

**REGIO-MOB**  
Interreg Europe

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

**ACTION PLAN**

Association of Lazio Municipalities –  
ANCI LAZIO



## Table of Content

General information .....	3
Policy context.....	3
General background .....	4
ACTION 1 .....	8
<b>PLAYERS INVOLVED .....</b>	<b>Error! Bookmark not defined.</b>
<b>TIMEFRAME .....</b>	<b>Error! Bookmark not defined.</b>
<b>COSTS .....</b>	<b>11</b>
<b>FUNDING SOURCES .....</b>	<b>Error! Bookmark not defined.</b>
ACTION 2 .....	11
<b>PLAYERS INVOLVED .....</b>	<b>13</b>
<b>TIMEFRAME .....</b>	<b>13</b>
<b>COSTS .....</b>	<b>13</b>
<b>FUNDING SOURCES .....</b>	<b>Error! Bookmark not defined.</b>

## General information

Project: REGIO-MOB

Partner organisation: ANCI Lazio.

Country: ITALY

NUTS2 region: Lazio Region.

Contact person: Andrea Vignoli

email address: [project@ancilazio.it](mailto:project@ancilazio.it)

phone number: +39 06 68808460

## Policy context

The Action Plan aims to impact:  Investment for Growth and Jobs  
programme  European Territorial Cooperation  
programme  Other regional development policy  
instrument

Name of the policy instrument addressed: ROP ERDF Lazio 2014-2020 Action 4.6.1 and Action 4.6.3 (Thematic Object 4)

## General background

The SWOT analysis carried out at a regional level by Anci Lazio during the first phase of REGIO MOB, showed that the critical issues of public transport in the Lazio region are similar to other European areas.

In particular, what emerged in the Lazio Region was the following: the local public transport (TPL) suffers from a series of problems due essentially to the inefficiency of coping with traffic congestion in the metropolitan city of Rome and other urban centres of the region. Commuter mobility increased by almost 50% between 2004 and 2013 (from 550 thousand daily trips to 820 thousand).

On the other side, during the stakeholder meetings carried out along the project, involving both public and private sectors, the need to improve the public transport system was widely discussed for the peri-urban areas of the metropolitan city of Rome and the rural areas, since some of these areas are not well served by local public transport, being not of economic interest for transport operators. This is due to the low volume of demand of users in these specific areas. As a consequence, communities in such areas are socially excluded, given that they do not have access to public transport services.

Such a poor quality of the public transport service leads to a further increase of the motorization rate for the local population who must move towards larger urban centres where the transport services are more efficient. In fact, the criteria of movement do not depend on the closest distance of the transport service from home but to the frequency of the transport service, to be reached by own private vehicles, even at the cost of longer journeys. Therefore, these commuter flows imply an increase of private vehicles circulating in the region and a consequent need of larger parking spaces located near the main access points to public transport such as railway stations and bus terminals.

In brief, below is the SWOT analysis.

<p style="text-align: center;"><b>Strengths</b></p> <ul style="list-style-type: none"> <li>✓ Presence of a local public transport system in the major centres of the Region;</li> <li>✓ Presence on the regional territory of good quality and capacity of the railway arteries and some road arteries;</li> <li>✓ Sufficient quality level of connection of the transport arteries (railways, bus routes, etc.);</li> <li>✓ Presence in the target area of a favourable space to cycling that represents a tourist potential.</li> </ul>	<p style="text-align: center;"><b>Weaknesses:</b></p> <ul style="list-style-type: none"> <li>✓ Presence of barriers to access to many railway stations and bus terminals;</li> <li>✓ Lack of connections among the diverse public transport systems in rural and peri-urban areas;</li> <li>✓ Demographic growth in remote areas with low provision of services;</li> <li>✓ No interconnections between TPL and rail transport;</li> <li>✓ Long travel times for public transport + Shortage of presence of public transport, insufficient frequency;</li> <li>✓ High dependence on private cars + Unsatisfactory measures to provide alternative means of access;</li> <li>✓ Unsatisfactory intermodal options in public transport both at times and at nodes;</li> <li>✓ Deficient presence of cycle path networks + Lack of bicycle trucks at train and bus stations;</li> <li>✓ Lack of financing;</li> <li>✓ Lack of cooperation between Municipalities;</li> <li>✓ Low awareness of the economic benefits of alternative transport;</li> <li>✓ Lack of strategic planning.</li> </ul>
<p style="text-align: center;"><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>✓ Bus for shopping trips organized by non-profit associations for elderly people and citizens with disabilities;</li> </ul>	<p style="text-align: center;"><b>Threats:</b></p> <ul style="list-style-type: none"> <li>✓ Poor existing demand for bus and rail services makes them poorly remunerative;</li> </ul>

