



Agencia de Obra Pública de la Junta de Andalucía  
CONSEJERÍA DE FOMENTO, INFRAESTRUCTURAS  
Y ORDENACIÓN DEL TERRITORIO

**Interreg  
Europe**



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# TRAM Project

*Towards new Regional Action plans for sustainable urban  
Mobility*

**Index Number: PGI00208**

## **Public Works Agency of Andalusia Regional Government Action Plan**

*ENGLISH EXECUTIVE SUMMARY*

**March 2019**



## General information

Project: TRAM (Towards new Regional Action plans for sustainable Mobility).

Partner organization: Public Works Agency of Andalusia Regional Government.

Other partner organizations involved (if relevant): Counselling for Development, Infrastructure and Land Management.

Country: Spain

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## Policy context

The Action Plan aims to impact:

- Andalusia Regional Operative Programme 2014-2020. European Regional Development Fund.

Sustainable Mobility issues of this Operative Programme (Thematic Objective 4) are developed in PISTA 2020 (Plan de Infraestructuras para la Sostenibilidad del Transporte en Andalucía- Andalusia Sustainable Transport Infrastructure Plan). PISTA 2020 investments are already done or already under public procurement, as they are linked to high scope infrastructures that need to be operational in 2020. Most of the sustainable mobility activities foreseen in the Plan have been carried out. But PISTA 2020 will have its continuity on PISTA 2021-2027). The Actions included in this TRAM Action Plan have the double goal to improve the functionality of an investment that has already been done within Andalusia Regional Operative Programme 2014-2020, but also to impact in the next Andalusia Regional Operative Programme and in the new PISTA.



## **INTRODUCTION.**

TRAM project is designed to strengthen the urban dimension of regional and local policymaking, contributing to the implementation of EU Transport White Paper, Urban Agenda and the EU 2020 strategy and facilitating the shift to low carbon economy. In this sense, TRAM project contributes to the development of a competitive, resource-efficient and low-carbon oriented European transport system by improving the efficacy of regional and local policies on urban mobility of EU 5 partners which will benefit from cooperation by the exchange of experience and the identification of measures to be included in their urban mobility policies.

This document is the Executive summary of the Action Plan drafted by PP2- Public Works Agency of Andalusia Regional Government, in the frame of the project. The PP2 policy instrument targeted by TRAM project is the Andalusia Regional Operative Programme 2014-2020. European Regional Development Funds. Its sustainable mobility content is developed in PISTA 2020 that is nearly ended. PISTA 2021-2027 will be drafted during the project second phase, and will define the master lines of next Operative Program in sustainable mobility issues.

The present document comprises two sections. Section 1 reports the methodology that has been used to define the actions included in the Action Plan., and Section 2 describes de actions using the template provided by the INTERREG Joint Secretariat.

The extended version of the Action Plan is available in English and in Spanish. Further information can be consulted in the TRAM project Website <https://www.interregeurope.eu/tram/>

## Section 1. The methodology executive summary.

The Methodological guidelines for selection of the good and best practices and for the development of the Action Plans have been defined by the International Team of Regional Experts (ITRE Panel) of TRAM Project. Guidelines have been compiled in a document that can be consulted in the website page. Its content is aimed at defining a structured and standardized approach to help the project partners (PP) in the learning process linked to the different exchange of experience activities of the project.

The work that has been done by the ITRE and that has had as result the Guidelines includes:

- International Thematic Workshops (ITWs) design and documentation.
- Study Visits (SVs) design and documentation.
- Good practices (GPs) templates.
- Guidance of the Local Stakeholder Groups (LSGs) meetings.
- Main criteria to assess and define the Best Practices (BPs) to be developed and included in the Action Plan (AP).
- Peer Review Workshops (PRWs) design and documentation.

Guidelines are flexible enough to allow to each partner to take into consideration the local context.

The learning process for the definition of the Actions to be included in the plan has been structured in five steps:

**Step 1-** Definition of the lively issues associated to the policy instrument linked to the project and defined in the original Application Form.

