

# GUARDIA SANFRAMONDI 2035

## Document 6: Mobility, Parking, and Lift Systems Strategy

A practical access strategy for the centro storico: parking, vertical connections, shuttle circulation, loading, pedestrian safety, wayfinding, maintenance, and grant-ready infrastructure phasing.

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<b>Purpose</b>	Turn access and parking from a long-discussed problem into a staged, fundable infrastructure program.
<b>Use</b>	For Comune discussion, technical-office scoping, participatory budget proposals, regional funding alignment, partner outreach, and public communication.
<b>Principle</b>	Mobility is not separate from revitalization. Without practical access, the one-euro house program, arts quarter, contractors, older residents, visitors, and businesses cannot function reliably.

Planning note: This document is not an engineering design, traffic study, procurement document, architectural plan, accessibility certification, legal opinion, or grant application. Any parking garage, elevator, lift, shuttle, stair, road, lighting, public-space, or accessibility intervention must be reviewed by the Comune, technical office, heritage authorities where applicable, engineers, architects, accessibility experts, legal counsel, funding specialists, and qualified professionals before adoption or implementation.

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## 1. Executive Summary

Guardia Sanframondi cannot solve historic-center revitalization through property marketing alone. Access is one of the decisive constraints. The centro storico contains stairs, narrow streets, steep routes, limited parking, difficult deliveries, and challenging contractor access. These conditions affect older residents, foreign homeowners, potential buyers, visitors, businesses, artists, students, maintenance crews, emergency access, and the feasibility of restoring abandoned properties.

This document recommends treating mobility, parking, and vertical access as a single integrated infrastructure program. The first step should not be immediate construction of a garage or elevator. The first step should be a professional Access, Parking, and Mobility Feasibility Plan funded as an early seed project. That study should compare realistic parking locations, lift/elevator routes, shuttle loops, loading zones, pedestrian safety improvements, lighting, handrails, signage, delivery access, and phased cost estimates. It should then become the technical foundation for larger regional, national, and EU funding applications.

The long-discussed parking garage and potential lift system should be framed as enabling infrastructure, not isolated construction projects. They should unlock the one-euro house program, creative quarter, Work From Guardia hub, open-studio events, university field schools, restoration workforce, and year-round use of the historic center. Smaller improvements - handrails, lighting, stair repairs, wayfinding, loading rules, and visitor information - should begin earlier while larger capital projects are studied and funded.

- Use the proposed 25,000 euro seed allocation for a professional access and mobility feasibility plan.
- Treat parking, vertical access, shuttle circulation, loading, pedestrian safety, and wayfinding as one system.
- Prioritize improvements that help residents and daily users, not only tourists.
- Use the feasibility study to prepare grant-ready project sheets for PR Campania FESR, Fondo Piccoli Comuni, SNAI/internal areas, regional mobility/accessibility channels, and public-private partnerships where appropriate.
- Design operations and maintenance from the beginning so new infrastructure does not become another unfunded obligation.

## 2. Why Mobility Is a Core Regeneration Issue

Access determines whether the rest of the Guardia 2035 strategy is credible. A buyer may be willing to restore a house, but not if materials cannot be delivered or workers cannot reach the site efficiently. An artist may use a difficult-access room as a studio, but visitors still need a clear route. Older foreign homeowners may love the historic center, but eventually stop using homes if stairs, parking distance, and daily logistics become too difficult. A public event can bring attention, but only if people understand where to park, how to walk, and how to move safely after dark.

Program element	Mobility dependency	What must be solved
One-euro house program	Buyers need honest access information, parking distance, delivery constraints, and contractor feasibility.	Property listings must include access notes and realistic restoration logistics.
Creative Quarter	Studios, galleries, events, and open-studio routes depend on walkable, signed, safe circuits.	Map cultural routes, improve lighting and signs, create event access plans.
Work From Guardia	Remote workers need easy arrival, daily convenience, reliable parking, and simple orientation.	Locate coworking near practical access and connect it to the historic center.
University field schools	Students and instructors need safe movement, staging areas, tool access, and group circulation.	Define drop-off points, walking routes, work zones, and emergency protocols.
Restoration workforce	Tradespeople need loading, unloading, material staging, and predictable rules.	Create contractor access rules, loading windows, temporary permits, and work-zone guidance.
Older residents and seasonal owners	Daily life becomes harder when stairs, lighting, handrails, and parking are inadequate.	Prioritize resident-serving routes, not only visitor routes.

