Interregional Learning towards Sustainable Mobility:

the REGIO-Mob Experience

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

Low-carbon economy

Internal uses: selection of Best practices

2022

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SUMMARY

7. Good Practices identified by South-East of Scotland Transport Partnership - SESTRAN (UK)

1. INTRODUCTION

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

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

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

Topic 1) Local and Regional Public Transport system;

Topic 2) Sharing mobility;

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

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

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

- How to guarantee the safety on public transport?

- How to manage the restrictions of number of voyagers on board?

- How to guarantee the distances between people on board?

- How to guarantee the safety of users (with a particular focus to the free floating sharing mobility system that represents the most affected one)?

- How to transform these temporary initiatives in a permanent ones?

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

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

Andrea Vignoli

ANCI Lazio – EU Project Department

1.1 METHODOLOGY FOR THE SELECTION OF BEST PRACTICES

During the first phase of the REGIO-MOB' extension activity, the partners from 6 Regions participating in the project had to identify at least 12 Best Practices (at least 2 per partner) taking into account 4 key themes for regional sustainable mobility:

1) *Local and Regional Public Transport system;*

2) *Sharing mobility;*

3) *Temporary infrastructures for cycling mobility;*

4) *Demand transport responsive systems.*

So far, the partners have already identified a total of 20 BPs:

Country	N° of practices
Italy	5
Slovenia	2
Poland	3
Romania	3
United Kingdom	5
Greece	3
Total	20

Table 1. Number of practices proposed by each participating region in the REGIO-MOB Plus Project.

In order to ensure the success of the learning process, REGIO-MOB partners have to assess and priorise each others' BPs according to their region's interests.

The designed to carry out the assessment is based on 3 main criteria:

☞ **Alignment with the partner's regional strategy** *(value assigned to this criterion: 0,56)*

☞ **Potential for replication in the partner's region** *(value assigned to this criterion: 0,13)*

☞ **Expected impact in the partner's region** *(value assigned to this criterion: 0,31)*

　　o *For a total of priority value of : 1*

The partners (together with their key regional stakeholders) have to rank other region's BPs, validating the above criteria according to the following score scale:

Score	Meaning
0	Not met
1	Partially met
2	Fully met

As a result of the assessment, the partners will decide which BPs (from the total of BPs identified) will be transferred during the "exchange of experiences" process. These will be the BPs that:

✎ Are aligned with the largest number of the regional strategies.

✎ Have the highest potential for replication in the largest number of participating regions.

✎ Have the highest potential impact in the largest number of participating regions.

At the following *link* the FOLDER (already shared in the REGIOMOB GoogleDrive repository) with the model for the evaluation for each partner.

Please remember that you should assess only the other partners' BPs. Also consider only those BPs that are actually aligned with your regional strategy, that is to say, if a BP is not aligned with your region's priorities it makes no sense to continue with the assessment (in terms of exchange).

Overall, the good practices identified cover the 4 key project themes, as shown in the following score table:

20 GOOD PRACTICES IDENTIFIED				
THEME	N° of GPs identified	TITLE OF GOOD PRACTICE	PARTNER	
1) Local and Regional Public Transport system	11	App that counts the number of users on board a bus	ANCI LAZIO	
		Strengthening of public transport with 14 new grand tourism lines	ANCI LAZIO	
		Increasing transport capacity - Ljubljana public passenger transport	PROMETNI	
		Introduction of family weekend tickets and 75% discount on all public transport tickets	PROMETNI	
		Implementation of "personalized" Public Transportation marketing campaign	RWM	
		Recreation Bus Lines during COVID-19.	NIEPOLOMICE	
		CRAIOVA Transport App	OLTENIA	
		The South East of Scotland Transport Transition Group	SEStran	
		Thistle Assistance Card and App – mask exemption sticker	SEStran	
		Bus Priority Rapid Deployment Fund	SEStran	
		Transport to companies during COVID-19	NIEPOLOMICE	
2) Sharing mobility	2	Automatic sanitation of cars in "Car Sharing Rome" service.	ANCI LAZIO	
		Car sharing and car-pooling mobile app	RWM	
3) Temporary infrastructures for cycling mobility	3	Temporary and permanent cycle routes in response to COVID-19	ANCI LAZIO	
		Mobility shield	NIEPOLOMICE	
		Spaces for People programme	SEStran	
4) Demand transport responsive systems	4	Shopping and Medication Ready - free home delivery of groceries and medicines	ANCI LAZIO	
		Smart Demand Responsive Transport App for public transport and taxis	RWM	
		Specific actions in transport systems supportive of COVID-19 measures	OLTENIA	
		Demand Responsive Transport (DRT) proposed trial	SEStran	

Table 2. Correlation scheme between the 4 key themes of the project and the identified GPS.

	Alignment with the partner's regional strategy (if the score is 0, the rest of criteria do not need to be assessed)"	Potential for replication in the partner's region	Expected impact in the partner's region
	Scale: 0 (not met), 1 (partially met), 2 (fully met)		
	Total		

GOOD PRACTICES FACTSHEETS

Title of the practice	**Shopping and Medication Ready - free home delivery of groceries and medicines**		
Project partner linked to the BP	ANCI Lazio		
Organization responsible of the practice in the region	This service was carried out by various institutions such as: Committees of the Italian Red Cross and by many Italian Municipalities. The reference for the description of this document was the Municipality of Orte		
Thematic coverage (TOPICS linked to the practice)		1) Local and Regional Public Transport system	
		2) Sharing mobility	
		3) Temporary infrastructures for cycling mobility	
	✓	**4) Demand transport responsive systems**	
Thematic coverage (INDICATORS linked to the practice)	✓	% Reduction of CO2 emissions associated to transport.	
		% Municipalities involved in the implementation of the sustainable mobility plan.	
		% Reduction of PM10 in the provincial capitals	
	✓	% Efficient connections in transport in the region.	
		% Passengers using public transportation.	
		% Increase of quality of life of the citizens.	
		% Journeys undertaken by public and private travel or low energy vehicles.	
Brief description of the practice	The Municipality of Orte with the AVIS (Association of Voluntary Italian Blood Donors) has activated a free service to deal with the COVID-19 emergency, offering home delivery of groceries and medicines, helping the most vulnerable people and reducing therefore vehicular traffic. The service is aimed at over 65 or non-self-sufficient people and is provided in association with all supermarkets and pharmacies that have joined the initiative thanks to the collaboration of the Municipality.		
Main results:	With the indications of the Ministry of Health inviting the population not to leave the house and not to go to crowded places due to the perpetuation of the Covid-19 emergency and in order to respond to this particular vulnerable situation, the Municipality of Orte with the ASVIS Association (as well as many other voluntary associations in Italy and above all the Italian Red Cross) have offered to the population two free services: "Pronto Spesa" and 2/3 "Pronto Farmaco" an home delivery of medicines and basic necessities service, starting from 12 March 2020 and throughout the persistence of the epidemiological emergency. To use the services by reservation, a special telephone number has been activated (in the case of the Municipality of Orte, +39 0761.401121) between 9:00 - 12:00 and 15:30-18: 30 from Monday to Friday. People in difficulty were able to report their needs to the operator who organized the service to be carried out within 48 hours after the phone call. As for the delivery of medicines service, the volunteers collected the prescriptions of the patients from their homes, then went to the nearest pharmacy and then delivered the drugs to the user's home. Volunteers do not enter the users' homes and were recognizable by the uniform of ASVIS or the Italian Red Cross. The over 65s also had the domiciliation service for food and, in the same way, those people who used the Municipal Social Desk were able to request home delivery of the food package. In a delicate moment like the pandemic, this service has strengthened solidarity and proximity, also favoring the reduction of vehicular traffic.		

	Beneficiaries of the service: - people aged 65 or over - disabled with general handicap regularly certified at 70% - people confined at home, even temporarily, without the possibility of providing for the need with the help of family members - residents placed in home isolation in application of the regulatory provisions for the containment of the COVID-19 contagion.
Lessons learnt	This service was relevant in consideration of the contingent health emergency situation, and in particular to meet the following objectives: · limit the need for people to leave their homes, and in particular for the weakest subjects and therefore more exposed to the virus, consequently reducing vehicular traffic; · encourage compliance with the rules; · try to contain the economic repercussions on businesses. The Municipality, in collaboration with the Municipal AVIS of Orte and the support of the voluntary service of the Municipal Civil Protection Group, has subsequently extended the ready-to-use drug service to all those who are mainly advised to stay at home, all those who have turned 65. years, the elderly, the chronically ill, the disabled, those who are in fiduciary isolation, those who are temporarily confined to their homes, single-parent households with children who cannot be left alone. Furthermore, for the same categories of subjects, the ready-to-eat service has been added to the ready-to-use drug, that is the possibility of having the shopping of food and basic necessities delivered to the home. The services are free and are provided by the volunteers and workers of the Municipal AVIS and the Municipal Civil Protection Group, recognizable by means of a special card.
Transferability	It is a community service generated thanks to the joint action of the Municipality and voluntary associations and with the collaboration of traders, doctors and pharmacists. The experience is highly transferable thanks to the action of voluntary associations and the agreement with local administrations. In Italy, the experience has spread to all cities through the Committees of the Italian Red Cross present on the national territory. They too have taken action for the COVID-19 emergency, offering a free service for the home delivery of groceries and medicines, helping the most vulnerable people. A free tollfree number (800-065510) was also created for the service, active throughout Italy, and aimed at over 65 or non-self-sufficient people and is managed in cooperation with supermarkets and pharmacies that have joined the initiative thanks to the collaboration of the Municipalities.

Photo:
view of Orte Municipality

Photo:
2 posters of the service activated at the Municipality of Orte

Title of the practice	"SMART CUBE" Automatic sanitation of cars in "Car Sharing Rome" service
Project partner linked to the BP	ANCI Lazio
Organization responsible of the practice in the region	Roma Servizi per la Mobilit S.r.l. - Car Sharing Service

Thematic coverage (TOPICS linked to the practice)		
		1) Local and Regional Public Transport system
	✓	**2) Sharing mobility**
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems

Thematic coverage (INDICATORS linked to the practice)		
	✓	% Reduction of CO2 emissions associated to transport.
	✓	% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
		% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.

| Brief description of the practice	Among the heavy effects that the Covid-19 pandemic has had on the automotive world, the significant reduction in the use of car sharing services should also be mentioned. Customers, frightened by the danger of coming into contact with the coronavirus, have stopped using shared vehicles. The municipal Car Sharing of the city of Rome managed by the Rome Mobility Services Agency (RSM) has **introduced an innovative device "SMART CUBE" that allows the automatic sanitation of the passenger compartment at each rental, in order to eliminate the risk of contagion in the cars**. The municipal car-sharing fleet consists of 201 vehicles in which automatic sanitation devices have been installed. At the end of each rental and in less than 15 minutes, the device is able to automatically spread a sanitizing product inside the vehicle, making the vehicle immediately reusable, in total safety. The '' Smart Cube '' device developed by Wash Out (Telepass Group) has been installed since August 2021 on over two hundred vehicles in the car sharing fleet managed by Roma Servizi per la Mobilità.
Main results	Car Sharing allows you to use shared cars, integrated with public transport, in a simple, comfortable, sustainable and economical way. It is no longer necessary to own the car: it is possible to use it only when needed with guaranteed parking and circulation in the ZTL. Fewer cars on the road and less pollution. With the "Smart Cube" device, an innovative and efficient vehicle sanitation method is offered, also from the point of view of cost management, supporting companies and the public administration to deal with the pandemic, guaranteeing a safe service also from a health point of view.

	The "smart cube" solution also allows the activation of the sanitation cycle even remotely, at the end of each use, without the need for manual interventions and ensures the purification of the atmosphere, contact surfaces and the air conditioning system. About forty sanitizations are possible with a single refill, after which the system is refilled by the staff on duty.
Lessons learnt	Operators such as "Roma Servizi per la Mobilit S.r.l. - Car Sharing Service "created specific protocols to secure vehicles and with the innovative" Smart Cube "device and offered users a viable and safe solution to the use of the car-sharing service. Therefore, in addition to being lowpolluting, car sharing cars with the aforementioned "Smart Cube" device are also constantly sanitized in compliance with anti-Covid regulations. This solution also helps companies to contain costs related to the item of expenditure for sanitation and to optimize processes related to health needs. Car sharing is a sustainable and convenient mobility solution at the same time. You pay only the rental (with a one-off registration fee and a cost based on time of use and kilometers traveled), allowing the user to save on the costs of buying a car, insurance, road tax and of the revision. In addition to private users, all organizations or private companies can join the Rome Car Sharing service. Furthermore, companies or organizations that have appointed a Mobility Manager can access significant discounts on use for their employees. The "Car Sharing Roma" service, a station-based service upon reservation, carries out approximately 25,000 trips per year for approximately 500,000 km. Users with an average age between 45 and 55 years, 65% men.
Transferability	The good practice is easily transferable and the staff of Roma Capitale and the RSM Agency are available to provide further details on the management of the car-sharing fleet. With regard to the "Smart Cube" device, it must be said that it can be easily installed in different parts of the passenger compartment, depending on the preferences of the manager and the type of vehicle in use. The sanitation process is activated when the driver ends use and closes the vehicle. "Smart Cube" is a device created by the Wash Out company, founded in 2016 and specialized in home and eco-sustainable Car Care, since 2020 it is part of the Telepass Group and has horizons for international expansion. Today it is present in Italy (in six cities, in Milan, Rome, Turin, Florence, Bologna and Monza). The device uses ecological waterless products, which do not produce waste on the ground but vaporize when used.

Photo: Sticker that identifies the innovative service in operation in car sharing cars managed by the Rome Mobility Agency "Roma Servizi per la Mobilit S.r.l."

