

**European Co-operation  
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**COST 342/18 - I**

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## **Management Committee COST 342**

### **Parking Policy Measures and their Effects on Mobility and the Economy**

**Subject:** List of case studies - Italy.

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## ITALIAN CASES - PROVISIONAL LIST OF CASE STUDIES (15 June 2000)

With reference to the scheme adopted by the French delegates, we have elaborated a list of possible case studies for which it seems interesting a preliminary investigation.

We have chosen 14 cities, that differ for sizes, population and geographical contest representing a very wide range of situations (also from the inhabitants' behaviour point of view and the level of public management) that are listed in Table 1.

The cities selected can be subdivided into four classes with respect to their population. We have 4 cases of little-medium size cities, 4 cases of medium size towns, 2 cases of large towns and finally 4 very large towns belonging to more extended metropolitan areas, as summarised in this prospect:

Size class (inhabitants)	Name of the city
50.000 -200.000	SI, BS, PR, PG
200.000 - 500.000	BO, FI, PD, TS
500.000 – 1.000.000	GE, PA
over 1.000.000	MI, NA, TO, RM

Some general information about the choice.

- All the cities selected – except Palermo and Trieste – have introduced in recent years, from 1995 onward, a more or less extensive on-street paid parking policy. This is a common issue independently from the political colour of the local administrations which has been urged on one side by growing congestion situations experienced in large towns and on the other by the necessity to protect historical centres especially in little-medium cities.
- The sample presents some cases of cities that have introduced on-street parking tarification, shifting from or dismantling previous hard demand restrictions measures (as Traffic Limited Zones –ZTL) in the city centres as in the case of Torino and Milano, with respect to other towns that have maintained or even strengthened these limitations (Brescia, Bologna, Roma, Perugia, Napoli, etc.).
- Some administrations have conceived the introduction of on-street paid parking not only as a mobility management policy but also – or primarily – as an easy tool to raise funds to support specific programs for the construction of off-street public parking infrastructures (Torino and Brescia, in particular). In this respect we have very successful cases.
- In all cases parking policies can be correlated and evaluated with respect to a more general urban mobility planning tool that has been introduced by the Italian legislation from 1995 (compulsory for all towns over 30.000 inhabitants) named Piano Generale del Traffico Urbano and specifically intended to manage in a very flexible manner on a short term (updating every 2 years) all traffic related items in urban contexts.

Each of the above selected town has been contacted and involved in the Cost program by the invoice of the “Framework for inventory and analysis” (COST 342/10 rev1.) document. We are now collecting answers from authorities.



Themes	Town/Cities														
	Siena	Brescia	Genova	Napoli	Palermo	Perugia	Torino	Bologna	Firenze	Milano	Padova	Parma	Trieste	Roma	
Population (000)	55	190	650	1050	690	150	920	380	380	1310	210	170	220	2.650	
Information	X	X	X			X	X	X		X				X	
Enforcement			X	X		X	X	X	X	X	X	X		X	
On-street supply	X	X	X	X	X	X	X	X	X	X	X	X		X	
Off-street supply	X	X	X	X	X	X	X	X	X	X	X	X	X		
Parking management	X	X	X			X	X	X				X		X	
“Innovative” control device								X						X	
Private residential parking				X	X	X	X	X	X	X	X		X	X	
Private non-resid. parking			X				X			X		X	X	X	
Park and ride		X					X	X	X	X				X	
Mobility data	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Economic data	X	X					X			X					

X	Established effects on mobility or economy (existing surveys, data or studies) or supposed experience
X	Most important topic(s) to be learned from the city