

Presentation of the home-work commute plan of the Province of Treviso



Sustainable Mobility Office

Province of Treviso



Partner Initiatives for the development of
Mobility Management Services



Summary of the HWCP

Accessibility analysis

- 1. Treviso Town Hall*
- 2. Centro Torri*
- 3. Vocational Training Centre in Lancenigo*

Demand analysis for mobility

Sample

Commuting modalities

Reasons

Willingness to change in favour of: bicycles - car-pooling – LPT

Commuting habits

Time and distance

Job features

Measures that can be implemented

Goals that can be achieved



Partner Initiatives for the development of
Mobility Management Services



Presentation of the home-work commute plan of the Province of Treviso

Accessibility analysis



Partner Initiatives for the development of
Mobility Management Services



PROJECT PART-FINANCED
BY THE EUROPEAN UNION

North East South West

INTERREG III C

Accessibility analysis

Areas involved

The accessibility analysis focussed on the areas with the highest concentration of employees

Treviso Town Hall (Main Office in viale C. Battisti 30, Villa Gasperini in via C. Battisti 28, Fast Office in via S. Liberale 8 and the Ecology Office via Manin 73)

Centro Torri in viale della Repubblica, 193 - Treviso

Vocational Training Centre in Lancenigo in via Franchini, 3 – Villorba



Partner Initiatives for the development of
Mobility Management Services

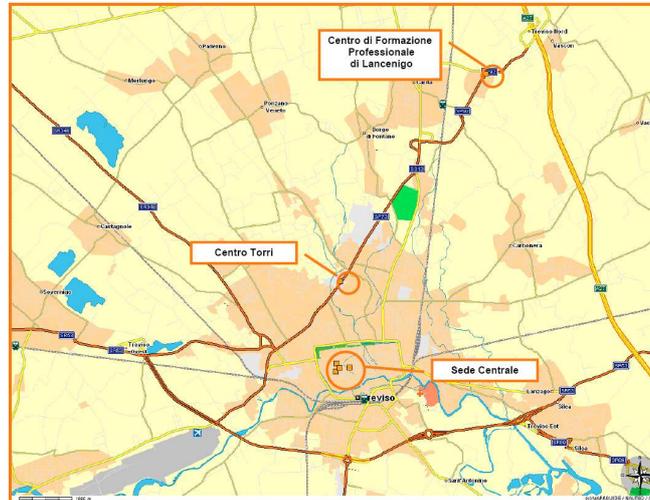


PROJECT PART-FINANCED
BY THE EUROPEAN UNION

North East South West

INTERREG III C

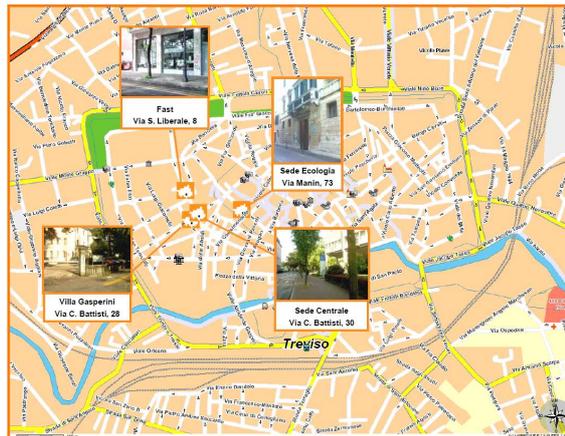
Areas location



Partner Initiatives for the development of
Mobility Management Services



Main area



Partner Initiatives for the development of
Mobility Management Services



Parking system for the main area



COSTS:

	1.60 €
	0.80 €



Partner Initiatives for the development of
Mobility Management Services



Main area: Pedestrianity

There are no particular critical points. In fact, where no pavements are present, some walking spaces next to the street were created and made safe through barriers and road markings



Sede Ecologia



Villa Gasparini



Partner Initiatives for the development of
Mobility Management Services



Main area: Cyclability

The observation of bicycles accessibility did not highlight any critical points: the areas are connected by a network of cycle lanes. The only critical point is the parking (insufficient or absent cycle racks)



S. Liberale



Sede Centrale: via C. Battisti



Partner Initiatives for the development of
Mobility Management Services



Main area: Public Transport

There are various bus lines coming from different directions and almost all of them get to Treviso Railway Station



piazza San Pio X



via C. Battisti



Partner Initiatives for the development of
Mobility Management Services



Centro Torri: Pedestrianity



Irregular presence of pavements but good road markings and signs near the pedestrian crossings.



