

The European Commission's
**INTELLIGENT CITIES
CHALLENGE**

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Pescara: Intelligent City Transformation Overview

ICC Final Deliverable



Executive summary

PESCARA

1. Pescara 120,000 inhabitants (it will reach **200,000 inhabitants** in 2024 with the merger with 2 towns in its hinterland, Montesilvano and Spoltore), is a modern coastal city in the middle Adriatic. The city has focused on sustainable infrastructures, environmental quality, technological innovation, quality of life typical of a **medium-sized European city**. Economic activities are centered on tourism, trade, research and development and the exchange between the West and the East of Europe.
2. The strategies of modernization, **environmental protection and qualification**, improvement of **mobility infrastructures, public services, research and development** activities, are linked to the growth prospect of the city of **Nuova Pescara**, with the merger of 3 towns for 200 thousand inhabitants, and to its new rank as the hub city of the Adriatic and European system. Seal between North and South, between East and West of Europe.
3. Among the strategic choices of this transformation there are:
 - 3.1 - An extended and interurban network of infrastructures and services for **sustainable mobility** (cycle paths, TCSP lines for collective transport in its own seat, system of pedestrian routes for supply, interchange parking lots, stations and the regional railway network).
 - 3.2 - **Major urban redevelopment interventions and regional services** (former railway station areas, Parco le Naiadi, hotel and congress structures in the Northern area, Former COFA market area, university research centers, new stadium and entertainment centers).
 - 3.3 - The **redevelopment of the suburbs**, linked to the new sustainable mobility networks and the new public spaces in the neighborhood;
 - 3.4 - A vast urban **reforestation plan, for 200,000 new trees** in the next 5 years, with the creation of ecological connection networks and new metropolitan parks (Foce Saline-Piomba, Network of hilly parks, Saline river parks, Pescara, Vallelunga, Road Park and Coastal Pinewoods). (Objective to be included in the New Pescara agenda)
4. During the course of the ECC, the themes **3.1** were developed with excellent results, and **3.2, 3.3** in the course of implementation. The process of **unification of the 3 cities** and **participation** of citizens and stakeholders in the planning and construction of the new city remains to be built.
5. The process of growth and transformation of the new city must take place with **the participation of citizens and stakeholders**, overcoming the fear of the elected officials of losing the role of the old ruling class in their respective municipalities. Currently, some of the elected officials oppose the process of unification of the cities and tend to delay it. (Objective to be included in the New Pescara agenda)
6. For the next 3 years, the planning process must touch the **3 cities** that will merge and activate a process of **participation** with respect to the main **plans of the new city**: the PUMS of sustainable inter-municipal mobility, the Urban Planning plan of the new city, the plan of Metropolitan Green. (Objective to be included in the New Pescara agenda)

Mayor Foreword

Mayor of Pescara Mr. Carlo Masci' s foreword



Air, water, earth, and all the fire of passion. In a single word: life. **Pescara** is all this, and something more besides.

A team of experts has been engaged in the search for the added value of a city that wants to play a leading role in Italy and Europe and that has all the credentials to do so.

Pescara is a city which has always exerted a great force of attraction, thanks to a happy union of **sea** and **land**, and an impetus towards **modernity**, to keep in step with the times.

We have a long history behind us, and another even longer one yet to be written. And we want to do this in the best possible way: taking care of the **air**, the **water**, the **environment**, and therefore the **quality of life** of those who live in the city, of those who choose it for themselves and their family, to open a **business** or run a company. These are also the contents of the European project **ICC, Intelligent cities challenge** that we developed in 2020-2022.

Pescara is a city of culture: it was the birthplace of the poet-soldier **Gabriele D'Annunzio** who transformed his life into a work of art, and of the writer **Ennio Flaiano** who, through Federico Fellini's films, made millions of spectators dream, all over the world. It was in Pescara that Italy's first **jazz festival** was staged, that the first planes of the dawn of aviation and the first helicopter in history, designed by **Corradino D'Ascanio**, took flight. Pescara also hosts the roaring engines of the **Acerbo Cup** event, the longest Formula One circuit, the first of which was won by Enzo Ferrari.

Pescara is aiming to become a **sustainable smart city**: prevention and intervention to protect the area; **waste management** with the objective of 100% recovery and recycling; efficiency and rationalisation of **water resources**; **mobility and transport** with low environmental impact and harmonious and rational coordination of both two and four wheels.

Growing therefore means knowing how to make the most of what exists and redesigning it in a way respectful of the environment and people.

A young and lively city, welcoming by vocation, clean and tidy, with a green soul and clear ideas about what it is and what it wants to become; simply a nice place to live. Because the four philosophical elements - water, air, earth and fire - are not just words, but truly become the union of the microcosm of human beings and the microcosm of nature.

Section

1

September 2020 to January
2021

Pescara : Preparation and assessment

ICC transformation



Introduction

PESCARA – Introduction, page 1

1. Pescara 120,000 inhabitants (it will reach [200,000 inhabitants](#) in 2024, with the merger with two other towns in its hinterland), is a modern coastal city in the middle Adriatic, birthplace of the 1900 poet Gabriele D'Annunzio.
2. For some years the city has been moving towards an urban renewal, centered on [sustainable mobility](#), [environmental protection](#) and enhancement, of the sea (a long coastal strip of fine sand of about 11.5 km, from the Saline to the Vallelunga ditch), of the Saline rivers (in Montesilvano) and Pescara river (in Pescara), of the coastal pine forests, of the hilly wooded areas. The city is also focusing on the [urban redevelopment](#) of the [suburbs](#), the urban renewal with [zero land consumption](#), with the reuse of large disused buildings (the area of the former central railway station of about 12 Ha; the areas of the Ex Cofa general markets; the reuse of various former industrial areas and public buildings in decommissioning).
3. Above all in the field of sustainable mobility, important innovations have been made (illustrated in the [ICC Deliverable Phase 3 Report](#)), in particular in the soft, shared, electric and cycle mobility sector.
4. Instead, the policies and planning strategies of the city of Pescara still remain [weak](#) both due to a more incisive role of [public transport](#) (the only significant objective of the PUMS 2017-2020 is to increase the commercial speed of LPT but not, instead, to also increase the percentage of modal distribution of the LPT), both still weak in [the metropolitan integration with the various municipalities](#) that will have to merge with Pescara in 2024 (Pescara 120.000 inhabitants, Montesilvano 54,000 inhabitants and Spoltore 19,000 inhabitants), and due to the lack of infrastructural options at a higher local scale. Consequently, the development of a suitable [participatory process](#) extended to the dimension of [Nuova Pescara](#), involving citizens and stakeholders in the plan strategies, is still lacking.
5. Some progresses have been made in the environmental field (eg: [BLUE Flag 2021 and 2022](#), ecolabel for tourist seaside resorts of sustainable land management). While [green policies](#) are still limited, often a source of social conflict with citizens' associations (urban forestry, creation of ecological corridor networks and reconnection of metropolitan parks, creation of new parks).

Introduction


PESCARA – Introduction, page 2


6. The phase of [sustainable planning](#) and of the last years of the city of Pescara were both important, as they produced planning documents addressed to the themes of sustainability, environmental protection, urban efficiency, zero land consumption, equity and social inclusion which are themes close to the proposals of the ICC intelligent cities challenge. In particular:


- [Strategic guidelines for the Government of the Territory, 2016](#). Pescara City of Knowledge and Wellbeing. It proposes a vision of urban planning strategies combination (PRG, general master plan) and mobility strategies (PUMS, urban sustainable mobility plan). The program introduces the Zero land consumption vision, through the recovery of suburbs and abandoned areas associated with the creation of sustainable mobility infrastructures, in particular, the TCSP line of public transport and the cycle networks, unfortunately only limited to the municipality of Pescara.
- [PUMS-SUMP, urban plan for sustainable mobility 2017-2020](#) – this one too limited to the current municipal area of Pescara. It contains a generic indication of the TCSP public transport network (but without indication of the percentage of modal split and the role it must play in the metropolitan mobility system). The role assigned to cycling is predominant, which must reach 15% of the modal distribution of journeys in the city together with 35% of journeys on foot.
- [PGTU_2019](#). The general plan of urban traffic, has a shorter time horizon, essentially managing traffic and parking in the various urban areas, implements many of the choices for the PUMS, but is concentrated on managing traffic and vehicle parking, preferring the limitations of access and stop with the ZTL (limited traffic area), leaving Zone 30 and environmental islands exclusively around some schools. Similarly, there are limited indications on the TCSP line of public transport, which here becomes BRT bus rapid transit, without integration with the other cycle-pedestrian and interchange supply networks. Instead, focusing on an RFMT, a regional metropolitan railway network and distribution shuttles, which prove to be difficult to manage because they are managed by the state railways and of little use for local mobility.
- [Blue Flag ecolabel](#) for the sea. In 2021 and 2022, the city of Pescara has finally obtained this ecolabel as a seaside tourist resort with sustainable land management, indicating an improvement in the environmental management of the territory. But there is still a lot to do, for example to reach a [standard of one new tree per inhabitant](#) in the 5 years of an administrative mandate, as the Milan area and the Emilia Romagna region already do.
- [BiciPlan 2022](#). After years of confrontation, elaboration and a wide participation process, the city finally has a plan for cycling, which must be integrated with the other sustainable mobility networks, pedestrian and public transport, and extended to the other municipalities of New Pescara.

