

POLITECNICO DI MILANO – EVIDENCE SHEET

The criteria refer to the 2020-21 academic year and take into account the whole Politecnico di Milano, even if it has 7 different campuses.

1. Sustainable mobility plan

There is a mobility plan in force, which is supported with defined responsibilities and funding	20
There is a strategy regarding sustainable mobility but there is no a plan with defined responsibilities and funding allocation	10
The university has not defined its strategy regarding sustainable mobility yet	0

Politecnico di Milano is currently working on a Home-Work Mobility Plan, which should be adopted in spring. Even before the Plan, in the summer 2020, Politecnico proposed various actions to manage mobility, to be implemented both inside and outside the University. In the attachments: the document with the proposed actions and the letter sent to the Municipality (200612 Documento azioni Polimi e 200806 Proposte Mobilità Polimi).

2. University mobility manager

Mobility manager officially appointed by university management	20
Manager developing some functions related to sustainable mobility at the university without an official appointment	10
Nobody developing this type of functions	0

Politecnico appointed its mobility manager, Eleonora Perotto, in 2013. The official document can be found in the attachment (*Nomina Perotto Mobility*).

3. University mobility council

A university council has been constituted to deal with mobility issues, bringing together representatives of all involved areas who meet on a regular basis	20
Meetings within the university are held to deal with mobility issues when needed	10
Only occasional contacts take place among different areas to deal with mobility issues	0

There is no appointed University mobility council, but the mobility manager always includes all involved parties in the decision making process.

4. Local authority's mobility council

The university takes part in the mobility council constituted by the local authority, along with other mobility-related actors who meet on a regular basis	20
Meetings are held with mobility-related actors when needed	10
Only occasional contacts take place with local actors to deal with mobility issues	0

Politecnico regularly takes part in meetings held by the Milan Municipality, the Metropolitan City of Milan, Lombardy Region, the companies managing public transport and many other stakeholders. A presentation highlighting the collaborations with the local authority can be found [here](#).

5. Students/staff with option for smart working/teaching

Administrative staff and researchers have the chance to work on-line at least 2 days a week (40%)	10
Students have the chance to attend on-line at least 40% classes	
Staff and students may work/attend classes on-line but less than 40% of their working/studying time	5
As a general rule, only researchers have the chance to work on-line a part of their working time	0

At the start of the COVID pandemic in February 2020, Politecnico was one of the first Italian Universities to switch to smart learning. Since then, all teaching activities have always been held in a mixed way, both in classes (when possible) and online, and workers have been allowed to work from home (with the exception of a 2% of necessary workers). The access data collected during the pandemic can be found in the presentation used as evidence for the previous question ([here](#)).

6. Actions to increase the space for pedestrians and bikes at the expense of cars

The university implements a policy based on the progressive transformation of car lanes and parking areas into space for pedestrians and bikes, with specific actions implemented in the last three years (≤ 3 years)	10
The university implements a policy based on the progressive transformation of car lanes and parking areas into space for pedestrians and bikes, with specific actions implemented in the last five years (4-5 years)	5
No actions to transform car lanes and parking areas into space for pedestrians and bikes have been implemented in the last five years	0

Politecnico has 2 big renewal projects currently ongoing: ViviPolimi and Renzo Piano, both aiming at improving the quality of life inside the campuses while providing more open and green areas. Both in the historical Leonardo campus and in the Bonardi campus the number of cars has been reduced, replacing parking lots with pedestrian areas. A presentation (dated 2019, nowadays the projects are at a more advanced stage) can be found [here](#), more information on the projects can be found on the Politecnico website [here](#).

7. N° parking lots for cars per 1000 university members (except parking lots reserved for electric vehicles, people with reduced mobility or High Occupancy Vehicles)

<75	10
75-150	5
>150	0

According to the last census (October 2020, many building site were still open due to the renewal projects making some areas inaccessible), Politecnico currently has 1.086 car parking spots (1.055 without considering those reserved for electric vehicles and people with reduced

mobility) and a population of 54.304 people (between students and personnel), resulting in 19 parking lots per 1.000 members.

