THE PROVINCE OF FERRARA

HOLISTIC APPROACH IN THE SELECTION AND TRANSFER OF GOOD PRACTICES IN INFOMOBILITY – THE POLITE PROJECT METHODOLOGICAL APPROACH

polite

POLICY LEARNING IN INFORMATION TECHNOLOGIES
FOR PUBLIC TRANSPORT ENHANCEMENT

Final Conference
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INPUT, CATEGORIES

Good Practice search based first on the partner experience: Each partner could be donor

… but also considering the partners needs

01	PT LEGISLATION AND REGULATION
02	PT OPERATION REORGANIZATION INTO MULTIMODAL SYSTEM
03	COOPERATION AMONG ADMINISTRATIONS
04	ITS TECHNICAL STANDARDIZATION FOR INTEROPERABILITY
05	INFRASTRUCTURAL MEASURES
06	INNOVATIVE ICT FOR PT
07	MODELLING TOOLS & MEASURES
08	PT & TRAFFIC MANAGEMENT MEASURES
09	PT INFORMATION MEASURES
10	ADVANCED PT TICKETING

This project is co-financed by the ERDF and made possible by the INTERREG IVC programme.

Good practices search and site visits to non project sites: Objectives

General objective

- Identification of potential Good practices
- perform site visits

Good Practice Search

- Coordination of the activities by PoF
- Involvement of all partners for the identification and collection of questionnaires
- Objective: 30 Good Practices to be identified

Site visits

- Main good practices analyzed deeply with a site visit
- Objective: 6 site visits (1 per technical partner)
- Opportunity to involve further public administrations in POLITE

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HOLISTIC APPROACH IN THE SELECTION AND TRANSFER OF GOOD PRACTICES IN INFOMOBILITY – THE POLITE PROJECT METHODOLOGICAL APPROACH

1. Methodological framework & definition of a preliminary questionnaire

2. Preliminary questionnaire filled in by the Partners (mainly desk analysis)

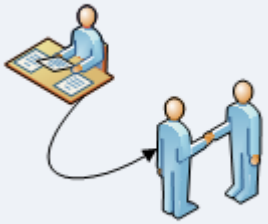
Reading Borough Council

3. Final approval/rejection of the Good Practices

4. Creation of a detailed questionnaire for the GP analysis

Reading Borough Council

5. Detailed questionnaire filled in and site visits



6. Elaboration of the O3.2a

Province of Ferrara

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FOCUS ON THE MEASURES - THE MAPPING PROCESS

- Measures were identified according to the POLITE topics.
- Measures are referred to different aspects
- Each measure has several sub-measures in order to better fit in a specific topic

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FOCUS ON THE MEASURES - THE MAPPING PROCESS/2

1. PT LEGISLATION AND REGULATION	2. PT OPERATION REORGANIZATION INTO MULTIMODAL SYSTEM	3. COOPERATION AMONG ADMINISTRATIONS	4. ITS TECHNICAL STANDARDIZATION FOR INTEROPERABILITY	5. INFRASTRUCTURAL MEASURES	6. INNOVATIVE ICT FOR PT
Access regulations	New organization measures	PT policies	Data elements and messages harmonization	Multimodal nodes	Technologies for infrastructure
Measures and requirements towards data providers	Re-organization measures	PT operation harmonization	Processing	PT and parking facilities links	Technologies for vehicles
Static data availability	Infomobility organization	Public procurement forms	Interoperability tools	Large facilities areas	Communication technologies
Real time data availability	PT services optimization	Incentives and subventions	Required concordance with technical standards	Intersections with PT preference at traffic lights	Data storage technologies
Rules of public procurements for ICT services	Organization of service providers and subproviders PT outsourcing on infomobility background	Correlation and planning of resources		Disabled passengers support	Solutions idenpendent on technologies
Harmonisation of regulations	Interlinks to other modes for multimodal travellers			Tools for the identification of passenger vs. freight vehicles	
Financial rules	Implementation of PT integration				

FOCUS ON THE MEASURES - THE MAPPING PROCESS/3

7. MODELLING TOOLS & MEASURES	8. PT & TRAFFIC MANAGEMENT MEASURES	9. PT INFORMATION MEASURES	10. ADVANCED PT TICKETING
Goals setting up	Traffic monitoring	Static and real time data/information	Electronic payment ways
Financing of the modelling	PT monitoring ways	Multimodal PT planner implementation	Travellers counting, journeys and connections utilization and optimization
Modelling tools	PT operation management systems & technologies	Advisory or statutory information	Incentive schemes
Data acquisition and analysis	PT and traffic control	GIS mapping	
Modelling PT and other flows for solutions definition	Access control	Big events and incidents management	
	Mobility monitoring		
	Identification of passenger vs. freight vehicles for managing specific traffic flows		

