

***Regional Action Plan  
EMILIA ROMAGNA***

***REFORM:***

***Integrated Regional Action Plan for Innovative, Sustainable and Low Carbon  
Mobility***

**General information**

Project:	<b>REFORM</b>
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DECEMBER 2018



European Union  
European Regional  
Development Fund

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## EXECUTIVE SUMMARY

Emilia Romagna Region started its policy for the development of sustainable mobility many years ago.

This policy was developed through several planning steps: in the last four years the following plans have been approved and put in operation: PAIR (Integrated Plan on Air quality); ERDF ROP – Regional Operating Plan; Regional Energy Plan - PER (2017) and PRIT (Integrated Regional Transport Plan).

The whole set of measures foreseen by these plans was then realized through a series of specific interventions including:

- Promotion and funding of PUMS in municipalities with more than 50,000 inhabitants;
- The financing of the renewal of local public transport fleets with buses with low (or zero) environmental impact;
- The development of local cycling.

This REFORM project Action Plan (AP), is framed into the policies developed by the plans and proposes some specific actions relevant to the development of policies on sustainable mobility.

In particular:

1. The establishment of the Monitoring Center, aimed at verifying the effects of policies and SUMP adopted by cities, through the collection of appropriate indicators to monitor the effect of the implemented actions. The work of the Center and the availability of a significant mobility database could be the reference for future developments.
2. The establishment of the Sustainable Mobility Observatory, which represents an opportunity for the promotion and planning of interventions on sustainable mobility and will be an opportunity for the RER to promote, extend and develop the sustainable mobility policies.
3. The third action regards a (technical and financial) support to SUMP development in cities with less than 50,000 inhabitants and to specific measures included in the SUMP; this represents the necessary complement (and completion) to the above mentioned actions.

In this way it was intended to promote the culture and implementation of the SUMP. The AP was largely inspired by the Good Practices identified by the REFORM project, that formed the basis for the design of the single AP actions. It is acknowledged that the method for information exchange and "mutual learning" put into practice within the REFORM project has proved to be very effective and the RER intends to pursue this fruitful cooperation in the future.

## REGIONAL CONTEXT

### The Regional Policy for Sustainable Mobility

Since 2014 Emilia Romagna Region decided to set up several planning instruments aiming to pursue a full environmental sustainability in the region before 2030. Consequently, the following plans have been developed:

PAIR - Regional plan for air quality 2020;

POR - FESR - Regional operational plan;

PER- Regional Energy Plan;

PRIT - Regional plan of integrated transport.

The following picture shows the sequence and the connections between the various plans.



Here the main features of each plan will be outlined.

#### **PAIR, Piano Aria Integrato Regionale**

PAIR, the Regional Integrated Air Plan, has the target to lead in 2020 the limit values for the main atmospheric pollutants i.e. PM10, PM2.5 and NOx, within the limits established by the European Union, almost all over the regional territory.

The measures relating to mobility are as follow:

- The scrapping of the most polluting commercial vehicles
- Reduction of traffic flows in city centers
- Local and regional public transport fleets adaptation to low emission standards
- Cycle-pedestrian mobility development (+ 20% in pedestrian & cycle displacements)
- Restrictions to the circulation of private vehicles in densely populated centers

#### **POR FESR 2014- 2020**

According to the PAIR targets, a series of actions were identified and included into the 2014 ROP, with the specific objective of increasing sustainable mobility in urban areas.

- Action 4.6.2 Renewal of rolling stock (Public Transport bus fleets),

- Action 4.6.3 Intelligent transport systems development
- Action 4.6.4 Development of the infrastructures necessary for the use of vehicles with low environmental impact, including through charging hub initiatives.

### **PER Piano Energetico Regionale.**

The Regional Energy Plan - approved by Legislative Assembly Resolution no. 111 of 1 March 2017 - establishes the strategy and the objectives of the Emilia-Romagna Region for climate and energy up to 2030:

- the reduction of climate-changing emissions by 20% to 2020 and by 40% to 2030 compared to 1990 levels;
- the increase to 20% in 2020 and to 27% in 2030 of the share of renewable sources for energy consumption;
- the increase in energy efficiency to 20% in 2020 and 27% in 2030.