Photo: "Smart Cube" device produced by Wash Out
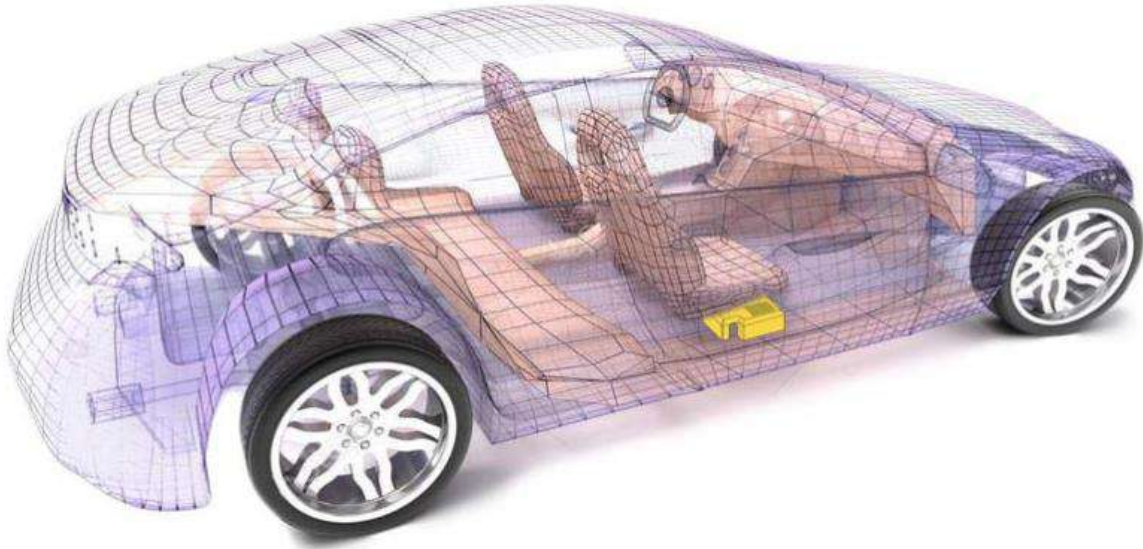
Photo: illustration of the positioning of the "Smart Cube" device in a vehicle of the municipal car-sharing fleet. The position shown is for illustrative purposes: the sanitizing device can be positioned in different parts of the vehicle according to the needs of the customer or the car

Photo: car-sharing car in Rome with the sticker highlighting the sanitation service inside the vehicle

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

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

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

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

PIANO ITINERARI CICLABILI TRANSITORI

Tipologia 1
«REGOLAMENTO VIARIO»

Questa tipologia di pista ciclabile si configura come una monodirezionale in sede riservata di almeno 1.50 m di ampiezza in senso concorde con quello degli autoveicoli e si posiziona su una piattaforma stradale che presenta la sosta lato marciapiede.
Nel dettaglio la pista giace a sinistra della sosta, distanziandosi da essa, con un franco di almeno 50 cm per consentire l'apertura dello sportello dell'automobile in sicurezza.
In virtù della sua posizione rispetto alla sosta, la ciclabile è delimitata da segnaletica orizzontale tratteggiata (bianca e gialla) poiché è previsto che sia valicata dalle autovetture per raggiungere gli stalli di sosta.
Si ritiene utile sottolineare due aspetti. In primo luogo che, a solo titolo esemplificativo, è stata graficizzata la sosta in linea ma che è possibile attuare questo percorso ciclabile anche in presenza di sosta a spina e a pettine. In secondo luogo che l'inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti. Tale soluzione prevede la riorganizzazione degli spazi delle corsie di marcia.
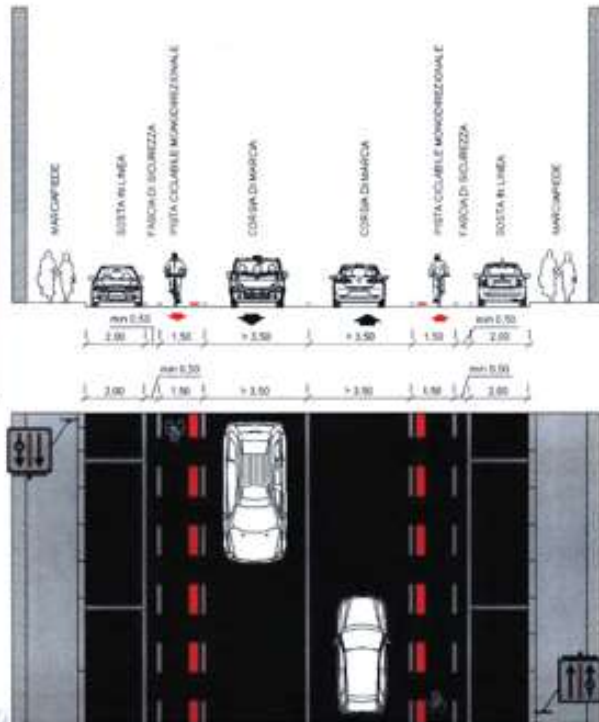
Tipologia 2
«PREFERENZIALE + CICLABILE»

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

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

Questa tipologia di pista ciclabile si configura come una monodirezionale riservata di almeno 1.50 m di ampiezza.

La pista corre tra il marciapiede e la sosta in linea ed è definita dalla consueta striscia gialla di 30 cm e da una fascia neutra di almeno 50 cm. Per aumentarne la visibilità è stata inserita anche una fila di occhi di gatto che si distanziano di 2.50 m. Ove gli spazi stradali lo consentono la fascia neutra in segnaletica orizzontale può trasformarsi in camminamento pedonale non inferiore ad 1 m di larghezza.

Potrebbe verificarsi la circostanza in cui la sosta in linea sia interrotta ad esempio da un molo di fermata per il trasporto pubblico. In tal caso la pista ciclabile correrebbe tra il marciapiede ed il molo in sede propria per poi riprendere il suo percorso in sede riservata una volta superato il molo stesso. Si precisa che l'inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti.

Per quanto riguarda il molo di fermata ne è stimato da realizzare uno a km per senso di marcia.

Tipologia 4
«CICLABILE AL POSTO DELLA SOSTA»

Questa tipologia di pista ciclabile si configura come una monodirezionale riservata di almeno 1.50 m di ampiezza.

Nella soluzione rappresentata la pista corre tra il marciapiede e la corsia di marcia in senso concorde con i veicoli. Si è ipotizzata la sua giacitura in sostituzione della eventuale sosta in linea. In questo caso la corsia di marcia può avere un'ampiezza variabile a seconda delle sue caratteristiche e classificazioni (strada a senso unico, di livello locale, ect).

L'inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti. La pista è realizzata eliminando dei posti utilizzati per la sosta.
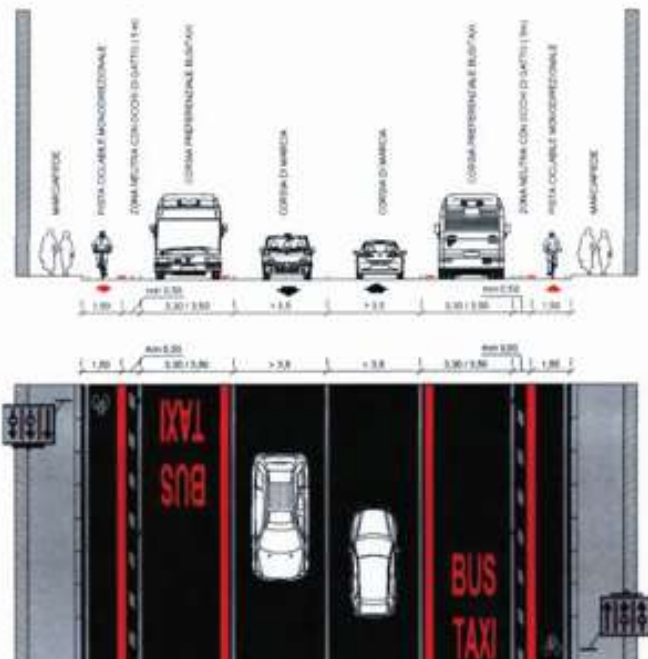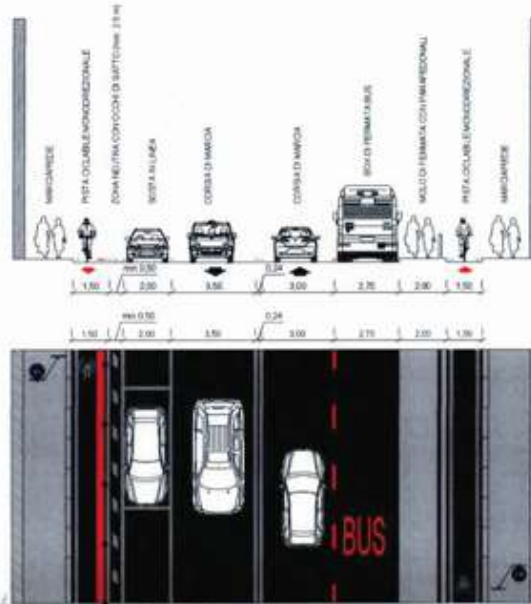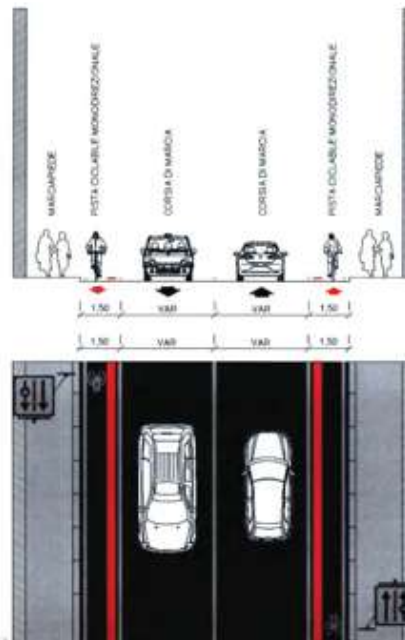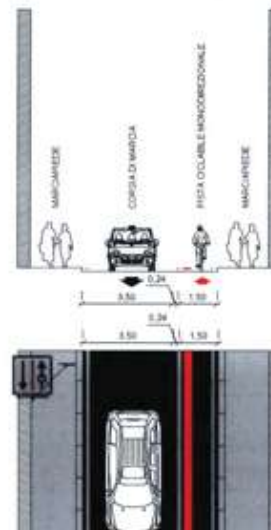

Tipologia 5
«BICI DOPPIO SENSO CICLABILE»

Questa tipologia di pista ciclabile si configura come una monodirezionale riservata di 1.50 m di ampiezza. E' l'unica tipologia che prevede il senso discorde rispetto a quello degli autoveicoli ed è stata immagina per le strade a senso unico in viabilità locale a carico veicolare ridotto.

Nel dettaglio la pista giace lato marciapiede ed è individuata con segnaletica verticale, tramite il cartello uso corsie, ed orizzontale con la consueta striscia gialla da 30 cm e la doppia striscia bianca invalicabile.

Si precisa che l'inserimento di questa tipologia di pista prevede che la corsia di marcia veicolare abbia almeno un'ampiezza di 3.50 m per consentire il transito di veicoli pesanti.

Title of the practice	App that counts the number of users on board a bus		
Project partner linked to the BP	ANCI Lazio		
Organization responsible of the practice in the region	*ATAC and MOOVIT*		
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**	
		2) Sharing mobility	
		3) Temporary infrastructures for cycling mobility	
		4) Demand transport responsive systems	
Thematic coverage (INDICATORS linked to the practice):		% Reduction of CO2 emissions associated to transport.	
		% Municipalities involved in the implementation of the sustainable mobility plan.	
		% Reduction of PM10 in the provincial capitals	
	✓	% Efficient connections in transport in the region.	
		% Passengers using public transportation.	
		% Increase of quality of life of the citizens.	
		% Journeys undertaken by public and private travel or low energy vehicles.	
Brief description of the practice:	The Covid-19 emergency has highlighted the problem of transport overcrowding, due to the obvious need to maintain physical distance between users. With the reopening of activities after the lockdown, trains, metro and buses have started to fill up again, and controlling the flow of passengers is not easy. A people-counting sensor for public transport, based on stereoscopic 3D technology, proved to be very useful for accurately counting the people who get on the vehicles, but also for planning timetables and routes on the basis of real data. The solution consists of an automatic passenger counting sensor specially developed for the transport sector. 3D sensors have been integrated into the new public transport provided by the local administration, with the addition of all that is necessary for use on vehicles. In June 2021 the experimentation of the new Moovit service on Atac vehicles was successfully completed, regarding the influx of vehicles on board in real time. Operation is simple: you need to download the Moovit app for Android (in roll out) or iOS (already available), check that it is updated to the latest version available and check the filling level of the ride you are interested 2/3 in. The service is active only on surface vehicles belonging to the new "+ Bus x Roma" fleet (about 400), and the number of passengers is estimated through the digital passenger counter installed on board the vehicle. There are three reporting levels: · Places available · Uncrowded · Limited capacity (*with turnout on board of 50% of the standing and seated places available, as defined by the DPCM*).		

Main results:	An agreement between ATAC and Moovit has allowed the introduction of a functionality of the app for urban mobility Moovit that indicates in real time to users the turnout on board Atac vehicles The experimentation began in February and ended in June 2021, and involved 30% of the fleet in operation, a percentage that has grown and will continue to grow proportionally with the deliveries of the new vehicles. Given the success of this feature Moovit has added another one: the ability to report the level of crowding at the stop. The same users waiting at the stop will report the crowding status directly in the app so as to make the information available to other users who use the Moovit app. In the Moovit app, thanks to the collaboration with Atac, the following information is therefore available to users: arrivals in real time, level of crowding at the stop, level of turnout on board and notifications on any changes to the service. 360 updates to provide users of the capital's public transport with accurate information to make journeys by public transport ever safer and easier.
Lessons learnt	During the experimentation period there was a high level of approval by users of the new functionality. According to a survey carried out by Moovit, 84% of users in Rome defined this function as "absolutely useful" for better planning their travels. 74%, on the other hand, judged the data displayed on their smartphone to be "correct" compared to what was found on board.
	This good practice is essential to improve the quality of the mobility service offered, since it offers users greater awareness of the practicability of public transport and supports better orientation both for users and for the service managers themselves.
	The relevance of this good practice and of the experience carried out is considerable since in Italy, the funds for sustainable mobility of the Recovery and Resilience Plan (about 3.6 billion euros), provide for the obligation to integrate people-counting into the sustainable mobility projects and this applies both to means of transport such as buses but also to trains.
Transferability	In public transport the needs are similar to those of other contexts, such as commercial and local businesses, but the applicable standards are different: for this reason, the people-counting technology has been adapted for installation on vehicles, satisfying the strict requirements and standards set for buses, trains, metro, trams and all types of transport.
	The functionality shown on the smartphone through the application for urban mobility is powered by the digital passenger counters present on board the buses, which from the experimental phase have then become permanent. At the start of the experimentation, the monitored vehicles were over 30% of the fleet in operation, a percentage that has grown and will continue to grow proportionally with the deliveries of new vehicles. Of course, the applications may be different, however Moovit is the application used by over 950 million people, and is available in more than 2500 cities and over 82 countries around the world.
	A similar service on bus overcrowding forecasts was launched by Google Maps in some countries, primarily in India.

