NEWSLETTER **2 | MARCH 2017**

Creating a mobility plan

On 21 and 22 March 2017 the second workshop of the SMART-MR project was held at Palazzo Valentini in Rome, organised by the Metropolitan City of Capital Rome, under the title of 'Creating a Regional Sustainable Mobility Plan'.

Over 40 participants from 8 metropolitan regions – Oslo and Akershus (Norway), Göteborg (Sweden), Helsinki (Finland), Budapest (Hungary), Porto (Portugal), Barcelona (Spain), Ljubljana (Slovenia) and Rome (Italy) – took part in the second workshop of the SMART-MR project.

Partners exchanged their ideas and experiences in working tables focused on two specific topics: 'Preliminary Actions for Making Sustainable Mobility Plans' and 'Improving the Quality of a Sustainable Mobility Plan'. A site visit to Tiburtina Station was organized in collaboration with Trenitalia, RFI (the Italian Railroad Network) and ATAC (the Public Transport Agency of Rome). The station is a major intermodal node of the City transport system, integrating high-speed and commuter trains, long-distance and city buses, metro, taxis, car sharing services and an exchange parking.

The Closter of Palazzo Valentini
Rome, March 2017 (ph. J. Nared)

SMART-MR
Interreg Europe

European Union
European Regional
Development Fund

SMART-MR (Sustainable measures for achieving resilient transportation in metropolitan regions) is an Interreg Europe project running from April 2016 until March 2021 with a total budget of approximately 2,2 million euros.

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Short news from EU

Road traffic remains biggest source of noise pollution in Europe

With an estimated 100 million Europeans affected by harmful levels, road traffic is by far the largest source of noise pollution in Europe, according to a new assessment published by the European Environment Agency (EEA) the 24 April 2017

Environmental pressures from transport

The economic recession led to reduced pollutant emissions by lowering transport demand.
Transport is still responsible for 25% of EU GHG emissions, and contributes significantly to air pollution, noise and habitat fragmentation (report SOER 2015)

TEN-T: COM/2011/0650 final/2 - 2011/0294 (COD)* Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network

This proposal aims to establish and develop a complete TEN-T, consisting of infrastructure for railways, inland waterways, roads, maritime and air transport, thereby ensuring the smooth functioning of the European internal market and strengthening economic and social cohesion. significantly to air pollution, noise and habitat fragmentation (report SOER 2015)

Data on the concentration of population in urban areas in Europe

The percentage of Europeans living in urban areas will increase from 74% today to around 85% in 2050 (Eurostat 2016)

SMART-MR 1st International Steering Group Meeting
Ljubljana, May 2016 (ph. J. Nared)

Finishing the first year of SMART-MR project

Janez Nared*, Project Manager

SMART-MR project, aiming to support local and regional authorities in improving their transport policies has recently finished its first year on the five-year long journey.
After being selected for funding, the project team actively started the work on the selected project topics. To make an overview of the situation on transport planning in the eight participating metropolitan regions, project partners have prepared a Status report, which has enabled partners and stakeholders to understand the state of the art in the participating metropolitan regions, as well as to provide them basic information on potential exchange of experiences – both, in terms of practices they could offer and the lessons they can learn from others. The Status report was presented at the Kick-off meeting in Ljubljana (May 2016) where the partners decided to deepen the analysis with the description of the governance framework of each metropolitan region. After putting the metropolitan regions on the same denominator, the partners continued with the exchange of experiences by integrating relevant information on participatory transport planning (see the Inventory on participatory transport planning). The document again enabled the partners to understand the situation in the participating metropolitan regions and to prepare the first workshop on participatory transport planning, that took place in Ljubljana in September 2016. At the workshop the partners presented their good practices and participated in the round-tables talks on Whom to involve and How to involve the stakeholders. The workshop results were joined in the workshop documentation, available on the project web-site and condensed in the first project newsletter for a broader dissemination. In searching good practices, the partners decided to closely examine the Public discussion on the surface network changes after opening the new M4 metro line in Budapest and the Integrated planning process of land use plan, housing strategy and transport system plan, that has lead to the Helsinki Region Transport System Plan.
In autumn 2016 the partners started to collect information for the Inventory on regional mobility planning that was the introduction for the second topic to be discussed within the project. The workshop on regional mobility planning took place on 21-22 March 2017 in Rome and the main results are presented in this newsletter.

To ensure good quality and sustainability of project results the partners constantly involve the stakeholders into project activities. They have contributed to project documents, participated at project workshops, as well as taken part at the regional stakeholder meetings. Early involvement of the stakeholders was important from several different aspects. In preparing Status report and the inventories, the experience of the

SMART-MR 2nd Workshop Plenary Session
Palazzo Valentini – Rome, March 2017 (ph. J. Nared)

SMART-MR 2nd Meeting
Rome, March 2017

stakeholders was crucial as they know the situation in their region best. They have helped partners in addressing the right questions and providing them with relevant answers. Secondly, early involvement of stakeholders enables the partners to fine-tune the workshop topics and to optimize exchange of knowledge. Thirdly, engaging the stakeholders already at the early stage of the project is also in their interest, since they are enabled to pose the questions, relevant for the inventory, so they get the comparison with other regions on their most burning issues.

