Monza

T80.1 - Park & Ride Parking Guidance System in Monza

City of Monza

April 2011
<table>
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<tr>
<th><strong>Project no.</strong></th>
<th>TREN/FP7TR/218940 ARCHIMEDES</th>
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<tr>
<td><strong>Project Name</strong></td>
<td>ARCHIMEDES (Achieving Real Change with Innovative Transport Measure Demonstrating Energy Savings)</td>
</tr>
<tr>
<td><strong>Start date of the Project</strong></td>
<td>15/09/2008</td>
</tr>
<tr>
<td><strong>Duration:</strong></td>
<td>48 months</td>
</tr>
<tr>
<td><strong>Measure:</strong></td>
<td>No. 80: Park and Ride Parking Guidance System in Monza</td>
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<tr>
<td><strong>Task:</strong></td>
<td>11.8.3: Park &amp; Ride Parking Guidance System</td>
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<tr>
<td><strong>Deliverable:</strong></td>
<td>T80.1 - Study of Park &amp; Ride Guidance System in Monza</td>
</tr>
<tr>
<td><strong>Due date of Deliverable:</strong></td>
<td>14th September 2010</td>
</tr>
<tr>
<td><strong>Actual submission date:</strong></td>
<td>4th April 2012</td>
</tr>
<tr>
<td><strong>Dissemination Level</strong></td>
<td>Public</td>
</tr>
<tr>
<td><strong>Organisation Responsible</strong></td>
<td>Monza</td>
</tr>
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<td><strong>Version</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Date last updated</strong></td>
<td>4th April</td>
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1 Introduction

1.1 Background CIVITAS

CIVITAS - cleaner and better transport in cities - stands for CIty-VITAlity-Sustainability. With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban transport strategies that should make a real difference for the welfare of the European citizen.

CIVITAS I started in early 2002 (within the 5th Framework Research Programme);
CIVITAS II started in early 2005 (within the 6th Framework Research Programme) and
CIVITAS PLUS started in late 2008 (within the 7th Framework Research Programme).

The objective of CIVITAS-Plus is to test and increase the understanding of the frameworks, processes and packaging required to successfully introduce bold, integrated and innovative strategies for clean and sustainable urban transport that address concerns related to energy-efficiency, transport policy and road safety, alternative fuels and the environment.

Within CIVITAS I (2002-2006) there are 19 cities clustered in 4 demonstration projects, within CIVITAS II (2005-2009) 17 cities in 4 demonstration projects, whilst within CIVITAS PLUS (2008-2012) 25 cities in 5 demonstration projects are taking part. These demonstration cities all over Europe will be funded by the European Commission.

Objectives:

- to promote and implement sustainable, clean and (energy) efficient urban transport measures
- to implement integrated packages of technology and policy measures in the field of energy and transport in 8 categories of measures
- to build up critical mass and markets for innovation

Horizontal projects support the CIVITAS demonstration projects & cities by:

- Cross-site evaluation and Europe wide dissemination in co-operation with the demonstration projects
- The organisation of the annual meeting of CIVITAS Forum members
- Providing the Secretariat for the Political Advisory Committee (PAC)
- Development of policy recommendations for a long-term multiplier effect of CIVITAS

Key elements of CIVITAS

- CIVITAS is co-ordinated by cities: it is a programme “of cities for cities”
- Cities are in the heart of local public private partnerships
- Political commitment is a basic requirement
- Cities are living ‘Laboratories’ for learning and evaluating
1.2 Background ARCHIMEDES

ARCHIMEDES is an integrating project, bringing together 6 European cities to address problems and opportunities for creating environmentally sustainable, safe and energy efficient transport systems in medium sized urban areas.

The objective of ARCHIMEDES is to introduce innovative, integrated and ambitious strategies for clean, energy-efficient, sustainable urban transport to achieve significant impacts in the policy fields of energy, transport, and environmental sustainability. An ambitious blend of policy tools and measures will increase energy-efficiency in transport, provide safer and more convenient travel for all, using a higher share of clean engine technology and fuels, resulting in an enhanced urban environment (including reduced noise and air pollution). Visible and measurable impacts will result from significantly sized measures in specific innovation areas. Demonstrations of innovative transport technologies, policy measures and partnership working, combined with targeted research, will verify the best frameworks, processes and packaging required to successfully transfer the strategies to other cities.