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Preliminary questionnaires, Approval and creation of the Detailed Questionnaire

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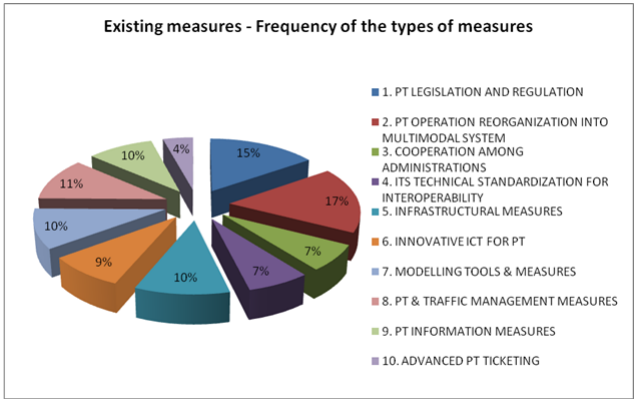
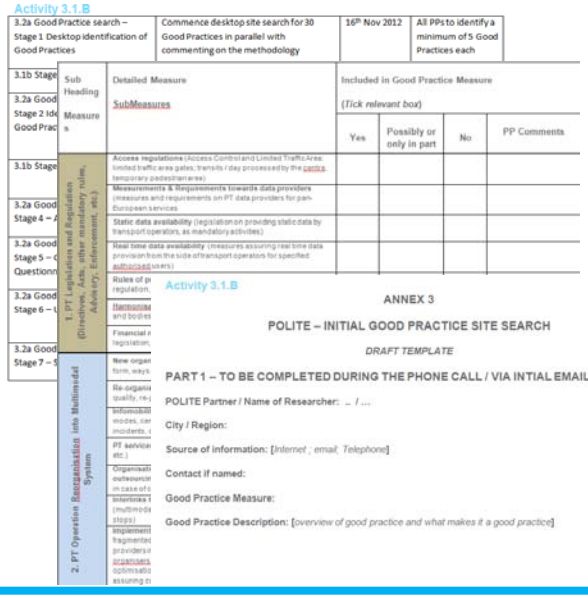
DEFINITION OF A PRELIMINARY QUESTIONNAIRE

- **Definition of infomobility policy themes for exchange - CDV**
  - Each partner mapped its current and future wished positioning with regards to policy leverages for Infomobility

- **Joint methodology for best practicies search and exchange**
  - detailed plan, methodology and charts for the Good Practice search
  - detailed plan for the organisation of all the Good Practice transfer orientated sessions
  - Questionnaire for the collection of the Good practices




Activity 3.1.B

3.2a Good Practice search – Stage 1 Desktop identification of Good Practices	Commence desktop site search for 30 Good Practices in parallel with commenting on the methodology	16th Nov 2012	All PPs to identify a minimum of 5 Good Practices each

	Sub Heading	Detailed Measure / SubMeasures	Included in Good Practice Measure (Tick relevant box)			
	Measure s		Yes	Possibly or only in part	No	PP Comments
1. PT Legislation and Regulation (Directives, Acts, other mandatory rules, Advisory, Enforcement, etc.)		Access regulations (Access Control and Limited Traffic Area: limited traffic area gates, transits / day processed by the centre, temporary pedestrian areas)				
		Measurements & Requirements towards data providers (measures and requirements on PT data providers for pan-European services				
		Static data availability (legislation on providing static data by transport operators, as mandatory activities)				
		Real time data availability (measures assuring real time data provision from the side of transport operators for specified authorised users)				
		Rules of p regulation				
		Harmonisa and bodies				
		Financial r legislation				
2. PT Operation Reorganisation into Multimodal System		New organ form, ways				
		Re-organi quality, re-				
		Infomobil modes, ser incidents,				
		PT service etc.)				
		Organisati outsourcin in case of c				
		Interlinks t (multimoda stops)				
		Implement fragmented providers o organisers optimisatio assuring o				

Activity 3.1.B

ANNEX 3

POLITE – INITIAL GOOD PRACTICE SITE SEARCH

DRAFT TEMPLATE

PART 1 – TO BE COMPLETED DURING THE PHONE CALL / VIA INTIAL EMAIL

POLITE Partner / Name of Researcher: … / …

City / Region:

Source of information: [Internet , email, Telephone]

Contact if named:

Good Practice Measure:

Good Practice Description: [overview of good practice and what makes it a good practice]

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Focus on the Good Practice search

Good Practice Source	Project Partner Benefit	Wider EU Dissemination Benefit
1 - Desktop – Good Practice studies published at EU level.	PP may not be aware of relevant published data.	None – Already published
2 - Desktop – Local / National studies published at local level (likely to be in local language).	Can be translated to benefit all project partners.	Translation allows benefit to wider audience.
3 - Questionnaire – Partners fill in a questionnaire with interview to good practice provider (but there is no site visit).	Brings new Good Practice and data collection [illegible] the specific objectives of the PP's.	Brings new best practice to wider audience.
4 - Site Visits – Identification of new good Practice / add to existing published information on site with questionnaire.	Brings new Good Practice and data collection [illegible] the specific objectives of the PP's.	Brings new best practice to wider audience.

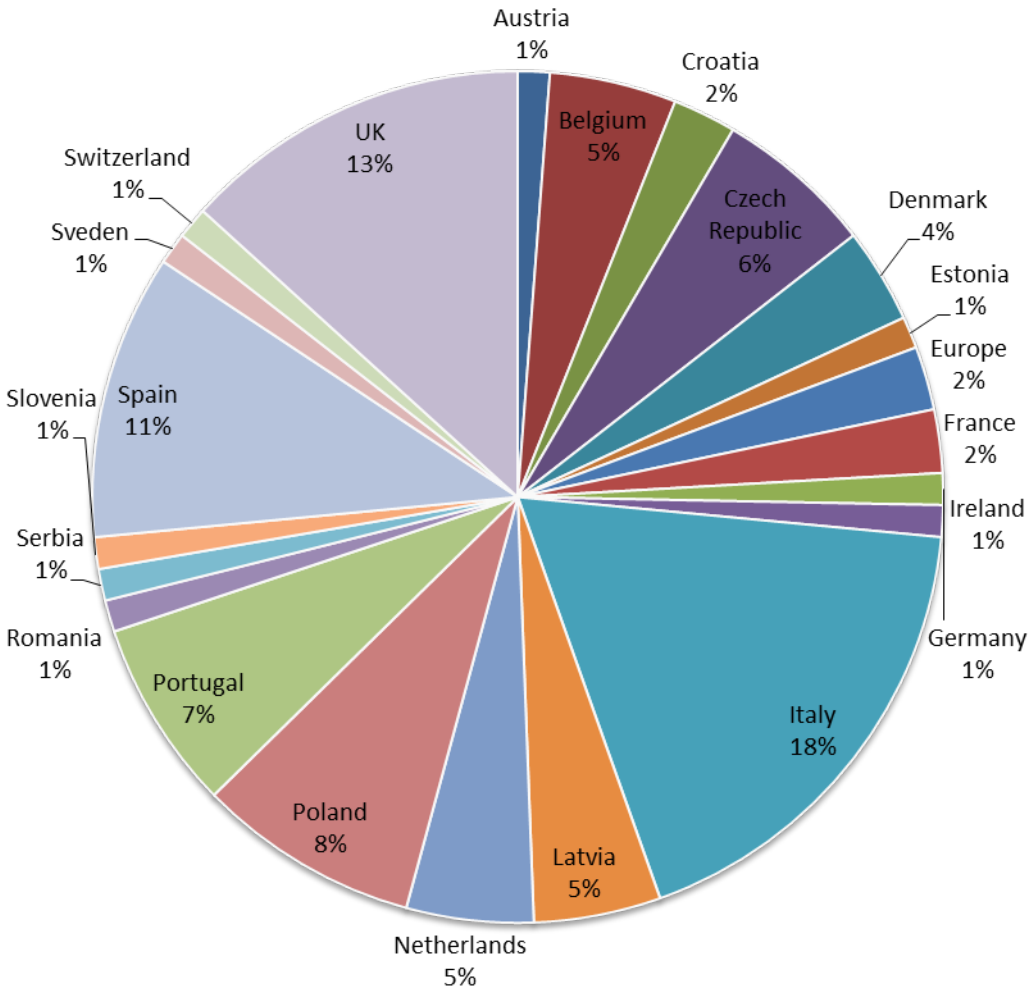
Phase 1

Phase 2

Phase 3

83 EU EXPERIENCES IDENTIFIED FROM POLITE PARTNERS WITH A DESK ANALYSIS

- From 22 Countries
- Mainly from Italy, UK, Spain and Poland
- Questionnaire from Partners received and analyzed by PoF



