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5th European Conference on Sustainable Urban Mobility Plans
14-15 May 2018 | Nicosia, Cyprus
GO SUMP TRANSFER SESSION

REMEDIO small scale interventions

Session :

‘GO SUMP! Innovative planning strategies from the INTERREG MED Sustainable Urban Transport Community’

REMEDIO territorial PPs: P. Pierobon[1], S. Zountsa[2], I. Bandalo[3], Fernando Noivo[4],

LP and Scientific coordination: Francesca Liguori[5]

[1]Municipality of Treviso, [2]Metropolitan Development Agency of Thessaloniki, [3]City of Split, [4]Municipality of Loures, [5]ARPA Veneto

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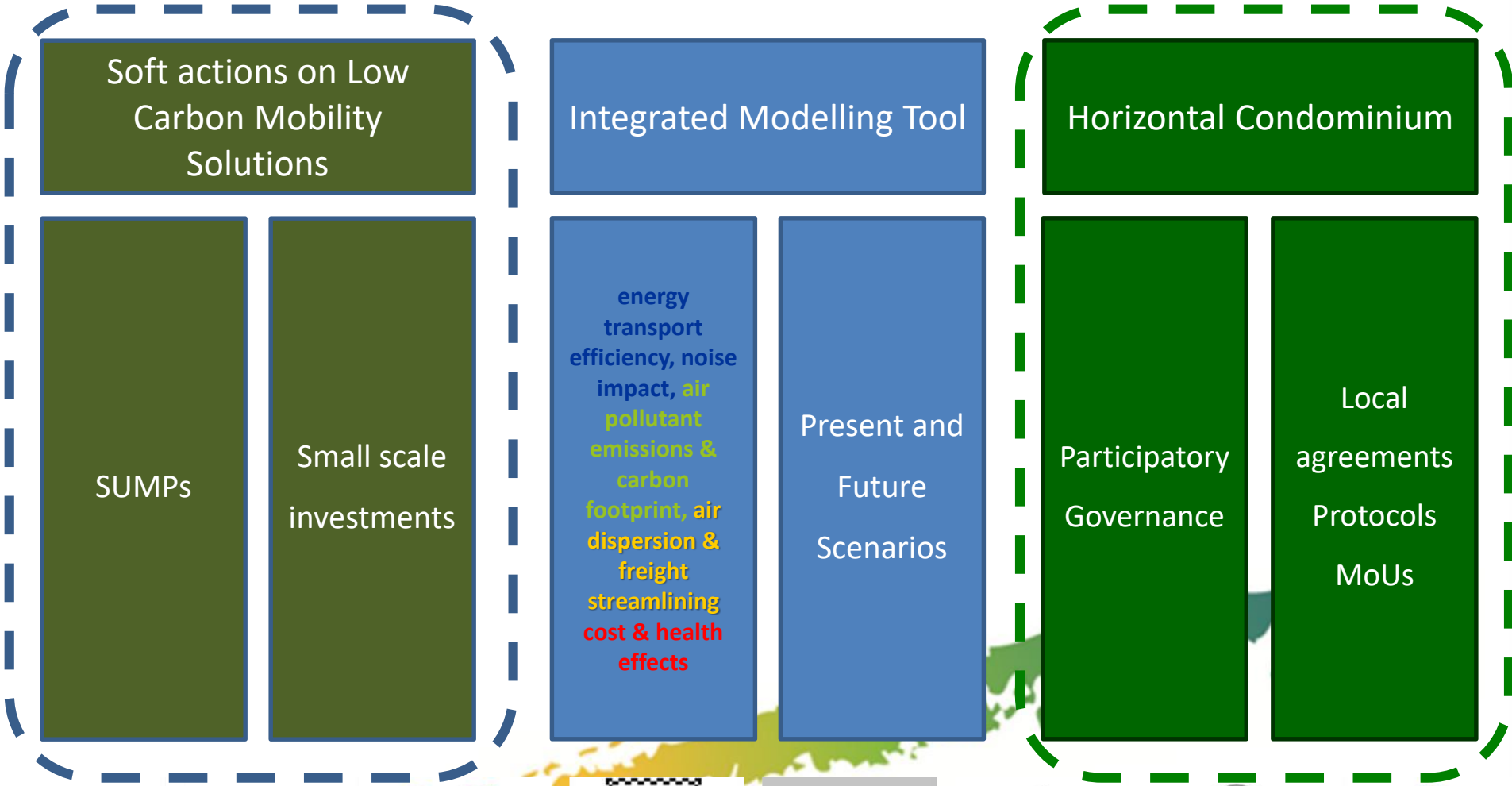
REMEDIO's testing approach in 3 steps



