

## THE CITY

Pavia, Italy  
72,205 inhabitants



Pavia is located in the Lombardy region, 35 km south of Milan, along the Ticino river. The municipal territory stretches for 63.24 km<sup>2</sup>.

Pavia is the capital city of a fertile province mainly devoted to the agriculture.

A considerable artistic heritage testifies the ancient origins and a great historical importance.

The city center is a limited traffic area, for pedestrians, bikes and residents' cars use. The city, grown all around the ancient center, is surrounded by two freeways, going towards the South, East and West sides, while the Southern part is served by a ring road.

Pavia is a service city, that hosts over 20,000 students in Pavia university and 10,000 annual patients in the three large hospitals (Mondino, Maugeri, San Matteo). Commuting is basically directed to North West side of the city, where University and hospitals are located.

## THE SUMP

The strategic objective of the SUMP is to sort and manage the system of urban mobility in the coming years, with a medium- to long-term (10 years) vision and results, focusing on the citizens and their mobility needs. A participatory approach is envisaged, involving citizens, sector operators and other stakeholders, from the very beginning of its definition.

## LONG-TERM SPECIFIC OBJECTIVES

- Improving quality of life for all city users
- Shifting from the use of private vehicles to public transport and shared mobility solutions (car and bike sharing), and other innovative tools for urban deliveries of goods
- Improving city accessibility, providing intermodal transport with parking lots and rapid and efficient public transport rides to the city's main points of interest.

## SPECIFIC INDICATORS

- Kilometers of bike lanes
- Local public transport extension and coverage network
- Measure users' satisfaction through surveys
- Interventions to eliminate architectural barriers
- Number of sidewalks refurbished
- Number of passengers using local public transport
- Number of circulating vehicles
- Number of cars entering the city centre
- Car sharing stations (number of cars and utilization rate)
- Bike sharing stations (number of bike and utilization rate)
- Reduction rate of fuel consumption
- Emissions and concentrations of CO<sub>2</sub> equivalent, NO<sub>x</sub>, and PM<sub>10</sub>
- Investments relating to SUMP
- Number of interventions to improve road safety
- Raising awareness initiatives and related to SUMP.



## MID-TERM GOALS

- Rethink and improve the parking system and access to the city centre, in particular in relation to loading and unloading of goods;
- Improve walking and bike lanes of the city, especially around the city centre and towards the main destinations (the university and the hospital)
- Stimulate an ongoing dialogue with citizens on urban sustainability issues

## MAIN IMPLEMENTATION FEATURES

### Context analysis

Pavia, as every Municipality, is appointed to regulate the transport sector, namely by (a) planning, ruling, and control public local transport (b) managing roads (viability) (c) developing sustainable and innovative mobility. Specifically, Pavia municipality approved the Urban Traffic Plan in 1998 and the Mobility Urban Plan in 2007; Pavia Municipality has deployed a plan on parking lots. Pavia's Public Local Transport (PLT) covers the city and 8 nearby municipalities, with 27 lines, 80 buses (33 propelled by methane), 459.000 annual rides and 300.000 kilometers per year. Noctibus, a night call service, totals 51.000 kilometers. Globally, transported passengers are 5,5 Million a year. Buses are run by LINE, the transport operator to which the Municipality has outsourced the service.

### Measures to guarantee horizontal and vertical integration and participation of all main stakeholders

The City Committee established the Permanent Observatory on Sustainable Mobility, whose members are the Deputy Mayor for Mobility and Transport, representatives of professional associations, of the University of Pavia, and of the other municipalities of the Pavia Province, whose duties are to plan the intervention policies to enhance sustainable mobility. The Observatory will be the privileged interlocutor in the path of shaping the SUMP and the related Strategic Environmental Assessment (SEA). The activity of processing the SUMP will be accompanied by a communication plan that includes general activities (citizens' forums, information provided through the media) and targeted actions towards specific categories of stakeholders (meetings, interviews, questionnaires).

### Monitoring and evaluation procedures

One of the specific characteristics of Pavia's SUMP is the integration with the Strategic Environmental Assessment (SEA), the two sharing the development of a set of indicators, regular reporting and the ongoing evaluation of both the performance of the Plan of its potential environmental impacts. Thus, shared assessment of the plan will be ex-ante, ongoing and ex-post.

## KNOW MORE

The decision to integrate the elaboration process of the SUMP with the methodological procedures of the SEA, according to the European guidelines, is an important element of rational planning: urban sustainability issues relate and integrate perfectly with the environmental strategic plan.

### Project partner



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