In the case of PP2, six lively issues referring to the three thematic areas of TRAM have been identified:

**Table 1. Lively issues. Rank in increasing importance (1. useful; 2. Important; 3. Critical).**

Title of the issue	Description of the issue	Weight	Thematic Area
		1/2/3	
REDUCTION OF MOBILITY AND JOURNEY TIME	An important part of the mobility energy consumption is due to trips that can be optimised. The optimization can be get by reducing the 'forced' mobility needs and also by reducing the travel time.	3	GREEN TRANSPORT/ TRANSPORT POLICIES / ITS
TRANSITION FROM FOSSIL FUELS TO RENEWABLE ENERGY SOURCES FOR TRANSPORTATION	.Fossil fuels are currently the base of the transport system, The shift to renewable energies is the target of the present issue, and more specifically policies and experiences in this direction.	3	GREEN TRANSPORT
MODAL SHARE SHIFT FROM PRIVATE CAR TO PUBLIC TRANSPORT AND CYCLING	Urban mobility in cities is currently based in the use of private cars. Measures aimed to make public transport systems more attractive for current private cars and to boost the use of cycle lanes and paths will help to ease the shift to a different global situation of mobility.	3	TRANSPORT POLICIES / ITS
HIGH OCCUPATION OF THE PEDESTRIAN SPACE BY TRANSPORT SYSTEMS	Pedestrians have lost their place in many parts of the cities. They should be the most relevant actor in the mobility scheme. Thus, it is necessary to reorder the public realm, giving to pedestrians the deserved relevance. To complement this work, it can be studied how to include bike in some of those pedestrians spaces.	1	TRANSPORT POLICIES
ITS	Use of ITS in the improvement of the transport system.	2	ITS
DEMAND RESPONSIVE TRANSPORT SYSTEMS IN RURAL AREAS	Public transport in low demand zones (isolated or low population areas) needs to be improved, to give a proper service to inhabitants that often need of special support due to their age or their economic conditions.	1	ITS

**Step 2-** identification of the GP that can contribute to solve one or more of the six lively issues.

Table 2. Link between GP and lively issues.

ID	Good Practice	REDUCTION OF MOBILITY AND JOURNEY TIME	TRANSITION FROM FOSSIL FUELS TO RENEWABLE ENERGY SOURCES FOR TRANSPORTATION	MODAL SHARE SHIFT FROM PRIVATE CAR TO PUBLIC TRANSPORT AND CYCLING	HIGH OCCUPATION OF THE PEDESTRIAN SPACE BY TRANSPORT SYSTEMS	ITS	DEMAND RESPONSIVE TRANSPORT SYSTEMS IN RURAL AREAS
04	TWIST - Transport With a Social Target			X		X	X
05	MyCicero			X		X	
06	ATTAC - Attractive Urban transport, accessible cities	X		X			
07	Bicipolitana Pesaro	X		X		X	
09	Poly-SUMP	X		X			
15	Cooperative Traffic Network at B13 Federal Road	X				X	
18	Priority for cyclists in Aarhus	X				X	
24	Coordinated distribution of communal deliverables in four municipalities in southern Sweden	X				X	
28	Intelligent traffic management system @city scale	X				X	
29	Smart intersections: intelligent traffic lights giving priority to late public transportation vehicles	X		X		X	
30	Real-time passenger information system for public transportation (stop displays, touch screen info boards, route planning, Smartphone app)			X		X	
34	Green Arrow (Zöld nyíl) project (extension of tramway, new vehicles, citizen engagement in designing phase)		X	X	X	X	
37	Parking Plus - routing application to find nearest available parking place	X				X	
38	Traffic management system	X				X	
39	Pony - Car sharing system			X		X	
42	Mobility packages to attract employees to use public transport in Bistrița			X		X	
43	Modernization of the tram line in Cluj-Napoca	X		X		X	
44	Traffic management system	X				X	

**Step 3-** Proposal about how to implements the chosen GPs (Whole GPs or a part of them), after an interaction between the partner, the ITRE Panel and the LSG. Communication with the Local Stakeholders Group has included meetings, surveys and person to person communications.

**Step 4-** Evaluation of the proposal, by defining the contribution to the lively issues, the impact, the barriers to be considered, the most relevant strategies for a successful implementation, and, as a result, the definition of the Best Practices arising from the study.