Energy rationalization in the transport sector is one of the key factors that can substantially contribute in achieving these objectives. The actions the Region intends to promote on its territory are the following:

- promotion of the Urban Plans for Sustainable Mobility (SUMP);
- promotion of urban infrastructures for local public transport;
- promotion of bicycle and pedestrian mobility;
- promotion of innovative shared mobility services (e.g. car sharing, corporate car sharing, ride sharing, etc.) and infomobility;
- tax reduction for low emission cars.

### **PRIT Piano Regionale Integrato dei Trasporti**

The PRIT (Regional Integrated Transport Plan) is the main transport planning instruments of the Region. It is a sector Plan that is part of the more general framework of the Regional Territorial Plan (PTR).

The Plan aims to promote an integrated mobility system in which collective transport plays a fundamental role, encouraging a rational organization of traffic, promoting a culture of sustainable mobility and the development of technological innovation.

In particular, the PRIT 2025, foresees the adoption of the following reference objectives:

- municipalities with SUMP obligation: modal share for private mobility <50%
- municipalities with PUT obligations: modal share for private mobility <60%

This Regional Action Plan (reported in this document) includes and develops some actions that are fully in line with the Regional Plans above outlined.

## **The Vision of the Emilia Romagna Region for Sustainable Mobility**

Given the strong impact that the transport sector has on the overall energy consumption and climate change, the Emilia-Romagna Region is very committed to initiatives and projects that improve air quality and promote good practices to limit atmospheric pollution linked to vehicles' emissions.

In particular, the regional commitment is mainly aimed to:

- promote intermodality;
- a better qualitative and quantitative organization of the alternative offer to road transport;
- technology innovation in mobility;
- research for the diffusion of energy efficient and low-cost vehicles;
- reduction of polluting emissions for people and goods transport.

Sustainable Urban Mobility Plans (SUMP) represent a fundamental element in the vision on sustainable mobility of the Emilia Romagna Region; the SUMP defines the priority strategies to meet the diverse demand for mobility of people and goods in urban and peri-urban areas, with the aim of improving the quality of life.

The Region has allocated € 350,000 to the Metropolitan City of Bologna and to the municipalities with a population of over 50,000 for the drafting of the "guidelines for the SUMP" and for the consequent adoption of the SUMP.

Priority actions are the following:

- renewal / development of the regional bus and trolleybus fleet with low environmental impact;
- improvement of the attractiveness of local public transport (LPT) also through the increase of reserved lanes and the fluidization of traffic;
- upgrading of cycling, of cycle-pedestrian tracks in urban areas, of special bike deposit and rental services and promotion of safe home – school/work routes;
- revamping of LPT stops also in the modal interchange points (iron-rubber-bike) to overcome architectural barriers and improve accessibility;
- development of intermodality based on the use of railway stations as intermodal exchange point (LPT, bike sharing, car sharing, carpooling, interchange parking, cycling);
- access control and parking in urban areas with increased areas 30, pedestrian areas and LTZ;
- renewal of the private vehicle fleet with the restriction to circulation for private vehicles in built-up areas defined by the PAIR 2020;
- promotion of low environmental impact vehicles, also facilitating the access and parking of the less polluting vehicles in the LTZ, Mi Nuovo elettrico (electric car promotion), and promoting eco-driving also with ITS support;
- development of infomobility, ITS and public and private technological equipment for information and communication to users.

The REFORM project represented an important tool for pursuing the strategies of the Emilia Romagna Region: in fact, it has made possible to enhance the regional role of coordination and orientation of mobility planning and to consolidate the relationship with Municipalities and Local Authorities on the SUMP issues.

The proposed REFORM Action Plan identifies some specific actions aimed at:

- Enable easier monitoring of sustainable mobility policies developed in the context of the SUMP.
- Support Local Authorities in the development of the SUMP through coordination actions and training of local technical skills.
- Promote the implementation of the SUMP through economic contributions and specific investment initiatives.

## REFORM activities towards the development of the Action Plan

The Emilia Romagna Region has actively contributed to the development of the REFORM Project, participating in all its initiatives, and working to the definition of the best practices.

In particular, it involved the local authorities that are preparing the SUMP with an important technical and organizational coordination work (more than 10 meetings were held during the first two years of the project) and stimulated the bodies to insert relevant objectives in the scope of the SUMPs.

Within the project, a SWOT analysis was carried out which highlighted the following:

- **Strengths:** Stakeholders' Remarkable experience in energy, transport and environmental planning.
- **Weaknesses:** A certain fragmentation (especially territorial) that creates difficulties in the achievement of a common regional vision.
- **Opportunities:** the development of the SUMP represents a unique opportunity to define and concentrate investments on the territory.
- **Threats:** the difficulty of defining common indicators on the territory and bringing them back to a single regional vision in order to have a common and realistic evaluation of the results.

