



WP.T3 - D.T3.2.3

**State of the Art Report about mobility problems
and policy challenges within ETP follower
regions - Sogliano al Rubicone**

2021



Dissemination level	<i>PPs, ETP followers and JS</i>
Activity	<i>A.T3.2 - Enlarged Transfer Programme (ETP) to better connect peripheral areas</i>
Deliverable	<i>D.T3.2.3 - State of the Art Report about mobility problems and policy challenges within ETP follower regions - Ambito Romagna</i>
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Due date of deliverable	<i>30.05.2021</i>
Actual date of deliverable	<i>06.10.2021</i>
Status (F: final, D: draft)	<i>F: final</i>
File name	<i>084_SMACKER_D-T-3-2-3_2020-XX-XX_Final</i>



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1. Introduction

Remote regions in central Europe share the same risks and issues related to the fact that they are located at the periphery of main transport networks. Inadequate and under-used services, excessive costs, lack of last-mile services and proper intermodality, poor communication and information to users and car commuting are some of the challenges that many central European regions face.

The SMACKER project addresses these disparities and promotes public transport and mobility services that are demand-responsive and that connect local and regional systems to main corridors and transport nodes.

Within SMACKER mobility issues related to peripheral and rural areas, main barriers are assessed and solutions drawn on the best international know-how are provided. SMACKER promotes demand-responsive transport services to connect local and regional systems to the main transport corridors and nodes. Soft measures (e.g. behaviour change campaigns) and hard measures (e.g. mobility service pilots) are used to identify and promote eco-friendly solutions for public transport in rural and peripheral areas, with the aim of achieving more liveable and sustainable environments and better integration of population to the main corridors. SMACKER helps local communities to re-design their transport services according to user needs, through a coordinated co-design process between local/regional partners and stakeholders; SMACKER also encourages the use of new transport services through motivating and incentivizing campaigns. The direct beneficiaries of the actions are residents, commuters and tourists.

Participation reflects the overall integration of citizens and groups in planning processes and policy decision-making and consequently the sharing of power. In particular, transport planning and transport relevant measures are often the subject of controversial discussions within the urban community. The concept of Sustainable Urban Mobility Planning has established the principle that the public should be included from the very beginning of the transport planning process and not only when the plans are largely completed and only minor amendments can be carried out. For that reason, public authorities need to open-up debate on this highly specialised and complex subject area and make participation a part of the planning process. In order to ensure participation throughout the process, the development of an engagement strategy would be necessary.

This deliverable “State of the Art Report” on mobility problems and policy challenges within ETP follower regions is the starting point for a better knowledge of the 10 selected Smacker Enlarged Transfer Programme (ETP) partners’ sustainable mobility challenges. The scope of these analysis is to map the needs, problems and expectations of each ETP follower region in low carbon mobility planning. Moreover, it defines the roles of ETP followers and policy leverages. It paves the way for local Action plans in ETP follower regions.



2. Project's area description

The present deliverable addresses as core area the Romagna ETP participant focusing on the Municipality of Sogliano al Rubicone (see municipalities areas with borders in red colour in the following figure), located in the Southern part of province of Forlì-Cesena and bordering with the Rimini one.

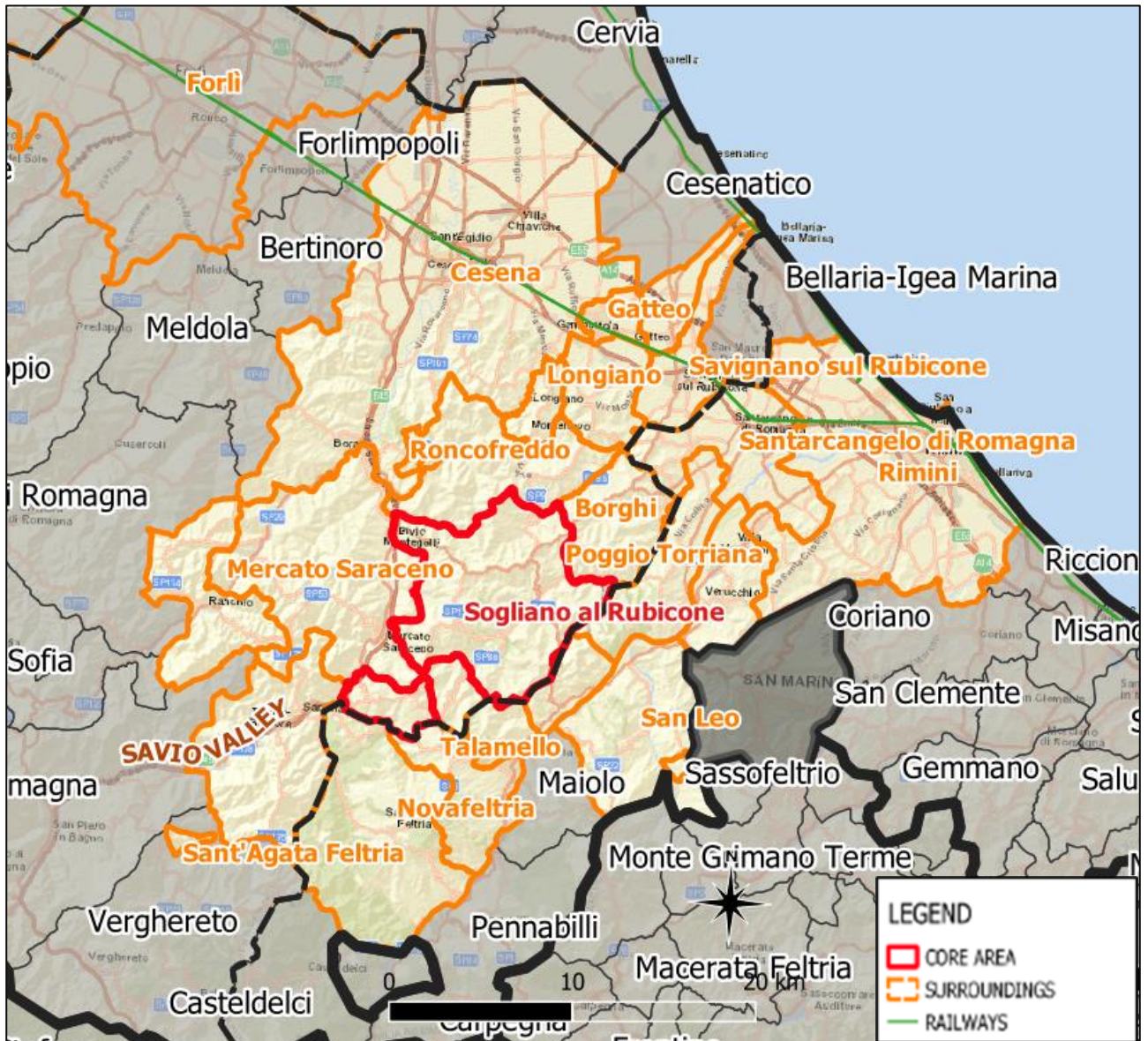


Figure 1. Map representation of the core area as well as the surroundings of the ETP

The Provinces of Forlì-Cesena and Rimini are two of the 9 NUTS 3 areas making up the Emilia-Romagna Region in Northern Italy. The relevant surrounding of the ETP core area, is represented by various neighbouring municipalities belonging to the provinces and located in an area ranging from the mountainous context of the Apennine to the Adriatic Sea coast. In this purpose, it is to recall also the important role of the cities of Forlì, Cesena as well as Mercato Saraceno, Savignano sul Rubicone, Santarcangelo di Romagna and Rimini, which represent key reference polarities and destination due to the attractiveness of this main centre for the analysed area (esp. for Sogliano al Rubicone).

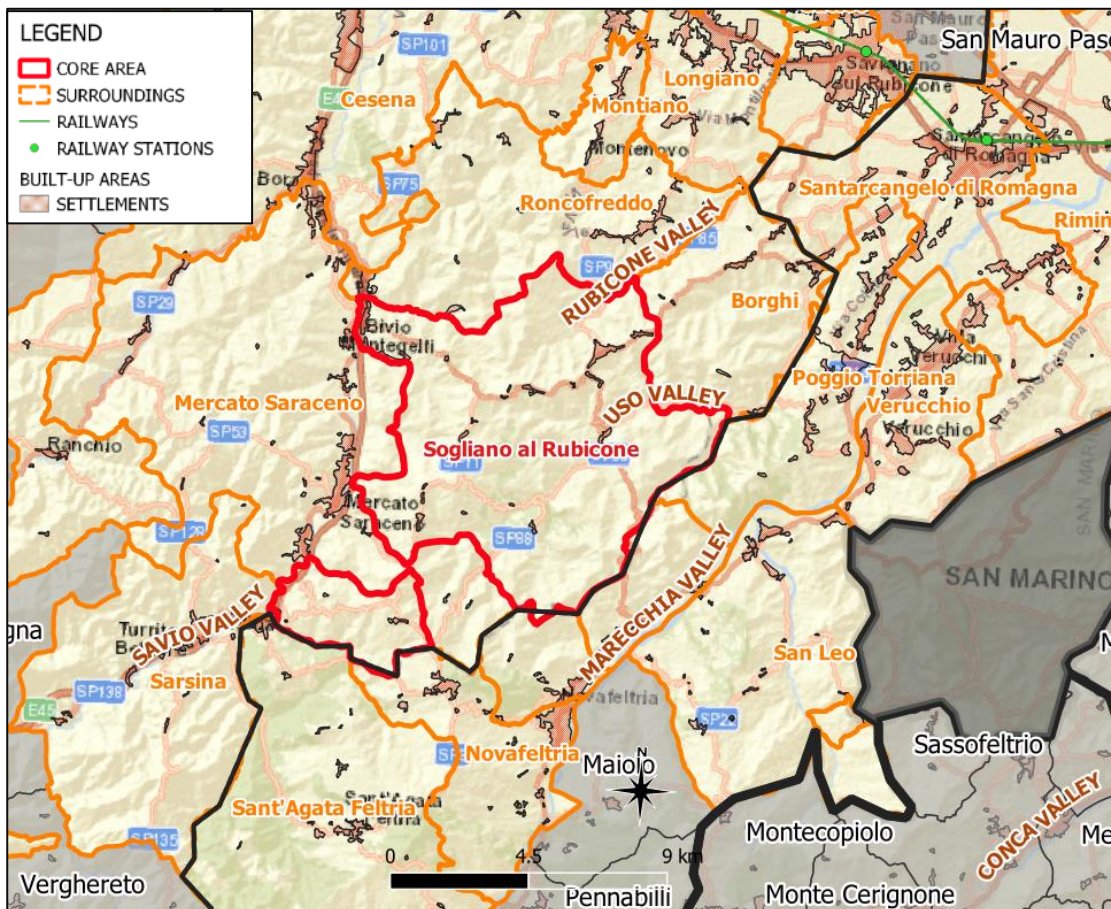


Figure 2. Map representation of the ETP core area as well as the surroundings - zoomed view

Together with the Province of Ravenna, the Provinces of Forlì-Cesena and Rimini form the “Ambito Romagna”, an area of about 5000 km² in the south-eastern part of the Emilia-Romagna region characterized by the presence of one large urban centre with more than 100.000 inhabitants per province, many smaller centres with a number of inhabitants between 10.000 and 100.000 and a very significant share of rural territory out of the total. From this last characteristic follows that in two of the three provinces (Forlì-Cesena and Ravenna) over half of the public transport services (in terms of vehicles*km) is suburban.

From the geo-morphological point of view, the territory characterised by different valleys going (indicatively) in South-West to-North-East direction (see Figure 3). In particular, the municipality of Sogliano al Rubicone is located in a predominantly hilly area embraced by two main valleys: the Savio Valley on the Western side (which in the lower part reaches the centre of Cesena) and the Marecchia Valley (indicatively) on the Eastern side, which in its lower part passes through Santarcangelo di Romagna before flowing into the Adriatic Sea near Rimini. Then, it is to report the valley passing through the Sogliano municipality and then reaching Santarcangelo di Romagna as well as the Rubicone (recalled by the name itself of the municipality) whose offspring are located within the core and then crosses different centres (e.g. Savignano al Rubicone before reaching the Adriatic Sea coast).

