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# MATCH-UP project

## The role of modal interchange to foster a low-carbon urban mobility

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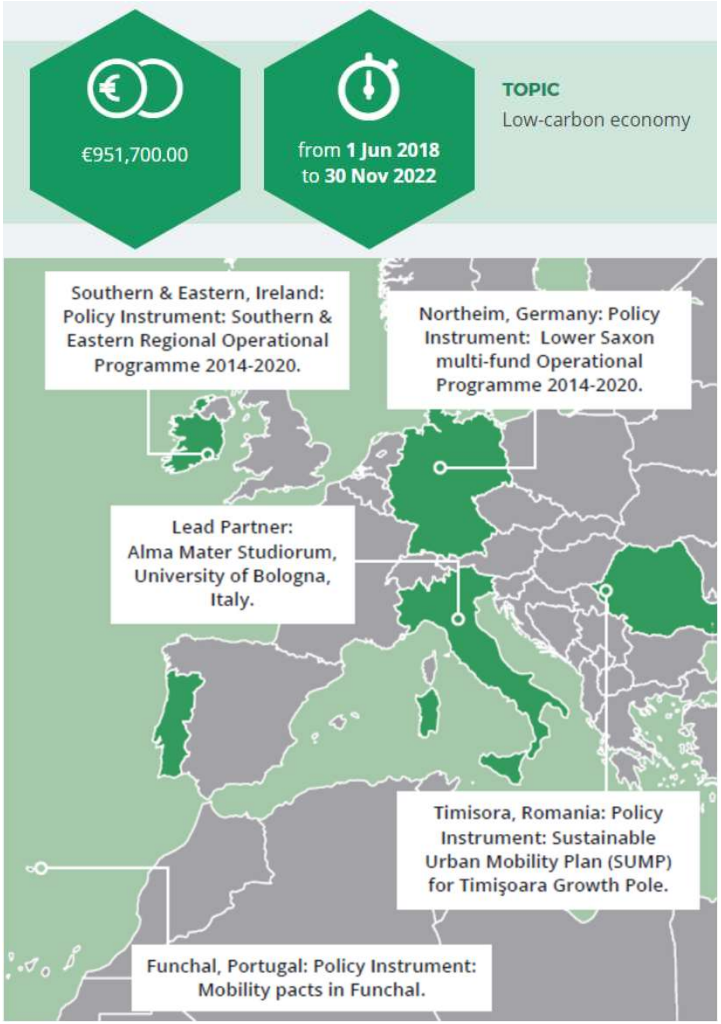
## Overall objective

- to embed **multimodal mobility strategies** into the PPs' policy instruments by implementing an **Action Plan**

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Alma Mater Studiorum University of Bologna
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Southern Regional Assembly

Southern Regional Assembly (IE)

LANDKREIS NORTHEIM

County of Northeim (DE)

FUNCHAL

Municipality of Funchal (PT)