The following GPs have been taken into consideration:

GP5 - LTP and integration with the environmental policy sector (Low Emission Zone) (York, United Kingdom)

This good practice is considered relevant for the importance of planning at different levels and the integration of different planning tools. In the case of RER, the value of synergies and integration between SUMPs and regional regulations is underlined.

- GP7 - Creation of TfGM - the establishment of a new body to support transport throughout the region (Manchester, United Kingdom)

This GP was taken into consideration because the establishment of a regional transport authority is consistent with the main regional objective of strengthening the Region's role in transport planning. A regional approach to planning is the most effective way to overcome obstacles and promote integration between the different local plans.

- GP8 - Development of a SUMP to provide an innovative approach to transport + local planning (Manchester, United Kingdom)

This GP underlines the importance and benefits of an ongoing sustainable mobility planning process along with a broader view of the investments required at the local level.



- GP9 - Development of the mobility

monitoring center for the metropolitan area (Thessaloniki, GR)

The experience of the Mobility Monitoring Center developed in Thessaloniki can be transferred to the RER and shows the importance of monitoring data on mobility and of the integration between different mobility modes.

- GP11 - SUMP Evidence Base and Information Gathering (Manchester, United Kingdom)

The collection of data on mobility, carried out by TfGM, represents a point of reference for RER that has identified this practice as one of those to be replicated in the territory. In fact, the RER recognizes the importance of providing quantitative data on trends supporting the decision-making processes of Local Authorities

- GP19 - Cooperation between Municipalities and stakeholders to define vision, objectives and priorities for a polycentric SUMP (Parkstad Limburg, NL)

This GP is a source of inspiration for the planning of sustainable mobility, in particular in order to develop a fruitful cooperation between the municipalities and the region. Since 2015, RER is committed to support the development of SUMP through periodic meetings between local and regional policy makers, technicians and transport planners. During these meetings, specific topics were discussed regularly, ranging from regulatory obligations to strategic environmental assessment, to cycle-related measures, etc.

- GP21 - Scaling SUMP: the example of micro-SUMP in Lille (micro-PDU) (Lille, Fr)

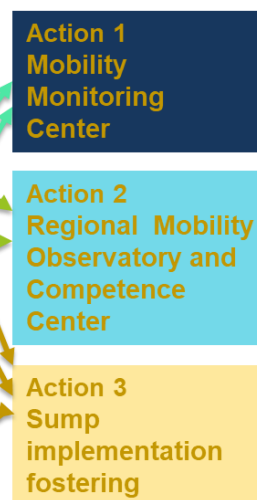
This practice takes on importance because it shows the possibility of operating by integrating several planning instruments. The same approach is at the base of the PRIT. Defining the appropriate territorial scale to deal with issues related to mobility and not following traditional administrative boundaries is an important innovation, given also the composition of the regional territory (nine provinces, 331 municipalities and 1 metropolitan city).

The next figure shows the link between the GPs and the Actions included in the Action Plan.

The REFORM project itself has already made it possible to influence regional policies; in particular:

- The adoption of the SUMP has been defined as a precondition for accessing regional funds on sustainable mobility actions.
- Some available financial resources have been redirected to some of the actions already foreseen by the guidelines adopted by local authorities, and in particular: the development of bus fleets for liquid methane LPT in Ferrara and in Parma, the increase in allocations for the creation of cycle paths,

GP5	LTP & Integration with Environmental Policy Sector (Low Emission Zone)	York, UK
GP7	Creation of TfGM - an organisation to support transport delivery across the region	Manchester, UK
GP8	Development of a SUMP as a means of delivering a more innovative approach to local transport planning	Manchester, UK
GP9	Development of the Mobility Monitoring Centre for the metropolitan area	Thessaloniki, GR
GP11	SUMP Evidence Base and Information Gathering	Manchester, UK
GP19	Cooperation between municipalities and stakeholders to define vision, goals and priorities for a polycentric SUMP	Parkstad Limburg, NL
GP21	Scaling SUMP: the example of micro-SUMP in Lille (micro-PDU)	Lille, Fr



# POLICY CONTEXT

The Action Plan aims to impact on:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

Name of the policy instrument addressed: POR Fesr 2014 - 2020 Axis 4

## ACTIONS

### Action 1: Set up of a monitoring Center on Sustainable mobility

#### Background

This action was inspired by two specific Good Practices:

- GP11 (SUMP Evidence Base and Information Gathering (Manchester, UK);
- GP9 - Development of the Mobility Monitoring Center for the metropolitan area (Thessaloniki, GR).

