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Dear Reader,

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

PERHT has completed its second year of activities and achieved a number of intermediate results, which we would like



to share with you through this newsletter. Among them, the operative installation the three **Bike Stations** that provide secure bicycle parking. Bicycles must be

locked to a rack using a high quality lock. Secure Bicycle parking facilities are locked and accessible only via a

personal access card. The card allows the user access 24 hours a day, 7 days a week. Biking is booming in Treviso thanks to an expanding network of bike lanes and greenways. As

more Treviso peoples discover the joy and efficiency of riding a bike, secure

bike parking becomes increasingly important.

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 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
Mobilità di Marca
the PERHT Project Coordinator
on behalf of PERHT Consortium*

Bike Stations Service

Bike stations are meant to be a safe place to park own bikes while

commuting means of transportation. Hence, it comes out that the most convenient place to set up a bike station is near train stations, parkings, etc. Such a facility (which goes by names such as *bike stations*, *bicycle*

centers or *cycle centers* among many others) could be as simple as a lockable



Intervento del Progetto PERHT - Parking green services for better environment in historic towns
co-finanziato dal Programma comunitario LIFE+ (contr. n. LIFE11 ENV/IT/015)
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bike cage or shed or as complex as a purpose-built multi-level building: the common purpose is that they provide secure bicycle parking. In terms of secure access to prevent theft or vandalism, a bike station could have on-site staff during the day, and a gate or door secured by key or by electronic card access.

The three bike stations were installed near:

- **Station FFSS;**
- **Parking Foro Boario (Stadium area);**
- **Parking Miani;**

The bike stations location has been identified in order to strengthen of intermodal park and ride and, in general, the integration between private transport mode (car) and sustainable mode (use of bikes for individual transport and in the second option in the collective transport).

The use of the bicycle as a mode of individual transport was associated, in fact at design, a competitive rule in comparison with the use of bike sharing. Furthermore the rule of bicycle in the co-modality chain was associated, during the A.1 phase, at the execution of last mile movements with transport by private car or by train rather than inter-modality with the urban public transport service.

In detail, the bike station at the Foro Boario parking (Stadium) and parking Miani go just to strengthen the role and, therefore, the level of use of these areas as points of interchange with the private car to reach the city center:



Figure 1. Station FFSS



Figure 2. Parking Foro Boario

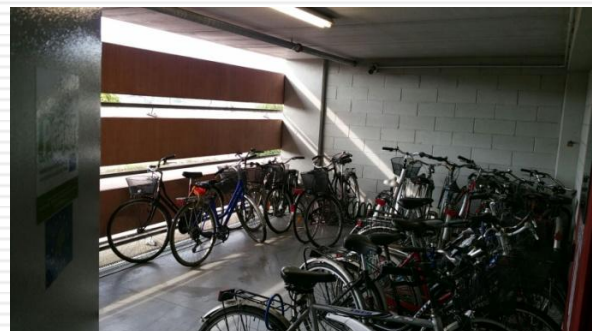


Figure 3. Parking Miani

it is noted, in this regard, that the car park at the Stadium is characterized by wide availability of free parking spaces, and at present there are still some availability. In reference to the parking Miani the establishment of a Park & Ride (car - bike) it also, will strengthen the current public

transport service with the ability to serve two types of different users: the users who want to reach final destinations closer or who want to privilege the bicycle can leave their vehicle in the protected area while in others (longer trips , winter season with the presence of adverse weather conditions , etc.) can use the public transport.

In these two cases, the aim is therefore to bring together the demand for mobility from peripheral areas and suburbs to the city center. This will encourage the modal shift and will increase the bicycle use in the last mile moving from only private vehicles use. This would result in traffic decongestion in the central area and in the immediate nearby.

The bike station that was installed at the Railway Station, rather, serves to promote intermodality between bike trips from the city center and the areas immediately next to the station itself and the rail service and, therefore in this case, we want to answer the question of mobility from the center to the municipalities and surrounding areas (eg commuting from the city for work or study).

From the analysis carried out in the activity A.1 it appear limited in the number of trips that involve more than two vehicles (for example moving car to the parking Miani with subsequent use of



the bike to reach the Railway Station) or the number of users interested in moving the bike from one location to another.

Third Annual Workshop

The third annual workshop of the project titled "Smart Mobility Governance: pianificazione, tecnologie e servizi di mobilità condivisi" was held in **Firenze** on **December 2nd, 2015**. The workshop was an opportunity for the presentation of project results promoters (EU-LIFE+ PERHT, EU-ENPI CBC MED RAMUD, AREZZO SMART), policies and initiatives in place in the government of mobility and current and future trends. The workshop was attended by an audience of around 50 participants, representing Public Authorities, Transport Operators, Mobility Agencies and ITS experts coming



from different Italian Regions. The workshop proved to be a very good opportunity for fostering discussion among the different actors involved and, especially, for creating synergies with different projects and initiatives.

SEMENARIO	
"SMART MOBILITY" GOVERNANCE: PIANIFICAZIONE, TECNOLOGIE E SERVIZI DI MOBILITÀ CONDIVISI	
FIRENZE FIERA PALAZZO DEGLI AFFARI - PIAZZA ADUA - 1, FIRENZE	
2 DICEMBRE 2015	
Apertura dei lavori e benvenuto	SmartMobility: applicazioni e servizi condivisi
10.00 Benvenuto - G. Coladoro, MCM Treviso	14.00 Centro dei Servizi flessibili e condivisi: uno scenario possibile - G. Ambrosino, GAConsultancy
10.15 Il Progetto LIFE+ PERHT - M. Dall'Agnol, MCM Treviso - A. Liberato, MemEx	14.30 "Arezzo Smart"; i servizi integrati di mobilità per la città di Arezzo. - F. Fabini, ATAM; R. Bernardini, Comune di Arezzo - S. Gini, MemEx
MODERA IL SEMINARIO: PIERO SASSOLI, TIZIEME SPA	15.00 BOOTCAMP: spin off della mobilità in Treviso - A. Scocozza, Università di Venezia
Pianificazione e governo della "smart mobility"	15.30 Smart City, tecnologie e partecipazione - W. Nunziati, Magenta srl, Firenze
10.30 Mobilità e stili di vita: l'approccio del Progetto Europeo H2020 MIND-SETS - C. Sebille, J2S2, Roma - L. Pickup, Vectra, London (In attesa di Conferma)	Conclusioni
11.00 Coffee Break	16.00 Conclusioni e sintesi dei lavori - P. Sassoli, TIZIEME
11.15 I piani urbani della mobilità sostenibile: dall'iniziativa europea CIVITAS alle pratiche nazionali - E. Saporiano, TRT, Milano	
11.45 Governo della Mobilità Urbana e piano delle tecnologie ITS: risultati del progetto ENPI CBC MED RAMUD - G. Ambrosino, GA Consultancy, Livorno - M. Pellegrini, M. Pessagno, TIZIEME	
I risultati del Progetto PERHT	
12.15 I servizi di mobilità e i sistemi sviluppati nel Progetto PERHT - M. Magagnoli, A. Barbiero, Comune di Treviso - S. Crocetti, MCM, Treviso	
12.35 La piattaforma di infomobilità TREVIMOVE: social media e feedback degli utenti - M. Boero, G. Pastorello, Softeco Sismat	
13.00 Discussione	
13.15 Pausa Pranzo	

Per maggiori informazioni e registrazione al Workshop (gratuita ma obbligatoria per motivi logistici) inviare una email a irene.ortelli@memexitaly.it entro il 25 Novembre 2015



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