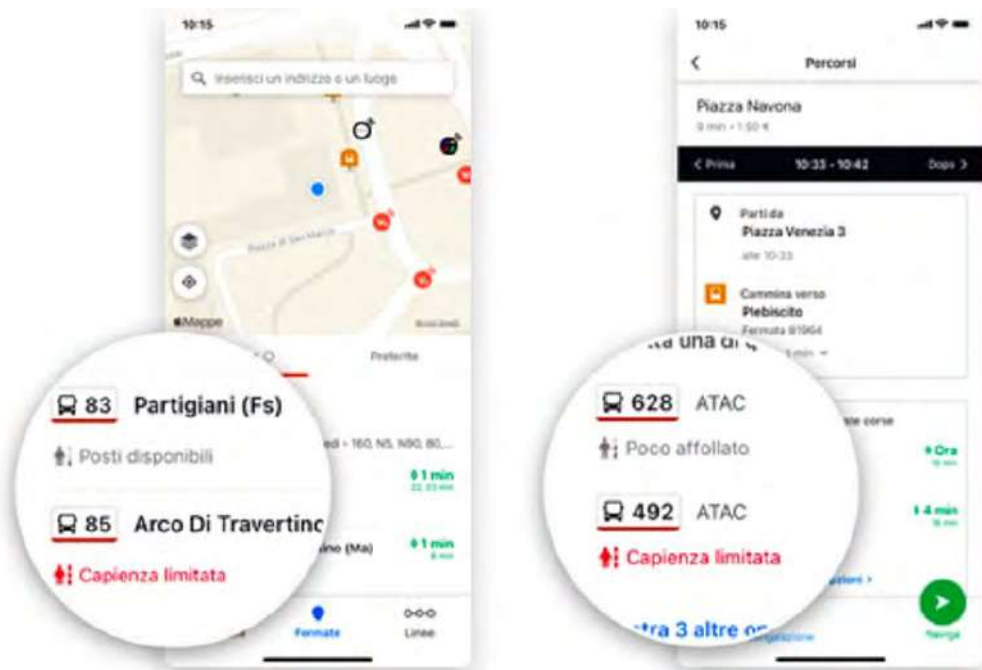*Image: a bus line in Rome*

Photo: a screenshot of the "Moovit" urban mobility app, with the functionality that indicates the traffic flow in real time.

REGIO-MOB GOOD PRACTICE		
Title of the practice	Strengthening of public transport with 14 new grand tourism lines	
Project partner linked to the BP	ANCI Lazio	
Organization responsible of the practice in the region	Astral S.p.a. – Azienda Strade Lazio	
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):		% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
	✓	% Efficient connections in transport in the region.
		% Passengers using public transportation.
		% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice:	In conjunction with the reopening of schools after the lockdown period and in order to maintain the distance necessary to combat infections, an extraordinary public transport enhancement service was established to better respond to the needs of students and workers during the pandemic period and in consideration of the return to class of high school students. From April 7th, 2021, this service was launched by favoring the maintenance of opening hours for kindergartens, primary and lower secondary schools. These lines have been called "S Lines": a network of supplementary buses managed by Astral spa, on behalf of the Lazio Region, in collaboration with Atac and Roma Servizi per la Mobilit . The "S" lines run circular and are attested at the interchange nodes in the suburbs (for those arriving in the city with the railways and the regional bus lines): Anagnina, Laurentina, Aurelia station, Saxa Rubra, Ponte Mammolo. They leave every 7 minutes and at each terminus there is staff to guide passengers. The lines make 4-5 stops and travel every day for a total of 6 hours (two time slots: from Monday to Friday 7-10 and 13-16, Saturday 7-10), with approximately 2,200 more trips per day compared to normal public transport routes.	
Main results:	The 13 "S" bus lines are managed by Astral with Gran Turismo buses and connect the suburbs to the Center in correspondence with the interchange nodes and in support of the Cotral and Atac services, offering an alternative to the metro lines during weekdays and in particular time slots. Holders of Metrebus Rome or Lazio tickets or passes valid in tariff zone A are allowed on board the "S" lines. Details of the routes and stops of the "S" lines are available in the Maps area (https://www.atac.roma.it/utility/mappe).	

Lessons learnt	A network of supplementary buses (managed by Astral spa, on behalf of the Lazio Region, in collaboration with Atac and Roma Servizi per la Mobilit), offered a remodeled service to better meet the needs of students and workers. A dynamic adaptation of the offer was prepared, based on actual user demand as it emerged in the first weeks of operation. Line additions, changes to itineraries and frequency, introduction of new stops or rationalization of existing ones have been made. The major novelty concerned the introduction of a completely new line, the "S15 Acilia" created to meet the needs of users of the Rome-Lido railway in order to decongest the influx and contain the levels of use. Likewise, in consideration of the high turnout, the frequency of the "S03 Belle Arti" Line has been increased, which runs every 4 minutes and no longer every 7 minutes. The northern terminus has also been modified along the same line, now located in Piazza Mancini for greater interconnection with the local bus lines. The frequency of the "S04 Centocelle" Line, in the face of an extension of the route to Termini, has instead been reduced and now passes every 7 'instead of every 4'; some lines have been suppressed (S05 Ostiense and S10 San Paolo lines). It is a dynamic plan which, based on constant monitoring, can be modified by combining the anti-contagion regulations on vehicle filling levels with the real requests of users. With this organization, it was possible to reduce crowding on public transport and limit gatherings.
Transferability	The good practice is easily transferable. The upgrading of the routes of the S lines in Rome involved 14 lines throughout the city. Concurrently with the reopening of the schools, 14 new Gran Turismo bus connections were therefore activated, connecting the suburbs to the Center, in correspondence with the Cotral bus and train interchange nodes. With the main objective of reducing crowding on subway lines and limiting crowds on traditional means of transport, the mobility of access to the city center has been enhanced, promoting greater safety for carriers. All transport lines remain unchanged with the usual service bands: 7-10 and 16-19 from Monday to Friday, 7-10 on Saturday. On the new "S" lines you can get on with normal tickets and passes valid for the fare zone of the city of Rome.

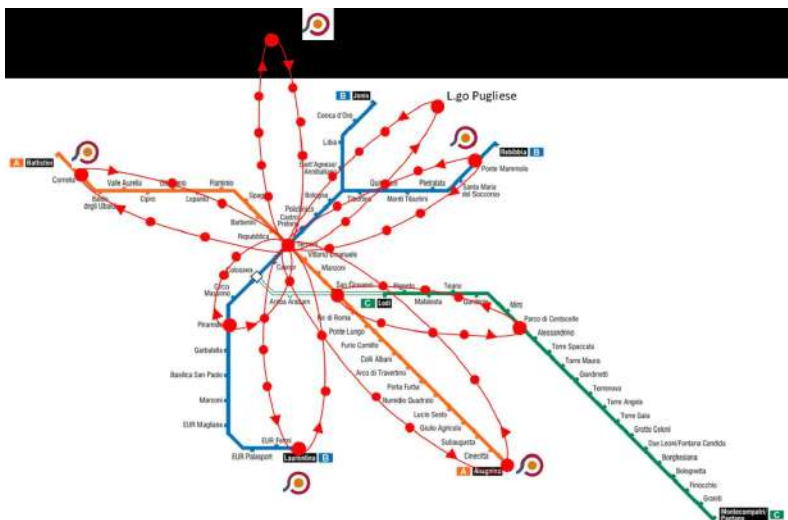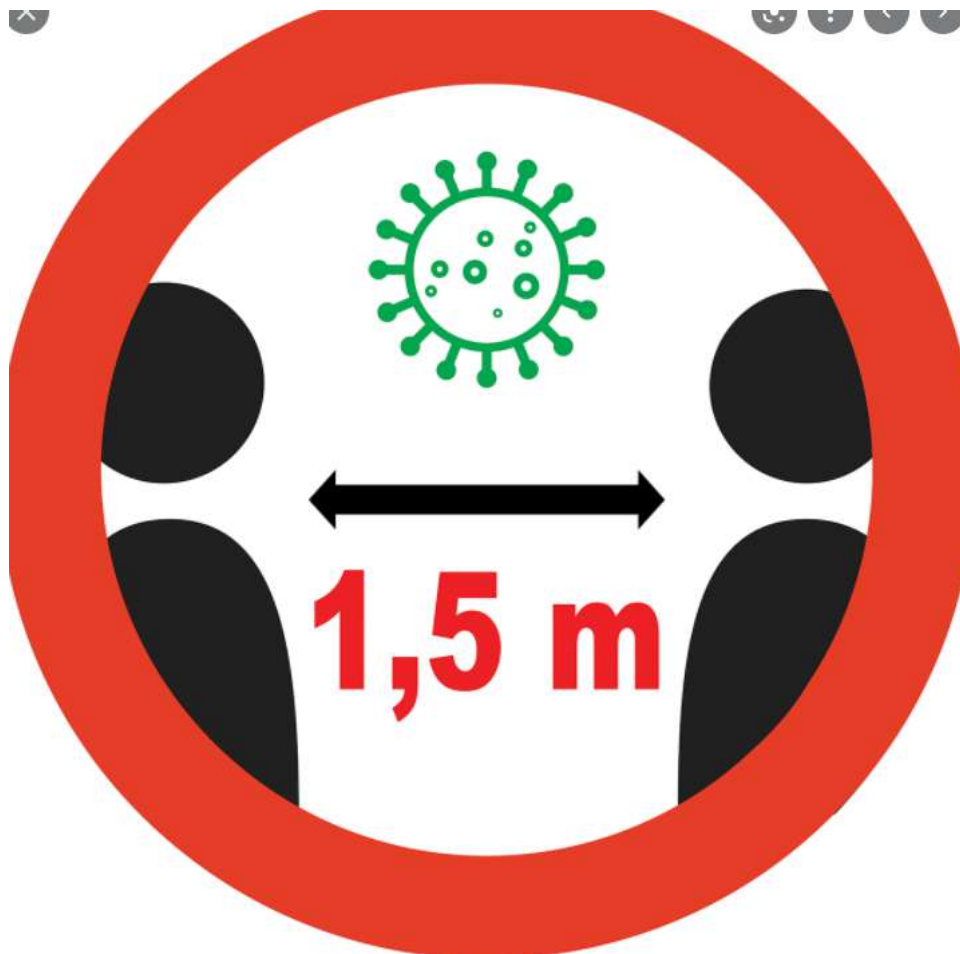*Image: a newly activated bus of the S line (photo by the digital newspaper RomaToday)*

Photo: the routes of the 14 new bus connections managed by Astral with Gran Turismo buses that connect the Capitoline suburbs to the city center.

REGIO-MOB GOOD PRACTICE

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

PHOTO/S:

Prometni institut Ljubljana d.o.o.
Institute of Traffic and Transport Ljubljana l.l.c.

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REGIO-MOB GOOD PRACTICE	
Title of the practice	**Introduction of family weekend tickets and 75% discount on all public transport tickets**
Project partner linked to the BP	Prometni institut Ljubljana
Organization responsible of the practice in the region	Ministry of Infrastructure of Republic of Slovenia

Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems

Thematic coverage (INDICATORS linked to the practice):	✓	% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
	✓	% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.

Brief description of the practice:	The challenge relates mainly to shifting people back to public transport after they have got used to using private vehicles again. **Family weekend tickets:** The ticket allow families or groups of passengers up to 5 or up to 10 people, including at least one child under the age of 14, an unlimited number of trips by intercity bus or train on Saturdays, Sundays and holidays for four consecutive days. The ticket price is 15 euros for groups of up to five people and 30 euros for groups of up to 10 people. **Weekend discount 75 % tickets:** Travelers are able to travel all Saturdays, Sundays and public holidays in the period from 1 July 2021 to 30 June 2022 with a 75% discount on all single tickets in intercity bus and domestic rail transport. The benefits, which are valid from 1 July 2021 to 30 June 2022, are being introduced in order to provide an additional incentive to revive public passenger transport following the COVID-19 epidemic as one of the most sustainable forms of mobility. The Ministry of Infrastructure calls on all travelers, especially families and groups mainly involved in car travel, to test the benefits of traveling by public passenger transport under particularly favourable conditions. By this we aim to limit the volume of personal motorized transport in Slovenia and to contribute to the goals of reducing the negative impacts of transport on the environment and climate.

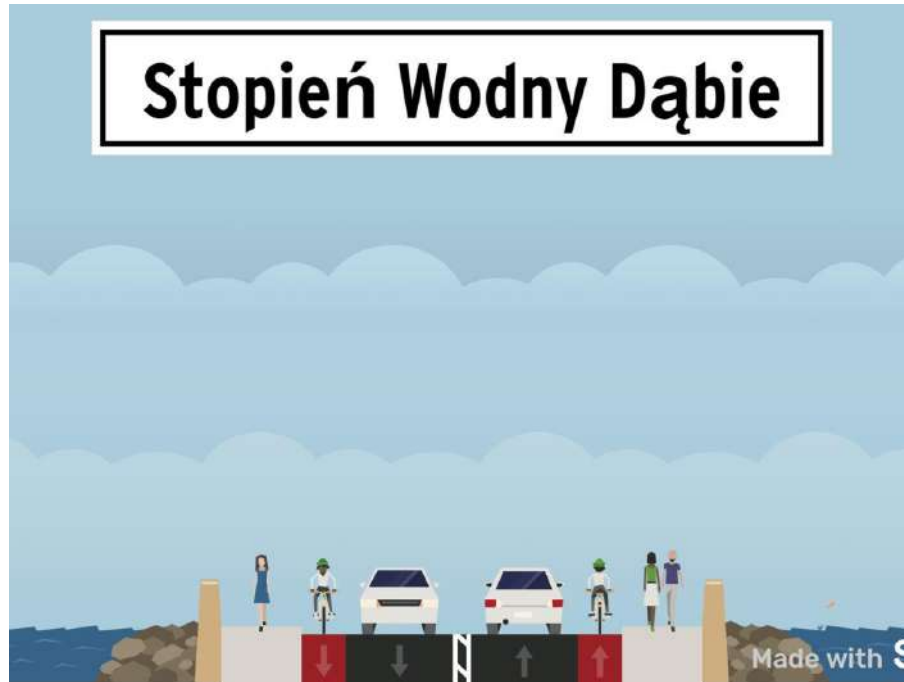|	
Main results:	Between January and September 2020, public passenger transport declined by about 50% compared to the same period of 2019. People start to use private cars in the pandemic period - it was not possible to maintain social distance between people in public transport, because of that people felt threatened. The benefits, which are valid from 1 July 2021 to 30 June 2022, are being introduced in order to provide an additional incentive to revive public passenger transport following the COVID-19 epidemic as one of the most sustainable forms of mobility. Due to large discounts, people have started to use public transport as public transport is the most affordable form of transport.
Lessons learnt	Public transport users are price sensitive and such campaign has led to greater use of public transport.
Transferability	This good practice is easily transferable and relevant for public transport in general – reducing the price of using public passenger transport. This kind of action can lead to greater use of public transport.