Both practices have shown the importance of a serious and complete action of data and indicators collection aimed at both the preparation of the Sustainable Mobility Urban Plans and the monitoring of the SUMP themselves. The establishment of a Monitoring Center is essential for the functioning of the Observatory (Action 2) and will be an important tool for the revision of regional policies and the planning of new mobility measures.

The RER has for a long time started collecting and publishing mobility data on its annual ER Mobility publication and therefore a series of data are already available and used for the institutional purposes of the Region. Among the data monitored for over 5 years there are: local public transport (both rail and road), size of transport networks, driven mileage in vehicle / km, bus quantity, age and fleet compositions), road networks (length and classification) , accidents (both overall and referred to vehicle classes), composition of the vehicle fleet circulating in the Region (classification, age and composition related to environmental characteristics). These data are supplemented by data obtained from the network of air quality sensors and the census and statistical data of the population residing in the Region.

To date, therefore, a "photograph" of regional mobility is already available (with particular reference to Local Public Transport) even if it does not appear sufficient to represent the complexity of regional mobility (especially urban mobility) and its evolutions. The development of the Monitoring Center will allow to collect a complete set of data, make it available to the Region and local authorities and effectively monitor the effects of the implementation of the Actions envisaged by the Sustainable Urban Mobility Plans. The same data assets will be essential for the development of spatial planning.

#### Description

The objective of this action is the establishment of a Monitoring Center to start the **implementation** of a Regional Data Base on Mobility, starting from the already existing data assets managed by the Region itself, with the possibility of monitoring the indicators provided in the various approved **SUMP**.

In general, therefore, RER wants to have **available** a monitoring and evaluation tool for the implementation of the Sustainable Mobility Urban Plans (PUMS) developed by the Local Authorities of the Region, with different intentions:

- Contribute to the standardization of the evaluation processes envisaged by the **SUMP** to have greater comparability and readability of the data
- Evaluate the success of the policies implemented through the **SUMP** highlighting those with the best impact

- Having **available** a set of data **addressed** to technicians and administrators **for the purpose of mobility strategies and action** planning; in particular, this objective is combined with the initiative of **creating** a regional gateway for **exchanging data** on mobility;
- Facilitate, thanks to standardization and generalized adoption **of common indicators**, the task of "aggregating" the various spatial data to a higher scale, which can provide a concise **snapshot** of the state of mobility at the regional level.

Various activities will be carried out under **this** action:

- the first ones concerning the analysis of data supplied to local authorities and acquisition and **processing** tools;
- the indicators that municipalities use to monitor their **SUMP** will be **then** examined;
- a set of data and indicators will be **then** defined, capable of defining a synthetic but comprehensive framework of **the** regional mobility. These data will be **then** characterized by defining sources, formats, responsible for the acquisition and related methodologies, forms of **processing** and publication, updating;
- the information supports necessary for the implementation of the databases will be specified
- the defined tools will be implemented and the operation process will start.

The new system will be organized with **an** Open Data logic and will be available for consultation both to local authorities and private operators.

The data collection will take into account the Decree of the **Italian** Ministry of Infrastructures 4 August 2017, which defines the guidelines for processing the **SUMP** and, among other things, details a set of indicators for classes of possible actions. This document is particularly important as it constitutes a binding guideline for **SUMP development**, and therefore **the** adherence, as far as possible, to the **rules** of the DM obviously facilitates compliance with any regional guidelines regarding the **SUMP** indicators.

### Subjects involved

Below a first list of the main subjects that will be involved in the development of this action **is reported**:

- Emilia Romagna Region - Public Transport Service and Sustainable Mobility;
- Metropolitan City of Bologna,
- Municipal administrations that have adopted **the SUMP** or **have** developed the procedures for **its** adoption: Carpi, Cesena, Faenza, Ferrara, Forlì, Modena, Parma, Piacenza, Reggio Emilia, Rimini, Ravenna.
- Mobility Agencies operating in the Region;
- Subjects holding contracts for the exercise of Local Public Transport.