City needs: State of the city overview

Significance of insight to what we want to do on the ICC

 Of critical importance to ICC journey and we should be working to change

 Of importance to ICC journey, and we should act to change this along the journey as opportunity presents

 Contextually relevant, but not major point of attention in ICC and unlikely to be impacted on the journey

The state of PESCARA today

(see previous Summary and Introduction)

Key ideas from the analysis of the characteristics of the city

Higher performance observed

- 1 **Sustainable mobility**, in particular Bicycles and Micromobility (electric scooters) (Important results achieved. See Section 2.3)
- 2 Progress and qualification of the city in the **environmental and tourism** field (E.g. : **Blue Flag ecolabel 2021, 2022**)
- 3 Urban **redevelopment of large hubs** (former Central Station area, former Cofa markets, new stadium and **suburban districts** (suburban plan) (Projects and realizations in progress)
- 4 **Integrated Urban Planning and Mobility Planning** (Strategic Guidelines 2016, PUMS 2017, PGU 2019, BiciPlan 2022 approved)
- 5 **Major structural mobility public works** directed towards the outside (**Strada Pendolo**, coastal cycle path, Pescara starting point of the **Costa dei Trabocchi Greenway**, river cycle paths) (Projects and realizations in progress)

More modest performance observed

- 1 The policies in favor of **TCSP, public transport in reserved pathway**, in particular on the road park axis and **TCSP network and parking lots towards the outside**, are not very effective (Not yet approved).
- 2 The policies and commitments in the field of **Green, Parks and Ecological Corridors**, especially on a metropolitan scale, are not very incisive (Few realization, Green Plan missing).
- 3 The external actions on **the metropolitan area of Nuova Pescara** as a perspective of investments and urban plans have been little directed and coordinated (discussion in progress)
- 4 There is no plan for the **Green, the Parks and Metropolitan ecological corridors** (hills, riverside (Pescara and Saline), North Park Saline-Piomba estuary).

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City Ecosystem

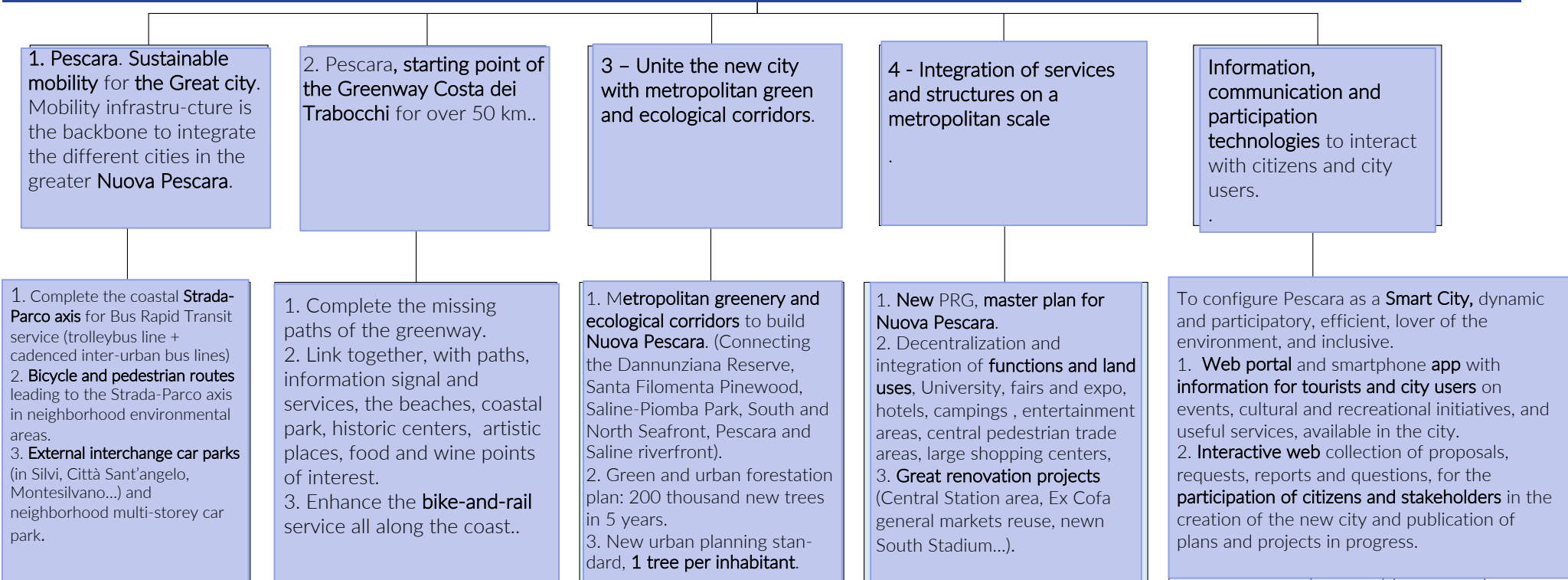
PESCARA, sharing ideas

1. Participation in the workshops organized by ICC was not high, as the workshops were mainly attended by municipal managers and consultants from the working group. But there was **a strong municipal debate in the city** on the issues of **sustainable mobility, urban greenery, new infrastructures**, often with criticisms and alternative proposals to some projects and realizations in progress, also with the organization of a competition of ideas and proposals. alternatives.
2. These initiatives, however, have **enriched and made public and participated the discussion** on the issues of the city, the environment, sustainable mobility (Redevelopment of **via Marconi** for the BRT, **Strada Pendolo and via Pantini** on the edge of the Dannunziana forest reserve, **Strada Parco** on the dismissed ex-Adriatic railway line)
3. From the citizen debate emerges the request for a stronger union of **green road projects** and the creation of **ecological corridors**, with the need for a vision already oriented towards the planning of **Nuova Pescara** (the city extended by 200,000 inhabitants in 2024).
4. It is necessary to update the process of **participation of citizens and stakeholders**, active and extended to the metropolitan area, to collect proposals and build the new city together, and not just observations, criticisms and protests on the action of the public administration. A positive experience was started with the **PeSos Project** with the integration and participation of public and private stakeholders (see Deliverable Phase 3). But the active participation of associations, citizens and stakeholders still needs to be improved (technical project discussion tables, **interactive and transparent social media, public events** with greater listening to citizens and stakeholders, with public, transparent and participatory responses to questions of citizens and operators).

ICC strategy: Vision and ambition statements

Scheme of the sustainable development strategies of Pescara 2022-2030)

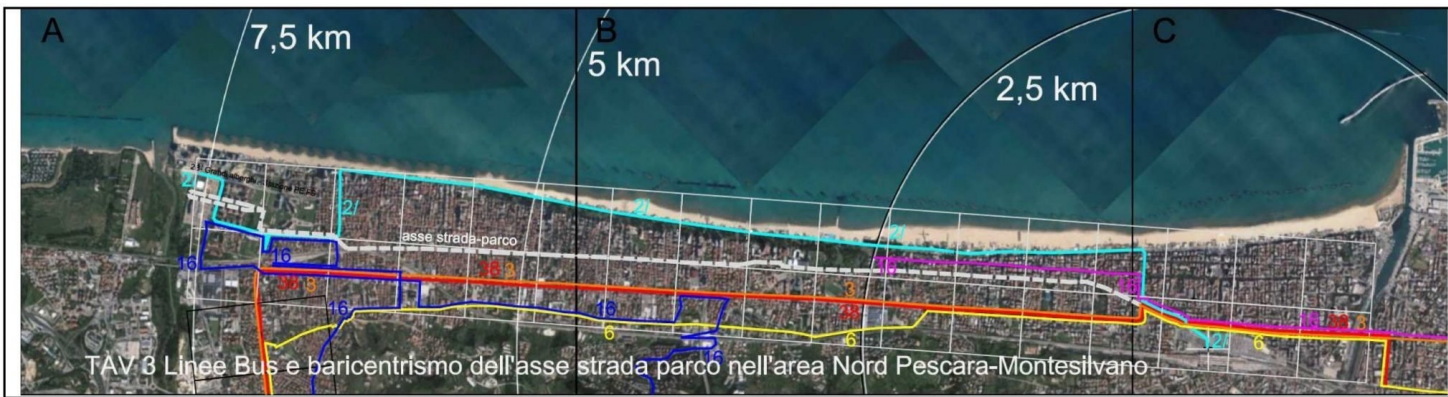
In 2030 Pescara will be the most important city of the **Italian Middle Adriatic coast** between Ravenna and Bari. The large city of 200,000 inhabitants and metropolitan area of 350,000 inhabitants, will be of **high environmental quality, innovative**, equipped with **infrastructure** and **services** of European level, with a balance between **Tourism** and **4-seasons Entertainment** (sea, mountains, arts, food). Research and development will be addressed in the field of **services, trade, fairs and congresses, agri-food industry**.



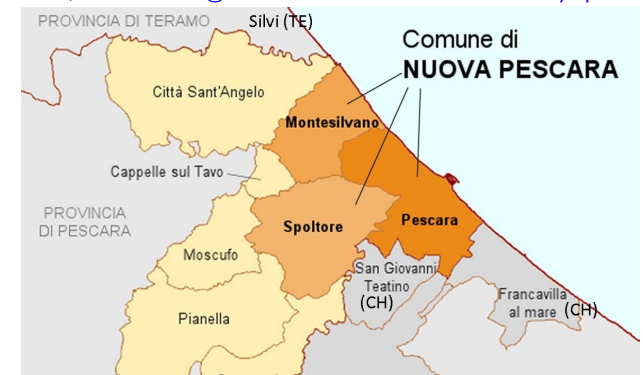
City strategy: justification 1

PESCARA – Strategy, Visions and Ambitions for the future 1 - Sustainable mobility of the big city

1. Sustainable mobility strategies for the large city (TCSP Strada Parco axis et al. - 2. Cycle and pedestrian routes leading to the Strada Parco axis in environmental cycle-pedestrian areas. - 3. External car parks (eg. Silvi, Città Sant'Angelo, Montesilvano) and neighborhood multistorey parking).



Pescara North. Strada Parco axis. The network of current bus lines between Pescara and Montesilvano. Concentrated on the road-park axis, they could guarantee a 4-minute cadenced passage. (CGM, City of Pescara 2015 - Webstrade.it)

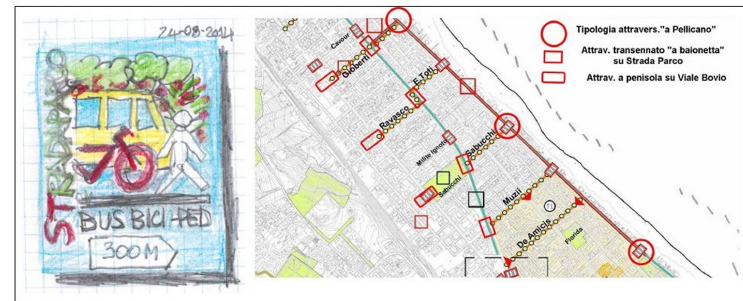


Strada Parco axis. The tree-lined axis, barewell with respect to the coastal town between Pescara and Montesilvano, 7.5 km long, is obtained from the disposal of the Adriatic railway in 1989. It must become the axis of sustainable mobility of the north of Nuova Pescara.



TCSP stops (collective transport on a reserved path) on Strada Parco axis.

