



The role of modal interchange to foster a low-carbon urban mobility

The Role of Modal Interchange to Foster Low-Carbon Urban Mobility

Dear Reader,

Welcome to MATCH-UP's third Newsletter.

As you can imagine, MATCH-UP partners, as most of the people around the world, are also facing the impact of the restrictive measures carried out by their respective governments which is hampering partners from engaging stakeholders and the population in general to participate at MATCH-UP activities, but at the same time give us a great occasion to rethink our way of living and moving.

Given the constraints imposed by the virus, this edition of the newsletter is not just focused on project activities and update, but also at how partners are coping with the pandemic and further perceiving the impact that the virus had in traffic flow in general. These articles are related to environment, road traffic analytics and the importance of multimodality to reduce greenhouse emissions.

If Covid-19 highlighted our health vulnerability, it also stressed how tight is the connection between mobility and air quality. It is pressing that cities should also address these issues through the implementation of actions to reduce carbon print and fostering multimodality.

Our project website is also a great source of information for news, updates and progress on key outputs. Keep updated and follow us on www.interregeurope.eu/match-up/.

We hope you enjoy our MATCH-UP news!

Newsletter #3

May 2020

IN THIS EDITION

- The impact of Covid-19 upon traffic and environment
- News from the partners
- Partners & Contacts

MATCH-UP AT A GLANCE

MATCH-UP aims to foster low carbon mobility by achieving significant improvement of modal interchange among four main types of low-carbon means of transport: walking/cycling, public transport, rail transport and green vehicles.

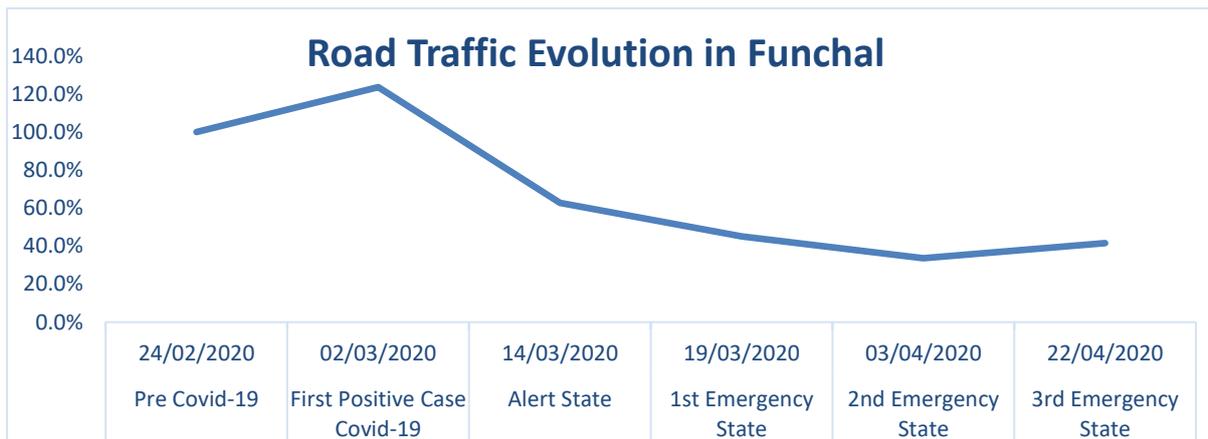


Read more about MATCH-UP at:
<https://www.interregeurope.eu/match-up/>



COVID-19 and the impact upon mobility and traffic flow in Funchal

The restrictive measures imposed under the state of emergency have significantly changed mobility patterns and road traffic in the [Municipality of Funchal](#). According to the data collected by the automatic system that monitors the traffic flow on the three main accesses in Funchal, as depicted on the map below, the number of vehicles entering in Funchal’s city centre suffered a reduction of 73% when compared to the traffic flow before the pandemic.