**Table 3. Evaluation of the GP, and determination of the ones that are considered Best Practices in the particular case of the partner.**

ID		IMPACTS ON ISSUES						Sostenibility			Barriers				BPs
		1	2	3	4	5	6	Economy	Environment	Social	1	2	3	4	
04	TWIST - Transport With a Social Target			3		2	4	2	2	4		1			yes
05	MyCicero			3		3		2	2	2		1	2		yes
06	ATTAC - Attractive Urban transport, accessible cities	3		3				3	3	3		1	1		no
07	Bicipolitana Pesaro	3		4		3		3	4	3		1	2		yes
09	Poly-SUMP	3		3				3	3	3			1		yes
15	Cooperative Traffic Network at B13 Federal Road	3				4		3	3	2		1	1		no
18	Priority for cyclists in Aarhus	3				3		3	3	3		1	1		yes
24	Coordinated distribution of communal deliverables in four municipalities in southern Sweden	3				4		4	4	2		1	1		yes
28	Intelligent traffic management system @city scale	3				4		3	3	2		1	1		no
29	Smart intersections: intelligent traffic lights giving priority to late public transportation vehicles	3		3		4		3	3	3			1	1	yes
30	Real-time passenger information system for public transportation (stop displays, touch screen info boards, route planning, Smartphone app)			3		4		2	3	3			2		yes
34	Green Arrow (Zöld nyíl) project (extension of tramway, new vehicles, citizen engagement in designing phase)		3	4		3		2	4	4	1	1	1		no
37	Parking Plus - routing application to find nearest available parking place	3				4		3	3	2	1	1			no
38	Traffic management system	2				2		2	2	2	1	1	1		no
39	Pony - Car sharing system			3		3		3	2	2		2	1		no
42	Mobility packages to attract employees to use public transport in Bistrița			3		3		3	3	4		1	2		no
43	Modernization of the tram line in Cluj-Napoca		3	4		3		3	3	4	1	1	1		no
44	Traffic management system	3			3			3	3	2		1	1		no

The detailed information about the evaluation that has been done and the description of the applied criteria, together with the SWOT analysis for the selected GPs, is included in the full English and Spanish version of the Action Plan.

Step 5- Definition of specific actions, focused in the targets defined in the Action Plan, taking into consideration the timeframe of TRAM project second phase, and considering the need to set measurable indicators that help to evaluate the achievement of the actions, to be defined in the development of the Action Plan (Section 2). To boost the scope of the project, some actions are linked to plans that are not developed directly by the partner, but by stakeholders that have participated actively in the definition of the actions.

The result of the final study is the Action Plan that is defined in Section 2.

## Section 2. The Action Plan.

The Action Plan of PP2 (Public Works Agency of Andalusia Regional Government) includes three actions of different scope.

Each action aims to improve the current or future (due to the time frame) policy instrument of the project, with indicators and targets that will give evidence of the success of the learning process.

Every Action is based in one or more GP that have been analyzed and adapted to fit with the scope, aim and timeframe of the project.

### Action 1: NEW INFRASTRUCTURES PLAN.

#### 1. The background.

The poly-SUMP methodology is based on the conventional Sustainable Urban Mobility Plan (SUMOP) process, adding specific elements to widen the scope to a poly-centric region.

The most interesting lesson learnt has been the Future Search methodology, that is aimed to 'getting everybody involved in improving the whole system'. The idea is to bring the 'Whole system in the room', so all participants can take more informed and clear decisions and actions.

Though participative process have been used before, the idea of organizing this process as a workshop with a wide representation is a new step in the process, that can help to put things together.

The outcomes of the workshop need to be validated and refined, and there must be a follow up with decision makers and stakeholders.

#### 2. Identified Action.

##### 2.1. Description.

In accordance with the task commissioned to the Development, Infrastructure and Land Management Counselling by the Regional Government (Agreement of February the 14th 2019), it is necessary to draft a new Infrastructure Plan. This new Plan will be based in a diagnosis that will take as starting point the current PISTA 2020. Taking into consideration the lessons learned of the current Plan, as well as National and European Union policies and available resources, the new Plan will be developed in the European frame 2021-2027.