Interreg Mediterranean
REMEDIO
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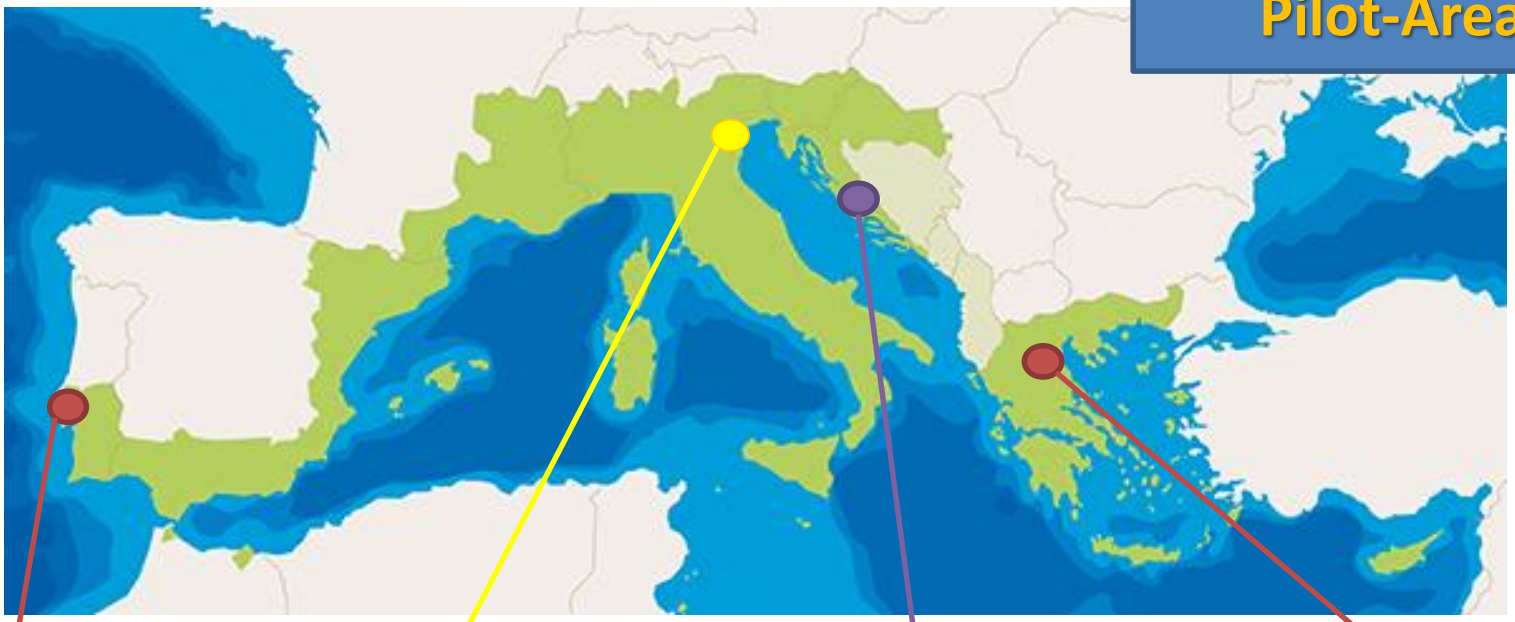
REMEDIO Pilot-Areas



