

D.3.2.8. Mobility needs and gaps in Abruzzo

WP3 Understanding mobility needs and trends

A.3.2 Mobility needs and gaps in ICARUS region

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Acronyms

PP	PP Partner
LP	LP Lead Partner
SC	SC Steering Committee
TMB	TMB Technical Management Board

FM	FM Financial Manager
PC	PC Project coordinator
PM	PM Project manager

2 Introduction

The survey highlights the importance of the local transport system from a user perspective and of its impact in improving the urban mobility. The survey is based on a methodology that combines two different type of target for data collection: public users and key stakeholders. The collection stage was followed by an analysis stage in order to achieve some information about the travel behaviour and moreover to identify solutions to improve the urban mobility in the study area. With the aid of the new information, several gaps in travel behaviour data were addressed and some important findings were highlighted. In fact, through a comprehensive analysis, the serious car dependency issue that is experienced by the population from the study area was documented. It was highlighted that the modal choice was mainly influenced by the opportunity, or to be more exact by the lack of it, rather than the preference or willingness of the population. The human component has a very broad area of implications in the transport system, since the transport represents a basic population need, a derived demand with the specific purpose to fulfil the need for mobility by overcoming the physically separated locations of their activities .

This survey was conducted in order to explore the travel behaviour by means of a new method combining the travel survey results and information from traffic data. In this particular case it was used the traffic data as a means of validation and integration of the travel survey results. To be more specifically, the passenger road transport users characteristics were documented and validated in order to identify possibilities to reduce car usage and furthermore, to improve urban mobility as a means of attaining urban sustainability. Conducting the online/direct travel survey was an objective itself so that the citizens who were concerned about this topic were involved as an active part of the research. The present study does not aim to consider the exhaustive analysis of travel behaviour characteristics but the main aspects which are related to modal choice, car and public transport usage.

3 Identification of mobility gaps

3.1 Survey to users to identify mobility gaps

There are two target groups that have been included in the survey:

General public: The study was conducted in the area of Pescara and Chieti, that includes a lot of hinterland municipalities. Analyzing travel behavior in the area is a very important issue, especially since the available information is scarce. The results of the data collection are very important at all stages of the urban mobility analysis from the incipient stage of creating the overall image and understanding the real situation, to the modelling and forecasting stages. We interviewed 200 people in the territory of province of Pescara and Chieti. We carried on direct and on line interviews, thanks the collaboration of local associations, that help us to disseminate our questionnaires.

Transport experts: Interviews were conducted with 4 strategic figures in the area: one member of the Abruzzo Region, one from the Chamber of Commerce, one from the Municipality of Pescara and one from the world of Association (Assoturismo). In this way, we heard the point of view from the world of public authorities (for the planning needs of the territory), the private authorities (for the needs of collaboration with the private), and the associations (to avoid neglecting the citizens). The results was an overview of public transportation planning, existing solutions and main priorities in the Area.

3.2 Key Performance Indicators

Social KPI: users satisfaction

Technical KPI: degree of adoption of green solutions in local mobility

Economic KPI: increase of tourism flow

increase of public transport

Legal KPI: level of adaption/integration of regional law in the legal framework

ICT KPI: degree of use of SMART solution

3.3 Needs

Our survey does not aim to consider the exhaustive analysis of travel behaviour characteristics but the main aspects which are related to modal choice, car usage and public transport acceptability.

The study was conducted in the area of Pescara and Chieti, that includes a lot of hinterland municipalities. Analysing travel behaviour in the area is a very important issue, especially since the available information is scarce. The results of the data collection are very important at all stages of the urban mobility analysis from the incipient stage of creating the overall image and understanding the real situation, to the modelling and forecasting stages.

We interviewed 200 people. We carried on direct and on line interviews, thanks the collaboration of local associations, that help us to disseminate our questionnaires. The subdivision of the sample was as follows:

age	12-24	25-39	40-54	55+
n. sample	20	60	70	50
women	8	24	28	20

The survey was conducted in over a period of 60 days. The preferred transport mode is the car: 65% of participants declared that they travel by car, 10% of them never used public transport. Public transport is used by 35% of respondents, that mainly use it every day during the week. About the mode of transport 60% declares that use the train and the remaining 40% the bus. 85% of participants declares not to use the bike as main means of transport and nobody combines different types of public or private sustainable transport.