## 3. Existing Access Challenges to Solve

The historic center should be evaluated street by street and route by route. The goal is not to make every medieval lane function like a modern road. The goal is to identify which routes should carry visitors, which routes should serve residents, which routes can support contractors, and which buildings may need alternative reuse because conventional access is too difficult.

Challenge	Effect on revitalization	Planning response
Limited parking near the centro storico	Discourages visits, restoration work, older owners, and business activity.	Study garage/site options and interim parking management.
Steep stairs and uneven surfaces	Limits daily use, older residents, visitors with mobility issues, and night movement.	Prioritize stair repairs, handrails, anti-slip surfaces, lighting, and route classification.
Narrow streets and constrained vehicle access	Complicates deliveries, waste collection, construction, emergency access, and events.	Create loading zones, access windows, contractor routes, and no-conflict event rules.
Difficult wayfinding	Visitors and buyers can get lost or avoid deeper areas.	Install route signs, maps, QR codes, and website arrival instructions.
Poor night confidence in some areas	Reduces evening events and resident comfort.	Prioritize lighting on key routes and social routes.
Fragmented project discussion	A garage, lift, shuttle, and stairs may be discussed separately.	Commission one integrated feasibility plan with options, costs, phasing, and funding links.

## 4. Strategic Mobility Objectives

- Make the historic center easier to reach without damaging its character.
- Support residents, older homeowners, contractors, visitors, artists, students, businesses, and emergency access.
- Create a clear arrival system: where to park, where to walk, where to enter, where to load, and how to find key routes.
- Use small early improvements to build public confidence while larger infrastructure is studied.
- Turn the long-discussed parking garage and possible lift system into grant-ready projects with technical options and realistic costs.

- Avoid overpromising major infrastructure before location, engineering, heritage, ownership, cost, and maintenance issues are understood.

## 5. Access and Mobility Feasibility Study

The feasibility study should be the first funded mobility project. It should be scoped tightly enough to fit the early seed budget, but complete enough to support larger grant applications. It should produce maps, options, cost ranges, decision criteria, and a priority list.

Study component	Key questions	Output
Parking demand and site screening	Where could an 80-120 space garage or structured parking solution realistically go? What land, road, slope, ownership, visual, environmental, and heritage constraints exist?	Shortlist of sites, concept diagrams, pros/cons, order-of-magnitude costs.
Lift/elevator route screening	Could a public elevator, inclined lift, vertical lift, or escalator-like intervention connect parking to the centro storico?	Route options, technical constraints, indicative cost range, maintenance implications.
Shuttle and circulation plan	Can a small shuttle loop or event shuttle improve access before major construction?	Pilot route, stops, schedule concepts, seasonal/event options.
Loading and contractor access	Where can materials be dropped? What hours, permits, and staging areas are needed?	Loading map, contractor access rules, work-zone guidance.
Pedestrian route audit	Which routes should be priority resident, visitor, cultural, and emergency routes?	Route classification map and improvement list.
Stairs, handrails, lighting, safety	Which improvements can be done quickly and which require design/permitting?	Priority list with cost bands and phasing.
Wayfinding and information	What signs, maps, QR codes, and website instructions are needed?	Wayfinding plan and design brief.
Funding and project sheets	Which pieces fit which funding channels?	Grant-ready project sheets and capital stack recommendations.

## 6. Parking Garage Strategy

A parking garage or structured parking solution should be evaluated as enabling infrastructure for the whole program. The estimated 3,000,000 to 6,000,000 euro range for an 80-120 space facility should be treated as an early planning assumption, not a final estimate. Site selection, geotechnical conditions, design, retaining structures, access roads, lighting, utilities, security, operations, and heritage/landscape constraints can change the cost significantly.

Decision issue	Why it matters	Required analysis
Location	A garage too far from the useful entry route will not solve the problem.	Compare walking time, slope, lift connection potential, road access, land status, and user convenience.
Capacity	Too small may not justify investment; too large may be visually or financially unrealistic.	Model everyday, seasonal, event, resident, and contractor demand.
Integration with lift/shuttle	Parking alone may not help if the walk remains too steep.	Study paired garage-lift, garage-shuttle, and garage-walking route options.
Resident priority	Residents and older owners must not be displaced by tourist parking.	Consider permits, reserved spaces, time controls, and resident loading rules.
Visual and heritage impact	A poorly designed garage can harm the town identity it is meant to support.	Require architectural, landscape, and heritage-sensitive design review.
Operating model	The garage needs cleaning, lighting, security, repairs, insurance, and revenue/fee policy.	Prepare operating cost and revenue scenarios before construction.