Loures
158 km²
205’000
inhabitants

Treviso
56 km²
84’500
inhabitants

Split
79 km²
179’000
inhabitants

Thessaloniki
1,455 km²
1’110’312
inhabitants

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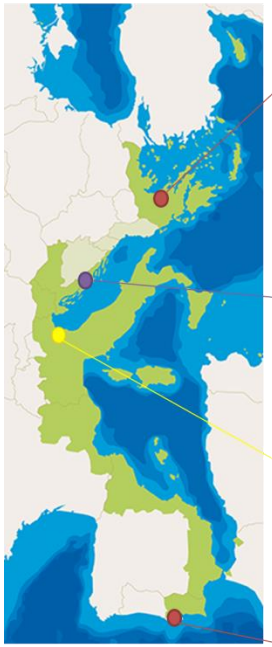
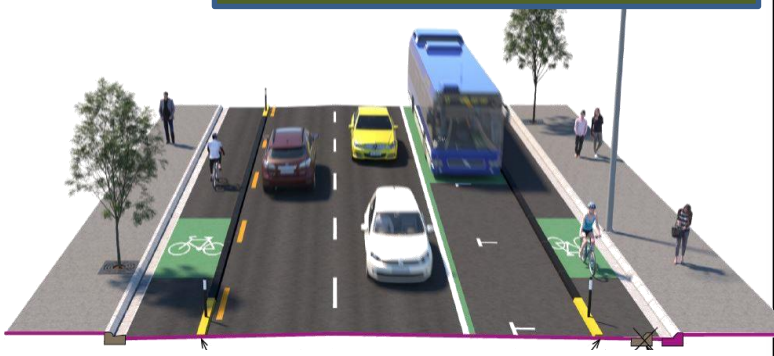
Soft actions on Low Carbon Mobility Solutions

REMEDIO Small scale investments



Thessaloniki

— redesign of the major penetration axis with a 2nd generation bus lane



Split

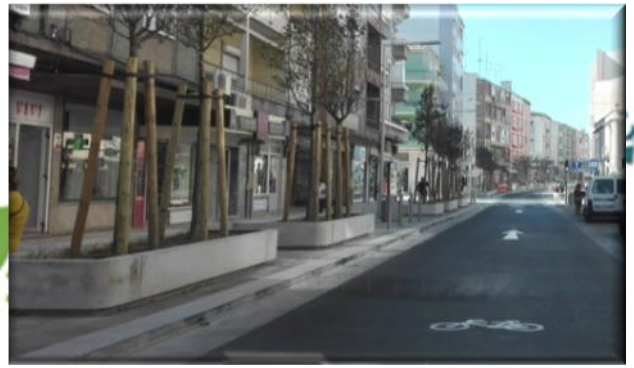
— mixed *e-bike* sharing network

Treviso

— Bike sharing network serving the pilot road

Loures

— renewal of a urban street toward an upgraded pedestrian and cycling profile of the area



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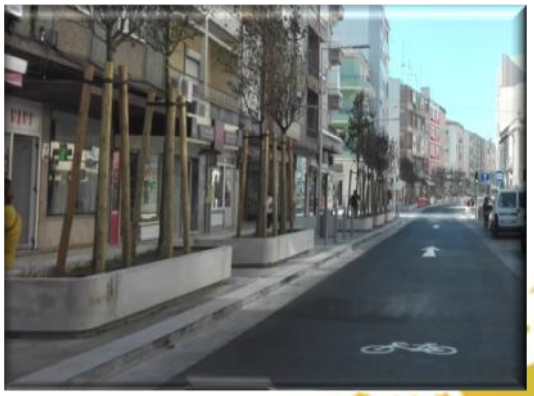
Loures
Moscavide Area

Renewal of Moscavide street with upgrading of the pedestrian and cycling profile of the street



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Split

City center and its surroundigs

Executive design of the mixed electric and traditional bike sharing service well advanced