The analysis of the results of the current Plan and the actions to be included in the new one can be improved with the implementation of the Poli-SUMP methodology. The use of this methodology is not meant to be for all the actions included in the Plan, but for those that could be improved by having a wider point of view.

The plan includes all kind of infrastructures systems (roads, railway...). The SUMP Methodology would be focused in actions concerning Sustainable Mobility.

It is important to say that this plan is the main mobility policy tool in Andalusia, because is the one that develops the mobility issues linked to the Andalusia Regional Operative Programme.

To sum up, the idea is to use the lessons learnt to improve and to boost the scope of our main sustainable mobility policy tool (PISTA).

## **2.2. Action Justification.**

Some of the actions of the current plan aren't working as expected, and in some cases, the evaluation on of the action from a different point of view can help to solve the problem.

This Methodology can also help to prioritize actions when in doubt.

Thus, the results of the Infrastructures Plan that is going to be drafted will be easier to achieve.

## **2.3. How to implement the action.**

As there is already a program with the temporal development of the Plan drafting, the check points could be linked to those chapters in with it is planned to get external information:

A) Diagnosis by the Public Works Agency. In the current PISTA, diagnosis is in chapter II, "Diagnosis". The development of Poli-SUMP methodology will be specifically carried out in the Diagnosis chapter of new PISTA, as it will help to get a wider point of view in order to detect the strengths and the weaknesses of the current one.

Time frame: April-December 2019.

Indicators of the diagnosis phase:

1. Organization of 1 workshop (30 questionnaires of present or online assistants).
2. Number of actions that were included in the current PISTA that haven't worked as expected and that are modified and improved or updated during the Poli-SUMP methodology events.
3. Number of issues addressed by the assistants that weren't in the current PISTA and that are included in the final document.

B) Drafting commission. Consults: January 2020. Development of Poli-Sump methodology: External groups/assistants joining the consults. Workshops organized.

Indicators of the drafting phase:

4. Organization of 1 workshop (30 questionnaires of present or online assistants).
5. Number of actions analysed that have been improved according to the assistant's comments.

C) Final Drafting of the Plan: February 2020.

Indicators of the resulting document:

The ones of the previous phases, that will be included in the final version.

## **2.4. Effects of the action.**

The analysis of each action will be based in a wider and more realistic point of view. Thus, the achievement of the planned goals will be easier to get, and the percentage of achievement of the new PISTA will increase, and that will ease the shift to a greener mobility.

## **2.5. Case of no action.**

If the action is not implemented and the public consult is done by the traditional method, permeability of information will be lower than if all agents can exchange information person to person. Thus, the actions can have a lack of definition in some specific aspects that can be relevant for the success of the implementation process, as it has happened with some of

the actions planned in the current and previous plans.

On the other hand, after our experience with the team work of TRAM project, we have seen the utility of this kind of methodology, so as we already have the knowledge, it would be nonsense not to take advantage of the lessons learnt.

### **3. Players involved.**

Counselling of Development, Infrastructure and Land Management of Andalusia Regional Government, with the support of Public Works Agency (TRAM PP2) would be in charge of the drafting of the new Mobility Plan.

There are some organizations that are predefined in the 'Acuerdo de Formulación' (definition agreement) (public sector unions, other counsellings, etc.).

There are other relevant groups that can be involved in the Future Search Methodology described in Poly-SUMP:

- Universities.
- Sustainable Mobility associations.
- Transport companies involved in sustainable mobility actions.
- Sustainable mobility experts.
- Citizens associations.

### **4. Timeframe and indicators.**

Drafting period: 2019-2020 (approval: Dec. 2020).

Indicators are included in the point 2.3., as are directly linked to the drafting process.

### **5. Costs.**

The Public Works Agency assumes the drafting of the Plan and the application of the proposed Methodology. The costs are those of three people full time for two years. 135.000 Euro.

### **6. Funding sources.**

The results will help to optimize the whole new Andalusia Regional Operative Programme budget related to Sustainable Mobility issues (Unknown in this moment). The resources come from the Regional Government of Andalusia.