Apart from the interregional exchange of experiences at the workshops, some partners have used the opportunity to visit or exchange experiences with their counterparts from other metropolitan regions; for example, the partners from Ljubljana have arranged a special meeting of the Portuguese partner with representative of the City of Ljubljana, responsible for Urbana – a prepaid ticked for transport services. In addition, the Norwegian partners have visited the partners in Helsinki to exchange the experiences and good practices.

Interpersonal contacts are thus a central part of the project which is also highlighted by the project's interest in participatory planning. It becomes increasingly evident that involvement of stakeholders plays a crucial role for a long term success of activities. «Even though the participatory planning seems time consuming», explained one of the participants at the workshop in Ljubljana, «its benefits are unequivocally higher than its costs as it prevents from potential conflicts in the time of the policy implementation». Decision-makers should genially use people's potential, strive for the most suitable solutions, avoid faults by learning from other's success and failure, and provide innovative, acceptable and prudent solutions, leading to successful and resilient metropolitan regions with a quality of life. In doing this the role of Interreg Europe Programme is invaluable: by mutual cooperation the participating regions exchange their experiences, share knowledge and ease their development by transferring good practices. And let us paraphrase Interreg Europe Programme's slogan to invite you to take part in numerous project activities – either by joining international workshops, regional stakeholder meetings or by visiting the SMART-MR web-site: Let's cooperate!

7 Interrelated workshops

Project partners will share their experience in transport and mobility planning by organizing seven topically interrelated workshops:

GOVERNANCE AND PARTICIPATORY TRANSPORT PLANNING
Workshop 1: Participatory transport planning

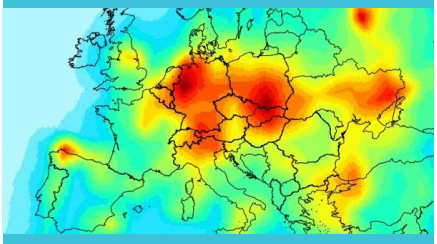
REGIONAL MOBILITY PLANNING
Workshop 2: Creating a mobility plan
Workshop 3: Low-carbon logistics planning

URBAN TRANSIT ORIENTED DEVELOPMENT
Workshop 4: Development of and around transport nodes
Workshop 5: Shaping low-carbon areas

BUSINESS MODELS IN MOBILITY
Workshop 6: Sharing economy
Workshop 7: Managing transportation

* ***dr. Janez Nared***
Anton Melik Geographical Institute of the Scientific Research Centre of the Slovenian Academy of Sciences and Arts

Extract from 'Air quality in Europe – 2016 report'



Transport contributed to 13% and 15% of total PM10 and PM2.5 primary emissions, respectively, in the EU-28 in 2014. Non-exhaust emissions are estimated to equal about 50% of the exhaust emissions of primary PM10, and about 22% of the exhaust emissions of primary PM2.5. It has been shown that, even with zero tail-pipe emissions, traffic will continue to contribute to PM emissions through non-exhaust emissions (Dahl et al., 2006; Kumar et al., 2013). It has been estimated that nearly 90% of total PM emissions from road traffic will come from non-exhaust sources by the end of the decade (Rexeis and Hausberger, 2009 – ETC/ACC, 2010a).

SMART-MR Interreg Europe

Good practices on Creating a Mobility Plan

Ljubljana

RRA LUR

Name

The forming of the Regional Coordinating Body for public passenger transport

Context

Expert guidelines for the regulation of regional public transport

Main authorities and stakeholders involved

- Mayors of selected municipalities
- Bus operators
- Slovenian Railways
- Regional Development Agency of the Ljubljana Urban Region (an administrative and technical support)

Web links

www.rralur.si

Why is the practice considered as good?

Because it is an important milestone on the field of regional mobility planning from the organisational point of view. It is a political body, which will coordinate development of public passenger transport in Ljubljana Urban Region, presenting region in negotiations with the state, bus operators, neighbouring regions and other stakeholders.

Oslo and Akershus

City of Oslo
Agency for Urban Environment

AKERSHUS
County Council

Name

Mobility analysis for the regions of Akershus

Context

To connect local areal plans and regional

Main authorities and stakeholders involved

- National rail and road authority
- Public transport provider Ruter Municipalities in Akershus
- Departments within the County council

The innovative approaches of the Lazio Regional Plan on Mobility, Transport and Logistics (PRMTL)

Francesco Filippi*

Transport planning has been experiencing a paradigm shift in how problems are defined and solutions evaluated.

The Lazio Regional Plan on Mobility, Transport, and Logistics (PRMTL) has been challenged to follow this shift with two fundamental changes in approach:

- Backcasting instead of forecasting scenarios based on current trend analysis Backcasting begins by defining a desirable future and then works backwards to identify policies and programs that will connect the future to the present,

shows the backcasting conceptual framework. The use of accessibility involves a change from vehicle traffic-based analysis, in which mainly road transport system performance is evaluated based on motor-vehicle travel speeds and operating costs, to mobility-oriented analysis, which evaluates the transport system performance based on all modes and on passengers and freight travel, speed and costs.