1.3 Participant Cities

The ARCHIMEDES project focuses on activities in specific innovation areas of each city, known as the CIVITAS corridor or zone (depending on shape and geography). These innovation areas extend to the peri-urban fringe and the administrative boundaries of regional authorities and neighbouring administrations.

The two Learning cities, to which experience and best-practice will be transferred are Monza (Italy) and Ústí nad Labem (Czech Republic). The strategy for the project is to ensure that the tools and measures developed have the widest application throughout Europe, tested via the Learning Cities’ activities and interaction with the Lead City partners.

1.3.1 Leading City Innovation Areas

The four Leading cities proposed in the ARCHIMEDES project are:

- Aalborg (Denmark);
- Brighton & Hove (UK);
- Donostia-San Sebastián (Spain); and
- Iasi (Romania).

Together the Lead Cities in ARCHIMEDES cover different geographic parts of Europe. They have the full support of the relevant political representatives for the project, and are well able to implement the innovative range of demonstration activities proposed.

The Lead Cities are joined in their local projects by a small number of key partners that show a high level of commitment to the project objectives of energy-efficient urban transportation. In all cases the public transport company features as a partner in the proposed project.

2 Monza

Monza is a city on the river Lambro, a tributary of the Po, in the Lombardy region of Italy, some 15km north-northeast of Milan. It is the third-largest city of Lombardy and the most important economic, industrial and administrative centre of the Brianza area, supporting a textile industry and a publishing trade. It is best known for its Grand Prix.
The City of Monza, with approximately 121,000 inhabitants, is located 15 km north of Milan, which is the centre of the Lombardia area. This area is one of the engines of the Italian economy; the number of companies is 58,500, i.e. a company for every 13 inhabitants.

Monza is affected by a huge amount of traffic that crosses the city to reach Milan and the highways nodes located between Monza and Milan. It is also an important node in the Railways network, crossed by routes connecting Milan with Como and Switzerland, Lecco and Sondrio, Bergamo and Brianza. “Regione Lombardia”, which in the new devolution framework started in 1998, has full responsibility for establishing the Local Public Transportation System (trains, coaches and buses) and has created a new approach for urban rail routes using an approach similar to the German S-Line or Paris RER.

Monza has recently become the head of the new “Monza and Brianza” province, with approximately 750,000 inhabitants, so will gain the full range of administration functions by 2009. Plan-making responsibilities and an influence over peri-urban areas will require the city to develop new competencies.

In this context, the objective of the City of Monza in participating in CIVITAS as a Learning City is to set up an Urban Mobility System where the impact of private traffic can be reduced, creating a new mobility offer, where alternative modes become increasingly significant, leading to improvements to the urban environment and a reduction in energy consumption (and concurrent pollution).

3 Background to the Deliverable

This deliverable is related toARCHIMEDES measure number 80 (Park and Ride Parking Guidance System in Monza), which includes 2 subsidiary tasks:

Task 11.8.3 Park & Ride Parking Guidance System (RTD task)
A study will be undertaken by PA and TPM to design a real time parking guidance system.

Task 8.15 P&R Parking Guidance System (DEMO task)
A networked VMS system will be implemented on key routes within the city of Monza. The system will provide real time information on parking availability within the city. The system was ready for implementation at month 25.

3.1 Summary Description of the Task

Within this research task the following actions have been accomplished:
1. Identification of location of signs;
2. Development of tender documents;
3. Issuing of the tender;
4. Inspections of locations of panels;
5. Implementation of the system.

Such activities are described in more detail in section 4.1
4 Parking Guidance System in Monza

4.1 Introduction

There is no Parking Guidance System in Monza (hereinafter: “InfoPark Monza”) at the moment. Contacts were established in 2007 with the companies owning the most significant parking areas in the City to promote such a system, gaining a substantial approval.

In addition, TPM has been delegated by the Municipality to manage all services related to public parking areas in the City as well as to become the reference partner of the Municipality to set up technological systems for Mobility Management, within the framework if ITS (Intelligent Transportation Systems), supporting it in the execution of public tenders.

In the meantime, after the elections in June 2009, Monza has officially become the capital of the new Province of Monza and Brianza and its administrative offices are starting their activity. This new role will increase the mobility attraction, both for existing institutions (Hospital, University) and local government offices (Province, Police). As a consequence, in order to be ready to accept an increased number of vehicles used to reach the new services, it is very important that the most important parking areas are clearly identified with the real time availability of parking places.