As clearly reported in the table below the use of public transport is largely affected by the cars' availability in household and it is quite sensible to the user age. The commuting time suggests that public transport users are in some way captive users due to the longer travel time declared. Such data highlights that the modal choice is not influenced by preference but mainly due to the lack of opportunity.

Convenience and comfort are considered to affect mode choice, but the journey time is the most important instrumental factor

I drive my own vehicle	100
I cannot find the timetable	
There is no bike on train/bus service	

There is no bus/train close to where I live or work	
It is too expensive	
Transport provider is not punctual	20
There are no lines on the dates or times that I need	20
I do not feel comfortable nor safe	60

The survey showed that more than for practical problems, the use of public transport in daily life does not happen out of habit. Among those who use public transport, the majority buy tickets online (60%) even if they complain of a certain difficulty in finding the time of services.

In order to determine the willingness of the population to substitute cars with public transportation, it was found out that the international trip constitute the situation in which the population is willing to substitute car for public transport: 70% of participants declares to use public transport for cross-border travel. A fundamental aspect that emerges from the interviews in our territory is the lack of use of combined modes of transport: 90% of participants declared not to use different mode of transport on their route. Probably this response is influenced by the shortage in the area of integrated transport services.

Population that use public transport does not complain of having particular difficulty in getting to the station, in reaching the station/bus stop or in getting into buses/train. 80% of respondents said they are not satisfied of local public transportation: not frequent connections, information on timetable not easily reachable are the most frequent reasons, respectively 50% and 35% of the answers.

3.4 Involved public and private bodies and their role

Below the list of public and private actors involved until now in the project. We are faithful to involve other private and public actors, in order to reinforce the local alliance.

<i>Type of stakeholder</i>	<i>Stakeholders and brief description</i>	<i>Role in implementation plan</i>
<i>Public authority/decision makers</i>	<ul style="list-style-type: none"> • Abruzzo Region • Pescara municipality • Vasto Municipality • Port Authority of Pescara Vasto, Ortona 	They offer collaboration in data collection, in the implementation of pilot action, in the promotion and dissemination

	<ul style="list-style-type: none"> • Chamber of Commerce • Local railway • Local airport 	activities, in the develop of a local “path” for sustainability
<i>Private operators</i>	<ul style="list-style-type: none"> • TUA • ASPO 	They offer collaboration in data collection, in the implementation of pilot action, in the promotion and dissemination activities, in the develop of a local “path” for sustainability
<i>Citizen/Customs</i>	<ul style="list-style-type: none"> • CONFESERCENTI ASSOTURISMO 	They offer collaboration in data collection, in the implementation of pilot action, in the promotion and dissemination activities, in the develop of a local “path” for sustainability
<i>Others</i>	<ul style="list-style-type: none"> • ... 	

4 Current transportation’s status in the area

General information about Abruzzo Region

Abruzzo is a region of Italy in Southern Italy. Its western border lies 80 km east of Rome. The region is divided into the four provinces of L'Aquila, Teramo, Pescara, and Chieti and occupies an area of 10,862 km² and has a population of 1,332,689 inhabitants. Abruzzo is known as "the greenest region in Europe" as one third of its territory, the largest in Europe, is set aside as national parks and protected nature reserves: there are three national parks, one regional park, and 38 protected nature reserves. The territory of Abruzzo is characterized by internal mountain areas belonging to the category of "areas subject to natural disadvantages", whose environmental characteristics make social and economic development difficult, especially in the agricultural sector. Much of the surface is protected and valued for its naturalistic importance. If on the one hand this creates opportunities for tourism development and the offer of typical quality products, on the other hand it highlights structural characteristics that require integrated actions to promote the homogeneous development of the territory. Demographic impoverishment, aging of agricultural entrepreneurship, organizational and structural weakness of farms, inadequate infrastructure of the territory, lack of services offered to businesses and the population, low diffusion of broadband which creates a condition of significant infrastructural digital divide, are all

elements which make the growth of these areas more difficult and which impose a common effort on the part of institutions and individuals. The mountain areas are affected by homogeneous critical issues with regard to economic development, i.e. the critical aspects attributable to internal and mountain areas, often difficult to reach or poorly connected with multimodal transport solutions.