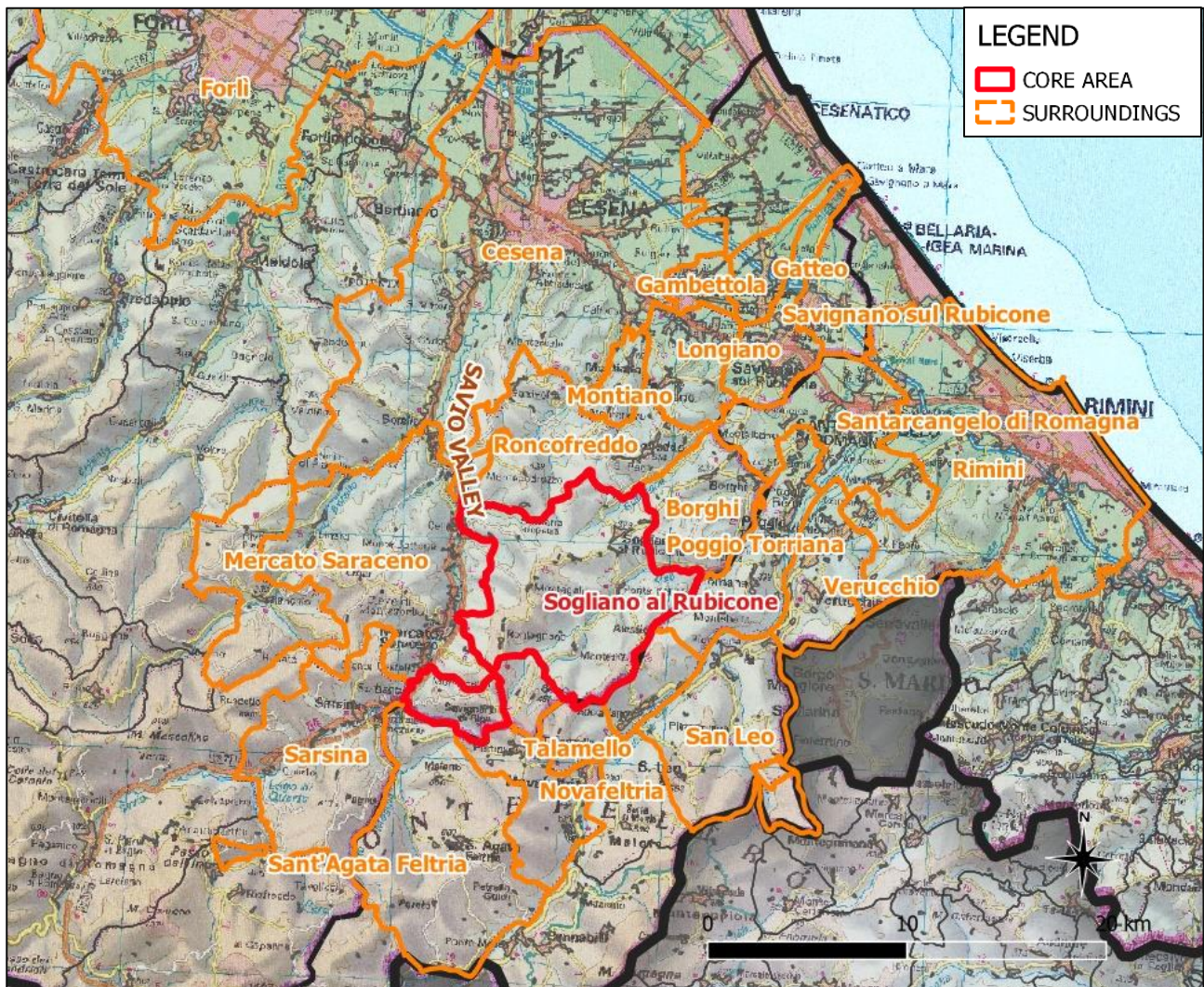


Figure 3. Geo-morphological representation of the core pilot area as well as the surroundings. Source: elaborations of the background provided by Geoportale Regione Emilia - Romagna (<https://geoportale.regione.emilia-romagna.it>)

Municipality	Union of Municipalities	Minimum Elevation [meters above sea level]	Maximum Elevation [meters above sea level]	Elevation of the main centre [meters above sea level]
Sogliano Rubicone	Unione Rubicone E Mare	81	637	379 m
Surrounding area	n.a.	0	961 (in Sant'Agata Feltria)	n.a.

Table 1. Elevation values of Sogliano al Rubicone and surrounding area. Source: elaborations on ISTAT data

This morphological characterisation is also mirrored on the population and related density, as shown in Table 2. The resulting population density of the overall catchment area is well-below the average of the Forlì-Cesena and Rimini provinces. Moreover, as shown still in Table 2, a certain heterogeneity is also to



be ascertained with reference to the demographic characterisation within the analysed area. For instance, as regards to age distribution, Sogliano, in particular, are showing a moderately higher share of elderly people as well as of youngsters.

Area	TOTAL POPULATION	0-14 years [%]	15-64 years [%]	>=65 years [%]	>=80 years [%]	OVERALL POPULATION DENSITY [inhabitants / km ²]
Sogliano al Rubicone	3175	9,35%	66,24%	24,41%	8,19%	34
WHOLE PROVINCES OF FORLI - CESENA AND RIMINI	732104	8,20%	67,85%	23,95%	8,02%	222

Table 2. Population and demographic distribution in the analysed area in 2019. Source: elaborations on ISTAT data

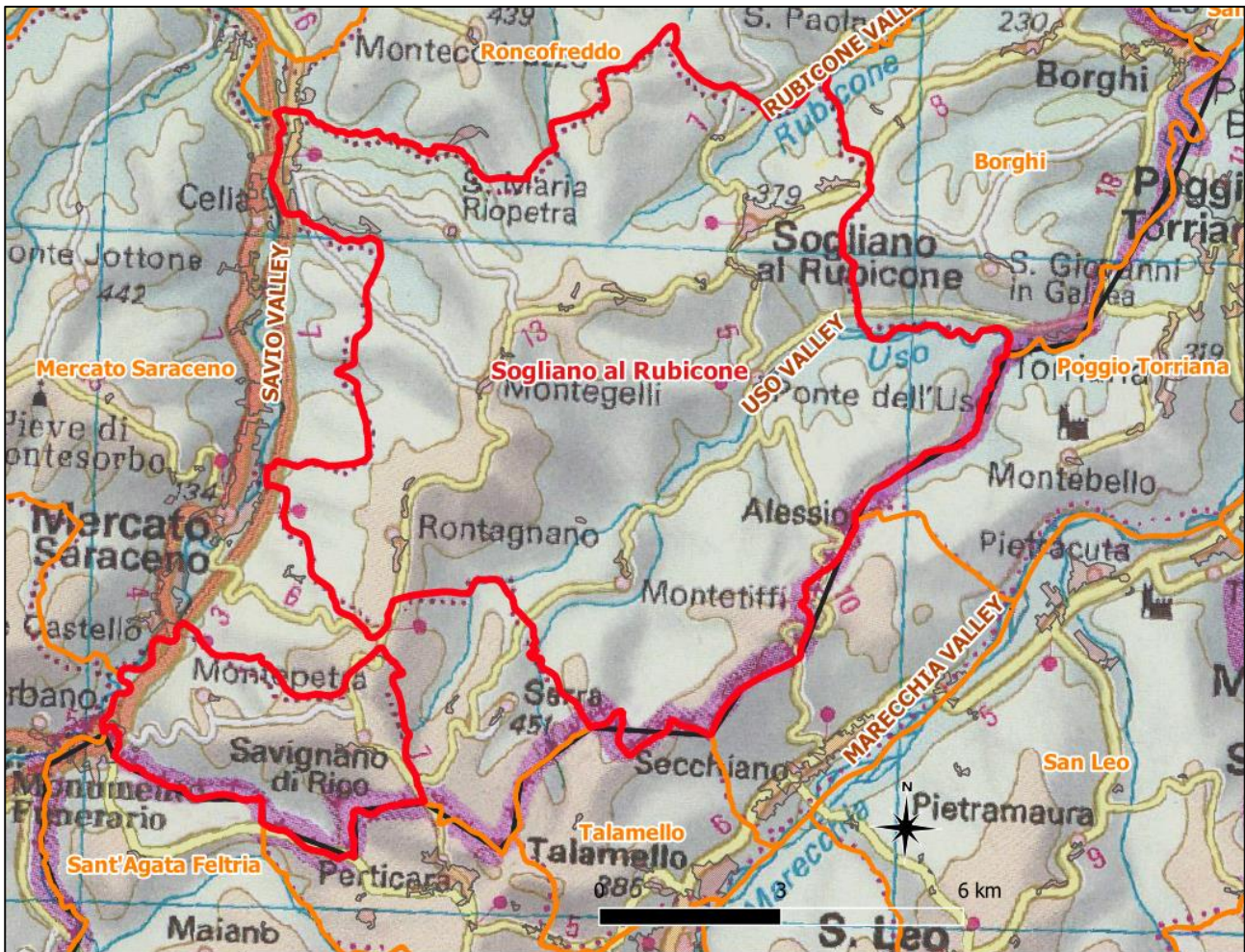


Figure 4. ETP core area and close surroundings. Source: elaborations of the background provided by Geoportale Regione Emilia - Romagna (<https://geoportale.regione.emilia-romagna.it>)

Furthermore, concerning the spatial distribution, it is to ascertain a high deal of minor and scattered settlements. In this purpose, it is also to highlight that together with the main centre, it is to report the presence of 7 other relevant settlements with indicatively at least 50 inhabitants, scattered in the



municipal territory (which also include and exclave, in the area of Savignano di Rigo, detached from the main part of the municipality):

- Bivio Montegelli
- Ponte Uso
- Rontagnano
- Savignano Di Rigo
- Strigara - Serra
- Vignola
- Villaggio Baviera

Looking at the touristic attractiveness, it is to underline the different landmarks in the analysed area.

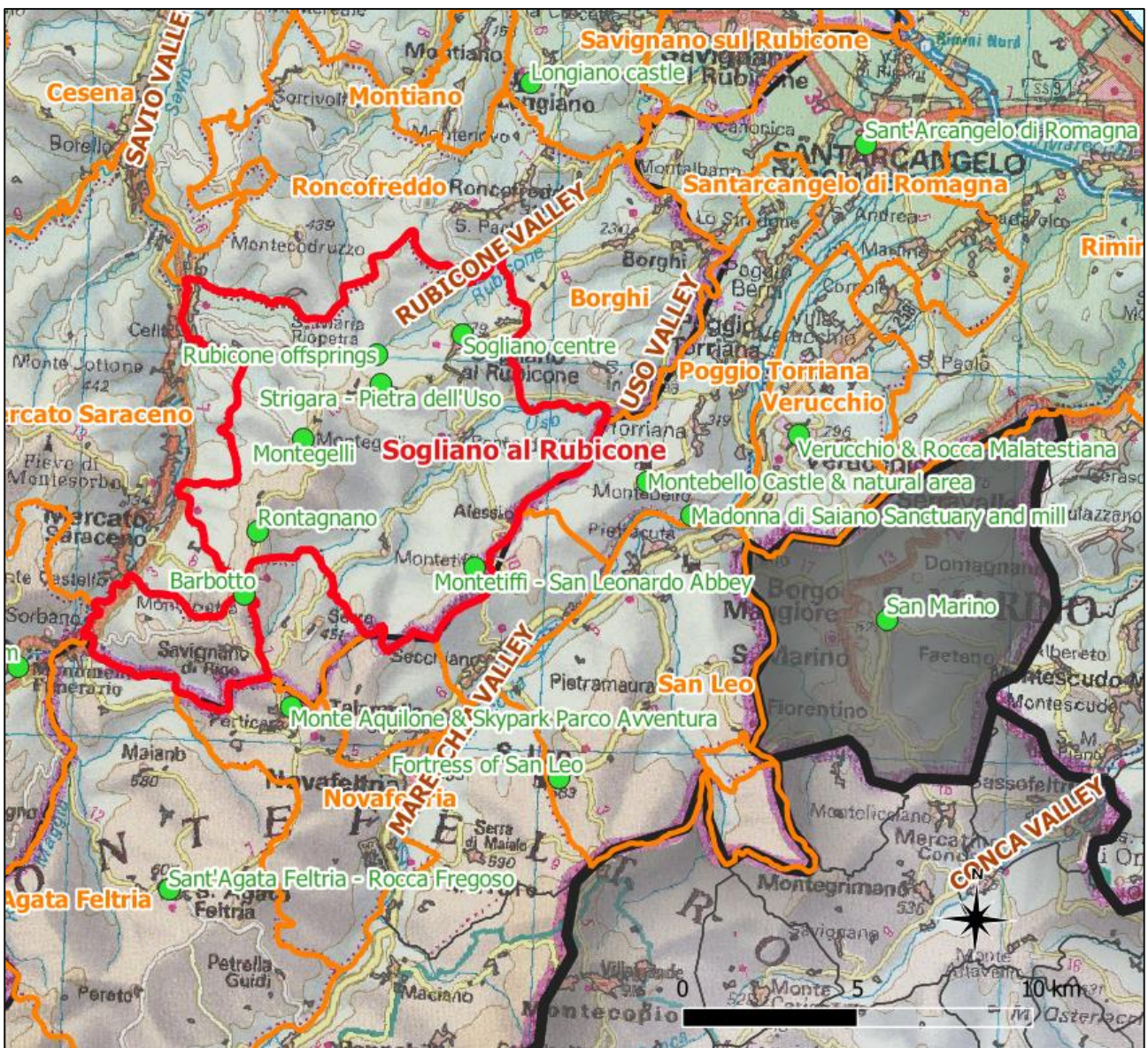


Figure 5. Point of Interests related to tourism the core ETP area as well as the nearby surroundings. Source: elaborations of the background provided by Geoportale Regione Emilia - Romagna (<https://geoportale.regione.emilia-romagna.it>)



In this purpose, it also to recall that Sogliano al Rubicone is a village of Roman origins, whose small hamlets such as Strigara, Montegelli, Rontagnano, Barbotto and Pietra dell'Uso were castles in the Middle Ages.

