



REGIO-MOB

DISSEMINATION EVENT in EDINBURGH

**Interregional Learning towards Sustainable Mobility in
Europe: the REGIO-MOB Experience**

Meeting Minutes

Edinburgh, 22 March 2018

Venue: Radisson Blu Hotel, 80 High Street, The Royal Mile



AGENDA



REGIO-MOB
March 22nd & 23rd 2018
Edinburgh, Scotland





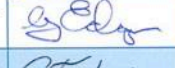
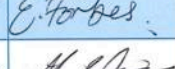




Thursday 22 nd March 2018		
<i>What</i>	<i>Where</i>	<i>When</i>
Teas and Coffees		09:30
Welcome – Councillor Gordon Edgar , Chair of SEStran		10:00
Matthew Davis – Partnerships Manager, Scotland's Regions - Sustrans Scotland <i>Cycling in Scotland: From Policy to Delivery and the Challenges in-Between</i>		10:20
Antonia Roberts – Director - Bike Plus <i>GO E-Bikes</i>		10:40
Francesco Iacorossi - Rome Mobility Services Agency <i>From Pasta to Pums Roma. The Importance of Sharing Best Practice Examples</i>		11:00
Linda Meleo - City Councillor of Rome for Mobility <i>Towards a Sustainable Mobility: The Vision of the City of Rome</i>		11:20
Andrej Zalokar - Slovenian Cycling Network: Board Member; Gorenjska Region: Regional Coordinator and Advisory Board Member <i>The Challenges of Developing National Cycling Strategy in Slovenia</i>		11:40
Miloš Pregl (Msc) - Republic of Slovenia, Ministry for Infrastructure: Secretary; Head of the Project Unit for the Establishment of a Public Transport Management Company <i>How to Manage a Public Transport Service – The Slovenian Experience</i>		12:00
Light Lunch	Radisson Blu Hotel, 80 High Street, The Royal Mile, Edinburgh EH1 1TH	12:20
Dimitrios Tsiamitros , Assistant Professor, Western Macedonia University of Applied Science <i>Integration of New Technologies in the Public Transport Sector of Western Macedonia - The RWM Action Plan</i>		13:20
Vasileios Koutsianos , Chairman of the Regional Federation of Disabled of Western Macedonia <i>Mobility for All Under the Scope of the Regional Action Plan of Western Macedonia</i>		13:40
Sorin Manda , Manager Craiova City Hall <i>Public Transportation in Craiova City – Challenges and Perspectives</i>		14:00
Elena Mayer , RDA SW Oltenia, Project Expert <i>South West Oltenia Action Plan</i>		14:20
Dr inż. Katarzyna Nosal Hoy and Dr inż. Katarzyna Solecka Krakow University of Technology <i>Selected Measures of the Regional Action Plan</i>		14:40
Mr Łukasz Franek Deputy Head of Krakow Road and Transport Authority Mr Daniel Wrzozczyk Director of the Board Office of the Metropolia Krakowska Association <i>Challenges of Transport Integration in the Krakow Metropolis</i>		15:00
Concluding Remarks		15:20
Free Time		15:30
Drinks Reception	National Museum of Scotland, Chambers St, Edinburgh EH1 1JF	19:00
Dinner		19:30
Friday 23 rd March 2018		
Meeting at Radisson Blu Hotel Steering Committee Meeting Action plan monitoring plan **Attendance by Project Partners only**	Radisson Blu, 80 High Street, The Royal Mile, Edinburgh EH1 1TH	10:00
Light Lunch		12:30
Public Transport System in Edinburgh - Stakeholders		Morning
END OF MEETING		

PARTICIPANT LIST



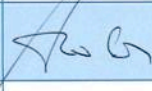

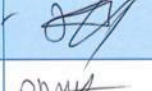
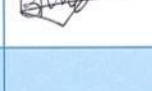
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REGIO MOB DISSEMINATION EVENT, EDINBURGH						
22 nd MARCH 2018						
RADISSON BLU HOTEL, ROYAL MILE, EDINBURGH						
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Francesco	Iacorossi	Rome Mobility Services Agency	Stakeholder	Project Manager	FRANCESCO IACOROSI AGENZIA MOBILITA' ROMA	
Linda	Meleo	Rome City Council	Stakeholder	City Councillor	LINDA MELEO COUNCIL ROMA IT	

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Mark	Craske	NHS Forth Valley	Stakeholder			



MINUTES - REGIO MOB Report

On March 22nd 2018, the dissemination event meeting focused on the “Action Plans” took place as part of the Regio-Mob project in Edinburgh, organized by SEStran.