4.1 Current transport situation

Public Local Transport in Abruzzo

Mobility Offer

In Abruzzo there is one bus for 1000 inhabitants, for a total of 1375 vehicles. The total number of those that make the urban local public transport service (TPL) is 500. Of these, 14.6% have an environmental classification of Euro 0 or Euro 1, more than double the average of the South and Islands and over five times that of Italy as a whole³. Furthermore, the Region shows a considerable delay compared to the other areas in the circulation of Euro 5 and Euro 6 vehicles, which is 19.7 percentage points less than the Italian average and 7.2 compared to that of the South and the islands. The total number of cars that operate suburban LPG is equal to 875. The Region's railway network equipment is instead of 676 km, of which 18.2% is equipped with a double track and 69.5% with electrified tracks.

Demand for Mobility

According to ISTAT and ACI data (2017), in Abruzzo 20.1% of the population uses the means of public transport for study and work reasons. The number of cars and motorcycles out of the total population, considered as an indicator of the use of private vehicles instead of public transport, is instead equal to 771 per 1000 inhabitants. The first figure is in line with that for the entire Peninsula and is above the average of the South and Islands of 1.4 percentage points. As for cars and motorcycles, on the contrary, Abruzzo exceeds both the South and Italy, respectively by 57 and 24 units.

In Abruzzo the low degree of urbanization is particularly high, since it involves 89.5% of the municipalities, exceeding the Southern and Islands area and Italy by more than 15 and 20 percentage points, respectively. The low population density is also significantly higher than in other areas, amounting to 46.2%, compared to 32.7% in the South and 27.6% in Italy. Furthermore, the regional territory is mainly mountainous, with more than half of the municipalities located at over 600 meters above sea level, that is almost double the number of South and Islands and over 20 percentage points more than the Italian average.

The governance model of the public transport service in Abruzzo is to be considered centralized, as it essentially hinges on the Region (which works in agreement with local authorities). The functions of a government body are carried out by the Region, in agreement with local authorities. The regional territory is divided into 2 mobility basins - respectively the TELA basin (coinciding with the territories of the Provinces of Teramo and L'Aquila) and the CHEPA basin (coinciding with the territories of the Provinces of Pescara and Chieti)

Infrastructure network

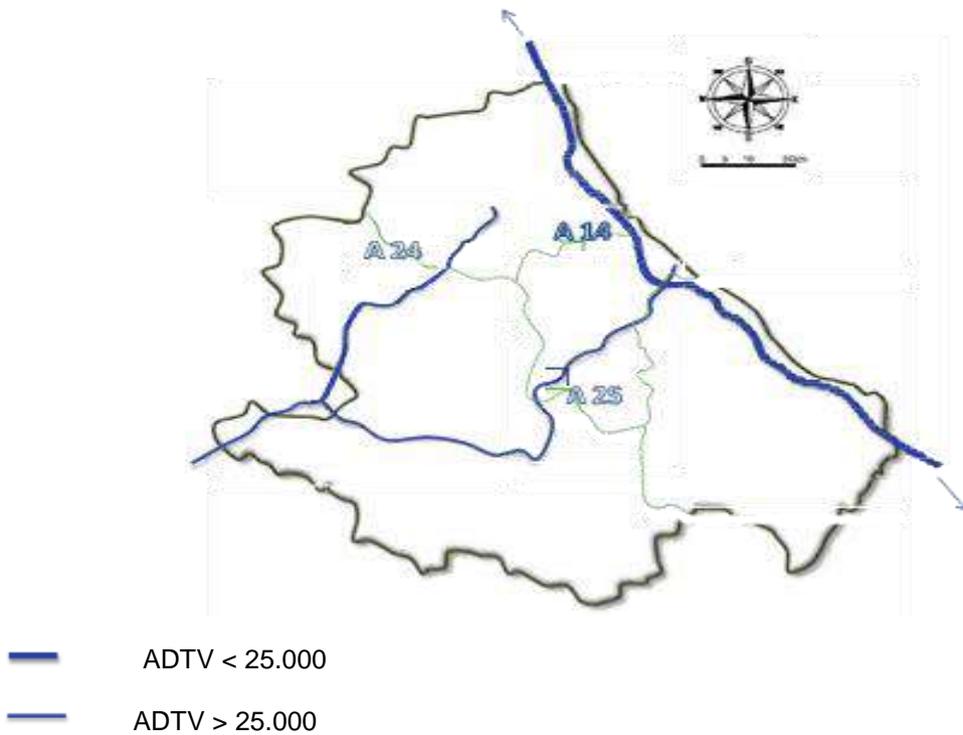
Abruzzo's infrastructure network is made up, for the railway mode, of the "Adriatic Route", a fundamental railway line of national and international importance and of the regional and interregional railway lines, that is the Pescara - Rome line, the Avezzano - Roccasecca line, the Sulmona - Terni line, Sulmona - Carpinone line, Giulianova - Teramo line and S. Vito Lanciano - Castel di Sangro railway. The port system is made up of the ports of Ortona, Pescara, Vasto and Giulianova. The airport nodes are: the Abruzzo International Airport, also belonging to the global network of the Ten-T2 network, and the Parks airport. Abruzzo is crossed from the European Route E80 which, in the Italian territory, is identified in the itineraries of Parks Road (A24 / A25) and the equipped axis of the Port of Pescara. This European path connects