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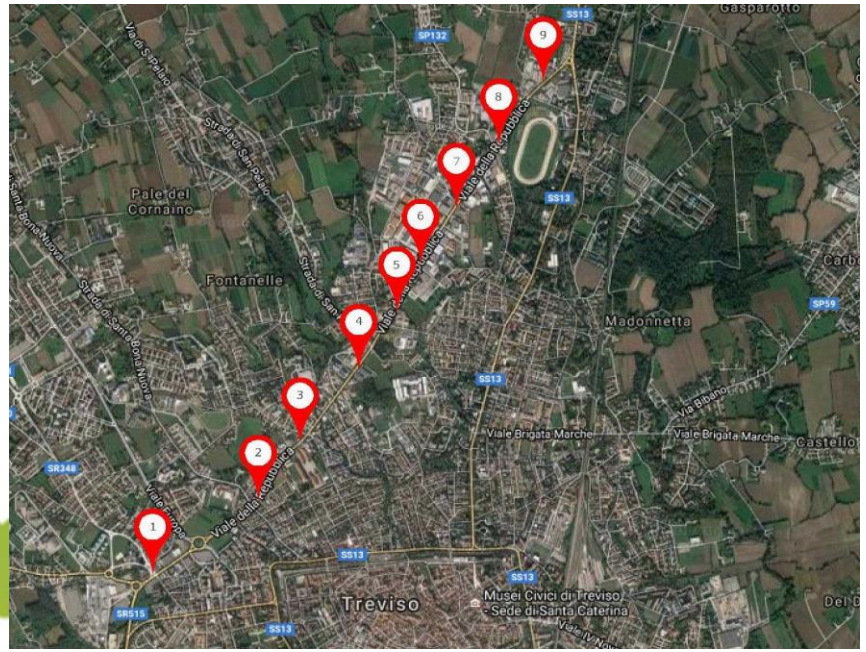
Treviso
West Road

Bike sharing project in REMEDIO:
9 stations
50 bikes
Users: citizens
Location: along the West Road – pilot area
Status: supply for the installation assigned

Bike sharing today:
22 stations
120 bikes
Users: citizens
Located: mainly in the historical city center



Thanks to REMEDIO
Treviso = 20 bikes/ 10’000 inhabitants

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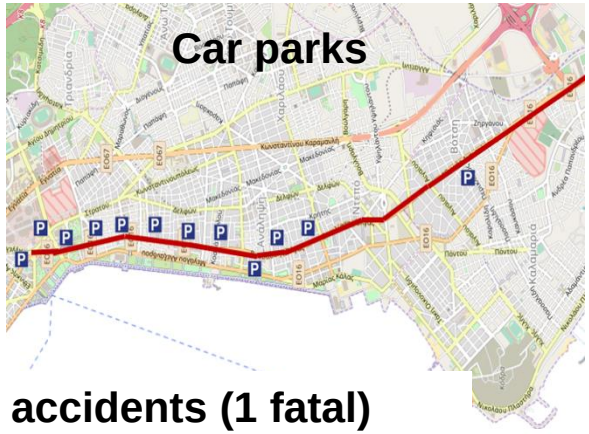
Thessaloniki

Ethn. Antistaseos – Vas. Olgas- Vas. Georgiou- Man. Andronikou

The road axis characteristics



Intensive illegal and double parking

60 traffic accidents (1 fatal) recorded on average every year

Year	Total	Fatal	inv. pedestrian(s)	Injured		
				Dead	Heavily	Wounded
2010	54	2	14	2	2	61
2011	66	2	23	3	4	75
2012	60	0	18	0	2	65
2013	52	1	12	1	1	61
2014	57	1	16	1	0	67
2015	62	1	12	1	1	69
2016	60	1	13	1	3	78

