

MATCH-UP

Interreg Europe



European Union
European Regional
Development Fund

MATCH-UP project

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

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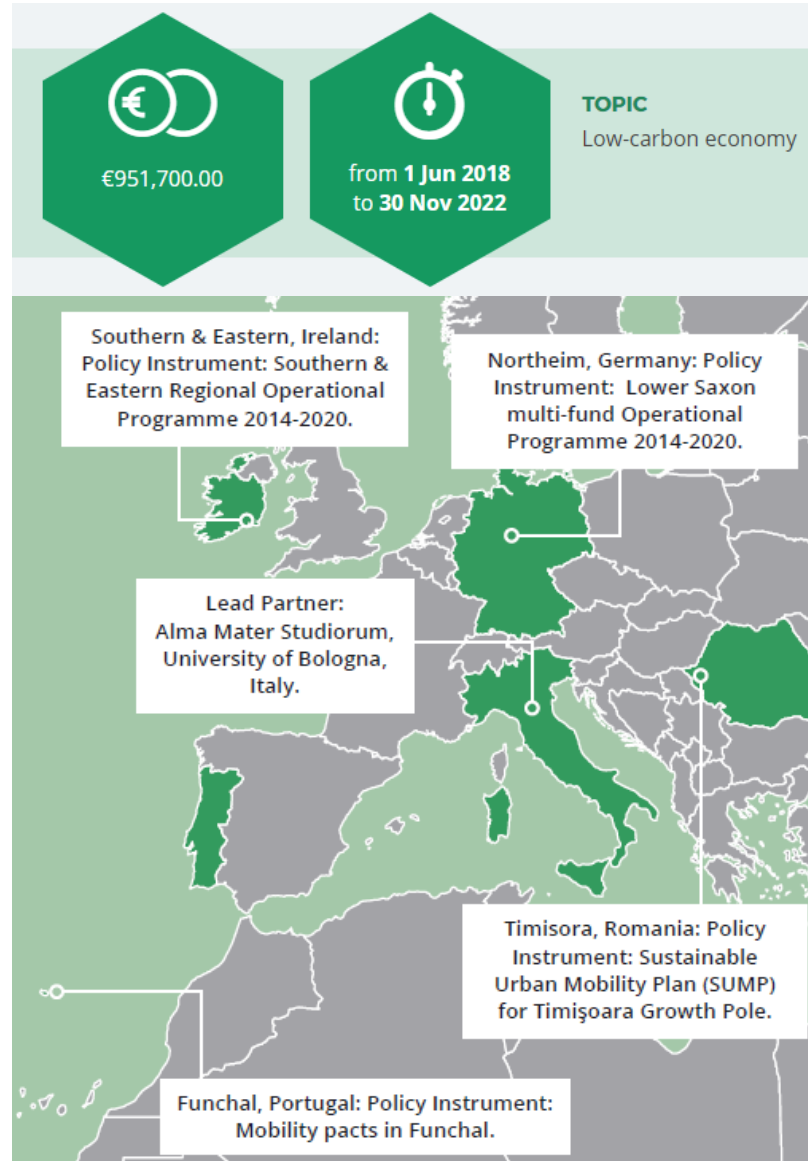
Tionól Réigiúnach an Deiscirt
Southern Regional Assembly



Primăria
Municipiului
Timișoara



Exchanging experiences and learning from
Good Practices already implemented in each territory



Overall objective

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



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Lead Partner



Southern Regional
Assembly (IE)



County of
Northeim (DE)



Municipality of
Funchal (PT)



Timișoara
Municipality (RO)