The surroundings present a great variety of landscapes and places to discover some relevant attractions can be found nearby, without moving to the well-known Adriatic coast cities of the Riviera Romagnola (e.g. Rimini). It is in particular to be mentioned historical villages such as Santarcangelo di Romagna, Longiano, San Leo and its famous fortress as well as the historical hamlet of Montetiffi with the Abbey of San Leonardo (XI century), the Romanesque Bridge and the Church of San Benedetto in Vernano (sec. XII). Nonetheless, these areas also offer several thermal and spa locations while being near to San Marino, another relevant and internationally known point of interest in the hinterland.

To provide a more effective statistical overview, data concerning 14 municipalities located in the reference area (core area and surroundings as indicated by Figure 1) have been analysed. Although detailed statistics are available for the majority of the municipalities belonging to the surroundings area, two of them (Borghi and Talamello), are unfortunately not available, being part of an aggregated and miscellaneous set of data and for this reason not specifically identifiable in the following tables. Moreover, it has to be noticed that surroundings' municipalities belong to two different Provinces as far as Sogliano al Rubicone is situated at the border of the Forlì-Cesena Province as evident from Figure 1. Finally, in order not to supply misleading figures, the main cities of Rimini, Forlì and Cesena - where touristic presences provide a relevant contribution - were not included in the first overall figure of this analysis, thus leading to a first set of data concerning 11 municipalities as shown in Table 3.

	Province of RIMINI	Province of FORLI-CESENA
Considered	<ol style="list-style-type: none"> 1. Novafeltria 2. Poggio Torriana 3. San Leo 4. Sant'Agata Feltria 5. Santarcangelo di Romagna 	<ol style="list-style-type: none"> 6. Sogliano al Rubicone 7. Gatteo 8. Longiano 9. Mercato Saraceno 10. Roncofreddo 11. Savignano sul Rubicone
Excluded from a first analysis	- Rimini	- Cesena - Forlì

Table 3. Municipalities of the core and surroundings areas grouped by province. Source: own elaboration.

The numbers presented by Table 4 show that in 11 municipalities of the reference area (explicitly excluding the main cities of Rimini, Forlì and Cesena), Italian and international tourists accounted for indicatively 170.000 yearly attendances in 2017, 2018 and 2019, while in 2020 the registered number of tourists dropped to 110.000, evidently influenced by limitations caused by the Covid-19 pandemic.

Such number appears to be particularly limited, especially if compared to the overall number of tourists visiting the main cities of Rimini, Forlì and Cesena as well as the overall data registered for homonymous Provinces and for Emilia-Romagna Region (as shown by Table 4), which is one of the firsts in terms of tourists' presence at the national level.

Furthermore, there is a relevant number of foreign tourists, which represent indicatively one third of the annual tourists' attendances of the area (excluding 2020), as underlined by the following Figure 6.



	Italian tourists	Foreign tourists	TOTAL 11 municipalities	TOTAL 14 municipalities (incl. main cities)	TOTAL Province of Forlì-Cesena	TOTAL Province of Rimini	TOTAL Emilia-Romagna Region
2017	1.625.585	542.359	174.113	2.167.944	3.602.754	1.131.893	11.051.890
2018	1.669.208	545.604	168.314	2.214.812	3.710.736	1.143.823	11.458.497
2019	1.692.288	583.788	171.230	2.276.076	3.790.613	1.144.405	11.597.928
2020	945.209	188.882	110.632	1.134.091	2.035.987	667.347	5.673.521

Table 4. Number of Italian and foreign tourists registered in the 11 municipalities of the reference area, in the 14 municipalities (including main cities of Rimini, Forlì and Cesena), in the two Provinces of Rimini and Forlì-Cesena and in the whole Emilia-Romagna Region. Source: elaboration on the data provided by the statistical department of the Emilia-Romagna Region (<https://statistica.regione.emilia-romagna.it/turismo/dati-preliminari>)

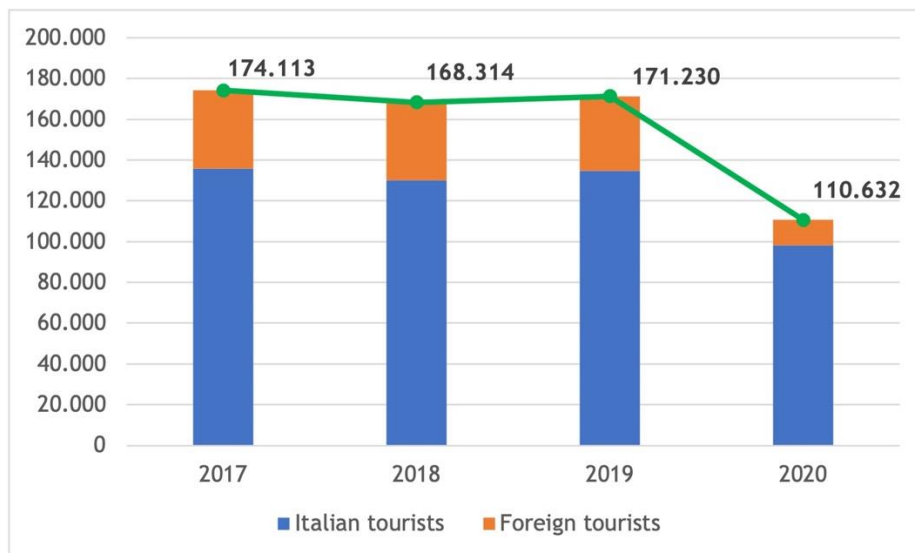


Figure 6. Presence of Italian and foreign tourists in 11 municipalities (excluding the main cities of Rimini, Forlì and Cesena) of the reference area. Source: data provided by the statistical department of Emilia-Romagna Region.



3. Description of the mobility demand and needs (relations and attractors poles)

As far as transport demand is concerned, among the different components, a particularly relevant one is represented by (daily) systematic mobility, mainly corresponding to commuting for work or study purposes. In this regard, the results from the 15th National Census (carried out by ISTAT in 2011) provide a remarkable source of information.

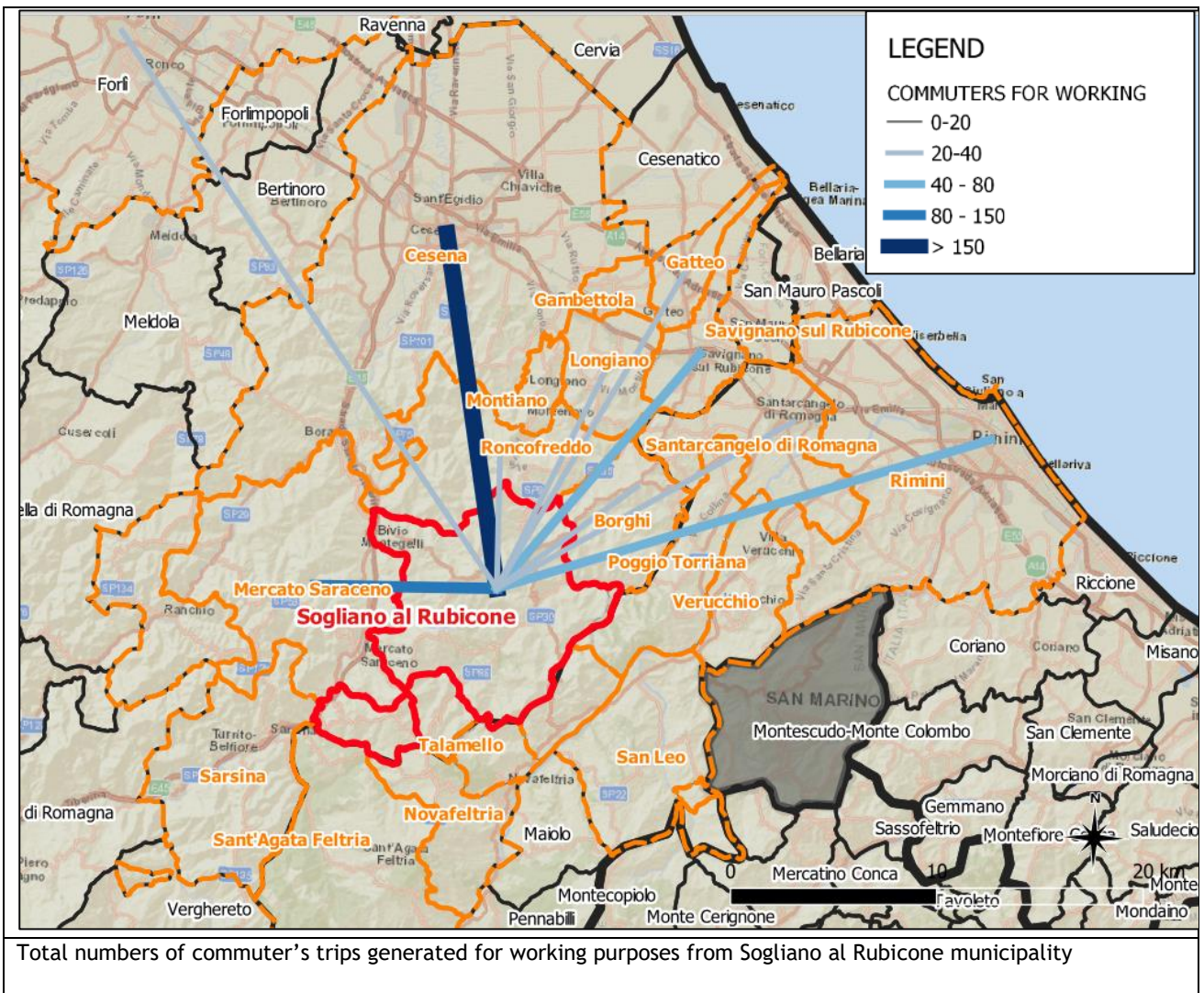
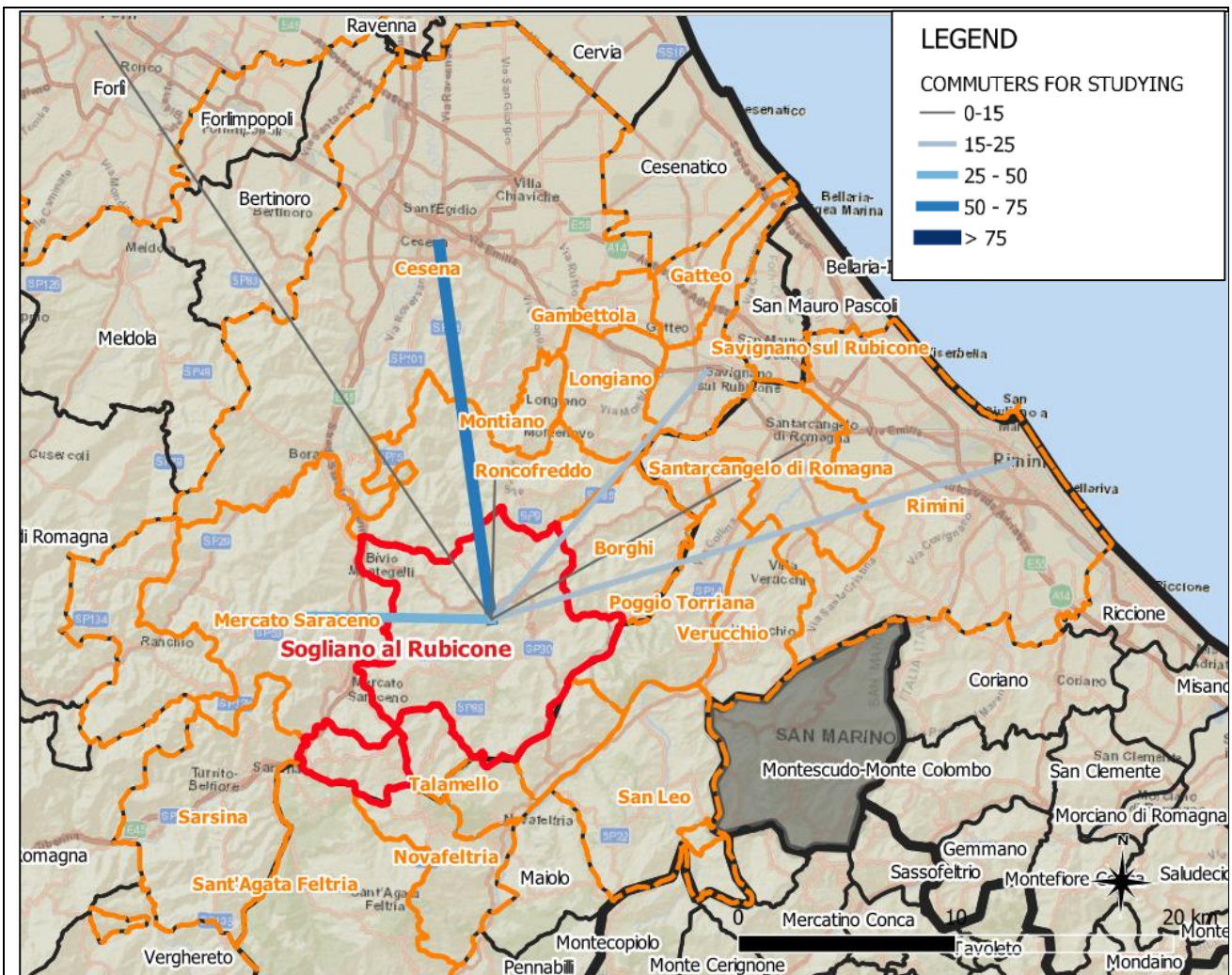


Figure 7. - Thematic maps on commuting mobility demand for working purposes resulting from the National Census carried out in 2011. Source: Elaborations on ISTAT data.