## Action 2 BICYCLE PARKING AT SAN BERNARDO INTERMODAL HUB.

### 1. The background.

The Master Plan of the Bicycle of Seville (GP no 12) has supposed the construction of a network with more than 140 km of bike paths and a public bicycle service with around 2,300 bicycles, among other effects; having generated an exponential growth of the number of cyclists and very relevant changes in the modal split of the urban mobility in the city of Seville.

The GP no 07 Bicipolitana and the study visit to the city of Pesaro has allowed us to know other successful experiences related to bicycle mobility, in particular to see on site the importance of the intermodality between bicycle and public transport and the need for secure parking for bicycles.

It needs to be highlighted that including bike as a mean of transport in terms of intermodality is one also one of the main goals included in PISTA 2020 (Explicitly in Chapter 3, 12.1. "Coordination between policies and initiatives to foster bike use", 3.12.2. "Cyclist mobility at urban scale", 3.12.3. "Cyclist mobility at metropolitan scale", 3.12.4. "Regional cyclist network", and 3.12.5. "Parking and intermodality"). As it is pointed in PISTA point 3.12.1. paragraph 4, Seville is the main reference and the "test area" that helps other administrations (local, regional and from other regions) to decide about the convenience of implementing new actions to boost bike use.

Moreover, Sevilla City Council is one of the main Interreg TRAM Stakeholders, so it is easy to get all the feedback of the actions that this Stakeholder implements, to be analysed and transferred to other local/regional authorities that might need to implement similar actions.

### 2. Identified Action.

#### 2.1. Description.

In PISTA 2020 Chapter III, "Plan proposals", there is a specific point (3.12.5. "Parking and intermodality") that describes intermodality as a priority and points the need to design facilities that favour intermodality.

Sevilla City Council is one of the main Interreg TRAM Stakeholders, so it is easy to get all the feedback of the actions that this Stakeholder implements, to be analysed and transferred to other municipalities that might need to implement similar actions.

Recently it has been approved by the City Council the revision and updating of the local plan with the aim of continuing to promote the bicycle. One of the measures that have been included is a bike parking. The place has been chosen taking into consideration that there is an important node of public transport interchange.

In this context, the proposal of a Bicycle parking in the San Bernardo intermodal hub (Seville), that would be carried out by TRAM stakeholder 'Sevilla Municipality', is directly linked to the addressed chapter of PISTA 2020 (3.12.5.).

San Bernardo zone is the main node of public transport interchange since it merges the network of Cercanías railways, the line 1 of the underground and several lines of urban and metropolitan buses.

This new parking for bicycles it would be the first of its kind in Andalusia and the idea is to build a modular construction on of 200 square meters and capacity for 250 bicycles.

Access control to the parking is one of the key aspects of the new facility; on the one hand, it must be easy and comfortable for cyclists to use, and on the other hand, it must avoid theft

and vandalism so that users can park their bicycles safely.

The use of the Consortium Travel Card can be of help in this case, because its functionality allows the implementation of this kind of service, that will be considered.

## **2.2. Action Justification.**

The action responds to the demand of cyclists who do not have secure parking for their bicycles, especially residents of the area at night and residents of the metropolitan area who access the capital by public transport and prefer to have their own bicycle for their urban trips in the capital (intermodality Public Transport - Bicycle).

It is an action that is specifically included in the mobility policy instrument PISTA 2020, and in the Andalusia Cycle Plan 2014-2020.

During TRAM project Study visits has been proved that all measures that make the sustainable transport system safer have a positive response (Pesaro BICIPOLITANA).

In this case, as the action would be implemented by one of the most important Stakeholders of the project (Sevilla Municipality), PP2 would have the chance to have all the information about the monitoring of the action and about the necessary data to transfer the action to other projects in other cities or transport nodes.

It is going to be studied the possibility of using the Travel Card of the Consortium, in order to make the payment easier for users. Andalusia Travel Card of the Consortium has been presented as GP by PP2 in the frame of TRAM project and has been chosen as GP by many of the partners. This option wasn't considered at the beginning, but after the interest that the measure has had between the project partners, it seems interesting to go on increasing the utilities of this card.

## **2.3. How to implement the action.**

The summary of the process is the following: the first step is about the permission, as every project in the public space requires an authorization by the city council. Then a constructive project is required and, finally, the selection on of a construction company through a public tender process.