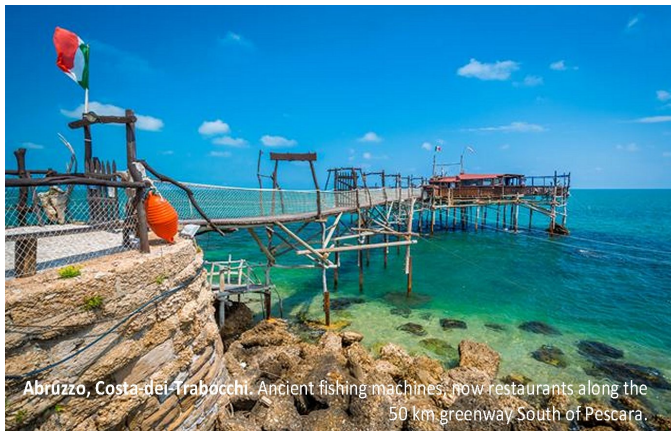
Itineraries to the sea: cycle and pedestrian paths protected from the hill to the sea, through the stops of the TCSP Strada-Parco axis of the metropolitan sustainable mobility (CMG Municipality of Pescara, 2015 - Webstrade.it)



City strategy: justification 2

PESCARA - Strategy, Visions and Ambitions for the future 2 - Pescara starting point of the Greenway Costa dei Trabocchi

2. Pescara, starting point of the Greenway Costa dei Trabocchi. Pescara-San Salvo of over 50 km, with over 50 km of cycle path on the former Adriatic railway. - 1. Some stretches of the Pescara-Francavilla Ortona route are missing (The project is being prepared to access the Regional Operational Program - European Fund for Regional Development, **POR-FESR 2021-2027**) 2. Link together, with paths, information signal and services, the Beaches, coastal park, historic centers, works of art, nature reserves and on the road food and wine points of interest of the Abruzzo Adriatic coast. - 3. Enhance the **bike-and-rail** service all along the coast., for an itinerant, sustainable, slow tourism of territories on a great European path.



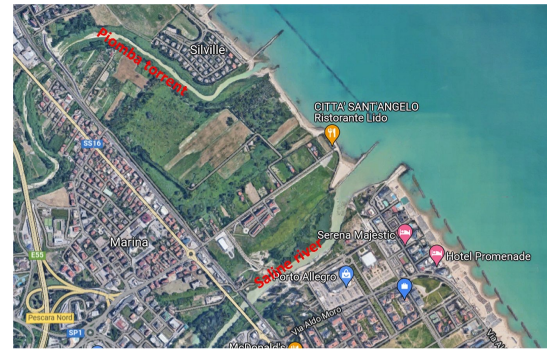
City strategy: justification 3

PESCARA – Strategy, Visions and Ambitions for the future 3 - Metropolitan green and ecological corridors

3. Strategies of metropolitan greenery and ecological corridors to join together the great city of Nuova Pescara. (Connecting the Dannunziana Reserve, Santa Filomena Pinewood, Saline-Piomba Park, South and North Lungomare, Pescara and Saline Lungofiume). Green and urban reforestation plan. New standard, 1 tree per inhabitant. 200 thousand new trees in 5 years).



Pescara, the garden city around the pinewood "Riserva Dannunziana". The large parks must be linked with ecological corridors to the seafront, the riverside and the hill forests. Pescara, the garden city around the pinewood "Riserva Dannunziana". The large parks must be linked with ecological corridors to the seafront, the riverside and the hill forests.



The Area North of Pescara between the mouths of Saline river and Piomba torrent, to be transformed in metropolitan park, connected by ecological corridors with the parks of Nuova Pescara torrent, to be transformed in metropolitan park, connected by ecological corridors with the parks of Nuova Pescara



Tree-lined roads with green draining swales can become ecological corridor and green axis for sustainable mobility (e.g. Phoenix Az, 2016)



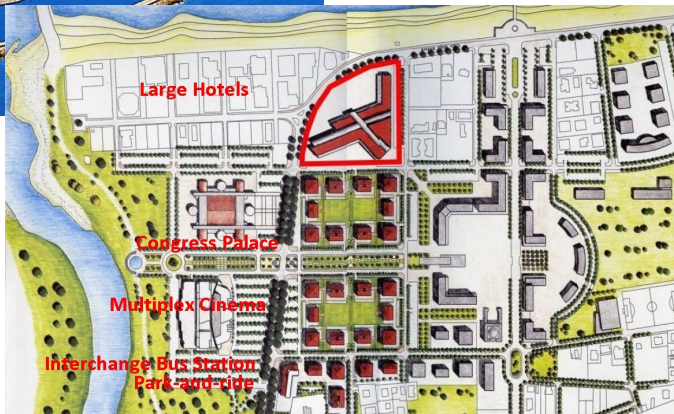
Integration of cycle and pedestrian track with landscape, green and urban qualification (e.g. Pineto TE, Webstrade.it, 2010)

City strategy: justification 4

PESCARA – Strategy, Visions and Ambitions for the f. 4 - Integration of services and structures on a metropolitan scale

4. Strategy for the integration of services and structures on a metropolitan scale. New PRG master plan for Nuova Pescara, (Decentralization of university function, Fairs and expo, hotels, campings and entertainment areas, central pedestrian trade and large shopping centers, metropolitan integration of multiplexes and large entertainment centers).

Pescara tourist port and adjacent ex Cofa area (abandoned general markets). Large functions of the tertiary and urban redevelopment of the South beach



Montesilvano large hotels-PP1. Congress Palace. Multiplex cinema, Bus-TCSP interchange center. The North entrance door of Nuova Pescara.

Towards Pescara 2027. Pole of knowledge and wellness (university, stadium, park, sports facilities). Municipality of Pescara 2017



Pescara. Disused former central railway station area. Urban redevelopment competition 2004. (Directional functions, central urban park, interchange car park, bus terminal, theater and central library). For a long time, the city has been waiting for an adequate transformation.

Section

2-3

Pescara : Ambition and roadmap

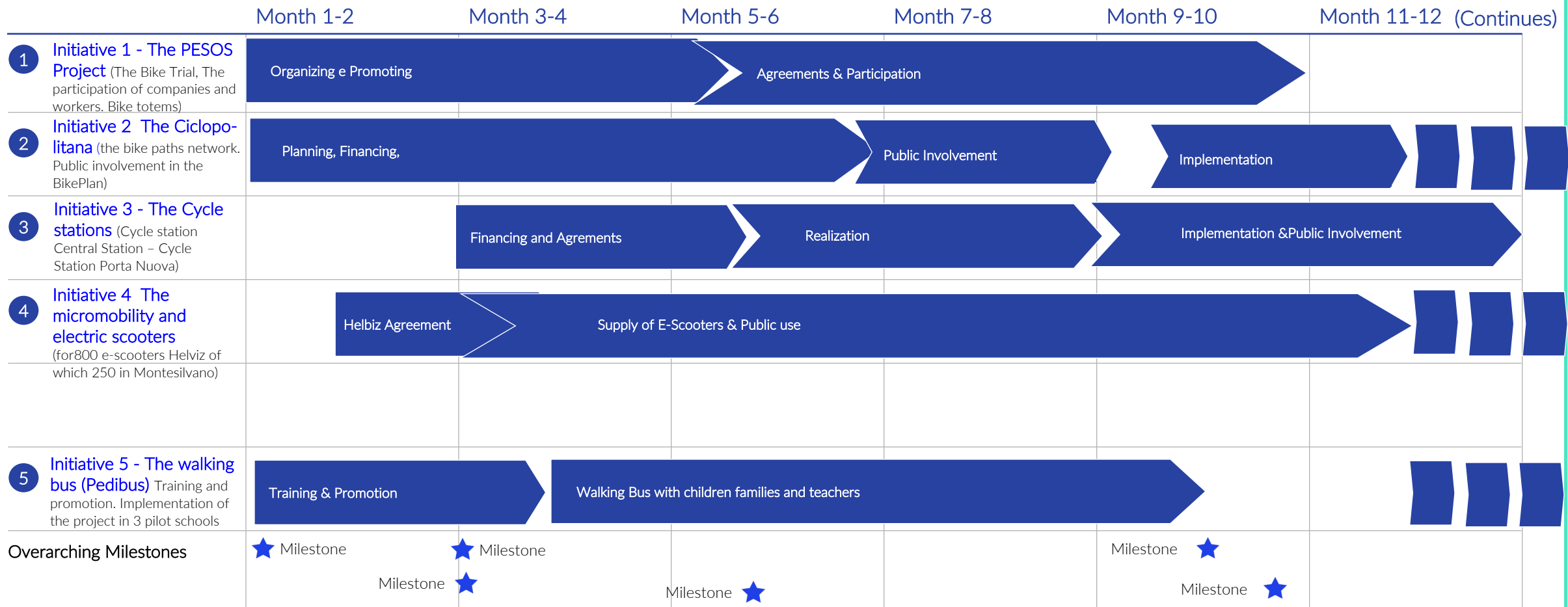
ICC Transformation

February 2021 to May 2021

High level implementation roadmap (“10000m plan”)

PESCARA - Sustainable mobility (Phase 2-3) - Plan of activities

Activity   Milestone



Rationale to road map

Pescara. Management of the sustainable mobility program (Phase 2-3)

1. The work plan (road map) of **sustainable mobility (PESOS Project et Al. See Phase 2-3 of ICC)** was developed thanks to the availability **of a 2018 state funding of approximately 1 million euros** to which it was added another million euros of municipal funds (Total 2 million euros), for the development of sustainable urban mobility, mainly for cycle mobility (**bike paths, Trial an-e-bike-to-work, bike stations, e-scooters , e-bikes**) and the promotion of pedestrian traffic in the home-school paths, to which other municipal and regional funding for urban cycling and strategies in favor of urban sustainable mobility have been added (**Bike totems, Bike sharing, E-vehicle charging columns**).

2 . Public and private companies, citizens and tourism businesses participated in the campaign for sustainable mobility, with an **extraordinary success at the national level** of the city of Pescara in the field **of soft mobility**. In July 2022, the **500 Helbiz e-scooters** in public sharing service in Pescara from 2020 (for 2 years) in "freefloating" and "one-way" mode, reached one million trips and 7 million km traveled (1,370 trips per day, 2.74 trips / day for e-bikes, with an average trip length of 7 km), helping to educate citizens in the culture of sustainability, and to affirm the image of Pescara's green vocation in the panorama of European tourist cities.