### Time schedule

ACTION 1	Time Schedule 2019- 2020																							
Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

Activities																				
Definition of the context : data to be collected	█	█	█	█	█	█														
definition of agreements for ensuring data collection			█	█	█	█	█													
System design							█	█	█	█										
Implementation and set up in operation of the information system										█	█	█	█	█	█	█	█	█		
Operation of the Monitoring Centre																		█	█	█

**Costs**

The cost for **carrying out** the activities can be defined only after the first two phases of the time program (definition of the data to be collected and system design); approximately an investment of about 350,000 euros is estimated.

**Sources of financing**

Although the sources of funding for this action have not yet been defined in detail, it is envisaged that the investment (€ 350,000) can be charged to the ERDF, with a reformulation of the ROP Emilia Romagna Region, while operations (starting from 2020) may be completely charged to the Ordinary Budget of the Region.

**ACTION 2: Set up of a Sustainable Mobility Observatory**

**Background**

This action was inspired by the following good practices:

- GP7 - Creation of TfGM - an organization that organizes transport throughout the region (Manchester, United Kingdom)
- GP9 - Development of the Mobility Monitoring Center for the metropolitan area (Thessaloniki, GR);

and derives from the important activity carried out by the Region to stimulate the development and implementation of Sustainable Urban Mobility Plans in the regional territory. This activity consisted in the creation of regional coordination meetings that involved the municipal administrations engaged in adopting their SUMP.

The meetings, held over a period of more than a year and a half, have made it possible to establish a channel of discussion and support for the Administrations and their technicians who were able to exchange information and define common paths for the development of their Plans.

Consequently, the possibility of "institutionalizing" a coordination point between the Region and the Authorities on the issues of sustainable mobility and the monitoring of the implementation of the SUMP has become relevant. The Center will also have a task to support local authorities on all the issues related to SUMP and mobility planning in terms of sustainability. This action is closely linked to the Action 1 relating to the realization of the Monitoring Center.

Finally, it should be noted that the RER defined the adoption of SUMP as a prerequisite for the financing of sustainable mobility initiatives by local authorities and that, therefore, the establishment of an Observatory could play an important supporting and stimulating role.

### Description

The Emilia Romagna region in 2015 approved the law (DGR 1082/2015) that gave impetus to the municipalities with a population of over 50,000 inhabitants and to the Metropolitan City of Bologna for starting the drafting of the SUMP, funding the development of the SUMP Guidelines specifying also the minimum set of elements to be approached (DGR 275/2016)). Following this event, the Emilia-Romagna Region promoted thematic meetings with all the cities involved to accompany the SUMP drafting and approval process. These activities were carried out also in the framework of the European REFORM project, where the representatives of all the municipalities presented their progress and discussed strategic issues for the completion of the process (monitoring, drafting the SEA – Strategic Environmental Impact-, the provisions contained in the national law), demonstrating dynamism and renewed enthusiasm towards this new season of planning.

The new mobility planning path, codified in the SUMP, has in fact highlighted the importance of integrating competences between different sectors within the municipal offices (urban planning, mobility, environment, tourism, productive activities), also highlighting, in some cases, shortcomings and limits, and the contribution that can be obtained through the exchange of experiences and the debate with professionals committed to address similar problems.

The purpose of this action is to systematically organize this exchange of information through the establishment of a **SUMP** and Sustainable Mobility **Observatory** that operates as follows:

1. provides technical support to Public Administrations wishing to develop a PUMS;
2. promotes the culture of sustainable mobility and develop coordination and training activities for the technicians of local authorities;
3. coordinates the monitoring of the implementation of the SUMP to evaluate the overall results at regional level (using the data made available by the Monitoring Center)
4. makes efforts to prepare studies and reports to support RER in regional planning.

The Observatory will be based in the Emilia Romagna Region - Public Transport Service and Sustainable Mobility and will be able to make use of the collaboration of an external entity for the functions of the secretariat of the organization. The Observatory will be established through a management provision of the RER Mobility Sector which will allocate human and instrumental resources to the activity; **technicians from other Sectors of the regional structure, especially the Environment Sector may be called to participate** the Observatory's work, to ensure the necessary interdisciplinarity.

### Subjects involved

The Observatory will be an organization of the Emilia Romagna Region, but it will involve a plurality of territorial subjects both in institutional activities and in particular projects and events.