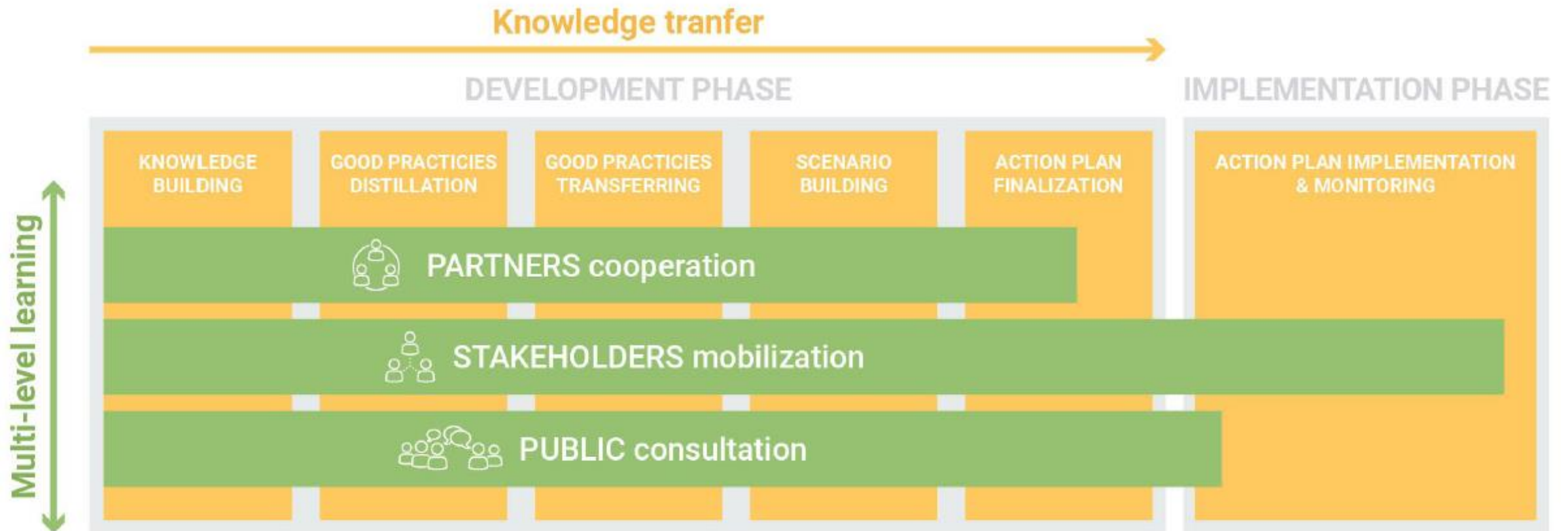
MATCH-UP approach: basic elements

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

-  I. Walking
-  II. Cycling
-  III. Rail transport
-  IV. Public transport
-  V. Green vehicles