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GOOD PRACTICE SEARCH - PHASE 2

PoF selected the main good practices considering:

- Topics
  - Only experiences related to the POLITE project were considered
- Existing measures
  - Experiences in line with the background of the partnership
- Future/wished Measures
  - Experiences were also matched with the desired measures of the partners

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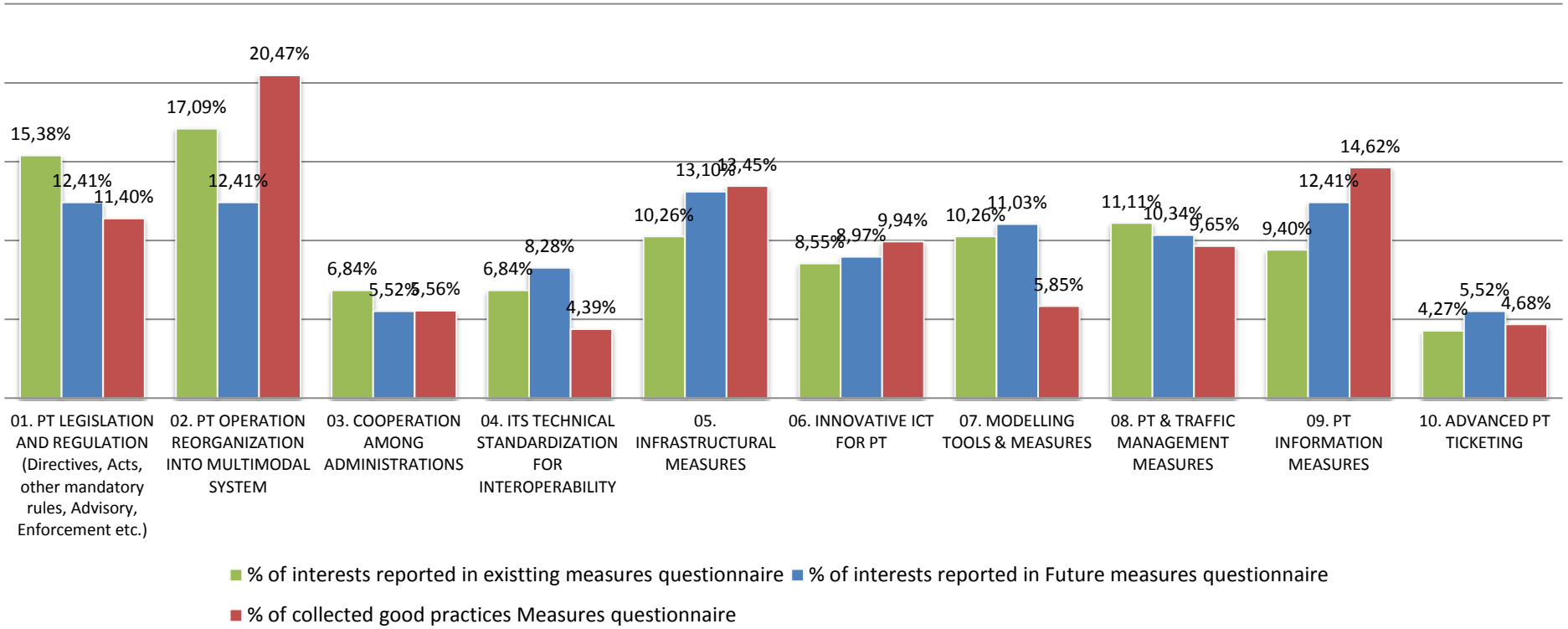
GP SELECTION: MATCHING WITH THE WISHED MEASURES

- GPs are in line with the wished measures identified
  - GPs are classified on the base of policy intervention fields
  - GPs are anlaysed and benchmarked
  - Each PP defines its positioning with reference to the GPs



RESULTS FROM THE QUESTIONNAIRES AND SITE VISITS

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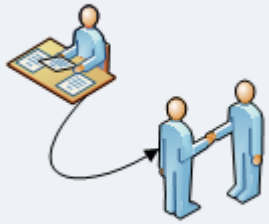