Primăria Municipiului Timişoara

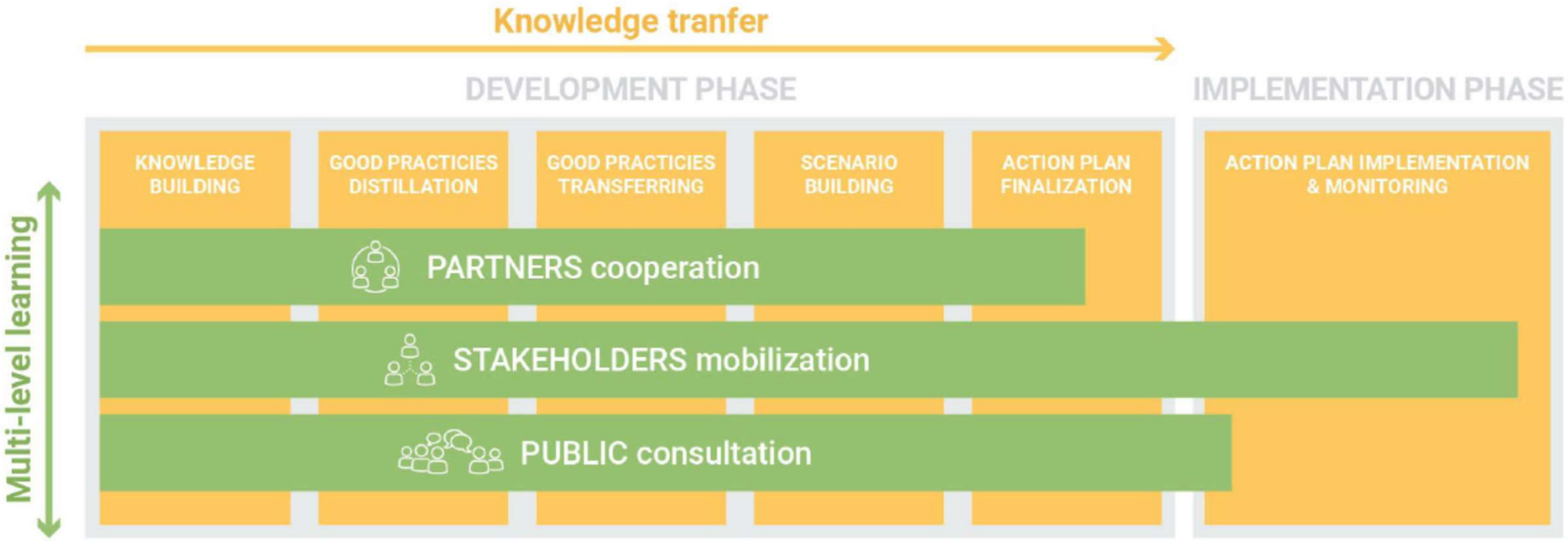
Timişoara Municipality (RO)

# MATCH-UP approach: basic elements

Identification of 5 main types of low-carbon means of transports:

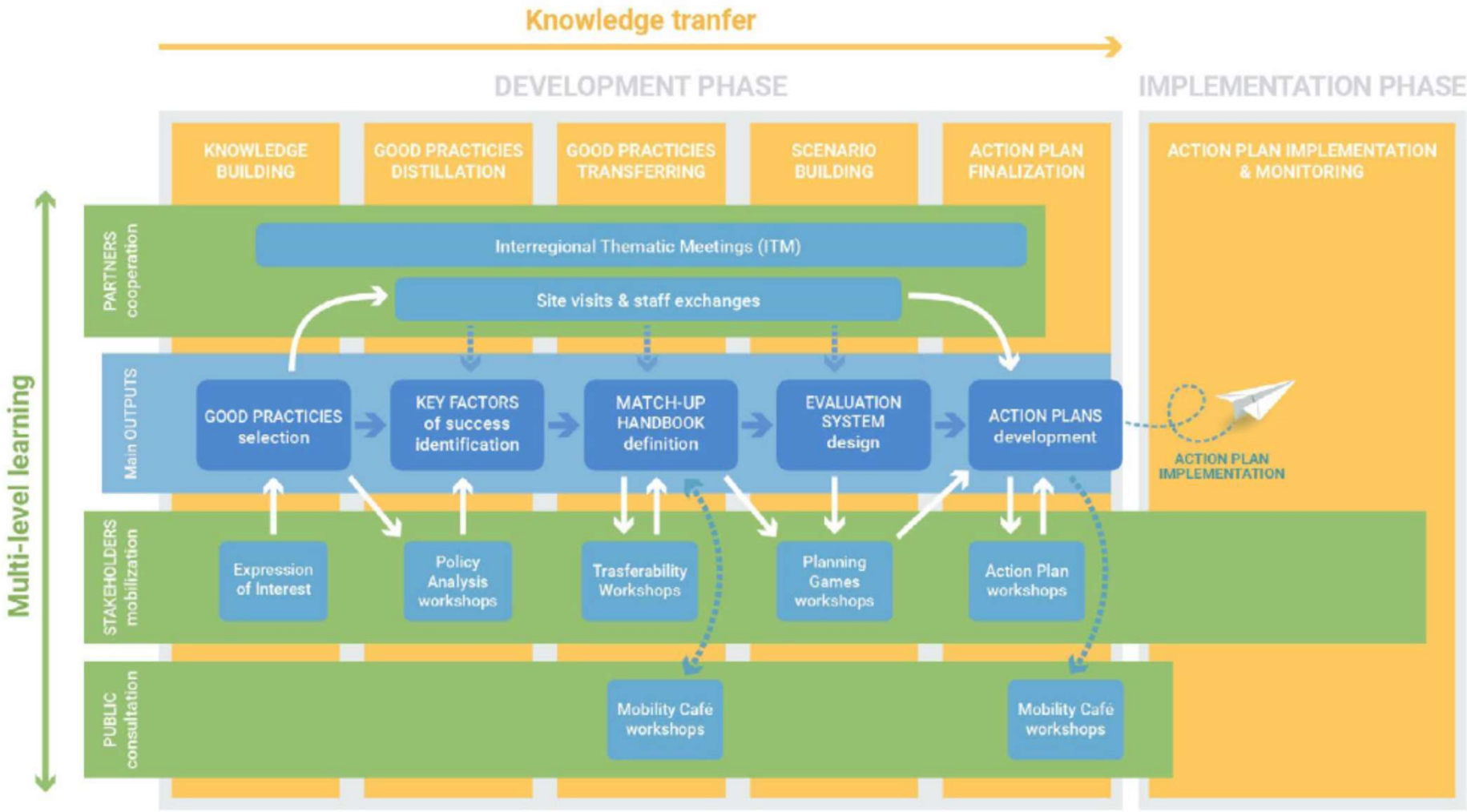

Knowledge transfer and multilevel learning approach

# MATCH-UP approach: knowledge transfer and multilevel learning




From MATCH-UP e-book
https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/file_1608111376.pdf

# MATCH-UP approach: knowledge transfer and multilevel learning



# Stage 2 – Good practice distillation

Identification of **key factors of success** and analysis of the GPs

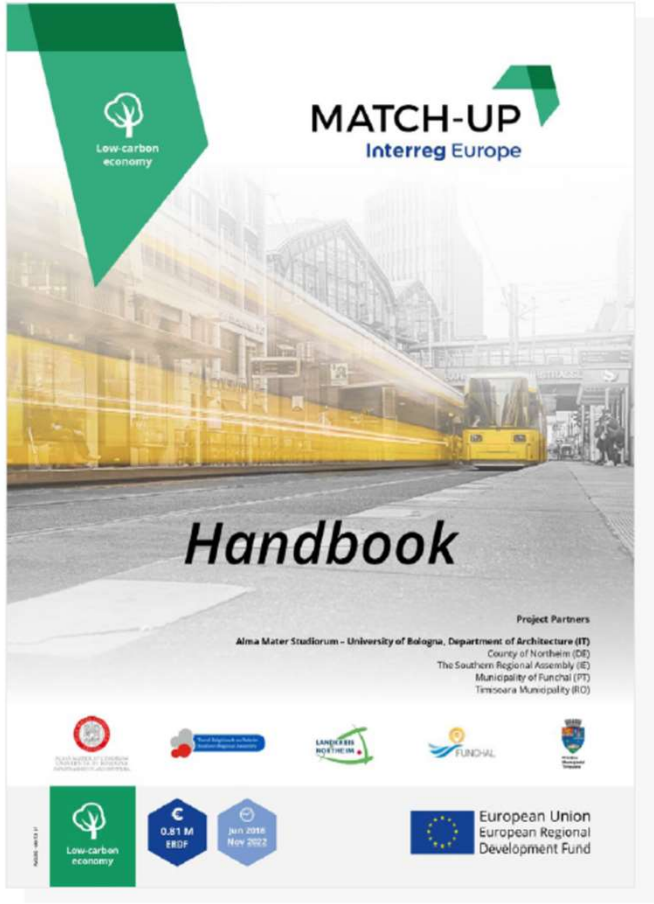
Main domains:

- Efficiency of the interchange
- Service coordination
- Quality of the interchange environment
- Accessibility
- Service information
- Behavior change
- Policies norms and regulation