PHOTO/S:
Photo caption:

UVEDBA VOZOVNIC
ZA DRUŽINE

REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO

REGIO-MOB GOOD PRACTICE	
Title of the practice	**Mobility shield**
Project partner linked to the BP	Niepolomice Municipality
Organization responsible of the practice in the region	Krak w Municipality – one of the stakeholder of REGIO-MOB in the region

Thematic coverage (TOPICS linked to the practice):		1) Local and Regional Public Transport system
		2) Sharing mobility
	✓	**3) Temporary infrastructures for cycling mobility**
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):	✓	% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.

| **Brief description of the practice:** | The Department of the City Traffic Engineer and the Public Transport Authority in Krakow estimated that during the lockout period, depending on the street, traffic decreased by up to 70%, and the number of MPK passengers fell by 80-90%. The next problem to be solved was the passenger limit, which affected the efficiency of public transport.

Taking care of the ability to move around Krakow efficiently, the Public Transport Authority emphasized to role of pedestrians and cyclist by creating more space for them in streets and sidewalks, while relieving the burden on still-limited public transportation system and paid parking zone. Solutions have been introduced that complement the existing infrastructure network and help to move safely around the city in the coming months.

Social distance, the strong pressure of a cars on the city centre, where there are no parking spaces available, and the lack of continuity of cycling infrastructure do not encourage for cycling even in good weather. |
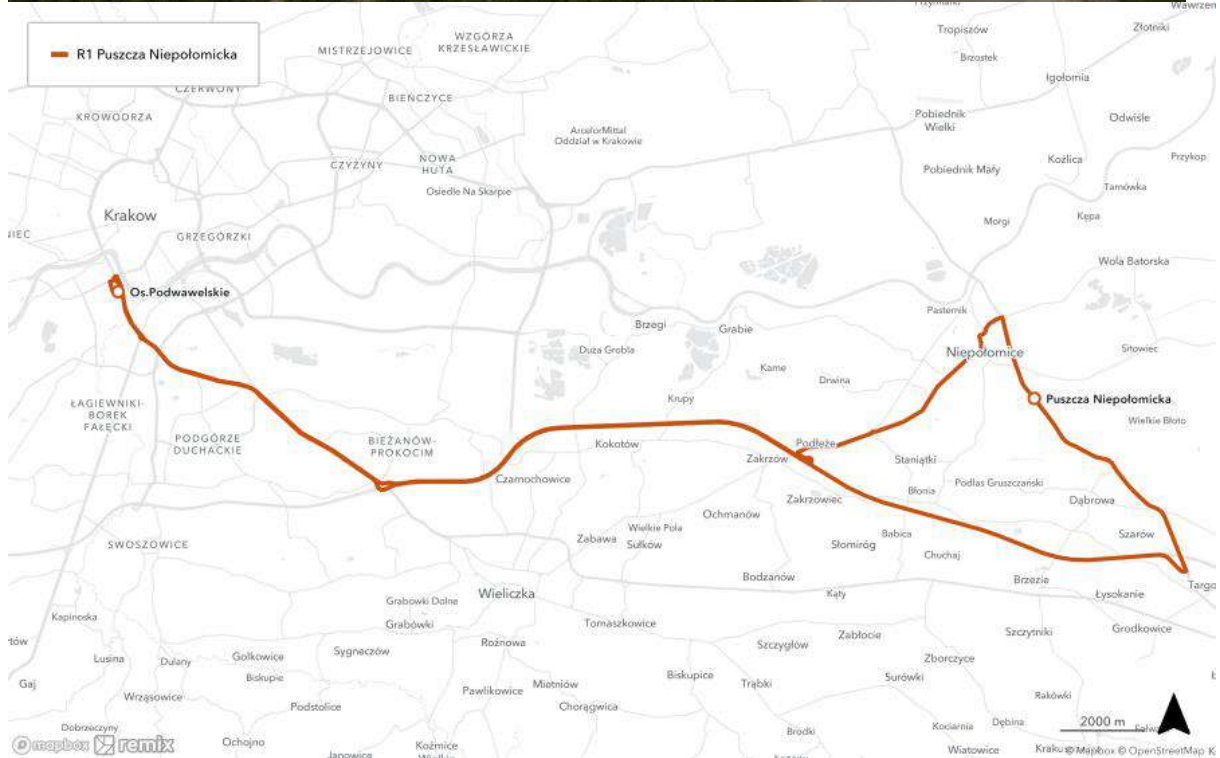|---|---|
| **Main results:** | At the beginning, about 7 km of temporary bicycle lanes in Krakow have been introduced. The planned changes in the traffic organization which include new bicycle lanes, were also accelerated. Too narrow pavements were widened, where it was impossible to keep the recommended spacing between pedestrians. A sectoral traffic organization in the city centre has been implemented, which allows access by car to every house, shop or restaurant, but limits the shortening of the road through the centre, which would generate additional traffic on narrow streets. |
| **Lessons learnt** | During pandemic time, people are more than usually open on the new ideas. Its the chance to cities to test new solutions, eg. change car lanes for cyclist lane, and see what influence that change have on traffic, cyclist etc. In Krakow most of the changes introduced by the "mobility shield" is permanent. |

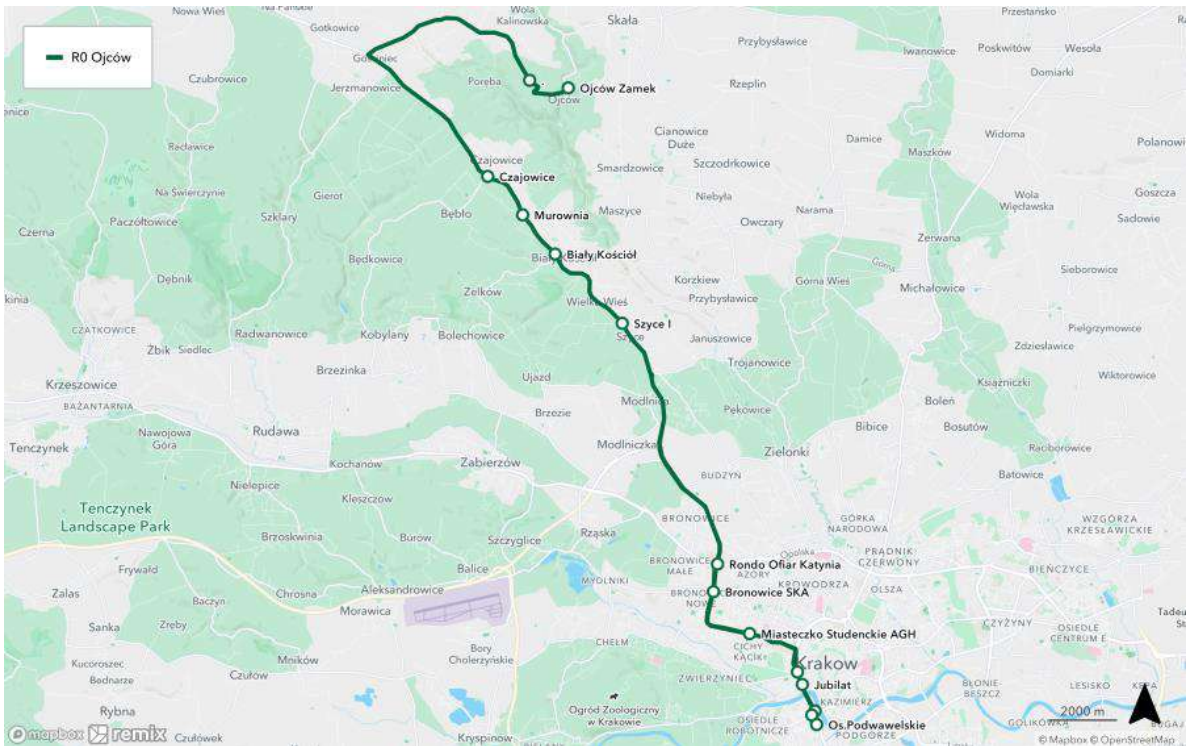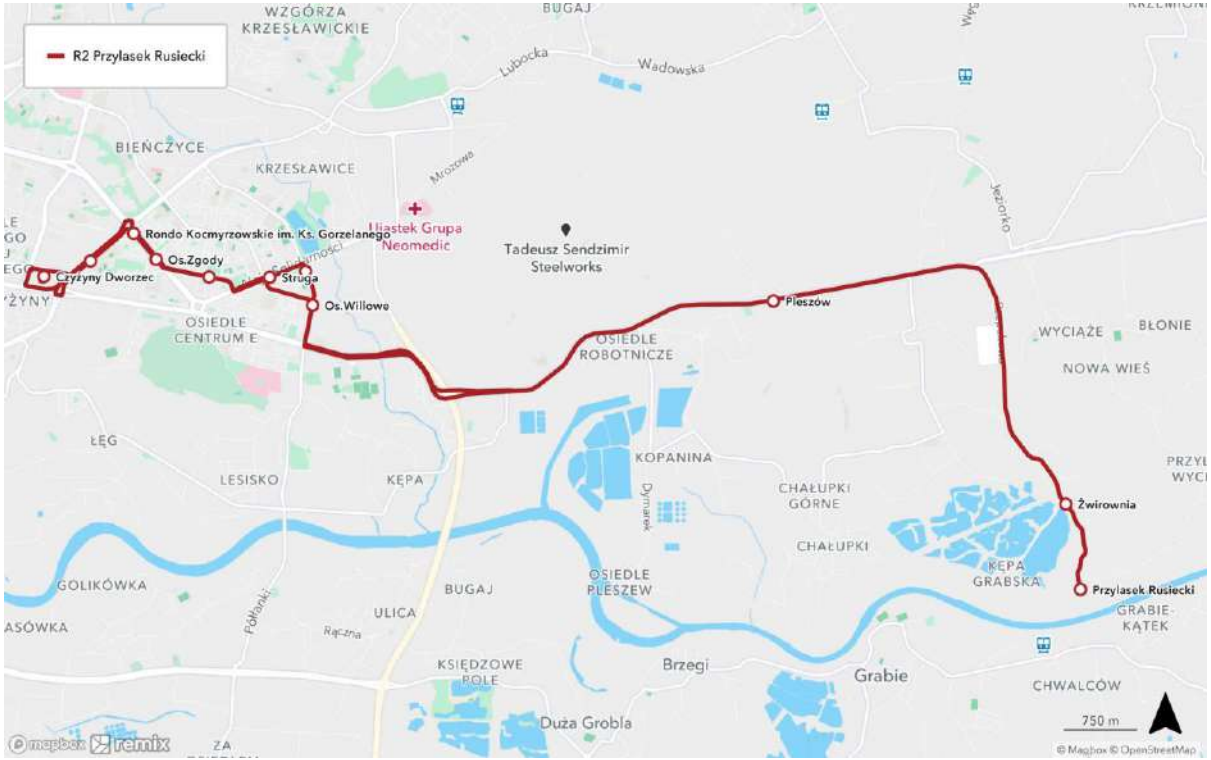| Transferability	Mobility shield in Krakow show that cities could support pedestrians and cyclist at a low cost. Without pandemic, that changes had been impossible to introduced because of the protest of cars users.

Title of the practice	**Recreation Bus Lines during COVID-19**	
Project partner linked to the BP	Niepolomice Municipality	
Organization responsible of the practice in the region	Krak w Municipality – one of the stakeholder of REGIO-MOB in the region	
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):	✓	% Reduction of CO_2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
	✓	% Efficient connections in transport in the region.
		% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice:	The City of Krak w in spring od 2021 decided to start project called: Recreation Bus Lines, which was one of the activities of the project "Krakow in shape". The city run this project, after months of lockdowns caused by COVID-19 , to encourage people to go out, to discover neighborhood of Krakow and, above all improve the mental state of citizens. At the beginning, inhabitants could get Niepołomice Forest, National Park in Ojc w, Krakow's valleys and Wolski Forest. In summer city add popular swimming lakes. At the end of July, it was also possible to travel by bus to the commune of Krzeszowice with mutual recognition of tickets with trains. The lines finished operated in middle of October. Most of this places, are not available by public transport. The lines operated in weekends with good weather. People with network ticket could use this lines without extra fee, no matter if ticket was for example only zone for 1 or zone 2. For other people was standard city ticket. Transport has been adapted to the restrictions related to COVID-19 (face masks, keeping the distance, disinfections in-out, limits of passengers). The practice is extremely important due to the increasing number of people in Europe with mental problems after the several lockdowns caused by COVID-19.	
Main results:	The courses ended on October 17 and, as the municipality summarizes today, in total, during the entire period of their operation, 200 000 passengers used them. The interest in the offer grew gradually over the months of the line's operation, and the most popular were lines no. 134 to Wolski Forest and no. LR0 to Ojc w National Park. The city is really happy of succeed this line was , and in the next year they are going to start recreation lines as well. It is worth emphasizing that the organization of additional transport during pandemic had a very positive effect on the mental health of inhabitants.	

Lessons learnt	The lines encouraged people without cars or driving license to get to the green area around the Krakow. Apart from that, people do not need worry about parking place, what it is especially a problem at most popular destinations. Project has positive influence on quality of life of residents, reduction CO_2 emission and efficiency connections in the region, and, above all improve the mental state of citizens during a pandemic lockdown.
Transferability	This good practice is easily transferable. Probably there is a lot of cities, where there are green areas in the region without public transport or directly connections. The Krakow success shown that people would like to use this connections during the lockdown.

REGIO-MOB GOOD PRACTICE	
Title of the practice	**Transport to companies during COVID-19**
Project partner linked to the BP	Niepolomice Municipality
Organization responsible of the practice in the region	Companies in Niepołomice Investments Zone – one of the stakeholder of REGIO-MOB in the region

Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems

Thematic coverage (INDICATORS linked to the practice):	✓	% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
	✓	% Efficient connections in transport in the region.
		% Passengers using public transportation.
		% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.

| **Brief description of the practice:** | Some companies in Niepołomice Investments Zone have their own bus transport for employees. Companies like e.g. Nidec, Trefl, Poczta-Polska had decided to launch this kind of transportation already before pandemic time. In Krak w agglomeration is not easy to find workers, therefore benefits like bus to work (especially from location where there is no direct connection to Niepołomice) is appreciated.

