Monday 17th June 2019

6th European Conference on SUMP
Groningen

Linking SULP and SUMP in the Funcional Urban Area

Mr. Alessandro Delpiano
Metropolitan City of Bologna
A CITY BURSTING WITH LIVELINESS

People

Environment

Activity

Area of liveliness
WHY THE SUMP together with THE SULP?
WHY THE SUMP together with THE SULP?
URBAN SPRAWL
TERRITORIAL OVERVIEW
TERRITORIAL OVERVIEW

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

Municipality of Bologna
6 Urban Districts
385,000 inhabitants
FUA MACROZONES IN SULP

SIX OMOGENOUS MACROZONES TO STUDY AND ANALYSE FREIGHT TRANSPORT
SUMP & SULP WITHIN THE INTEGRATED PLANNING

MSP 2.0
Metropolitan Strategic Plan

SUMP

GUP
General Urban Plan

SULP
Sustainable Urban Logistics Plan

MTP
Metropolitan Territorial Plan

BIKE PLAN

UTGP
Urban Traffic General Plan
FOUR PLANS IN ONE

FOUR INTEGRATED PLANNING TOOLS DEVELOPED AT THE SAME TIME

SUMP

SULP

BIKE PLAN

UTGP

Bologna

Bologna ad altra velocità

Sustainable Urban Mobility Plan of metropolitan Bologna

Accessibility  Climate protection  Air quality  Road safety  Livability and quality  Emission reduction target  Inter-Multi-modality  New life styles  Active mobility  LTZ People at the center  Social inclusion  Public space  Solidarity  Collective Holidays  Well-being  Routes  Health  E-bike  Cycling  Bike sharing  Metropolitan urban transport  Single ticket  Urban rail system  extra urban network  Incentive  Connections  Mobility Hub  Electric vehicles  Metrobus  Infomobility  Cycling routes  Advantageous rates  Electric bus  Tram
PUBLIC DEBATE

METROPOLITAN FORUM
- 3 plenary meetings
- 370 participants
- 50 associations - companies
  - institutions

CITIZENS’ ONLINE SURVEY
- 3,726 answers collected
- 1,500 proposals and suggestions

PUBLIC DEBATE WITHIN MUNICIPALITY OF BOLOGNA
- 19 neighborhood open councils
- 12 neighborhood workshops

+ 7,000 PEOPLE INVOLVED

STAKEHOLDERS’ WORKING TABLES
- 12 thematic tables
- 170 participants
- 90 associations - companies - institutions

MEETINGS WITH UNIONS OF MUNICIPALITIES
- 19 meetings with the 7 Unions
- 200 thematic proposals
SUSTAINABLE MOBILITY FORUM FOR SUMP AND SULP

ALL STAKEHOLDERS INVOLVED FROM THE VERY START INTO A LOCAL FORUM FOR SUSTAINABLE MOBILITY BOTH FOR SUMP AND SULP
FREIGHT QUALITY PARTNERSHIP (FQP) FOR SULP

ENLARGED FREIGHT QUALITY PARTNERSHIP AS A PERMANENT GROUP TO MONITOR AND BETTER THE PLAN
**OBJECTIVES AND ITER**

- **Accessibility**: Ensuring a high level of accessibility throughout the territory
- **Climate protection**: Achieving the international objectives for climate protection
- **Air quality**: Achieving the regional objectives for air quality
- **Road safety**: Reduction in the rate of accident caused by mobility of 50%, compared to 2010, by 2020
- **Livability and quality of life**: Boosting urban quality, cohesion and attractiveness of the metropolitan territorial system, in order to enlarge its international role

### Timeline

- **September, 20th 2017**
  - Presentation of SUMP outlines and establishment of the Scientific Committee
- **Fall-winter**
  - Stakeholders consultation and citizens' survey on SUMP priorities
- **March, 7th 2018**
  - Presentation of the preliminary document “The metropolitan public transport”
- **November 2018**
  - Adoption of both the SUMP and the Sustainable Urban Logistics Plan
- **March, 11th 2019**
  - Deadline for submission of observations and remarks to the Plans
- **November 2019**
  - Approval of both the SUMP and the Sustainable Urban Logistics Plan
VISION AND OBJECTIVES FOR SULP

VISION AND OBJECTIVES

A carbon free urban freight distribution by 2030, through actions able to fulfill requirements of freight transport demand, guaranteeing high service level concerning environmental, economic and social sustainability.