The road network

The road network of the Abruzzo region covers 12,879 km, including motorways, other roads of national, regional, provincial and municipal interest. Tables 1 and 2 show the distribution of the road extension of highways, other roads of national, regional, provincial and municipal interest for the Abruzzo region, southern and insular Italy and Italy. From a preliminary analysis, the main structure of the Abruzzo road system consists of the motorway network which, with the A14 on the Adriatic side (north - south connection) and the A24 and A25 highways (east - west connection) in the hinterland, allows the connectivity with all the main residential and production centers of the Region and outside it. Regional and local accessibility is guaranteed by state and provincial road infrastructures.



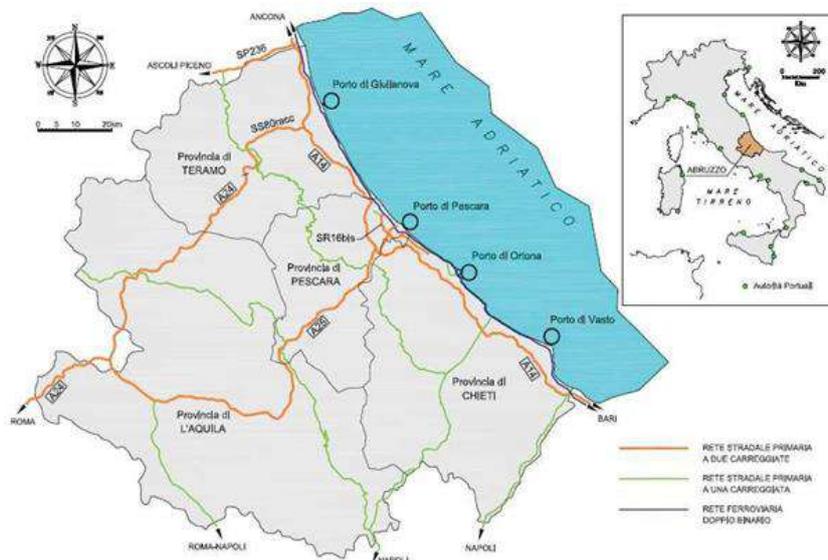
ADTV traffic data (average daily theoretical vehicles) for the motorway network in the Abruzzo region



Average daily theoretical vehicles (ADTV.): Is the number of vehicles that theoretically every day (of the month, year or period considered) travel the entire network or highway or motorway section considered; that is, the number of times per kilometer of the route considered on average per day. They are obtained as a ratio between the kilometers traveled on the stretch in question (in a month, year or period of reference) and the length in kilometers of the stretch itself multiplied by the number of days; therefore, they are a measure of the degree of use of the network, motorway or section considered.

THE PORT SYSTEM

The Abruzzo region, with about 123 km of development of the coastal strip, is described by the presence, starting from the south, of the port systems of Vasto, Ortona, Pescara and Giulianova (see fig. below). According to the classification of the fundamental law on ports (law n.84 of 1994), the ports of Ortona and Pescara fall in categories II, class II (ports of national economic importance) and in class III (ports of regional and interregional economic importance) the ports of Vasto and Giulianova. It is certain that none of the Abruzzo ports fall into category II, class I, which includes ports of international economic importance and which are the seat, as a result of the aforementioned law, of a Port Authority.



The port system is affected by the flows of goods and passengers traffic shown in table below, as a whole of navigation in the year 2014 of a Port Authority.