<ul style="list-style-type: none"> <li>✓ More funding for transport infrastructure from the EU;</li> <li>✓ Railway connections / growth of rail transport;</li> <li>✓ Ensure public transport with the help of tourism;</li> <li>✓ Create attractive pedestrian paths;</li> <li>✓ Demand-oriented public transport system;</li> <li>✓ Adaptation of public transport to the needs of elderly people;</li> <li>✓ Increase in railway infrastructure in the region;</li> <li>✓ Promotion of service networks between rail transport and LPT;</li> <li>✓ Bring new demand-driven transport services to rural areas;</li> <li>✓ Creation of networks between bike rental services (bike-sharing) and TPL;</li> <li>✓ Development of car-sharing and car-pooling services.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Continuous decrease in TPL services;</li> <li>✓ Expansion of urban areas + Traffic congestion + Increase in the number of commuters + Congestion bottlenecks;</li> <li>✓ Reduction of funding for LPT in rural areas;</li> <li>✓ Low profitability does not create interest in creating new transport services in rural areas;</li> <li>✓ Further cancellation of bus lines due to lack of passengers;</li> <li>✓ Increasing differences in the frequency of bus connections between tourist areas and rural settlements;</li> <li>✓ The urbanization trend in peri-urban areas increases the use of private cars;</li> <li>✓ Due to the decline of the public transport network, the availability of the farthest population to use them, decreases;</li> <li>✓ Public transport becomes difficult to finance due to low demand and tax cuts;</li> <li>✓ Reduction of the importance of regional rail transport;</li> <li>✓ High volumes of traffic and pollution due to the increasing use of private vehicles.</li> </ul>
--	---

**Action 4.6.1 and Action 4.6.3 (Thematic Objective 4) of the ROP ERDF of Lazio 2014-2020 implemented by the Lazio Region are basically aimed to:**

1. Purchase new eco-buses with greater capacity for regional public transport under the management of the public company COTRAL (Resolution: 27/05/14 - Number: 298);
2. Purchase new train trains for regional transport on the main access routes to Rome (Resolution: 19/04/17 - Number: 201).

These investments will guarantee a more ecological regional transport system for several tens of thousands of passengers, increasing the overall daily capacity of the regional public transport system.

Even though the solutions adopted by the Lazio Region are addressed to the right direction, achieving the self-defined indicator identified by ANCI Lazio, the connection between home-railway stations/bus terminal is totally neglected: it is the so-called “last mile”. This is why the action of ANCI Lazio was specifically focused to favour the adoption of suitable tools to increase the use of forms of sustainable mobility for the last mile.

Project partners presented good practices/solutions that dealt with the above-mentioned critical issues, providing different methodologies, technologies and dimensions due to:

1. Different demographic dimensions of the areas studied: e.g. from areas with 21,917 inhabitants – study area of Niepolomice - to areas with 500,000 inhabitants - study area of Edinburgh.
2. Different flows of commuters and daily visitors who move to different centres;
3. Different level of development of existing infrastructures;
4. Morphological differences of the territory and the different level of land use (from areas with the availability of large space allowing to develop new infrastructures, to densely constructed areas with difficulties in planning new ones);
5. Different planning, implementation and management of mobility infrastructures (the skills in the various territories can be at national, regional or municipal level);
6. The different level of development of regulations and related sustainable mobility policies;
7. The different availability of funds to be allocated to mobility and transport.

The analytical study of the diverse proposed good practices allowed to verify their effectiveness in strict relation to the specific context of the Lazio Region.

This study showed that not all good practices represented solutions that can be applicable to the regional context, although representing effective solutions.

In light of the above, here below are the **2 ACTIONS** which were specifically identified and developed, to be integrated into the regional policy instruments of the Lazio Region:

- I. **Park&Ride Schemes** (Interchange Parking) to develop and improve multi-modal transport interchange nodes (ROP ERDF Objective 4);
- II. Improvement of the usability of local public transport at regional level through **info-mobility**.

## ACTION 1

Along the learning process, ANCI LAZIO identified the good practices introduced by SEStran (United Kingdom) and PROMETNI (Slovenia), which concern the creation of **Park & Ride schemes**, in order to improve the multimodal transport exchange nodes in the Lazio Region.

On the basis of what described above in the General Introduction, sustainable mobility systems should be integrated in the commuter parking areas, using the new vehicles purchased through the funds of the ROP ERDF Lazio 2014-2020.