Pescara, July 2022. Announcement published by the sharing mobility company **Helbiz** in a local newspaper. In 2 years of use of electric scooters in Pescara, there were 1 million trips and 7 million km traveled.

Initiative charter <PESCARA 1. The PESOS Project>

Strategy		Stakeholders involved		Inputs, outputs, outcomes and impacts	
Description  <p>What: PESOS Project. (Pescara - SOSstenibile. Bike Trial (try the electric bicycle to go to work or school), Bike totems, Bike sharing).</p> <p>Why: Increase sustainable mobility in commuting home-to-work</p> <p>How: With the free trial of an electric bike to ride a bike to work (or to school), and other devices and policies for sustainable mobility</p>		Solution lead:  <p>The Pesos Project Team. Sustainable Mobility City Office</p>		Source of funding and estimated cost  <p>Funding of 2 million euros for the entire PESOS program, half from the government, half from the municipality (Funded and utilized)</p>	
Link to vision  <p>Policies in favor of non-motorized mobility</p>		Solution working team:  <p>Pescara Municipality Sustainable Mobility Office</p>		Solution maturity outputs  <p>Reduction of commuting by private car during peak hours</p>	
Link to ambition statement  <p>Sustainable mobility strategies for the big city (Nuova Pescara, 200,000 inhabitants)</p>		Contributors:  <p>Participation of dozens of public and private companies from the central area, and hundreds of workers</p>		City performance outcomes and impacts  <p>Improvement of lifestyles. Image of Pescara as a green city</p>	
Expected impact and timing  <p>Reduction in the use of private cars in commuting to study and to work. (Action favored immediately, from the lockdown from Covid-19.</p>		Risks and mitigation  <p>Protection of vulnerables users from traffic related hazards. Mitigated with policies and interventions in favor of slow mobility</p>		 <p>PEscara SOSstenibile Sustainable Pescara</p>	
				<p>Pescara. PESos project (Sustainable Pescara), 2019-2020. Try-an-E-bike, To go to work by electric bike (Comune di Pescara, 2021)</p>	

Initiative charter PESCARA 2-3: The Ciclopolitana and Cycle Stations

Strategy	Stakeholders involved	Inputs, outputs, outcomes and impacts
<p>Description</p> <p>What: The Ciclopolitana, a network of cycle paths extended throughout the city, as lines of urban public transport.</p> <p>Why: Immediately increase the urban cycle network up to 30 km of network, with 3.6 km of new tracks</p> <p>How: Involvement of citizens with the Biciplan. Agreements with RFI, the Italian railway network for 2 BiciStazioni and transport of bicycles on the train (Bike-and Rail).</p>	<p>Solution lead: Bici Plan 2022, Pescara Municipality Sustainable Mobility Office</p> <p>Solution working team: Pescara Municipality Sustainable Mobility Office</p> <p>Contributors: <i>Schools, public and private offices, cyclists' associations, Fiab, citizens' associations. RFI Italian railway network, Abruzzo Region</i></p>	<p>Source of funding and estimated cost</p> <p>National and regional funding for cycle paths and cycling support (€ 650,000) plus municipal funds (€ 350,000) in about two years. Regional contribution for Bike + Train. Agreement with RFI for bike stations</p> <p>Solution maturity outputs</p> <p>Achieve 15% modal split with the city mobility bicycle. Extend and connect the networks of the municipalities of the big city. Bike-to-Coast of 130 km on the whole Abruzzo coast</p>
<p>Link to vision</p> <p>Sustainable mobility strategies for the big city. A network of 120 km of urban cycle paths as a goal (1 m per inhabitant in Pescara)</p>	<p>Risks and mitigation</p> <p>Road safety for the vulnerables. Network of cycle paths and slow traffic areas. Interchange train + bike</p>	<p>City performance outcomes and impacts</p> <p>Improving accessibility in a sustainable way in the city. Image of Pescara as a green city.</p>
<p>Link to ambition statement</p> <p>Achieve 15% modal split for bicycles on all urban journeys</p>	 <p>City of Pescara, via Pepe new bike path 2020</p>	 <p>Pescara Bike Sharing, with Bit-Mobility e-bikes. The last on the right, Mayor Carlo Masci and Councillor Luigi Arbore Mascia (emovingmag.it 06-2022)</p>
<p>Expected impact and timing</p> <p>Modal split increase to 10% within 3 years for bicycle trips</p>		

Initiative charter PESCARA 4 – The micromobility: e-scooters/ e-bikes

Strategy

Description



What: A public service of **shared electric scooters** (currently 500-750) and **electric-bikes** (250-350) for a city-wide service, **integrated** with the service in nearby cities (Montesilvano, Spoltore, Francavilla, San Giovanni Teatino).

Why: To offer an **easy, fast, widespread**, sustainable mobility service to tourists, visitors, young people, and temporary residents.

How : Agreement with **Helbitz** (2000-2022). New contract with Bit Mobility from Verona, winner of the tender (2022-2025)

Link to vision



Sustainable mobility in the **New Pescara**, for tourists, temporary citizens, young people, in association with the airport, railway, large hotels, universities.

Link to ambition statement



Objective: **1 million trips / year** on two-wheel electric sharing

Expected impact and timing



Doubling the use of e-scooters and e-bikes in 3 years.

Stakeholders involved

Solution lead:



Pescara Municipality Sustainable Mobility Office. Councilor for Public Works and Mobility (Dr **Luigi Arbore Mascia**)

Solution working team:



Pescara Municipality Sustainable Mobility Office (Dr **Luigi Arbore Mascia**)

Contributors:



Pescara Municipality, External concessionaire company (**Helbiz** 2020-2022, **Bit Mobility** Verona 2022-2025)

Risks and mitigation



Risks of road safety and antisocial behaviour of users, in leaving the scooters unattended along the roads. Educational campaign via App, with tailored messages, with prizes and calls to users and public on social networks (see Municipality of Carpi (MO) <https://www.giovozooz.emr.it/casa-e-salute/notizie/io-monopattino-bene-e-tu>)

Inputs, outputs, outcomes and impacts

Source of funding and estimated cost

Service paid by users by credit card. (on average € 3.25 for 15 ' **10 € / hour**)

Solution maturity outputs



Inter-municipal **micro-mobility services** (Pescara, Montesilvano, Spoltore, with possible extensions to Silvi, Francavilla, Sambuceto) should **integrate sustainable metropolitan mobility**, especially for young people, city users and tourists.

City performance outcomes and impacts

From July to November 2020 (5 months) 1 million kg of Co2 were saved, equivalent to 10,000 full of fossil fuel cars with normal capacity tanks (50 liters).(<https://www.ilpescara.it/green/mobilita/nopattini-noleggio-bilancio-agosto-novembre-2020.html>)



Initiative charter PESCARA 5 – The walking bus (Pedibus)

Strategy

Description



What: Educational program for primary schools, to educate to walk to school,

Why: education for sustainable mobility and healthier lifestyles

How: 3 pilot primary schools, to educate people to walk to school, with assistance from adults

Link to vision



Pescara sustainable city with **green and healthy** lifestyles

Link to ambition statement



Pescara is a green European city, free from cars, healthy and intelligent.

Expected impact and timing

Extension of the experience, on a voluntary basis, to **all primary schools in the city, within 5 years.**



Pescara. Walking Bus (Pedibus) for Elementary school students (Comune di Pescara, 2021 - ed. Webstrade.it, 2021)

Stakeholders involved

Solution lead:



Pescara Municipality Sustainable Mobility Office.
Councillor for Public Works and Mobility (**Dr Luigi Albore Mascia**)

Solution working team:



Pescara Municipality Sustainable Mobility Office

Contributors:



Pescara Municipality Sustainable Mobility Office, with students' families, teachers and school operators

Risks and mitigation



Prevention of road accidents and safety of children and operators.
Creation of a **school area**



Inputs, outputs, outcomes and impacts

Source of funding and estimated cost



Financing with funds for **school projects** and voluntary work (at no cost). Gadgets and clothing from commercial sponsors

Solution maturity outputs



Pedibus service offer for all primary schools in the city, on a voluntary basis.

City performance outcomes and impacts



Education for sustainable mobility and healthier lifestyles. Image of Pescara as a green city.

Key Performance indicators – overview 1/2

Solution	Activities – Inputs and actions	Solution Maturity - outputs	City performance – outcomes and impacts
S1 – <i>PESos Project</i>	<ul style="list-style-type: none"> - The Bike Trial, Try for free an e-bike to go to work /To go to school. - Create a Mobility Manager in every large firm, institution, high school. - Promote the use of sustainable modes for daily trips to work or to school. <p>(Input: 250 electric bikes purchased and loaned for free for a month to those who want to try cycling to work)</p>	<p>KPI 1a - Increase the % of people going to work /going to school by bike</p> <p>KPI 2a - Increase the % of people going to work /going to school by sustainable mode (by public transport, on foot, by bicycle)</p> <p>KPI 1b-2b - Double the actual percentages in 3 years</p>	<ul style="list-style-type: none"> - Reduction of the use of private cars for study or work trips. KPI 1c - 15 % of all urban trips made by bicycle. KPI 2c - 50 % of all trips going through the city center made by sustainable mode (by public transport, on foot, by bicycle). KPI 3a - in 10 years after the institution of Nuova Pescara (200,000 inhabitants) 75 % of all trips going through the city center made by sustainable mode
S2-S3 – <i>The Ciclopolitana network</i> . Cycle paths, cycle lanes, cycle stations	<p>KPI 1d - Increase bicycle paths/lanes from the current 30 km to the expected 60 km citywide (from 0,25 m/inh meters per inhabitant to 0,50 m/inh).</p> <p>KPI 1e - in 10 years, increase the bicycle network to 120 km (1 m/inh)</p> <p>(Input: 6 more km of bike paths built during 2020-2222.. Tens of km are planned with financing in progress)</p>	<p>KPI 4a - A network of bicycle lanes and pedestrian routes in every district (or Zone 30), linked to the TCSP station or TCSP Stop.</p> <p>KPI 4b - At least 60 % of all daily trips, generated in the local district made by sustainable mode (Ped, Bike, Public Transport). (Today they are less than 30% = 15 % Ped+ 5% Bike + 9% PT)</p>	<p>KPI 1c-2c-3b As in S1 Performance). The wider Nuova Pescara (200.000 inhabitants) and the 10 years horizon is the main target for planning and programming time.</p>
S4 - <i>The micromobility. E-scooters and E-bikes Sharing</i>	<p>After the Helbiz management (2000-2022) the new provider for the e-mobility, public, mobility-sharing (Bit Mobility Verona, 2022-2025) will manage a fleet of 750 public e-scooters and 350 e-bikes.</p> <p>KPI 1f - Increase the use of public e-scooters by more than 1 million trips and more than 7 km traveled.</p>	<p>KPI 2f - In the extended city of Nuova Pescara (200.000 inhabitants) achieve at least the use of 1.7 million trips with e-scooters and e-bikes and ay least 11,6 million km traveled.</p>	<p>(As in S1 Performance)</p> <p>KPI 4f Integration of services and infrastructures in the wider Nuova Pescara city is the main target for planning and programming time.</p>

