

## 3. Sustainable Urban Mobility

### 3A. Present Situation

Please complete the following table providing the most recent data that is available:

**Table 1: Benchmarking Data - Sustainable Urban Mobility**

Indicator	Data	Units	Year of Data Provided
Proportion of population living within 300 metres of an hourly (or more frequent) public transport service	91.3	%	2018
For all journeys under 5 km, proportion of these journeys undertaken by: i) Car; ii) Public transport; iii) Bicycle; iv) Foot; v) Multimodal (active/shared mobility + public transport); vi) Other.	Car	58	2015 The data on journeys of less than 5 Km is not available, in the figure is provided the Modal split of all journeys that start and/or end in the city
	Public Transport	18	
	Cycling	17	
	Foot	7	
	Multimodal	n.a.	
	Other	n.a.	
Proportion of buses operating in the city that are: ▪ Low emission (at least Euro VI); and ▪ Alternatively fuelled (electric, hydrogen, LNG etc.)	Low emission	20.4	% 2019
	Alternatively fuelled	34	

In relation to the above, please state:

- For the 'proportion of population living within 300 metres of an hourly (or more frequent) public transport service': the data and calculation method of the figure;
- For public transport, please include journeys by any type of public transport present in the city (e.g. buses, trams, trolleybuses, light rail, and other rail services) even if these are privately operated;
- For 'other' in the table above please state what is included by any figure presented as 'other'.

The remainder of the text in this section should describe the present situation for both local passenger transport and urban freight transport. This should include qualitative and quantitative information on:

- Infrastructure for public transport, cycling and walking;
- Numbers of public transport vehicles;
- Mobility flows;

- Infrastructure management tools;
- Existing modal shares;
- Shared mobility schemes;
- Use of alternative-fuel vehicles;
- Any disadvantages or constraints of relevance to transport;
- Governance arrangements and responsibilities;
- Sustainable Urban Mobility Plans (SUMP) in force or in revision;
- Urban vehicle access regulation (UVAR) schemes such as low-emission zones or congestion charging;
- Involvement of stakeholders in development of strategies, plans and measures.

Provide references where possible and relevant details.

**(max. 600 words and five graphics, images or tables)**

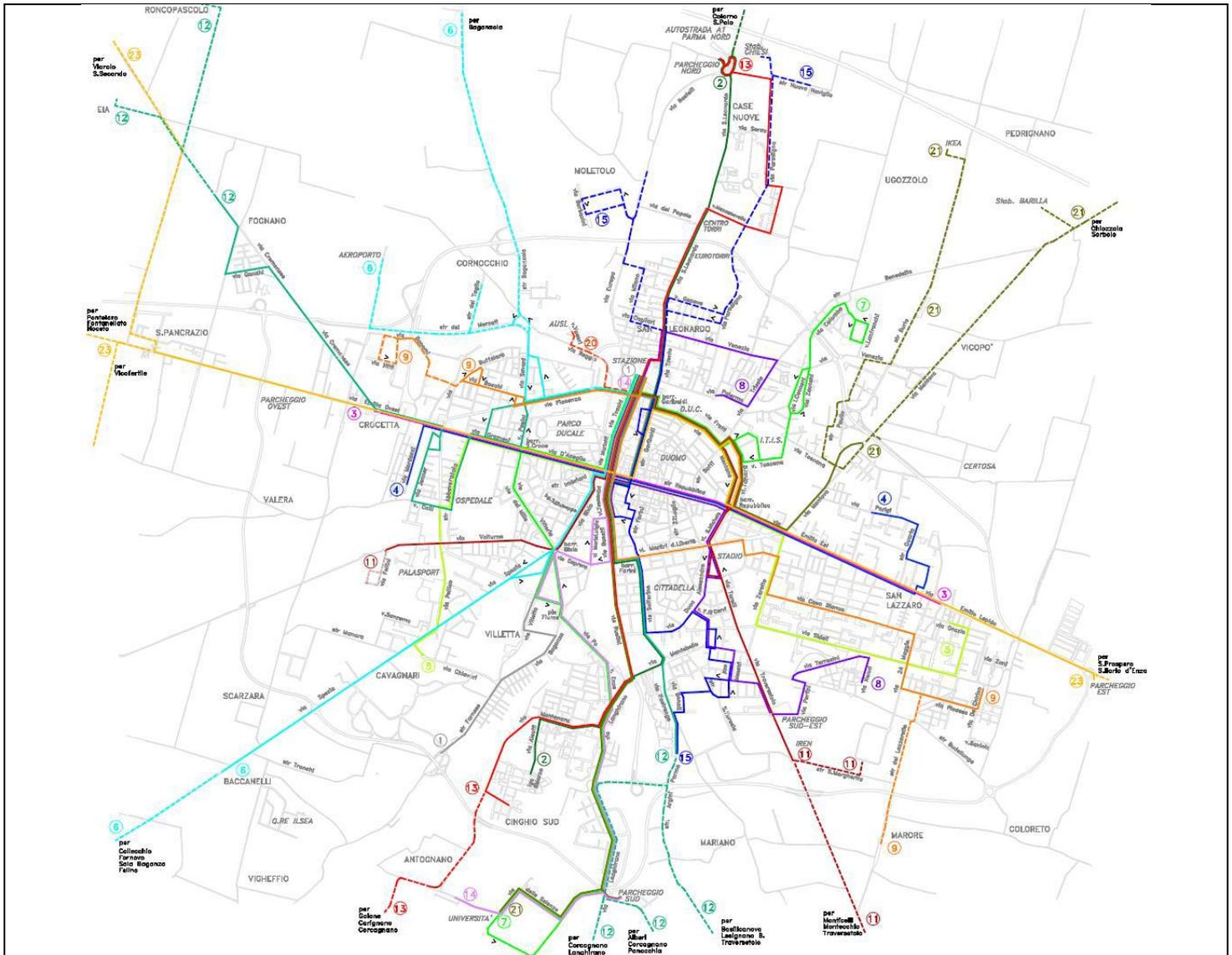
The city of Parma has 194,417 inhabitants, while the Province has 447,779.