Accessibility evaluates transport system performance based on people and businesses' ability to reach desired services and activities. These are nested concepts – traffic is a

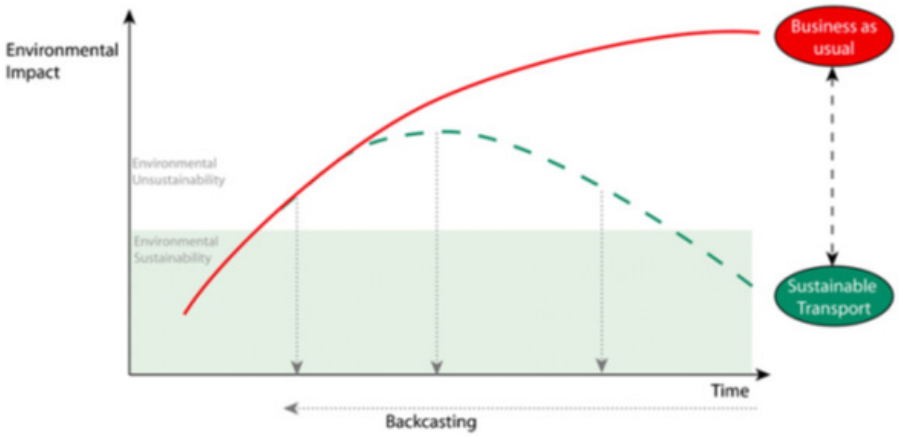


Figure 1: **Backcasting conceptual framework**
Source: D. Banister and R. Hickman, Transport futures: Thinking the unthinkable, vol. 29, September 2013, pp. 283-293.

- Emphasis on accessibility instead of the more traditional approaches of vehicle traffic and mobility.

The backcasting approach has been used to look at preferred futures over the longer term and was designed to be trend breaking in their objectives and measures. With the help of experts and stakeholders, the Lazio Regional Plan combined exploratory approaches of desirable futures and then examined the measures by which those futures could be reached. This has been the central part of the backcasting process during the elaboration of the Plan, to define the pathway from the desirable future back to the present. Figure 1

subset of mobility, and mobility is a subset of accessibility.

The Lazio Regional Plan has used the concept of accessibility in the new developments, supporting the location near the railway stations (locational efficiency) with certified sustainability (e.g. Certification Leadership in Energy and Environmental Design, LEED), including 'Transport Impact Analysis', and following the best practice (e.g. Transit Oriented Development).

The criteria to be used to identify candidate areas for a new development are:

- Available area, within a radius of 800 m from


Cycling Area
Budapest

a railway station or important transport node,
- Basic public services and commercial activities at a distance of 500 m for a pedestrian walkway or 2000 m for a bicycle path,
- Size of the new development, as number of residents (50,000) and workers (110,000), within a radius of 800 m.

The new developments, selected with the previous criteria, will help bring an increase in the use of public and active transport (walking and cycling). The region's railway stations (except those within the municipality of Rome) have been classified according to the prevailing use. Five main area classes have been identified:

- ***Community***: Areas characterised by residential and commercial use, of medium and small size. The service and the use of transport are fairly frequent; the residential density is average. These areas contain free but not large open areas and have the potential to promote pedestrian and cycling accessibility,
- ***Residential***: The areas surrounding the railway station have a predominantly residential development. The service and the use of the transport are not frequent; the housing density is low, and there are still development areas available. These areas are characterised by the presence of safe pedestrian and cycling routes,
- ***Employment***: The areas surrounding the railway station are characterised by industrial and commercial use,
- ***Undeveloped Station***: The areas around the railway station are characterised by an unpaved territory that offers development opportunities for new settlements,
- ***Transfer Station***: Some areas around the railway stations add value to modal shifting, facilitating transfer from one mode of transport to another (e.g. exchange stations).

** Ordinary Professor of Transportation, 'Sapienza' University of Rome*


View from Palazzo Valentini Terrace
Rome, March 2017 (ph. J. Nared)

Why is the practice considered as good?

The process where participation has played an important role, it has contributed to a better understanding between local and regional planners. It is also a tool for municipalities to look beyond their borders with regard to transport planning. It has also stimulated municipalities to start creating mobility plans on their own.

Gothenburg

Name

West Swedish Agreement

Context

The West Swedish Agreement is a series of infrastructure initiatives for trains, buses, trams, bicycles and cars stretching to around 2026 which will contribute to positive and sustainable growth in West Sweden. These initiatives will make it easier to get around, will lead to better and more attractive public transport, more reliable transport for business and industry and expanded commuting services for everyone living, working or studying throughout West Sweden. Furthermore, this contributes to achieving a beter environment.

The Agreement is funding projects until 2026 but the Congestion Tax will run until 2035.

Main authorities and stakeholders involved

- Swedish Transport Administration
- City of Gothenburg
- Region Halland
- Västra Götalandsregionen
- Västtrafik
- Gothenburg Region

Web links

www.trafikverket.se
youtu.be/r7P4PO5JG8I
youtu.be/V6hgFrtGrGc
www.vastsvenskapaketet.se

Why is the practice considered as good?

