Session A4 - Expanding to regions, linking to TEN-Ts
Tuesday 15th of May, 2018

BOLOGNA METROPOLITAN SUMP
A collaboration between the municipality and metropolitan area

Alessandro Delpiano – Città metropolitana di Bologna
INSTITUTIONAL ORGANIZATION IN ITALY UNTIL 31.12.2014

1 STATE → 20 REGIONS → 110 PROVINCES → 8,000 MUNICIPALITIES

Emilia-Romagna

- Piacenza
- Reggio Emilia
- Parma
- Modena
- Bologna
- Ravenna
- Forlì
- Rimini

[Map of Italy showing Emilia-Romagna region]
Overview

10 Metropolitan cities

1st January, 2015 - National Law
Overview

Ministry of Infrastructure has taken two important innovations in 2016-2018:

- SUMP must be developed covering the whole metropolitan area (and not only the main city)

- Local authorities can apply for grants (for new mobility infrastructures) only if they have adopted a SUMP
Overview

**Metropolitan City of Bologna**
- 55 Municipalities, 7 Unions of Municipalities
- 1,000,000 inhabitants

**Municipality of Bologna**
- 6 Urban Districts
- 385,000 inhabitants
Urban sprawl
The Explosion of the City
SUMP in Bologna: the Political Coordination

Virginio Merola
Mayor of the Metropolitan City of Bologna
And
Mayor of municipality of Bologna

Marco Monesi
Councilor delegated to urban and mobility planning

Irene Priolo
Deputy Mayor for mobility planning

Valentina Orioli
Deputy Mayor for urban planning
SUMP in Bologna: the Scientific Committee

Assignment:
✓ Help the working group to be “ambitious”
✓ Encourage an international vision, promoting open-mindedness towards most excellent institutions and scientific context
✓ Ensure that choices are consistent with the objectives
SUMP in Bologna: the Planning Board

UNIQUE DEPARTMENT

SCIENTIFIC COMMITTEE

STEERING COMMITTEE

OPERATIONAL TEAM

MULTIDISCIPLINARY TEAM

GENERAL TECHNICAL ADVICE
SUMP in Bologna: the timeline

- **2016**
  - GUIDELINES FOR SUMP

- **2017**
  - 20/09/2017 Official start of SUMP development
  - SUMP DEVELOPMENT
  - COMMUNICATION AND PUBLIC/STAKEHOLDERS INVOLVEMENT

- **2018**
  - PROCESS FOR ADOPTION
SUMP in Bologna: four Plans in one

GUIDELINES FOR SUMP
Adopted in 2016 by both the Metropolitan City and the Municipality of Bologna.

- SUMP – Sustainable Urban Mobility Plan
- SULP – Sustainable Urban Logistics Plan
- BICIPLAN – Focus on the cycling mobility
- PGTU – Master Plan of the Urban Traffic at city level

These four integrated planning are developed at the same time.
Journeys made only by inhabitants within the Metropolitan City of Bologna: 2,401,195

Journeys made only by people not living in the Metropolitan City of Bologna: 343,046

Total journeys made within the metropolitan area: 2,744,241 journeys/day
SUMP in Bologna: the objectives

Ensure a high level of accessibility
Achieve the objectives of climate protection
Reach the goals for the air pollution reduction
Minimize accidents caused by traffic
Make the Metropolitan City more attractive, with high levels of urban quality and livability

The desired mobility is a key factor for society
Paris Agreement 2015 – COP 21
PAIR 2020 Emilia-Romagna Region
EU commitment – halve road deaths by 2020
The quality of life enhances the attractiveness of the city and the international role of Bologna

Short term
Long term

- Traffic flows reduced by - 20%
- Greenhouse gas emissions reduction:
  - 40% within 2030
  - 95% within 2050
SUMP in Bologna: the areas of intervention

- The network of Metropolitan Public Transport (MPT)
- The Active Mobility (e.g., walking, cycling)
- The accessibility to main metropolitan attraction centers
- The road space and road security
- The Smart Mobility
- The integration between mobility and urban planning
- The Logistics at metropolitan and city levels
- The air quality and noise pollution
- The relations between the Municipalities (both radial and crosswise)
About 2,400,000 journeys/day (considering only inhabitants within the Metropolitan City of Bologna):

- 1,270,000 involve the City of Bologna (53%):
  - 870,000 internal within the City of Bologna
  - 400,000 exchange with the City of Bologna
- 1,130,000 external to the City of Bologna (47%):
  - 810,000 internal within other Municipalities
  - 320,000 exchange between other Municipalities
## SUMP in Bologna: the target modal shift

### Modal split 2016

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAR</td>
<td>1,534,936</td>
</tr>
<tr>
<td>MOTORBIKE</td>
<td>62,404</td>
</tr>
<tr>
<td>LPT</td>
<td>360,672</td>
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<tr>
<td>BICYCLE</td>
<td>128,746</td>
</tr>
<tr>
<td>WALKING</td>
<td>588,900</td>
</tr>
<tr>
<td>OTHER</td>
<td>28,439</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,709,097 *</td>
</tr>
</tbody>
</table>

### Target split 2016

<table>
<thead>
<tr>
<th>Mode</th>
<th>To LPT</th>
<th>To bicycle</th>
<th>To walking</th>
</tr>
</thead>
<tbody>
<tr>
<td>TARGET JOURNEYS</td>
<td>439,500</td>
<td>166,800</td>
<td>238,750</td>
</tr>
<tr>
<td>TOTAL %</td>
<td>38%</td>
<td>54%</td>
<td>8%</td>
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</table>

### Target modal split SUMP (Long term)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAR</td>
<td>1,110,266</td>
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<tr>
<td>MOTORBIKE</td>
<td>52,574</td>
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<tr>
<td>LPT</td>
<td>527,472</td>
</tr>
<tr>
<td>BICYCLE</td>
<td>367,496</td>
</tr>
<tr>
<td>WALKING</td>
<td>622,850</td>
</tr>
<tr>
<td>OTHER</td>
<td>28,439</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,709,097 *</td>
</tr>
</tbody>
</table>

* Compared with 2,744,241 total journeys, those made at National and International level are not considered here (e.g., high-speed rail)
SUMP in Bologna: public and stakeholders involvement

Ex ante
- Target
- Vision
- Strategies

During
- Preliminary documents
- Scenarios
- Priorities

Ex-post
- Implementation
- Monitoring
- Results
SUMP in Bologna: public and stakeholders involvement

- Forum for sustainable mobility
- Stakeholder working tables
- Meetings with Municipalities
- Meetings with neighbourhoods of Bologna
- Citizens on line survey
The Metropolitan Public Transport: the core network

8 railways SFM (Metropolitan Railway System) + 4 tram lanes + Suburban PT main network
✓ Overcoming the dualism between urban and suburban areas
✓ Unique metropolitan ticket within the whole metropolitan area (multimodal tariff integration)
✓ Strengthening of SFM: frequency and transport capacity
✓ Strengthening of the actual urban transit network within Bologna through the tram lanes
✓ Upgrading existing suburban bus lines through the BRT (Bus Rapid Transit) systems
The Metropolitan Public Transport: the main interchange centres
PT network based on ‘rendez-vous’ services between core (SFM, Tram and BRT) and secondary network, and well connected with shared mobility services

Mobility Center as proper area for Mobility as a Service
Urban sprawl
Thank you!

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