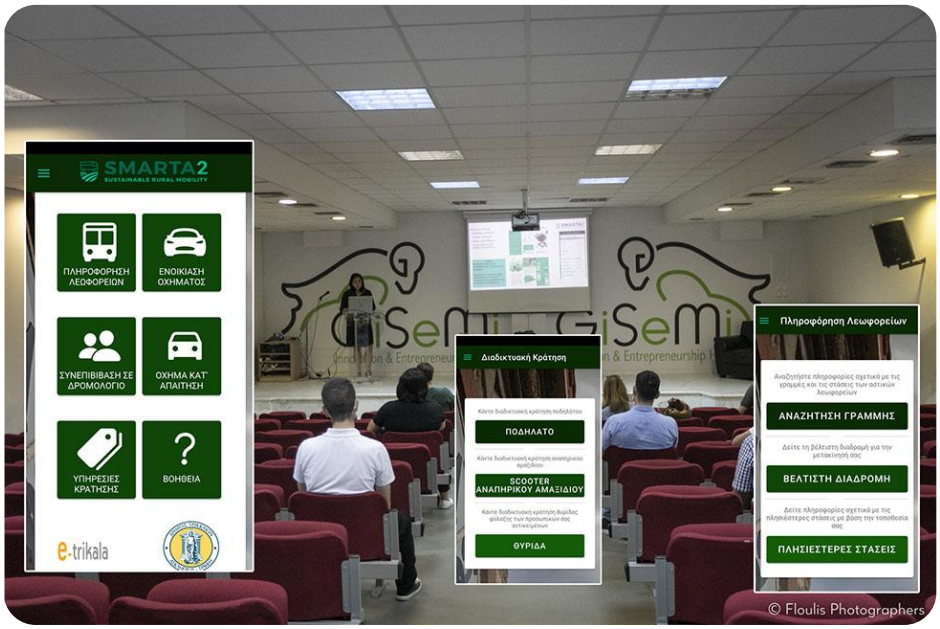
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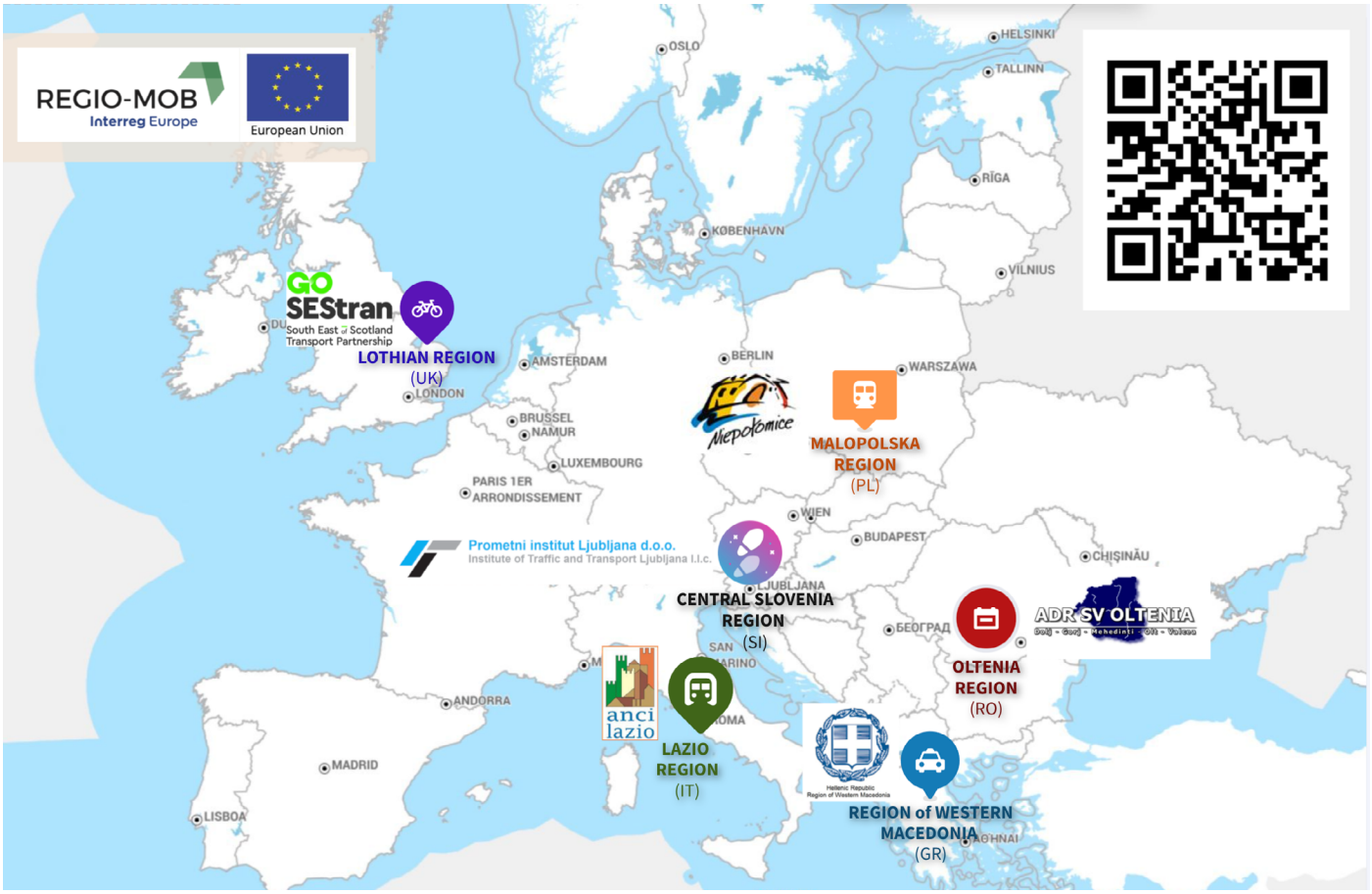

INTERACTIVE MAP OF GOOD PRACTICES FOR SUSTAINABLE MOBILITY DEVELOPED TO TACKLE THE COVID-19 CRISIS

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