In addition, as is well-known all over the world, every September Monza hosts a Formula 1 Grand Prix, and more that one hundred thousand people approach the city; InfoPark will be very useful also for this purpose.

What’s more, the panels carrying information concerning the occupation rate of car parks will be enriched with messages to be used also for general information about traffic which will be very useful not only during the Formula 1 Grand Prix period, but also for daily commuters.

Most of the parking areas in Monza are located close to the Historical Centre, as shown in Figure 1. Drivers are attracted to reach the city centre, but parking areas are not always equally used, so the result is traffic congestion due to cars driving round looking for available parking places.
With this system, people reaching Monza by their private cars will be correctly directed to available parking areas, minimising time spent looking for them and consequently reducing traffic congestion and pollution.

The aim of this measure is to design and implement a real time parking guidance system that will inform drivers about the occupancy rates of the most relevant parking in the city of Monza.

4.2 Description of the Work Done

This paragraph is dedicated to the detailed description of the work carried out in the Demonstration Stage of the measure.
During the research task, the work has focused on the identification of the parking areas to be considered by the system.

There is a distinction among the parking areas in that some are owned by private companies and others are public areas currently assigned by the Municipality to TPM Company, which is a private company 100% owned by the Municipality of Monza.

Meetings have therefore been arranged with the companies owning the most significant parking areas in the City, aimed at gaining the approval to implement the measure. An agreement between parking owners and Comune of Monza about the location of the signs and about reciprocal obligations concerning the implementation of the measure has been reached.

A second stage of the research task has implied examination of data collected in the draft of the General Urban Traffic Plan, which is going to be adopted by the City government.

4.2.1 Identification of Location of Signs

Once the parking areas to be included in the system had been identified, as depicted in Figure 1 and road network and traffic flows had been analysed, experts from the Municipality proposed the location of the signs, both static and dynamic as depicted in Figures 2 and 3.
Figure 2 - Monza general plan: identification of position for signs
The following scheme is the basic source of information to establish the quantity of Message Signs to be installed across the city. Each sign is graphically represented with the information needed in that location.

Starting from data collected in the draft of the General Urban Traffic Plan, nine principal routes (numbered from 1 to 9) approaching the historical centre have been identified. It has been decided to direct traffic flows towards the nearest parking area along the route, in order to distribute flows in a homogeneous way in the city and to avoid traffic congestion in the historical centre.

The first signs along each route are static indications since they indicate parking areas near the historical centre, without giving the number of available places which could change before reaching the area. Dynamic indications have been located in the proximity of important crossroads, in order to direct drivers to the chosen parking area, giving in that moment the information about available places.

It has been decided to equally distribute the number of dynamic signs between the different parking areas in order to consequently obtain an equal distribution of traffic flows in the city. In each sign there may be a different number of modules, indicating different parking areas: the entire system is made up by 83 modules.
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Figure 4 - List for positioning of the signs
4.2.2 Development of tender documents

TPM has developed the tender document in order to define technical and legal requirements of the system to be installed. More specifically, object of the tender were design, supply, installation (including activation and testing), warranty and maintenance of the Park & Ride system in the city of Monza.

The firm which was awarded the tender had to draft the final design of the system in all its details and to engineer it, presenting the Gantt project activities. The supply included all materials and equipment, included its transportation, packaging and insurance, and the delivery of all documentation necessary to operators for a correct functioning of the system (included instruction manuals and certifications which are considered compulsory by Italian law). Installation included the relocation of the existing road signs according to what defined in technical annexes, wiring and connecting all hardware and software equipment, executing all street works to install panels, activation and testing of the system, its maintenance and warranty for 24 months after the release of the certificate of final inspection.

Tender documents have been shared by TPM with technicians of Mobility and Transportation Department and of Traffic Department of the Municipality of Monza.

4.2.3 Issuing the tender

The tender was published in January 2011 and four offers were presented, although only three were examined, since one was soon excluded for administrative failings. In June 2011 the tender was awarded to Solari of Udine, but the second ranked company presented an appeal against assignment, which delayed the subscription of the contract and the start of activities. In September the appeal was overruled by administrative court and in October the contract was finally signed.

4.2.4 Inspections of locations of panels

As soon as Solari has signed the contract, inspections have started on locations of panels in order to define technical aspects of the streetworks that had to be done for installing the panels.