Partner Initiatives for the development of Mobility Management Services



Centro Torri: Ciclability

The two lane road has on its left handside, in the north direction, a cycle lane limited by road markings. However, considering it is a high traffic road, this does not make the travel safe. Presence of cycle racks.



La pista ciclabile

Le rastrelliere



Partner Initiatives for the development of Mobility Management Services



Centro Torri: Public Transport

The ACTT bus route n. 4 cuts Treviso transversally from south to north according to the following route: Casier – S. Antonio – Treviso Stazione FS – Fontane – Carità.

This route is strategical with respect to the territorial location of some provincial offices as it allows to connect between them the offices in the city centre with the offices of the Centro Torri of the Province of Treviso and the Urban Planning and Territorial Management Offices of the Province of Treviso, located in Fontane di Chiesa Vecchia di Villorba



Partner Initiatives for the development of
Mobility Management Services



Vocational Training Centre in Lancenigo

The accessibility analysis does not highlight particular difficulties, with the exception of the safety of the routes, due to the fact that the school is near the high traffic route SP 92.

The Centre presents three independent entrances:

SP 92 entrance: it is only for pedestrians and can be used by those who get to the school with LPT (stops of ACTT and La Marca).

Via Franchini entrance: it is both for pedestrians and cyclists. It is touched by the cycle lane parallel to the railway; Villorba railway station is about 200 metres away.

Via Franchini, 3 entrance: it is the school entrance for cars.

As for the modal alternatives to get to this provincial centre, no particular critical points were identified. Many parking spaces are available within the school.



Partner Initiatives for the development of
Mobility Management Services



Vocational Training Centre in Lancenigo



Area di sosta



Fermata TPL



Partner Initiatives for the development of
Mobility Management Services



PROJECT PART-FINANCED
BY THE EUROPEAN UNION

North East South West

INTERREG III C

Presentation of the home-work commute plan of the Province of Treviso

Demand analysis



Partner Initiatives for the development of
Mobility Management Services



PROJECT PART-FINANCED
BY THE EUROPEAN UNION

North East South West

INTERREG III C

Demand Analysis for Mobility

Offices involved

The survey involved the employees of the various provincial offices located in the municipalities of Treviso and Villorba :

Main Offices – viale Cesare Battisti

Villa Gasparini - viale Cesare Battisti, 28 - Treviso.

Fast - via S. Liberale, 8 - Treviso.

Ecology Offices - via Manin, 73 - Treviso.

Centro Torri - viale della Repubblica, 193 - Treviso.

Vocational Training Centre in Lancenigo - via Franchini, 3 - Villorba.

Offices in Fontane - via Largo Molino, 29 - Fontane di Chiesa Vecchia di Villorba.

Offices in Fiera - via Sant'Abrogio di Fiera, 12 - Treviso.

Offices - via Cal di Breda, 112 - Treviso



Partner Initiatives for the development of
Mobility Management Services



Demand analysis

421 people out of 641 provincial employees filled the questionnaire; however, during the phase of data entry, 5 questionnaires were considered invalid because they were filled in a wrong way, thus bringing the number of valid questionnaires to 416: therefore the return percentage amounts to 64, 8% .

Sede provinciale		N. rispondenti		%	
Sede Centrale	Sede Centrale via C. Battisti	198	261	47,6	62,8
	Villa Gasparini	20		4,8	
	Fast	2		0,5	
	Sede Ecologia	41		9,9	
Centro Torri		59		14,2	
Centro Formazione Professionale di Lancenigo		50		12,0	
Sede Fontane		20		4,8	
Sede Fiera		10		2,4	
Altro		15		3,6	
NR		1		0,2	
Totale		416		100	