The event was attended by approx. 50 participants among stakeholders and REGIO-MOB partners invited from Scotland, Slovenia, Poland, Romania and Italy as well, to improve the knowledge about the Regional Action Plans designed by 6 partners tailored for their Regions.

After a warm welcome of **Gordon Edgar**, Councillor of SEStran, the first panel discussion was focused on the Regional Action Plan designed by partners with the collaboration of key stakeholders.



Photo during the open session by Gordon Edgar



Matthew Davis, Partnerships Manager of Scotland's Regions – *Sustrans Scotland*, presented the *"Cycling in Scotland: From Policy to Delivery and the Challenges in Between"*. Mr Davis explained the main objective to make easier walking and cycling as well as the growth of people's consent regarding cycling, highlighting 3 factors:

- 1) Fueling our own travel is energising and confidence building, building physical activity into daily lives, lowers risk of diabetes, heart disease and depression.
- 2) More journeys by bicycle, reduce carbon emissions from Transport, reduce air pollution from traffic improving air quality, and reduce noise pollution. Places that are convenient to travel through by bicycle are generally attractive places people want to spend time.
- 3) Congestion is a major cost to the economy, cycling makes more efficient use of road space and more journeys by bicycle will cut congestion. Significant proportion of people don't have access to a car. Cycling provides another travel choice and improves access to employment opportunities. When people cycle they spend more money in local businesses and income is generated by cycle tourism.

Finally, according to a study under the BIKE life project, the 78% of people want more protected roadside cycle lanes built, even when this could mean less space for other road traffic.



Photo during Antonia Roberts' presentation

Antonia Roberts, Director of Bike Plus GO E-Bikes, an organisation representing bike share schemes nationwide, illustrated how *GO E-bikes* can allow people with motor difficulties to cycle. Furthermore *GO E-bikes* is supporting South East Scotland's goals by: Reducing congestion; Improving public health; Improving accessibility to: Employment opportunities and Health and leisure facilities. Although bike share schemes are operated by both public and private sector, as well as large employers and community groups. Bikeplus aims to support these groups to get the most out of this process, covering four key functions: 1. Analyse data; 2. Sharing information; 3. Delivering pioneering projects to ensure the social and environmental benefits; 4. Developing Partnership support.



Linda Meleo – City Councilor for Mobility of the City of Rome presented the commitment of the new Administration to promote sustainable mobility, *“Towards a Sustainable Mobility: The Vision of the City of Rome”*. She stated that the Administration is fully aware of the severity of the existing challenges. For this, a hard work has started to put the “Eternal City” on the right track, with a set of new policies and measures. As the City Councillor for transport and mobility (*“Città in Movimento”*), a sustainable, efficient and integrated approach to mobility will greatly benefit to the citizens and visitors.

Rome has the highest motorization rate in the EU (840 vehicles per 1,000 inhabitants) due to the local culture: there is a strong preference for private vehicles (cars and scooters). The modal share for cycling is the lowest in Europe (1%). As REGIO-MOB teaches, promoting active mobility is challenging but the new Administration has taken the first courageous steps: about EUR 167 million have been allocated for the purchase of 600 new buses in the next 3 years: half of them will be eco-compatible. To reduce congestion and pollution in the historical urban area, also important improvements of the ZTL (Limited Traffic Zone) are planned. Mrs Meleo mentioned the commitment of the Mayor “By endorsing the principle of the *fossil fuel free street declaration*, Rome has decided to ban diesel cars from its historical centre from 2024. If we want to intervene seriously, we must have the courage to adopt strong measures”.

- Pedestrianisation schemes, footpaths, walkways and cycle routes will be implemented in all City Districts, leading to a complete traffic schemes redevelopment by 2021.
- 40% increase in bike lanes by 2021, to connect suburbs to the city centre. A cycling ring (nearly 45 km) is also going to be completed by 2021.
- A new bike sharing service will be provided, by 2019, besides the free flow scheme. It will cover the entire city, with a bicycle hire point at all train stations by 2021.

Finally, the Deputy Mayor presented the new web-platform of Rome for a new public transport plan (SUMP), participated and sustainable. This is the "www.pums.roma.it", the web gateway of the Urban Plan of Sustainable Mobility of *Roma Capitale*, which involves citizens in redesigning together with the municipality the "map", also conceptual, of the public transport. This tool will help to define in a participatory way the new physiognomy of the urban transportation and mobility network in the name of sustainability.