The feasibility study should produce at least three options: a minimum intervention option, a moderate structured parking option, and a transformative garage-plus-vertical-connection option. This allows the Comune to pursue funding in stages instead of waiting for one perfect large project.

## 7. Public Elevator / Lift System Strategy

A lift system could be one of the most transformative long-term investments if it connects a logical parking or arrival area to a useful upper historic-center route. However, it is also technically complex. It may involve land ownership, slope, geology, visual impact, maintenance, vandalism prevention, accessibility rules, operating hours, energy costs, emergency backup, and long-term service contracts.

Lift option	Potential fit	Concerns to test
Vertical public elevator	Strong where there is a clear height difference and possible shaft/tower location.	Visual impact, land, structural design, maintenance, operating hours, security.
Inclined lift / funicular-style system	Could fit a sloped route from lower parking to upper access point.	Track alignment, cost, weather exposure, maintenance complexity, heritage impact.
Short sequence of smaller lifts	May solve one or two difficult barriers without one large project.	Multiple maintenance points, fragmented user experience, reliability.
Improved stair route with rest points	Lower cost interim solution where full lift is not feasible.	Still not accessible for all users; must include lighting, handrails, seating, surfaces.
Shuttle plus short walk	Lower-cost pilot before major lift investment.	Depends on road access, schedule reliability, driver staffing, and demand.

The estimated 2,000,000 to 4,000,000 euro range for a public elevator or lift system should remain a planning placeholder until a route study is completed. The correct next step is not choosing a lift technology; it is choosing the mobility problem that must be solved and testing possible routes.

## 8. Shuttle, Loading, and Micro-Mobility Strategy

A shuttle or access-management pilot can begin before major infrastructure is built. It may be especially useful during festivals, open-studio weekends, property tours, university field-school weeks, and high-visitor periods. Loading and contractor access also need a clear system so restoration activity does not create conflict with residents and pedestrians.

Intervention	Near-term use	Pilot action
Event shuttle	Moves visitors from larger parking areas to entry points during events.	Test during open-studio or wine/arts week; collect ridership and feedback.
Resident/owner shuttle window	Supports older owners and residents on specific days or high-demand periods.	Pilot appointment-based service before expanding.
Contractor loading zones	Allows materials to be delivered without blocking critical routes.	Map 3-5 loading points and publish rules.
Timed access windows	Reduces conflict between deliveries, pedestrians, waste collection, and events.	Coordinate with police/technical office and local businesses.
Small electric vehicle / cart feasibility	May help on specific routes where normal cars cannot function.	Test only where width, slope, safety, and storage make sense.
Bike/e-bike caution	May help some visitors but steep streets and stairs limit usefulness.	Do not oversell; evaluate only as supporting mobility, not primary solution.

## 9. Pedestrian Safety, Stairs, Lighting, and Handrails

Small improvements can be highly visible and politically useful because residents can feel them quickly. These should be treated as early wins and as part of a route-based system. The goal is not random repairs, but improvement of priority routes that connect parking, public spaces, cultural uses, property clusters, and resident areas.

Priority route type	Recommended improvements	Why it matters
Resident daily route	Handrails, lighting, step repair, drainage, anti-slip surfaces, seating/rest points.	Improves daily life and supports older residents.
Visitor/cultural route	Clear signs, lighting, QR maps, open-studio markers, safety repairs.	Supports events, galleries, and town identity.
Contractor route	Loading points, surface condition, temporary staging rules, directional guidance.	Reduces restoration friction and buyer uncertainty.
Emergency/service route	Clear access rules, obstruction control, lighting, address visibility.	Supports safety and service delivery.

Property activation route	Route improvements near Green property clusters and creative-quarter sites.	Connects mobility spending to property reuse and visible results.
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## 10. Wayfinding, Visitor Orientation, and Delivery Information

Guardia needs a simple access information system. Visitors, buyers, contractors, students, and journalists should not have to guess where to park or how to enter the historic center. The one-euro house website, partner packet, and public signage should share the same route language.

- Create a bilingual arrival page: where to park, where not to drive, recommended walking routes, steep routes, accessible limitations, and event instructions.
- Publish property-listing access notes: parking distance, stairs, loading constraints, and recommended visit route.
- Install simple route signs before expensive decorative signage is considered.
- Use QR codes for maps, cultural routes, property activation areas, and emergency/contact information.
- Create a contractor information sheet with loading points, work windows, waste rules, and contact procedures.
- Use consistent names for gateways, routes, piazzas, parking areas, and cultural circuits.