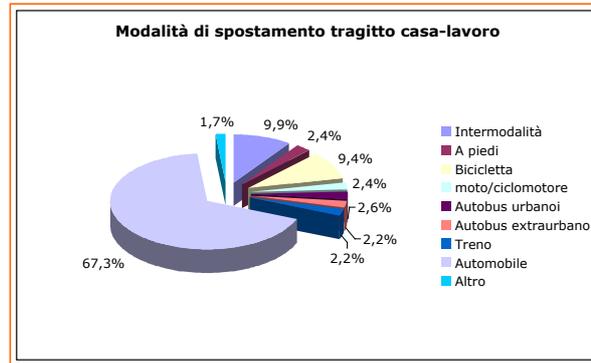


Partner Initiatives for the development of
Mobility Management Services



Demand analysis

About 67% of the employees interviewed use their cars to get to the office every day



Partner Initiatives for the development of
Mobility Management Services



Demand analysis

- About 70% of the employees interviewed do not change their commuting modality in summer and winter, whereas 24% (100 people) said they do it "sometimes". A particular analysis on these 100 people highlighted that 57 of them (among whom 47 are car drivers) choose their bicycles as a summer option.
- Among the employees who completely change their commuting habits during summer, 17 are car drivers, among whom 12 choose the bicycle.



Partner Initiatives for the development of
Mobility Management Services



Demand analysis



32,7% of the employees interviewed live within the Treviso Municipality, whereas 59% come from towns nearby (among the latter some employees come from the neighbouring provinces of Venice, Padua and Pordenone)
Car drivers concentrate in particular within the first three distance classes identified (76 car drivers travel a distance included between 0 and 5 km, 77 between 6 and 10 km and 53 between 11 and 15 km):
whereas 33 out of the 39 cyclists identified are included in the first class of distance.



Partner Initiatives for the development of
Mobility Management Services



Demand analysis



Partner Initiatives for the development of
Mobility Management Services



Demand analysis

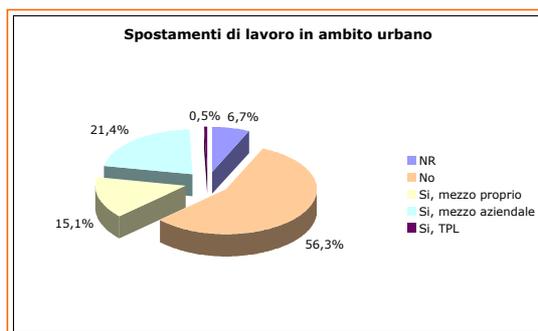
- The data analysis highlighted the difficulty on the part of the employees interviewed to indicate the costs borne monthly to commute between home and work; in fact, 141 out of 416 employees interviewed did not answer this question thus showing the incapacity to evaluate these costs
- Among public transport users (buses within the city and beyond the city limits, and train) the highest costs are those for buying train tickets.
- Among car drivers, 60 employees indicated costs between 100 and 150€, and 55 between 50 and 100€



Partner Initiatives for the development of
Mobility Management Services



Demand analysis



Out of 89 people who have the possibility to use a company car, 59 are car drivers; whereas out of 63 people (about 15%), who said they use their means of transport to commute to work, 50 are car drivers

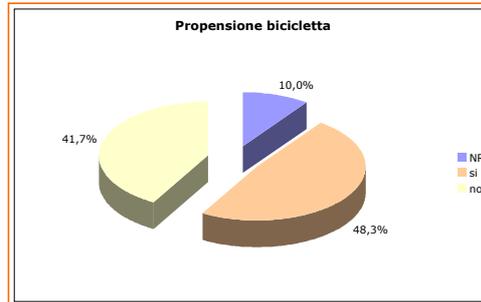


Partner Initiatives for the development of
Mobility Management Services

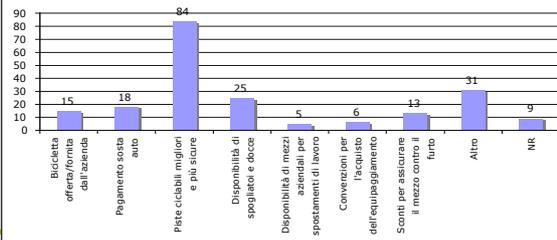


Demand analysis

Willingness to use bicycles				
	Yes	no	NR	Total
Travel modality				
motorbike	9	1		10
Car	131	121	28	280
Total	140	121	29	290
%	48,3	41,7	10,0	



