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REFORM

Report on Policy Round Table, Thematic Workshop and Technical Site Visit in Bologna

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1. About this document

Within the framework of Task 1.1 of the Exchange of Experience activity of REFORM project, four (4) Thematic Workshops, Policy Roundtables and Technical Site Visits are to take place, one in each participating Region, each one of them dedicated to one of the 4 pillars of the project.

The second event in the series taking place in Bologna (Italy) focused on the “development of a Regional Competence Centre which will provide incentive schemes for the cities/stakeholders involvement in the developing of SUMP in accordance with the regional planning”. The previous one was held in Thessaloniki with main subject “Use of ICT technology as a useful tool for collecting traffic data and citizen’s opinions and needs”. The next ones will be in Manchester and Herleen: the former will focus on “procedures for formulating regional strategies to concrete measures and actions for improving transport and mobility” and the latter on “multi stakeholder participatory processes for developing regional SUMP”. In each thematic workshop, the experiences of the host region will be presented as well as similar experiences of the other participating regions.

The present documents aims at reporting on the results of the organization of the 2nd Policy Round Tables, the 2nd Thematic Workshop and a relevant Technical Site Visit, that took place in Bologna on 28th-29th June 2017. The events were co-organized by ITL and RER and took place at RER’s premises.

2. Thematic Site Visit

On July 28th, RER supported by ITL organised a Thematic Site visit to illustrate how RER is working towards the creation of shared knowledge for citizens and public transport companies through a Dynamic Travel planner (GIM – Informed Management of Mobility). This visit was presented by LEPIDA, which is an in-house of RER.

The visit highlighted its alignment with the ERDF – ROP Axis 4 (Intelligent Transport Systems) and explained in details the actions and budgets that are planned :

- Action 1: Regional Real-Time Travel Planner (Budget: € 300.000);
- Action 2: On-board contactless payment system for e-ticketing (Budget: € 3 mln);
- Action 3: Improvement of accessibility and security through PIDS (passenger information display systems) and video surveillance at local railway stops (Budget: € 1.5 mln);
- Action 4: Installation of on-board PIDS on buses, development of NFC mobile ticketing, facilitation of modal split interchange (Budget: € 5.4 mln)
- Action 5 purchase of 70 low carbon footprint buses (Budget: € 13 mln)

A demonstration of the Dynamic Travel planner was provided to REFORM participants.



Figure 1 Demo of the Regional Real-Time Planner

3. Thematic Workshop

3.1 Objectives and attendance

The thematic workshop, titled “How to effectively integrate SUMP in the regional planning instruments: skills, experiences and tools” held on July 29th featured the participation of regional and national authorities.

The workshop focused on the new national regulation on SUMPs in Italy, transport planning (PRIT 2025) and the Regional ROP for the development of sustainable mobility in Emilia-Romagna. Finally, the current status of SUMPs in Emilia-Romagna was summed up by Mr. Alessandro Meggiato (RER Manager).

REFORM’s partners CERTH, PL and TfGM later presented their own case studies in order to enrich the workshop with international experiences on the subject of SUMPs in other Regions.

The workshop served as basis to develop later the policy roundtable discussion: both events saw an overwhelming audience of about 85 participants, plus the REFORM partners. Public was engaged with several questions to which they answered real-time: some of the questions are reported below. Figure 4 specifically shows that the topics of the workshop were of particular interest for the participants.



Figure 2 Mr. Normanno presenting the workshop and the presentation of Ms. Cornes

Che tipo di ente/società rappresenti?

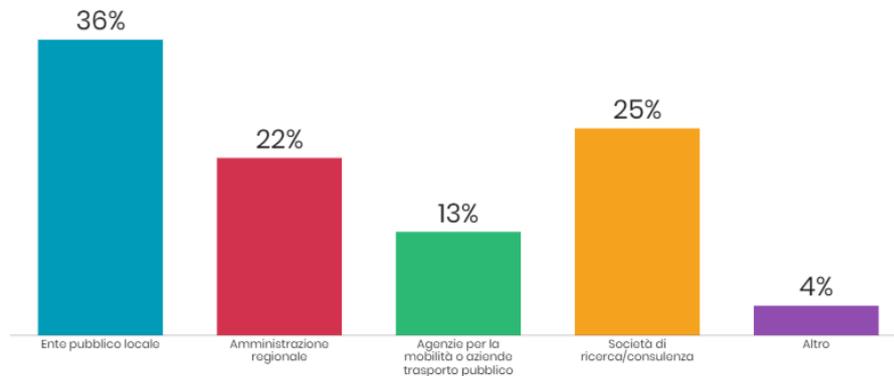


Figure 3 Breakdown of participants in the workshop: 36% public authorities, 22% Regional Administration, 13% Mobility companies, 25% consulting companies, 4% Others

In quali ambiti è prioritario supportare gli enti locali per l'adozione dei PUMS?