From the point of view of TRAM project, the most interesting thing is the number of users after it has been built.

It is also interesting to see which is the payment system that is designed, and to study the possibility of pay with the Travel Card of the Consortium (Travel Card of the Consortium has been one of the Good Practices presented by PP2 and has been chosen as GP for many of the project partners, so it is also a way to give even more functionality to the Consortium Travel Card)..

## **2.4. Effects of the action.**

The main effect of the project is the fostering of bicycle mobility, especially for public transport users, who will have the option of combining public transport and their particular bicycles. It is interesting, because there seems to be a preference for the use of private bike between frequently cyclists, because it allows them to use a bike adapted to each cyclist particular conditions, instead of the standard ones of the public sharing system.

It is important to consider that if this action is successful it can be implemented in other cities and by other stakeholders.

The option to pay with the Travel Card helps to make things easier and faster for travellers. This option needs to be studied in order to its implementation.

### **2.5. Case of no action.**

The policies to foster sustainable mobility, especially in terms of mobility by bicycle, require continuous measures of improvement and innovation, in addition to the conservation of what already exists since, if not acted on, the number of users of the bicycle stagnates or it even decreases. That's why PISTA 2020 (developing the objectives of the Andalusia Regional Operative Programme) includes this kind of measures.

A specific risk refers to an increase in vandalism. According to surveys, one reason less people ride bicycles is the risk of theft and vandalism.

### **3. Players involved.**

Seville city council would be the organization in charge of the implementation. Cyclists associations and public transport operators would be relevant stakeholders.

It is also necessary the participation of the Consortium Transport Network, in order to make possible the use of the Travel Card as a way of payment.

### **4. Timeframe and Monitoring.**

DECEMBER 2019. The new bicycle parking starts working.

2nd SEMESTER 2020. Other similar projects in the city of Seville are planned.

INDICATORS:

Number of users after 3 months of implementation.

Number of new similar projects in the second semester of 2020.

Number of payments with the travel card.

### **5. Cost.**

200.000 €: Seville city council.

### **6. Funding sources.**

Travel card updating: Internal cost of the Mobility Consortium Network.



## Action 3 REGULATORY RULES OF PERSONAL MOBILITY VEHICLES.

### 1. The background.

In the study visit of the GP 07 Bicipolitana in Pesaro, in the pedestrianization projects of Oradea (GP40) and Baia Mare (GP41) and in the internal meetings with the Local Stakeholders Group, we have learned that the new cycling infrastructures and the recovery of public space for pedestrians are generating an exponential growth of Personal Mobility Vehicles (PMV) that are currently using a space that hasn't been designed specifically for them, and that is already creating a problem among users.

PISTA 2020 has a specific point (3.12.1. paragraph 5) that explains the need to prepare guidelines that help to boost and protect the use of bike, and that it is also necessary that local administrations have laws that favour bicycles. It is necessary to protect and assure the use in safe conditions of all the cycle networks that have been built in the frame of the Andalusian Plan of the bicycle (presented as GP by PP2 in TRAM project).

On the other hand, it is necessary to pay attention to the role of those new electric personal mobility devices in the mobility, due both to their increasing number (that turns them into a new kind of electric mobility) and to the kind of accidents in which they are involved (more than 200 known cases in Spain till December 2018 that were caused by those devices, with the result of pedestrians injured and policy and medical assistance needed, two of them resulting in death).

### 2. Identified Action.

#### 2.1. Description.

The increasing number of Personal Mobility Vehicles makes necessary to think about the idea of including those devices in the mobility modal share, with a regulation according to the particularities of each territory.

In Spain, some city councils are trying to solve this problem with local regulations, whereas the Central Government is working on in a draft of the General Circulation Regulation which includes these new types of personal mobility vehicles.

In this context, there is a double work to be done and included in the mobility plans:

- To encourage to the municipalities to approve future local rules. Due to the existing cycle network, the main problem in Andalusia is located in the province capitals and their metropolitan areas. The drafting of a local regulation in Sevilla, the main one with the bigger metropolitan area, can be used as a starting point for the rest of the municipalities.