- Emilia Romagna Region - Public Transport Service and Sustainable Mobility;
- ITL Foundation of the Transport and Logistics Institute;
- Metropolitan City of Bologna,

- Municipal administrations that have adopted the SUMP or have developed the procedures for its adoption: Carpi, Cesena, Faenza, Ferrara, Forlì, Modena, Parma, Piacenza, Reggio Emilia, Rimini, Ravenna.
- Mobility Agencies operating in the Region;
- Subjects holding contracts for the exercise of Local Public Transport.
- Professional Order of Engineers Bologna
- Professional Order of Architects Bologna
- Consulting company and interested professionals

### Time schedule

ACTION 2	Time Schedule 2019 -2020																							
Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Activities																								
Observatory design																								
Stakeholders subscriptions																								
Observatory set up																								
Start up																								

### Costs

The detailed costs can be defined at the end of the **design** phase of the Observatory.

However, it is expected;

- A cost of design, establishment and start-up of the Observatory of approximately 100,000 euros;

An annual management cost (including regional personnel costs and technical secretarial costs) of around € 60,000 / year.

### Sources of financing

Although the sources of funding for this action have not yet been defined in detail, it is envisaged that the planning and launch phase of the Observatory (€ 100,000) can be charged to the ERDF, with a reformulation of the ROP Emilia Romagna Region, while the operations (starting from 2020) can be fully borne by the Region's Ordinary Budget.



## Action 3: SUMP Implementation

### Background

This action was inspired by the following good practices:

- GP8 - Development of a SUMP as a means of delivering an innovative approach to local transport planning (Manchester, UK);
- GP19 - Cooperation between municipalities and stakeholders to define vision, goals and for a polycentric SUMP (Parkstad Limburg, NL);
- GP21 - Scaling SUMPs: the example of micro-SUMP in Lille (micro-PDU) (Lille, Fr)

and takes into account the activities already carried out by the Emilia Romagna Region to favour the adoption of the SUMP and the implementation of the Actions envisaged in the Plans themselves.

### Description

The purpose of this action is to provide technical and financial support to:

- the local administrations that intend to adopt a SUMP (and have not been involved in the 2016 Regional Resolution);
- the implementation of the actions envisaged in the SUMP adopted by local administrations.

The measures envisaged in this action concern:

- The realization of cycling tracks in the regional territory, with particular attention to those in urban areas;
- The development of low environmental impact bus fleets (electrically propelled, or powered by natural gas)
- The development of specific actions on urban logistics;
- Specific measures to improve road safety;
- Soft mobility actions (mobility management, car pooling, school mobility, etc.).

Note that, in this direction, the Emilia Romagna Region, thanks to the REFORM Project, has already launched a series of interventions including:

- The launch of the Sustainable Urban Mobility Plans for the the Ceramics District, a geographical area composed by the Municipalities of Fiorano Modenese, Formigine, Maranello, Sassuolo
- The proposal of a new plan to support the renewal of the bus fleets for the LPT, with specific forecasts for the use of low environmental impact technologies (electric traction, methane, liquid methane).

### Subjects involved

- Emilia Romagna Region - Public Transport Service and Sustainable Mobility;
- Metropolitan City of Bologna,
- Municipal administrations that have adopted the SUMP or developed the procedures for its adoption: Carpi, Cesena, Faenza, Ferrara, Forlì, Modena, Parma, Piacenza, Reggio Emilia, Rimini, Ravenna.
- Other municipal administrations that intend to develop SUMP;
- Mobility Agencies operating in the Region;

- Subjects holding contracts for the exercise of Local Public Transport.

**Time schedule**

ACTION 3	Time Schedule 2019 -2020																								
Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Civities																									
<b>Fostering for SUMP adoption (cities or groups of cities &lt;50.000 inhabitants)</b>																									
PUMS design																									
PUMS adoption																									
<b>Cycle paths for the cities which adopted SUMPS</b>																									
Design																									
Implementation																									
<b>Bus fleets renewal ( CNG, LPG, trolleybuses and full electric ones)</b>																									
Design																									
Buying and start up																									
<b>Other actions like:</b> - sustainable urban logistic interventions; - traffic safety interventions - soft mobility actions																									

**Costs**

The total costs of this measure are about 4.0 Million Euro, to be applied to the POR 2014 funds through appropriate reshaping.

## ENDORSEMENT

This Action Plan has been prepared and approved by:

Emilia Romagna region

Public transport service and sustainable mobility

Dr. Alessandro Meggiato