Abruzzo Port system	Total
Freight Unit	732
Freight	1.524.805
Passengers	19.244

As regards the development programs of the port system, harmoniously with the proposed branch of the Mediterranean corridor, Abruzzo is reorganizing its port facilities; it is necessary to acquire, on the one hand, market quotation in international maritime transport and to be able to use a range of relations with the ports of Croatia - Bosnia Herzegovina, Albania and Greece; on the other side it's necessary to also intervene on cabotage

In addition to infrastructure interventions, the Abruzzo Region is working to conceive new intermodal transport scenarios with the EU strategy countries of the Adriatic and Ionian region.

The Abruzzo port system can have a role of bank for direct connections with the Balkan regions and feeder connections for some ports that overlook the Italian Adriatic - Ionian coast.

The Abruzzo Region can become capable of creating a new intermodal transversal corridor, as part of the axis of penetration in Eastern Europe, also within a possible branch of the Mediterranean corridor towards central Italy and Balkans. Therefore, with the aim of developing intermodality and promoting integration with the areas of the macro-region, the Abruzzo Region is speeding up the procedures relating to the strengthening of Abruzzo ports to become a reference for Ro - Ro, Ro - routes. Pax, cruises and attract traffic.

THE ABRUZZO INTERNATIONAL AIRPORT

Pescara airport, identified with the commercial name of Abruzzo International Airport "Pasquale Liberi", is located about 3 km from the center of Pescara and is connected with the main road and railway arteries of the region. Due to the strategic position it occupies, it serves a catchment area that goes beyond the regional borders, also serving the provinces of Molise, Marche, Lazio and northern Puglia

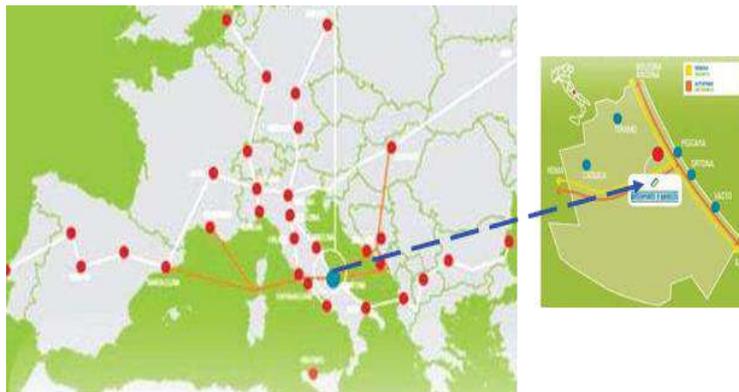
The airport is affected by both passenger and freight traffic. Table below shows the traffic flow values for 2014.

Abruzzo Port system	Total
Freight Unit	44
Freight	6.738
Passengers	556.079

The Region is implementing actions to upgrade the Abruzzo airport, which is part of the global network (so-called comprehensive), expanding connections with Eastern Europe and within the national territory.

THE ABRUZZO INTERPORT

The Abruzzo Interporto for its size and for its great operational capacity, represents the main inland terminal present in the Abruzzo region. It is located at the intersection of the main north - south and east - west national road and rail axes. The Abruzzo interporto, located in the Chieti - Pescara urban system area, is made up of an organic set of structures and services aimed at the exchange of goods between different modes of transport. This area represents the main pole of the Region's exchange and marketing activities. The interporto is placed in connection with ports, airports and roads of great communication. For the connection to the road network, the Manoppello Scalo exit on the A25 is located at 1.5 km from the interporto entrance gate is. Inside the interporto there is the railway terminal suitable for forming and receiving freight trains. The ports of Ortona, Vasto and Pescara fall within the catchment area.



4.2 Planning and policy documents

The main planning act of the LPT service is the Regional Transport Plan (PRT) adopted by the Region (art. 9 LR n. 152/1998) which defines the regional plan of mobility and related structures on the basis of the Regional Program of Development. The **Regional Transport Plan** was adopted with D.G.R. n. 370/2016.

In compliance with the provisions of the PRT, the Region adopts the **Triennial Service Program** (art.10 L.R.n.152/1998) which takes into account the provincial basin plans.

The three-year program of services provided for the network of minimum services in each basin, subject to agreement with the local authorities concerned (articles 13 and 14 of Law no. 152/1998). The last three-year program was adopted with D.G.R. n.203/2011.