Total numbers of commuter's trips generated for studying purposes from Sogliano al Rubicone municipality

Figure 8. - Thematic maps on commuting mobility demand for studying purposes resulting from the National Census carried out in 2011. Source: Elaborations on ISTAT data.

The resulting demand flows are characterised by quite limited values, especially with respect more urbanised areas of Emilia-Romagna region. More in detail, Sogliano al Rubicone is mainly characterised by “internal” flows (i.e. with both origin and destination located within the municipality itself). With reference commuting trips towards the “external” (i.e. with a destination located in a different municipality), instead, the Figure 7 and Figure 8 are showing a thematic representation about trips, respectively, for working and studying purposes.

In this purpose, it is to register the relevant of O/D relations towards main centres in the plain, especially (but not only) with the city of Cesena. Moreover, it is to highlight the number of commuters towards the neighbouring municipality of Mercato Saraceno as well as from Savignano sul Rubicone and Rimini.

As regards to modal split (of both internal and external trips), Figure 9 show a predominance of car transport for working purposes while for studying purposes the predominant mode is bus transport.

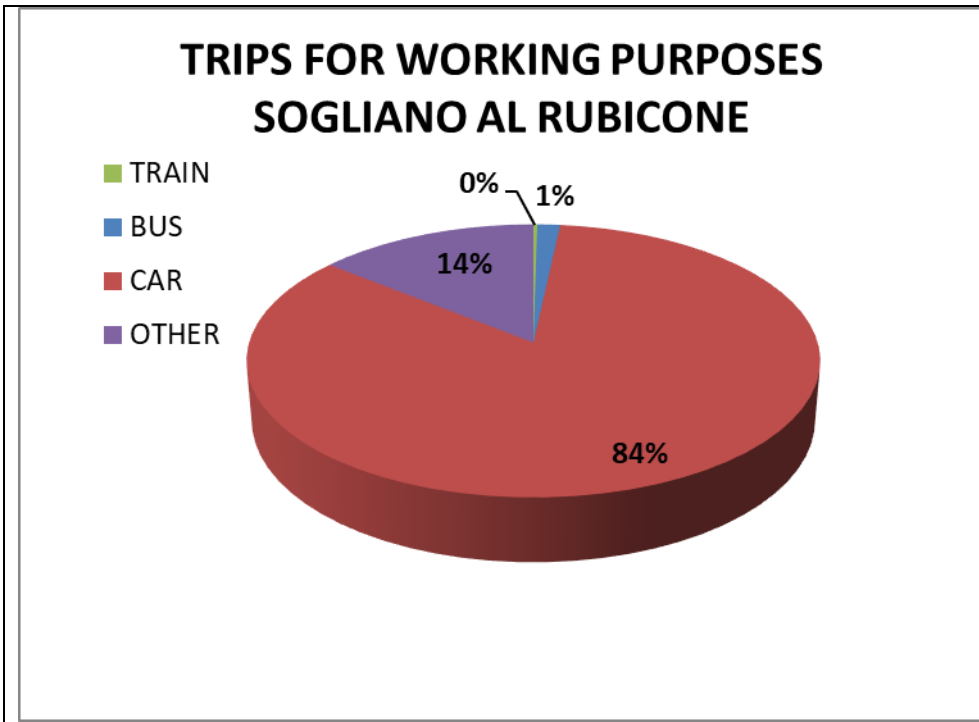


Figure 9. - Modal share of working commuters' trips originated in Sogliano al Rubicone resulting from the National Census carried out in 2011. Source: Elaborations on ISTAT data.

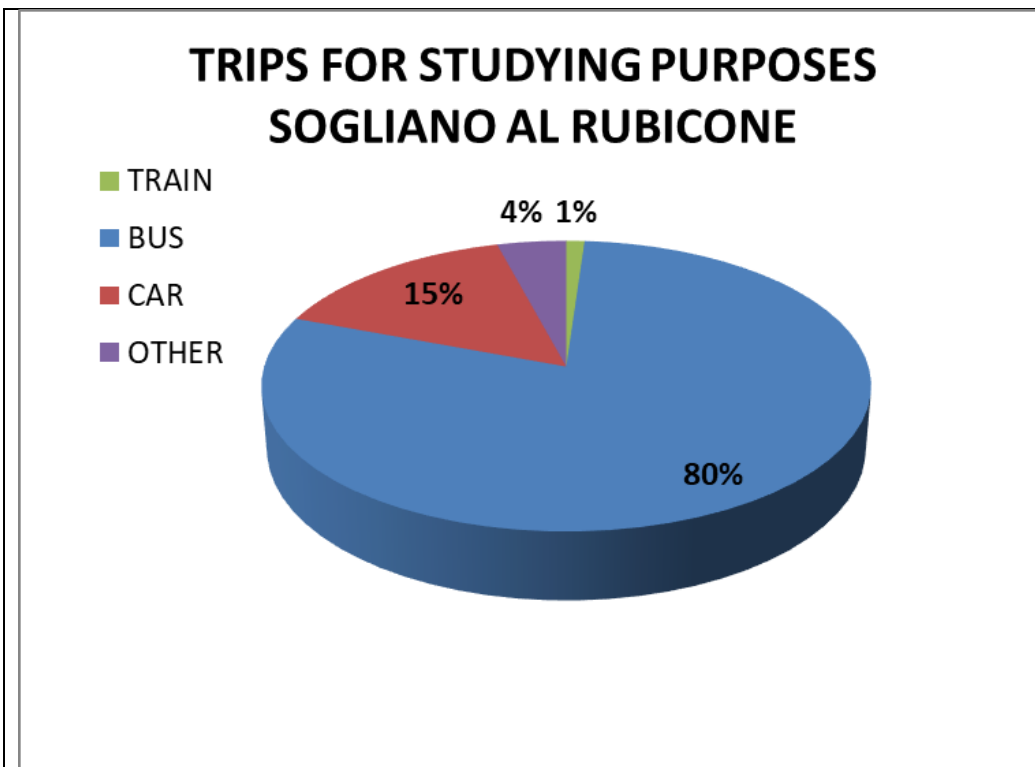


Figure 10. Modal share of studying commuters' trips originated in Sogliano al Rubicone resulting from the National Census carried out in 2011. Source: Elaborations on ISTAT data.

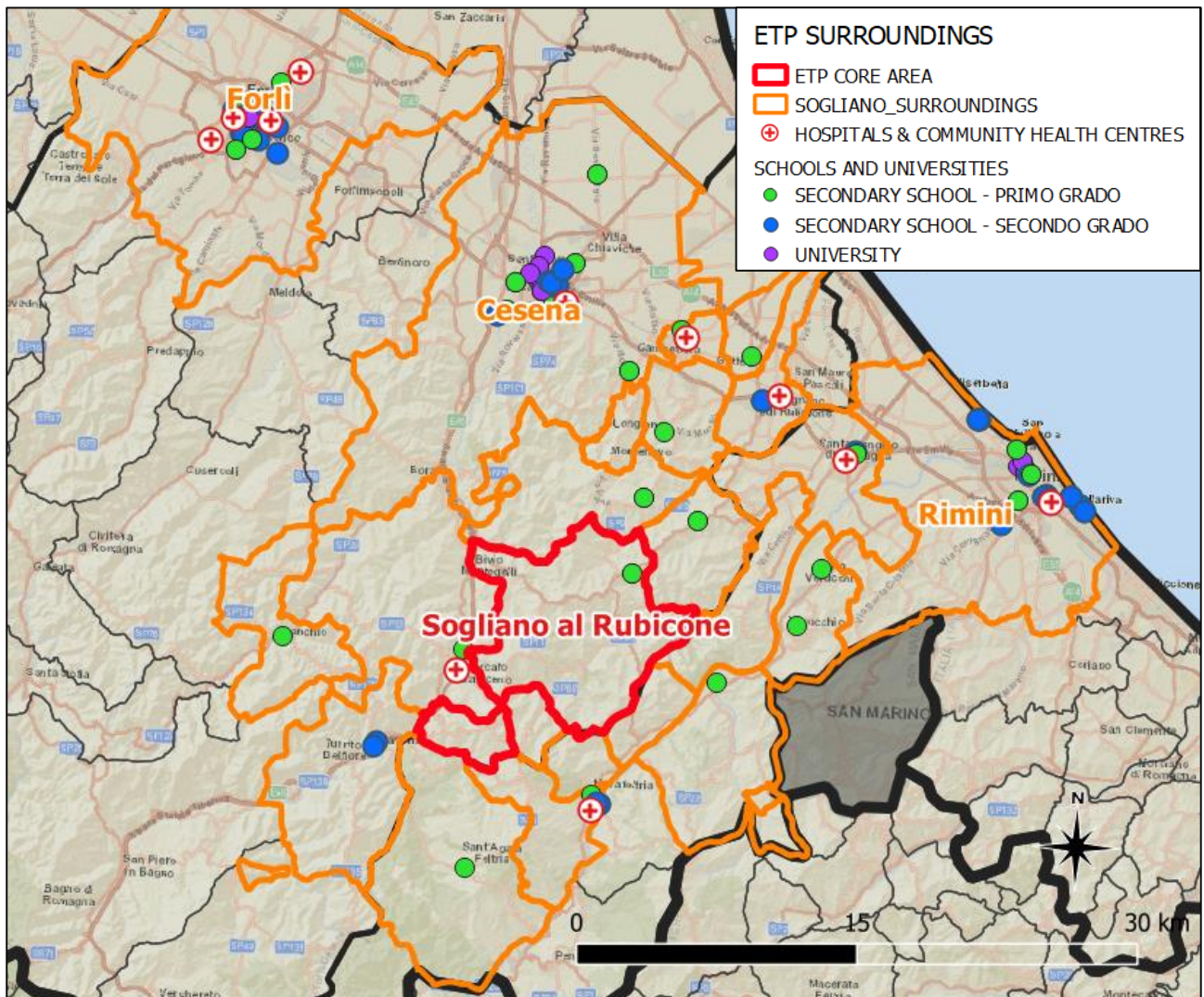


Figure 11. Point of Interests providing key attractors for the mobility demand in the core ETP area as well as the surroundings. Source: elaborations of the background provided by Geoportale Regione Emilia - Romagna (<https://geoportale.regione.emilia-romagna.it>)

4. Description of the public transport services and related multimodal accessibility

4.1. PT transport supply

The multimodal transport system of the analysed area is made up by the road and rail network shown in the following figures.

