

ACTIVE TRAVEL NETWORK QUESTIONNAIRE – CITY OF RICCIONE

PEOPLE INTERVIEWED

David Aguzzi “Pedalando e Camminando” – ONLUS
City user of bike infrastructure
Augusto Frisoni – Official of the infrastructure & mobility department
Lanfranco Santolini – Councillor at mobility
Massimo Pironi – Mayor of Riccione

Methodological note

The questionnaires have been filled in separately, except for Mr. Lanfranco Santolini and Mr. Augusto Frisoni, who took part in a common meeting assisted by a moderator. In many cases a discrepancy between the responses has been registered. In these cases these discrepancies are mentioned in the report, whilst as synthetic indicator has been assumed that corroborated by notes, as usually it is done within the BYPAD methodology.

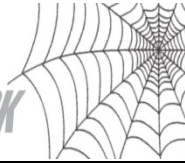
Synthesis of modules

Module 1 – User needs – quality level: 3

After the diffuse use of cycling in '50 and '60, the re-discovery of cycling is recent in Riccione. The local government is strongly committed to widening and improving the bike infrastructure, by combining it with the green corridors of the city. In a radial sense, the distances of the city (that is very compacted and flat) are approx. 5 km, so the potential for cycling and walking are here very high. Recently an important cycling path has been inaugurated along the new promenade of the city, close to the beach & sea. It is very appreciated (and used) by residents and tourists. The fresh experience of Riccione (and hence its planning, operational and monitoring culture) in the cycling field is reflected in the divergent responses to the questionnaire: the quality level is varying from 3 and 4 (value attributed by the two politicians interviewed), to 2 by the official interviewed, up to 1, 2 and 0 by the bike infrastructure users. In the notes the following aspects have been mentioned: groups and associations take part in the table “boulevard dei paesaggi” (boulevards of landscapes), devoted to the preparation of the “green plan” as well as of mobility (shared projecting). Two people within the staff of the Municipality of Riccione are in charge for the relationships with the citizens, by monitoring their needs and “hearing” their suggestions. The requests by citizens may be formulated through the instruments of city planning or through specific requests made by single citizens or associations. The need for action in this policy field is ranked as “medium”.

Module 2 – Policies and coordination – quality level: 3

As mentioned before, the local government is committed to the promotion of cycling and walking) in the city, but a dedicated cycling office currently doesn't exist. Furthermore, there is a problem of integration and poor coordination between the different municipal offices whose activity affect mobility patterns (e.g. mobility with town planning, education and social services etc.). In the central tourism zone the policies are aimed at enlarging, as far as possible, the limited traffic zones (ZTL), and addressing the car flows



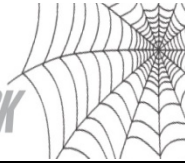
toward the parking areas. It is interesting to annotate that whilst for the politicians the active mobility is an important element of the mobility strategy with measurable goals and clear models (level 3), it is not so for the users (level 0, 1, 2). Also on the image of walking and cycling the responses are very different, varying from poor to good. More or less these discrepancies are recorded also in relation to how much the mobility is considered within the city development plans: the highest scores (level 3-4) are recorded by politicians, whilst the lowest are those recorded by users (level 0,1, 2).

Module 3 – Means & personnel – quality level: 2

The main aspect to be pointed out in this section is the next inauguration of a cycling-station at disposal for the train users. The financing to active mobility policies are overall trained by specific initiatives (in other words: they are not ordinary and systematic), even if there are also financings for longer term projects. The councillor at mobility has stressed moreover the first aspect, whilst the mayor the second one. Both the politicians agree on the opinion that there is a good collaboration (level 3) between the different offices to support the active mobility with clear definition of functions and responsibilities. The official agree with the above opinions, whilst the judge of the users is radically diverse: the financings are only to repair or reconstruct infrastructures with the aim of avoiding dangerous situations; functions of the active mobility are occasionally taken into consideration by the public works.

Module 4 – Infrastructure & Safety – quality level: 2

The mayor, the councillor at mobility and the official agree on the existence at Riccione of a net of infrastructures of high quality (level 3) for pedestrians, even if further areas should be involved with new investments. The opinion of users is quite different, varying from level 1 (the infrastructure for pedestrians is restricted to areas with problems and it is focused on measures aimed at filling in some gaps) to level 2 (there are sidewalks with defined standards along the main roads). With regard to bikers, for the mayor, councillor and official there are at Riccione infrastructures of high quality for the cycling mobility (level 3). Also in this case, the perception and judge of users is quite different: for them the bike infrastructure is limited to areas with problems and focused on measures to fill in some gaps. Regarding how it is organised the maintenance of infrastructure for bikers and pedestrians, the mayor, councillor and official agree on the opinion that it is a priority equal to car traffic (level 3), whilst again the opinions of users are quite different, varying from level 1 (maintenance measures only in case of serious problems or complaints) to level 2 (maintenance measures only along the main corridors). Regarding the question of what it is done to increase the safety of pedestrian/cyclists, the mayor, councillor and official point out that there is a systematic activity to eliminate the dangerous spots for bikers and cyclists through changing elements of the infrastructure (level 2). An advertising campaign for a major respect of zebra strips is announced. For the users, the only activity that is performed in the field concerned is the elimination of single black spots, occasional public-education activities to reduce injuries and accidents (level 1). With regards to actions for bikes parking and theft reduction, 4 out of 5 respondents agree on the fact that the stands for bikers are situated in those areas where the space is easily available, whilst for 1 user no actions have been undertaken or the rackets for bikes are inadequate or of poor quality. Anyway, there is a great consensus by respondents that this is a field where many things must be done.



Module 5 – Information & Education – Quality level: 2

There are some activities promoted by the municipality, like a brochure to promote the bike-sharing, well-tailored cycling routes (for example: protected routes for children, shopping, culture etc.). In this field, the judge of the mayor is very different from all the other. For him, there is a specific communication strategy targeted to cyclists and pedestrians, whilst for the others there are only official regular press releases regarding new projects, public-information events / information products for citizens like a map of bike routes are provided from time to time. All respondents agree that sign-postings exist for cyclists or pedestrians on special locations without specific information on distance and duration (level 1). Also the actions in the field of road education are considered as insufficient, even if there are training courses in the schools for young people for getting the license for mopeds. Cycling days with protected routes are also organised for students of the fifth year of the elementary school; a helmet is given to everybody. The activities to encourage the cycling/pedestrian mobility of the different age groups are also considered as poor (all respondents have crossed the level 1). In its complex, in the field of information and education much has still to be done.

Module 6 – Complementary measures – Quality level: 2

To mitigate the car traffic some restricted traffic zones (30 Km zones) have been introduced, but only in selected streets. An experimental area is in phase of realisation. The need for action in this field is very high. Concerning the efficient use of public space for parking and restrictions, it must be mentioned that there is a wide offer of payment parking in the most congested zones. Anyway, due to the city conformation, free parking may be reached in a few minutes. All the respondents have selected a quality level 1 or 2, meaning that there is a strong need for action also in this field. One of respondents has outlined that the money gained from parking is not re-invested by the municipality into mobility plans. Concerning the collection and elaboration of data related to active mobility, two respondents have underlined that there is no data collection, whilst for two are collected only during particular events or in relation to concrete problems.