Some minor changes have been made to the original locations, mostly due to the necessity of locating panels in a more visible position, or of better achieving power supply, or of avoiding damages to flower beds, green areas and trees.

An important aspect of these inspections has concerned the assessment of points from which to draw the electricity supply: more specifically, where panels were located near electrical points already available to the Municipality (traffic lights, municipal offices, car parks managed by TPM), they have been connected through the existing conduits. On the other hand, where panels were particularly difficult to reach without huge streetworks that would have resulted in disruption to road traffic, considering that all of them are positioned on the main streets reaching the city centre, new electrical points have been activated.
4.3 Main Outcomes

4.3.1 Installation of the system

Streetworks have been completed and the 55 scheduled excavations have all been completed. Panels have been prepared and installed according to the project: more specifically, four signs have been equipped with VMS signs, aimed at giving information about mobility, streetworks or initiatives in the city. These four panels have been located on the four main roads leading to the city centre.

All peripheral devices of infoparking system are managed by a central server where a software package is capable of receiving data from different parking areas, elaborating the data and forwarding it to the panels which inform drivers about the available number of parking places. Solari of Udine has provided both the server (HP Proliant ML110 G7) and the software called SGP.

As a first step, the server has been installed in Solari premises, in order to install the software, to configure database aimed at incorporating technical features of Monza system, and to activate a test session. Since there was no room in the server farm of the Municipality of Monza to host other devices, it has been decided that the server will be hosted in TPM premises, where available room, safety of the location and technical characteristics for external connection are suitable to configure the system correctly. In fact, it is necessary that systems which manage the different parking areas of the city and the peripheral panels spread in the streets constantly communicate with the server public IP address: for this reason, the server has been installed before the activation of the peripheral devices, so that, once they have been turned on, they can be immediately tested and connected to the central system, according to the architecture shown in the following figure.
After this testing phase, the server has been turned on and it is active all day long and it can be accessed through a public IP address.

While installing the server, technical inspections have been carried out in each parking to determine how to interface the different systems of counting cars with the general Infoparking system, in order to collect data which will be displayed on VMS signs. After finding the best solution for interfacing, according to the various systems installed in each car parking, one by one parking areas are starting to transmit data about the occupancy rate.
Figure 7 - First tests on panels

Figure 8 - Infoparking signs with VMS panels
4.3.2 Training Activity

Solari of Udine has organized a half day training course aimed at training municipality and TPM technicians to manage the infoparking system both for controlling the occupancy rate of parking areas and for compiling statistics. During the course it has been explained how to access to the server located in TPM premises from Municipality computers through Remote Desktop.

The system offers several opportunities to check in real time the situation of parking areas in the city. Figure no. 10 is an example of a typical situation shown in real time. Panels and parking areas regularly connected to the central server are shown in green, whilst panels and parking areas which are off-line are shown in red.
Figures 11 and 12 show the situation of two parking areas: Corso Milano Parking and Hospital Parking. In these screenshots, free and occupied parking places are shown, and the occupancy rate is shown in red, when above 80%, or in yellow, when above 50%.
Figure 11 - Corso Milano Parking situation
Figure 12 - Hospital Parking situation

In figure number 13 the three screenshots show the message displayed on three different panels, and as example there have been chosen two signs carrying both dynamic and static signs and a panel equipped with a VMS. The figure on the right shows the first sign of a parking which at the moment is not connected to the central server and the sign displayed is “Waiting for data”.
In the following figures two typical sets of statistics of the occupancy rate of parking areas are depicted. The first one shows the occupancy rate of one specific parking area, whilst the second one depicts the occupancy rate of several parking areas in order to compare them.
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Figure 14 - Statistics
4.4 Problems Identified

No functional issues have as yet been identified as problems.

4.5 Mitigating Activities

Not applicable.

4.6 Future Plans

Once the system has been installed and tested, no future developments are scheduled, since the infoparking system should live a life of its own. Obviously a monitoring of the occupancy rates of parking areas will be necessary in order to test the effectiveness of the system in better distributing traffic flows so to avoid parasitic traffic of drivers looking for a free parking space and this will be reported in the evaluation of the measure.

Once the Park and Ride Guidance System becomes operational, it is quite easy to add new parking areas and new signs or dynamic arrows to the system, as new routes become significant to be equipped. The process of adding a new parking area and of managing data about occupancy rates to the system requires the interface activity.