During 1st phase of Regio-Mob project, we have discussed a few times with our stakeholders how to use the full potential of this BP. At one meeting, the Nidec company shared its experience in detail with other stakeholders, which allowed for further analysis of the implementation of the good practice.

When COVID-19 began and government imposed limitations on public transportation, it turned out that owning bus transport or having an agreement with bus company could help manufacturing companies to operate, despite of lockdowns. The main positive factor was, that workers on the bus where from only one company (in the time of most strict restrictions only workers from one team travelled together). They did not mix with workers from other companies. Additionally transport has been adapted to the restrictions related to COVID-19 (face masks, keeping the distance, disinfections in-out, limits of passengers).

During pandemic, MAN Trucks decided to launched their own transport. Thanks to attendance in Regio-Mob stakeholder group, the MAN had experience and knowledge on how to implement this type of transport. |
|---|---|

Main results:	Commuting to work on a company's bus reduce the contact of employees with other people. That action limits the contacts of people, and at the same time enables maintenance of production. Last but not least, workers still are commuting to work by bus, not a single car.
Lessons learnt	For manufacturing companies operating in pandemic time is very hard. On one hand companies needs operate, and employees come to factory. On the other hand unplanned break in production, is very damaging to the company. Therefore any action to minimize the risk of spreading the virus is desirable.
Transferability	This Good Practice is easily transferable. For large companies launching their own transport for employees is not a significant cost, but this kind of action can reduce the risk of spreading COVID19. In addition it could be a benefit for workers.

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REGIO-MOB GOOD PRACTICE

Title of the practice	**CRAIOVA Transport App**	
Project partner linked to the BP	Regional Development Agency South West Oltenia	
Organization responsible of the practice in the region	RAT Craiova	
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):		% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
		% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice:	In the pandemic context, the perception of public transportation is riskier than private because of the closer contact to other people that is possible, sometimes unavoidable, in public transportation vehicles and stations. Craiova Transport application is a new tool introduced by RAT - the operator responsible with the public transport at the municipality level, through which the passengers are informed about the arrival time of the means of transport at the station, about the existing routes or through which they can buy tickets or season tickets using their mobile phone. This tool is extremely relevant in the pandemic context as the travellers will be able to purchase travel tickets with a single click and avoid the direct contact with other people at the queue and with the seller at the ticket office. This app is free and available in online mobile phone shops. After purchasing his ticket on the application, the passenger will also have to validate it on the application, when he gets on the bus. Every passenger can validate his trip with a single click. It starts a dynamic process that cannot be defrauded. The controller will inspect the ticket visually. With the help of the e-ticketing system, the mobile application also provides passengers with a series of information related to public transport in Craiova: data on waiting times at stations, real arrival times of means of transport, routes and available lines. At the moment, the travel system with electronic cards is also working, with 5,000 people from Craiova purchasing these cards. Authorities say the number is neither high nor low, but expect the number of users to increase after the quard validators will be installed on the new buses and trams.	

Main results:	Increased number of passengers Main benefits: · No paper tickets; · You do not need to carry cash or find a ticket kiosk or pay the driver / driver of the means of transport; · Store tickets on your phone for future use; · Pay one or more fares for one travel / subscription group; · You can find out the time when public transport arrives at the station; · For those who do not know the city, they will always know the route that the means of transport follow and the stations where it stops; · Find the desired route through the trip planner
Lessons learnt	-
Transferability	This good practice has a high transferability potential and it is very relevant for public transport in general. The app is very useful not only for the passengers but also for the policy makers who could use data to capture COVID-19's impact on daily patterns of transport demand. Based on this analysis, public operator could propose future directions for understanding the impacts of pandemics on public transit.

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REGIO-MOB GOOD PRACTICE	
Title of the practice	**Specific actions in transport systems supportive of COVID-19 measures**
Project partner linked to the BP	Regional Development Agency South West Oltenia
Organization responsible of the practice in the region	Ramnicu Valcea Municipality

Thematic coverage (TOPICS linked to the practice):		
		1) Local and Regional Public Transport system
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
	✓	**4) Demand transport responsive systems**

Thematic coverage (INDICATORS linked to the practice):		
		% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
		% Passengers using public transportation.
	✓	**% Increase of quality of life of the citizens.**
		% Journeys undertaken by public and private travel or low energy vehicles.

Brief description of the practice:	The COVID-19 pandemic poses great challenges for public transportation systems worldwide and forces policy makers to make decisions in the context of uncertainty. In order to reduce the COVID-19 contagion risk in public transportation, including the occupancy levels of vehicles and stations, the exposure time (trip length) and the application of enhanced hygiene standards (including sanitization and ventilation), Ramnicu Valcea Municipality together with the public operator decided to extend the transport capacity for some bus lines either by using larger buses or by increasing the frequency of the buses. This comes together with limitation of the occupancy rate in a bus to 40%. As a pilot measure there is a proposal to use minibuses to transport pupils in parallel on congested routes. The municipality also play a key role in creating the policy frameworks for promoting safe active mobility, including through investment in safe infrastructure for pedestrians and cyclists, reallocation of public space through diverse actions and activities: promoting the event A day without a car, the project "Increasing urban pedestrian and bicycle mobility" which will arrange 46.33 km of bike lanes within a functional network interconnected throughout the municipality, eight bicycle parking lots and five smart centres for bicycle rental, three bridges over the Olanesti River dedicated exclusively to pedestrians and cyclists, as well as 15 km of promenades along the Olanesti and Olt rivers. https://www.gds.ro/Local/Valcea/2021-09-21/ziua-fara-masina-laramnicu-valcea-miercuri-transport-gratuit-pe-autobuzele-eta/
Main results	Increase of quality of life of the citizens
Lessons learnt	-

Transferability	This good practice has a high transferability potential and it is very relevant for public transport in general. It can promote a safe and sustainable transport system in the short term and pave the way for healthier and more effective transport options for all users.

![Hellenic Republic, Region of Western Macedonia]

Hellenic Republic
Region of Western Macedonia

REGIO-MOB
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REGIO-MOB GOOD PRACTICE		
Title of the practice	**Implementation of "personalized" Public Transportation marketing campaign**	
Project partner linked to the BP	Municipality of Langadas, Greece	
Organization responsible of the practice in the region	Municipality of Langadas – one of the Partners of the SMARTA consortium1, developed in the framework of the European Commission	
Thematic coverage (TOPICS linked to the practice):	✓	1) Local and Regional Public Transport system
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):	✓	% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice:	The Municipality of Langadas, located in the adjacent region of Central Macedonia, consists of 7 Local Municipal Entities and an overall rural area with a low population density. In cooperation with the Aristotle University of Thessaloniki and the local PT Operator, OASTh, the Municipality implemented a strong "face-to-face" information campaign addressed to all citizens. The aim of the campaign was to overcome the "behavioral barriers" for using PT service in peri-urban and rural areas, especially for the transportation from and to the city center of the major urban area of Thessaloniki. Moreover, the campaign focused in the production of tangible effects in terms of improved PT use (modal split), along with understanding the target users' needs through a closer engagement/participation of citizens to PT design. The campaign was based on a "b2b" approach with the citizens and was implemented through a wide range of "customer oriented" initiatives. Therefore, a more "marketing" approach was deployed, which alone constitutes an innovation in the field of PT.	
Main results	Main objectives of the good practice: On one hand, the campaign was targeted to overcome negative perception and poor awareness of available services promoting an increased use of already existing operating services between the area surrounding Langadas and the interchange point with main connections towards the city of Thessaloniki.	
	On the other hand, the campaign was designed to understand better the needs of the target groups in order to tailor the offer to be more easily sustainable over time and re-design the feeder services of rural area near Langadas.	
	The main objective of the "Active Mobility" campaign was to promote the use of PT via an innovative and personalized travel marketing approach. The active approach refers to:	

Main results	1. A "more proactive" process of informing (current and potential) users according to their individual needs. 2. It also refers to a step beyond the simple provision of information to users. On the contrary it aims at a B2B approach, involving several stakeholders, through which the group of citizens were informed about PT services, routes, frequency and other in order to be able to comment and foster dialogue on this matter. As a result, an evaluation process took place that assisted the operator in improving the overall performance of their services. <u>Main results include:</u> "The "personalized" marketing campaign achieved a response rate of 81%. Feedback received via the questionnaire, including complaints and possible improvements, was shared with the local transport operator. With the help of the intense marketing campaign, the local PT provider (OASTh) was convinced to re-design the bus routes to and from the rural areas, in order to reduce the travelling time and optimize the interchange time between the Municipality of Langadas main bus stop and the surrounding villages and rural area. Comparing the level of use of PT between the panel group of users (to whom the campaign was applied) and the control group in the ex-post evaluation, 6,67 % of people reported to have increased public transport use. This result must be also evaluated taking into account that petrol became cheaper during the period the campaign took place: the costs went from Euro 1,57 to Euro 1,32. This factor clearly impacted on the results as the reason for using public transport to move to Thessaloniki was to save money compared to the car use. <u>The other key results of Langadas's active mobility campaign are as follows:</u> • Participants who felt better informed about the local public transport options: 6.2%, • Those who felt motivated to reduce car use: 22.7%, • Those who increased their use of public transport took, on average, 4.4 fewer trips by car per week, according to the post-campaign survey. • Overall, this was translated into a reduction of CO_2 emissions of 70.4 tonnes per year.
Lessons learnt	The case study demonstrated that: 1. 1. Improved cooperation between transportation stakeholders (Public Transport providers, education and research institutes such as the Aristotle University and local communities) can promote sustainable mobility, 2. The application of innovative techniques in order to overcome established behavioral barriers can lead to significant change of conventional ways to move between destinations and 3. The engagement of the end-users in designing and evaluating transportation services through modern techniques facilitated the improvement of the overall service planning.
Transferability	"The role of an "external" actor coordinating the campaign brought an innovative approach and a different perspective to carry out the campaign, fostering the use of PT. The result the application of an innovative approach to PT users using mainly marketing tools, such as the "B2B" approach. This resulted in a significant change in the traditional perception related to the use of Public Transport. Only Public Transport services on fixed routes are allowed by national regulation.

Transferability	The Good Practice also highlighted how innovative engagement strategies can be used to better cope with the requirements of improving interconnection between urban and interurban services. The campaign fostered a more standardized involvement of citizens in the PY service including use and assessment, which in turn, enabled the operator to close the gaps between the users' needs and the PT routes offer. The Good Practice can be transferred in other areas that exhibit rural and peri-urban characteristics with a strong focus in the "face-to-face" marketing campaign. Moreover, it exhibited that the use of a mix of "pro-active" actions and marketing tools can establish a closer link between the Operators and the users, achieving a two-fold result: • to improve awareness regarding the use of PT and help overcome traditional behavioral barriers and • assess the users' needs in order to improve the service planning making it more close to the real need of users.

Hellenic Republic
Region of Western Macedonia

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REGIO-MOB GOOD PRACTICE	
Title of the practice	**Car-sharing and Car-pooling mobile app – SMARTA Project**
Project partner linked to the BP	Municipality of Trikala, Greece
Organization responsible of the practice in the region	Municipality of Trikala – one of the Partners of the SMARTA consortium[1], developed in the framework of the European Commission

Thematic coverage (TOPICS linked to the practice)		
		1) Local and Regional Public Transport system
	✓	**2) Sharing mobility**
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems

Thematic coverage (INDICATORS linked to the practice)		
	✓	% Reduction of CO2 emissions associated to transport.
	✓	% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
	✓	% Journeys undertaken by public and private travel or low energy vehicles.

Brief description of the practice	The Municipalities of Trikala and Larisa (which are both located in the adjacent Region of Thessaly, Greece) offer a mobile application for car sharing and car-pooling to their inhabitants. Through the SMARTA 2 program, the citizens of Trikala gained access to a free online application, which aims to make transportation from the rural areas to the city center of the city of Trikala, easier. Specific objectives:

Creating an easy-to-use application and a web platform for carsharing and carpooling in the communities of "Megarchi" and "Megala Kalivia" in order to get information on the options available on a case-by-case basis: Car-sharing and car-pooling are very common practices abroad and have proven to be highly effective in reducing both personal travel costs of a person living outside the city as well as reducing pollution in an area. Through this online platform, the residents of the two villages will be able to essentially organize themselves in a community and "share" their travels to and from the urban city center.

An online booking application for the existing services, already offered by the Municipality of Trikala through an "Info Point" in the Central Square (indicatively the "rental" of a) bicycle, b) wheelchair scooter and c) lockers with keys for storing personal items): The purpose of this service is to provide all citizens and visitors with the opportunity to move around the city without using their car, having booked from their mobile phone for a safe storage place (in order to store safely their personal belongings) and for a bicycle for easy movement.

[1] https://ruralsharedmobility.eu/ |

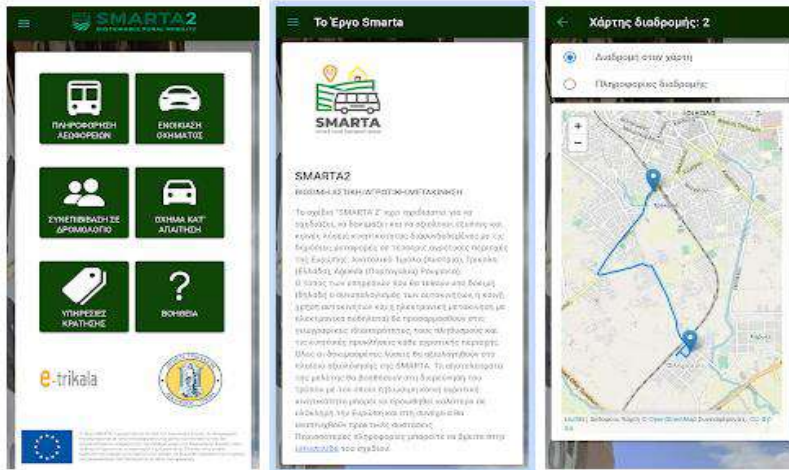|	
Main results	The SMARTA2 project introduced to residents of the rural areas around the urban centers the concept of carpooling along with the use of alternative mobility solutions to reach the city center or travel within. The cities of Trikala and Larisa (which are both located in the adjacent Region of Thessaly, Greece), as "demonstrator cities" have created an online carpooling app to address the needs of the rural population. The app provides real-time information and online booking access to existing mobility services that operate in the city of Trikala, such as: · Real-time information about the expected arrival time of the bus at the stop, · Smart-lockers for storage of luggage, travel equipment, shopping bags etc · Wheelchair scooters for people with special needs, · Bicycles · Other services. As a result, the rural population was able to plan transportation to and from the city centers, based on a mix of sustainable mobility services.
Lessons learnt	The project was introduced to the local communities and to all the major stakeholders via a workshop that took place in January 2020. During this event, a bottom-up, co-creative process was deployed in order to engage all the stakeholders and assure their support and cooperation. Two more face-to-face events took place (one in July and one in September during the European Mobility Week) so as to promote the application to the public. Due to the restrictions of the Covid-19 pandemic, more face-to-face events could not be organized. Therefore, alternative dissemination activities were organized including: · Two promotional videos were created and widely disseminated. · Posters and brochures of SMARTA2 app have been delivered in rural areas as well as the Trikala city center. Despite the COVID19 pandemic, significant efforts were put into informing the people about the new practice, that resulted in increased interest and awareness.
Transferability	The public's response so far has been positive. The city of Trikala has a long and successful history in implementing sustainable and novel mobility solutions. Thus, a very active mobility community already exists and is positive in promoting new ideas like SMARTA2. The city of Trikala is currently working towards evaluating the service and creating a viable plan in terms of sustainability of the service, exploitation and scaling up. The same can be employed by cities seeking to apply a similar approach.