The Provinces prepare the **Mobility Basin Plans** (art.16 L.R.n.152 / 1998), with a procedure that ensures the widest participation of local authorities, trade unions, consumer associations and business enterprises in the sector.

Finally, the Municipalities are responsible for preparing urban traffic plans on the basis of regional guidelines and in compliance with the basin plans (art. 7 L.R. 152/1998). Although not explicitly provided for in the regional regulations, the competent bodies should also ensure consistency between the TPL Implementation Plan and the respective **Urban Sustainable Mobility Plans (PUMS)**.

Acts and Reference Documents:

- The Regional Law of 23 December 1998, n. 152, Rules for local public transport;
- Regional Law of 5 August 2004, n. 23, Rules on local public services of economic importance;
- Regional Law 4 August 2017, n. 43, Provisions relating to local public transport;
- Regional Law of 21 December 2017, no. 64, Provisions relating to local public transport;
- Regional law 24 July 2019, n. 22, Provisions relating to local public transport;
- Regional law 9 June 2016, n. 13, Provisions on minimum services in local public transport and amendments to regional laws 29 May 2007, n. 11 (Discipline of commercial automotive public transport services of people of regional competence) and 10 January 2011, n. 1 (Regional Financial Law 2011);
- Regional Council Resolution 28 December 2017 n. 848 and DGR 24 May 2018 n. 347 on the definition of mobility basins;
- Regional Council Resolution of 6 June 2016, n. 370 of approval of the regional transport plan;
- Regional Council Resolution of 21 March 2011 n. 203 of approval of the Triennial Program of services.

4.3 Multimodal integrated tariff schemes and tickets

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4.4 ITS, ICT & MaaS solutions

In the last 10 years, trip planner software have been spread exponentially because of the passenger's tendency in organising the trip by themselves. All public transport companies developed their own websites which provide information about timetables (bus, trains, underground etc.). A trip planner could/can elaborates these data in order to reach a "destination point" from a "start point", and should make available a set of other information such as point of interest, hotels and so on. Other services, like ticketing online and vehicles tracking, could be offered by this kind of applications. In recent years, the Abruzzo region has taken steps to unify into a single entity, namely the T.U.A., the main regional transport companies, in order to ensure a more rational, efficient and widespread service. In this way, it has been created a single operator with the ambition to meet the demands of the passengers of the region and the countries linked to it. Recently T.U. A developed an ICT system allows users to use in a single integrated system all the main services useful to the citizens, such as the payment of parking (with only and only the actual minutes related to the parking of your vehicle), make a ticket or a subscription for the public transport and have all the necessary information on places to visit. The limits of this trip application is that it isn't thought in a sustainability prospective. There aren't all information about car or bike sharing, sustainable travel routes are not explored, no travel solutions are designed in a green way, to ensure that the tourist is consciously addressed toward sustainable solutions. Another limitation of the app is that it isn't specifically designed in a crossborder perspective, so it does not provide a whole range of information that can facilitate the Croatian tourist to move to Abruzzo. The description of the sites of interest is also very limited, individual tourist routes are not linked to integrated tourist routes (e.g. religious tourism, sports tourism, and so on).

There are currently no other active and functioning ITS, ICT and MAAS solutions.

There have been projects in the past, funded under EU tenders, aimed at encouraging the adoption of such solutions (Project OPTITRANS, EA SEAWAY project), but all have failed to maintain sustainability over time, perhaps due to the lack of a permanent pact with stakeholders concerned, perhaps because of the failure to achieve a "public-private path".

The private sector involvement and the promotion of participatory processes involving citizens themselves, starting with the young people, is a fundamental step in a long-term vision.