To this extent, the Municipality has already established for the Companies which have built two new parking areas in Project Financing a clause binding them to provide data on occupancy rates in order to interface them with the System which will be implemented in ARCHIMEDES. This clause will be applied to all new parking areas which will be built in Monza.

It can be assumed that, with an already installed system to which all existing parking areas are connected, it will be interest of owners to be connected to the system so to exploit the opportunity of a correct distribution of potential users.
ANNEX 1 – TECHNICAL BROCHURE
PARK GUIDANCE

In order to solve the traffic problems in a crowded town and to supply tools useful for a correct information to drivers, Solari di Udine has developed an integrated system for park guidance.

Information relevant to traffic limitation, to air quality and to the availability of parking areas can be easily displayed in real-time to drivers and citizens with this system.

Sending information in dynamic way helps both reducing traffic congestion (proposing alternative routes to guides) and finding the closest free parking space.

The system is composed by the most modern hardware and software technologies based upon market standards, easy to integrate in other systems and scalable with the time. It is possible to perform upgrades optimizing hardware investments and keeping always advanced technologies.
INTEGRATED SYSTEM FOR PARK GUIDANCE AND DRIVERS INFORMATION

The system modularity makes it possible to implement the peripherals, in a simple and economic way, with operations that can be locally performed. For example, it is possible to add active information like traffic evolution and parking areas occupation.

ARCHITECTURE
Telecommunication architecture is based upon access to the metropolitan area network even where there is no fiber optic or copper connections. Access to the network can always be granted through wireless GPRS communication which makes it possible to have a permanent real-time communication between the central system and the various devices deployed around the city. Upon request it is also possible to use different wireless communications based for example on TETRA radio systems.

CONTROL CENTER
The Control Center is made using well known technologies, available in the market, with an user friendly interface for an immediate use of the system by non qualified people, too.

DESIGN
In the Variable Message Signs design, the aesthetics is integrated in the urban furniture – with masts signals and decorations. Under the mechanical point of view, the equipment is robust and designed to stay on even 24 hours per day unattended.

VARIABLE MESSAGE SIGNS
The Signs displaying the parking places availability can be completed with other graphic VMS that can give free text messages about public information. It is possible to show any kind of alphabets – like Arabic or Indi, logos, pictograms and animations to give more emphasis to the communication.

The control Software manages all the information concerning parking places availability or other messages in an integrated way. A complete software suite makes it possible to have detailed information about the equipment on a Geographical Information System. It is possible to schedule messages and also to make live text for authorized users.
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TECHNICAL FEATURES

Solari can design and manufacture displays and signs according to customer specification. Hereby we show some typical products that are manufactured by Solari for this application but the range is not limited to these models. Please contact Solari for more information.

Sign type 1
(active display generally used to show the number of free parking places)

- Pixels (Horizontal): 32
- Pixels (Vertical): 18
- Available fonts: 8
- Max number of characters: 8
- LED per pixel: 7
- LED colour: Amber
- Character’s height: 140mm
- Viewing angle (H): 80°
- Viewing angle (V): 80°
- Max Brightness: > 14,000 cd/sqm
- Dimensions: 1550 (W) x 350 (H) x 200 (D)

Sign type 2
(Variable Message Sign used to show general information)

- Pixels (Horizontal): 144
- Pixels (Vertical): 48
- Available fonts: 8
- Max number of characters: 22 on 6 lines
- LED per pixel: 7
- LED colour: Amber
- Character’s height: 140mm
- Viewing angle (H): 80°
- Viewing angle (V): 80°
- Max Brightness: > 14,000 cd/sqm
- Dimensions: 1550 (W) x 640 (H) x 200 (D)

The components used are fully compliant with the European Norm EN12266.

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Con Archimedes il traffico diventa «intelligente»

Monza e altre 5 città europee: progetto per migliore mobilità, finanziato da Ue

Il traffico diventa «intelligente»

Annex 2 – Press coverage

Press release from Il Cittadino – Local paper
INFOPARKING INDICAZIONI IN TEMPO REALE PER DIROTTARE LE MACCHINE NEI SILOS