In this field, the Lazio Region manages a call for funding of the Municipalities for the construction of nodes of exchange through the Regional Law n.122/1989 "*Provisions on parking lots, Three-year programme for the most populated urban areas, as well as modifications to some regulations of the single text on road traffic regulations*" approved by D.P.R. June 15<sup>th</sup>, 1959, n.393 and the subsequent Regional Resolution of March 1<sup>st</sup>, 2016, n. 69 (Approval of the Implementation Modes Operational Programme (MAPO) relating to the Actions 4.6.1 "*Scheme for Implementation of infrastructures and interchange nodes aimed at increasing collective mobility and eco-compatible distribution of goods and related transport systems*", 4.6.2 "*Urban sustainable mobility interventions also encouraging the use of transport systems with low environmental impact, the completion, the equipment of the system and the renewal of fleets*" and 4.6.3 "*Intelligent Transport Systems*" of Priority Axis 4 - Energy sustainable and mobility).



This Regional Law is financed by the Regional Authority and does not present any type of constraint and/or reward for the Municipalities, regarding the integration of infrastructures and/or services in favour of sustainable mobility.

The result achieved so far has been the creation of "traditional" parking areas mainly, if not exclusively, for traditional private vehicles.

The current scenario does not facilitate the efficiency of mobility even in the so-called "last mile" routes, that is the stretch of the home/railway station/bus/ and vice versa, as well as systems for sharing means of transport. In fact, the Lazio Region is currently strengthening the trains and buses that enter Rome.

Therefore, what is needed is to renew the parking systems to be adapted to the Park & Ride schemes and multimodal exchanges. Currently the Park & Ride structures of Lazio are intended as a bi-modal system (auto-train) or tri-modal system (auto-bus-train).

By virtue of the regional law in force, including the measures of the ROP ERDF that finance local public transport (TPL), the proposed action consists of integrating into the Park & Ride sustainable forms of mobility such as electric car-sharing and charging points for electric mobility, car-pooling, bike-sharing, to ensure an effective home-bus connection or train station.

The system requires the introduction of info-mobility at the regional level (Action 2).

This action can be carried out in the form of "Hard", "Medium" or "Soft" depending on the political priority chosen by the Lazio Region in the implementation phase.

Both forms require the amendment of Regional Law n. 122/1989 in order to insert the changes detailed below.

In the adoption phase, the Lazio Region can choose to adopt:

1. the "Hard" choice obtainable by inserting the obligation for the beneficiaries to include in the submitted projects all the solutions described above under penalty of inadmissibility to the financing of the submitted proposals;
2. the "Medium" choice obtainable through the obligation for beneficiaries to include in the submitted projects some of the solutions described above, also by defining a minimum number, otherwise the submission would be inadmissible;
3. the "Soft" choice, obtainable by inserting in the evaluation grid of the submitted proposals a rewarding score for the submitted projects that envisage the realization of the solutions described above. This reward can be modulated according to the number of integrated solutions and based on the type of the same, thus allowing the Lazio Region to define priority solutions to be implemented.

In detail, the proposed measures, to be implemented in the different form described above, are as follows:

1. Construction of the parking areas financed with stalls dedicated to electric vehicles equipped with charging stations, according to the minimum parameters indicated below:
  - a) For parking spaces used exclusively for long-term (daily) multi-modality: 1 double charging station of 3KW each for 50 parking spaces available;
  - b) For the parking spaces used in a promiscuous way for the multi-modality of long stay and service of population centers (short stop): 1 double charging station of 3KW each and 1 double charging station of 22KW each for 100 parking spaces available.
2. Positioning of bike racks combined with charging systems for pedal assisted ones, preferably at a minimum of 10 parking spaces by every 100 parking spaces available;
3. Inclusion of a priority for the granting of funding for projects involving the integration of different sustainable mobility systems within the staging area, guaranteeing free parking for electric vehicles and vehicles used in shared form such as car sharing and car pooling. Only for this last type of shared mobility, in order to take advantage of the free parking, vehicles must be registered and booked through car pooling platforms recognized by the beneficiary of the contribution through a special agreement;
4. Insertion of a priority to the granting of funding for those projects that guarantee the integration of the same with safe paths existing and/or under construction to promote people's pedestrian mobility;
5. Inclusion of a priority for the granting of funding for those projects presented in the municipalities that have adopted or are in the process of adopting urban plans for sustainable mobility and/or urban plans for electric mobility;
6. Insertion of a priority to the granting of funding for those projects that are integrated with existing and / or under construction bike sharing systems.

## **PLAYERS INVOLVED**

Lazio Region as the subject responsible for the identified policy.