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Smarta2

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3 PEGI 3

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⊞ Προσθήκη στη λίστα επιθυμιών

[Εγκατάσταση]

Title of the practice	Smart Demand Responsive Transport App for public transport and taxis – SMARTA Project
Project partner linked to the BP	Municipality of Trikala, Greece
Organization responsible of the practice in the region	Municipality of Trikala – one of the Partners of the SMARTA consortium1, developed in the framework of the European Commission

Thematic coverage (TOPICS linked to the practice)		
		1) Local and Regional Public Transport system
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
	✓	**4) Demand transport responsive systems**

Thematic coverage (INDICATORS linked to the practice)		
	✓	% Reduction of CO2 emissions associated to transport.
	✓	% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
	✓	% Journeys undertaken by public and private travel or low energy vehicles.

Brief description of the practice	Through the SMARTA 2 program, the citizens of Trikala gained access to a free online application, which aims to make moving from the villages of Trikala to the city center easier. The online application SMARTA 2 was initially tested by the residents of small communities, such as Megali Kalivia and Megarchi, who wish to move to and from the center of Trikala Specifically, the online platform provides the following: Real-time information about the estimated time of arrival of a city bus at a specific stop: Taking into account the current situation, which has arisen due to COVID-19 and with the support of the Urban PT of Trikala, the citizens of these two areas will not need to crowd at the bus stops. The aim is to be alerted-informed about the exact time they should be at the bus stop, through their mobile phones or other devices. An on-demand service that will send a request for a seat in the bus: These requests will be collected and given to the Urban PT of Trikala in order to know in advance the real need for specific routes for a more practical planning of routes.
Main results	The aim is to reduce the number of private cars used by the rural population for their daily commutes to and from the city of Trikala, as well as eliminate traffic congestion, pollution and provide to non-car owners a set of services and mobility solutions facilitating their trip within the city.

Lessons learnt	The project was introduced to the local community and to all the major stakeholders via a workshop that took place in January 2020. During this event, a bottom-up, co-creative process was deployed in order to engage all the stakeholders and assure their support and cooperation.

Two more face-to-face events took place (one in July and one in September during the European Mobility Week) so as to promote the application to the public.

Due to the restrictions of the Covid-19 pandemic, more face-to-face events could not be organized. Therefore, alternative dissemination activities were organized including:

· Two promotional videos were created and widely disseminated.

· Posters and brochures of SMARTA2 app have been delivered in rural areas as well as the Trikala city center.

Despite the COVID19 pandemic, significant efforts were put into informing the people about the new practice, that resulted in increased interest and awareness. |
| **Transferability** | The public's response so far has been quite positive. The city of Trikala has a long and successful history in implementing sustainable and novel mobility solutions. Thus, a very active mobility community already exists and is positive in promoting new ideas like SMARTA2.

The city of Trikala is currently working towards evaluating the service and creating a viable plan in terms of sustainability of the service, exploitation and scaling up. The same can be employed by cities seeking to apply a similar approach. |
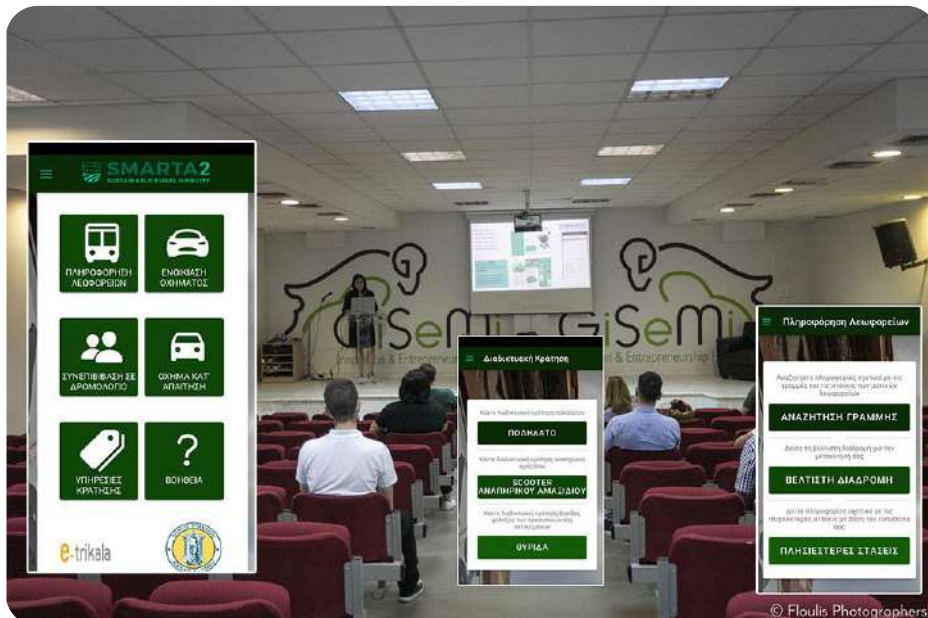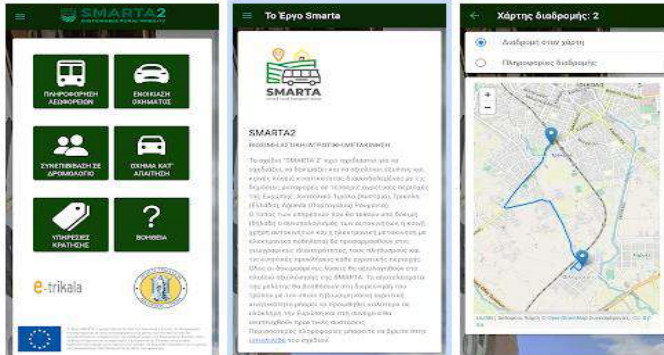
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PEGI 3

Αυτή η εφαρμογή είναι διαθέσιμη για όλες τις συσκευές σας.

Προσθήκη στη λίστα επιθυμιών

Εγκατάσταση

REGIO-MOB GOOD PRACTICE

Title of the practice	**Bus Priority Rapid Deployment Fund (BPRDF)**	
Project partner linked to the BP	SEStran	
Organization responsible of the practice in the region	Transport Scotland, the City of Edinburgh Council	
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):		% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
	✓	% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice:	The Scottish Government provided 10 million to support the rapid deployment of bus priority infrastructure by local authorities across Scotland. Working in partnership with bus operators, the new infrastructure fund will help areas of Scotland with the highest concentration of congestion to implement temporary measures, including bus lanes or gates, which make bus journeys quicker and more reliable for passengers. In turn, this will improve the attractiveness of bus travel by incentivising bus trips ahead of private vehicle journeys. In conjunction with similar active travel measures, it will also help to protect air quality in our city centres. The Scottish Government implemented this step to provide immediate relief to some of the most congested bus routes as we progress forward in the Scottish Government's route map through the COVID-19 crisis.	
Main results	Local Authorities in the South East of Scotland were awarded 1.2m in total for emergency measures to prioritise public transport and improve bus journey times and reliability on some of the region's most congested routes. The package of interventions was developed by the South East of Scotland Transport Transition Group, which involved Edinburgh, East Lothian, Midlothian, West Lothian, Fife, Scottish Borders, Falkirk and Clackmannanshire Councils, as well as Transport Scotland and SEStran.	

Main results	The measures aimed to encourage and incentivise bus travel as an attractive, sustainable mode of transport as lockdown restrictions were lifted over the course of 2021, and traffic began to return to previous levels.
	Amongst the interventions was the introduction and extension of bus lanes on the A90 citybound between Cramond Brig and Barnton and on the A89 eastbound approach to Newbridge, various signalling improvements for smoother flow of traffic, and enhanced bus stops at key locations.
	Led by the City of Edinburgh Council, the South East of Scotland Transport Transition Group worked with bus operators and SEStran to develop the measures, which it has estimated reduced journey times by up to 12 minutes in some areas.
Lessons learnt	The involvement of bus operators to identify what measures were required to improve bus journey times, as well as to monitor the time saved on key routes, was essential to establishing the success of the funding in the South East of Scotland. This has helped improve bus journey times and reduce the risk of virus transmission whilst using public transport.
Transferability	The types of measures that were implemented, such as bus lanes, signalling improvements, and enhanced bus stops, could be implemented in other countries and regions, in order to speed up bus journey times, particularly on the more congested routes around urbanised areas.

PHOTO/S:

Photo caption: Bus volume capacity at 2m distancing (as put in place by Scottish Government in response to Covid-19)
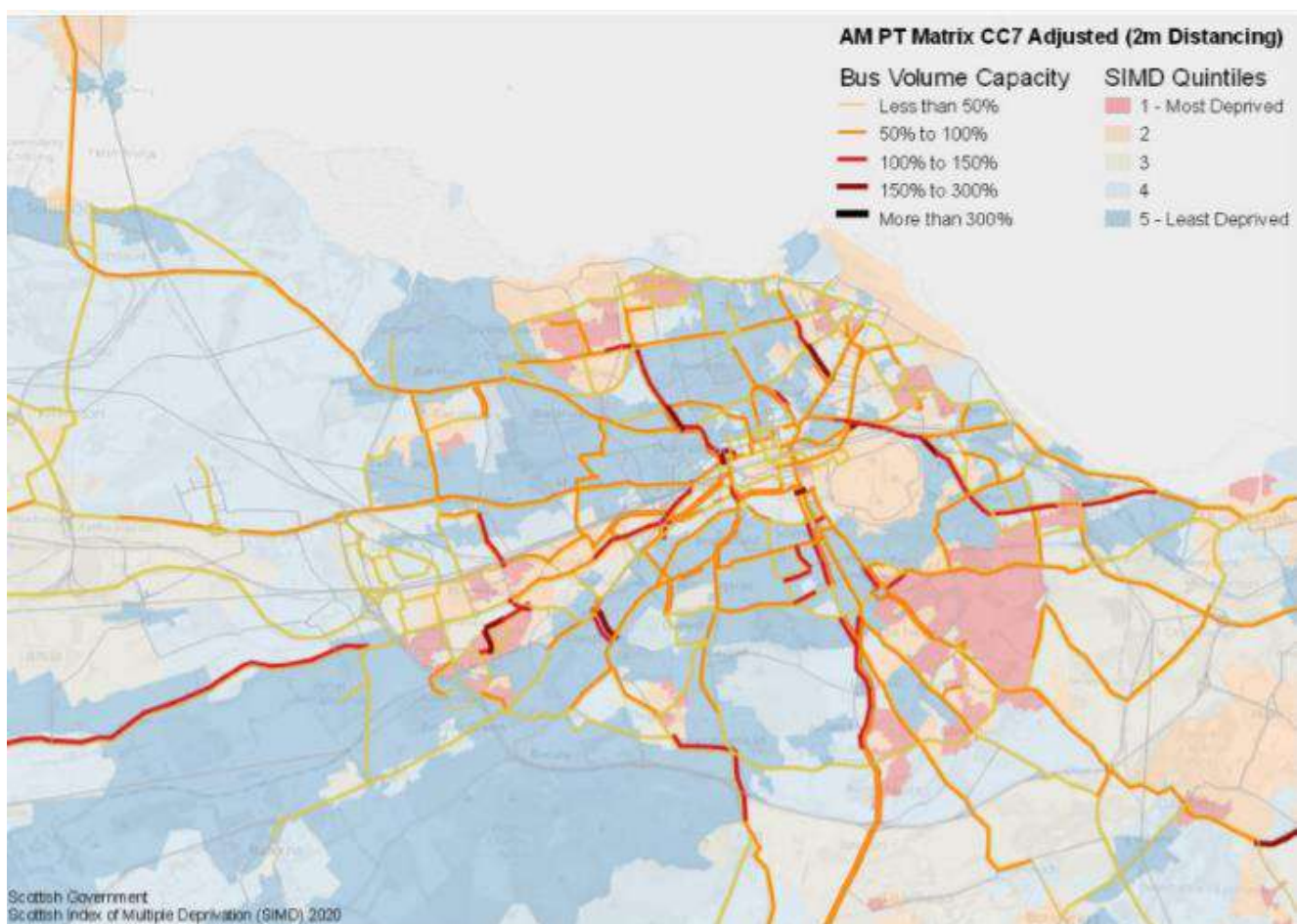
Example of interventions to the North of Edinburgh as proposed to the Council's Transport and Environment Committee on 1 October 2020.
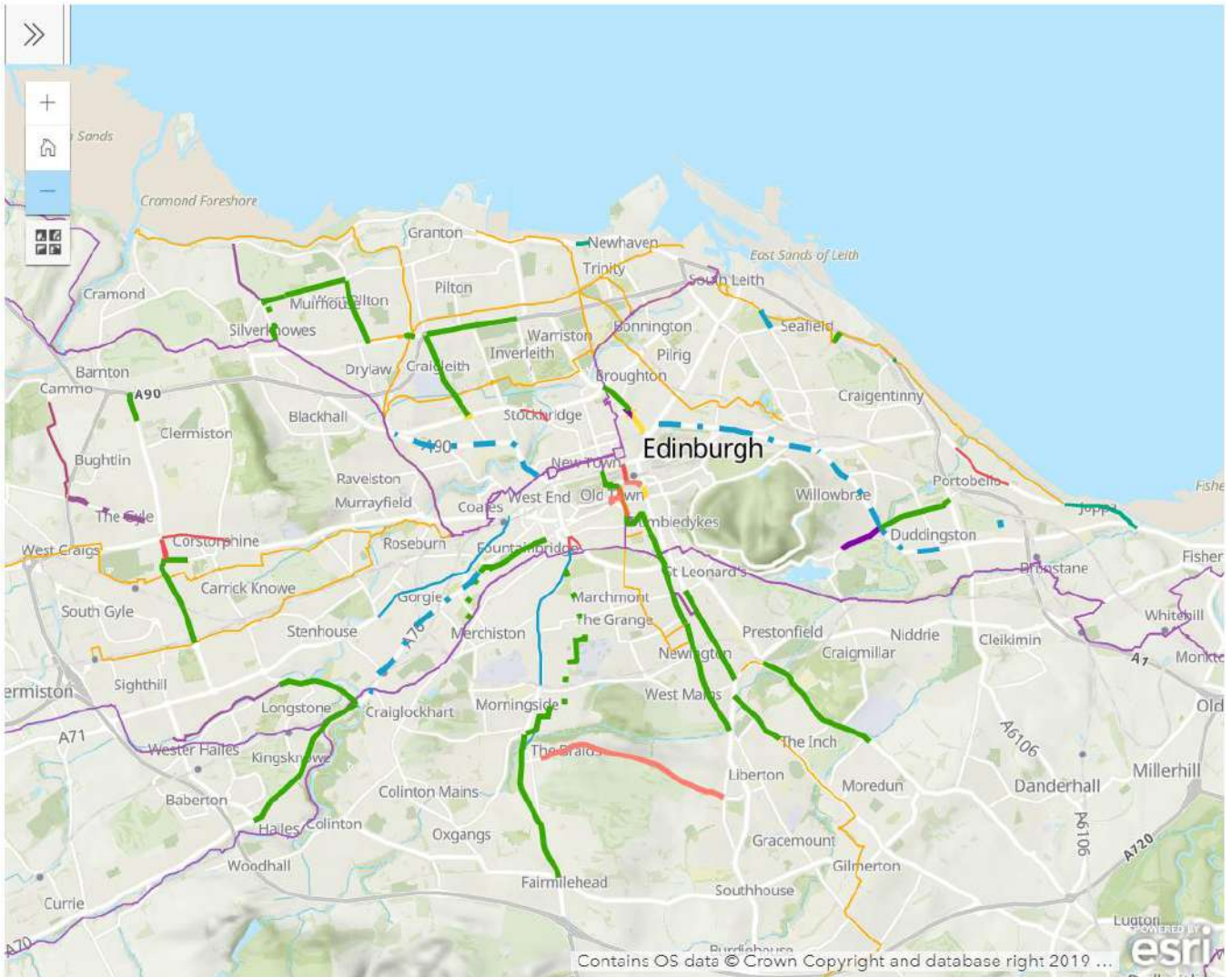
Title of the practice	Spaces for People
Project partner linked to the BP	SEStran
Organization responsible of the practice in the region	Transport Scotland, the City of Edinburgh Council