**Demand for daily mobility** amounts to 142,000 trips/day, of which:

- 57.8% of the trips are totally made within the Municipality of Parma (about 82,000);
- 18.4% (26,100) of commuters to Parma come from its wider metropolitan area, 5.7% from the rest of the province of Parma, while 8% (11,300) come from outside;
- 9,000 trips are towards the municipalities located in the wider metropolitan area (6.4% of the total matrix) and 5,300 externally (3.7%, of which 1.2% to the rest of the Province of Parma).

### **Local public transport service, operated by TEP SpA**

- 19 frequency lines on a **237 km network** with a total of 1,674 rides on weekdays and 729 rides on holidays
- **An on-call service (Prontobus) and a school service (Happybus)**
- the scheduled **bus frequency is 15 minutes** for almost all the lines. The public transport service includes about 7.93 million buses\*km/year with approximately 25.5 million passengers.
- a total of **213 public transport vehicles**, 54.4% of which is composed by low-emission vehicles (20.4%) and alternatively fueled vehicles (34%):
  - 30 electric trolleybuses
  - 61 buses
  - 22 school buses powered by natural gas



**Figure 1 - Urban and suburban public transport network**

**91.3% of the population of Parma lives within 300 meters of an hourly (or more frequent) public transport service.** Calculated by ArcView processing (overlapping) of the following information layers: population (ISTAT, 2018) and a buffer of 300 metres of an hourly or more frequent public transport service (TEP, 2018). The result is divided by the total number of resident citizens.



*Figure 2 - Population living within 300 meters of an hourly (or more frequent) public transport service*

## Cycling mobility

- 17% of **regular rides/per weekday**. The total network of bike trails/paths amounts to 130 km.
- “**Bicibus**” e “**Piedibus**” initiatives to encourage pedestrian and cycling mobility in the home-school trips
- “**Parma, sustainable mobility in action!**” **project**, a training course for professors of primary and secondary schools and “**A Parma Pedaliamo di gusto**” **campaign**, in collaboration with 12 public and private partners, to promote sustainable mobility in the home-school and home-work trips with a 1.7 million euro investment.



*Figure 3 – Sustainable Mobility in Action Project*

- The new only cycle-pedestrian Navetta Bridge will be completed by 2019.



*Figure 4 - How the new Navetta Bridge will look like*

## Shared mobility

- The "Parma Car Sharing" project, launched in June 2007, with the new App Parma Car Sharing
- Bike sharing service "Mi muovo in bici"
- **New bike sharing RiDE** (launched in september 2019), with 150 hybrid bicycles for citizens and tourists, which can be picked up and returned in virtual stations



*Figure 5 - Bike Sharing stalls in the city centre and in front of the railway station*

### **Involvement of local stakeholders**

In 2015, for the elaboration of the Sustainable Urban Mobility Plan (SUMP), a survey was launched with about 1,300 respondents, with the involvement of the City Council members and public hearings with the local stakeholders' community through the organization of three thematic focus groups. Particular attention was given to barriers in the use of walking and cycling modes from which emerged that car speed should be reduced, dedicated lanes should be implemented and targeted actions on public transport rates should be undertaken to make public means of transport more attractive and comfortable.

