

# OUTPUT FACT SHEET

## Strategies and action plans

Version 2

Project index number and acronym	CE1332 SMACKER
Output number and title	O.T3.2-1 Regional ACTION PLANS to better integrate peripheral areas using DRT - Bologna
Responsible partner (PP name and number)	PP1 SRM Support: PP2 ITL; PP5 UM; PP9 BOKU
Project website	<a href="https://www.interreg-central.eu/Content.Node/SMACKER.html">https://www.interreg-central.eu/Content.Node/SMACKER.html</a>
Delivery date	30 June 2022

### Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

This specific Output is part of O.T3.2, which is composed by 6 local Regional Action Plans each focusing on demand responsive/sustainable transport services in rural and peri-urban areas, and breaking down the strategy goals and objectives into specific tasks: Regional Action Plans include the sequence of steps to be taken and activities that must be performed, a timeline, the financial resources and a definition of the responsible actors.

The 6 Regional Action Plans were built on the basis of the 6 SMACKER pilot actions developed by project partners; thanks to the experience gained during the pilots, it has been possible to extend the steps followed to wider regional areas.

A common approach was adopted to build up the Regional Action Plans in all the regions, making them aligned at project level. First of all, a common index was agreed, consisting on: Aims, Stakeholders to be involved, Key actions to solve the problem/s and to reach the proposed objective/s, Implementation time plan, Risk analysis, Funding resources, Key action monitoring schemes, Key stakeholders' involvement strategies.

In the specific case of Bologna, the main challenge was the preparation of a document which could be used by other Public Transport Authority or Local Government for the integration of rural and peripheral areas in the regional transport system through the establishment of a DRT/flexible service within the Emilia-Romagna Region.

The main objectives consist of: improve the quality and quantity of Public Transport service in mountainous areas; reduce the attractiveness gap between mountainous areas and main city centres for tourist activities; stop the depopulation of mountainous areas; optimize economic and operational resources; satisfy no-systematic travel needs.

The Regional Action Plan was developed on the basis of results obtained with the piloted DRT service called ColBus, which operated in the mountainous area of Bologna province and was dedicated to last mile connections for tourist and to inner trips of residents.

The Regional Action Plan was presented to the Emilia-Romagna Region during a dedicated event.

#### NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

The Regional Action Plan drafted for Bologna concerns the following NUTS region (NUTS2) and the corresponding sub-region (NUTS3): ITH5, Emilia-Romagna - ITH55, Bologna.

#### Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The Regional Action Plan provides a common approach at regional level, and can be used by all the stakeholders involved in the process of offering a better transport system in remote areas by integrating rural and peripheral areas in the regional transport system. The attention is focused on the last mile connection from train stations to tourist attractions / facilities on weekends (with regard to tourists as target group), and on the inner connections among villages and their main town where public services and facilities are available during the weekdays (for resident target group).

Local government / Metropolitan city, Municipalities and Local Public transport authority are the stakeholders which can benefit from the Regional Action plan, on the planning side, together with Local population / tourists on the users' side.

Furthermore, the Regional Action Plan foresees the creation of a Local Mobility Forum (LMF), where all the involved stakeholders can be active part and have a direct impact during the whole planning and implementation process.

#### Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The Regional Action Plan has analysed possible risk which could arise both during the planning and the implementation process, and during the follow-up, providing solution for risks mitigations.

Furthermore, a funding resources analysis has been developed and some first general information and solutions to be taken into account have been provided in order to ensure a correct developing process.

The LMF is at the basis of the sustainability of new services, providing the continuity in needs and support to all the stakeholders and operating subjects (public authorities, infrastructure and public service providers, etc. depending on the DRT service features and target).

With regard to transferability, all the stakeholders listed above will have on their availability a Regional Action Plan as a tool for planning and implementing sustainable and demand-responsive transport offers. The Emilia-Romagna Region is indeed divided into two parts by the ancient roman road

via Emilia, south of which there is a mountainous area which have similar conditions and needs for its whole extension.

**References to relevant deliverables and web-links**  
**If applicable, pictures or images to be provided as annex**

Bologna Regional Action Plan is contained in the SMACKER deliverable D.T3.3.2, while the mainstreaming activities are described in D.T3.3.8.

All the deliverables are available on the SMACKER Toolbox at <https://www.smacker-toolbox.eu/> .  
As soon as the deliverables get approved (i.e. JPR6 is accepted by the JS), they will be also uploaded on the SMACKER website <https://www.interreg-central.eu/Content.Node/SMACKER.html> - section "PUBLICATIONS".