## 11. Accessibility and Older-Resident Considerations

A medieval hill town cannot be made fully accessible in every location, but the plan must be honest and practical. Accessibility should be framed around improving real-life access where possible, clearly communicating limitations, and prioritizing routes that serve the most people. Older residents and seasonal foreign homeowners should be central to the analysis because they are often the first group to reduce use of historic-center homes when daily access becomes too hard.

User group	Primary need	Recommended response
Older residents	Safe daily movement, handrails, lighting, rest points, nearby loading.	Prioritize resident routes and short-term safety improvements.
Seasonal foreign homeowners	Reliable parking, luggage access, repairs, contractor access, clear information.	Create owner arrival guidance and restoration logistics information.
Visitors with limited mobility	Honest information before arrival.	Publish route difficulty and avoid implying universal access where it does not exist.
Families with children	Safe walking routes, lighting, clear entry points.	Include family-friendly wayfinding and event access planning.
Contractors and maintenance crews	Material access and predictable rules.	Design loading and staging systems.
Emergency and service users	Clear addresses, routes, and unobstructed access.	Coordinate maps and rules with appropriate services.

## 12. Project Phasing and Capital Stack

The mobility strategy should move from low-cost clarity to technical feasibility to major capital projects. Each phase should have a funding lane and a decision gate.

Phase	Projects	Estimated scale	Likely funding / source lane
Phase 1 - Seed and study	Access and mobility feasibility plan; route audit; interim wayfinding; loading-zone map.	25,000-75,000 euro	Bilancio Partecipato, municipal seed funding, small regional/territorial funds.
Phase 2 - Early visible improvements	Handrails, lighting, stair repairs, signs, QR maps, resident route upgrades, event shuttle pilot.	50,000-300,000 euro	Fondo Piccoli Comuni, regional calls, municipal maintenance budgets, sponsorship/adopt-a-route.
Phase 3 - Grant-ready design	Preliminary design for garage, lift, shuttle system, public-space links, and access routes.	100,000-500,000 euro	PR Campania FESR, SNAI/internal areas, regional mobility/accessibility funds, technical assistance.
Phase 4 - Major capital works	Parking garage or structured parking; public lift/elevator; associated public-space and access improvements.	5,000,000-10,000,000+ euro combined depending on final scope	PR Campania FESR, national/regional infrastructure channels, Fondo Piccoli Comuni where eligible, public-private partnership where appropriate.

Phase 5 - Operations and maintenance	Lighting, cleaning, lift service, garage management, shuttle operations, signage updates.	Annual operating budget to be determined	Parking fees, municipal budget, sponsorships, conservancy support, service contracts.
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### 13. Governance, Operations, and Maintenance

Mobility projects fail when operations are not planned. A lift that is frequently closed, a garage that is poorly lit, or signs that are not maintained can damage public trust. The Governance structure in Document 4 should include a Mobility and Access Working Group with clear responsibilities.

Responsibility	Recommended owner / partner	Notes
Feasibility study management	Revitalization Coordinator + Comune technical office	Prepare scope, manage consultant, publish plain-language findings.
Parking and lift capital planning	Comune leadership + technical professionals	Requires formal engineering, design, land, procurement, and funding review.
Resident route priorities	Mobility working group + residents	Use public input to choose early handrail, lighting, and stair priorities.
Event access plans	Coordinator + cultural/event organizers + police/technical office	Needed for open studios, wine/arts week, field schools, and public events.
Loading and contractor rules	Comune technical office + police + contractor registry	Support restoration while reducing conflict.
Maintenance oversight	Comune + conservancy/foundation where appropriate	Explore adopt-a-route, sponsorship, and volunteer support without replacing municipal responsibility.

### 14. Risk Controls and Decision Gates

Large infrastructure can become politically attractive before it is technically ready. The plan should use decision gates so Guardia does not commit to a major project without understanding cost, ownership, engineering, environmental, heritage, maintenance, and funding realities.