Thematic coverage (TOPICS linked to the practice):		
		1) Local and Regional Public Transport system
		2) Sharing mobility
	✓	**3) Temporary infrastructures for cycling mobility**
		4) Demand transport responsive systems

Thematic coverage (INDICATORS linked to the practice):		
		% Reduction of CO2 emissions associated to transport.
	✓	% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
		% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.

Brief description of the practice	Spaces for People is a temporary infrastructure programme which offered funding and support to make it safer for people who choose to walk, cycle or wheel for essential trips and exercise during the Covid-19 pandemic.
	Funded by the Scottish Government and managed by Sustrans Scotland, the programme enabled statutory bodies to introduce measures focused on protecting public health, supporting physical distancing and reducing the risk of virus transmission.
	A total of £ 11,409,322 was awarded to the 8 local authorities in the SEStran region:
	· £ 5,000,000 to City of Edinburgh Council
	· £ 2,420,000 to Fife Council
	· £ 1,400,000 to East Lothian Council
	· £ 1,200,000 to Scottish Borders Council
	· £ 641,500 to West Lothian Council
	· £ 367,000 to Clackmannanshire Council
	· £ 190,822 to Midlothian Council
	· £ 190,000 to Falkirk Council
	The City of Edinburgh introduced 'Spaces for People' measures during 2020 and 2021 to give people more space on pavements and roads during the Covid-19 pandemic. These changes created space for everyone and made it easier and safer for people to move around when walking, cycling, using a wheelchair or other mobility aid, and pushing prams or buggies.

Brief description of the practice	The Council also wanted to support businesses as they re-opened and adapted to a new way of operating such as space on pavements for queuing at a safe distance.
	All schemes were funded by over 5m from Sustrans, for the temporary changes in Edinburgh.
	More information can be found on:
	· https://www.edinburgh.gov.uk/spaces-people-1
	· https://democracy.edinburgh.gov.uk/documents/s34888/7.1%20-%20Potential%20 Retention%20of%20SfP%20measures.pdf
Main results	· 39km of segregated cycle infrastructure
	· 11 widened footpaths in city centre and town centre locations to create more safe space for pedestrians
	· 2.5km of Space for Exercise measures
	· 29 road closures or vehicle prohibitions near school gates
	· 54 measures around schools to reduce risk of infection including pavement widening, new gates and one-way systems for pedestrian access
	· Removing street clutter such as unused poles and parking signs
Lessons learnt	The City of Edinburgh Council conducted market research and held a public consultation on the impacts of the temporary measures, in order to inform potential retention of the Spaces for People measures.
	For instance, some of the perceived benefits were as follows:
	· Easier and safer for children and parents to walk or cycle;
	· Improvements for people walking and cycling
	· More space and better links for walking/cycling/jogging
	· Making things easier for people using wheelchairs or with mobility issues.
	Some of the perceived disadvantages, however, were as follows:
	· Traffic increases due to diversions caused by road closures
	· Increased traffic congestion · Harder for residents to park or receive deliveries
	· Inconvenience to car users from roads closed to traffic
	· Less car parking in shopping streets
	· Making things harder for people who use a wheelchair
	· Fewer people shopping locally
	Interestingly, the consultation and market research surveys are slightly different in nature. This is because the consultation response only includes people who were motivated to take part in the consultation. This means that the responses provided are unlikely to be statistically representative of the whole population.
Transferability	The Council used the Experimental Traffic Regulation Order (ETRO) Process as provided for in the Road Traffic Regulation Act 1984 to implement the temporary measures, which can continue in force for up to 18 months.
	The Council then ran the online consultation process and conducted the market research to gather the public's views on the temporary measures and identify which measures showed potential for being made permanent through a normal Traffic Regulation Order.
	At the Council's Transport and Environment Committee held on 17 June 2021, it was decided that several measures would be retained, whilst others would be removed as informed by the public's views that had come out of the consultation and market research surveys.
	Depending on other countries legislation around Traffic Regulation Orders, and the option of implementing temporary measures, this approach to implementing temporary walking and cycling infrastructure can be transferred to other regions and adopted more widely.

Examples of temporary Spaces for People measures implemented in the city.

Title of the practice	Demand Responsive Transport (DRT) proposed trial	
Project partner linked to the BP	SEStran	
Organization responsible of the practice in the region	SEStran	
Thematic coverage (TOPICS linked to the practice):		1) Local and Regional Public Transport system
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
	✓	**4) Demand transport responsive systems**
Thematic coverage (INDICATORS linked to the practice):		% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
	✓	% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice	SEStran has partnered up with tech providers, a local transport operator and East Lothian Council to develop the GO SEStran project, which will deliver a Mobility-as-a-Service (MaaS) platform and Demand Responsive Transport (DRT) service in the South East of Scotland. This project is funded by the Transport Scotland MaaS Investment Fund Round 2. The GO SEStran project seeks to use Mobility-as-a-Service (MaaS) and tech-enabled Demand Responsive Transport (DRT) to address two core issues: • The lack of physical and digital integration of transport across the region • Transport poverty across the region. By setting up a regional MaaS platform, SEStran hopes to support local authorities and transport operators to provide a more efficient and sustainable transport network and make alternatives to the private car easier to access. To make this happen, the project will deliver a multi-modal Mobility as a Service (MaaS) plug-and-play platform, which will build on the existing Tactran ENABLE MaaS solution powered by Fuse Mobility in the Tayside region. The MaaS app will make it quicker and more convenient for people to plan, book and pay for alternatives to the private car, whether that be bus, train, taxi, conventional or e-bike hire, car club, car sharing or any of the other emerging alternative forms of transport. It will link with the physical integration of these different modes of transport at Brunton Hall Journey Hub in East Lothian.	

Brief description of the practice	Part of the drive behind the project is to use digital innovation in the public transport sector in the SEStran region, to support rural communities, elderly, disabled and more vulnerable people in terms of mobility, accessing key services, improved wellbeing, tackling loneliness, etc. As part of the project, SEStran will work with Prentice Coaches, Liftango and East Lothian Council to trial Demand Responsive Transport (DRT) technology as part of the existing 109 service. DRT technology offers the potential to optimise routes and services, particularly in light of the declined patronage due to COVID-19, helping to protect and increase the financial viability of running rural bus services. Furthermore, DRT technology offers great potential to improve the user experience and reliability of services, better coordinate underutilised assets, and provide a cost effective and attractive alternative to conventional public transport, particularly in rural areas. Introducing a DRT element in this area will significantly increase capacity on the service and geographic coverage, improving the availability of public transport to a wider number of local communities.
Main results	The part of the route from Humbie to Tranent is particularly rural in character. It is proposed to create a DRT zone for this part of the route, allowing on demand pick up of passengers instead of a fixed-line route. This will increase public transport coverage in the area (orange zone) and allow buses to respond to demand to carry a greater number of passengers. Shortening the fixed section of the route to Tranent – Haddington will free up a bus to operate flexibly for 3 x 2-hour periods during the day. Liftango have simulated the DRT zone with buses starting and ending in Tranent at 9am-11am, 11am-1pm and 1pm to 3pm. To examine how a service like this might perform, Liftango conducted a "Zone Health Check" based varying levels of projected demand: · A "**Zone Health Check**" asks the question of how the system would behave as more people use the service (think of it as a stress test). · The simulation steadily increased the demand to see how the zone and vehicles handle the increased demand · Liftango will conduct simulations at various demands with different numbers of available vehicles to forecast how many vehicles will be required to maintain what level of standards at a particular level of demand. The GO SEStran project was awarded funding through the MaaS Investment Fund and will be launching this DRT trial in Spring 2022.
Lessons learnt	Funding for this project has only recently been announced, and the DRT trial is scheduled to launch in Spring 2022, meaning that it is too early to summarise lessons learnt. However, the project has a budget for Monitoring & Evaluation and will be carefully monitoring the performance of the trial to establish successes and identify lessons learnt. To that end, Liftango will work with Prentice and East Lothian Council to optimise the DRT service. However, initial work suggests that, on the busiest day, 32 ride requests would be made, most of which could be accommodated. That contrasts with 32 journeys accomplished in the whole week currently. During first three months of the trial, East Lothian Council and Prentice will review the data and carry out analysis to establish whether an additional bus should be committed to the service. This will clearly be a major investment by the bus operator which the technology will help by supplying reliable, meaningful data. In terms of integration into the MaaS system, the revised budget allows for the following integrations: · Liftango routes, availability, prices and pass out · Intermodal (one-way and plan only) for DRT to onward public transport

Transferability	One of the key objectives of this project is to address transport poverty. Particularly in rural areas, public transport may be poor or non-existent. This is not unique to Scotland and adapting local fixed line services to Demand Responsive Transport may increase efficiency and optimise the running of the service, whilst keeping public transport coverage in the area. That way, digital innovation in the public transport sector can be used to support rural communities, elderly, disabled and more vulnerable people in terms of mobility, accessing key services, improved wellbeing, tackling loneliness, etc. This approach can be adopted in other regions where there is potential to optimise current fixed line services. Furthermore, this project shows the potential for integrating DRT into existing or new MaaS platforms, which helps to increase the visibility of the DRT service offering.

PHOTO/S:

Photo caption: The proposed DRT zone in orange in contrast to existing fixed line service (thick orange line)

The proposed MaaS platform and DRT pilot in East Lothian Council:

GO SEStran
South East of Scotland
Transport Partnership

REGIO-MOB
Interreg Europe

European Union
European Regional
Development Fund

REGIO-MOB GOOD PRACTICE		
Title of the practice	Demand Responsive Transport (DRT) proposed trial	
Project partner linked to the BP	SEStran	
Organization responsible of the practice in the region	SEStran	
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):		% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
	✓	% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
		% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice	The SESTTG (the Group) first met on 3rd June 2020, in response to Covid-19 related impacts for transport, to coordinate temporary and transitional responses in the SEStran region. The Group was established specifically to develop and oversee the Regional Transport Transition Plan for the response to and transition out of emergency lockdown measures implemented to deal with the COVID-19 crisis. The Group brings together local, regional and national partners to jointly plan for the management of transport network and any additional measures needed during this period. The Plan's objectives, as jointly developed by the group, are as follows: 1. To support walking, wheeling and cycling for all or part of commuter and non-commuter journeys as far as practicable 2. Maximise safe and efficient use of the public transport and support the continued viability of the public transport system. 3. To ensure public transport is available for those most dependent on bus, subway and rail services 4. To manage the potential for an increase in private car use during the easing of lockdown 5. To co-ordinate and disseminate regional messaging to support the safe use of the transport network and management of travel in line with national guidance 6. To ensure measures facilitate connected, multi-modal journeys. The plan sets out the group structure comprised a main group involving all eight SEStran area Councils, SEStran and Transport Scotland. It was jointly chaired by Transport Scotland and Midlothian Council.	

Brief description of the practice	The workstreams coalesced around three corridor groupings focussed on measures to support bus-based journeys into Edinburgh, with additional subgroups established for Finance and Monitoring and Evaluation, Communications, Travel Demand Management and wider regional measures.

At the time the Group was established, many impacts and detail around transmission of Covid-19 were still coming to light. It was not envisaged that restrictions applying to physical access to activities and human interaction would be required for nearly 18 months.

The overall length of time that Covid-19 restrictions were in place at various levels led to a prolonged period of unpredictable transport demand and travel behaviours, with clear impact on all aspects of the transport network and particularly public transport operations.

On 9th August 2021, the Level Zero restrictions were lifted by the Scottish Government, with requirements for mask wearing in shops, on public transport being some of the only remaining controls. In August 2021, in keeping with the SG move to emphasise 'business as usual' across all industries and spheres of life, the Group agreed to conclude the temporary 'transition' focus of the group. |
| **Main results** | The Group developed the Regional Transport Transition Plan, which is a dynamic plan and recognises that, in the context of COVID-19, there is a need for urgent co-ordination between partners. It provides the policy context and governance basis to maximise the impact of targeted transport measures and interventions developed in response to COVID-19. These temporary measures and interventions were implemented to improve bus journey times to minimise the risk of COVID-19 transmission on public transport, and were funded by the Scottish Government through the Bus Priority Rapid Deployment Fund. The Plan also provided the means to demonstrate positive outcomes, and to progress from temporary to permanent measures in line with more strategic and longer-term transport policy objectives.