Knowledge transfer and multilevel learning approach

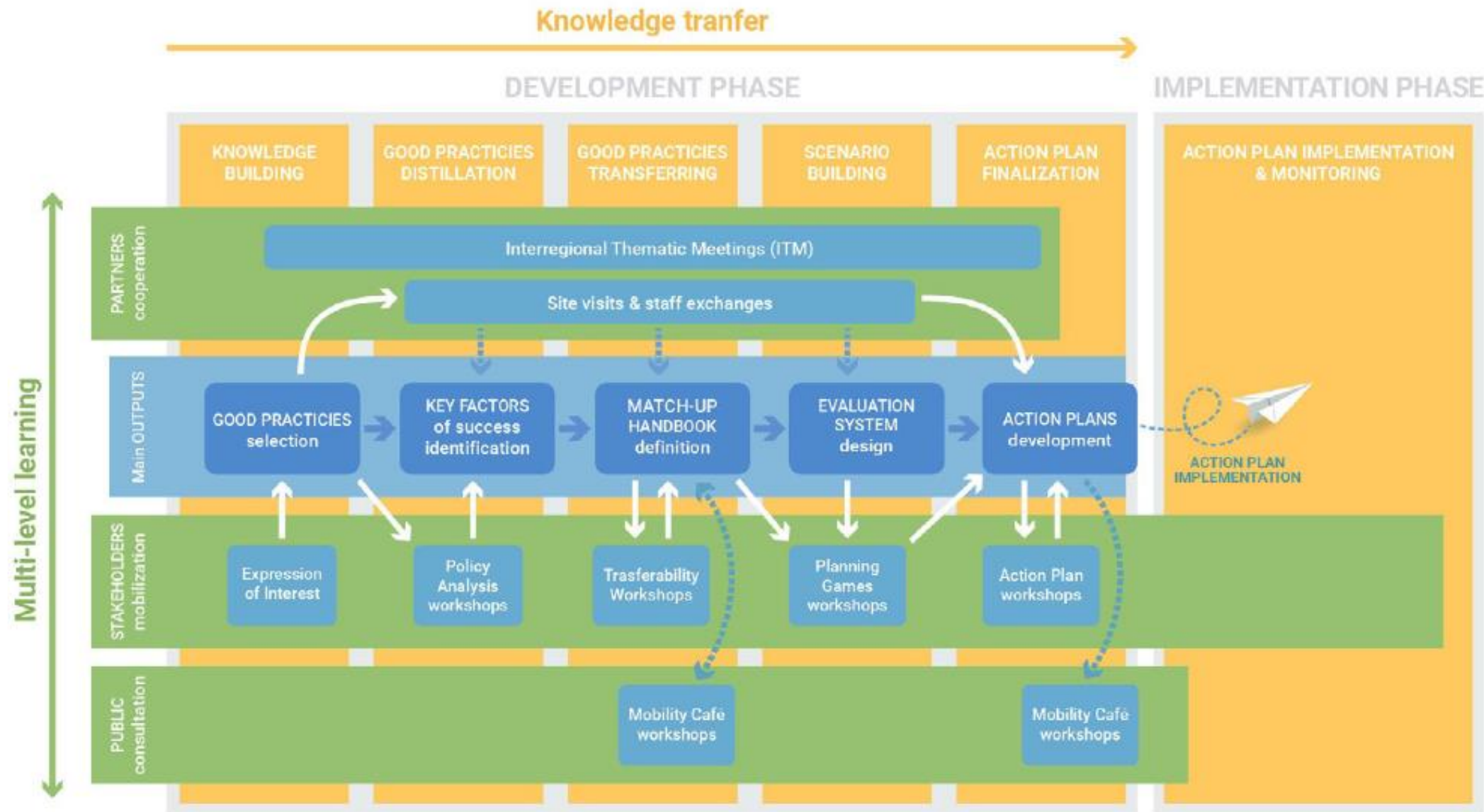
MATCH-UP approach: knowledge transfer and multilevel learning



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

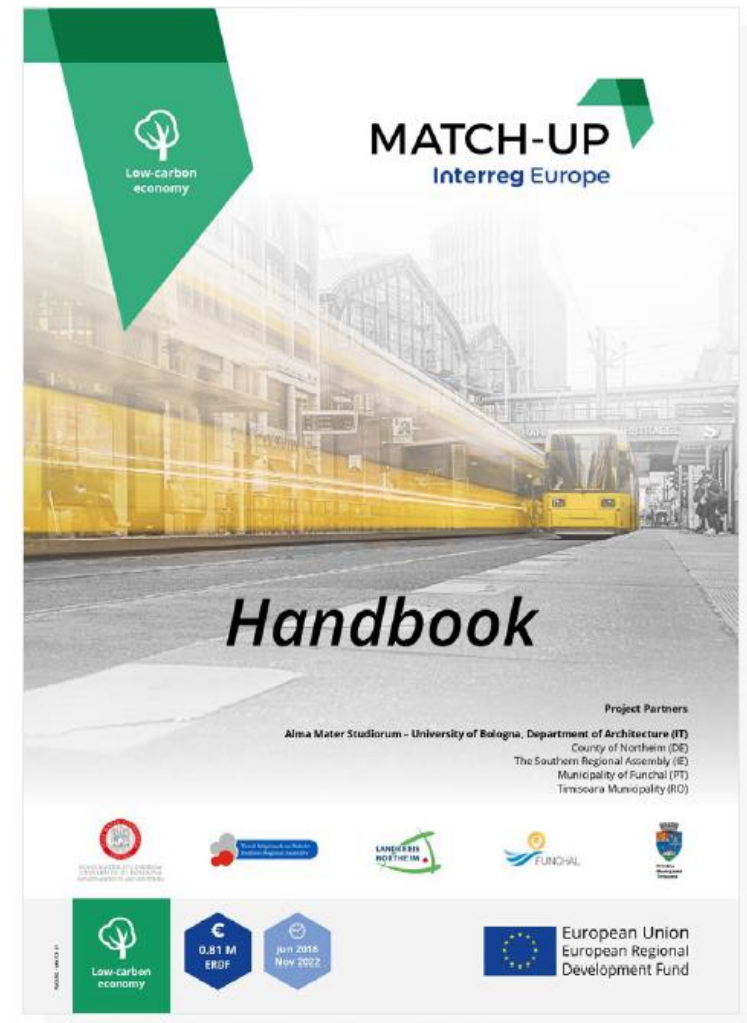
Main domains:

- 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.) 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 of 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

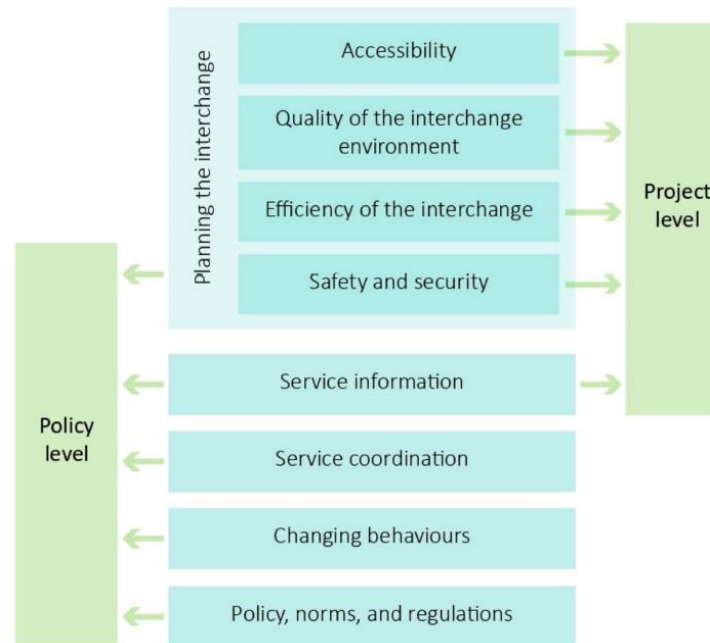
Comments from Stakeholders and Project Partners interested in the practice