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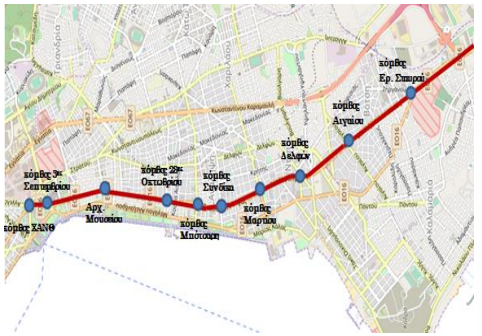
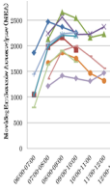
Analysis of current traffic situation along the axis



A. Microsimulation model set up with detailed information about the axis

- Road sections and intersections (i.e. geometry, direction, slope, number, width and use of lanes, capacity, max allowed speed, on street parking, pedestrians' crossings, traffic control, etc.),
- Public Transport (i.e. bus stops, bus lines, routes, timetables, etc.)
- Vehicle types and characteristics
- Traffic demand and composition with trip O-D data from the available macrosimulation model of the Metropolitan area of Thessaloniki



B. Calibration of the model

with **traffic data,** that were available for the city, and **traffic counts**, that took place in the framework of the SUMP of the municipality of Thessaloniki development, and more, that took place specifically for the needs of REMEDIO.

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Process for the elaboration of a proposal for the upgrade of the axis

based on the principles of Sustainable Urban Mobility Planning, followed a **high-participatory approach**:

✓**OPEN PUBLIC DISCUSSION** for the development of a vision for the axis,
"An Urban Operational Axis for all ..."

✓**PARTICIPATORY WORKSHOP WITH STAKEHOLDERS OF THE CITY** for the identification the upgrade objectives and the preparation of preliminary proposals for its redesign, in

✓**ONLINE PUBLIC CONSULTATION** to record the opinions and comments of stakeholders on the alternative proposals for the axis redesign

✓**WORKSHOP WITH RELEVANT EXPERTS** (academics and practitioners) of the city for the definition of the final proposal

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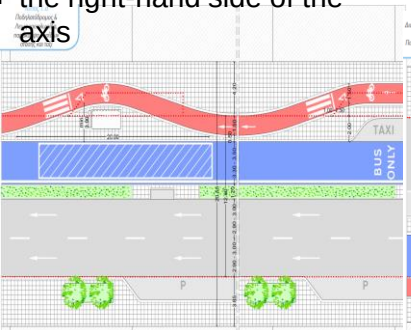
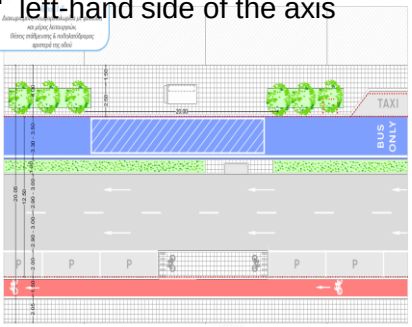
Preliminary proposals for the redesign of the axis

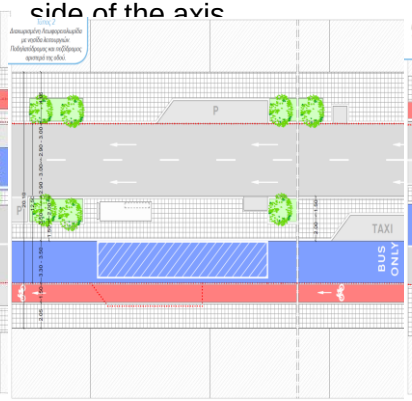
Type 1 proposals
(a) with a separated Bus Lane and a Bicycleway on the right-hand side of the axis



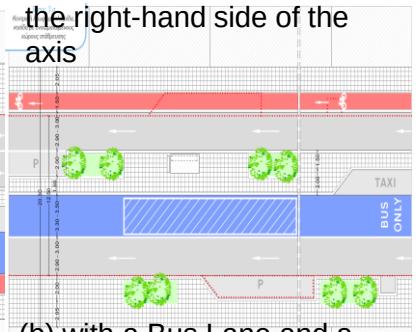
(b) with a separated Bus Lane on the right-hand side and a Bicycleway on the left-hand side of the axis