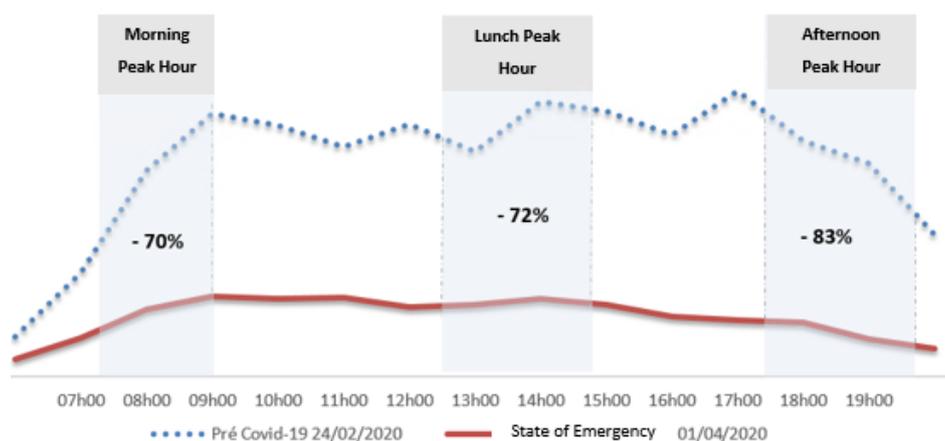


Despite the downward trend seen in recent weeks, the first change in normal road traffic was noticed after the confirmation of the first case of Covid-19 in Portugal, in which the traffic was increased in around 23,7 %. This was due to a greater number of trips to commercial areas in which citizens purchased supplies. Afterwards, there was a decrease in the traffic during the state of alert (55%), aggravated after the declaration of the state of emergency.

As for the daily circulation patterns, significant changes were also observed when comparing road traffic before the pandemic, and the current one, due to the state of emergency.

The current trends in road traffic that have been accentuated correspond to a lesser intensity of the so-called peak times, corresponding to the time periods of greater road constraints, which occur mainly during the morning, lunch period and at late afternoon. Thus, in these three periods, there was a reduction in traffic of more than 70%.

The decrease in road traffic is mainly explained by the policies implemented that forces companies to put their employees under remote working as well as encouraging social isolation. Another factor is related to the temporarily closure of schools that are the main generators of mobility and road traffic. It should be noted that urban logistics also decreased significantly. Nevertheless, during the third emergency state, there was an increase in the traffic flow, given that some activities resumed their operation. Despite the encouraging increase that showcases that the restriction measures were efficient to contain the virus, it is expected that public transport will be tremendously affected, considering the ongoing obligations to comply with social distancing and the fact that bus is perceived as not being entirely safe.



The impact of COVID-19 upon mobility trends in County of Northeim and Lower Saxony and perspectives for mobility

The current corona pandemic has triggered extreme restrictions for everyday life all over the world. The corona outbreak has posed a huge challenge also for Germany: privately and economically. Among other sectors of the economy, public transport is also suffering from massive changes. The protective measures implemented by the federal and state governments have radically changed mobility behaviour. Contact reduction, home-office requirements and the temporary school closures have resulted in an almost 90% drop in demand for transport services, especially in rural areas, which are mainly oriented towards school trips.

In the coronavirus crisis Google publishes an evaluation of anonymised movement data. Each COVID-19 Community Mobility Report is broken down by location and displays the change in visits to public places like pharmacies, grocery stores, parks, etc. The current development of the behavioural trends in Lower Saxony can be illustrated as follows from the Mobility Report: from the end of February to the beginning of April the number of visitors in the Leisure and retail sectors fell by 58%. The reasons for this are the general closures of certain institutions such as museums or theatres, but also the restrictions in the gastronomic sector. The Grocery & pharmacy sector also recorded a 17% reduction over time. In addition, social distance has a “negative” effect on the density of people at public transport hubs such as bus and train stations, subway. The mobility trends here have fallen by 37%. This development should be related to increase home office requirements and reduced commuting, as mobility in terms of work activity was reduced by 29%. Only an extreme increase of 89% in the demand for mobility is clearly visible in the area of public places like national parks, dog parks, public gardens. The reason for this is the possibility to stay in such public places taking into account established precautions.

Following a relaxation of the current regulations, numerous questions arise regarding the organisation of daily traffic. Many problems that were not solved “bevor- corona-time” are currently being exacerbated and new trends must be taken into account. Accordingly, suitable strategies to solve medium- and long-term effects of the crisis in the public transport sector must be developed and implemented as quickly as possible.