Condizioni cambiamento in favore della bicicletta



48% (about 140 people) of car and motorbike users said they were willing to change their commuting modality by using a bicycle

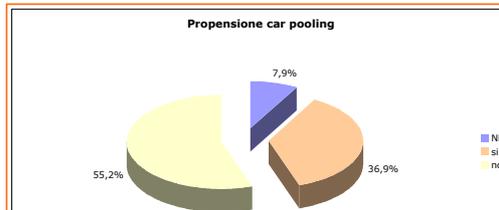


Partner Initiatives for the development of Mobility Management Services

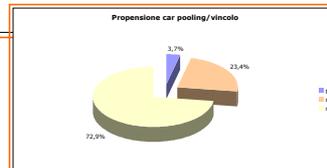
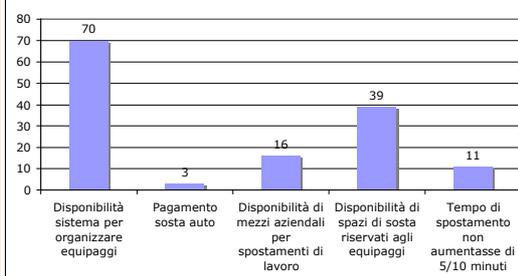


Demand analysis

Willingness to car pooling				
	yes	no	NR	Total
Travel modality				
motorbike	5	4	1	10
Car	102	156	22	280
Total	107	160	23	290
%	7,9	36,9	55,2	



Condizioni cambiamento in favore del car pooling



About 23% said they are obliged to follow a certain route, thus bringing the number of potential short term car pooling users to 78.



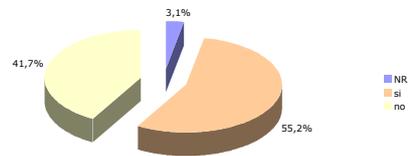
Partner Initiatives for the development of Mobility Management Services



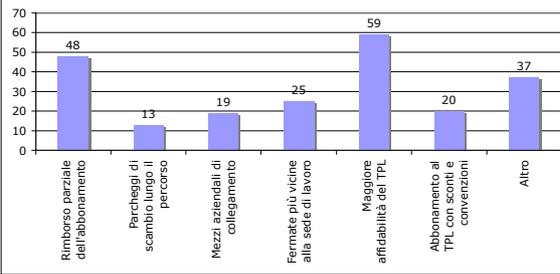
Demand analysis

Willingness to LPT				
	NR	yes	no	Total
Travel modality				
motorbike		6	4	10
Car	9	154	117	280
Total	9	160	121	290
%	3,1	55,2	41,7	

Propensione TPL



Condizione cambiamento in favore del TPL



About 22% said they are obliged to follow their route; thus bringing the number of potential Public Transport users to 123



Partner Initiatives for the development of Mobility Management Services



Presentation of the home-work commute plan of the Province of Treviso

Goals that can be achieved



Partner Initiatives for the development of Mobility Management Services



Goals that can be achieved

The analysis of the answers given by the 290 employees that said they use cars or motorbikes to commute to work highlights that 194 of them (66,8%) are not obliged to use this means of transport. As they are not conditioned in their home-work commute, it is possible to focus the attention on this group in order to immediately adopt the measures contained in the home-work commute plan.



Partner Initiatives for the development of
Mobility Management Services



Goals that can be achieved

Public Transport

The availability of 66,8% of the employees (who use cars but are not obliged to use this means of transport) to change their commuting modality to LPT means that 63,4% (equal to 123 units) will be able, once these measures will be implemented, to abandon the use of their cars in favour of other means of public transport.



Partner Initiatives for the development of
Mobility Management Services



Goals that can be achieved

Bicycle

In general, the adoption of the bicycle as a transport modality to cover the distance home-work-home can be proposed to those employees living within 5 km from their working place, and it can be quantified in 28 units equal to 14,4% of non eco-compatible private vehicles whose route is not obliged. To these data it is possible to add the 29 employees that, living within an acceptable distance of 6-10 Km from their working place, said that they are willing to use the bicycle. This brings the percentage of success of this measure to 29.3%.