The agreement is based on a planning model we call Regional Consultations. It can also be referred as Soft Planing. Five different Consultations-rounds

took place between 2001 and 2013 dealing with regional issues such as collaboration, goals and strategies regarding regional development. Stakeholders in these Consultations were the 13 local political assemblies and the Council of Gothenburg Region.
The Consultations created a common regional understanding between the stakeholders and this resulted in political regional agreements.
Based on these agreements the West Swedish Agreement was created also involving other regional and national stakeholders.
The Agreement involves not only infrastructure investments in both Rail and Road, but it also included investments in capacity enhancing investments such as Bus lanes, Park and Ride, longer platforms at train stations and hubs. The investments included in the agreement focus on shifting mobility by car to mobility by public transport.
A strong incentive for this shift was created by partly using Congestion Tax for funding. The Agreement also Includes soft measure such as Mobility Management.

Helsinki

HSY

Name

City of Helsinki transport planning principle towards sustainable modes of transport.

Context

In transport system planning of the City of Helsinki the priorities are: walking, cycling, public transport, freight transport and cars, in this order. The order forms the basis for all planning. The City Council has approved this planning principle, making it valid and binding to all city departments and sectors, including the budget. This planning principle follows the targets of Helsinki Region Transport System Plan.

Main authorities and stakeholders involved

- Helsinki City Council
- All city departments and sectors including finance

SMART-MR 2nd Meeting – Steering Committee Group
Rome, March 2017

2nd Workshop results

The aim of the workshop 'Creating a Regional Sustainable Mobility Plan' was to share experiences in the process of creating a mobility plan and to search for examples and good practices that might support the metropolitan regions in improving the mobility planning process.

SMART-MR 2nd Workshop – Working Table
Rome, March 2017 (ph. J. Nared)

The workshop, starting from the results of the 2nd Inventory compiled by all partners, was focused on two main topics: 'Preliminary Actions for Making Sustainable Mobility Plans' and 'Improving the Quality of a Sustainable Mobility Plan'. For two days, over 40 participants from eight countries were divided into four groups. Two groups discussed one set of key questions and another two groups the second set of questions. After a certain amount of time (30/35 minutes) the groups switched places and discussed the other set of questions in the way that all participants had the occasion to answer to all the presented questions. Main topics and most important conclusions are reported below.

With regard to the factors which most influence planning, the integration of the mobility plan with other types of plans (land planning, financial, etc.) and with plans at different levels (regional, local, etc.) is essential: each authority in charge of planning should take into consideration the other types and levels of planning. It is also important that a regional plan has enough details to be implemented in local plans.

A good example from this point of view is the mobility analysis for the region of Akershus in order to connect local and regional plans. The process has contributed to a better understanding between local and regional planners. It is also a tool for municipalities to look beyond their borders with regard to transport planning. It has also stimulated municipalities to start creating mobility plans on their own.

Participants agreed that strategies to increase accessibility represent a key aspect in the planning phase. Several strategies were mentioned, such as: promoting smart and tele-working, placing urban settlements nearer public transport hubs, reducing car demand through modal split, congestion taxes and reduction of parking slots in urban centres.
With regard to the time period that a mobility plan should cover, participants agreed that a mobility plan should be updated every 5 years;

SMART-MR 2nd Workshop – Working Table
Rome, March 2017 (ph. J. Nared)


SMART-MR 2nd Workshop – Working Table
Rome, March 2017 (ph. J. Nared)

their experience has also taught that it is important to develop a 'dynamic planning' that can be updated whenever there are important changes (technological, political election, etc.).
Another important issue is the link with financial planning; participants agreed that cost-benefit analysis can be used but special attention has to be given to variable selection.

Another set of questions was dedicated to the importance of data as a tool to define a mobility plan. All groups agreed that data contribute to define scenarios and vision of future mobility, and it is important to systematize the information, providing a correct knowledge and use of data.
Systematize data means to promote communication among all different authorities collecting data about mobility, traffic of people and freight: including all different organizations at public level (national/regional/local) and all private authorities dealing with mobility data (e.g. transport companies, telephone companies).

The topic of 'big data' was also discussed; big data are taken into account almost everywhere but the problem is to store and analyse them; the more data you have, sometimes, the harder can be, sometimes, to find reliable values from the data. Sometimes big data make users believe they found a 'shortcut', but they only found a big amount of data with partial information that is not conveying a complete picture of the situation analyzed. Furthermore, the use of big data causes privacy and security concerns.
Although our data capacity is growing exponentially, we have imperfect solutions for several security issues that affect even local, self-contained data. Big data can cause invasion of privacy; as a result, organizations that own data are legally responsible for the security and the usage policies they apply to their data. An important consideration in relations to 'privacy policies' is that legal requirements vary from country to country, and it is necessary to comply with the policies of the country you are dealing with (even in terms of collecting and using data).

With regard to innovative methods and/or techniques for collecting and analysing data, two important issues arose, the use of social networks to collect data and understand people's mood and behaviours and the importance of introducing the concept of 'city users'. City users are people going regularly to a city where they are not resident, in order to work, to use services or simply to go shopping; therefore it is important to gather data about this specific kind of user.

With regard to the issue of 'Improving the quality of a mobility plan', discussion was focused on two main topics: 'monitoring and evaluation' and 'learning from experiences'.
According to all participants, monitoring the efficacy of a plan, by using a set of indicators is fundamental, nevertheless indicators should be cheap and easy to be updated. Furthermore, monitoring is often difficult because a complete implementation of a plan is rare: the context always changes during the implementation phase, so a plan should be easily modified over the time.

