Sustainable Urban Mobility Plan for the Metropolitan area of Thessaloniki

Ch. Vizmpa
Transport Planner and Engineer, THEPTA

SAN GIUSEPPE VESUVIANO, 29 July 2015
Thessaloniki Public Transport Authority
Metropolitan Area of Thessaloniki

- Size: 756,66 km²
- 9 Municipalities - 927,902 inhabitants
- Serious traffic congestion issues
- PT modal share: 30% (urban bus)
- Metro under construction,
- Seaborne transport in preparation
- Tram system proposed
- Access control policy in preparation
Situation in 2010 start of deep crisis

- Outdated transportation study (10 years earlier)
- Lack of reliable data
- Delays in Metro construction
- Increasing traffic congestion
- No coordinated Sustainable Mobility planning
- Infrastructure Plan proposed by Ministry
- Need for new transportation study with surveys
- In April 2010 Greece enters the Memorandum era
- Need to find practical low cost planning alternatives
Thessaloniki SUMP

- First of its kind in Greece
- Strategic Plan with emphasis on Public Transport
- Developed in the framework of the ATTAC/SEE Programme
- Adapted to the particularities of the metropolitan area, the nature of the planning framework and the characteristics of the stakeholders and users
- Elaborated in difficult times with limited budget
- Requires active participation of all stakeholders
- Basic instrument of the SUMP process: The Mobility Forum
- Support from transnational partners
- Following ELTIS Plus Guidelines (version in Greek available)
- Approved in February 2014
SUMP Objectives

- Limit or ban the use of the car
- Enhance the use of public transport
- Encourage the use of other environmentally friendly modes of transport
- Reduced or even zero greenhouse gas emissions for PT

At the institutional level:

- Clarify the roles and responsibilities of different stakeholders
- Improve cooperation and coordination
- Create a new, single urban mobility authority (for all modes)
Thessaloniki SUMP Challenges

- Heavy dependency on private transport modes
- High congestion, mainly due to central area parking problems
- High levels of air & noise pollution
- Complex structure of decision-making jurisdiction and responsibilities in the domain of urban & transport planning (simultaneous involvement of national, regional & local authorities)
- Planning in a period of serious economic and social crisis
SUMP Stakeholders ‘Mobility Forum’ members

STEP 1: Determine your potential for a successful SUMP

- Technical Chamber of Commerce
- Hellenic Institute of Transportation Engineers
- Association Rights of the Pedestrians
- Greek Passenger Federation
- ATTIKO METRO S.A.
- ECOCITY – ECOMOBILITY
- Cyclist Association
- Aristotle University of Thessaloniki
- Organization of Public Transport of Thessaloniki
- Metropolitan Authority of Thessaloniki
- Region of Central Macedonia
- Ministry of Transport
- Ministry of Macedonia and Thrace
- The Thessaloniki Traffic Police
- Organization of Planning and Environmental Protection of Thessaloniki (OR.TH.).
SUMP SWOT Analysis and Scenarios

STEP 3: Analyse the mobility situation and develop scenarios

**SWOT Analysis**

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
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</thead>
<tbody>
<tr>
<td>• Availability of large scale plans</td>
<td>• Strong position of road building and cars</td>
</tr>
<tr>
<td>• Availability of human resources</td>
<td>• Lack of knowledge management in larger scales</td>
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<tr>
<td>• Interdisciplinary approach (education)</td>
<td>• Incomplete reporting of management interventions</td>
</tr>
<tr>
<td>• Maturity of viable projects (Metro)</td>
<td>• Institutional framework of project developments (long periods)</td>
</tr>
<tr>
<td>• Fuel prices and development trends</td>
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</table>

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Favorable social climate for sustainable mobility</td>
<td>■ Development (economic and social)</td>
</tr>
<tr>
<td>□ Create a metropolitan mobility body (in collaboration with the public sector)</td>
<td>■ Uncertain political developments</td>
</tr>
<tr>
<td>□ Increased private sector participation</td>
<td>■ Unemployment</td>
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</table>

Thessaloniki SUMP 3+1 key scenarios developed

**Scenario 0.**
**Do Nothing**

**Scenario 1.**
**Business As Usual, Do Minimum**

**Scenario 2.**
**Intermediate Development of Public Transport**

**Scenario 3.**
**Intensive Development of Public Transport**
(UITP Target PTx2 until 2025)
STEP 4: Develop a common vision

The basic vision of the Plan and the subsequent main objectives are formulated by the Mobility Forum members as follows:

We the actors, of each level (government and local authorities) related to transport, traffic and mobility in general are committed to act collectively in the next decade and in constant consultation with the citizens and the economic and social partners who are active in Thessaloniki that mobility in the metropolitan area will:

(A) be satisfied in a manner friendly to the users and the environment

(B) contribute to the balanced development of the city and its suburbs in the best way possible,

(C) support local economy and employment with maximum economic efficiency,

(D) strengthen social cohesion, and

(E) enhance the competitiveness of the metropolitan area of Thessaloniki in the European and global environment.

