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Dear Reader,

I am very pleased to welcome you to the third issue of LIFE+ PERHT Newsletters!

As mentioned in previous newsletters, one major actions planned by the PERHT project is the achievement of load/unload areas in the old town center of Treviso.

Following targeted controls by city police, which reported improper use of such areas by users, with reference both to the conditions of use (not for load/unload operations) and to the parking duration (exceeding the maximum time of stay, i.e. 20 minutes), the need for a rearrangement of such areas urgently arose.

Moreover, existing load/unload areas had same dimensions as standard parking lots, making them unsuitable for



trucks, which were compelled to park on the pavement.

From a quick comparison with other Italian cities, it has turned out that in Bologna, for example, only 400 out of 9000 pay and display parking lots in the old town centre are reserved to load/unload operations, while in Treviso approximately 300 out of 2500.

After deep analysis, there was a redistribution and reduction of such areas: their number had been limited from 291 to 169, and their size had been adjusted accordingly.

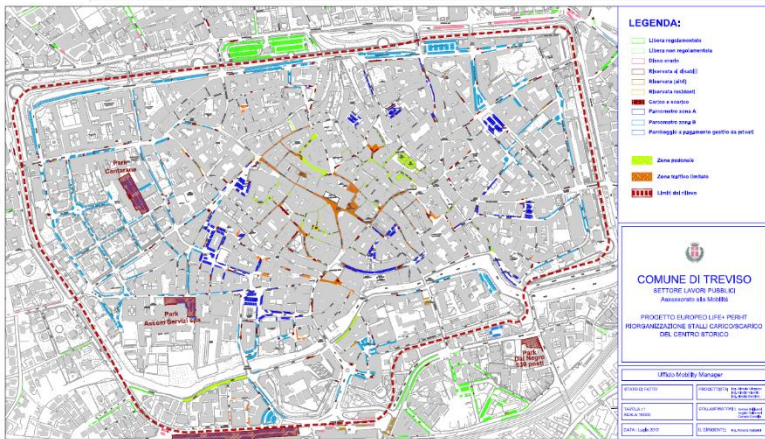
This redistribution allowed saving several lots, to be converted in to pay and display parking lots, disc parking or resident reserved.

While renewing our warm invitation to follow us through this newsletter, through the project website and any public project event, we would like to thank you in advance for your kind interest in our PERHT project and for any comment or suggestion you may want to let us have to improve our efforts and work.

*Marco Dall'Agnol
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on behalf of PERHT Consortium*

Re-distribution of freight lots in Treviso

Road works for the redistribution of freight load/unload areas in the old Treviso town center were executed by MOM "Mobilità di Marca" company, which is the PERHT project Coordinator, in cooperation with technicians from the Coty Administration, starting from last month of past year, and finalized in January 2014.



As a result, the number of such parking areas has been reduced; however, their dimensions are at last adequate to host commercial vans. Their location was evaluated based on a critical analysis of actual needs of both district and business.

On the execution of such re-distribution works, other typologies of parking lots reserved to other classes of users were analyzed and reexamined: for instance, those reserved to chemist's were converted into disc parking.



The innovative "I-Park" PMS architecture

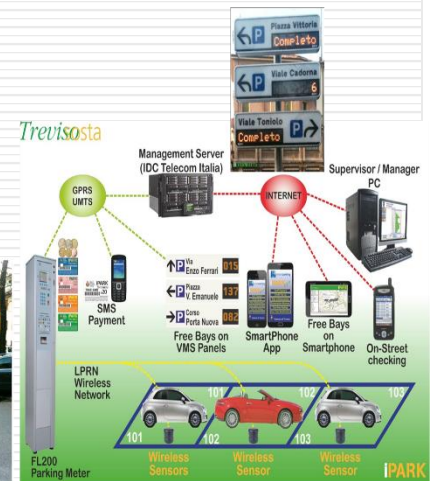
On the whole, following new parking lots have been identified:

- 40 new disc parking lots;
- 14 new resident-reserved lots;
- 18 new pay and display parking lots.

CONTEGGIO VARIAZIONE PARCHEGGI CENTRO STORICO			
	STATO DI FATTO	PROGETTO	DIFFERENZA
PARK A	701	725	24
PARK B	1686	1680	-6
CARICO / SCARICO	291	169	-122
RISERVATO RESIDENTI	86	100	14
RISERVATO ALTRI	53	40	-13
DISCO ORARIO	12	52	40
TOTALI	2829	2766	-63

Monitoring application

With reference to the occupation rate and duration, the IT platform currently in use for the monitoring of pay and display parking has been extended to manage also load/unload parking areas, aiming to optimize Perht intervention and monitoring operations, by positioning new inductive sensors.



From now on, the operators responsible for the monitoring of the usage of load/unload area can work with a new dedicated software management tool able to generate real-time notifications for improper usage of such parking lots.

Thanks to the results provided by this enhanced tool, the City Administration will then be able to reevaluate the location of load/unload areas, with the purpose to optimize the usage and performance of such a kind of parking modality.

This application is accessible from any electronic devices connected to the Internet, upon user authentication.

We will keep you updated on the progress of the project and on any developments and achievements.

Contacts

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Link to PERHT website