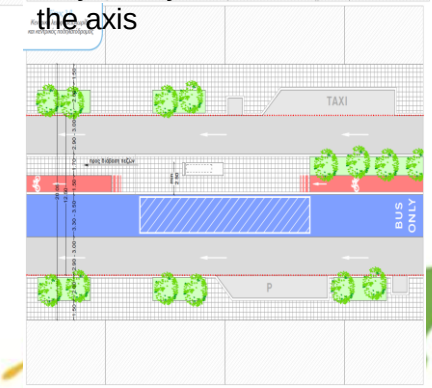
Type 2 proposal with a separated Bus Lane and a Bicycleway on the left-hand side of the axis



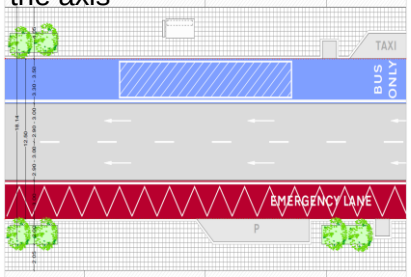
Type 3 proposals
•with a Bus Lane in the centre and a Bicycleway on the right-hand side of the axis



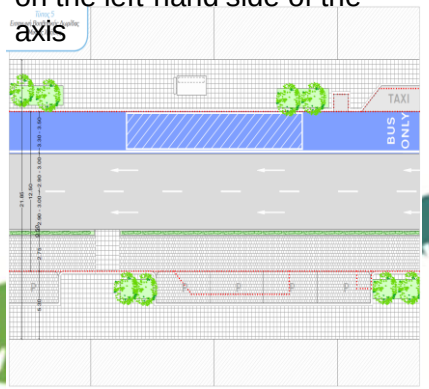
(b) with a Bus Lane and a Bicycleway in the centre of the axis



Type 4 proposal with a multi-purpose emergency lane on the left-hand side of the axis



Type 5 proposal with the creation of a mixed-use lane on the left-hand side of the axis



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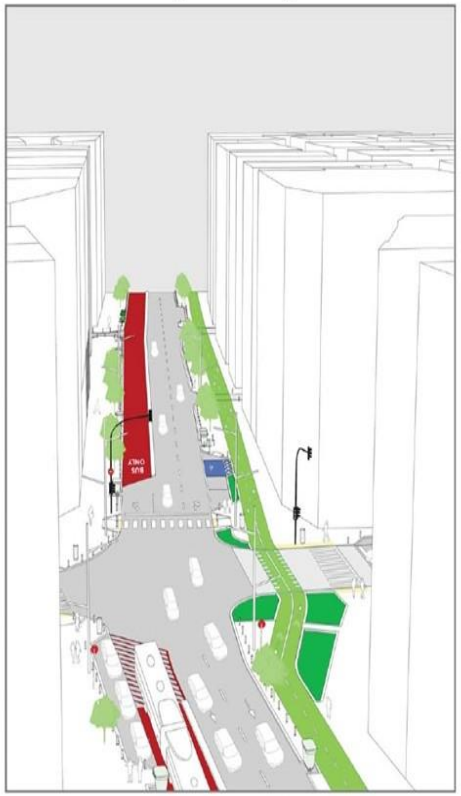
Presentation of final proposal for the upgrade of the axis

A proposal for the redesign of the axis, that

- ✓ increases the visibility and separation of the bus lane
- ✓ introduces a 2-way, bicycle path of 2,5 meters width
- ✓ serves taxis, waste collection and loading and unloading needs along the axis
- ✓ increases parking spaces (and introduces parking spaces for the disabled)
- ✓ extends the existing pavement and reduces the length of pedestrian crossings by up to 30%

Proposed redesign



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SUMPs

Small scale investments

Integrated Modelling Tool

energy transport efficiency, noise impact, air pollutant emissions & carbon footprint, air dispersion & freight streamlining cost & health effects