To achieve the above objectives the Sustainable Urban Mobility Plan of Public Transport for the metropolitan area of Thessaloniki will be elaborated. The Sustainable Urban Mobility Plan for the metropolitan area of Thessaloniki is a commitment of all stakeholders.
Effective measures (1/3)

STEP 6: Develop effective packages of measures

M1. Smart and integrated ticketing
M2. BRT, Bus priority at traffic signals
M3. Awareness campaigns
M4. Tram system
M5. Intermodality among PT modes
M6. Seaborne transport system
M7. Flexible Transport Systems
M8. Integrated parking policy
M9. Pedestrianisation & public space regeneration
M10. Cycle lanes/ priority
M11. Bike sharing system
M12. Congestion charging & access control
Effective measures (2/3)

1. Smart and integrated ticketing and integrated payment system
2. BRT, Bus priority at traffic signals
3. Awareness campaigns
4. Tram system
5. Intermodality among PT modes
6. Seaborne transport system
Effective measures (3/3)

7. Flexible Transport Systems
8. Integrated parking policy
9. Pedestrianisation and public space regeneration
10. Cycle lanes/ priority
11. Bike sharing system
12. Congestion charging and access control
M1. Smart and integrated ticketing
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- Package 1 → **Scenario 3**
- Packages 2, 3, 4 → **Scenario 2**
- Package 5 → **Scenario 1**

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<thead>
<tr>
<th>Measure implementation intensity</th>
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<tr>
<td>High</td>
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Measure implementation intensity
## Responsibilities and funding allocation

### STEP 7: Agree on Clear responsibilities and allocate funding

<table>
<thead>
<tr>
<th>MEASURE</th>
<th>AUTHORITIES</th>
<th>RESPONSIBILITIES</th>
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<tbody>
<tr>
<td>1. Integrated and Smart Electronic Fare Ticket System</td>
<td>ThePTA</td>
<td>Study</td>
</tr>
<tr>
<td></td>
<td>OASTH</td>
<td>Tender + Implementation</td>
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<tr>
<td>2.1. Bus Lanes</td>
<td>ThePTA</td>
<td>Planning</td>
</tr>
<tr>
<td></td>
<td>Metropolitan Authority or/and Local authorities</td>
<td>Studies + Authorization for use of roads</td>
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<tr>
<td>2.2. Priority at traffic lights</td>
<td>ThePTA</td>
<td>Planning</td>
</tr>
<tr>
<td></td>
<td>Metropolitan Authority</td>
<td>Study + Approval + Implementation</td>
</tr>
<tr>
<td></td>
<td>OASTH</td>
<td>Implementation (Buses)</td>
</tr>
<tr>
<td>2.3. Bus Rapid Transit (BRT)</td>
<td>ThePTA</td>
<td>Planning</td>
</tr>
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<td>Metropolitan Authority or/and Local authorities</td>
<td>Studies + Authorization for use of roads + implementation</td>
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<tr>
<td></td>
<td>OASTH</td>
<td>Implementation (Buses)</td>
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<tr>
<td>3. Information and Awareness campaigns towards the limitation of car usage and the promotion of Public Transport</td>
<td>ThePTA</td>
<td>Planning + Implementation</td>
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<td></td>
<td>Metropolitan Authority</td>
<td>Participation + Implementation</td>
</tr>
<tr>
<td></td>
<td>Organization of Planning and Environmental Protection of Thessaloniki (OR.TH.)</td>
<td>Participation</td>
</tr>
<tr>
<td></td>
<td>Municipalities</td>
<td>Participation + Implementation</td>
</tr>
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<td>4. TRAM system</td>
<td>ThePTA</td>
<td>Planning</td>
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<tr>
<td></td>
<td>OR.TH.</td>
<td>Approval</td>
</tr>
<tr>
<td></td>
<td>Metropolitan Authority, Local Authorities, Ministry, ATTIKO METRO</td>
<td>Studies, Project Management, Financing</td>
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Enhancements to SUMP Methodology

- Inclusion of travel behaviour research and potential user response analyses for new systems and measures

- Integrating pricing & financing measures (inc. urban road pricing/congestion charging and hypothecation of revenues for sustainable mobility / PT investments)

- Planning for visitors / tourism destinations, for sustainable mobility of tourists, particularly at peak demand resorts, including accessibility to destinations by sustainable transport modes
STEP 8: Build monitoring and assessment into the plan

- Monitoring and evaluation of SUMP process
- In house SUMP Quality Assessment Unit Established in 2014
- SUMP Award 2014 – ThePTA receives the “special prize of the Jury”

9.1: Check the quality of the Plan
10.3: Check Progress towards achieving the objectives
11.2: Review achievements – understand success and failure
What about resilience???

• All the options proposed are sustainable from the economic, social and environmental viewpoints.
  – [Economic] All measures proposed are economically feasible and viable;
  – [Social] All measures proposed aim at enhancing social cohesion,
  – [Environmental] All measures aim at reducing private motorised traffic and mobility;

• Different scenarios developed, prioritizing the measures proposed and the targeting resources
Thank you for your attention

Chrysa Vizmpa
Transport Planner and Engineer (MSc)
Thessaloniki Public Transport Authority (THEPTA)

E-mail: vizmpa_chrysa@sasth.gr
url: http://www.thita.gov.gr