| Name of the practice: | | Cork Transport & Mobility Forum – Railway Station Cork | |
|---|---|---|---|
| Means of transport affected (walking/cycling, public transport, rail transport, e-vehicles, etc.)<br>**Railwat Station, Lr Glanmire Rd** | | Walking/Cycling, Public Transport, Rail Transport, E-Vehicles, | |
| KEY FACTORS OF SUCCESS | | | |
| EFFICIENCY OF THE INTERCHANGE | DESCRIPTION | Presence (Y/N) | KEY FACTOR DESCRIPTION IN THE CURRENT GP |
| Efficient vehicle movements | Presence of sufficient space for interchange (platforms and large vehicles manoeuvring) together with passenger waiting and transit facilities | Y | Trains pass through the Railway Station, Buses have their own dedicated bus entrance lane and there are also cycle/pedestrian walkways |
| Clear pedestrian routes | Presence of clear and direct routes for pedestrians connecting walking routes, facilities and destinations, as well as helping to select shortest-distance 'desire lines' within the interchange space | Y | See above |
| Efficient fare payment and validation | Presence of in convenient locations and devices to purchase or validate a ticket, near the interchange nodes | Y | Yes, using a leapcard or purchasing tickets online, in Station or on the bus |
| Flexibility in time and use | Ease of Interchange node design that eases the accommodation of new modes of transport | Y | There is the room and flexibility to integrate new modes if required |
| SERVICE COORDINATION | DESCRIPTION | | |
| Timetable coordination | Coordinated timetables (coordinated departures and arrivals) of different means of transport to reduce transfer time and improve customer convenience. | Y | Bus services operate to the station to connect in with arrivals and departure of trains |
| Delay management | Presence of procedures connecting services wait for each other in the event of minor delays, especially when frequencies are low. | N | Buses are frequent so if there are major delays customers will avail of the next bus arriving to the station. |
| Ticket coordination | Presence of a comprehensive multi-modal ticketing system | Y | Leapcard or online tickets, Leapcard can be used on Cork/Midleton and Cork/Cobh routes as well as buses |
| Standardisation | Presence of uniform technical, service and design specifications (particularly | | |

# Stage 3 – Good practice transferring

The **Handbook** contains a structured analysis of the **15 selected Good practices** which are analyzed extracting the **key factors** that characterize them. This analysis is aimed at ensuring the **GP transferability**.



# Stage 3 – Good practice transferring

## Extent of the practice

Limerick City

## Region/country where the practice takes place

Limerick City awarded the Title of Ireland's first Smarter Travel Demonstration City in a National Competition funded by the Department of Transport, Tourism and Sport and co-funded by the European Regional Development Fund under the Southern and Eastern Regional Operational programme 2007-2013.

## Website

https://www.limerick.ie/council/services/community-and-leisure/sports-and-fitness/limerick-smarter-travel/workplace

## Promoter(s) (owners/in charge) of the practice

| Name of the organization | Contact person | Role and responsibilities against the practice |
|---|---|---|
| Limerick City and County Council | Sadbh Hanley | Smarter Travel Co-Ordinator – Workplace Travel Planner |
| University of Limerick | Seán Collins | Facilities Manager – Smarter Travel Co-Ordinator |
| National Transport Authority | Siobhán O'Dwyer | Smarter Travel Consultant – Workplace Travel Planner |
| Various Limerick Workplaces | Various | Facilities, HR, Management |

## Type of Funding

Limerick City Smarter Travel - €9 million over a 5-year period.

## Year of introduction

The project was introduced in 2012, consisting of an infrastructural and behavioral change programme. Funding has ceased but Limerick Smarter Travel remains as a behavioral change programme under the remit of Limerick City and County Council.

## Description of the practice

The Limerick Smarter Travel project consisted of a schools programme; a community programme; and a workplace programme. The workplace programme remains in place after the project wrapping up under the remit of Limerick City and County Council (LCCC).

LCCC run the workplace programme in conjunction with the National Transport Authority (NTA). LCCC and the NTA form partnerships with large workplaces throughout Limerick in a

- Best practice tips on walking/cycling/car sharing.
- Partner networking events.
- Annual NTA workplace awards.
- Compliance with future planning permission applications.
- Direct link to the local authority and NTA.

LST provide input into planning applications for developments that will impact upon current congestion levels. We require applicants to submit a mobility management plan and to provide results from a baseline survey. This mobility management plan will be reviewed to ensure it is a holistic approach to sustainable transport incorporating walking/cycling, public transport, rail and green vehicles. Follow up surveys and monitoring reports are requested from these developments (workplaces) on year one, three and five after the building become operational. This allows LST's scope to be much broader than just our partner workplaces and it requires workplaces to work on smarter travel and to engage with us for at least five years.

## Low-carbon means of transport touched by the practice

## Key factors

### *Service Information*

- **Basic components of service information** ***(Presence of timetables, maps and real-time information):*** As part of this GP large employers (over 250 employees) will provide displays in the workplace detailing travel apps, real time travel information for cyclist, public transport etc..