Pannelli elettronici per indicare i posti auto liberi più vicini

MONZA - 14-10-2011

BASTA GIRI dell'oca e code turistili alla ricerca di un parcheggio. Pessantemente entro la fine dell'anno entrerà in funzione il sistema di indirizzo per dare agli abitanti e turisti informazioni in tempo reale sulla disponibilità di posti auto in ogni strada della città. Si tratta di un'opera che nacque nel progetto europeo Archimedes e che vedrà il Comune e Tem, impegnati a migliorare le condizioni di viabilità e vivibilità del viaggiare in città. La direttore Solari di Udine - che si aggiudica l'appalto di progettazione, fornitura, posa e manutenzione del sistema di indirizzamento per un valore di 350mila euro con un ribasso del 46% - ha già avuto a sorpresa, buoni tempi e si confida che già entro la fine dell'anno si possa avere il sistema operativo. L'impresa dell'assessorato alla Viabilità, Simone Villa.

IN PARTICOLARE, verranno installate in centro storico e lungo le principali strade di accesso alla città - proseguirà l'assessore - 26 pannelli a messaggio variabile e 29 a messaggio fisso per indicare agli abitanti e turisti che posti sono disponibili in ogni strada. Si tratta di un progetto che ridurrà il tempo impiegato per cercare parcheggio e anche il traffico, l'inquinamento atmosferico.

Maren Gaviani

Un milione di euro investiti in mobilità

In partenza interventi sui semafori, videocamere sulla Ztl e bike sharing

Indugia il traffico deviante, la ricerca dispersa di un parcheggio è la scarsa partecipazione del moto pubblico sono tra le problematiche maggiori del comune. Per Nobile però l’arrivo alla Siconserza Simonene Villa ha deciso di fare un tappo ai concit- tadi, scegliendo di in- vestire un milione di euro per migliorare la mobilità monza, aumentare le linee di autobus e creare una parte del pro-ietto comunitario Archi- medes.

Alcuni procedimenti sono già iniziati, come l’in- stallazione delle paline elettroniche alle fermate degli autobus per con- oscere il tempo di attesa del corriere, altri invece verran- no attuati nell’anno prossimo. «Il progetto è iniziato, sarà attuato tra la fine di aprile e la fine di giugno, ha spiegato Villa, che ha annunciato in settimana tutte le novità per gli sportivi in città. A partire da quelle già visibili come le paline elettroniche in trenta fermate, di cui è già stata attuata la prima installazione in piazza Castello. Un proce- dimento costato 180 mila euro, ma interamente finanziato da Nei, il ramo di Atm che si occupa del trasporto citadino che con- terà ad ogni stazione di transito quando arriverà il sist- ema attuale e si farà conti- nuo ritardo, come già avvenuto a Milano. Sempre in- piazza Castello è stato in- stallato il primo semaforo elettronico (costato 250 mila euro) che il Comune ha voluto sia per i monzani che per i turisti (questo farà aggiungere lo spazio inglese). Sullo schermo trascherà sempre a disposizione gli orari di treni e mezzi, metropolitane, campane e informazioni varie del tipo “Arrosto me” (uffici pubblici, parcheggi, ospedali e servizi nella zona).»

Venne a Milano. Sempre in piazza Castello è stato in- stallato il primo semaforo elettronico (costato 250 mila euro) che il Comune ha voluto sia per i monzani che per i turisti (questo farà aggiungere lo spazio inglese). Sullo schermo trascherà sempre a disposizione gli orari di treni e mezzi, metropolitane, campane e informazioni varie del tipo “Arrosto me” (uffici pubblici, parcheggi, ospedali e servizi nella zona).”

Press release from Il Giornale di Monza – Local paper
Monza hi-tech: parcheggi intelligenti e banda ultraveloce

Città che valorizza Monza

La città di Monza ha avviato un progetto per la monetizzazione dei parcheggi intelligenti e la banda ultraveloce. Questo progetto è stato sperimentato a Monza e ha permesso di ottenere risultati significativi.

La tecnologia utilizzata consiste in sensori wireless installati sui parcheggi che rilevano l'arrivo e il partenza dei veicoli. In questo modo, è possibile calcolare il tempo di parcheggio e monitorare l'uso dei posti. Inoltre, vi è la possibilità di pagamento online mediante app specializzate.

La banda ultraveloce è stata implementata grazie alla connessione ad alta velocità alle infrastrutture della città. Questo ha consentito di accelerare i servizi pubblici e di migliorare la qualità della vita dei cittadini.