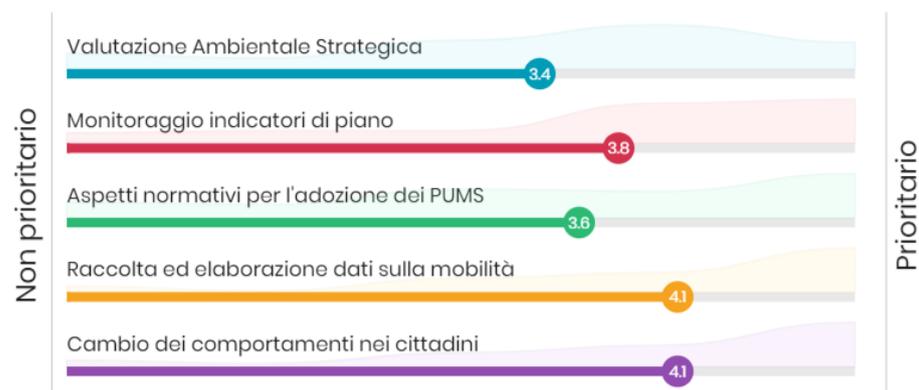


Figure 4 On a scale 1-5, In which areas it is more important to support local authorities in order to adopt SUMP? Strategic Environmental Assessment (3.4), Indicators for plan monitoring (3.8), Normative side of SUMP (3.6), Collection and analysis of mobility data (4.1), Behavioural change in citizens (4.1).

4. Policy roundtable discussion

4.1 Objective, target audience and procedure

The roundtable “Key competences for SUMP development: experiences in Emilia-Romagna in the promotion of innovative methods and new mobility patterns” was set up to present and discuss some of the most relevant experiences in Region Emilia-Romagna and foster the dialogue between the Region and the Municipalities. The Region had previously (November

2016) organized technical workshops with the Municipalities. The following cities were invited to present as speakers their own experience and difficulties encountered:

- Parma – The experience of the 1st Municipality to adopt a SUMP (Ms. Chiari)
- Faenza – The value of an effective participatory in a small size city (Mr. Fallacara)
- Città Metropolitana di Bologna – Integration of competences for the development of a polycentric SUMP - Urbanista P.O. Città metropolitana (Ms. Chiusaroli)
- Ravenna – Active mobility measures in (Mr. Scanferla)

These cities could also offer their view on the process of SUMP's development, as not all of them have completed or adopted their SUMPs. Ms. Giarandoni (ITL) moderated the session. The main topics of discussion were:

1. Compared to past mobility planning experiences, how have SUMPs enriched you in terms of: new competences, tools and models, citizens' engagement?
2. How have you organized/are you planning on organizing the integration between internal and external competences in order to elaborate and monitor SUMPs, taking in consideration the existent sector plans or other municipality plans?
3. What difficulties have you encountered or foresee in the elaboration or implementation of SUMPs, taking in consideration the citizens' reactions and political and technical aspects?
4. How can the Region Emilia-Romagna improve in supporting Municipalities towards the elaboration and approval of SUMPs? Do you assess technical worktables (dealing with SEA, rules for SUMPs approval and adoption, action monitoring and indicators, national regulations from the Ministry) as effective?

4.2 Roundtable discussion main results

The discussion in the afternoon did not only involve the speakers, but also the audience as many of them were also public or municipal authorities. The exchange of experience among Municipalities and also thanks to the REFORM participants was very fruitful, and important issues were raised.

Almost all the municipalities highlighted that the new element of stakeholders' engagement has taught them a great deal, as it was not an aspect that was present in previous documents. The Municipality of Ravenna stressed on the importance of finding captivating methods to engage with the population, and the Municipality of Parma added that simple and comprehensible questions were also important to reach the wider public. Stakeholder engagement is also perceived as a moment in which people take responsibility for their suggestions: however, some Municipalities have experienced little willingness from citizens to cooperate in the process. Also, Municipalities were in accordance that it is essential to see stakeholders' engagement as an iterative and continuous process.

The Municipalities agreed that engagement and change of behaviour with young people is a lot easier and with higher chances of success. The Municipality of Faenza pointed out that adults feel disillusionment about change in politics, and that often there is little respect for public officer: this clearly has the effect of jeopardizing all efforts from a Municipality. Faenza also explained that their experience of working with children at school has been seen as a very positive one. Change of behavior is particularly crucial, as forcing people to leave the car home is not possible: it is necessary to create the conditions for change to happen (Municipality of Parma).