Monitoring numbers of passengers that use buses or underground by tracking data with electronic ticketing or by automatic counters is also relevant for planning interventions.
In order to effectively measure customer/user satisfaction, quality surveys (on cleanliness, comfort, safety and security, punctuality, etc.) are used by different organizations.
Surveys should measure the general view of people (attitude), not only the opinions of public transport users. It is a good practice to promote the use of specific software to analyse, in social networks, opinions and feelings of citizens about transport services, even if the results of this 'social surveys' are not statistically significant. Furthermore, by using apps, passengers can advise the transport operators about good or bad habits, daily problems, etc.
This system can offer ideas in term of customer satisfaction and suggest solutions in terms of solving common problems. It can also be useful to communicate
alerts to the crew.

A useful suggestion for the future is to promote an independent authority in charge of quality surveys.


SMART-MR 2nd Workshop – Working Table
Rome, March 2017 (ph. J. Nared)

Why is the practice considered as good?
The position and progress of sustainable modes of transportation is ensured through political will.

Web links
www.hsl.fi
www.hel.fi

Budapest

BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT

Name
Development of MOL Bubi public bike sharing system

Context
After a preparatory process the system has been launched to the public in September 2014. As a part of the preparation cycling friendly measures have been implemented in the city centre. Since its establishment, due to its success the network has been extended twice. The present number of docking stations are 112 and the number of bicycles are 1200.

Main authorities and stakeholders involved
- Municipality of the City of Budapest
- Districts
- BKK Centre for Budapest Transport
- Nextbike
- Közbringa Ltd. (maintenance and distribution)
- MOL (Branding sponsor and promotion)

Web links
molbubi.bkk.hu

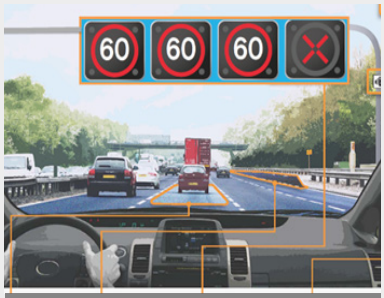
Why is the practice considered as good?
The result of the fruitful cooperation is a new innovative mode of transport.

Rome

Città metropolitana di Roma Capitale

Name
Lazio Regional Plan

Context
The Plan looks mainly at the details, at the management, not at the big new civil engineering infrastructures.



Coil Emergency area VMS Speed control camera

Main authorities and stakeholders involved
- Region
- Municipalities and transport operators

Web links
www.pianomobilitalazio.it

Why is the practice considered as good?
Because the devil is in the details.
It can optimise the use of the existing resources, minimising impacts and preserving land. For example the use of ITS. The figure over shows how to increase the capacity of a road reducing the speed and using the emergency lane.

Name
LTZ (Limited Traffic Zone) linked to the PGTU

Context
Areas of the city with specific needs to ban/reduce traffic flows and increase the PT supply.

Main authorities and stakeholders involved
- Mobility Dept
- RSM
- ATAC
- City boroughs

Web links
www.romamobilita.it
www.muovi.roma.it


SMART-MR Site Visit – Tiburtina Station
Rome, March 2017 (ph. J. Nared)

Several good practices and ideas were discussed with regard to the topic of 'learning from experience: innovative solutions'.

In particular, among the **most effective tools** (during the planning phase), the following were mentioned:
- Modal transport change: facilitate public transport and dissuade using personal cars; improve pedestrian and bicycle ways; local regulations to slow down car flow and to pedestrianize old towns,
- Increase passenger load factor: increase passengers on each car, with company car park facilitations given by the mobility manager; use buses of different sizes,
- Improve traffic flows,
- Gradual and flexible implementation (for instance, new measures used as pilot actions),
- Creation of a technical structure inside public administration that implements the plan, also to give a continuity to the plan itself (even if there is a political change),
- Good communication and participation: on a more strategic level, participatory process is really important (participation has always a back side: collaboration never ends!),
- If the implementation of a measure is positive in the aggregate but harmful to some groups, the plan should exactly work out how to compensate them.

Among the **most useful measures** (during the implementation phase), the following were mentioned:
- Set up of limited traffic zones and increase the cost of parking areas (Oslo is experimenting a 'no parking area' in the city centre, after lending users portable bikes to promote bus transport; Ljubljana set up pedestrian and bike zones in the city centre),
- Improve quality of public transport together with intermodal parking areas outside the city centre or out of town,
- High speed trains in the city to improve public transport; as a consequence some offices decide to move out of the old town, near the hubs (easier to reach).

Participants mentioned also some ineffective tools and measures such as: using intermodal nodes only as park and ride; building new main roads and/or improving the capacity of roads (because it creates a vicious circle); introducing underground parking slots around city centre because it increases the congestion near the centre.

A specific negative practice was mentioned by Barcelona with regard to the introduction of superblocks in the city centre. Superblocks are car-free mini neighbourhoods, with drivers forced to go around them; the measure has not been completely effective because, while residents are satisfied businessmen are not happy since superblocks create congestion around the blocks.

Some suggestions were gathered about measures/tools to improve resilience from an environmental and social point of view.