A **Mobility Manager** has been appointed by the City of Parma to coordinate activities and act as an intermediary between all the different stakeholders involved.

A **Mobility Manager network** has been set up in Parma concerning the movement of 45,000 people, with 21 leading companies involved, assistance in the drafting of the Home-Work Commuting Plan (PSCL) and agreements among the Municipality and companies through the Movision shared platform.

### **3B. Past Performance**

The aim of this section is to make clear how the situation described in Section 3A has been achieved. Where available, quantitative information and data should be provided for the previous five to ten years in order to show recent trends.

The section should describe the **strategies and plans** that have been implemented over the last five to ten years (including any SUMP or equivalent) to ensure that the development of transport in the city was undertaken in an integrated manner (see Guidance Note for more details).

Describe the **measures** implemented, including those that have helped to deliver:

- Increased use of public transport, cycling and walking;

- Decreased, and more efficient, car use, including measures to reduce congestion;
- Improvements in the environmental performance of urban freight (including diverting trucks from the city centre and urban freight deliveries);
- Increased use of alternatively-fuelled vehicles, using renewable and sustainable fuels;
- Urban vehicle access regulation (UVAR) schemes such as low-emission zones or congestion charging, to reduce emissions and congestion;
- Measures to promote shared mobility;
- Spatial planning approaches which have led to more environmentally-friendly transport models.

**(max. 1,000 words and five graphics, images or tables)**

The **SUMP** was approved in March 2017. Several actions are under way:

- **Restricted traffic zones** currently account for 20% of the old town area with a view to reach 100% in 2025. Parma also intends to expand 30 km/h Zones, particularly with regard to outlying residential areas, through traffic calming measures and reconfiguration of road space
- **“Environmental islands”** essentially devoted to pedestrians aimed at the recovery of the livability of urban spaces with restricted access only to polluting categories of vehicles
- **Sensitive areas and streets** in which the maximum stopping time is limited and variable depending on their location
- **Freight Transport Logistics**
  - a new cargo area is scheduled to be located near the airport
  - redefinition of rules related to access, transit and parking loading/unloading system in the old town
  - spreading of cycling initiatives and introduction of more stringent rules for the handling of goods within the city, also scheduled in the **Integrated Action Plan for logistics in urban areas**.
- **11 charging stations, with double connectors**, for electric vehicles were installed.
- **8 "park and ride" surrounding the urban area** (2-3 km from the city center) with a total capacity of 2534 car lots, to promote intermodality with public transport services (1 parking lot is also equipped with a bike sharing station).

The utmost attention has been paid to the **integration of sectoral policies** through the harmonization of the different programming tools:

- Integrated Regional Transport Plan

- Integrated Regional Air Plan
- Territorial Plan for Provincial Coordination
- Municipal Structural Plan, by the joint MSP and SUMP working groups
- SIMPLA Project to harmonize the SEAP and the SUMP

A total investment amounting to 870,000 Euros for 2015, 1.8 million Euros for 2016 and 600,000 Euros in 2017 was allocated for the mobility sector within the **Municipal Investment Plan** of Parma during the 2015-2017 period.

The City and the Provincial authorities of Parma have implemented various measures to address the traffic and mobility related problems and, simultaneously, to meet the energy and environmental as well as social and economic targets:

- to improve the city accessibility, public transport, intermodal transport, cycling and walking
- to reduce the number, length, and needs of individual trips using one's private vehicle

Bike use is a traditional habit in Parma. **Since 2009 the bike trail/path network has increased by 43%, reaching 125.5 km in 2015.**



*Figure 6 - Cycling in Parma*

In 2015 the **"Parma's Cycling Service"** (**"La Cicletteria di Parma"**) has been launched operated by Infomobility SpA:

- a bike rental
- bike/scooter/motorcycle storage
- a bike-sharing service

- interchange facilities with the train station
- bicycles available to associations, institutions, schools, universities and initiatives run by the City of Parma
- bike repair service in collaboration with FIAB (Italian Federation of Bike)



*Figure 7 - The "Cicletteria" of Parma*

The Sustainable Energy Action Plan (SEAP) set the following objectives in 2014:

- local public transport fleet renewal
- modal shift towards public transport
- extension of the trolleybus system along the east-west axis