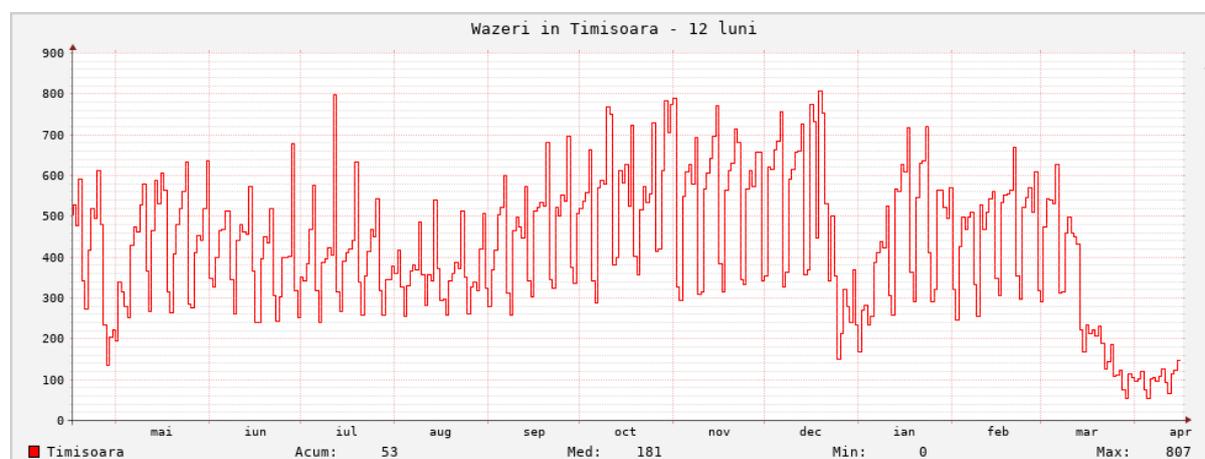
The Regional Transport Authority (ZVSN), responsible for road-bound public transport in the counties of [Northeim](#), Göttingen and Holzminden, invites interested persons to the specialist seminar "Designing a traffic turnaround: from theory to practice" on May 19th, 2020. The perception of mobility as a central social and climate policy issue is constantly growing. But sometimes it seems as if there is a gap between theory and practice, which makes implementation, especially permanent implementation, difficult. The specialist seminar will show how new theoretical mobility approaches can be converted into permanent mobility offers. Speakers from politics, administration and practice will report from their perspective on how this can work. The event takes place from 12:00 to 17:00 in the "StartRaum" (Friedrichstraße 3-4) in Göttingen.

Mobility in Timișoara during the COVID-19 pandemic

Since the state of emergency was established in Romania, on March 16, 2020, and any travels - including those by private car - must be justified by a written self-declaration, road traffic in Timișoara has decreased visibly.

As of March 27, the Public Transport Company announced new changes in the timetables of the means of public transport because of the travel restrictions imposed by the national lockdown. Therefore, buses, trolleybuses and trams run only between 04.00-08.00/09.00 and 11.00-22.30 on working days. On non-working days, they start running at 6am. These measures were taken in accordance with the reality on the ground, the loading degree on all public transport lines decreasing greatly in the past weeks.

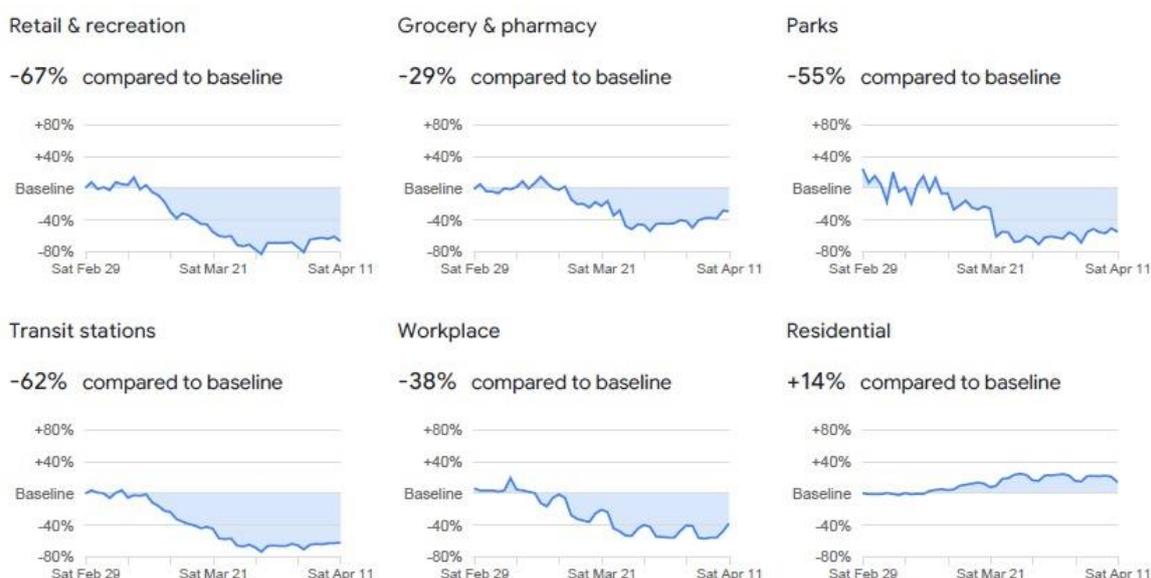
Prevention measures against COVID-19 have alleviated traffic in the city. However, it is hard to tell exactly how much traffic has decreased in Timișoara because of the pandemic, but the data provided by Google or the Waze app can give us a clue. Below, you can see a graph showing how the frequency of the Waze app usage has decreased considerably in March and April 2020.