### *Changing Behaviors*

- **Changing perspectives** ***(Measures that help users discovering benefits of a multimodal, interconnected transport):*** Promotion of NTA cycling and walking challenges to partner workplaces throughout the year. Bike mechanic visits and bike fixing demonstrations in partner workplaces during bike week.

### *Policy, Norms and Regulations*

- **Joint governance and initiatives** ***(Presence of targeted policy actions, framework conditions, recommendations, norms, etc.):*** This GP is run by Limerick City and County Council in conjunction with the National Transport Authority with the aim to engaging large employers (over 250 employees) to create a mobility management plan for their organisation to promote multi modal sustainable travel for their employees.

  They undertake a sustainable transport assessment and based on this, facilities are enhanced: increased bicycle parking, showers, lockers, public transport displays, promotion of sustainable transport. Follow up surveys are conducted with employees after 1, 3 and 5 year to ensure behavioural change is embedded.

  Mobility management plans are requested to accompany planning applications that may affect current congestion levels and Limerick Smarter Travel will recommend conditions to be included in the planning decision including reduced car parking, increased cycle parking, collaboration with public transport operators etc..

- **Coordination and cooperation** ***(Presence of win co-operation schemes among key stakeholders, fostering modal interchange and seamless mobility):*** Round table seminars for partner workplaces so that successes and challenges encountered through the smarter travel programme can be discussed and learned from.

## Main strengths of the practice

### *Urban and transport planning integration*

Limerick Smarter Travel have an opportunity to provide input into the planning process when applications are received for developments that will impact upon current congestion levels. LST examine applications in order to ensure that smarter travel is a key consideration from the offset. Mobility management plans are requested to accompany planning applications and baseline survey results are to be included along with an action plan of smarter travel goals. LST will recommend conditions to be included in the decision which may include hard measures such as reduced car-parking; increased bike parking; showers etc. Soft measure including collaboration with local public transport operators; car-pool clubs etc..

### *Joint governance and coordination*

LCCC operate their programme as part of the NTA's Smarter Travel Workplace Programme. LCCC have a dedicated local coordinator to act as a point of contact for Limerick workplaces. LCCC provide smarter travel advice and guidance to smaller workplaces that fall below the threshold of the national programme.

## Main results and evidences of the practice success

- We have expanded the programme from the initial four study areas of the European project to now encompass all areas of Limerick.
- We have 12 active partners but engage with many other employers through the planning process.
- Since initial baseline surveys in 2012/13 we have seen reduced rates of single occupancy car use by circa 8%.