Partner Initiatives for the development of
Mobility Management Services



Goals that can be achieved

Carpooling

The analysis of the willingness to change in favour of car pooling allowed to quantify that 40,2% (equal to 78 units) of users of non eco-compatible private vehicles not obliged to follow certain routes will be able to adopt this modality. However, car pooling does not have a wide margin of success for distances longer than 10 Km, therefore it was possible to estimate that the employees belonging to the group who travel a distance longer than 10 Km are 48 (equal to 2,7% of car drivers not obliged to follow a certain route).



Partner Initiatives for the development of
Mobility Management Services



Goals that can be achieved

TOTAL

Referring to the percentages of employees who filled in the questionnaires (416) it results that the percentage of employees who, on the basis of their willingness, obligations and of the distance from their working place, can abandon the car in the short term are:

29,5% (equal to 123 units) for LPT

13,7% (equal to 57 units) for bicycles

11,5% (equal to 48 units) for carpooling

In reality, as some employees indicated their willingness to change by adopting more than one alternative, the overall percentage is 40,8% (equal to 170 units).

By extending the percentage to all the employees (641) we would have in total 261 users (in the short term it is not possible to obtain more than one third of the theoretical modality changes).



Partner Initiatives for the development of
Mobility Management Services



Presentation of the home-work commute plan of the Province of Treviso

Measures that can be implemented



Partner Initiatives for the development of
Mobility Management Services



Measures that can be implemented

Following the initial data analyses of the survey and in reference to the plan for moving all the provincial offices to the S. Artemio complex, we identified some actions aimed at introducing the culture of sustainable mobility and at inducing a change of behaviour in the employees of the Province of Treviso.

The actions proposed are based on the idea of linking them concretely to the indications of the Strategic Plan, and of creating a set of “recyclable” measures, also after the move of our offices or through the move to the new location or through the use of the new location for the offices also on the part of other users as citizens and tourists.



Partner Initiatives for the development of
Mobility Management Services



Measures that can be implemented

Communication actions

Production of informative material through folders, posters, web pages about:

results of the survey

cycle lanes

LPT services

promotion of the measures

perceived costs and real costs (about 120 € with cars)



Partner Initiatives for the development of
Mobility Management Services



Measures that can be implemented

Bicycle promotion (1)

Introduction of bike sharing to create a bicycle fleet available for the employees and for the citizens and tourists who want to get around Treviso.

Creation of a pedal assisted bicycle fleet for the employees of the Province of Treviso: in the short term it will be possible to use bicycles as means to get around the city centre for work reasons, and later, once moved to S. Artemio, to run some internal services, like the mail service, and to allow the employees to get around the area.



Partner Initiatives for the development of
Mobility Management Services



Il sistema attivo a Pistoia



Partner Initiatives for the development of
Mobility Management Services



Measures that can be implemented

Bicycle promotion (2)

Initiatives to improve safety both of the bicycles and on the road: proposal to introduce some measures to make some cycling routes safe (ex. The route in Viale della Repubblica leading to the Offices in the Centro Torri) and to make bicycles safe (ex. Microchip to identify it).

Building and improvement of infrastructures like shelters and bicycle racks: installation of shelters and bicycle racks in the Ecology building; increase of the number of bicycle racks in the Main Office Building; protecting from bad weather the bicycle racks already installed at the Centro Torri and at the Vocational Training Centre in Lancenigo, and planning a space fitted for bicycle parking.



Partner Initiatives for the development of
Mobility Management Services



Measures that can be implemented

Carpooling promotion

Availability of a software to organize the car pooling teams.

Creation of internal parking spaces reserved to the car pooling teams to be located near the entrances.



Partner Initiatives for the development of
Mobility Management Services



Measures that can be implemented

Public transport promotion

Arrangements with the Companies for Public Transport to conduct a survey on the quality of the LPT service and realization of a strategic plan for the development of LPT.

Increased safety for some bus stops and pedestrian crossings, in particular for the Vocational Training Centre in Lancenigo.

Introduction of transport tickets.



Partner Initiatives for the development of
Mobility Management Services



Sustainable Mobility Office - Province of Treviso

*Luisa Memo
Air Quality Office
lmemo@provincia.treviso.it*

*Paola Gallina
Urban Planner
pgallina@provincia.treviso.it*



Partner Initiatives for the development of
Mobility Management Services