8. Regulation of car parking within the campus

Paid parking except for High Occupancy Vehicles or vehicles with low or zero emissions	15
Paid parking without benefits for HOV or low-emission vehicles	10
Paid parking and free parking available within the same campus/university	5
Free parking within the campus	0

The parking spots inside the campus are few and reserved for the personnel only.

9. Nº parking lots for bikes and e-scooters per 1000 university members

>150	10
75-150	5
<75	0

According to the last census (October 2020, many building site were still open due to the renewal projects making some areas inaccessible), Politecnico currently has 1.245 bike parking spots (no parking spots for e-scooters) and a population of 54.304 people (between students and personnel), resulting in 23 parking lots per 1.000 members.

10. Services as bus shuttle, car-sharing program, bike loan scheme or bike repair services provided by the own university for its members (students and personnel)

Bus shuttle	5
Car-sharing program	5
Bike loan scheme	5
Bike repair services	5
No service provided	0

- Politecnico provides no bus shuttle since its campuses are well served by the local public transport services (metro, tram, bus, train, ...), granting a quick connection between them.
- Politecnico offers to its whole population agreements with many shared mobility operators, allowing better fares for car and scooter sharing services along with many other advantages. More information on all the available agreements can be found [here](#).
- Politecnico has a fleet of around a hundred bikes, to be used by its personnel for duty travels or to move between campuses.
- At Bovisa campus there is a bike workshop, called [Policiclo](#) and managed by students, where everyone can go and find help and all the necessary tools to repair their bike.

11. Initiatives related to the purchase of goods/services by using sustainable mobility criteria

Policy for selection of suppliers considering proximity criteria (<100km)	10
Selection of services as maintenance, security, cleaning or distribution of goods considering the use of bikes or electric vehicles, or selection of vehicles for university fleet considering criteria of low or zero emissions	5
The university has not implemented this type of criteria	0

As stated by the CAM (Criteri Ambientali Minimi), a paragraph is always dedicated to sustainable mobility in calls for tenders (e.g. for maintenance and cleaning services), taking into account in the scoring system the availability of low emissions vehicles as bikes or electric vehicles.

12. Campaigns/activities for increasing participation and raising awareness of university personnel and students

In addition to celebrate the Mobility Week once a year, the university launches other campaigns along the course, especially when the actions included in its mobility plan are implemented	10
As a rule, the university celebrates the Mobility Week once a year by means of different activities to involve students and staff	5
The university does not celebrate the Mobility Week on a regular basis	0

Politecnico organises many events to communicate and raise awareness on the sustainable mobility topic, not only during the European Mobility Week.

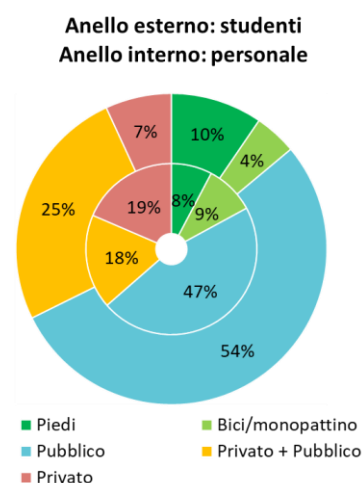
Some examples: a webinar held with FIAB in June 2020 to promote the use of bikes ([link](#)) or the communication campaign developed through videos on active mobility ([YouTube](#)). Many other initiatives can be found in the Campus Sostenibile [website](#).

13. Modal split

Car use is low <20%	20
Car use is medium 20-45%	10
Car use is high >45%	0

According to the last mobility survey, held in 2019, car usage among Politecnico population is low.

The overall modal share for private vehicles (cars and motorbikes together) is only 8% even if personnel (the inner circle in the graph) uses them far more frequently than students do.



14. Car occupancy index

Car occupancy index is high >1,5	5
Car occupancy index is medium 1,2-1,5	3
Car occupancy index is low <1,2 or this information is not available (not included in the last mobility survey)	0

According to the last mobility survey, held in 2019, the overall car occupancy index is 1,16.

It is higher for students than for personnel and reaches 1,49 only for students going to the territorial campuses (the 5 minor ones in cities other than Milan).