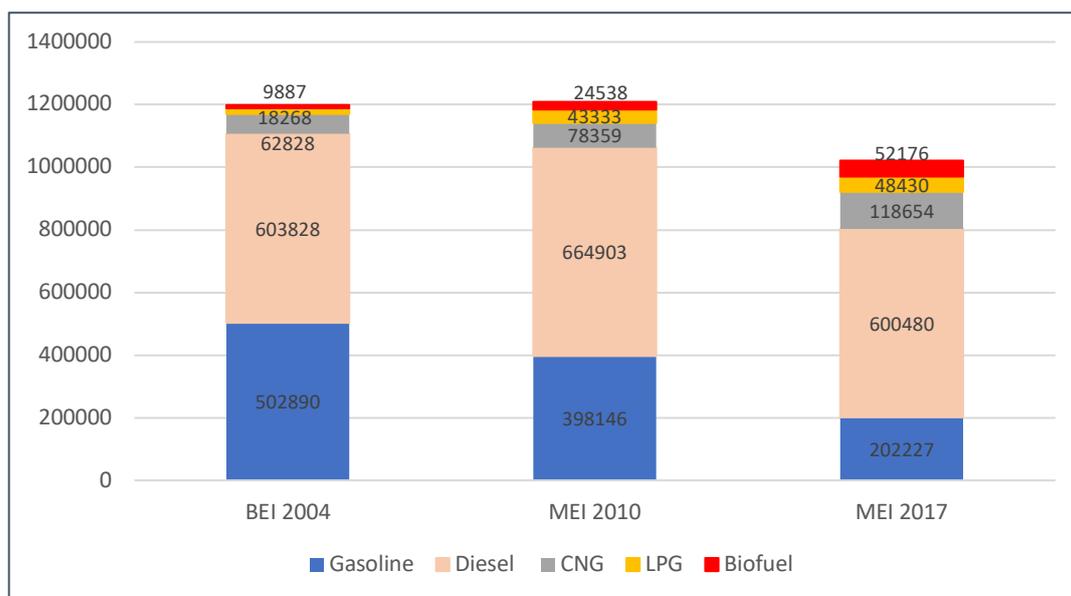
In 2017, the following additional actions were implemented, as a result of the monitoring campaign:

- Scrapping of EURO 0, 1 and 2 cars
- Replacement of home-care vehicle fleet
- Mobility plans (PUM, PGU, Bikeplan)
- Use of low-emission vehicles
- Greater use of biofuels

In 2004 the **transport sector** accounted for **29% of total emissions** of the City of Parma. From 2004 to 2017, a fuel

consumption decrease of -20% was recorded in the sector, obtained by a gasoline consumption decrease and a CNG and LPG increase.

Since 2005, Parma has become the Lead Partner of the **ICBI Convention** (Low Impact Fuel Initiative), promoted by the Environment Ministry, to promote the conversion of the public fleet to LPG and CNG and to co-finance dedicated infrastructures.



**Figure 8** - Comparison of energy consumption in the transport sector per carrier in the territory of the City of Parma, years 2004-2010-2017

Since **2008** the city of Parma has implemented the **Ecologistics project** (regional and ministerial funding), applying the regulation of accesses in the historical center by urban freight.

The project aims to identify appropriate coordinated logistics interventions on the most relevant supply chains, on infrastructures and on the organizational model for the distribution of goods, fostering the development of local businesses, reducing the number of trips and the level of accessibility in the area.

The concerned area (the historical part of the city center) measures 24.8 sqkm, consists of 21,000 residents with a population density of 8000 people per sqkm. The project also envisages a logistics platform accreditation system through a certification made on series of requirements.

In addition, **SEAP identifies a specific action on the transport of goods** according to low-impact mode, with different approaches for urban freight transport:

- use of low-emission vehicles and vehicle load with at least 70% for each trip
- better organization of the vehicles entering the city center
- home delivery service for customers who would otherwise use their private vehicles

Since 2006, the PGU (GPUR General Plan for urban transport) provides for the progressive increase of **Traffic restricted areas (ZTL)** of the city center, starting from the central area of the old town in order to encompass the 100% of the old city center by 2025.

**For over 10 years, Parma has promoted Shared mobility initiatives:**

- In 2007, the "**Parma Car Sharing**" project was launched, run by Infomobility SpA, become fully operational in 2008. In 2015, the service provided 11 cars and vans and 13 parking lots.
- In 2014 the **bike sharing service "Mi muovo in bici"** was introduced, with automated bicycle parking lots, accessible through a card that allows the rental and return of the bike in one of the 32 authorized parking lots.



*Figure 9 - Car Sharing Station*

### 3C. Future Plans

The aim of this section is to demonstrate that there are plans and strategies in place to continue to develop the city's transport system in a sustainable direction.

Describe the short and long term **objectives** for local transport (both passenger and freight) and how you plan to achieve these.