Key Performance indicators – overview 2/2

Solution	Activities – Inputs and actions	Solution Maturity - outputs	City performance – outcomes and impacts
<p>S5 – <i>The Pedibus experience</i> (School walking Bus)</p>	<p>Pilot project on 3 central primary schools, to educate to walk to school, with adult assistance, hundreds of children involved</p>	<p>KPI 1g -Extension of the experience, on a voluntary basis, to all primary schools in the city, within 5 years. Thousands of children to involve and their families</p>	<p>KPI 1g - KPI 2g - Percentage of schools involved out of the total of primary schools. - Number of children involved out of the total. Goal: at least 33% of the children involved- KPI 4g - Creation of a school zone around each school in the municipality within the next 3 years.</p>

Key Performance indicators - Cross cutting indicators

Cross cutting indicators / (Key Performance Indicators - Cross Cut Indicators)

KPI 1a-g - Performance indicator relating to **cycling and soft mobility in the city** of Pescara (Use of bicycles, E-scooters, E-Bikes, Extension of cycle paths, N of trips and Km traveled. Pupils and Classes participating in the Pedibus program ...)

KPI 2a-c-f - Performance indicator relating to **all sustainable modalities in the city** of Pescara (Pedestrian, Bicycle, Public transport)

KPI 3a-b - Performance indicator relating to **all sustainable modalities** in the larger city of **Nuova Pescara** (Pedestrian, Bicycle, Public transport).

KPI 4a-b - Performance indicator relating to **the integration between mobility and the urban dimension** of the largest city of **Nuova Pescara** (Pedestrian cycle paths and environmental island, adduction routes to the TCSP line, interchange and end of route stops).

KPI 5a-b - Performance indicator relating to **green integration, parks, ecological corridors** of the largest city of **Nuova Pescara** (number of new trees per inhabitant, square meters of greenery (including lakes, fountains, water mirrors) per inhabitant, km of tree-lined avenues and corridors ecological,).

Rationale to KPI approach

PESCARA – Adoption of key performance indicators

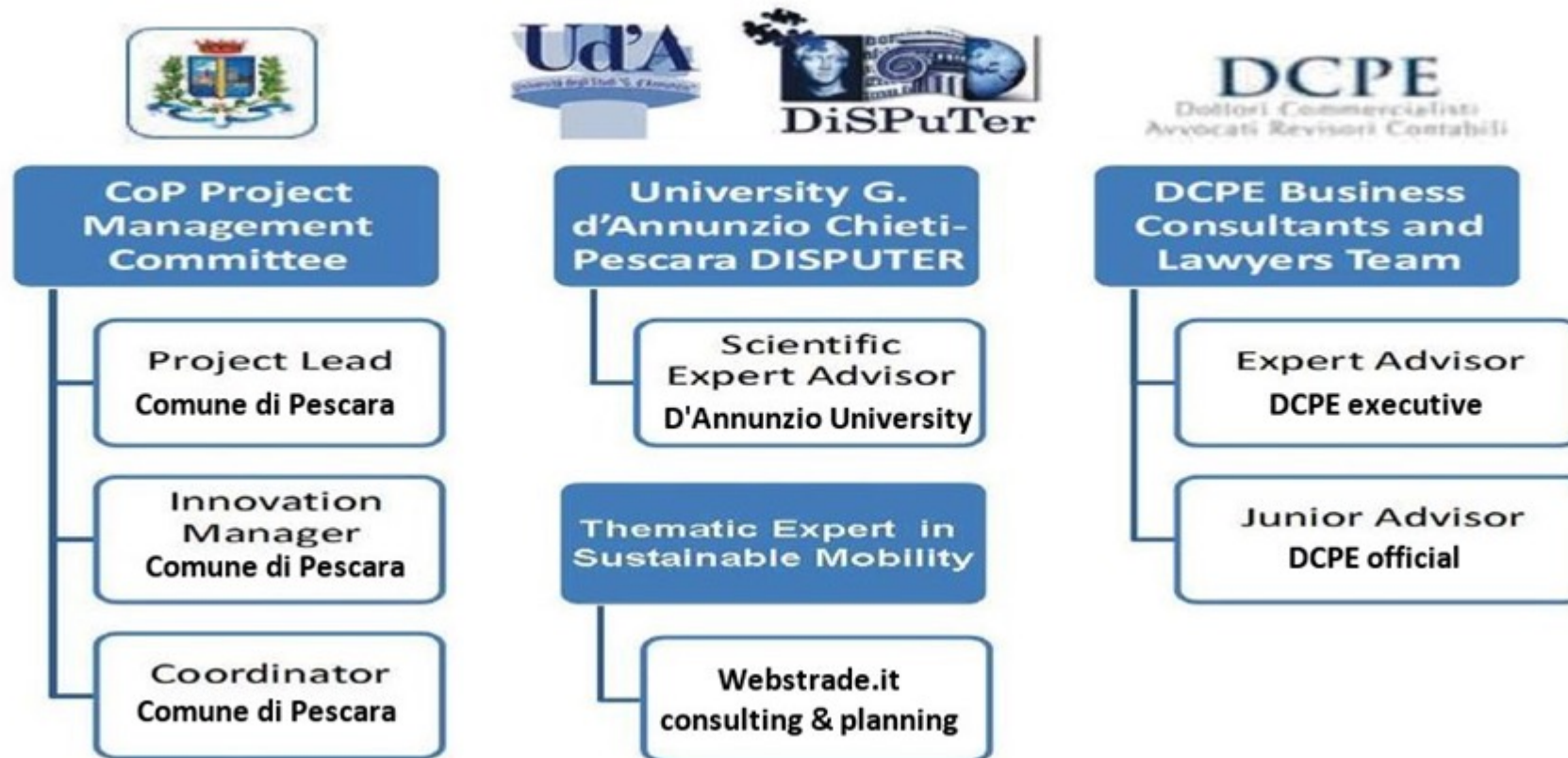
Most of the key performance indicators (KPIs, key performance indicators) derive from indications contained in the planning documents and public discussion on the sustainable future of the city that it has given itself. Some green indicators (standard new trees per inhabitants, ecological corridors, metropolitan parks) derive from the debate on green in the area and from the experience in this field of the Emilia Romagna Region (<https://radiciperilfuturoer.it>)

In particular:

- [Strategic guidelines for the Government of the Territory, 2016](#). Pescara City of Knowledge and Wellbeing. It proposes a vision of union of urban planning strategies (PRG, general master plan) and mobility strategies (PUMS, urban plan of sustainable mobility) (<http://versopescara2027.comune.pescara.it/documento-strategico>)
- [Towards Pescara 2027](#) - Pescara city of knowledge and well-being. Proposals in view of the centenary of the founding of the city of Pescara. (<http://versopescara2027.comune.pescara.it/>)
- [PUMS, urban plan for sustainable mobility 2017-2020](#) - Sustainable mobility planning document, for all modes of transport, with infrastructure investments and traffic management with a time horizon of 10 years. On the model of the European SUMP Guidelines, but limited to the municipality of Pescara only, and not on the size of the new Pescara to be established (<https://www.comune.pescara.it/node/301>)
- [PGTU_2019](#). The general urban traffic plan, has a shorter time horizon, essentially managing traffic and parking in the various urban areas, implements many of the choices for the PUMS, but is focused on traffic management and vehicle parking. (https://ambiente.comune.pescara.it/?page_id=2517)
- [BiciPlan 2022](#). Plan for cycling mobility, which must be integrated with the other sustainable mobility networks, pedestrian and public transport, and extended to the other municipalities of [Nuova Pescara](#)(<https://www.comune.pescara.it/node/288>)

A2 – ICC Local team Pescara

ICC Local Team Pescara



The European Commission's
**INTELLIGENT CITIES
CHALLENGE**

Section

3+4

Pescara: Impact

ICC Transformation

February 2021 to May 2021

Impact executive summary 1 / 2

PESCARA - ICC 2020-2022 Impact of policies

1. The main **successes** achieved by the city of Pescara are the growth of **sustainable mobility** on a urban scale, especially **by bicycle, on foot**, with **electric scooters**, both for **daily mobility for study and work** (Pesos, Biciplan, Pedibus program), both above all for the **erratic mobility** (that is not regularly programmable, for leisure, occasionally for service and needs), **of young people and city users** (tourists, university students, occasional users of metropolitan services).
2. The growth of sustainable mobility levels has been **more a qualitative than quantitative type** (less easily quantifiable), having operated **on pilot projects, demonstration**, with the collaboration of selected companies, schools and public and private structures and a significant investment in communication in press, TV and Social Media (Pesos project, Bicibus, awareness - raising actions with public initiatives of the Biciplan). However, the **participation of the public** and some indicators reveal a significant **public sensitivity to the issues of sustainability**, the protection of the environment and healthy lifestyles.
3. The remarkable **growth of the use of sweet mobility** (i.e. mobility without motor vehicles, or not using private car as a driver), in particular in the use of shared electric scooters (1 million trips in two years) in the **growth of the pedestrian areas** ("Natural Shopping Center" of the city center, North and South seafronts connected From the "Ponte del Mare").The **tracks and stations for bicycles**, indicate the favorable conditions for the generalized development of sustainable mobility extended to all ways of transport (in particular TCSP or BRT) and extension to the whole inter -municipal area , at least of New Pescara.