Il progetto è stato presentato all'Esagono, una rivista locale, che ha riferito in dettaglio i progressi. L'esperimento si è svolto a Monza, con la presenza di un team di esperti che hanno monitorato l'evoluzione del progetto.
INFOPARKING

I (fu-vc) Forniscono informazioni in tempo reale sulla disponibilità dei posti auto nei parcheggi cittadini per evitare inutili code. Da qualche giorno installati in viale Archimede 55 pannevoli, 26 dei quali elettronici (come nelle vie Viale, Rogozzi, Cavallotte e la piazza Cittero) sulle principali vie cittadine: un sistema per guida gli automobilisti verso i parcheggi, consentendone un riempimento equilibrato.

Press release from Il Cittadino – Local paper
Mobilità sostenibile: Monza guarda all'Europa

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L'attenzione della popolazione è diventata nel corso degli ultimi anni un riferimento fondamentale nella mobilità sostenibile.

Il Ministro, siglato l'Addio alla Città, e l'imprenditore ha
tecnologie, come在我看来，科技的未来将由这些技术支持。我期待看到更多的创新和支持，以确保我们能够提供更好的交通解决方案。

- Rete di parcheggi di buona qualità e in buona posizione.
- Linee di autobus e di tram.
- Servizio di taxi e di benzina.
- Linee di autobus e di tram.
- Servizio di taxi e di benzina.
INFOPARKING ATTIVO IN VIA SPERIMENTALE

25 marzo 2013

è stata ultimata l’installazione del sistema INFOPARKING che fornirà informazioni in tempo reale sulla disponibilità dei posti auto nei parcheggi cittadini per evitare inutili code e traffico paralizzante in città.

La misura è inserita nel progetto di rete Archimedes, al quale il comune di Monza partecipa assieme a tre altri con altre cinque città europee.

Il sistema è costituito da 80 pannelli, 78 dei quali decorativi, dislocati sulla principali vie cittadine che guadagnano gli automobilisti verso i parcheggi, consentendo un’ampia visibilità e utilizzazione.

Quattro cartelli (in via Poldo, via Borgato, via Cavalletti e piazza Civitella) sono stati montati di pannelli e messeggi variabile sul quale potranno essere inviate informazioni relative al traffico e all’utilizzo.

A partire da lunedì 25 marzo INFOPARKING sarà attivato in via sperimentale per alcuni giorni allo scopo di verificare il funzionamento del sistema di trasmisse dei dati dei parcheggi al sistema centrale di gestione.

“La sperimentazione - afferma l’assessore alla Mobilità Simone Villa - si inserisce in un più ampio progetto per la gestione e l’ottimizzazione della mobilità a Monza, i dati trasmessi in questa fase dell’attuazione dell’INFOPARKING potranno risultare incompleti o imprecisi. Si tratta evidentemente di una fase transitionale necessaria prima del collasso definitivo del sistema. Quindi tutti i parcheggi attivi rimarranno attivi. La funzione di interferimento sarà possibile procedere all’attuazione definitiva del sistema”.

Municipality website
Monza, infoparking: lunedì al via la fase sperimentale

55 pannelli, 20 dei quali elettronici, dislocati sulle principali vie cittadine guideranno gli automobilisti verso i parcheggi, consentendo un rilevamento graduale ed equilibrato. Ultimata a Monza l’installazione del sistema infoparking che, fornendo informazioni in tempo reale sulla disponibilità dei posti auto, eviterà inutili code e traffico.

La misura è inserita nel progetto CIVITAS ARCHIMEDES, al quale il Comune di Monza partecipa ormai da tre anni con altre cinque città europee.

Quattro cartelli muniti di pannelli a messaggio variabile sono stati collocati nelle vie Foscolo, Borgoazzio, Cavalieri e piazza Citera. A partire da lunedì 26 marzo l’infoparking sarà attivato in via sperimentale per alcuni giorni allo scopo di verificare il funzionamento del sistema di trasmissione dei dati dai parcheggi al sistema centrale di gestione.

“La sperimentazione – afferma l’assessore alla Mobilità Simone Villa - si inserisce in un più ampio progetto per la gestione e l’ottimizzazione della mobilità a Monza. I dati trasmessi in questa fase all’attivazione dell’infoparking potrebbero risultare incomplete o inesatti. Si tratta evidentemente di una fase transitoria necessaria prima del collaudo definitivo del sistema. Quando tutti i parcheggi avranno ultimato le attività di interfacciamento sarà possibile procedere all’attivazione definitiva del sistema.”