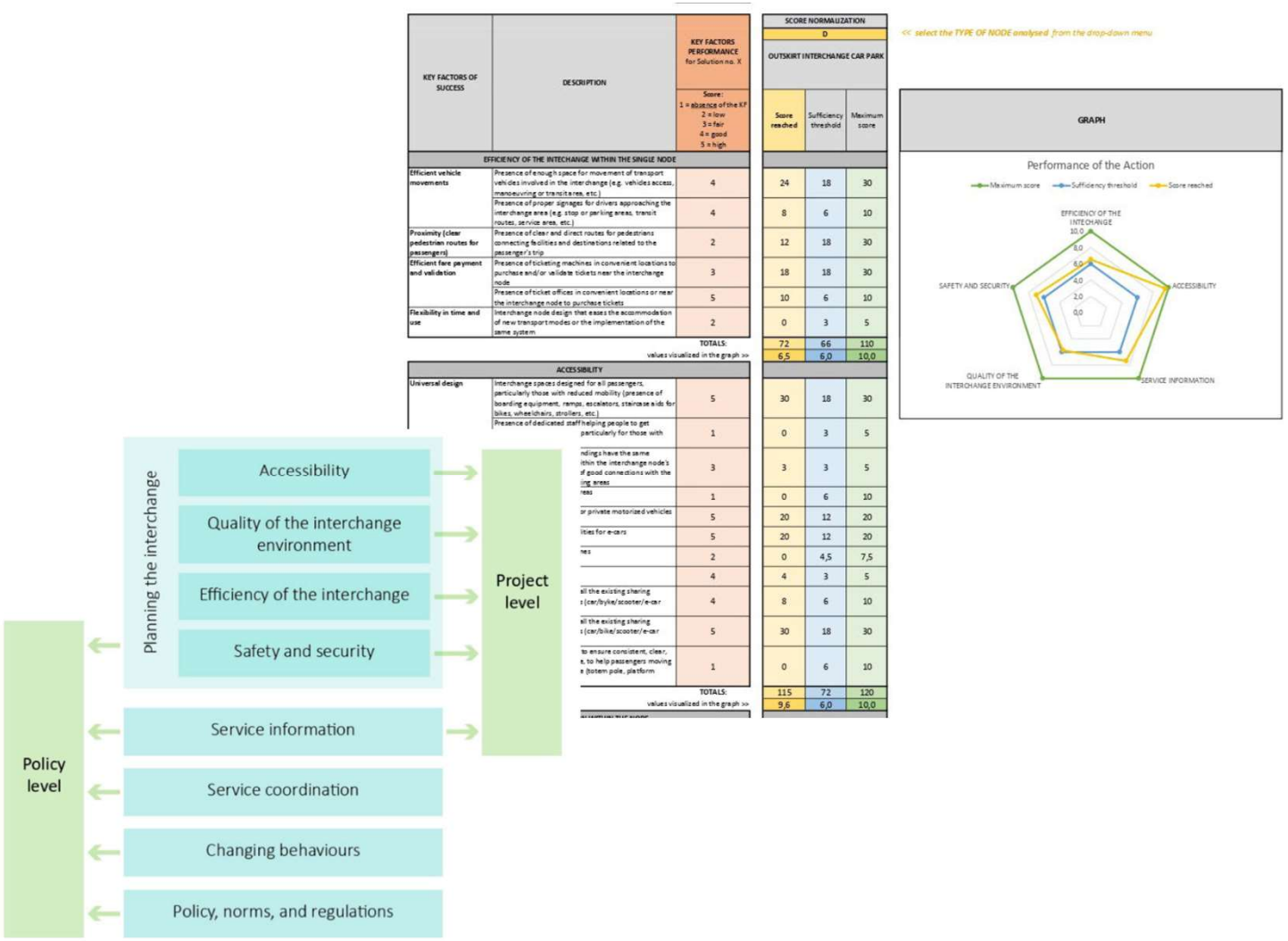
## Going in depth into the Practice

### *Comments from Stakeholders and Project Partners interested in the practice*

PP4, their local stakeholders related to ITS, environmental regional agency, the regional government and the university were very interested in this practice, especially in relation to the strategies in engaging citizens and key actors