Impact executive summary 2 / 2

PESCARA - ICC 2020-2022 Impact (and perspective for the next 3 years)

4. In fact, **for the next three years**, a progress of the results achieved can be programmed, oriented toward the following directions:

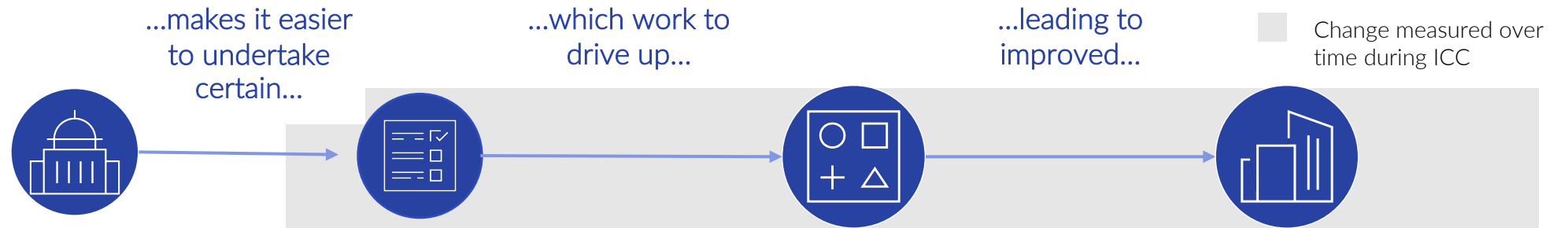
4.1 Extension of **exemplary experiences for all schools, all neighborhoods, all important companies**, with the creation of the city and structure **mobility manager**, with training, coordination, and incentive initiatives. But, if significant changes in lifestyles should be obtained, they have to be achieved with a large, engaging and significant **process of participation**.

4.2 **Integration** of the different components of sustainable mobility in urban, **integrated, systemic, green areas** (environmental islands and adduction ped-bike itineraries to TCSP stops; interchange parking lots and pedestrian areas or TCSP lines; infrastructure integration with tree-lined avenues; boulevards, with drainage systems of stormwater; ecological corridors).

4.3 Extension of sustainable mobility policies and **integration of the territory in the external municipalities**, at least of **New Pescara** (Pescara, Montesilvano, Spoltore), but also preparing the extension to the actual metropolitan reality, **within a radius of at least 10 km** from the center (Città Sant ' Angelo and Silvi, Cappelle and Moscufo, to the North, Francavilla to the South, San Giovanni Teatino, Cepagatti, Pianella to the West). The extension will start from the creations of **inter -municipal plans** (urban planning, mobility, infrastructure and greenery).

4.4 In addition to the **external extension of the plans, services, infrastructure**, strategic will be the role of the choices of **Green and Blue** as factors of mending the territories, for qualification of the environment, the image of the city, the quality of life, and economic potential of this territory (**parks, reserves and bush areas, ecological corridors and avenues, sea, wetlands, rivers**). The **Green** will have to be tied to the infrastructures and aim to become a new **qualitative standard** of of the territory.

There are four types of measurable concepts that come together to drive success in the ICC



Idea	Local enablers – city characteristics	Activities – actions and inputs	Technology maturity – outputs	City performance – outcomes and impacts
Description	Each city has unique strengths and weaknesses that help action happen . These can be stakeholder networks, local capabilities, cultural factors or many more that drive success in ICC projects.	A cities main intervention on the ICC is to take actions . These can be direct (e.g., procuring technology), or indirect , (e.g., forming a working group on a topic). The right actions can lead to the right inputs going in to the ICC (e.g., funding, time)	Cities can drive technological solutions to try and improve city performance. How well these solutions are currently used can be described as their 'maturity' , - considering whether they are available for stakeholder use, what stakeholders think of them, and so on	Success of an intelligent city is ultimately measured by its ability to address city needs . These can be considered an improved quality of citizen life and a better environment for stakeholders
Example	A history of strong collaboration between city and a local university...	...allows the creation of a new e-health pilot project using social housing in the city...	...leads to the launch a new tele-health solution utilising 4G data connections...	...resulting in pre-emptive diagnosis and lower wait times at medical facilities

Assessment of city performance - progress against KPIs

City performance	Where we started	Midway through the challenge	Final results
<p>1 KPI 1</p> <p>Sweet Mobility in the city of Pescara</p>	<p>Bicycle pathways 20.5 Km</p> <p>Bike 5 % of total trips</p> <p>E-Scooter = 0 trips(inexistent)</p>	<p>Bicycle pathways 25 Km</p> <p>Bike 6 % of total trips</p> <p>E-Scooter = 500.000 trips x year</p>	<p>Bicycle pathways 30 Km</p> <p>Bike (10% + work in progress)</p> <p>E-Scooter = 500.000 trips x year</p>
<p>2 KPI 2</p> <p>Sustainable Mobility in the city of Pescara</p>	<p>LPT Local Public Transit 10 %</p> <p>Bike 5 %</p> <p>Pedestrian 15 %</p>	<p>LPT (+ work in progress)</p> <p>Bike 6 %</p> <p>Pedestrian (+ work in progress)</p>	<p>LPT (15 %, + work in progress)</p> <p>Bike (10% + work in progress)</p> <p>Pedestrian (25 % + work in progress)</p>
<p>3 KPI 3</p> <p>Sustainable Mobility in the city of Nuova Pescara</p>	<p>LPT Local Public Transit 10 %</p> <p>Bike data n.a. In the wide area</p> <p>Pedestrian n.a. In the wide area</p>	<p>LPT (+ work in progress)</p> <p>Bike (6 % + work progress)</p> <p>Pedestrian (15 % + work in progress in the wide area)</p>	<p>LPT (15 % + work in progress)</p> <p>Bike (10 % + work in progress)</p> <p>Pedestrian (25 % + work in progress) In the wide area</p>
<p>4 KPI 4</p> <p>Integration of Mobility and Urban planning</p>	<p>Walking bus in pilot schools (n. 3)</p> <p>Pedestrian Zone in central areas</p> <p>n. 4 internal Interchange Park</p>	<p>Extension of Walking bus in pilot schools (n. 5)</p> <p>Pedestrian Zone i(+ work in progress)</p> <p>Interchange Park (+ work in progress)</p>	<p>School Zone in every school (w.in progress)</p> <p>Ped-Bici pathways to TCSP-BRT Stops (+ work in progress)</p> <p>External Park-and-Ride (work in progress)</p>
<p>5 KPI 5</p> <p>Integration of the Green in the city of Nuova Pescara</p>	<p>Green sector separated from Public Works and Urban Planning</p>	<p>Some Public Works with an integrated Green component (Strada Pendolo, Lungomare Sud, La Duna...)</p>	<p>Green Plan of Nuova Pescara (Work in Progress. Parks and natural Reserves, Ecological corridors, boulevard, Riverfront and Seafront)</p>

Assessment of city performance - discussion

1. **KPI 1 – Sweet mobility in the municipality of Pescara.** Exemplary projects have been developed (Pesos project, Pedibus, Bike-Plan), with greater sensitivity of citizens to sustainable mobility. The **bicycle network** has grown **from 20.5 to 30 km**. Significant measurable growth arrived to the use of public **electric scooters** that reached **500,000 trips/year**.
2. **KPI 2 - Sustainable mobility in the municipality of Pescara.** Local public transport, which today reaches just over **10 %** of urban travel, must recover competitiveness. We are working on the **TCSP** network, of public transport in reserved path (Strada-Parco axis, via Marconi) the results are not yet visible, but the aim is **to achieve 15 %** of the urban travel in LPT (local public transit)
3. **KPI 3 - Sustainable mobility in the extensive dimension of Nuova Pescara.** It is aimed at extending Pescara's results in sweet mobility also to the neighboring municipalities of New Pescara. In the **next 3 years** we aim to reach **15 % of LPT, 10 % of bicycle mobility, 25 % of trips on foot**, for a total of 50 % of trips made with sustainable mobility in the wider urban area.
4. **KPI 4 - Integration of urban and mobility planning in the extended dimension of New Pescara** (Work in progress). It is a service started but to be made measurable in the **next 3 years**. We need to create **school areas around every school** (at least 50 % of schools). The **pedestrian and cycle paths**, today present only in central areas, will have to integrate and orient **themselves toward the stops of the TCSP**, public transport in reserved pathway, ("*Itinerari a mare*" Itineraries to the sea, bike-and-ride). The **interchange car parks**, today only in the municipality of Pescara, must also be on **external terminals**.
5. **KPI 5 - Green integration in the city of New Pescara.** The policies of **urban green, trees, parks, ecological corridors**, today in separate sectors in every municipality, will have to become an element of urban, environmental redevelopment, **mending the large city**. In the **next 3 years** we will have to: create a **Green inter -municipal plan**; integrate **Green into road projects**, public works and urban redevelopments; Setting a goal of planting **a new tree per inhabitant** in the next 5 years.

Assessment of solution maturity - progress against KPIs

	Where we started	Midway through the challenge	Final results
Solution 1 – Sustainable Mobility in the city of Pescara			
1 KPI 1	Bicycle pathways 20,5 km	Bicycle pathways 25 km	Bicycle pathways 30 km (w. in progress)
2 KPI 2	0 trips in shared e-scooter	500.000 trips/year in shared e-scooter	500.000 trips/year in shared e-scooter
3 KPI 3	Bicycle 5 % of trips	Bicycle 6 % of trips	(target 10% bike trips / work in progress)
4 KPI 4	15% of journeys on foot	+ walking to school (Pedibus)	(target 25% Ped trips / work in progress)
5 KPI 5	10% spostamenti su TPL	+ setup of BRT-TCSP (work in progress)	(target 15% BRT trips / work in progress)
Solution 2 - Integration of Mobility and Urban Planning in Nuova Pescara			
1 KPI 1	Walking Bus to school (3 pilot projects)	Walking Bus to school (3-5 schools)	School Zones for every school (w.i.p)
2 KPI 2	Separated (central) Pedestrian Zones	Integrated Ped Routes to BRT stops (Itinerari a mare + Isole ambientali concept)	(target One Ped Route every km of BRT)
3 KPI 3	10% of trips on LPT	15% su BRT-TCSP (work in progress)	(target 25% BRT trips / work in progress)
4 KPI 4	4 interchange parkings in Pescara	+ external parking on BRT-asse TCSP	4 new external parking on BRT-TCSP axis

Assessment of solution maturity - discussion

(As explained on page 33, there is an evolution of the key performance indicators KPI, from those of the sweet city mobility to those of integrated metropolitan sustainable mobility, to the integration of environmental and green factors)

1. **KPI 1 – Sweet mobility in the municipality of Pescara.** Exemplary projects have been developed (Pesos project, Pedibus, Bike-Plan), with greater sensitivity of citizens to sustainable mobility. The **bicycle network** has grown from **20.5 to 30 km**. Significant measurable growth arrived to the use of public **electric scooters** that reached **500,000 trips/year**.
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5. **KPI 5 - Green integration in the city of New Pescara.** The policies of **urban green, trees, parks, ecological corridors**, today in separate sectors in every municipality, will have to become an element of urban, environmental redevelopment, **mending the large city**. In the **next 3 years** we will have to: create a **Green inter -municipal plan**; integrate **Green into road projects**, public works and urban redevelopments; Setting a goal of planting a **new tree per inhabitant** in the next 5 years.