Source : <http://waze.ro/rrding/timisoara.html>

On the other hand, Google came up with Community Mobility Reports that provide insights into how urban mobility has changed in response to policies aimed at combating COVID-19. The report for the Timiș County charts movement trends, from late February till mid-April, across different categories of places such as retail and recreation, groceries and pharmacies, parks, transit stations, workplaces, and residential. We can notice a decrease in people's walking in parks, going to shopping malls, restaurants, entertainment facilities, pharmacies, going to work, and travelling by public transport. The only increase is in the movement around the residential areas.

Timiș County



Source : Google COVID-19 Community Mobility Report, Romania April 11, 2020

The Southern Regional Assembly's Message on COVID-19

In light of the current situation with COVID-19, the safety and welfare of our staff, visitors and citizens is our top priority. Everyone is urged to adhere to [the Government of Ireland Roadmap for Reopening Society and Business](#). Staying at home is the best way to minimise the risk of COVID-19 to your friends, families and communities.

Given this advice, the management team of the Assembly have decided the following:

- Our offices will remain closed to the public until **Tuesday 9th June 2020** (subject to further advice from Government)
- We have moved to a work-from-home model for employees of the Assembly
- All employees are fully contactable by email or mobile phone, see website for contact details and will continue to work as normal (9am-5.30pm Monday to Thursday / 9am-5pm on



Friday) We are minimising face-to-face meetings, encouraging social distancing and using our video conferencing and other digital collaboration tools instead



Having been one of the fastest growing economies in the European Union in recent years, the Irish economic landscape has profoundly changed due to the outbreak of Covid-19.

A recent report commissioned by the three Regional Assemblies in Ireland including the Southern Regional Assembly on the impact of COVID-19 on the Irish regions has highlighted a profound exposure of the local and regional economy. Full report available - [Click Here](#).

We hope you and your families stay safe and take care during these difficult times.

MATCH-UP's Evaluation System is going to be ready soon!!

The [University of Bologna](#), with the support of the other Project Partners has just ended to develop a tool to assess effectiveness of planning and design solutions of modal interchange, boosting multimodal sustainable mobility. The tool foresees 2 different types of performance evaluations: one is targeted to interchange transport nodes, considering their dual role as part of the transport infrastructure and elements of the urban environment; one is focused on policies and strategies on multimodal mobility. The tool allows users to perform different design and planning scenarios analysing and comparing their specific performance.



The Evaluation System was built upon key factors that influence the efficiency of the interchange, which have been identified within the Good Practices collected at project level and analysed in the [MATCH-UP Handbook](#). Therefore, it is an important result of the exchange of experience on multimodal and low-carbon mobility we have undertaken in almost 2 years.

The tool is now under the validation phase: it will be tested by Project Partners and then used to support them in the definition and selection of final solutions to be included in their Action Plans (for more information visit the [MATCH-UP official website](#)).



MATCH-UP Partners Travel Back in Time

On 15th January 2020, the [Southern Regional Assembly](#) hosted the final site and staff exchange for project partners of the [Interreg Europe MATCH-UP](#) project in Ireland's Oldest City – [Waterford City](#) founded by the Vikings in 914.



In line with the MATCH-UP project objective we used the most sustainable form of transport for our tour of our oldest city – our feet.



While partners got the opportunity to become Vikings there was also the opportunity to experience our Local Link Rural Transport Programme Good Practice – [Waterford Local Link](#). We travelled to the wonderful town of [Lismore](#) with Waterford Local Link.

The partners got the opportunity to listen to a presentation by James O'Donoghue, Road Transport Co-Ordinator, Waterford Local Link – GP – Local Link Rural Transport Programme. It was an opportunity for all partners to experience a Local Link route and explore the full details and breath of the programme in Waterford which aims to provide sustainable transport and connectivity in rural Ireland and also to meet the needs of the elderly and provide a necessary link to assist with social inclusion.



The Southern Regional Assembly were delighted to host this event and share our wonderful City with our Interreg Europe MATCH-UP project partners and have appreciated the opportunity to share knowledge, experiences and good practices throughout the project.