Present and Future Scenarios

Horizontal Condominium

Participatory Governance

Local agreements Protocols MoUs

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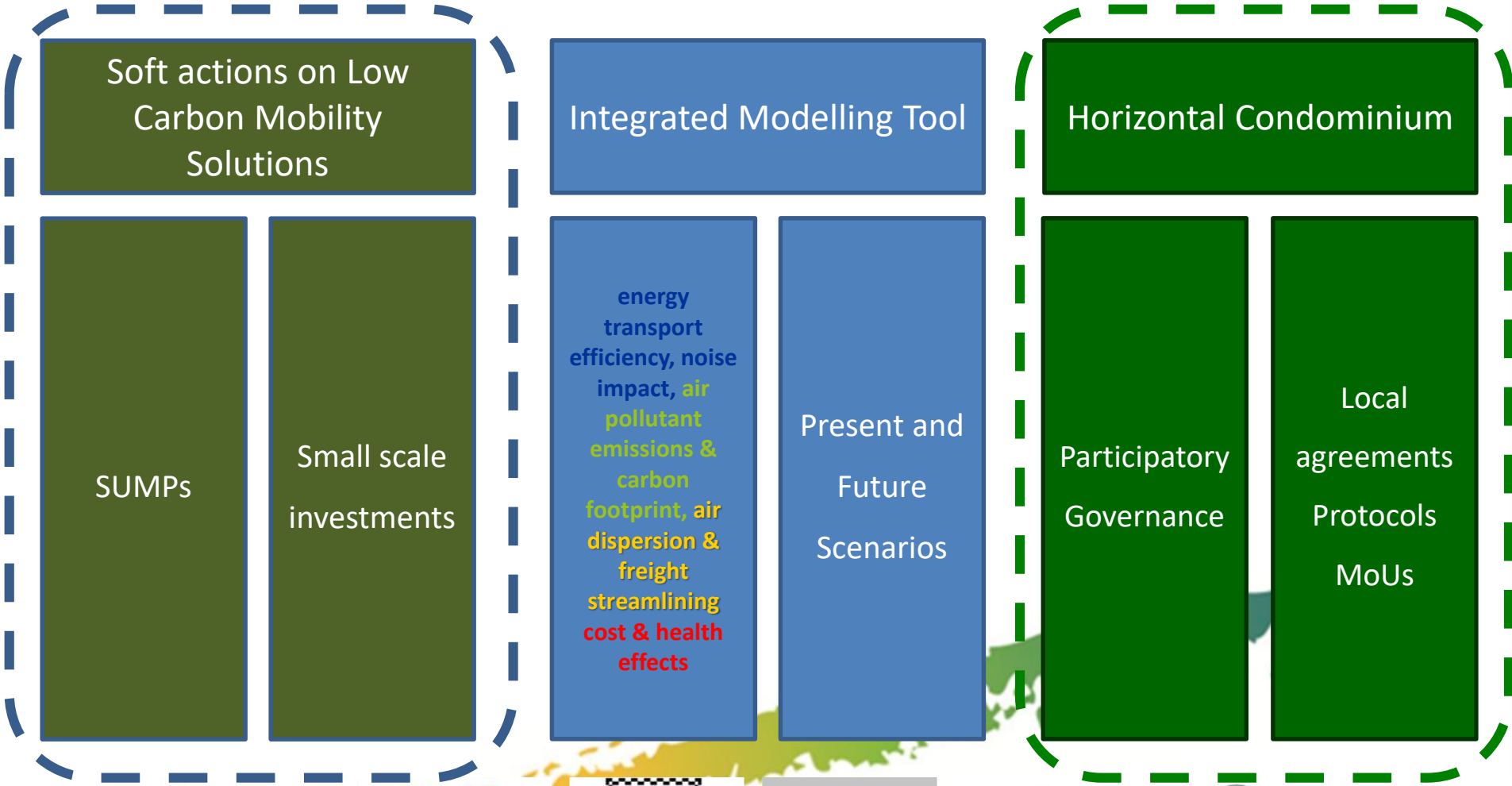

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