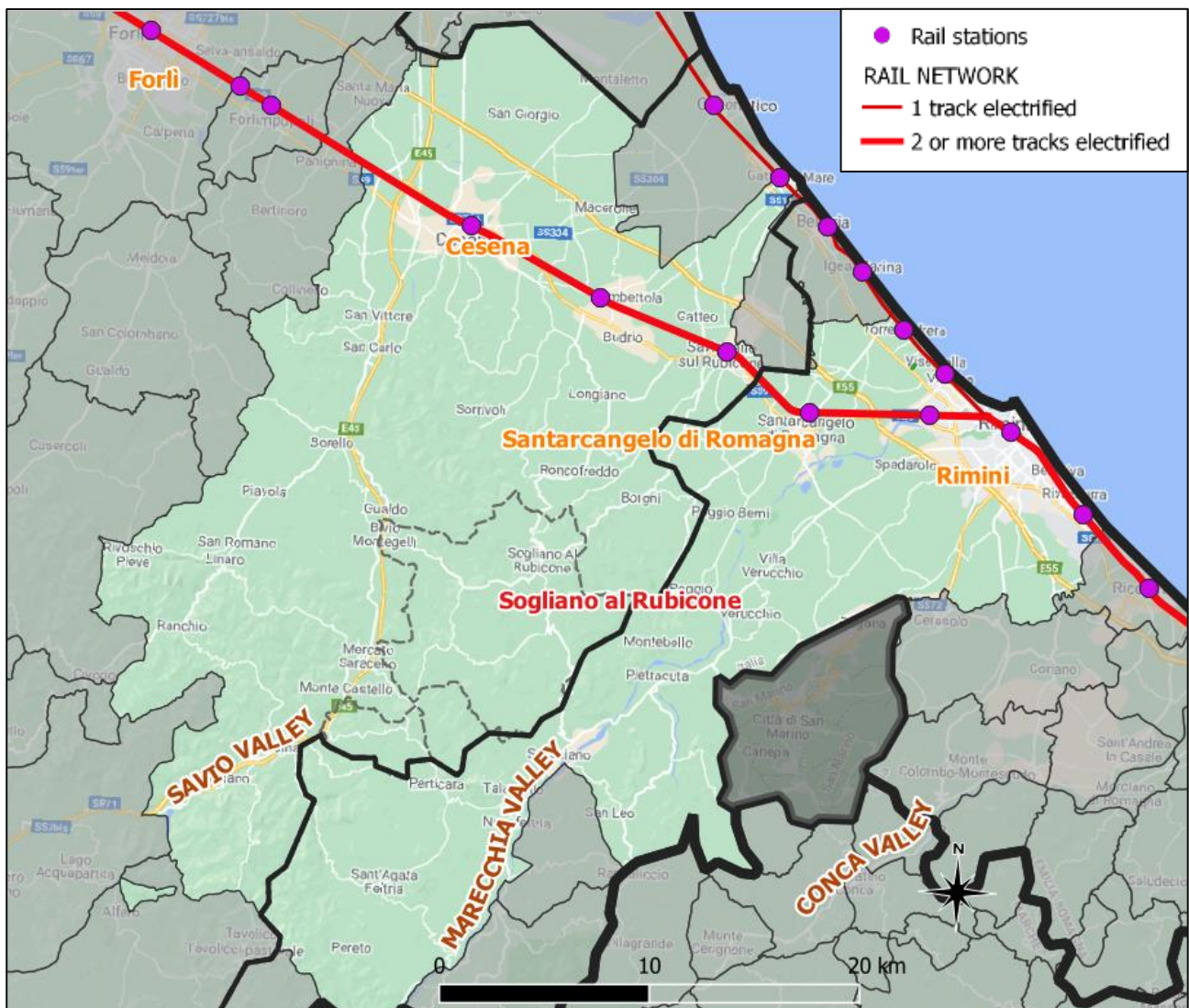


Figure 12. Multimodal transport network in the analysed area

Concerning the rail network, it is to register the presence in the surrounding of the ETP area of the main line linking Bologna and Ancona, running whose relevance is also certified by the fact that they are both part of the Scandinavian-Mediterranean as well as the Baltic-Adriatic corridor of the TEN-T core network. This 2-tracks electrified line is running through (among other stations) Forlì, Cesena and Rimini.

Concerning the road network, it is to register the presence of the main roads also along the Bologna-Ancona direction:



- A14 motorway link Bologna-Taranto, whose relevance is also certified by the fact that, with reference to the Bologna-Ancona section, it is part of both the Scandinavian-Mediterranean and Baltic-Adriatic corridor of the TEN-T core network;
- SS9 national road “via Emilia”, also passing through Bologna, Forlì, Cesena, Savignano sul Rubicone, Santarcangelo di Romagna and Rimini.

Moreover, the various roads are providing connectivity along the different Apennine valleys. In this purpose, it is to highlight the importance of the National Road SS 3bis, a dual carriageway road linking Cesena with Tuscany and Umbria across the Apennine through a path along Savio valley touching the Eastern part of Sogliano al Rubicone. It is to underline that the section across the Apennines of the SS 3bis belongs to European route E45. More in general, various roads are providing for connectivity along valleys.

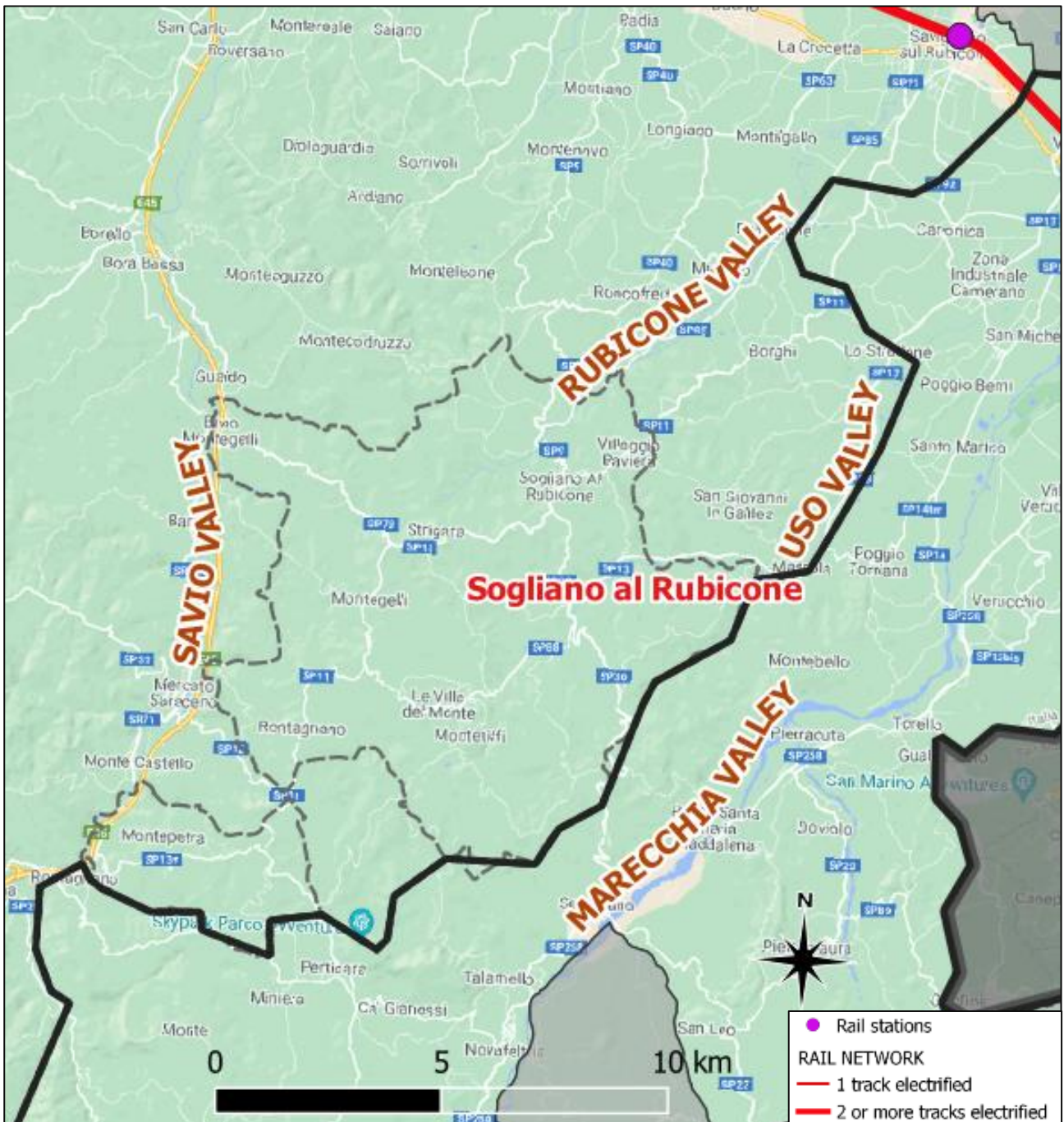


Figure 13. Multimodal transport network in the analysed area - zoomed view



In particular, on the western side of the analysed area, it is the report the main (single carriageway) national road SS 258, providing connectivity along the Marecchia valley.

In the analysed area (including the surroundings of the core area) the bus public transport is operated, under the oversight of AMR - “Agenzia Mobilità Romagnola srl” (which is also ETP participant of the Smacker project) as local Authority for Public Transport in Ambito Romagna, by the following transport operators:

- START ROMAGNA, on behalf of the Adriatic Transport Group (ATG) consortium;
- Valmabus consortium, with particular reference to the upper Marecchia valley;
- La Romagnola, carrying out the DRT service in Marecchia valley.

In particular, in the following figures are represented the lines of the and bus services (see Figure 14 and Figure 15) providing the network which allows the multimodal accessibility to the ETP area.

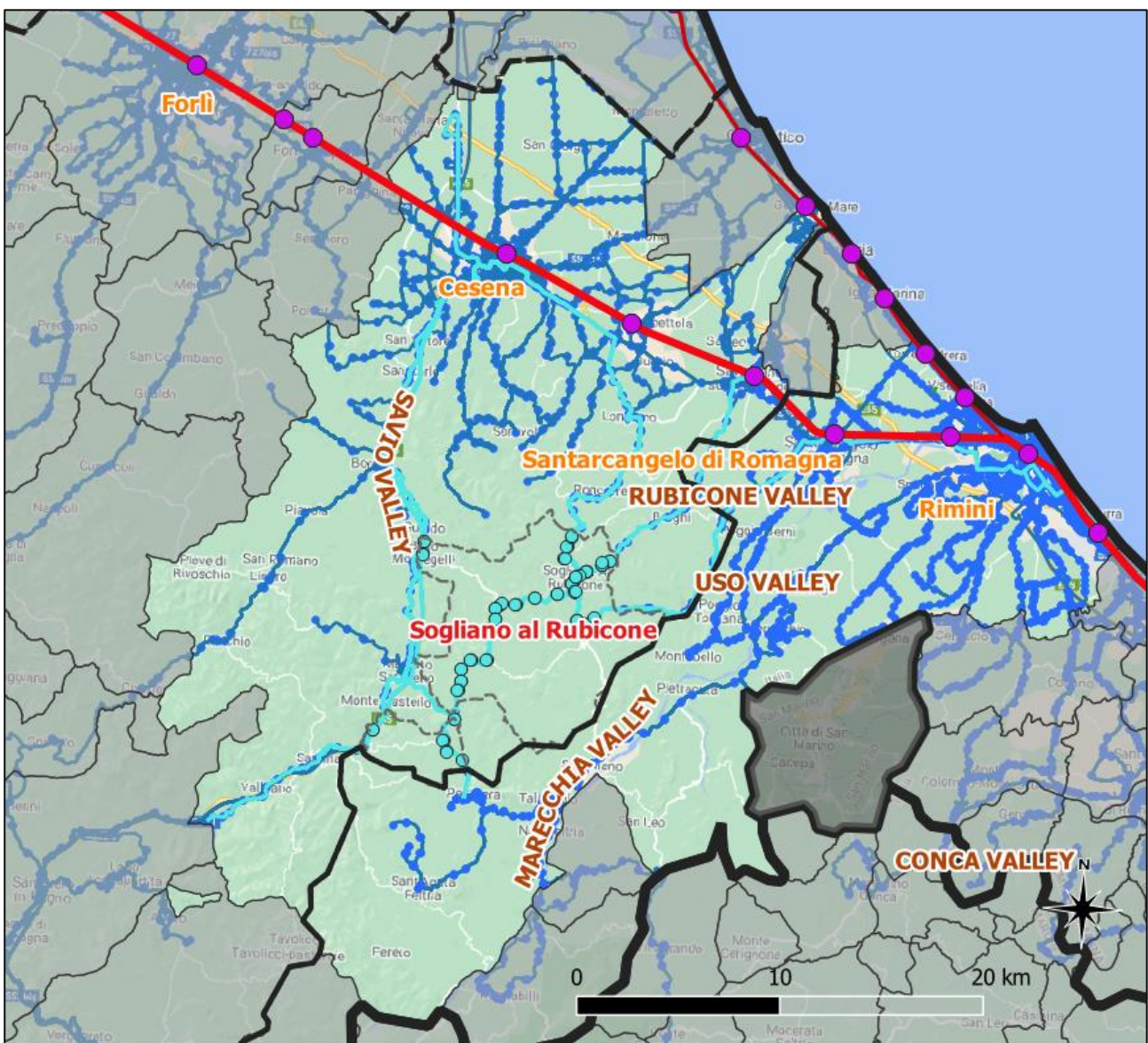


Figure 14. Local Bus Public Transport Network serving the ETP area (reference year 2019). Elaboration on data provided by AMR