The objectives of the SESTTP were met to the extent that the work of the Group mostly focused on bus interventions, given that active travel measures were being addressed through the Spaces for People programme. Nevertheless, the members of the Group were closely associated with the delivery of the Spaces for People programme, ensuring strong connections and complementarity. By improving bus infrastructure, the Bus Priority Rapid Deployment Fund (BPRDF) measures improved bus journey times, which helped people spend less time on a bus and travel more safely.

The group effectively co-ordinated regional messaging which also supported the dissemination of national messaging/guidance.

The Group also played a valuable role in cross-working where issues arose, such as around procurement routes, supply chain issues, TRO processes, the impact of staycation on visitor management, as well as sharing information about Mobility Hubs, Mobility as a Service (MaaS) and Demand Responsive Transport (DRT). This led to a range of discussions across the region on the potential for DRT, alongside a funding bid to the MaaS Investment Fund Round 2 for a MaaS/DRT project in East Lothian, led by SEStran. |

Lessons learnt	The group was established during a public health emergency, and quickly organised to work together across three levels of governance. Some of the learning may have relevance for similar situations in the future. The regular cycle of meetings facilitated discussions around specific challenges raised by members of the Group. For example, members of the group were able to raise and discuss issues arising, such as the TRO process in relation to the permanency of temporary BPRDF and Spaces for People measures, as well as dealing with political challenges and tight delivery timescales. Furthermore, communication and adequate messaging of the Group's activities at times of emergencies can be challenging. The lessons learnt in implementing these temporary measures will be used to help strengthen the region's readiness to respond and adapt to any future public emergency.
Transferability	The Group identified and developed urgent and temporary transport interventions based on an assessment of what is appropriate, and deliverable, for deployment during the period of the Transition Plan. The experience of the SESTT Group has been that regional working can deliver benefits to the different parties involved and help avoid duplication of efforts. The Group provided a space for regular discussion on a wide range of relevant or related issues including national public health policy changes. The governance model which allowed for close partnership working between various organisations can be transferred to other regional transport authorities and regions.

PHOTO/S:
Photo caption: Bus Priority Rapid Deployment Fund – Monitoring Plan (South East of Scotland Transport Transition Group meeting 8th October 2020)

Monitoring Plan by key theme:

Key Monitoring Themes

- Bus performance
- Other Modes
- Public awareness / attitudes

	Bus Priority Rapid Deployment Fund			South East Scotland Regional Transport Transition Plan					
	Improve bus journey times	Increase public transport patronage	Protect air quality in city centres	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent	Address the potential for an increase in private car use	Disseminate messaging	Facilitate connected journeys
Bus performance	✓	✓			✓	✓	✓		✓
Other modes	✓		✓	✓			✓		
Public awareness		✓		✓			✓	✓	

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A90

	Bus Data		General Traffic Data			Awareness
	Patronage	Journey times	Volumes	Queue lengths	Journey times	Awareness
Speed limit reduction on A92 to improve bus egress from Halbeath Park & Ride onto access roundabout		✓				
Citybound A90 bus lane from Cramond Brig to Barnton	✓	✓	✓	✓	✓	
Extension of westbound bus lane on Hillhouse Road towards Blackhall		✓	✓	✓	✓	
Optimisation of Blackhall bus priority scheme		✓	✓	✓	✓	
Relocation of some/all Queensferry St bus stops to Charlotte Square	✓	✓				✓

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A89 / A8

	Bus Data		General Traffic Data			Awareness
	Patronage	Journey times	Volumes	Queue lengths	Journey times	Awareness
Bus lane on A89 eastbound approach to Newbridge	✓	✓	✓	✓	✓	
Temporary bus lane on A8 westbound approach to Newbridge from airport on-slip	✓	✓	✓	✓	✓	
Short bus lane on citybound approach to Maybury (through underpass)		✓	✓	✓	✓	
Lengthen bus stop at Drum Brae roundabout and increase waiting bays		✓				
Kerb build out in bus stops – Bathgate, Uphall, Broxburn	✓	✓				✓

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Midlothian / East Lothian

|	Bus Data		General Traffic Data			Awareness
	Patronage	Journey times	Volumes	Queue lengths	Journey times	Awareness
Temporary traffic signals at Melville Dykes Road / B704 Hillhead junction, Lasswade	✓	✓	✓	✓	✓	
Changes signal timings and yellow box markings at Straiton junction		✓	✓	✓	✓	
Bus lane on Linkfield Road between racecourse and Musselburgh High Street		✓	✓	✓	✓	
Parking / waiting restrictions on Prestonpans / Tranent High Street to ease congestion and reduce bus delays		✓	✓	✓	✓	✓
Split bus stop outside Musselburgh Police Station	✓	✓				✓

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REGIO-MOB GOOD PRACTICE		
Title of the practice	Thistle Assistance Card and App mask exemption sticker	
Project partner linked to the BP	SEStran	
Organization responsible of the practice in the region	SEStran	
Thematic coverage (TOPICS linked to the practice):	✓	**1) Local and Regional Public Transport system**
		2) Sharing mobility
		3) Temporary infrastructures for cycling mobility
		4) Demand transport responsive systems
Thematic coverage (INDICATORS linked to the practice):		% Reduction of CO2 emissions associated to transport.
		% Municipalities involved in the implementation of the sustainable mobility plan.
		% Reduction of PM10 in the provincial capitals
		% Efficient connections in transport in the region.
	✓	% Passengers using public transportation.
	✓	% Increase of quality of life of the citizens.
		% Journeys undertaken by public and private travel or low energy vehicles.
Brief description of the practice	In response to the COVID-19 virus, the Scottish Government published guidance on the use of face coverings on public transport in Scotland. Face coverings are mandatory on public transport in order to prevent the transmission of the COVID-19 virus. An exemption applies for children under 5 years of age, or for those with particular health conditions who cannot put on, wear or remove a face covering because of a physical or mental illness or impairment or disability or without severe distress. There is no requirement to obtain evidence in the form of a letter from a doctor or government for an exemption. However, Thistle Assistance now offers the possibility to easily communicate if someone is exempt from wearing a face covering. Thistle Assistance is an initiative to help people feel safer and more comfortable when using public transport. The Thistle Assistance Card and App are an easy way of letting transport staff know what additional assistance a person might need. In response to COVID-19 and the face covering requirement, the Card and App now include a sticker for those that are exempt from wearing face covering.	
Main results	A face covering exemption sticker was implemented in the Thistle Assistance Card and App, allowing users to easily communicate to transport staff and fellow travellers that they are exempt from wearing a face covering on public transport.	
Lessons learnt	Because Thistle Assistance Card and App existed before the outbreak of the pandemic, adding the mask exemption sticker to a recognised communications tool meant that the exemption was easily adopted into the Thistle Assistance concept, and more easily recognised by transport operators. Self-policing on public transport during pandemic can mean some people no longer feel comfortable using public transport when they are exempt. An easy way of communicating that someone is exempt from wearing a face covering can increase their confidence when using public transport, even though no evidence of an exemption is strictly required when using public transport.	

|	
Transferability	Anyone can use the card or download the Thistle Assistance app as it is non-region or country specific. The concept can easily be adopted and adapted to other countries or regions. An informational campaign targeting operators in addition to a public awareness campaign would help increase awareness of Thistle Assistance among operators and increase recognition and acceptance on public transport.

PHOTO/S:

Photo caption: Thistle Assistance webpage details on exemption sticker
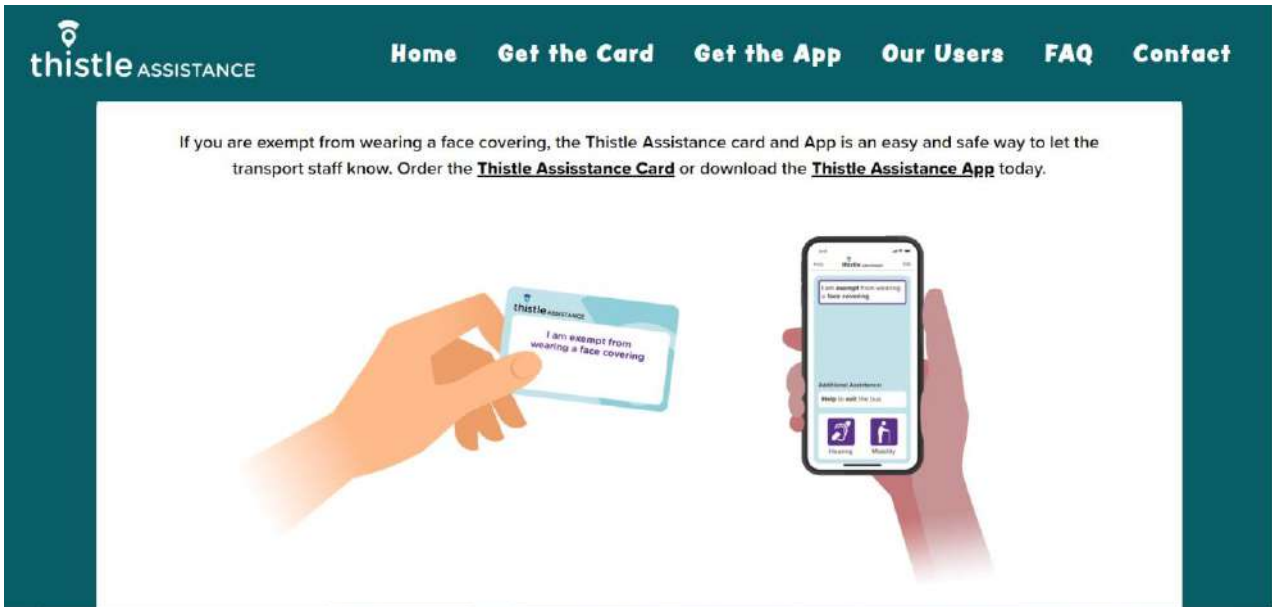
Example of how the exemption sticker can be used in the Thistle Assistance App along with other additional assistance requirements.
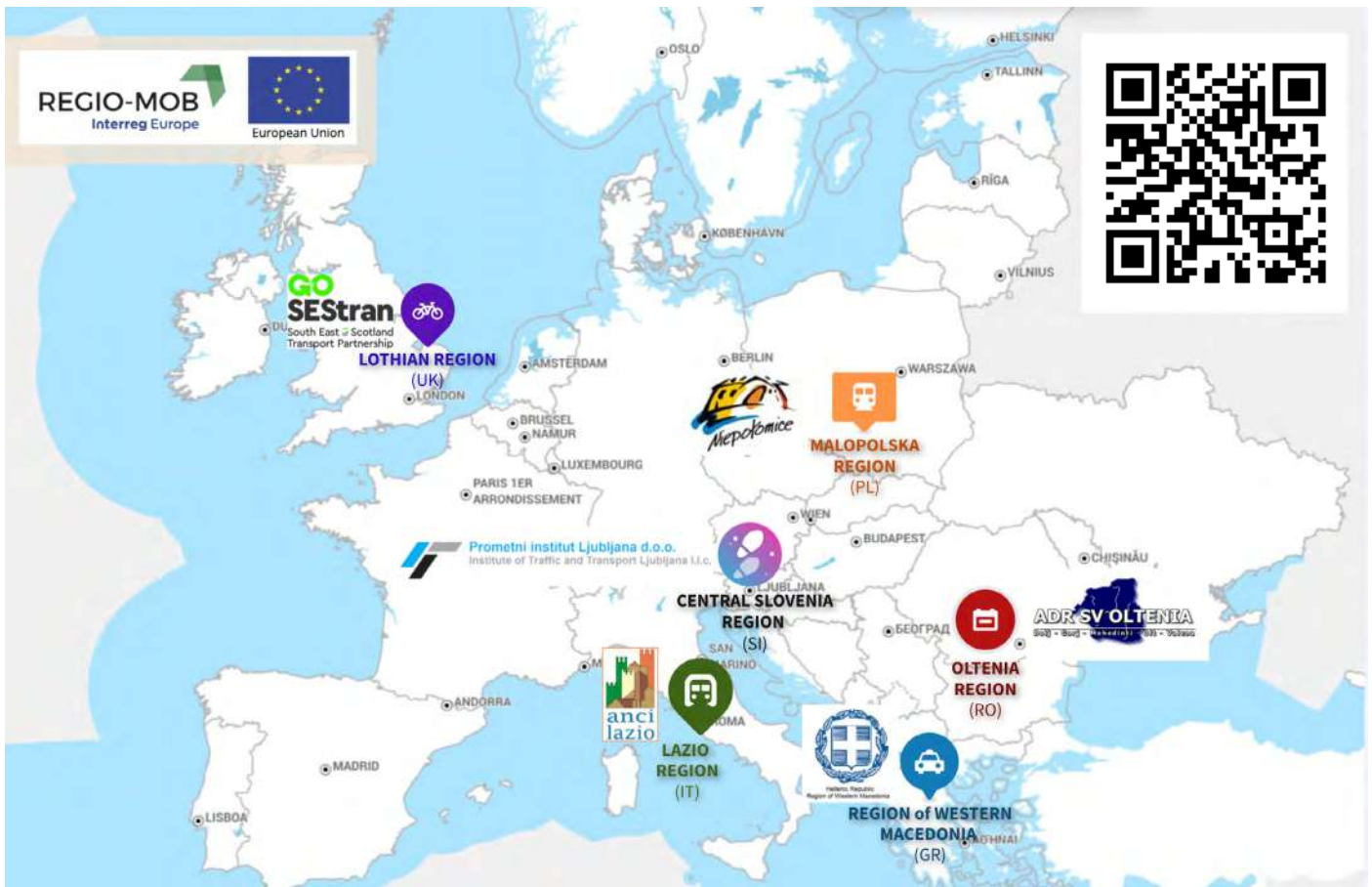
Interactive map of good practices for sustainable mobility developed to tackle the Covid-19 crisis

Lead partner

ANCI Lazio (Italy)

Partners

PROMETNI INSTITUTE Ljubljana (Slovenia)

South-West OLTENIA Regional Development Agency (Romania)

Niepolomice Municipality (Poland)

Regional of Western Macedonia (Greece)

SESTRAN South-East of Scotland Transport Partnership (United Kingdom)

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