MATCH-UP Partners Epic Tour of The Emerald Isle

In January 2020 the [Southern Regional Assembly](#) hosted the final site visit and staff exchange for project partners of the [Interreg Europe MATCH-UP](#) project taking in the counties of [Dublin](#), [Waterford](#) and [Cork](#) in Ireland's – [Emerald Isle](#). This site and study visit was an opportunity to share our good practices with the MATCH-UP partners.

Good Practice: Cycle & Ride Infrastructure Associated with Luas Light Rail

Sarah O'Donnell, Assistant Chief Architect, Transport Infrastructure Ireland provided a presentation of the [good practice](#). This was followed by a site visit to Heuston Train Station, Dublin for MATCH-UP partners to see the infrastructure improvements that have been made between train, light rail, cycling and walking as a result of implementation of the Good Practice "Cycle & Ride Infrastructure Associated with Luas Light Rail." This good practice is driven by surveying passenger needs and requirements and then implementing changes that that address these needs.



Good Practice: Green Schools Travel Programme – St. Clare's Primary School

MATCH-UP partners went back to school to hear a presentation on this [good practice](#) from Jane Hackett & Trevor Keppel, National Programme Managers, An Taisce Green Schools Travel Programme. MATCH-UP partners also got the opportunity to hear a presentation from the pupils who make up the Green Schools Committee for St Clare's Primary School Dublin on the upgrades they have made to sustainable transport in their school and some of the initiatives they have implemented in their school including Walk on Wednesday, The Scoot Train and Bike Week.



Good Practice: Local Link Rural Transport Programme

Travelled to Lismore Castle Visitor Centre on Waterford Local Link to see a presentation by James O'Donoghue, Road Transport Co-Ordinator, Waterford Local Link on the Local Link Rural Transport





Programme. This allowed partners to experience a Local Link which aims to provide sustainable transport and connectivity in rural Ireland and also to meet the needs of the elderly and provide a necessary link to assist with social inclusion.



Good Practice: Cork Transport Mobility Forum

Presentation by Anita Lenihan, Cork City Council – [good practice](#): Cork Transport Mobility Forum.

Opportunity for all participants to attend and observe a Cork Transport Mobility Forum Meeting to see first-hand the interaction between all participants of the forum that come together in a consensus to implement and create policy for sustainable transport in Cork City.

The Southern Regional Assembly were delighted to host this event and share the wonderful Emerald Isle with our Interreg Europe MATCH-UP project partners and have appreciated the opportunity to share knowledge, experiences and good practices throughout the project.



What is new on MATCH-UP website?



Our project website is constantly updated!

The [MATCH-UP website](#) is running from more than one year now and several things have changed in the last months. Project objectives and policy instruments have been updated; we have new pages where project videos and relevant documents (brochure, press releases, etc.) are available. Also, we published several news related with project activities, such as project meeting, site visits and staff exchanges and partners' experiences. Have a look at our website!

Do you still want to learn more? You can also find information on good practices from all over Europe on the [Interreg Europe Policy Learning Platform](#)!



Partners & Contacts

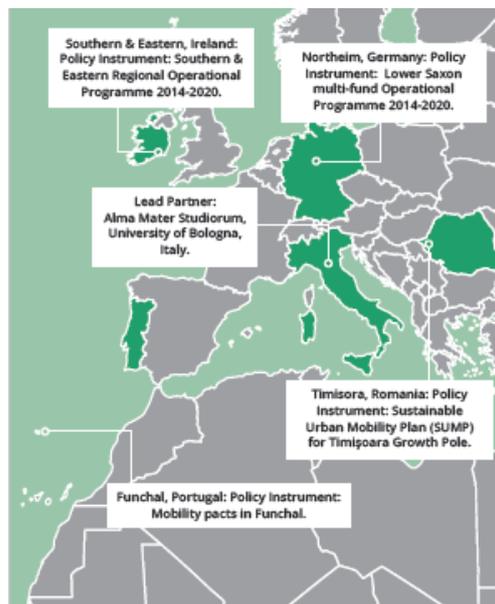
For further information, please contact the **Project Coordinator and a Communication leader at Alma Mater Studiorum, University of Bologna, Italy.**

 match-up@unibo.it

 <https://www.facebook.com/MatchUpProject/>

 https://twitter.com/MATCHUP_Project

Project Partners:



This Newsletter reflects the author's view: the Interreg Europe Programme authorities are not liable for any use that may be made of the information contained therein.