Photo during Francesco Iacorossi's presentation

Francesco Iacorossi expert of Rome Mobility Services Agency has illustrated the "P.A.S.T.A. project towards the SUMP of the city of Rome: the Importance of Sharing best practice examples". PASTA (*Physical Activity Through Sustainable Transport*

Approaches) aimed to connect transport and health by promoting active mobility in cities (i.e. walking and cycling) in combination with public transport use) as an innovative way of integrating physical activity into our everyday lives. In fact, people are increasingly sensitive to environmental sustainability and acknowledge the negative consequences of car use (i.e. environmental problems, traffic noise, unsafe traffic conditions, congestions) but they often do not act accordingly. The price to pay is very high not only in environmental degradation but in terms of not healthy living in general. Driving cars is a major source of physical inactivity and is associated with overweight and obesity. In this context PASTA intervenes, putting forward the appeal of personal benefit (health) apart from the broad, pro-environmental rationale. To respond to personal health risks, PASTA introduces specific communication tools to promote active mobility to contribute to people's physical and mental health: 30 minutes of daily cycling or walking is associated with reduced mortality in the range of 30 %. PASTA is a mixed-method and multilevel approach applied in 7 case study cities: Antwerp, Barcelona, London, Örebro, Rome, Vienna and Zurich involving approx. 14.000 citizens.



Andrea Vignoli, project manager of ANCI LAZIO, emphasised the importance of the results reached in particular during the four stakeholder Meeting Groups held in Lazio Region and, in particular, about the laboratory

organized with a University based in Rome, in order to design and put in practices the REGIO-MOB best practices considered useful to be implemented in Lazio Region. 4th of these were selected by the Mobility Dept. of the City of Rome during the SUMP participatory process, built by Municipality of Rome through a web-platform.



Photo during Andrej Zalokar 's presentation

Andrej Zalokar – Vice president of Slovenian Cyclists’ Network presented “The Challenges of Developing National Cycling Strategy in Slovenia”. As part of REGIO-MOB stakeholder group, his association

contributed to the preparation of action plan, starting from the factors inherent cycling. Strengths points mentioned addressed to increase the strategic importance of cycling in urban and peri-urban areas were: Valorisation of great natural & historical Heritage and Environment; Rising Awareness on cycling (Ljubljana is the 8th best cycling city in EU) where cycling cover the 15% of mode share; The presence of exciting cycling Infrastructure in mayor Slovenian cities; The establishment of cycling Advocacy Groups; The development of SUMPS in 65 Municipalities in Slovenia.



Photo during Miloš Pregl's presentation

Miloš Pregl, Head of the Project Unit for the Establishment of a Public Transport Management Company under the Ministry for Infrastructure of Republic of Slovenia, spoke about “How to Manage a Public Transport Service – The Slovenian

Experience”. Managing PPT (Public Passenger Transport) includes traffic, economic, social and environmental criteria for different modes of transport (long distance bus, train) and is currently organized at the Ministry of infrastructure, while the operational implementation of passenger services is the task of transport companies. PPT in Slovenia is in process, reaching the final stages of the design of



the new are PPT and the ministry working on this task. The management authority can at any time access and analyse the data required to make decisions. So, the Ministry is currently preparing the PPT concession tenders and is ready to analyse the economic effects. It will consider inter-modalities at the national and regional level. On the other hand, the PPT operators will have to develop their own systems for PPT management at the level of their companies or consortia. These systems usually will include everything from fleet management tools and real time vehicle tracking to journey planning applications for end users, always in line with the new Tender concession and in coordination with the managing authority.



Photo during Dimitrios Tsiamitros's presentation

Dimitrios Tsiamitros, Professor of the Western Macedonia University of Applied Science Integration of New Technologies in the Public Transport Sector of Western Macedonia, presented the RWM (Region of Western Macedonia) Action Plan. After an excursus about the characteristic of the Region, composed by four regional entities (Kozani, Grevena, Kastoria, Florina) and twelve municipal authorities, prof. Tsiamitros presented the *“Vision for a Regional Mobility Strategy taking into account a combined Land Use and Transport Design approach”*.