Participants agreed on the importance of focusing on modal integration as well as on reducing soil consumption, through, for example, the construction of parking slots with permeable materials. Furthermore, some innovative measures could be:
- 'On demand' public transport system (free of charge) in pedestrian areas,
- Free parking for electric cars,
- Importance of real time information about public transport to the passengers,
- Motorbike free parking outside pedestrian path (but in the future also motorbikes will pay),
- Integrated ticketing system on mobile phone,
- Participatory process and inclusiveness is also key factor to improve 'resilience' of people.

Site visit: Tiburtina Station

SMART-MR Site Visit – Tiburtina Station Interiors
Rome, March 2017 (ph. J. Nared)

The SMART-MR Rome Workshop agenda of 21st of March proposed a site visit to one of the major intermodal nodes of the city: Roma Tiburtina.

During the early afternoon the partner group and the experts moved to the site by metro where Mr. Cristiano Stifini from ATAC (the Public Transport Agency of Rome) and Mr. Ernesto Puntillo from RFI (the Italian Railroad Network) described shortly the site history, the infrastructures, the connections and gave some operational info. Then the group moved to the near TIBUS Station, terminus of middle and long distance buses, where national and international companies connect many Italian Regions as well as other EU countries.

Tiburtina Railway Station is the second main station of the city and is located on the east side of Rome. It was deeply modernised in the last years and offers many different connections with several areas of the city.

Public transport services available in the area are:

- Metro line,
- Local train (urban stations),
- Regional, national and international trains,
- High speed trains,
- Direct train connection to Fiumicino Airport every 15 minutes,
- More than 20 ATAC urban bus lines,
- Suburban bus lines managed by the public company COTRAL and by private companies available both for national and international destinations,
- Parking areas with some free parking spots.

SMART-MR Site Visit – Tiburtina Station Outdoor Area
Rome, March 2017 (ph. J. Nared)

Why is the practice considered as good?

It is well accepted, technology supporting is reliable, and the impacts on traffic are good.

The measure will be extended to larger areas.

This measure has favoured the implementation of other 'soft' measures, such as the active mobility and the 'environmental zones'.

Porto

amporto

Name

Action Plan for Sustainable Urban Mobility in the Metropolitan region of Porto (PAMUS AMP)

Context

The Action Plan for Sustainable Urban Mobility in the Metropolitan region of Porto (PAMUS) is being developed by the Metropolitan Area of Porto in partnership with the 17 municipalities that belong to the region.

The PAMUS lists a series of measures and actions that will make it possible to promote more sustainable travel modes with effective impact on reducing emissions of polluting gases into the atmosphere.

The PAMUS aims to promote the use of healthy and sustainable modes of travelling, like cycling and walking; improve the attractiveness of public transport and increase their utilization rates; balance the allocation of public space to various modes of transport; promote public transport as element of social cohesion; provide public space with accessibility; create passenger interfaces; use of ICT in logistics management. It would be developed until 2020.

Main authorities and stakeholders involved

- The 17 municipalities of metropolitan area of Porto
- The Metropolitan Area of Porto

Web links

portal.amp.pt

(document in Portuguese)

Why is the practice considered as good?

We considered a good practice because of the quality of the participation of the municipalities and the Metropolitan Area of Porto, working together with a short timeframe, agreeing in common solutions and sharing practices and ideas between them with a common goal. Several inputs and recommendations from the regional and national authorities – AG NORTE 2020 and Institute for Transport and Mobility (IMT) – where also incorporated in the final report.

Barcelona

AMB Àrea Metropolitana de Barcelona

Name

Barcelona SUMP (Sustainable Urban Mobility Plan)

Context

Barcelona municipality has prepared 2 SUMPs, the last for the period 2013-2018.

Its main goals are: efficient, equal, sustainable and safe mobility.

Main authorities and stakeholders involved

Pacte per la Mobilitat, (Pact for Mobility), a space for participation and dialogue with a participatory forum made up of local government and a wide range of the city's associations and institutions, for the purpose of building a concensus-based mobility model. It is composed by more than 100 stakeholders.

Towards a fact-based planning of sustainable mobility in Italy

Luigi Costanzo, Alessandra Ferrara*

Long-time imbalances, worsened by the crisis

Notoriously, Italian cities are overcrowded with motor vehicles. According to the International organization of motor vehicle manufacturers (OICA), Italy has one of the highest motorization rates in the World: 687 cars per 1,000 inhabitants (2014), well above the EU-28 average (about 500).

Also for this reason, only a minority of Italians use regularly the Local public transport (LPT): frequent users represent only 11.2% of the population over 14, and even less (9.8%) in the outskirts of metropolitan areas – which means that most of the daily commuters travel by private cars, with obvious consequences on the quality of life and environment in urban areas (Istat, report 2016). Unexpectedly, the recent economic crisis resulted in worsening such imbalance in the demand for urban mobility, as it had different impacts on two of its main components.

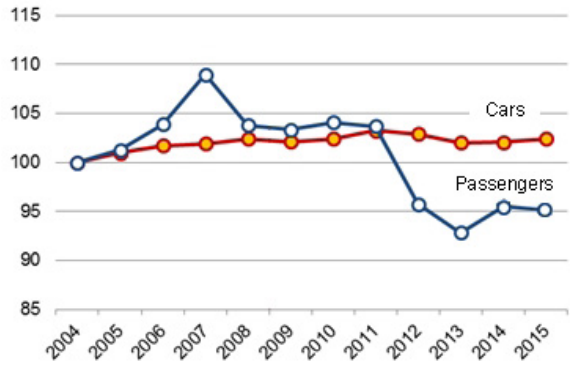
On one side, the market crisis of the automotive sector just slowed down the renovation of the circulating fleet, without reducing its dimensions (so increasing the share of obsolete and more polluting vehicles).