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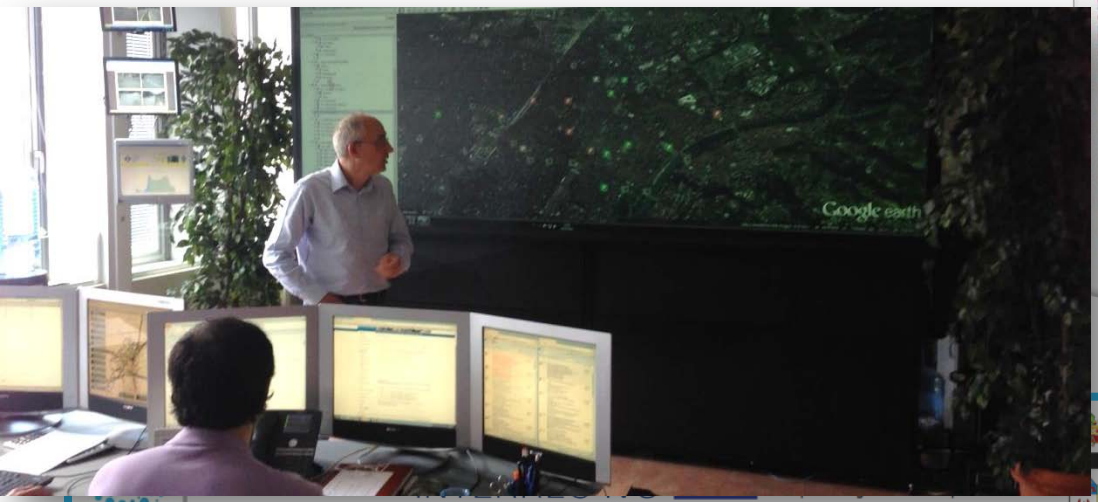
MORE THAN EXPECTED

- 83 Experiences identified and analyzed
- **34 Good Practices** selected and described
- **9 site visits** to non partner sites