Outline the **plans and strategies** in which these objectives are found, and the extent to which these are supported by political commitments, budget allocations, and monitoring and performance evaluation schemes. If new plans and/or strategies are to be developed, describe how these build on previous plans and strategies. Refer to integrated transport, land use planning, stakeholder involvement and the use of a SUMP or equivalent.

Set out the **measures**, including those adopted but not yet implemented, that contribute to the delivery of the objectives, including:

- Increased use of public transport, cycling and walking;
- Decreased, and more efficient, car use;

- Improvements in the environmental performance of urban freight (diverting trucks from the city and urban freight deliveries);
- Increased use of alternatively-fuelled vehicles;
- Development of shared mobility schemes.

(max. 1,000 words and five graphics, images or tables)

### **2015-2025 Parma SUMP Strategy**

- **Parking rules** in the historical city center:
  - tariffs
  - parking regulations for residents
  - new underground car park in the "Stradone" area related to the renewal and construction of new park and ride facilities
- Significant **public transport investments**:
  - new railway station in the SPIP district
  - extension of trolleybus lines
  - bus lanes along the radial axes and "boulevards"
  - improving the accessibility of bus stops
  - electric bus fleet renewal. By 2020, 10 new electric trolleybuses will be into service, able to serve areas not equipped with an overhead line, with a 12 km range.
- **Development of cycling routes** and cycling services
- Widespread **mobility management policies**:
  - car sharing, area
  - corporate and educational mobility managers
- Significant boost to the development of public and private **electric mobility**
- Development of **logistics** measures through freight access regulations into the city center, promoting cycling mobility, the development of airport logistics services with a new cargo area
- Strengthening the **Mobility Service Centre** (parking addressing system, RTZ gates)



**Figure 10** - New electric trolley bus

The **2025 targets** can be subdivided into six areas, for which monitoring is scheduled every two years, namely:

## 1) Mobility Demand

- Modal split: 50% private modes; 24% public modes; 26% pedestrian and cycling modes. Moreover Parma intends to adopt a new target for 2030, namely **reducing private modes to 40% in 2030**.
- Vehicle mobility (distance covered during peak time – million\*vehicles/km): 1.24; average speed of private vehicles 29.1 km/h;
- Vehicle Flows: 93,800 vehicles (estimation of vehicular trips during peak time 7:30 to 9:00 am)

## 2) Transport Service Offer

- RTZ: 100% of the historical center
- Pedestrian precincts: 23% of the historical center
- Zone 30: 76.0 km (+55.3 km)
- Electric vehicle charging stations: 150 (+128)
- Parking lots: 3,263 (+200)
- Park and Ride facilities: 3,348 (+850)
- Road network (total km): 647



*Figure 11 - Zone 30 in Parma*

### 3) Public transport

- Trolley bus line (km): 31.5 km (+9 km)
- Using modal public transport: from 18% to 24%

### 4) Cyclability

- Offer: 296 km PAIR Target (1.5 linear / inhabitant)
- Bike Sharing: 556 bicycles (+300); 74 parking stalls (+50); 60,000 trips / year
- Parking: 6 guarded parking stalls with 2,160 lots (+1500)

TEP SPA participates in the **Low-Carb project** together with 10 other partners from 6 European countries. The project aims to develop solutions to reduce CO2 emissions in the urban areas involved. The citizens of Parma will be able to leave the car at the car park at the terminus and reach the center on foot aboard an environmentally friendly bus. In total for the entire project, the goal is a reduction of CO2 emissions of 60,000 tons by 2020.