Assessment of city ecosystem and activities - progress against KPIs

	Where we started	Midway through the challenge	Final results
Ecosystem : Integration of Green and environment in projects and plans			
1 KPI 1	Public projects without trees and landscaping	Some innovative projects with landscaping	Proposal: 5-10% of the budget for trees and landscaping
2 KPI 2	Road projects mainly with sewage system	(Discussion on reducing the stormwater load)	Pilot projects and guidelines on urban street stormwater design
3 KPI 3	Green Standard: 4,5-9 square meters per inhabitant only per new buildings	(Discussion on environmental standard)	New Green Standard: 1 new tree per inhabitant for construction and redevelopment
Activity : Greenery and Urban forestation as an identity factor of Grande Pescara			
1 KPI 1	(absence of...)	(discussion of...)	Plan of the Metropolitan Green Area
2 KPI 2	(absence of...)	(discussion of...)	Urban Forestry 200,000 new trees in the next 5 years
3 KPI 3	(absence of...)	(discussion of...)	New metropolitan standards for environmental and landscape improvement.

Assessment of city ecosystem and activities - discussion

1. **Green, water, the environment and the landscape** must be **identity elements** of the city of **Nuova Pescara** which is about to be build, both because the **new consciousness of citizens** after the environmental global crises require it, both because they become elements of **reconnection and environmental qualification of the new city**, and, last but not least, for the **economic value** of the touristic identity and the image of the city.
2. For the **key performance indicators (KPI)**, a minimum percentage of **5 % of expenditure for public works** has to be reserved for **green, environmental and landscape** accommodations. **Guidelines and pilot projects for stormwater management in road projects** has to be drawn up. New urban planning standards of **one new tree per inhabitant** for new buildings or building redevelopments must be indicated.
3. Among the activities to be programmed **in the next 3 years** we will have to: **create an Inter-municipal Green Plan; Establish a urban forestry target**, with the participation of the public and private according to the model of the Emilia Romagna Region (<https://ambiente.regione.emilia-romagna.it/it/radiciperilfuturo/>), for **200,000 new trees** (number of inhabitants of New Pescara) in 5 years of the electoral mandate. New urban and building standards will have to be set for the enhancement of greenery, the environment and the landscape.

5 key lessons

Lessons from the ICC comparison

Lesson	Reflections
1	1. The large city of New Pescara is the right dimension of a medium -sized European city , modern, sustainable, competitive, innovative, of high environmental quality and high quality of life. On it, objectives, strategies, resources and participation of citizens and stakeholders must be measured.
2	2. The sustainable mobility of public transport in reserved route , BRT or TCSP, barycentric, interconnected, on an axis high frequency and quality of service , is a strategic element for the structuring of the new city. It must be connected to the other sustainable modes (pedestrian, bikes, interchange parking)
3	3. An integration between mobility, urban planning, green and services policies is needed. Examples of urban and mobility units are the Environmental Areas, Zone30, School Zones, large area services.
4	4. For tourist development great opportunities are: strategies for urban micro mobility , completion of the greenway Costa dei Trabocchi on the sea from Pescara to Molise, bike+train integration on Costa de Trabocchi and river planes.
5	5. The direct participation of citizens and stakeholders of the big city Nuova Pescara can remove a certain ostracism of local politicians and the limitations of intervention to the municipal level only, aiming at the right dimension of urban phenomena.
	(What worked and what didn't). What blocked / delayed the implementation of Point 1 (The greater Nuova Pescara) was a certain opposition of local elected politicians to change. It can be overcome with Point 5 (tools for the participation of citizens and stakeholders). During the ICC, light sustainable mobility (bicycles, e-scooters, pedestrians, Point 2) developed considerably because it was provided with local funding. Points 3-4 must be developed with adequate resources and policies.

Reflections on city collaborations

PESCARA. Case studies, references and comparable cities

1. During the ICC conferences, consulting the case studies, and **online documentation** of the 136 ICC cities, we have studied and referred to a series of cities comparable with Nuova Pescara, in relation to **common issues**, from which we have taken Inspiration and operational references. In particular:
 - 2. For the management of **sustainable tourism of the territories**, the cycle paths network of sustainable mobility , the enhancement of a tourism made of **environmental quality, culture, food and wine** (examples of Ravenna-Cervia (IT), Nice, Aix-en-Provence (F), coastal strip of Teramo, (IT).
 - 3. For **sustainable mobility** and SUMP plan, linked to the right to accessibility for all, road safety, efficient interurban sustainable public transport (Examples of Tampere (FI), Valongo (PT)).
 - 4. For more efficient direct management of **citizens participation**, with digitization of municipal services, interactive websites, wide use of social media, information blogs, and **digital inclusion** (examples of Aarhus (DK), Antwerp (BE))-
5. Furthermore, they have been references to Pescara, other **comparable** classic examples, (Non-ICC) of **medium-sized cities, environmental and innovative high quality**, equipped with infrastructure for **sustainable mobility** (Freiburg (DE), Montpellier (F,) Groningen (NL), Pesaro, Perugia, Ferrara, Rimini (IT)).

Commitments

Commitments to on-going resources

<Resources for NUOVA PESCARA>

With the provision of the law to encourage the associations of municipalities, for **Nuova Pescara** will be available the sum of **10 million euros for 10 years**.

(planning, union of services, reorganization of the big city, infrastructure adjustments)

Commitments to on-going collaboration

<Collaboration with Cities >

For the continuation of the ICC experience, a more direct **collaboration with the cities** is conceivable:

1. **Nice** (F) **Ravenna** (IT) (Sustainable tourism of the territories. Costa dei Trabocchi enhancement,)
2. **Freiburg** (DE) **Montpellier** (F) **Pesaro** (IT) (TCSP sustainable mobility, Bicipolitana)
3. **Aahrus** (DK), (participation of citizens of the wide area, digital inclusion)

Commitments to on-going KPIs

<Most important KPI>

Among the most important KPIs are:

- 3.1 - Extension of the **inter-municipal network of cycle paths**
- 3.2 - Extension of **inter-municipal TCSP network**
- 3.3 - Number of **environmental areas** and **cycle and pedestrian paths** to the TCSP stops
- 3.4 Number of **new trees per inhabitants** planted in 5 years.

3 Year plan - ambitions

PESCARA – Some qualified targets for next 3 years

Building on the ICC, what would the city aim to achieve in 3 years time?

1. Extend the cycle paths of the big city from (30+9+0) to 40+15+5) = 60 km
2. Open the TCSP-BRT Coast Line Montesilvano-Francavilla (12.5 km)
3. Connect pedestrian paths, cycle paths and external interchange parkings to the TCSP line (at least 1 path to the sea every km plus 2 external interchange parking lots).
4. Draw the Green Metropolitan Plan and plant 100,000 trees in 3 years.

What steps will you take over the next 3 years to achieve these goals?

1. A process of public participation, also digital, for the involvement of citizens and stakeholders (not only the elected councilors of the municipalities) must be started immediately. It has to deal with the principles of Urban Planning, of Mobility, and the Green plan of Nuova Pescara.
2. The establishment of the new city of 200,000 inhabitants must be organized starting from 01-01-2024, as requested by the popular referendum of 2014 and regional law of 2018.
3. The Urban Planning plan, Mobility, Green plan of the new city must be approved within 31-12-2025 .

3 Year plan - targets

KPI	Category	What commitments will the city make to this end?
1 1. Length of the cycle Paths	City performance (Nuova Pescara)	Increase of 50 % of the cycle paths of each municipality (15 + 5 + 3 km) = + 23 km
2 2. North-South TCSP-BRT	Solution maturity (Nuova Pescara)	Open at least (7.5+5) = 12.5 km of public transit reserved line TCSP /BRT
3 3. Ped-Bike paths to TCSP stops (Itinerari a mare)	activities & ecosystem (Nuova Pescara)	Make at least 6 cycle and pedestrian paths to the sea through the TCSP BRT stops (Itinerari a mare)
4 4. Safe pedestrian School Zones	City performance (Nuova Pescara)	Create safe pedestrian School Zones on at least 50 % of the schools of each municipality
5 5. Verde e alberi	activities & ecosystem (Nuova Pescara)	Approve the Green plan of the metropolitan area for 200,000 new trees in 5 years
6-7. More		6 - Blue Flag ecocertificate on the whole Montesilvano-Pescara coast (activities & eco system) 7 -Definitive cycle connection Pescara-Ortona-Costa dei Trabocchi (Solution maturity)




Appendix

Pescara : Additional information

ICC Transformation

February 2021 to May 2021

Overview of our approach to the development of KPIs to assess city performance and activities

	<u>Idea</u>	<u>What purpose do they serve?</u>	<u>What is it 'attached' to</u>	<u>When do we measure them?</u>	<u>What have we set?</u>
 Helps deliver	1. City performance	How well a city is performing on outcomes and impacts (e.g., quality of life)	City programme as a whole	At the end of Implementation cycle 2 and for Programme Review workshop	<ol style="list-style-type: none"> 1. Increase of cycle paths (in each municipality of Nuova Pescara) 2. Create safe pedestrian School Zones (in each municipality) 3. Extend to other municipalities the transit network on reserved site (TCSP- BRT)
 Helps deliver	2. Solution maturity	How well a city is using new technological solutions	Each solution	At the end of Implementation cycle 2 and for Programme Review workshop	<ol style="list-style-type: none"> 1 - Open the North-South public transport network on reserved site to regular service (TCSP-BRT coastal line) 2. Complete the cycle connection from Pescara to Costa-dei-Trabocchi greenway and coastal touristic route. 3. Open external interchange parking along the TCSP-BRT line
	3. Activities & Ecosystem	How well a city is taking action and encouraging others to take action	City programme as a whole	Once per month	<ol style="list-style-type: none"> 1. Complete Ped-Bike paths to the TCSP-BRT line stops (Itinerari a mare) from hills to the sea. 2. Have a Metropolitan Green Plan for 200.000 new trees in 5 years. 3. Confirm a Blue Flag eco certificate on all the metropolitan Nuova Pescara coastal line.