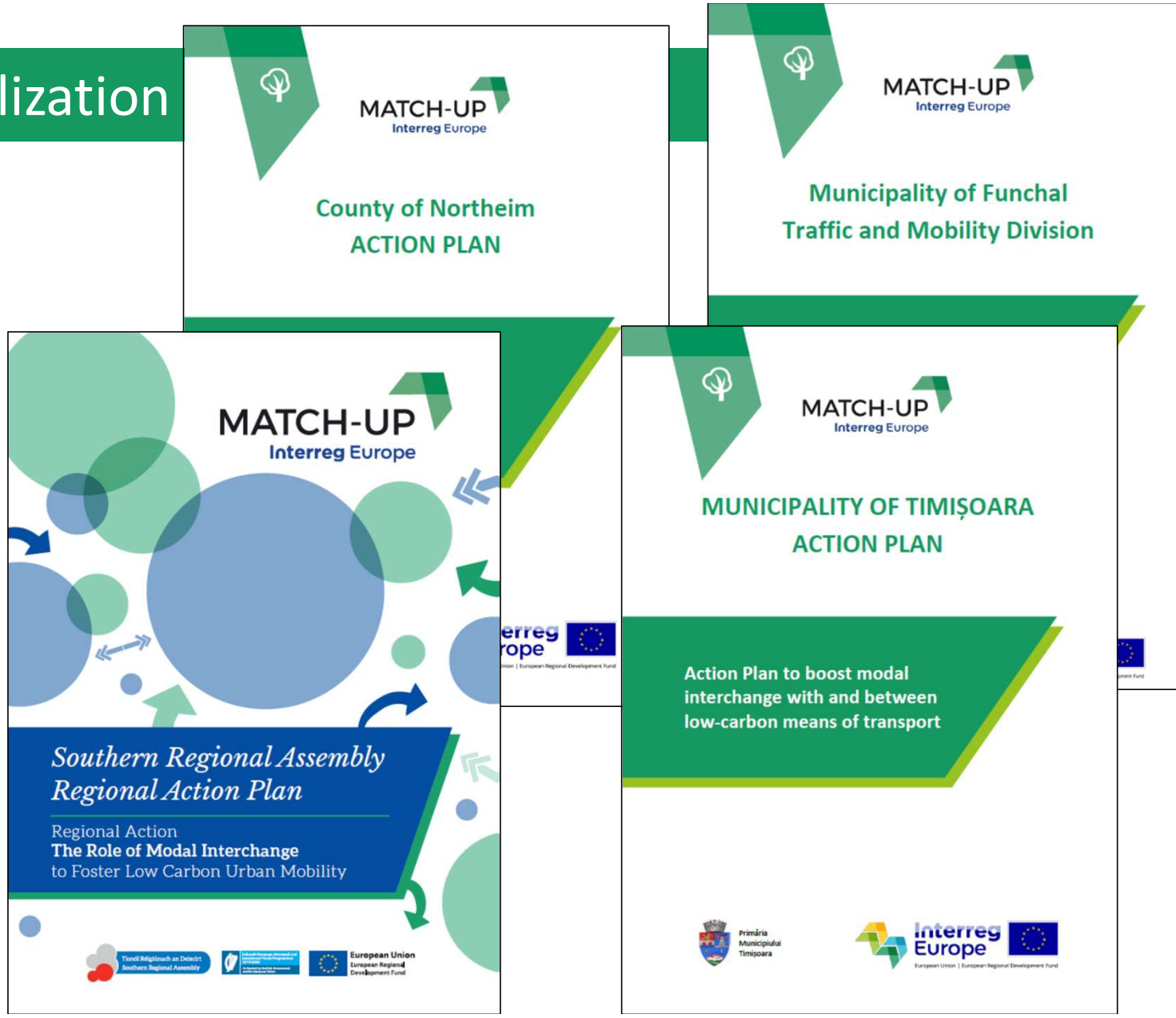
# Stage 4 – Scenario building

The **Evaluation System** allows **assessing different scenarios** in terms of effectiveness in undertaking policy or design improvements linked to **modal interchange**.
It is based on the **Key factors** and support the selection of the **actions** to include in the APs



# Stage 5 –Action Plan finalization

**4 Action Plans**, where roles and responsibilities of Partners and Stakeholders in the implementation stage are defined as well as the main targets to reach in order to achieve the policy change.



# Stage 5 –Action Plan – Southern Regional Assembly

## Southern Regional Assembly (IE)

Policy instruments addressed

The Southern & Eastern Regional Operational Programme 2014-2020

Insert a **new recommendation stage** into the process of selection of projects funded under SEROP Priority 5 (6e) – Public Realm Improvement, to facilitate the incorporation of recommendations for low carbon urban mobility and modal interchange

The Regional Spatial and Economic Strategy 2020 – Regional Policy Objective: (RPO) 176: "10 Minute Town and City" concept to attain sustainable compact settlements, where community facilities and services are accessible in short walking and cycle timeframes.

**Implementation of an assessing tool** to assist Local Authorities in assessing key towns to ensure the 10 Minute Town concept into their Local Transport Plans

Possibility to influence the National transport policy framework!!

# Stage 5 –Action Plan – Southern Regional Assembly

## County of Northeim (DE)

Policy instrument addressed

Local Public Transport Plan (LTP)

Approving a test order from the County of Northeim for preparation and implementation of a new on-demand transport service for assisting mobility of elderly and disable people towards main transport hubs and services

# Stage 5 –Action Plan – Southern Regional Assembly

## Municipality of Funchal (PT)

Policy instrument addressed

SUMP – Sustainable Urban Mobility Plan – Measure 3 – Promotion towards cycling.
Development of a cycling planning tool to improve the SUMP strategy regarding cycling, based on detailed urban and transport analysis to highligh the **cycling potential**

# Stage 5 –Action Plan – Southern Regional Assembly

## Municipality of Timisoara (RO)

Policy instrument addressed

Sustainable Urban Mobility Plan for the Timisoara Growth Pole.
Revising the current priorities and work interventions concerning cycling mobility, in order to make the entire network more connected with the other means of transports and give priority to those cycling paths that connect high schools

# Thank you!

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