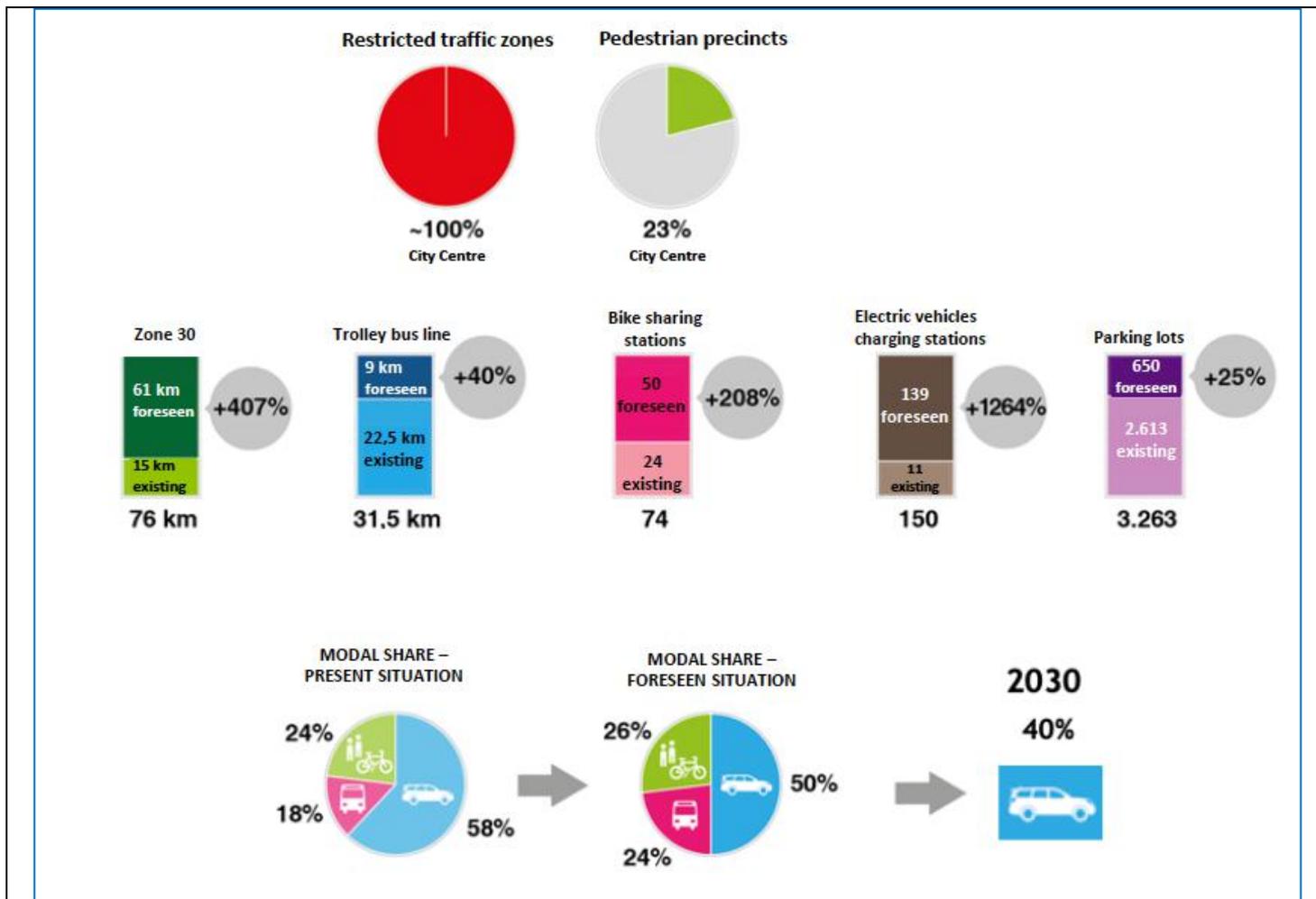


Figure 12 - Infographics with the main targets of Parma

Parma has planned around 160 million euro investments by 2025. SUMP provides the following investment spending breakdown during the next decade:

- **50% of total investments related to the public transport sector** with a very large percentage of investment devoted to fleet renewal. By 2020, 24 million euro will be invested by TEP SpA for the fleet renewal: with the purchase of additional electric trolley buses, CNG buses and Euro 6 buses
- **20% earmarked for soft "sustainable" mobility measures** (Cycling, demand management, traffic calming measures)
- **20% earmarked for works in the road network**, including both the expenditure for the construction of infrastructures, for the revamping and safety of urban road junctions
- **10% earmarked for control measures, stopping and parking rules and for information technology tools (ITS)** intended for the implementation of the Mobility Service Centre and SUMP monitoring activities

Given the allocated resources, the actions that have been implemented, with particular reference to the urban area,

prove to be effective in achieving the goals set by the SUMP both in terms of reductions in the car modal use, the distance covered by private car, in terms of environmental impact and, in particular, of CO2 emissions reduction.

The city of Parma, has also **integrated sustainable mobility planning within the 2030 Municipal Structural Plan**, including the following objectives:

- reach European standards by significantly increasing the use of public transport
- increase cycling and adopt new technological and organizational models of unconventional transport

The **soft mobility network** infrastructural and organizational structure, in accordance with the Municipal Structural Plan, is implemented through an urban redevelopment scheme – Municipal Operational Plan – for the upgrading and refurbishment of public spaces planned by the Three-Year Plan of Public Works. It is intended to ensure a more efficient use of public spaces to support proximity relations, promoting cycling and walking and public transport mobility, access to stores (local businesses and small and medium-sized stores), safety of public spaces and their usability for all user categories.