5 Identification of future challenges in the area

In the recent decade movement of people gradually intensified, this created the need in the region for greater connectivity of different service providers in the field of mobility. The Abruzzo Region is located at a major European cross-roads but it has significant infrastructure deficits, low innovation performance, scarce multimodal system, resulting in poor accessibility. The road system and rail network, in particular, needs rehabilitation, removal of bottlenecks and missing links, intermodal connections, traffic management systems and upgrading of capacity. Maritime connections needs to be increased, while data collection and coordination capacity needs to be upgraded. Multi-modal transport is little developed. There is potential for improved land-sea connectivity and intermodal transportation, increasing the competitiveness of hinterland economies. In the last years relevant stakeholder hardly built regional network and worked on common solutions, but our region objective have still to work on optimisation and problem solving of mobility bottlenecks, on the increasing of the efficiency of the intermodal nodes, building a transnational network that combines innovation and experience and implement new common solutions and tools. Cooperation within transnational networks can bring ideas to the planning, and help develop new products and services. Mobility is a sector that has great potentials for development in all its linked sectors. However, to bring Region to competitive levels, substantial gaps in terms of tech, capacity and knowledge need to be tackled. In a global perspective the mobility sector of different countries must mutually reinforce by fostering an increased knowledge flow and develop complementarities between and within countries/regions. This seems a “forced” path. In this respect, Icarus project can offers the framework to plan and pursue common objectives, thus granting continuity, sustainability, transferability and replicability and to ongoing activities. The results to achieve in terms of new knowledge are particularly relevant. Mobility network should play a crucial role in supporting regional competitiveness and internationalization processes, but it occurs valorize the complementarities of different subjects, with a platform to support the development of the mobility sector in the area, among and outside the involved regions. In this complex interchange area a governance model to support decision and strategic making process and private/public Investments should be ensured, able to face the challenge to meet the passengers needs and to push for a change in people behaviours, towards their mobility choices, overcoming some of the present gaps and lacks, in terms of availability and of quality of services and in information accessibility. At this scope the integration of ICT system is essential for the success of the regional challenge. ICT facilitates an individual to access mobility services and tourism products information from anywhere and anytime.

6 Definition of priorities in each involved area

Regional purpose is to ensure the cohesion, interconnection and interoperability of the mobility network, as well as access to it. This strategy include all model of transport:

- Road
- Rail
- Maritime
- Inland waterways
- Air
- Bike

Abruzzo strategy aims to establish the necessary interconnections needed to eliminate existing bottlenecks and to implement transport services for providing effective multimodal solutions. An integrated set of sustainable transport model, also at cross-border levelm alternatives to indivual car travelling, will facilitate this process. It also aims at investing in growth and innovation, promoting environmental sustainability, and sustainable mobility. Actions will be complemented by efforts to foster close cooperation among local and international stakeholders.

7 Recommendations

At the end of the survey, thanks also to the combination of context data and interviews , some improvements are identified, and the following general recommendations are given:

- to make public transport more attractive and to introduce some incentives to let users not use motorized individual transport e.g. increase free parking, less parking area in the city center, ...
- to enhance the bicycle lines also for touristic use in Abruzzo region
- to enhance quality and speed of existing railway network
- to meet the needs of differente types of users: the elderly, the students, the workers and the tourists

In line with the European Union's policies on sustainable mobility, the strategic planning for the Implementation of local urban mobility:

- must contemplate the need to increase the efficiency and economy of transport
- must guarantee everyone adequate access to urban services
- must increase the attractiveness and quality of the urban environment, while reducing the causes of air pollution and increasing the level of safety from the urban environment.

8 Conclusions

The main cities of the considered area (and in particular a city like Pescara, medium-large in size and with an indisputable role of reference for the surrounding territory) are increasingly characterized as a pole of territorial services to be provided to a larger catchment area than the municipal one. They are called to perform functions which are not only and exclusively local, but which inevitably concern citizens of a wider territory, including people who use the urban center as a primary provider of mobility services. The urban facilities of the main urban centers are, therefore, to be designed and sized with respect to a basin of wider users of the municipal area only and this is why, in addition to the quantity and quality of the urban dotation, the strategic lines must consider the theme of "accessibility", which is expressed in terms of infrastructures and carriers.

The measures to be taken in relation to mobility, the central axis on which the redevelopment and territorial regeneration interventions rotate, to be pursued through the co-ordination of the various regulation and programming tools (urban planning, traffic plan, sustainable mobility, planning of public works) concern:

- the integration between private motorized mobility and road public transport;
- the establishment of large pedestrian and limited traffic areas;
- the creation of an electric metropolitan transport system in a protected location;
- the development of the cycle network;
- the creation of an attestation and exchange parking system

In this phase of European programming towards the 2020 objectives, the construction and maintenance of solidarity networks, capable of accommodating local needs and expectations and of helping to build devices for territorial cohesion, is of growing importance. In this sense, participatory processes take on a social and economic meaning and must meet and bring together territory, administrations and inhabitants. In many European cities, projects have been carried on to involve the inclusion of the population in public choices, through the establishment of public-private partnerships.