Some cities (e.g. Ravenna, Carpi) are testing and promoting a number of pilot actions to prove citizens that sustainable mobility is often easier done than said, for example walking or using the bike.



Figure 5 Ravenna's planning priorities in sustainable mobility: time and costs, public space, culture, public transport, information an transparency, sharing, flexibility, fitting, feasibility

Municipalities also touched upon the issue of the interaction between politics and technical aspects of developing a SUMP. In fact, political involvement is also a very important aspect as so a SUMP is actually implemented and successful. Some cities (e.g. Parma, Ravenna) observed how politics is often a bottleneck for technical implementation of measures or development of the SUMP. The Metropolitan City of Bologna noted that a very positive and innovative aspect of SUMP lies in urban planning integration, which is a fundamental part of the SUMP process. This was missing in previous planning documents. Following up on this, the Municipality of Parma underlined that SUMP are a great responsibility of public officers and technicians who however must often face the different priorities of that of the politicians.

Apart from Parma, which is the only Emilia-Romagna Municipality to have adopted a SUMP, all other Municipalities have yet to complete their SUMP. Ravenna will adopt it in December

2018, but all other municipalities have requested a postponement. Therefore, Mr. Meggiato (RER Manager) highlighted that there has been a postponement of the date in which all biggest Municipalities will have to adopt a SUMP in Emilia-Romagna to December 2018. Some of the suggestions that the Region could use to improve in supporting Municipalities are the follows:

- Test and export to all Municipalities actions or models to initiate behavioural change, to ensure consistency;
- Regular inter-sectors meetings with Municipalities;
- Funding for Municipalities (as it is already happening);
- Collection and sharing of data for all Municipalities;
- The Region should also deal with big issues that Municipalities cannot tackle alone (e.g. bus ticketing system);
- Ensure that current regulations are respected by all.

Annex

Agenda of the Technical Site Visit

11:30	Site visit in RER premises – “Creation of shared knowledge for citizens and public transport companies” Dynamic Travel planner (Mr. Silvano Bertossa, Ms. Laura Fogli, LEPIDA) GIM Project – ER Bus fleet monitoring (Mr. Andrea Normanno)	RER
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Agenda of the Workshop

WORKSHOP “HOW TO EFFECTIVELY INTEGRATE SUMP IN THE REGIONAL PLANNING INSTRUMENTS: SKILLS, EXPERIENCES AND TOOLS”

Time	Activity	Speaker
9:00 – 9:30	Welcome Coffee and registration	
9.30 – 10.00	Welcome speech and scope of the meeting <ul style="list-style-type: none"> • Welcome speech • Workshop’s objectives • “REFORM: project overview” 	ITL-RER
10.00 – 10.20	SUMP National regulation	Mr. Andrea Normanno
10.20 – 10.40	The new PRIT2025	Mr. Denis Barbieri
10.40 – 11.00	Emilia-Romagna’s POR for sustainable mobility development	Ms. Daniela Ferrara <i>RER Manager</i>
11.00 – 11.20	State of the art of SUMP in Emilia-Romagna	Mr. Alessandro Meggiato <i>RER Manager</i>
Coffee break		
11:40-12:00	Traffic data collection tools for sustainable planning	Centre for Research & Technology - Hellas

12:00-12:20	Greater Manchester Local Transport Plan	Transport for Greater Manchester
12:20-12:40	Esperienze europee: Parkstad Limburg's polycentric SUMP for 8 municipalities	Parkstad Limburg
12:40 – 13:00	Conclusions	ITL
13:00	Lunch	

Roundtable Agenda

“KEY COMPETENCES FOR SUMP'S DEVELOPMENT: EXPERIENCES IN EMILIA-ROMAGNA IN THE PROMOTION OF INNOVATIVE METHODS AND NEW MOBILITY PATTERNS”

Time	Information
14:00-14:30	Introduction to the round table (Mr. Alessandro Rossi, ANCI)
14:30 – 17:30	<p>Discussion and presentations from participants</p> <p>Interesting case studies in RER</p> <ul style="list-style-type: none"> • Parma – The experience of the 1st Municipality to adopt a SUMP <i>Ms. Angela Chiari</i> • Faenza – The value of an effective participatory in a small size city • Città Metropolitana di Bologna – Integration of competences for the development of a polycentric SUMP - <i>Urbanista P.O. Città metropolitana Ms. Catia Chiusaroli</i> • Ravenna – Active mobility measures in - <i>Arch. Nicola Scanferla</i>
17:30-18:00	Conclusions

REFORM Partners



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