Moreover, a lot of sustainable mobility projects are promoted by associations and other stakeholders:

- **Up2Go, a community-based carpooling platform** (Companies, Public Bodies, Associations). With a dedicated app the members of the same community can share journeys by car thanks to an instant match system
- **"Le Petit Vélo - Education on 2 Wheels"**: to give everyone the theoretical and practical skills to use the bicycle safely
- **FIAB** - Italian Federation of Bike:
  - **PARMA BICINSIEME** promotes the discovery of Parma and its territory by bike. A National Cycle Route has been built and mapped for this project including the Ducal Residences Greenway
  - **PARMA TUTTIASCUOLA** encourages the use of bicycles in home-school trips. The project has been awarded at European level in the "Do the Right Mix" project.
- **VELOPARMA**. Thanks to velocipedes that can enter parks and RTZ areas, tourists can visit the most famous monuments and be escorted on food and wine tours where they can taste the local food excellences
- **La Sajetta bike delivery service**. Delivering packages by racing and cargo bikes with assist pedaling and urgent Registered Mail (24h), as well as to carry out procedures at the Municipal Offices and Chamber of Commerce.



*Figure 13 - Velopedes that can enter parks and RTZ areas*

### 3D. References

List supporting documentation (e.g. survey about user satisfaction with the urban transport system), and add links where possible. Further detail may be requested during the pre-selection phase. Documentation should not be forwarded at this stage.

(max. 400 words)

**1. Local Public Transport Service - TEP SpA**

<http://www.tep.pr.it/>

FILOBUS [http://www.tep.pr.it/azienda/storia/filobus\\_1.aspx](http://www.tep.pr.it/azienda/storia/filobus_1.aspx)

Prontobus [http://www.tep.pr.it/servizi\\_speciali/pronto\\_extra/default.aspx](http://www.tep.pr.it/servizi_speciali/pronto_extra/default.aspx)

Happybus [http://www.tep.pr.it/servizi\\_speciali/happy/default.aspx](http://www.tep.pr.it/servizi_speciali/happy/default.aspx)

Low-Carb project

<http://www.tep.pr.it/azienda/dir/avcptep.aspx?orderby=ValidoDal&ordertype=desc.aspx&year=2018>

**2. National Institute of Statistics (ISTAT)**

<https://www.istat.it/>

**3. Infomobility SpA**

Bicibus e Piedibus

<http://www.infomobility.pr.it/index.php?page=default&id=791&lang=it>

Bike sharing RiDE

<http://www.comune.parma.it/notizie/comunicati/MOBILIT%C3%80+E+TRASPORTI/2019-09-20/Bike-Sharing-RiDE--a-stazioni-virtuali-e-a-pedalata-assistita.aspx>

Parma's Cycling Service - La Cicletteria

<http://www.infomobility.pr.it/index.php?page=default&id=4806>

Parma Car Sharing

<http://www.infomobility.pr.it/index.php?page=default&id=13>

#### **4. Parma, sustainable mobility in action!**

<http://www.comune.parma.it/notizie/comunicati/AMBIENTE/2019-01-26/Parma-Mobilita-Sostenibile-in-azione.aspx>

#### **5. A Parma Pedaliamo di gusto" campaign**

<http://pedaliamodigusto.it/>

#### **6. Mi muovo in bici campaign**

<http://www.mimuovoinbici.it/default.aspx>

#### **7. Sustainable Urban Mobility Plan (SUMP), 2017**

<http://www.comune.parma.it/mobilita/Pums---Piano-Urbano-della-Mobilita-Sostenibile.aspx>

<http://www.comune.parma.it/mobilita/home-mobilita.aspx>

#### **8. Mobility Manager**

<http://www.comune.parma.it/citta/mobilita-e-trasporti/approfondimento/Mobility-management.aspx>

<http://www.infomobility.pr.it/index.php?page=default&id=5081&lang=it>

#### **9. Mobility Manager network**

<http://portal-parma.mmanager.net/home/news/>

#### **10. Home-Work Commuting Plan (PSCL)**

<http://www.comune.parma.it/mobilita/Piano-spostamento-casa-lavoro-1.aspx>

## 11. Integrated Action Plan for logistics in urban areas

[https://urbact.eu/sites/default/files/media/parma\\_freight\\_tails\\_full\\_integrated\\_action\\_plan\\_in\\_italian\\_april\\_2018.pdf](https://urbact.eu/sites/default/files/media/parma_freight_tails_full_integrated_action_plan_in_italian_april_2018.pdf)

## 12. Integrated Regional Transport Plan (PRIT), 1998

<https://mobilita.regione.emilia-romagna.it/prit-piano-regionale-integrato-dei-trasporti>