- PISTA 2020 has included investments in cycle lanes which use needs to be regulated in order to protect the main use they have been designed for (cycling), as it is said in PISTA 2020 Chapter 3.12.1. (paragraph 5). On the other hand, the truth is that the appearance of those devices results in a new kind of electric mobility different from the electric one that has been considered till the moment (car and motorbike). As it is quite new, municipalities still don't have trustable data about their paper in the mobility modal share, and about the provenance of users (pedestrians, cyclist, private cars or public transport).

This kind of devices can be really useful to boost intermodality in metropolitan areas, and in certain conditions they could even use metropolitan cycle networks.

That is something that will be studied according to the methodology of the Action 1 of the present plan for its inclusion in the new PISTA. But it should also have a direct impact on

the use of cycle paths already built under the Current Plan (with funds from Andalusia Regional Operative Programme)

Additionally, a guidelines document will be elaborated by PP2. This document will contain common points that can be adopted by any municipality, and some additional recommendations to improve safety and to take into consideration the case of metropolitan trips. Thus, those guidelines will not be thought just at local scale, but also at metropolitan scale, as Personal mobility vehicles autonomy is usually higher than 25 km). The document. The document will also help city councils to adopt coherent regulatory rules that improve sustainable mobility by clarifying street uses.

## **2.2. Action Justification.**

If Personal Mobility Vehicles are going to be included in PISTA, they need to have a common frame regulation proposal that can be adopted for their entrance in the landscape.

Moreover, if actions are not taken, the risk is to lose part of the current users of the bicycle networks, because an increasing risk in security causes a worse perception, and a decrease in use.

Thus, and according to PISTA, it is necessary to prepare guidelines to boost and protect the use of bike, also taking into consideration that it is a way to protect the functionality of the investment (38 M€) that has been done for this purpose.

## **2.3. How to implement the action.**

The guidelines document will be elaborated by a group work that will be led by PP2 with the support of its TRAM stakeholders, taking as starting point the document that is being drafted by Seville Municipality.

The results of this group work will be delivered to the team in charge of the drafting of the new PISTA, to be incorporated to Poli-Sump methodology.

After the discussion in new PISTA drafting workshops, the guidelines will be updated and prepared for their dissemination.

## **2.4. Effects of the action.**

The guidelines can help to develop a new kind of electric mobility in safe conditions, taking into consideration that the priority is always for pedestrians and cyclist, which are the more sustainable travellers.

Thus, the investment that has been done within the Andalusia Regional Operative Programme 2014-2020 in cycle networks is going to be optimized.

The scope of the action will be higher if it is promoted by the regional authority.

## **2.5. Case of no action.**

The growing number of PMV has decrease the safety level in cycle networks and pavements for pedestrians and cyclists.

If regulation is too hard, it is possible to lose an opportunity to develop a new kind of electric mobility. On the other hand, if it is too permissive, the number of conflicts among EMV users, cyclist and pedestrians will increase, and pedestrians and cyclist might change to more polluting means of transport.

To act at local level might be enough at city scale, but the scope of the action will be wider if regional authorities are involved.

### **3. Players involved.**

Players involved in the drafting of the guidelines:

Public Works Agency and General Directorate for Mobility of Andalusia Regional Government will be in charge of the drafting of the guidelines, with the support of Stakeholders.

Players involved in the drafting of the new PISTA:

Universities.

Sustainable Mobility associations.

Transport companies involved in sustainable mobility actions.

Sustainable mobility experts.

Citizens associations

### **4. Timeframe and Monitoring.**

November 2019: guidelines document draft ready for first discussion.

March 2020: guidelines document ready to be published and disseminated. Dissemination actions (seminars, workshops, mailing into specialized forums, etc.). The target is to organize at least two (2) dissemination actions before December 2020.

### **5. Costs.**

Assumed by Andalusia Regional Government in the frame of the new PISTA drafting.

### **6. Funding sources.**

It allows to optimize the functionality of the investment that has been done within the Andalusia Regional Operative Programme 2014-2020 in cycle networks (38 M€). The resources come from the Regional Government of Andalusia, and funded by Andalusia Regional Operative Programme (specific objective 4.5.1.).