Climate protection
Contribute to climate protection by reducing or eliminating the greenhouse gas emissions (CO2) by 2030.

Land use
Reduction of road congestion through delivery optimization and adoption of new schemes.

Development
Development of the logistics market ensuring high levels of service and innovative demand fulfillment.

Efficiency
Reduction of logistic sprawl through logistics clustering and localization of companies to achieve precise environmental and social performances.

2018
- CO2: 446 t/g
- Rail freight: 1.01%
- VehKm/g: 1.921.838
- CO2 LTZ BO: 3.75 t/g

2030
- CO2: 378 t/g
- Rail freight: 3.4%
- VehKm/g: 1.626.235
- CO2 LTZ BO: 0 t/g

-15% CO2 reduction
+135% VehKm/g reduction
-100% CO2 LTZ BO reduction
**SUMP MAIN THEMES**

- Territorial Planning and sustainable mobility

**Metropolitan Public Transport TPM**
- Single integrated ticket
- SFM (Metropolitan Railway Service)
- Tram
- Metrobus BRT - extra-urban networks

**Cycling Mobility**
- METROPOLITAN BIKE PLAN

**Shared Public Space**

**Smart Mobility**

**Road network**

**Logistics**
- SUSTAINABLE URBAN LOGISTICS PLAN

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**PULS - Sustainable Urban Logistics Plan**

**DIFFERENT BUT COMPLEMENTARY STRATEGIC LINES BOTH FOR COMMERCIAL AND INDUSTRIAL LOGISTICS**
OUTCOMING LOGISTIC SPRAWL: HOW TO CONTROL IT?
INDUSTRIAL DISTRIBUTION: HOW TO CONTROL LOGISTIC SPRAWL?

FOUR SPECIALIZED LOGISTIC SETTLEMENTS IN DEFINED AREAS OF THE METROPOLITAN TERRITORY
INTERPORTO FREIGHT TERMINAL

IMPROVE THE ROLE OF INTERPORTO AS THE MOST IMPORTANT LOGISTIC HUB IN OUR FUA FOR RAILWAY FREIGHT TRANSPORT

THE FIRST CLASS LOGISTICS HUB

Integrare logistica industriale e trasporto sostenibile: La sfida di Interporto Bologna 2018 - 2020
URBAN FREIGHT DELIVERY: HOW TO REDUCE IMPACTS?
URBAN DISTRIBUTION: HOW TO REDUCE IMPACTS OF FREIGHT DELIVERY?

REGULATE FREIGHT ACCESS TOWARDS A URBAN DISTRIBUTION TOTALLY CARBON FREE
URBAN DISTRIBUTION: HOW TO REDUCE IMPACTS OF FREIGHT DELIVERY?

DEVELOPING INNOVATIVE LOW EMISSION MEANS OF TRANSPORT AS CARGO-BIKE IN DYNAMIC LOADING BAYS….
SUMP-SULP PERFORMANCES

TODAY SUSTAINABLE MOBILITY REPRESENTS THE 40% OF MOBILITY, WHILE THE 60% IS NOT SUSTAINABLE
THE CHALLENGE IS TO COMPLETELY REVERSE THE CURRENT SITUATION OF THE TRANSPORT MODES, REACHING

60 VS 40

TOMORROW, WHILE 60% WILL BE REPRESENTED BY SUSTAINABLE MOBILITY, WHILE 40% BY NON SUSTAINABLE ONE

- More passengers using TPM: +37%
- More km for TPM: +12%
- More residents close to TPM stops: +48%
- Less km by private vehicles: -12% (-30% in residential areas of PAIR municipalities)
- Less road congestion: -65%
- Average private vehicles speed: +20%
- Less pollution (car + heavy vehicles): -70%
- Co2 reduction (car + heavy vehicles): -16%
- Co2 reduction on TPM: -53%

PRIVATE VEHICLES

EMISSIONS
WORKING GROUP