<https://mobilita.regione.emilia-romagna.it/prit-piano-regionale-integrato-dei-trasporti/sezioni/prit-2025-fase-di-adozione>

## 13. Integrated Regional Air Plan (PAIR 2020)

<http://www.comune.parma.it/mobilita/Qualita-dellaria-1.aspx>

<https://ambiente.regione.emilia-romagna.it/it/aria/temi/pair2020/documenti-del-piano-approvato/pair-2020-documenti-del-piano-approvato>

<http://demetra.regione.emilia-romagna.it/al/articolo?urn=er:assemblealegislativa:delibera:2017;115>

## 14. Territorial Plan for Provincial Coordination (PTCP)

<http://www.provincia.parma.it/servizi-online/ptcp/il-ptcp-vigente>

## 15. Municipal Structural Plan - PSC 2030 (MSP)

<http://www.comune.parma.it/pianificazioneterritoriale/PSC---Piano-Strutturale-Comunale.aspx>

<http://www.comune.parma.it/pianificazioneterritoriale/variante/c0bc7c20-a1e8-4df2-96b4-b4bf535819c1.aspx>

## 16. SIMPLA Project “Sustainable Integrated Multi-sector Planning”

<http://www.simpla-project.eu/media/82188/harmonization-report-comune-di-parma.pdf>

## 17. Municipal Investment Plan 2015-2017

## 18. Italian Federation of Bike (FIAB)

<http://www.fiabparma.it/>

PARMA BICINSIEME - <http://www.fiabparma.it/presentiamoci/>

PARMA TUTTIASCUOLA - <http://www.fiab-onlus.it/bici/attivita/manifestazioni/bimbibici.html>

## 19. Sustainable Energy Action Plan (SEAP), 2014

<http://www.comune.parma.it/PAES/Il-Paes.aspx>

**20. Urban Mobility Plan (PUM), 2007**

<http://www.comune.parma.it/citta/mobilita-e-trasporti/approfondimento/PUM---Piano-Urbano-della-Mobilita.aspx>

**21. General Urban Traffic Plan (PGTU), 2011**

<http://www.comune.parma.it/citta/mobilita-e-trasporti/Piano-Generale-del-Traffico-Urbano.aspx>

**22. Bikeplan**

<http://www.comune.parma.it/citta/mobilita-e-trasporti/approfondimento/Biciplan.aspx>

<http://www.comune.parma.it/mobilita/PUMS-PGTU-Biciplan-1.aspx>

**23. ICBI Convention (Low Impact Fuel Initiative)**

<http://icbi.comune.parma.it/project/default.asp>

<http://icbi.comune.parma.it/project/default.asp?pag=informazioni.asp>

**24. Ecologistics project**

[http://www.comune.parma.it/servizi/Circolazione-stradale-Permessi-di-transito-e-sosta/Accreditamento-al-progetto-ECOLOGISTICS\\_A5\\_C25\\_P12.aspx](http://www.comune.parma.it/servizi/Circolazione-stradale-Permessi-di-transito-e-sosta/Accreditamento-al-progetto-ECOLOGISTICS_A5_C25_P12.aspx)

**25. Municipal Operational Plan (POC)**

<http://www.comune.parma.it/pianificazioneterritoriale/POC---Piano-Operativo-Comunale.aspx>

**26. Three-Year Plan of Public Works**

[http://www.comune.parma.it/comune/Amministrazione-Trasparente/Atti-di-programmazione-delle-opere-pubbliche\\_m147.aspx](http://www.comune.parma.it/comune/Amministrazione-Trasparente/Atti-di-programmazione-delle-opere-pubbliche_m147.aspx)

**27. Up2Go srl**

<http://www.up2go.it/#il-carpooling>

**28. Le Petit Vélo**

<https://www.lepetitvelo.org/>

**29. Veloparma srl**

[www.veloleo.it](http://www.veloleo.it)

**30. La Sajetta**

[www.lasajetta.it](http://www.lasajetta.it)

### Word Count Check

Please complete the below word count check for Indicator 3: Sustainable Urban Mobility, Sections 3A, 3B and 3C.

As per the Guidance Note (Annex 2 of the Rules of Contest), the word count includes text in graphics/tables and the body of text. The word count excludes text in the original application form, captions and text in Table 1: Benchmarking Data - Sustainable Urban Mobility.

Section	Number of words in graphics/tables	Number of words in body of text	Total number of words in graphics/tables and body of text	Max. words
3A	0	562	562	600
3B	5	895	900	1,000
3C	0	970	970	1,000