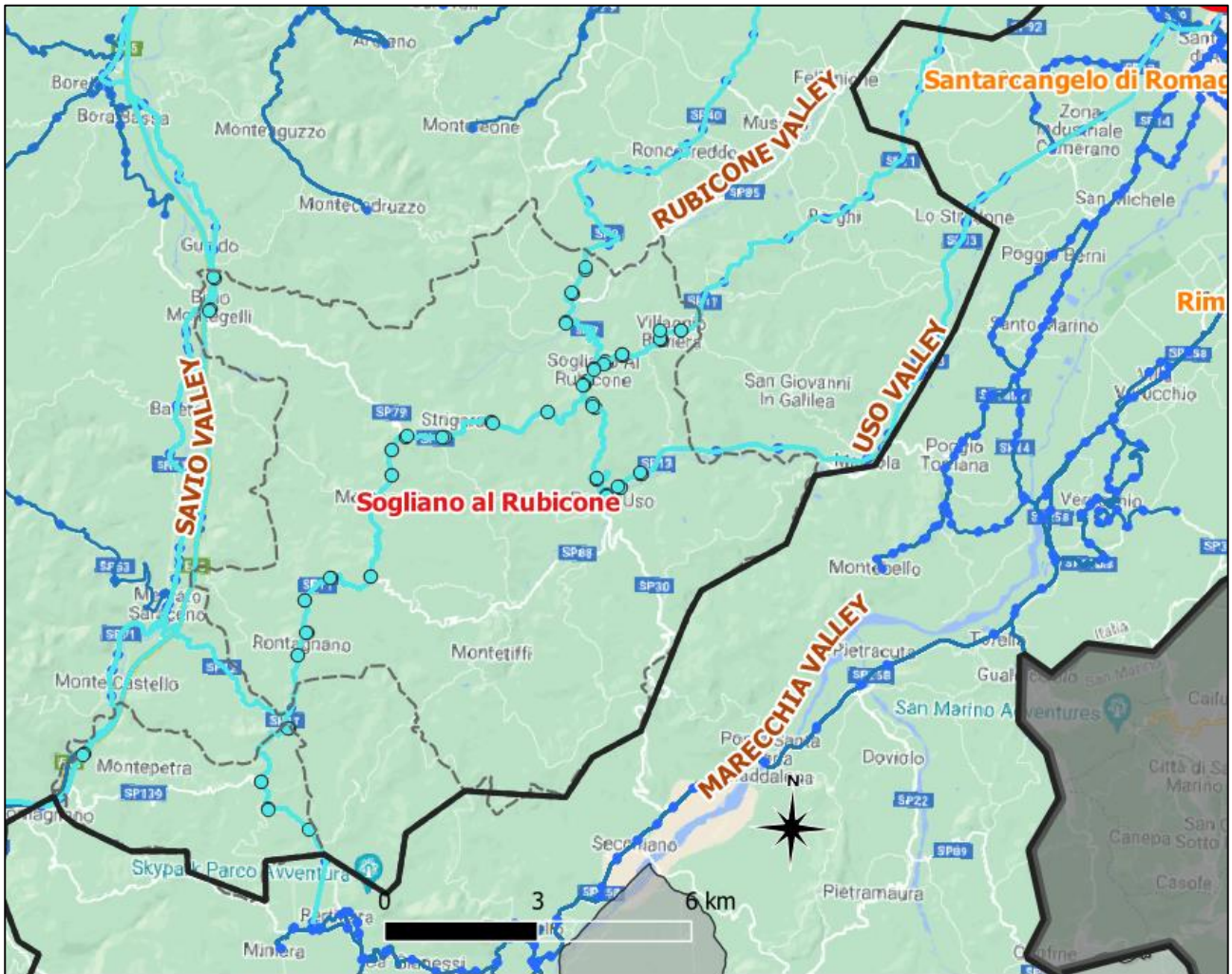


Figure 15. Local Bus Public Transport Network (reference year 2019) - zoomed view of the ETP core area. Elaboration on data provided by AMR

In general, the bus lines going through the ETP area are providing connectivity especially along the directions heading towards/from main centres of the surrounding area located in the Forlì-Cesena province (especially), the closely located Santarcangelo di Romagna and Cesena. Nonetheless, a line is also linking to Santarcangelo di Romagna (going through the Uso Valley) and then, reaching to the coast in Rimini.

In this purpose, the following Figure 16 represents the overall number of departures at bus stops located within Sogliano al Rubicone municipality within different 15-minute intervals between h 4 a.m. and 12 p.m. distinguishing between working days and holidays/Sunday. Obviously, during working days it is to ascertain a peak in the morning, which is particularly significant and concentrated in the early-morning hours.

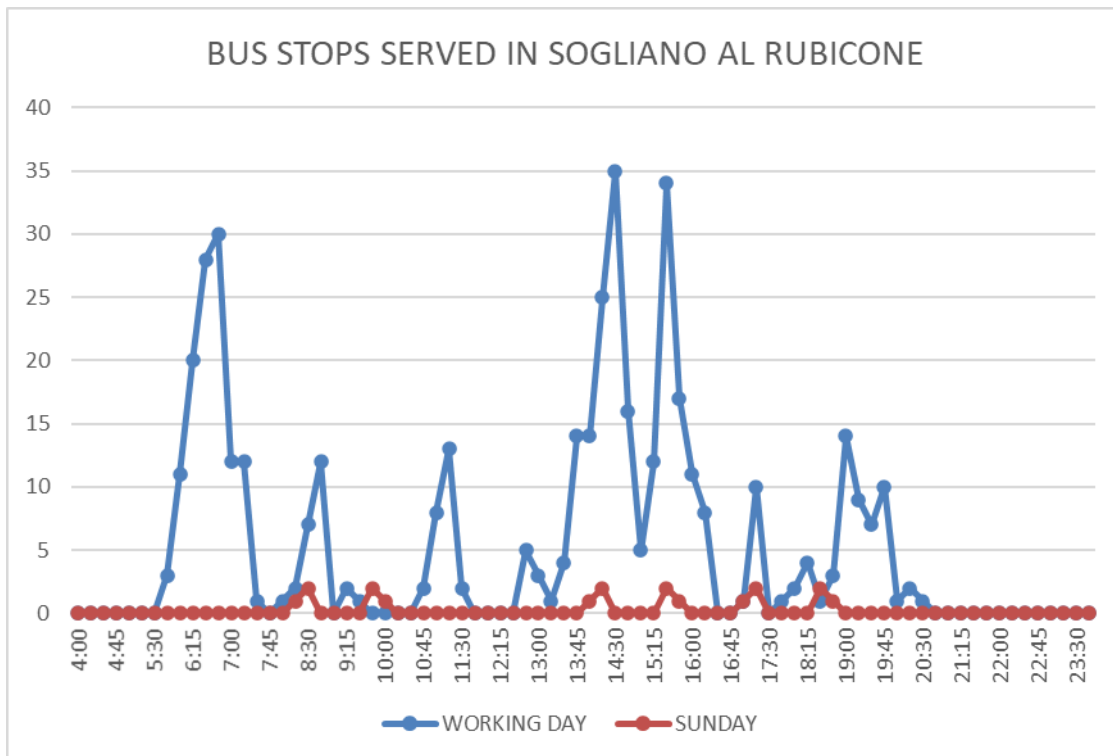


Figure 16. Number of departures from the bus stops in Sogliano al Rubicone during different 15-minute intervals on a working day and on Sunday (reference year 2019). Elaboration on data provided by AMR



4.2. Accessibility

The multimodal accessibility of the analysed area can be represented through an isochrone map (i.e. a thematic map that shows the areas reachable from a certain point within different time thresholds). In particular, the following Figure 17 and Figure 18 show isochrone maps based on bus transit travel times computed using the routing engine OpenTripPlanner. In general, these isochrone maps show a remarkable variability between different parts of the day (for instance peak versus off-peak hours).

In particular, they allow to ascertain the key direction where a certain level of multimodal accessibility is ensured with particular reference to peak-hour conditions during working days. For instance, a certain level of connectivity can be seen in the connection towards Savignano sul Rubicone and with increasing travel times to Savignano, Cesena and also Rimini. On the other hand, during off-peak period (e.g. also h 9.00 as from Figure 18) the multimodal accessibility is strongly reduced.

The representation in Figure 19, instead, is obtained by applying the same methodology and tools to car-only trips. Obviously, the resulting representation is covering wider areas due to the higher speed especially if compared to the different steps to be carried (reaching the bus stop and waiting and running times).

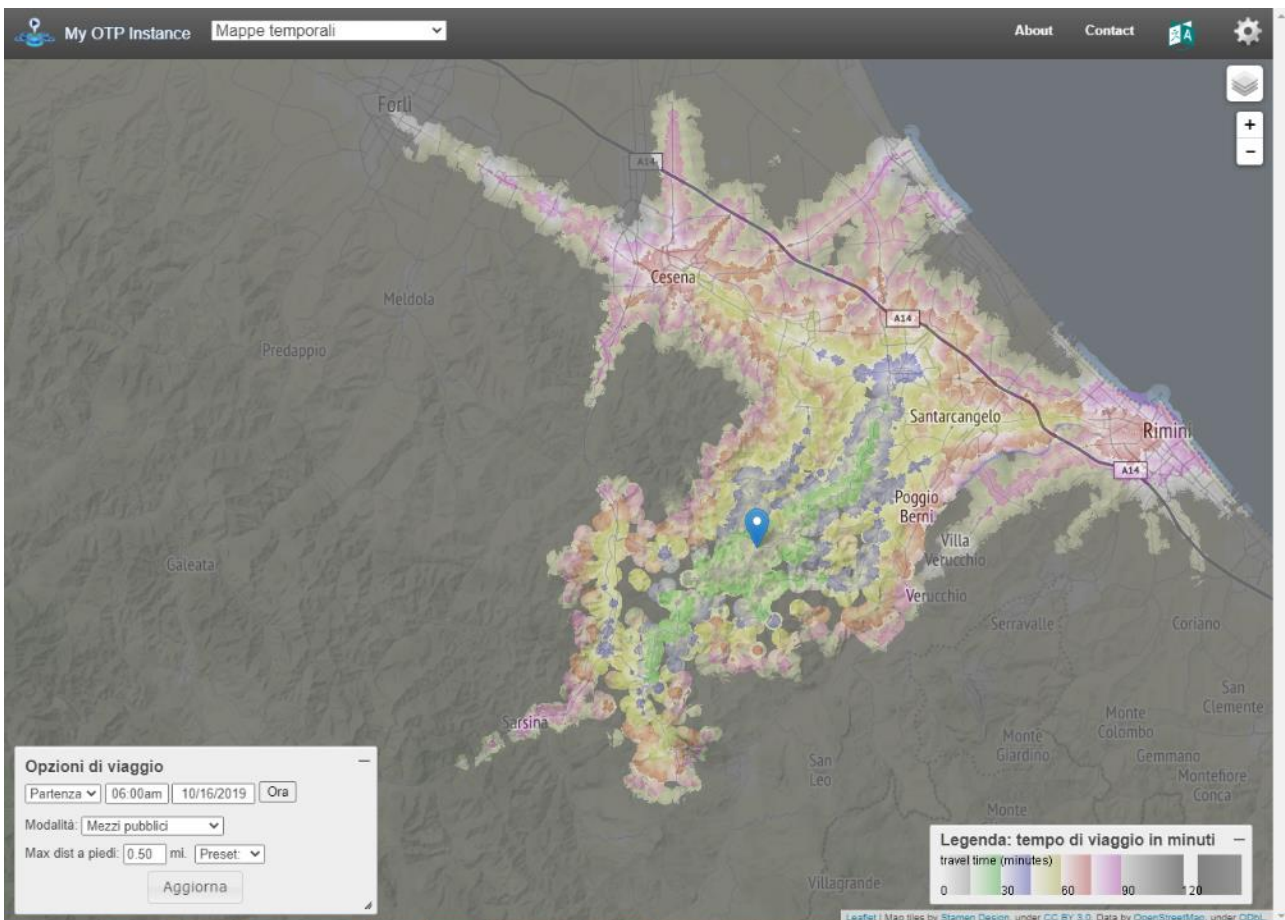


Figure 17. Example of isochrone map of the accessibility of Sogliano al Rubicone using bus service during the morning peak-hour (reference year 2019). Elaborations using OPENTRIPPLANNER on data provided by AMR and OpenStreetmap