Risk	Control
Overpromising a garage or lift before feasibility is known	Use public language that says options are being studied, not that a specific project is guaranteed.
Choosing a site based on politics rather than function	Use transparent criteria: walking time, slope, land status, connection to routes, cost, impact, and maintenance.
Building infrastructure without operating funds	Require an operating and maintenance plan before final funding application.
Tourism-first design that does not serve residents	Score projects by resident benefit, not only visitor benefit.
Fragmented small repairs with little strategic value	Tie early repairs to priority routes and property activation clusters.
Ignoring delivery and contractor logistics	Include loading and restoration access in every mobility decision.
Visual damage to historic character	Require heritage-sensitive design and public review for major works.

### 15. 12-Month Action Plan

Period	Action	Output
Months 1-2	Create Mobility and Access Working Group; collect known maps, prior discussions, candidate garage ideas, problem areas, and resident input.	Baseline access file and problem map.
Months 2-3	Prepare feasibility-study scope and budget; identify consultant profile; align with participatory budget proposal.	Ready-to-fund study terms of reference.
Months 3-6	Launch feasibility study; conduct route walks, parking/site screening, stakeholder meetings, and access audits.	Draft options for garage, lift, shuttle, loading, stairs, and wayfinding.
Months 6-8	Select early-win route improvements: signs, lighting, handrails, stair repairs, loading zones, arrival information.	Implementation list and cost bands.
Months 8-10	Prepare grant-ready project sheets for major garage/lift/access phases and smaller safety improvements.	Funding package aligned with Document 3.

Months 10-12	Pilot event shuttle or access plan during a public program; publish arrival/access guide; update one-euro property listings with access notes.	Public proof of concept and measurable user feedback.
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## 16. Success Measures

Measure	Target indicator
Feasibility completion	Professional access and mobility feasibility plan completed with options, costs, phasing, and funding links.
Priority routes identified	Resident, visitor, cultural, contractor, and service routes mapped and classified.
Early improvements implemented	At least one priority route improved with lighting, handrails, signage, stair repair, or safety measures.
Parking/lift options clarified	At least three realistic infrastructure scenarios compared publicly.
Property listings improved	Green one-euro/property listings include access notes and restoration logistics information.
Contractor logistics improved	Loading zones and contractor access guidance published.
Public confidence	Residents and property owners can see that access is being addressed in stages, not just discussed abstractly.
Funding readiness	Grant-ready project sheets prepared for regional/national/EU infrastructure funding channels.

## 17. Recommended Adoption Language

The following language can be used in a proposal, public statement, or working-group resolution:

Guardia Sanframondi should treat access, parking, and vertical mobility as essential infrastructure for historic-center revitalization. The Comune and local partners should pursue a professional Access, Parking, and Mobility Feasibility Plan as an early seed project, with the goal of identifying realistic options for parking, lift/elevator connections, shuttle circulation, loading zones, pedestrian safety, lighting, handrails, signage, and route improvements. This plan should support residents first while also enabling the one-euro house program, creative quarter, university partnerships, restoration workforce, cultural events, and long-term economic development. Major infrastructure should proceed only after technical review, public discussion, cost analysis, funding alignment, and an operations and maintenance plan.

## Appendix A: Mobility Project Sheet Template

Field	To be completed for each project
Project name	Example: Centro Storico Priority Route Lighting and Handrails.
Problem addressed	Describe the access, safety, parking, loading, or mobility problem.
Users served	Residents, older owners, visitors, contractors, artists, students, businesses, emergency/service users.
Location / route	Attach map, photos, and route description.
Scope	What will be studied, repaired, installed, designed, or operated.
Estimated cost range	Use early planning band until professional estimate is available.
Funding lane	Bilancio Partecipato, Fondo Piccoli Comuni, PR Campania FESR, SNAL, municipal budget, sponsorship, PPP, or other.
Lead applicant	Comune, association, conservancy, public-private partnership, or other eligible body.
Decision gate	What must be confirmed before moving to the next phase.
Maintenance plan	Who maintains it, how often, and with what budget.

## Appendix B: Initial Priority Mobility Package

For immediate public discussion, Guardia can frame the first mobility package as follows:

- 25,000 euro - Access, Parking, and Mobility Feasibility Plan funded through the proposed participatory budget or other seed source.

- 5,000-15,000 euro - interim wayfinding and arrival information, including website access page, QR maps, and simple signs.
- 10,000-40,000 euro - priority route safety improvements such as handrails, lighting, stair repairs, and rest points, depending on final technical review.
- Low-cost pilot - loading-zone map and contractor access guidance coordinated with the contractor registry and one-euro property listings.
- Event pilot - shuttle/access plan tested during an open-studio, wine/arts, or university field-school event.