On the other side, the demand for LPT (measured in terms of passengers) underwent a substantial shrinking, probably due to a combination of budget cuts and an actual reduction of travellers, linked to jobs' loss.

Moreover, by reducing the investment spending of local authorities, the crisis hampered the progress of sustainable mobility in Northern cities, and almost arrested it in the Southern ones, further widening the existing gap, and urging to redefine a national policy on urban mobility.

The Legal Framework for Mobility Planning in Italy

Presently, the main planning instruments available to Italian municipalities are the Urban Traffic Plan (UTP) and the Urban Mobility Plan (UMP). The UTP (established by the Decree no. 285 of 1992) is a short-term plan, mandatory for cities over 30,000 inhabitants. It provides for small-scale interventions on road infrastructures and traffic regulation measures, aimed at improving the functioning and safety of the road network, and reducing pollution.



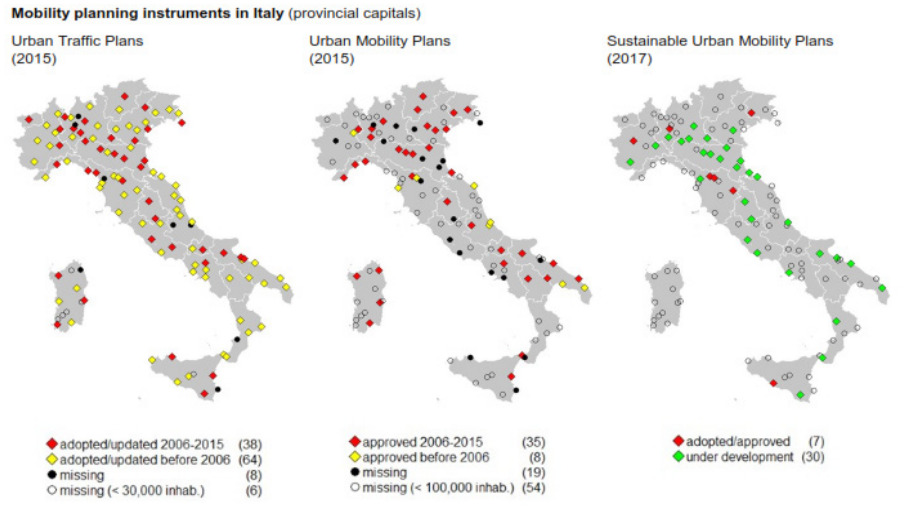
Trends for circulating cars and LPT passengers in Italy. 2004-2015

(provincial capitals, 2004=100)

The UMP (established by the Law no. 340 of 2000) is a medium-term plan, optional for cities/agglomerations over 100,000 inhabitants. It enables the local governments to set out a comprehensive strategy for the management of urban mobility, including measures to foster sustainable mobility, potentially involving both private and public actors, and a greater urban area (a central municipality and its hinterland). Adopting a UMP gives access to State co-funding of the planned works.

Eventually, Sustainable Urban Mobility Plans (SUMPs), although not yet officially defined and regulated by a national law, are already in force or under development in several cities (37 among the 116 provincial capitals, early 2017).

Being mandatory, the UTP is by far the most widespread planning tool among Italian cities. However, it has a limited scope: both for its short time span, and for considering only one



Mobility planning instruments in Italy *(provincial capitals)*

aspect (albeit central) of the urban mobility system: the optimization of road traffic and the mitigation of its impacts. Plus, due to a complex implementation procedure, it is quite difficult to keep a UTP regularly updated.

The UMP was clearly conceived as a more complete and powerful instrument, enabling city governments to design active policies for the whole mobility system, on a larger scale and a longer time horizon. Nevertheless, the UMP struggled to become the reference tool for urban mobility policy, especially among the larger cities, while the possibility to encompass more municipalities in a single master plan remained substantially unexploited.

In the wait of national directives (currently under development), adopting a SUMP is a free choice, being made by an increasing number of local authorities, coordinated by the national network of the Endurance project. Currently, the network gathers 47 municipalities/other local authorities and runs a national Observatory (www.osservatoriopums.it).

The need for a new planning paradigm

Clearly, the lack of effective planning instruments is a critical issue for urban mobility in Italy. The SUMP may help to fill this gap, insofar as planners and local authorities become aware of the need to adopt a new paradigm of planning. To quote the Bremen declaration, the essential goal of any programme of sustainable urban mobility is to realize an efficient and people-focused city.

Improving the efficiency of networks and services, and (even more) focusing the mobility policies on people's needs, requires a change of perspective, that can be summarized in four keywords:

- ***Planning by urban systems***: look at the city as a community and a functional entity, rather than an administrative unit,
- ***Complexity***: consider urban mobility as a complex system, that cannot be reduced to one or two of its components (infrastructures, traffic, public transport, freight distribution, etc.),
- ***Measurability***: ground the plan on a sound knowledge of the quantitative aspects of each component, and of their interactions as well; set out measurable objectives and benchmarks,
- ***Accountability***: make the implementation process an integral part of the plan itself, by putting in place a monitoring system, to assess the outcomes in terms of progress towards the objectives set.