The impacts expected of the actions are on all the municipalities of Lazio as potential beneficiaries of the contributions referred to in Regional Law n. 122/1989.

## **TIMEFRAME**

For the modification of the Regional Law n. 122/1989, a time frame of 1 year is estimated from the start of the procedure.

At the end of the procedure for the amendment of the Regional Law, it is immediately operational since there is no need for calls for implementation.

The Municipalities of Lazio have at their disposal a pre-established time window to present their projects expiring on 30 June of each year.

## **COSTS**

No costs are required to implement the change.

The amount of the contributions that can be impacted depends on the budget allocation that the Lazio Region decides to allocate on this chapter of expenditure in each year.

## **FUNDING SOURCES**

The funds allocated on the Regional Law n. 122/1989 are guaranteed by own resources of the Lazio Region.

## ACTION 2

In terms of car-km/year, urban public transport in the Lazio Region absorbs about 69% of the total transport systems.

Urban public transport (TPL) also has the highest number of passengers carried per year (about 85% of the total, with the city of Rome absorbing approximately 77% of the demand for regional public transport).

However, in terms of multi-modality, there are some criticalities that make public transport unattractive.

In particular, accessibility to rail transport by public means of road transport is today a concept that is still not very rooted in Lazio.

Therefore, if action #1 focuses on the Park&Ride system, Action #2 is strategically targeted to the concept of integrated mobility, using the methodology developed by the city of Ljubljana for the "*PUMS - Urban Plan for Sustainable Mobility*", for the integration of tariffs between public transport services that is not complete yet, except for Rome, to be extended throughout the Lazio Region as for the TPL in the municipalities both directly managed by public companies and entrusted to private management.

The basic principle of sustainable mobility is based on the concept of information to users. In fact, by making the information on the TPL system of Lazio Municipalities easily available, citizens are encouraged to optimise the use of the transport services, and therefore abandon their private vehicles in favour of the TPL.

Today all the existing travel planning tools, as well as all the info-mobility tools operating in the region, lack this information as they are not available in aggregate and "open source" form.

The Lazio Region manages the TPL funding tenders in the Lazio municipalities and the related relationship with the Municipalities themselves, through the following legislation:

- a) LR 30/1998
- b) LR 9/2010 Art. 15 paragraph 103;
- c) LR 5/2006 Art. 15 paragraph 27.

The proposed action aims to introduce the obligation in transmitting data from the various contracting companies and / or public companies that manage the urban transport service, in order to allow the availability of data of the service itself in the active travel planning and info-mobility tools. This in order to allow the integration of intelligent transport systems (ITS) at the metropolitan and regional level, increasing the optimization of the regional and interregional public transport service, as well as

the effectiveness of the coordination of the road service schedules with those of the railway service.

This obligation should be included in the instruments managed by the Lazio Region to support the TPL existing at the time of granting the contribution to the Lazio Municipalities.

Therefore, the proposed Action aims to integrate this obligation in the following Regional Laws of Lazio:

- a) LR 30/1998
- b) LR 9/2010 Art. 15 paragraph 103;
- c) LR 5/2006 Art. 15 paragraph 27.

With the inclusion of this obligation to provide data and information in the Lazio Region's contribution system in favour of Lazio Municipalities, the latter should commit themselves to include the methodology to be adopted in the relevant tender specifications. On the other hand, if the service is entrusted to a public management company, this methodology should be integrated into the related service contract.

In both of the cases mentioned above, it is essential to guarantee the homogeneity of the data provided in order to guarantee full use on all systems (open source).

In this way, good practices such as the "*Technological transport network*" developed in Andalusia, the "*Traffic management to promote public transport*" developed in the Edinburgh Region, the "*Green e-Motion*" solution of the Region of Macedonia in Greece, are some examples to support and develop effective mobility management with IT solutions for a more accessible city.

### **Players involved**

Lazio Region as the subject responsible for the identified policies.

The repercussions of the shares are on all the municipalities of Lazio as potential beneficiaries of the contributions referred to in the Regional Laws:

- a) LR 30/1998
- b) LR 9/2010 Art. 15 paragraph 103;
- c) LR 5/2006 Art. 15 paragraph 27.

### **Timeframe**

For the modification of the Laws indicated above, a time frame of 1 year is estimated from the start of the procedural procedure.

### **Costs**

No costs are required to implement the change.

The amount of the contributions that can be impacted depends on the budget allocation that the Lazio Region decides to allocate on this chapter of expenditure in each year.

### **FUNDING SOURCES**

The funds allocated to the above laws are guaranteed by the Lazio Region's own resources.

Date 31/03/2018