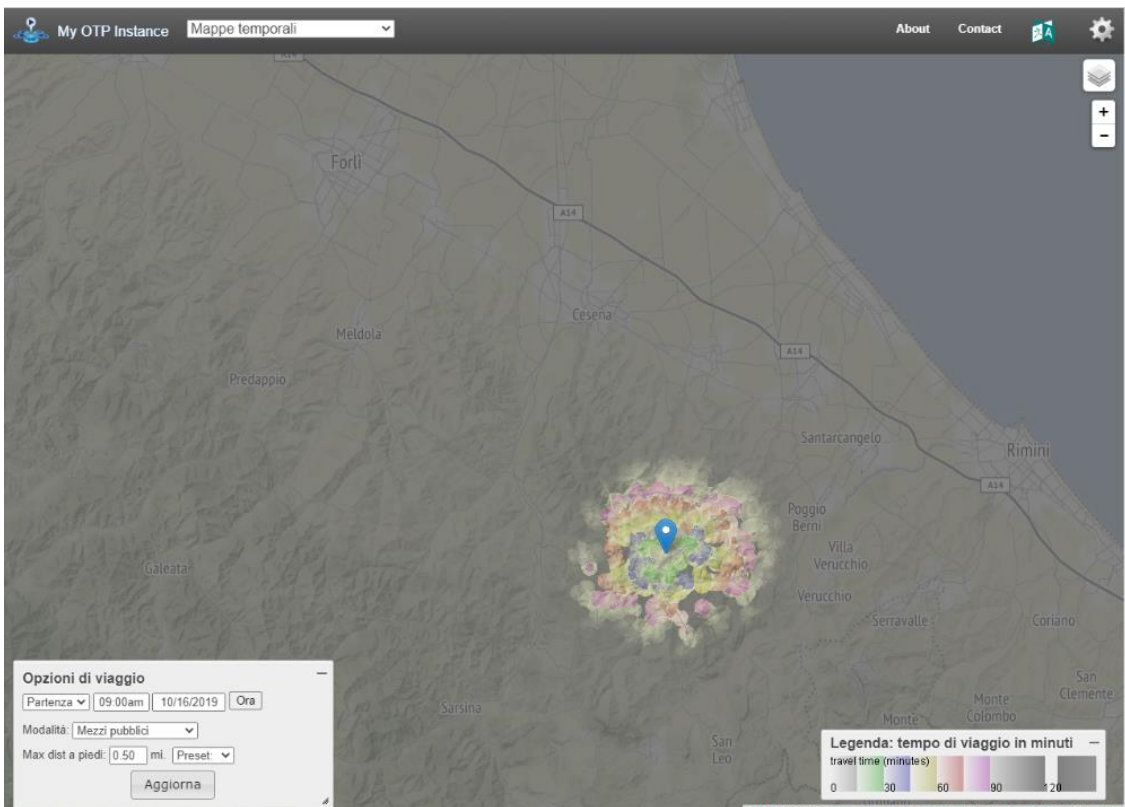


Figure 18. Example of isochrone map of the accessibility of Sogliano al Rubicone using bus service during the morning off-peak hour (reference year 2019). Elaborations using OPENTRIPLANNER on data provided by AMR and OpenStreetmap

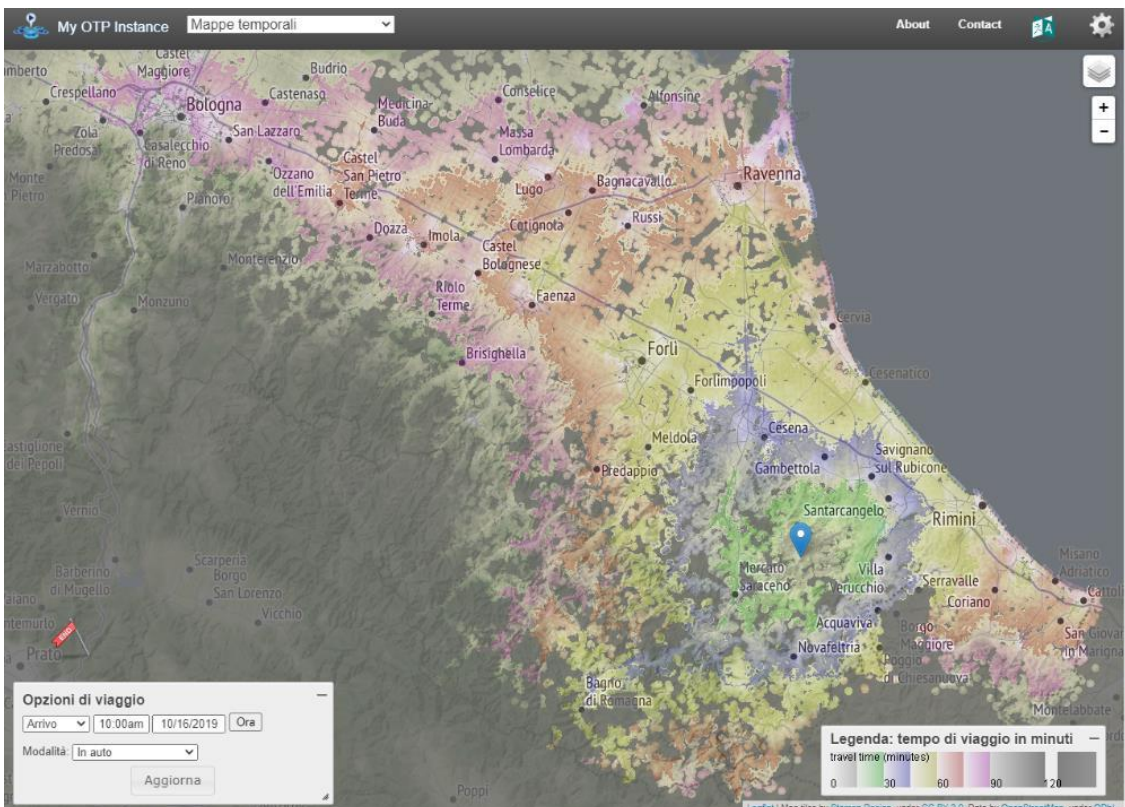


Figure 19. Example of isochrone map related to the accessibility by car of Sogliano al Rubicone (reference year 2019). Elaborations using OPENTRIPLANNER on OpenStreetMap data



5. Mapping the governance framework and relevant actors

5.1. Planning and regulatory framework

As far as the regulatory framework is concerned, first of all, it is to recall that it is the result of a complex and still ongoing reform process that in Italy the Public Transport sector, which started in 1997 with the National Acts (law 59/1997 and Legislative Decree 422/1997), implementing the EU Directive 1831/1991.

Through the years such reform process has been accompanied by various national provisions implementing the subsequent EU regulations (e.g. EU Reg. 1370/2007 and EU directive 2012/34) also marked by the establishment - with the Legislative Decree of 201/2011 - of ART (“Autorità di Regolazione dei Trasporti”), an authority body part of the regulation of public utility services aimed at guarantee, at a national level, the quality of mobility of passengers and the efficiency of the transport system. A key goal of the reform was in fact the shift from a concession-based system to a competitive tendering one, to be managed by Regions and the Local Administrations and supervised by ART.

In Emilia Romagna the key regulation implementing the decentralization of the transport planning is represented by the Regional Decree 30/1998 which introduces, among the others, the regional tariff system (Stimer/Mi Nuovo) based on a common zoning of the overall territory. In terms of planning, the most relevant document is the **Integrated Regional Transport Plan** (“Piano Regionale Integrato dei Trasporti - PRIT2025”) whose latest release has been adopted in July 2019.

At a local level, in the early 2000s was established - as an instrument for governing the public transport system - the Agenzia Mobilità Romagnola (AMR), a consortium owned by all the Local Authorities of the Provinces of Ravenna, Forlì-Cesena and Rimini.

The role of AMR is to design, develop and coordinate collective mobility services by combining the needs of those who establish mobility strategies (local authorities), those who use the services (citizens) and those who provide them (operators), in a perspective of greater environmental liveability.

Among the activities carried out by the Agency, find place the definition of the mobility needs of the inhabitants of the three provinces, the transport services planning, the performing of tender procedures as well as the management and monitoring of service contracts.

In the framework of the planning and management of local public transport services, AMR administrates more than 23 million kilometres travelled yearly.

With reference to DRT services, within the provinces addressed in the present ETP, already two experiences have been developed and are currently operated. In particular, they are related to the territorial context of Marecchia and Conca within the Rimini province:

- “Concabus” started in 2009 and currently operated in 7 municipalities of Conca Valley (Coriano, Gemmano, Mondaino, Montegridolfo, Morciano di Romagna, Saludecio e San Clemente), during working days and on Saturday morning”. In recent years the services have seen a growing level of number of both users and kms service, with the exception of 2020 (obviously due to the contingencies related to the COVID-19 pandemic). On top of this positive outcomes, starting from 2017 an additional DRT service called “Concabus Misano has been activated in the municipalities of Misano Adriatico and Riccione in the coastal are, which are well-known touristic destinations in the Adriatic Sea coast.



- “VALMA BASS” started in 2012 and currently operated in the municipalities of Poggio Torriana, Santarcangelo di Romagna and Verucchio in Val Marecchia within the surroundings of the present ETP. The service, also in this case, is operated on working days as well as on Saturday morning.

Moreover, in order to complete the overview of “Ambito Romagna”, it is also to report two experiences developed within the Ravenna province. They include DRT services carried out in:

- The municipality of Riolo Terme, where starting from 2020 in the summertime timetable 6 time slots with DRT service have been introduced;
- The municipality of Ravenna with particular reference to the southern extra-urban context (esp. the settlement of San Pietro in Vincoli); This recently developed example (operating as from 2020), differently from the other ones, is supported by an ICT platform allowing the user to book and plan itineraries. Moreover, it is characterised by a high degree of flexibility (neither routes nor runs are pre-determined).

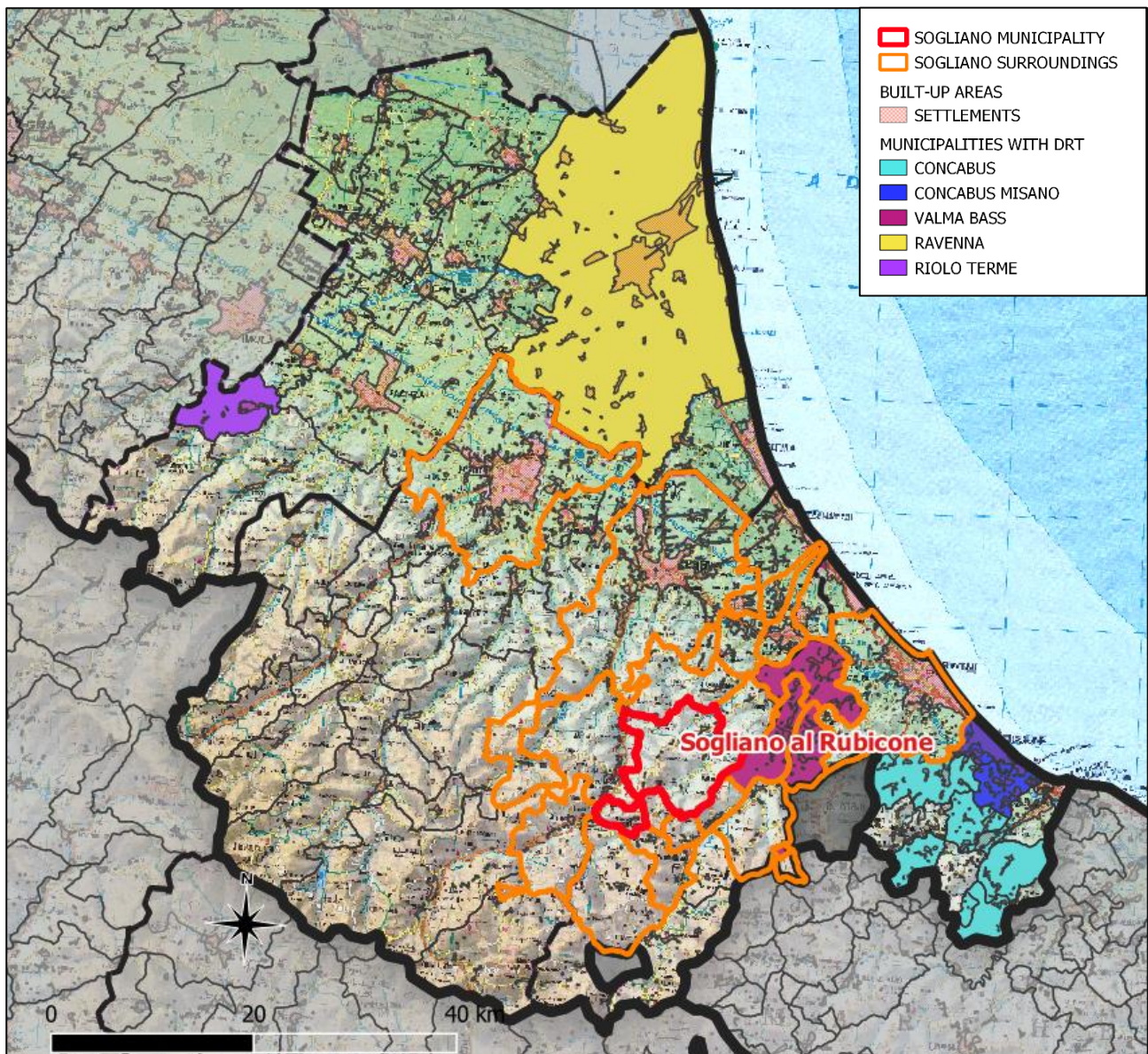


Figure 20. Municipalities where a DRT service is operating within “Ambito Romagna” territorial area



5.2. Identification of Stakeholders and key target groups

With reference to the stakeholders to be involved as to ensure a successful development of the action plan and possible follow-up service, different categories are to be considered (see the following).

First of all, the institutional level includes, in addition to key actor represented by the Municipalities, starting from the one of Sogliano al Rubicone. Another relevant institution is undoubtedly the provinces of Forlì-Cesena and Rimini as well as the Emilia Romagna regional administration

Obviously, the actual implementation will require a close cooperation with AMR (which is involved as ETP participant in the Smacker project).