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

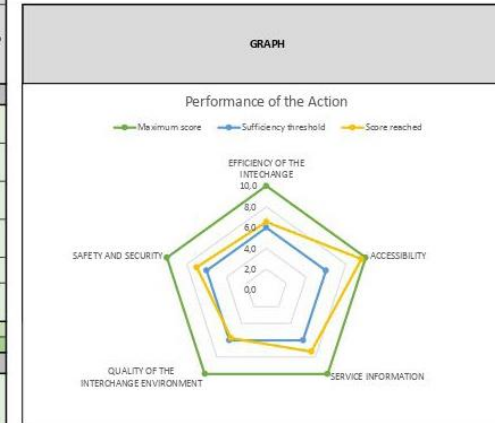


KEY FACTORS OF SUCCESS	DESCRIPTION	KEY FACTORS PERFORMANCE for Solution no. X
		Score: 1 = absence of the KF 2 = low 3 = Fair 4 = good 5 = high
EFFICIENCY OF THE INTERCHANGE WITHIN THE SINGLE NODE		
Efficient vehicle movements	Presence of enough space for movement of transport vehicles involved in the interchange (e.g. vehicles access, manoeuvring or transit areas, etc.)	4
	Presence of proper signage for drivers approaching the interchange area (e.g. stop or parking areas, transit routes, service areas, etc.)	4
Proximity (clear pedestrian routes for passengers)	Presence of clear and direct routes for pedestrians connecting facilities and destinations related to the passenger's trip	2
Efficient fare payment and validation	Presence of ticketing machines in convenient locations to purchase and/or validate tickets near the interchange node	3
	Presence of ticket offices in convenient locations or near the interchange node to purchase tickets	5
Flexibility in time and use	Interchange node design that eases the accommodation of new transport modes or the implementation of the same system	2
TOTALS:		
values visualized in the graph >>		

ACCESSIBILITY		
Universal design	Interchange spaces designed for all passengers, particularly those with reduced mobility (presence of boarding equipment, ramps, escalators, staircase aids for bikes, wheelchairs, strollers, etc.)	5
	Presence of dedicated staff helping people to get particularly for those with	1
	indings have the same within the interchange node's of good connections with the ling areas	3
	or private motorized vehicles:	1
	ilities for e-cars	5
	nes	2
		4
	all the existing sharing s (car/bike/scooter/e-car	4
	all the existing sharing s (car/bike/scooter/e-car	5
	to ensure consistent, clear, e, to help passengers moving le (postern pole, platform	1
TOTALS:		
values visualized in the graph >>		

SCORE NORMALIZATION		
D		
OUTSKIRT INTERCHANGE CAR PARK		
Score reached	Sufficiency threshold	Maximum score
24	18	30
8	6	10
12	18	30
18	18	30
10	6	10
0	3	5
72	66	110
6,5	6,0	10,0
30	18	30
0	3	5
3	3	5
0	6	10
20	12	20
20	12	20
0	4,5	7,5
4	3	5
8	6	10
30	18	30
0	6	10
115	72	120
9,6	6,0	10,0

<< select the TYPE OF NODE analysed from the drop-down menu




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.




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County of Northeim
ACTION PLAN

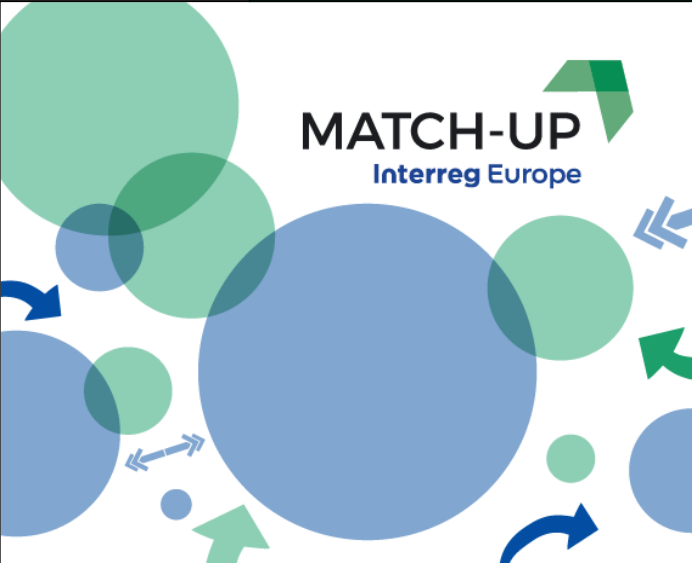


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Municipality of Funchal
Traffic and Mobility Division




MATCH-UP
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Southern Regional Assembly
Regional Action Plan

Regional Action
The Role of Modal Interchange
to Foster Low Carbon Urban Mobility



Tiondi Bifglíneach an Deáicirt
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MUNICIPALITY OF TIMIȘOARA
ACTION PLAN

Action Plan to boost modal interchange with and between low-carbon means of transport



Primăria Municipiului Timișoara

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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 highlight 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

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Thank you!

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