The main Strategic Objectives underlined are:

1. Integrated Land Use, Spatial Planning and Transport Design
2. Traffic Management

3. Promotion of active modes of transport (walking/bicycling)
4. Environmental Protection
5. Horizontal Support Actions

Whilst the vision statement of “RWM21” is to *“Create a more competitive and prosperous Regional Economy in the 21st century, attractive for the visitors and livable for its citizens”*.



Vasileios Koutsianos, Chairman of the Regional Federation of Disabled of Western Macedonia, illustrated his presentation focused on the concept of *“Mobility for All Under the Scope of the Regional Action Plan of Western Macedonia”*. It was topical and enlightening because accessibility is a widespread problem in all European cities. The importance of this theme impacts on the following 3 key issues:

Creation of Safe Routes for people with disabilities

- Removing barriers to enable people with disabilities to fulfill their mobility needs
- Provide safe (pre-examined and approved) routes to connect important Points of Interest in big cities
- A safe route by one mode can be rather easily organized – getting to intermodal transport becomes complex as it requires both transport means accessibility and public space availability at the same time.

☑ Traffic modifications for people with disabilities

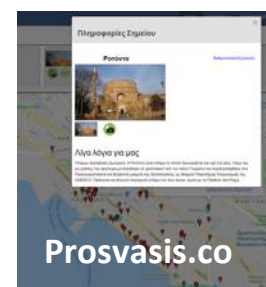
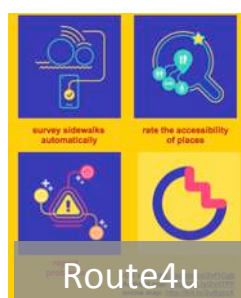
- Re-considering pedestrian signal timing taking into account vulnerable users especially in Central Business District areas
- Pedestrian Crossings with signal operation and activation button (can be accompanied by audible and tactile signals)
- Parking booking facilities around the urban environment enabling people with disabilities - drivers to access specific locations by car.

☑ Reform of the legal and institutional framework for people with disabilities mobility

- Changes in enforcement rules for illegal parking blocking pedestrian crossings
- Accessible parking spots as a quota of the total supply per area
- Rules and regulations for accessibility of public transport vehicles
- Rules and regulations for delivering pedestrian ways/access ramps/adequate pavement markings in the urban environment – even more strict than the national standards.

Furthermore, Mr Koutsianos illustrated the key factors for the RWM action plan, that in synthesis are focused on 1. The demand responsive transport; 2. An Observatory of Sustainable Mobility; 3. The development of Park&Ride facilities; 4. The introduction of special pricing on public transport for vulnerable groups.

Finally, a series of useful applications to support accessibility was mentioned (i.e. Wheelmap.org; Route4u; Google Maps; Prosvasis.co) all of these are basically friendly mapping platforms that include areas where people with physical disabilities can locate points of interest, based on crowdsourced reviews.





Elena Mayer, Project Expert of RDA SW Oltenia, presented the work done by Sorin Manda, Craiova City Manager (that could not attend the meeting) and then presented the “South West Oltenia Action Plan”.

In Craiova the implementation of urban transport is focused on the following topics:

- Integration between the public transport plans and projects, with the plans of others main fields, such as new building constructions, houses and commercial purpose, even from the projects approval phase and with industrial and green areas of the city.
- Optimization of the public transport network lines, according to the number of passengers, using telematics systems.
- Efficient and fast connection using urban public transport network towards other public transport: trams - buses - railway station - airport.
- Promote clean vehicle, including electric public transport (buses and trams).
- Improvement of tram infrastructure (east-west, main axis of the city).

As for the Regional Development Agency South West Oltenia, it was contracted a company for the elaboration of the Action Plan and were organised two meetings of the stakeholders group during which all the important actors from the transportation field were able to propose actions that will improve the mobility in SW Oltenia region. The last version of the Action Plan was electronically transmitted

to all of the stakeholders for commentaries, which were integrated in the final version of the Action Plan.

The Action Plan for the South-West Oltenia Region includes the following 5 actions, correlated with the examples of good practice transferred between the partners:

- Development/revision of the Strategic Urban Mobility Plans at the Administrative Territorial Units level in the SW Oltenia Region;
- Establishing a structure at regional level intended to correlate the projects in the field of transport;
- Investments for the use of low carbon emission means of transportation
 - procurement of means of transportation;
- Investments in modern infrastructure for public transport;
- Elements of traffic management systems.