Moreover, taking into account the specific goal of addressing the needs of specific user category users (e.g. elderly), different players and associations operating in this specific fields are likely to provide a relevant contribution to the further steps.

SMACKER TARGET GROUPS	REPRESENTATIVES
LOCAL PUBLIC AUTHORITY	Municipality of Sogliano, Union of the Municipalities of Savio Valley, Union of Municipalities “Rubicone e Mare”
REGIONAL/LOCAL PUBLIC AUTHORITY	Province of Forlì-Cesena
INFRASTRUCTURE AND (PUBLIC) SERVICE PROVIDER	START Romagna SpA, La Romagnola Scs Onlus, Autoservizi Merli di Nanni & C. s.n.c
GENERAL PUBLIC	Borough councils in Sogliano al Rubicone
EDUCATION/TRAINING CENTRE AND SCHOOL	Istituto comprensivo di Sogliano al Rubicone
OTHER	...
SME	Sogliano AMBIENTE
HIGHER EDUCATION AND RESEARCH	
SECTORAL AGENCY	AMR S.p.A.
INTEREST GROUPS INCLUDING NGOS	AUSER, ASP (“Azienda Servizi alla Persona”), Social Cooperative “La Finestra”
NATIONAL PUBLIC AUTHORITY	/
LARGE ENTERPRISES	/



INTERNATIONAL
ORGANISATION, EEIG
UNDER NATIONAL LAW

/

Table 5. Key target groups and stakeholders.



6. SWOT analysis

Summarising what previously described, a SWOT analysis (see the following table) allows to provide a synopsis of different aspects (strengths, weaknesses, opportunities and threats), thus paving the way following ETP Smacker technical activities related to the Action Plans development.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Existing multimodal transport network • Relevant basin of (also potential) demand specifically related to certain time slots 	<ul style="list-style-type: none"> • Appeal and accessibility of the private car alternative • Difficulties of traditional public transport in matching the need of (potential) users (e.g. frequencies and travel time) with particular reference to off-peak hours • Limited multimodal accessibility, esp. towards certain direction and for specific settlements within of the analysed area
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Synergies with services for commuters for studying purposes • Addressing the impaired and elderly potential users and/or tourists 	<ul style="list-style-type: none"> • Declining demographic pattern • Future developments of COVID-19 pandemic

Table 6. SWOT analysis

Obviously, a key weakness point for the choice of intermodal solution is related to the higher accessibility and performances associated to the car alternative. In this regard, it is also to report some internal weaknesses of the current bus service in terms of frequency and timing, especially with reference to off-peak hours. These aspects are particularly evident (see isochrones map in previous part of this report) with reference to the western part of the analysed area.

Among opportunities to be underlined are related to lacking specific connection (as further detailed in the following points). Moreover, possible improvements are also related to further addressing the needs of specific (potential) users' category such as the elderly people, thus giving also a particular relevance from the social point of view to the present initiative, and/or tourists.

Potential threats could worsen specific weaknesses related to the higher appeal of car-related alternatives. More in general, an element potentially bringing some uncertainties in the following months is obviously related to the future developments of the COVID-19 pandemic.

Looking into detail to specific needs also ascertained through the interaction with the involved stakeholders, the following needs are outlined.

With reference to **commuters' mobility** should be distinguished the connections towards other municipal territories from the connections within the municipal territory and its hamlets.

Regarding the connections with other municipalities the highest commuting demand, especially represented by secondary school students - has Cesena and Rimini as travel destinations. There, the public



transport offer settles travel time of 60 minutes or more (refer to Figures 7-8 and Figure 17); in particular, the connection with Cesena and Forlì results weak and the municipal administration of Sogliano highlights the need to foster the exchange with E45 route by improving connections and interchanges of extra-urban lines at Bivio Montegelli as well as by exploiting the SP79 road which is currently not served by public transport services. Another particularly relevant point is represented by the fact that the comprehensive institute of Sogliano groups 14 schools also located in neighbouring municipalities. Other important connections resulting weak are those between smaller hamlets of the municipal territory (e.g. located on the SP30 road) and Cesena, as well as the connections between the municipal territory (e.g. Montetiffi area) and Novafeltria (province of Rimini), where an important offer of secondary schools is also present.

Regarding the exchanges within the municipal territory, they result not optimal and need to be improved in all the locations even if already served by public transport services (e.g. Bivio Montegelli, Sogliano, Ponte Uso and Rontagnano).

With reference to the **occasional mobility**, it is pointed out the need to support the multimodal accessibility during the off-peak hours to the urban center of Sogliano (e.g. where the municipal offices and other services - such as sanitary assistance hubs - are present) and on market days (Thursday for Sogliano and the other days for the markets of Santarcangelo, Mercato Saraceno, Cesena, Savignano sul Rubicone). In addition, it is also unsatisfied the peak-off demand related to the leisure trips enabling the improvement of the quality of life of some groups of population (esp. regarding students, housewives, retired etc.) allowing access to services and entertainment.

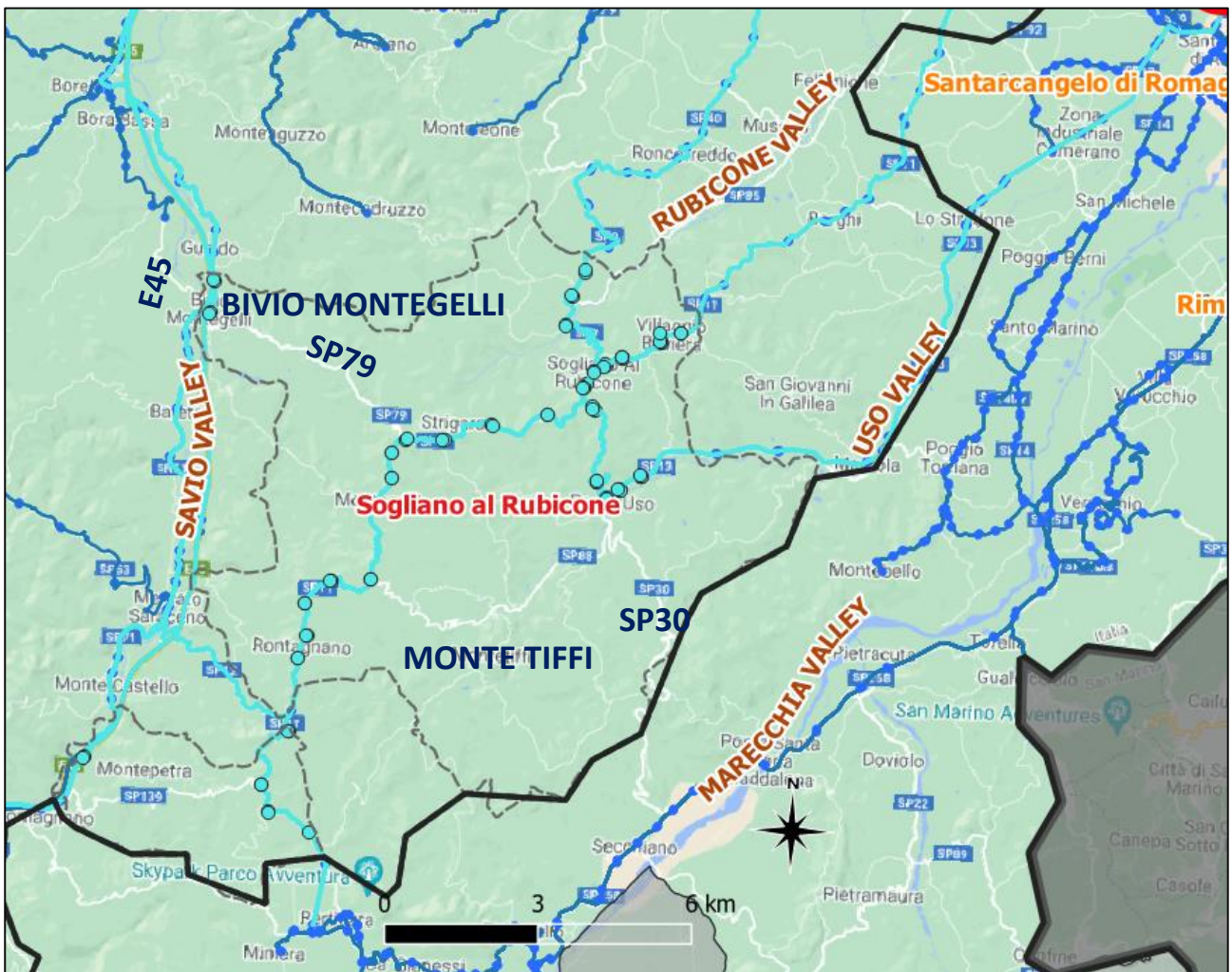


Figure 21. PT network and connectivity needs in the analysed area



7. Policy challenges

The policy challenges are related to the need to prioritize the sustainability of transport system by designing cost-effective public transport services also in rural areas (i.e. with low demand), which is the issue that motivates the participation to the Smacker ETP programme of AMR - as one of the entities directly affected by the decision-making and organizational process of public transport.

As a side cultural challenge finds place the necessity to introduce innovative technical solutions and new organizational models for public transport system without neglecting the need to serve also the elderly population that requires a traditional approach to the use of services (e.g. for booking services).

The aforementioned issues are in synergy with the necessity of deepening the know-how concerning DRT services (in terms of planning, optimization of existing services, innovation for ICT platforms solutions, etc.) and the development of a medium-term plan for the implementation of innovative transport solutions in its territory of competence, especially in peripheral areas who represent a recurrent context in “Ambito Romagna”.

The policy objective of AMR is then to ensure the provision of transport service in low demand areas to certain citizen groups or/and in certain conditions (e.g. elderly and disabled), by introducing innovative DRT services. In this sense, is envisaged the necessity of deepening the following technical aspects:

- the level of competition with traditional local transport services (mainly related to the service costs) and the possibility to be integrated with it;
- the flexibility of the solutions even considering proper scheduling and routing;
- knowledge of the market of technological supports (software/platforms) also enabling efficient reporting procedures;
- compliance of the solutions with “fragile” population (elderly, disabled, etc.);
- development of proper communication plans ensuring public acceptance/consensus as well as trainings for increasing the skills of the relevant actors (e.g. administrative, organizational and institutional issue, as well as juridical and legislative framework issues);

In this framework, the context of Sogliano al Rubicone municipality and related surroundings has been addressed as to showcase a typical case study who can become a “reference model” offering useful lessons learned which can be generalised and further replicated and suggested to other local authorities (Municipalities, Provinces).

In particular, the analysed example has allowed to ascertain some shortcomings in the PT accessibility that are inherently related to challenges posed by low-demand rural context, especially in mountainous areas. These challenges are not easily met by viable traditional services (with fixed route and timeplan) especially out of the case of peak-hours services in working days particularly tailored on the need of commuters for studying purposes. In addition to these general issues, some specific gaps in the multimodal accessibility of Sogliano (also related to its geo-morphological positioning with respect to the transport network and disperse settlement patterns) have been outlined.

In this purpose, an innovative DRT services backed by ICT tools and developed with a particular attention of addressing and involving stakeholders could provide a remarkable added values in addressing the existing gaps and shortcomings. Moreover, it can benefit especially those categories not in condition to use the car and, more in general, contribute to alleviate the car-dependency of residents in the analysed and similar contexts in the Emilian-Romagnolo Apennines valleys and ridges.



8. Conclusions and addresses for the Action Plan development

The present deliverable, within the SMACKER project, has addressed the ETP area of AMR (“Agenzia Mobilità Romagnola”) focusing on the Municipality of Sogliano al Rubicone as well as related surroundings. The analysis of this specific context, in fact, it is meant to provide a remarkable example in the analyses of the needs of low-demand rural areas such as the valleys and ridges of the Romagnolo Apennines and possible innovative and flexible solutions such as DRTs.

To this end, the analysis of the current situation described in the present deliverable has outline relevant needs in terms of multimodal accessibility and connectivity, especially beyond peak hours and commuting trips such as those for studying purposes. Matching with other mobility needs (e.g. visiting to specific point of interests for performing different kinds of activities, ranging from social ones to shopping, practising sports, tourism etc.), which imply a more fragmented and limited level of demand, traditional PT. Nonetheless, it is highly important in order to tackle the car-dependency and alleviate the social needs and well-being of specific categories especially those not in condition to use the car (e.g. elderly, youngsters, etc.)

In order to tackle these challenging issues, the Action Plan to be developed (as a further step of the ETP activity) should elaborate on innovative DRT solutions:

- Complement the current PT supply, as to improve multimodal accessibility;
- Addressed the needs of residents, with particular reference to specific categories that particularly in the need of solutions not implying the possibility of using of a car;
- Pivoting on innovative ICT tools for facilitating and smoothing the information provision about the DRT services and their usage.



9. References

- ISTAT national census data
- Emilia Romagna Region Statistics Unit
- OpenStreetMap



10. Annexes

10.1. Annex 1 - Stakeholders list

See attached file [ANNEX_1_Stakeholder_List_en_SOGLIANO.xlsx](#)