Finally, this approach calls into question the validity of general models. Common problems may require different solutions, and each city needs to define its own strategy, based on its own specific features, constraints and opportunities: the challenge is to allow such diversity within a shared regulatory framework.

** ISTAT (Istituto nazionale di statistica)*

Web links
mobilitat.ajuntament.barcelona.cat/...ct
mobilitat.ajuntament.barcelona.cat/...on

Why is the practice considered as good?
This is considered a good practice because of the wide participatory process that took place which led to a broad agreement as all the political parties in Barcelona, except for one, accepted the SUMP.

Name
Decree 344/2006, regulating the assessment studies of generated mobility.

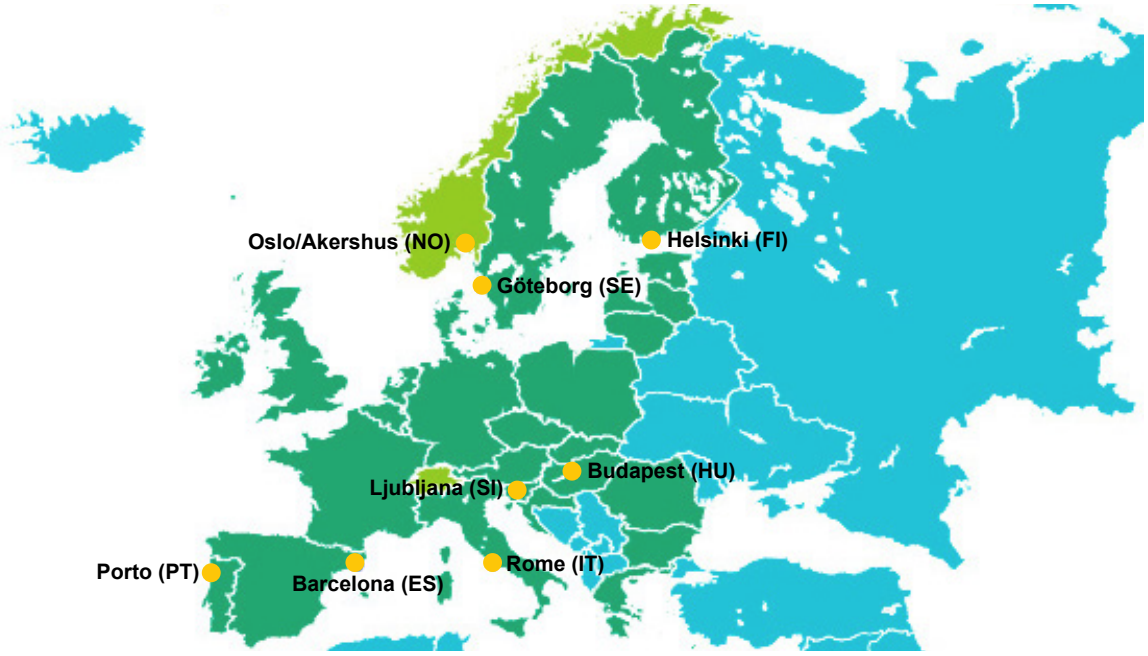
Context
The Catalan Mobility Law 9/2003 considers the need to regulate the way new planning areas are being developed, to oblige the urban developing instruments to take into account sustainable mobility (walking, cycling, and public transport).
In 2006 a methodology was developed and since then all the planning instruments in Catalonia have to provide the infrastructure for walking and cycling and pay during 10 years the cost of the new public transport services.

Main authorities and stakeholders involved
- Catalan Government
- ATM
- Municipalities
- Land and urban planners
- Mobility planners.

Web links
dogc.gencat.cat

Why is the practice considered as good?
For the 1st time the planning process in Catalonia obliges to take into consideration cycling, walking and public transportation to reach the new land areas.
The system includes a common methodology and common evaluation (ATM is in charge of deciding whether the proposals are good enough or not).

SMART-MR
Interreg Europe



Metropolitan region	Partner
Ljubljana	Scientific Research Centre of the Slovenian Academy of Sciences and Arts
	Regional Development Agency of Ljubljana Urban Region
Oslo/Akershus	City of Oslo, The Agency of Urban Environment
	Akershus County Council
Göteborg	Göteborg Region Association of Local Authorities
Helsinki	Helsinki Region Environmental Services Authority
Budapest	BKK Centre for Budapest Transport
Rome	Metropolitan City of Capital Rome
Porto	Porto Metropolitan Area
Barcelona	Barcelona Metropolitan Area

Interreg Europe project SMART-MR (Sustainable measures for achieving resilient transportation in metropolitan regions) supports local and regional authorities in eight European metropolitan regions to improve mobility policies. It also aims to provide sustainable measures for achieving resilient low-carbon transportation and mobility in metropolitan regions of Barcelona, Budapest, Göteborg, Helsinki, Ljubljana, Oslo/Akershus, Porto and Rome. Project will be running from April 2016 until March 2021 and is coordinated by 'Anton Melik Geographical Institute of the Scientific Research Centre of the Slovenian Academy of Sciences and Arts' and founded by European Regional Development Fund.

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