Katarzyna Nosal Hoy, expert from Cracow University of Technology, presented the Selected Measures of the Regional Action Plan for Niepolomice Municipality. After showing the main characteristics of the project area (Niepolomice Investment Zone), she illustrated the main objective to propose measures to develop the sustainable transport system and to shape sustainable mobility, and thus:

- increase transport accessibility of the NSI, the Niepołomice Municipality, and the whole project area;
- improve travel comfort and safety;
- increase transport awareness and shape travel behaviour;
- reduce negative effects of mobility, especially resulting from car usage;
- increase efficiency of passenger transport;
- improve economic vitality of the area;
- improve attractiveness of the area and increase the life quality.

Finally they considered the Interchange nodes and bike infrastructure and the Park and Ride facilities in Staniątki, Podłęże, Niepolomice and Wola Batorska introducing also the use of vehicle sharing for the focus area in Niepolomice, namely: buspooling, vanpooling, carpooling.

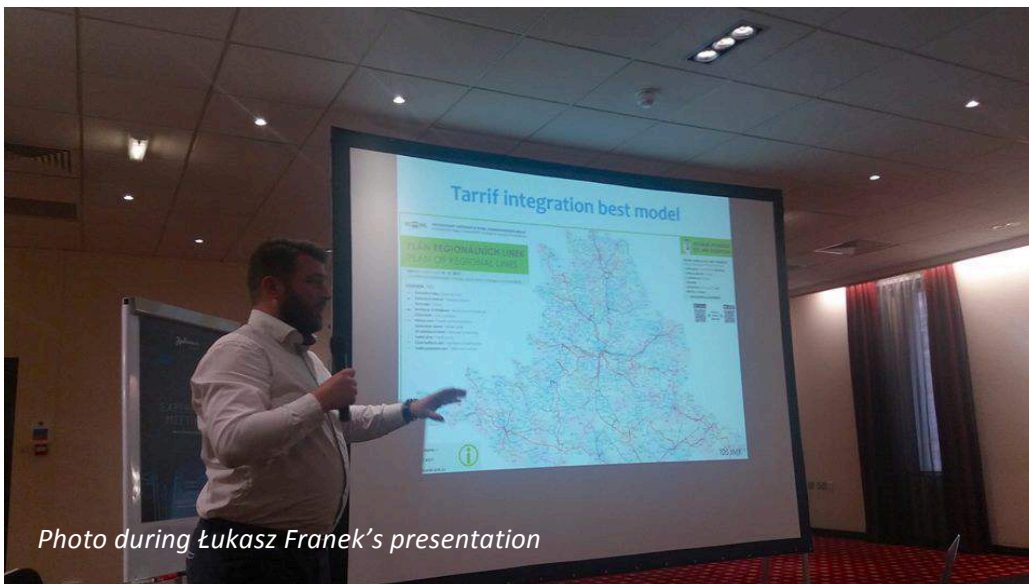


Photo during Łukasz Franek's presentation

Łukasz Franek, Deputy Head of Krakow Road and Transport Authority, presented the "Mobility integration in Krakow Metropolis". He explains how important it is to prioritize the mobility by public transport and the development of P+R schemes, bearing in mind that it is slow mobility that also promotes human health.

Consultation with citizens on the analysis of the road-to-road context with an overview of the overall system is also essential because even small details can

influence the improvement of urban traffic conditions, paying attention to pedestrian mobility with priority for people with reduced mobility. Franek also declares improvements in communication with residents and the need to increase the interaction between system managers and users. Currently Krakow enjoys a high percentage of pedestrians, reaching 28% of modal split, with many roads closed to cars and open to pedestrians and with a green belt around the historic city center. By 2020, Krakow wants to reduce the number of cars on the streets. The forecast is that up to 25% the journey around the city will take place by car. This means encouraging 30-40,000 drivers to the public transport system. A best model for tariff integration will support this achievement.



Finally, **Daniel Wrzosczyk**, Director of the Board Office of the Metropolia Krakowska Association, spoke about the “Challenges of Transport Integration in the Krakow Metropolis”.

The Integrated Territorial Investment (ITI) Strategy of Krakow Metropolis, contains three main challenges for transport integration by 2022:

1. Efficient implementation projects co-financed from European funds;
2. Optimization of bus routes (especially in the context of Fast Agglomeration)

Railway

3. Improvement of management by:
 - a) creating a database
 - b) actualization of the Krakow traffic model
 - c) enhancing knowledge and competences



Jim Grieve concluding the session with some remarks and emphasizing the valuable inputs provided by each partner and the challenges tackled on urban transport that are the same across Europe.

Disclaimer:

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