



***UrbanSCOPE: Urban Sustainable Mobility in focus:
student education, community involvement and participative planning***

Outline of Task Force work plan and responsibilities

Goals and composition of the Task Force

The Task Force, according to the guidelines of the approved proposal, includes about 10 members, 6 of which are expected to come from the civil society, two from the City Council and two from the project partner who has responsibility for servicing the Task Force.

The objective of the Task Force is to propose to the City Council an Action Plan for Sustainable Urban Mobility Planning (SUMP) and in particular to concretise the proposed actions in the study area, as the latter would be defined by the Task Force. The Action Plan will be formulated through a process of developing alternative scenarios for SUMP.

The alternative scenarios formulated by the Task Force will be open to public participation, encouraging the engagement of the inhabitants of the city, and particular of the study area, so that the selected scenario for implementation would take account of the opinions of the citizens. The Action Plan will specify concrete proposal for implementation in the case study area. In its final version, the Action Plan should get approval from the City Council.

Part of the duties of the Task Force will be to plan and oversee a publicity campaign to be launched locally, to raise awareness among citizens on the benefits of sustainable urban mobility, encouraging them to use sustainable transport means as much as possible and to join in the project activities.

The activities of the Task Force include the following stages.

Stage A – Evaluation of results of the research carried out in the city on Sustainable Urban Mobility.

The Task Force evaluates the research results, as they emerge from:

- The review of relevant literature and the review of the statutory and regulatory framework on Sustainable Urban Mobility in the country.
- The national report of in-depth interviews carried out with representatives of the City Council and NGOs active in the city; and the national report of focus groups carried out to explore the perceptions of key stakeholders regarding the current situation and the prospects of SUMP in the city.
- The results of research carried out through online questionnaires, addressing the inhabitants of the city, pointing out dominant mobility practices and mentalities but also needs and potential of the city for a transfer towards a sustainable mobility framework.

The above results are presented to the Task Force members by the partner responsible for their collection and reporting in an online meeting, followed by discussion and identification of the prominent issues that need to be considered during the formulation of the alternative SUMP scenarios.

The Task Force defines the case study area and draws the boundaries of the area on a map.

Stage B – Analysis of the current situation and potential of Sustainable Urban Mobility in the City and the case study area

The analysis of the current situation regarding infrastructure, needs, problems and potential will be performed along the following lines:

- Pedestrian mobility
 - Walkability: Quality of pavements and pedestrian paths – e.g. width, quality and construction features of coating, obstacles, security of movement, lighting, access for persons with impaired mobility, wheelchairs or strollers.
 - Pedestrian crossings in the main and local street network – e.g. number and position of appropriate crossings, type of crossings (level or flyover), signposting, security.
- Cycling – scootering (including electrical bicycle or scooter)
 - Existence of/need for appropriate infrastructure, e.g. network of cycleways, bicycle lanes etc.
 - Parking spaces for bicycles and scooters
 - Road safety: crossing the routes of pedestrians and other vehicles, parallel movement with pedestrians and other vehicles along the same lanes etc.
 - Possibility of adopting cycling or scootering for short/medium/long distances in connection with reasons for travelling and destinations
 - Possibility for shared use or renting of bicycle/scooters.
- Public city transport (buses, metro, tram, etc.)
 - Existing network, access, quality of service
 - Safety issues regarding bus stops and parallel movement with pedestrians and other vehicles along the same lanes
 - Comfort and access for all
 - Frequency
 - Information available to passengers
- Municipal transport (only if this is different to the public transport of the city/greater metropolitan area)
 - Existing network, access, quality of service
 - Safety issues regarding bus stops and parallel movement with pedestrians and other vehicles along the same lanes
 - Comfort and access for all
 - Frequency
 - Information available to passengers
 - Complementarity with public city transport
- Private car, motorcycles

- Movement along the main road network (central streets of arteries) – speed limits, safety, needs, possibilities.
- Movement along the local road network - speed limits, safety, needs, possibilities
- Parking
- Possibilities of shared use of cars or motorcycles.
- Combination of transport means
 - Possibilities for combinations appropriate for everyday transport and/or reaching specific destinations for special purposes, e.g. cycling and metro use, walking or scootering and bus use etc.
 - Available technological tools to facilitate the above.
- Technology applications and tools in a smart city for sustainable urban mobility.
- Information and sensitisation of the public
 - Assessment of possibilities for awareness raising activities addressed to different audiences, e.g. schools, the civil society, the inhabitants at large.
 - Assessment of possibilities for entering into strategic alliances with civil society organisations for disseminating the awareness raising activities.
 - Sketching a publicity plan, involving the local media and extending the campaign to online media.

The Task Force updates the case study area map with all the above findings and possibilities and notes the strengths, weaknesses, opportunities and prospects, performing a SWOT analysis.

Stage C – Formulation of SUM Scenarios

The Task Force formulates two or more scenarios for introducing Sustainable Urban Mobility interventions in the case study area, with the underlying possibility of extending the basic principles of each scenario to cover the city as a whole. Each scenario defines the type and the number of interventions proposed, the possibility of their immediate, medium or long term implementation, and the extent of application of the proposed network of interventions. For example, three scenarios could be formulated:

1. The Minimal Interventions Scenario with immediate application, which would propose only the absolutely necessary interventions, such as the improvement of the pedestrian crossings, the removal of obstacles from the sidewalks so that continuity of pedestrian movement can be maintained, the regulation of parking along main roads so that sidewalks and bicycle lanes are not occupied, etc. This scenario does not provide for a restriction of car traffic, but a revision of the traffic speed may be foreseen by reducing it in specific areas.
2. The Scenario of Significant Interventions with immediate and medium-term implementation, which will include the interventions of the first scenario and will provide for more drastic interventions such as the creation of a network of cycleways, the removal of all obstacles from the sidewalks to ensure the movement of wheelchairs, the expansion of municipal transport routes, the installation of an application for municipal busses “on call” etc. In this scenario, additional restrictions on private car traffic may be applied in specific areas, such as the city centre, the neighbourhood centre, areas around schools, etc.

3. The scenario of dynamic interventions, with a horizon of long-term implementation. This scenario would include the interventions of the previous (second) scenario, with more drastic interventions, which would transfer the city to a “model” of sustainable urban mobility.

The scenarios will be open to public consultation, before they are finalized and the “desired” scenario is selected, in cooperation with the City Council.

Stage D - Formulation of a Sustainable Urban Mobility Action Plan for the study area

The Task Force prepares an Action Plan based on the selected Scenario.

The Action Plan will include the foreseen interventions that will be described in a text and will be illustrated in a map of the study area, the implementing bodies, a timetable where the defined actions will be presented according to priority (studies, projects, information campaigns, educational actions, etc.), as well as an indicative budget for each project / action.

The proposed interventions will follow the categorisation of Stage B, i.e., indicatively:

- Pedestrian movement
- Cycling - scootering (including electric bike, electric scooter)
- Public transport (city buses, metro, tram, etc.)
- Municipal transport (buses, mini buses, etc.)
- Private cars, motorcycles
- Combination of transportation means
- Technological applications and tools in a smart city for sustainable urban mobility
- Information - Awareness raising