3 Year plan – PESCARA 1. City performance (Pescara city)

SUS Program, Strategies for Urban Sustainable Development



Pescara. SUS program. One of the fully electric buses that made a free shuttle service among urban parking lots, the seaside, and the beaches in summer 2022.

1. **Full-Electric bus.** With the financing of 3 million euros of the Regional operational program-European fund for regional development, **Por-Fesr Abruzzo 2014-2020**, 5 Full-Electric buses were purchased to offer a free public shuttle service among the city car parks and the seaside and beaches, allowing tourists and citizens to go to the sea, free-from-cars throughout summer 2022.

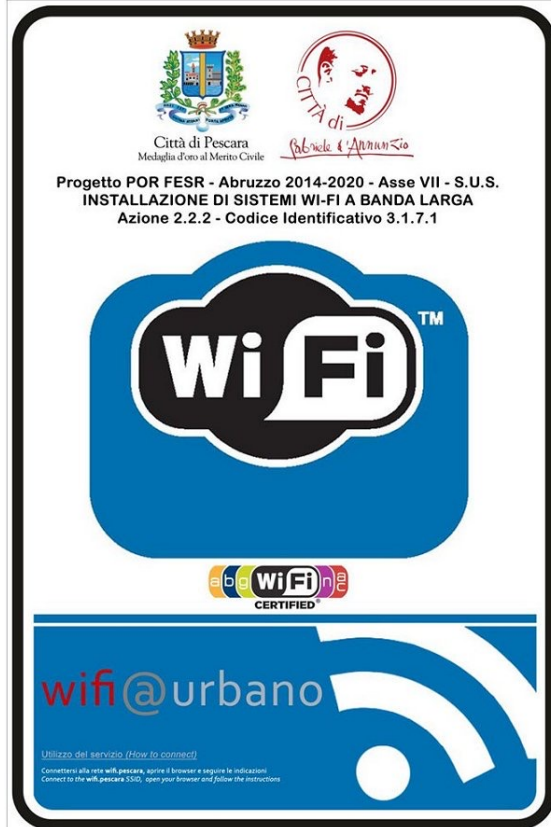


2.Pescara. Sus Program 2022. Ecomobility Point, Tourist and citizens information point, recharging bikes and e-vehicles, WiFi, bike and e-Scooter interchange point to TCSP-BRT Line.

2. **Ecomobility Points.** In the same SUS program, **10 interchange points** for bikes + e-scooters + TPL buses, called Ecomobility Points, were created in strategic points of the city of Pescara. These are bus shelters with information displays on transport and the agenda of city events and cultural initiatives, equipped with charging points for electric vehicles, and Wi-Fi, to wait and interchange with the public transit, for tourists, citizens, and city users with sustainable mobility.

3 Year plan – PESCARA 2. City performance (Pescara city)

SUS Program, Strategies for Urban Sustainable Development



3. Pescara. SUS Program.
A free wifi signal

3. **Pescara Smart City.** Within the same SUS Program, the management of **ICT services** of sustainable mobility and information on city services via **web-and-app-based applications** is under contract.

They are related to:

- Web portal and smartphone app with **information for tourists and city users** on events, cultural and recreational initiatives, and useful services, available in the city;
- **timetables, waiting times** of the public transit to the stops, offer of local public transport;
- **Traffic analysis** with cameras, estimate, and provision of traffic flows, with artificial intelligence procedures, to help planning and management of urban traffic plans;
- information on the real **availability of parking stalls** in urban public parking lots.

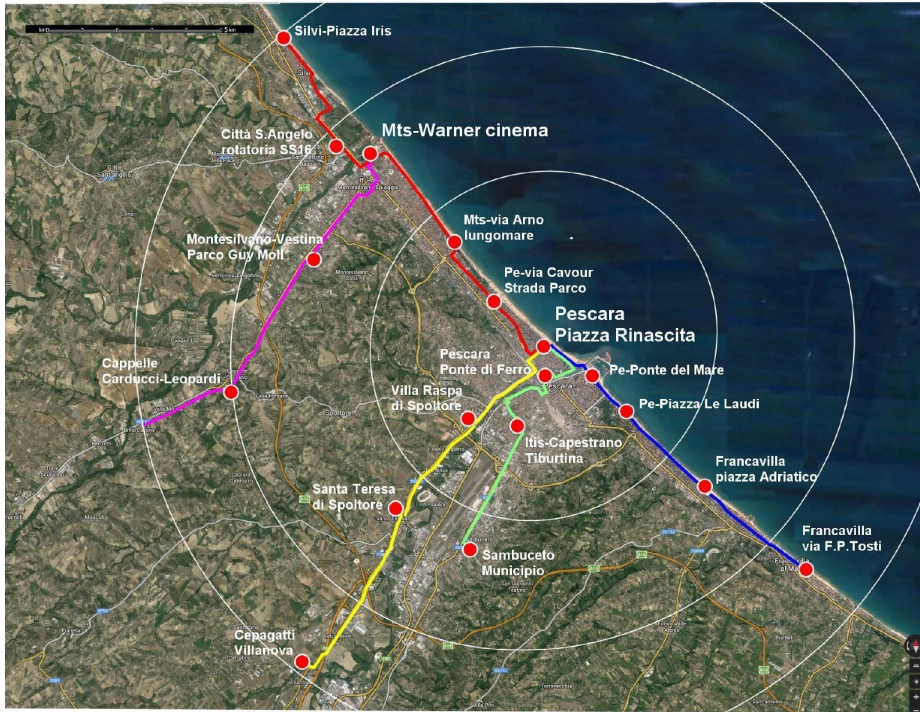


4. Pescara ICT public services, via Web-and-App-based applications

4. The set of **strategies adopted in the SUS Program**, (strategies for sustainable urban development) push the city of Pescara towards an integration of the methods of sustainable traffic and the adoption of **information and communication technologies** to interact with citizens and city users. They configure Pescara as a **Smart City**, dynamic and participatory, efficient, lover of the environment, and inclusive.

3 Year plan – PESCARA 3. City performance (Nuova Pescara)

21/09/2014, AREA PESCARASE, SETTIMANA EUROPEA MOBILITA' SOSTENIBILE



The Bicipolitana network, of cycle paths that connect Pescara with the metropolitan area, with colored lines such as a subway, (European Mobility Week 2014. Webstrade.it 2014)



1. The metropolitan bicycle paths, linking Pescara with the surrounding cities.



1. Increase of cycle paths (in each municipality of Nuova Pescara)

2. Create safe pedestrian School Zones (in each municipality)

3. Extend to other municipalities the transit network on reserved site (TCSP- BRT)



4. Safe pedestrian School Zones

3 Year plan – PESCARA 4. Solution Maturity (Nuova Pescara)



The Greenway Costa-dei Trabocchi, extended 50 km South of Pescara, linked to the railway Adriatic line, and to be completed for a few kilometers for bicycles and pedestrians.



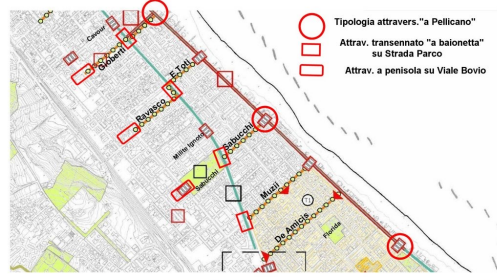
The North door of Nuova Pescara, Large Hotels in Montesilvano, with the interchange parking of the TCSP-BRT line, the Palazzo dei Congressi and the Multisala Cinemas.

- 1 – Open the North-South public transport network on reserved site to regular service (TCSP-BRT coastal line)
2. Complete the cycle connection from Pescara to Costa-dei-Trabocchi greenway and coastal touristic route.
3. Open external interchange parking along the TCSP-BRT line

3 Year plan – PESCARA 5. Activities and Ecosystem (Nuova Pescara)



Pescara. A bike and ped path to the sea (*Itinerario a mare*): via delle Fonti- Zanni stadium - TCSP Stop - pinewood - beach. (Webstrade.it 2021)



Via Gioberti, ped-bike path to TCSP-BRT-Stop and to the sea
Ped-bike paths to the sea (*Itinerari a mare*), in the Traffic Plan 2005 and in the reality (via Gioberti)

1-2. *Itinerari a Mare* (ped-and-Bike paths to the TCSP Stops and to the sea.

3. The Green factor. 1. Pineta D'Annunziana, identity of Pescara.

2 Program "Let's put roots for the future" (Emilia Romagna Region 2021) to plant 4.5 million trees in 5 years.



Mettiamo radici per il futuro

DAL 1[^] OTTOBRE RIPARTE LA CAMPAGNA DELLA REGIONE PER PIANTARE **4,5 milioni DI NUOVI ALBERI**

SALGONO A **22** I VIVAI ACCREDITATI NEI QUALI RITIRARE GRATUITAMENTE LE PIANTE (ELENCO ON LINE)

600 MILA GIÀ QUELLE MESSE A DIMORA

ambiente.regione.emilia-romagna.it/it/radiciperilfuturoer

Emilia-Romagna. Il futuro lo facciamo insieme.



Nuova Pescara keeping to have the Blue-Flag ecolabel for quality of water and environment

1. Complete Ped-Bike paths to the TCSP-BRT line stops (*Itinerari a mare*) from hills to the sea.
2. Have a Metropolitan Green Plan for 200.000 new trees in 5 years.
3. Confirm a Blue Flag eco-certificate on all the metropolitan Nuova Pescara coastal line.

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