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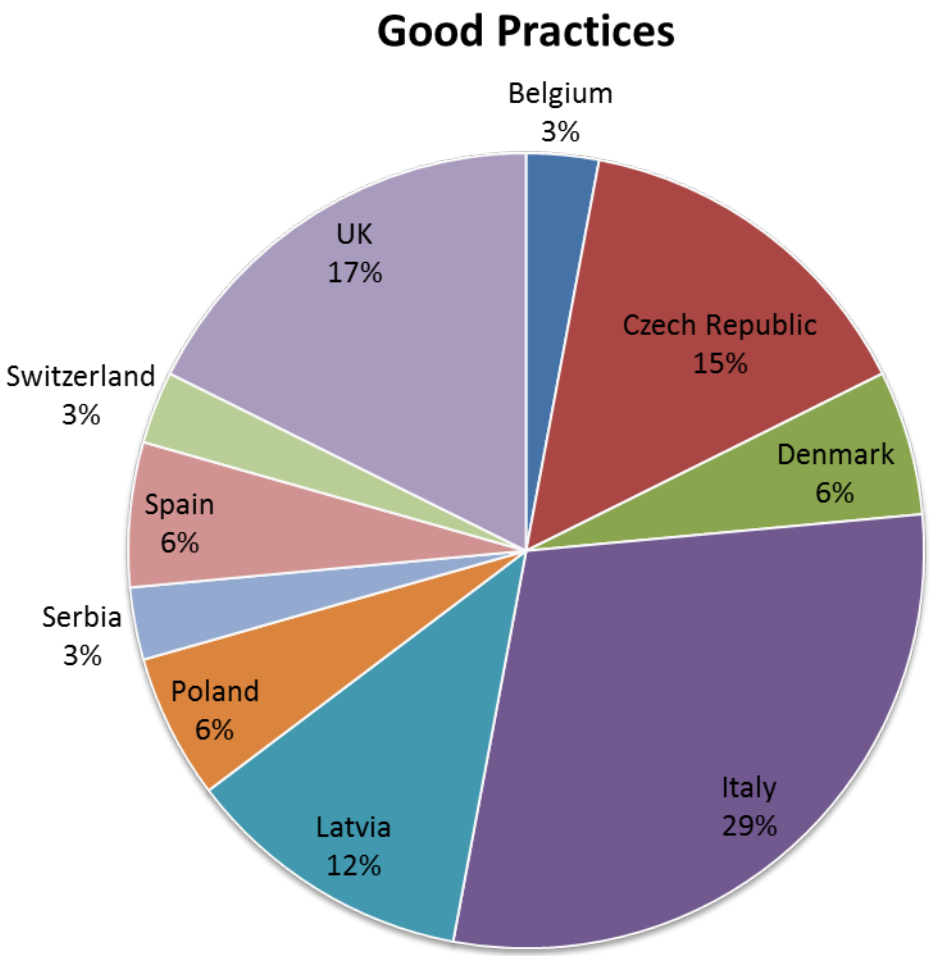
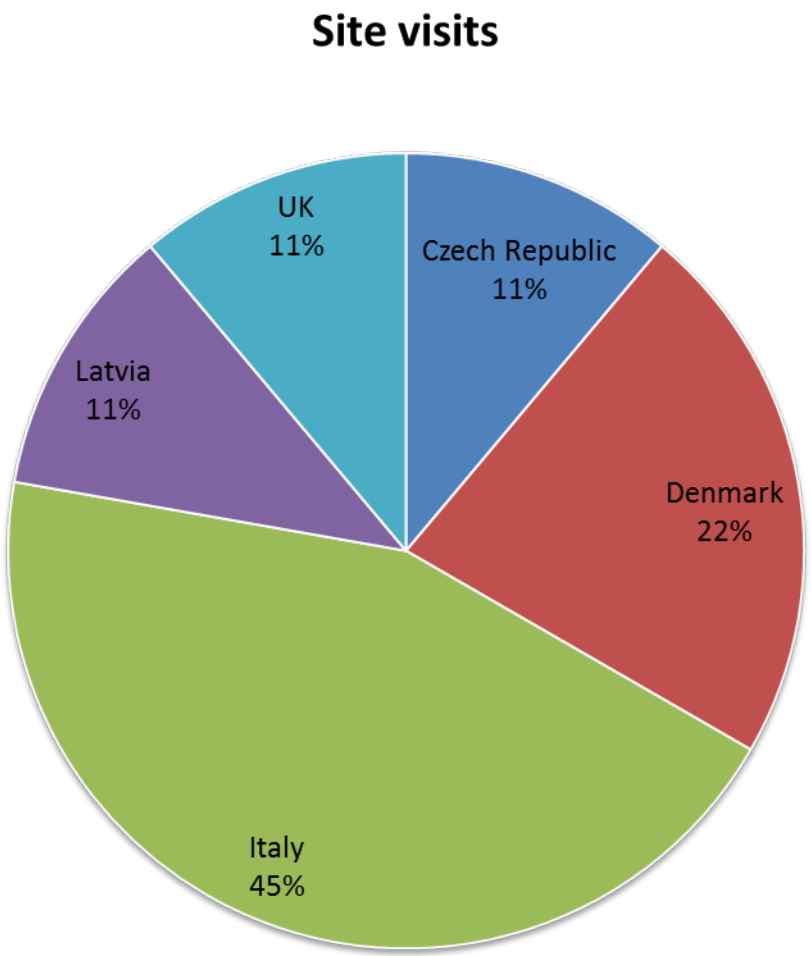
WHERE ARE THEY FROM





POLITE GOOD PRACTICE REPORT

- More than 330 pages document including all the questionnaires filled in by partners and a light analysis
- Input for the POLITE transnational activities
- Starting point for the local implementation plan

RESULTS OF THE GP SEARCH: THE FERRARA EXAMPLE

Level	Description
Project	Each partner is going to finalize its own implementation plan
Ferrara	Province of Ferrara is going to implement the plan in cooperation with Emilia-Romagna Region not only in Ferrara but at a wider regional area
Emilia-Romagna	Emilia-Romagna Region, already committed in the POLITE projecy, is pushing the main municipalities of the region to use the POLITE results in the short time

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PLANNING WITHIN POLITE & BEYOND

Tools	Questionnaire to the municipalities and meeting with them and the Emilia-Romagna Region
Timing	• Meeting with Municipalities Nov. 21st 2014 in Bologna • Stable workgroup focused on Infomobility also in 2015
Area	Main cities including Bologna, Modena, Ferrara, Piacenza, Parma, Rimini, Cesena, Forlì and other over 50k inhabitants

WHY?

Emilia Romagna is one of the most productive regions in Italy with thousands of commuters travelling daily

- Check the status of ITS in ER: heterogeneous models are now applied in the region
- Objectives:
  - Harmonization of rules
  - Homogeneous data
  - Levelling of the regional ITS system fixing a starting point for the future infomobility development at regional level and no more only at city level

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THANK YOU FOR YOUR ATTENTION

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