



HOME-TO-WORK COMMUTE PLAN
ANNEX 1
VIA SOMMARIVE AND VIA ALLA
CASCATA

INTERNAL
DECEMBER 28, 2023

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1 Relevant offices

The complex of via Sommarive 18 and via alla Cascata 56 are analysed together because they are very close and therefore reachable by the same transportation methods. They are the offices with the largest number of staff and, hosting numerous scientific laboratories, are subject to high system complexity.



Figure 2 the Foundation's hub located on via Sommarive 18, Trento

Both offices host companies renting FBK's spaces that collaborate with the Foundation in its research activities. There is also a conference room at the via Sommarive site, which hosts internal and external events. Numerous contracted companies operate in these premises: for the cafeteria, coffee shop, concierge, cleaning, maintenance and construction services. This accounts for greater vehicular traffic that is not directly quantifiable by the survey carried out.



Figure 2 Stringa Hall on via Sommarive 18 hosting internal and external events

1.1 Local Unit Staff

It should be noted that, in addition to the Foundation staff in service for the locations analyzed in this HWCP, at the location on s. Croce there is a library open to the public. Users normally reach the venue on foot or by public transit.

Resources	Sommarive	Cascata	Total
Co.co. in-house consultancy contracts (jobs act)	15	-	15
Co.co. Offices	-	-	-
Employees	632	5	637
Ph.D. students	178	-	178
Temporary workers	17	-	17

Table 1 Staff on duty at the premises on via Sommarive and via alla Cascata

2 Accessibility analysis

The offices covered by this PSCL are located less than 350 m apart in the Povo District in Trento.

2.1 Location description



Figure 3 location of the via Sommarive and via alla Cascata sites

2.2 Pedestrian accessibility

Pedestrian access to the premises is provided by the presence of the sidewalk. Neither location is located in the city centre, so on average the staff accesses them by private and public transportation, with many routes of the local transit system calling at the area.

2.3 Bicycle accessibility

The sites are not directly connected to the bike trails, although access to them is not that far.

The via Sommarive site is equipped with indoor bicycle parking, 4 showers and lockers.



Figure 4 bicycle parking at the via Sommarive 18 site



Figure 5 free lockers at via Sommarive 18



Figure 7 one of the showers at the via Sommarive 18 site



Figure 6 free use shower for FBK's and co-located companies' employees at via alla Cascata 56

The via alla Cascata site is equipped with a shower.

2.4 Public transportation routes and stops in the vicinity of the venue (less than 500 m)

The following bus routes call at the area:

- 5, 5/- to Oltrecastello and to Trento centro
- 13 – to Trento centro and Povo piazza
- 16 – to Trento Nord and Povo Piazza

The nearest bus stops are:

- Polo scientifico ovest 130 m from via Sommarive 18 and 350 m from via alla Cascata 56 called at by route 5/shuttle;
- Povo piazza Mancini 400 m from via Sommarive 18 and 600 m from via alla Cascata 56 called at by route 5, 13 and 16 in both directions.

The train stop of the Valsugana line is 800 m from via Sommarive and 1.1 km from via alla Cascata.

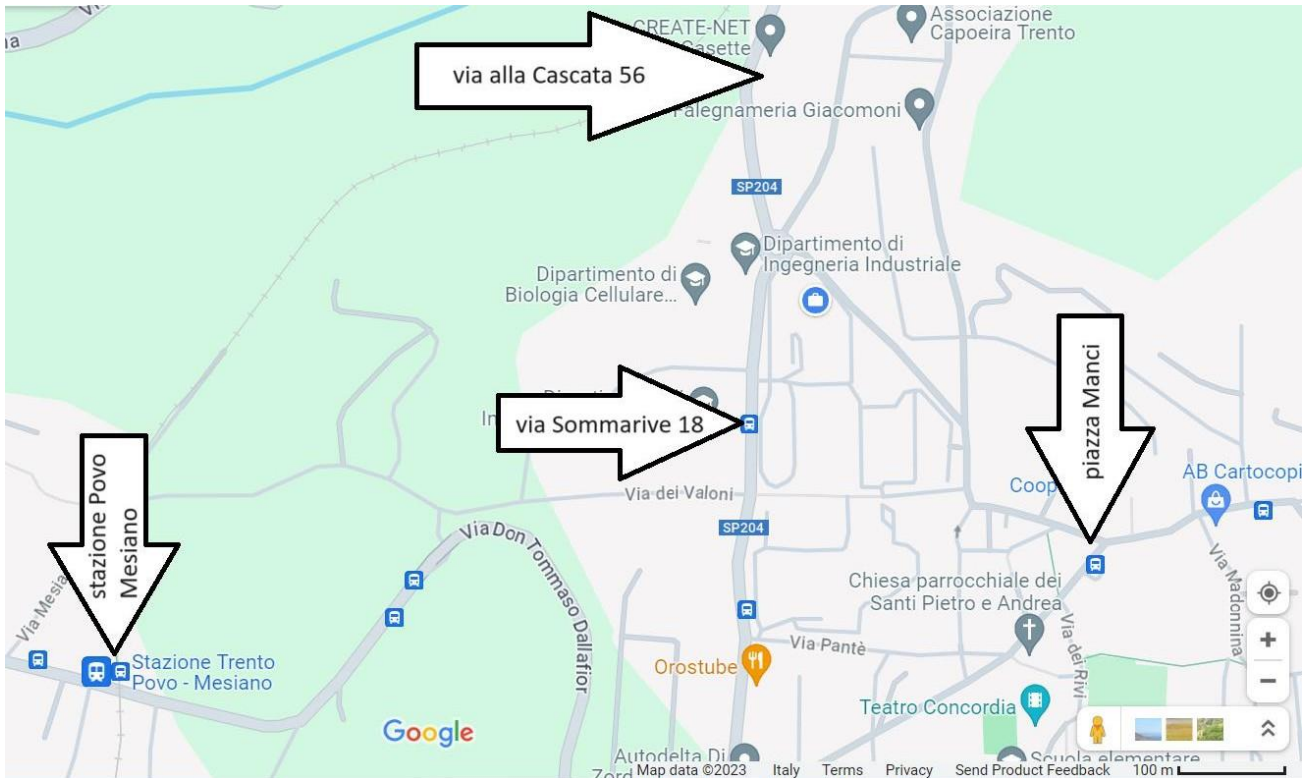


Figure 8 location of the public transit stops closest to via Sommarive 18 and via alla Cascata 56

2.5 Private parking

The via Sommarive 18 site has several covered and uncovered parking spaces, distributed as follows. Reserved spaces are divided into:

- Space for the president: 1
- Spaces for company car fleet: 7
- Company electric car charging station: 1

	Accessible parking spaces	Parking spaces	Reserved	Total
Via SOMMARIVE North terrace	0	30	0	30
Via SOMMARIVE East parking	0	20	0	20
Via SOMMARIVE parking -1	1	85	9	95
Via SOMMARIVE parking -2	3	101	0	104
Tot Sommarive	4	236	9	259
Via alla Cascata -1	0	39	0	39
Via alla Cascata -2	0	30	0	30
Tot Cascata	0	69	0	69

Figure 9 parking spaces at the premises on via alla Cascata and via Sommarive

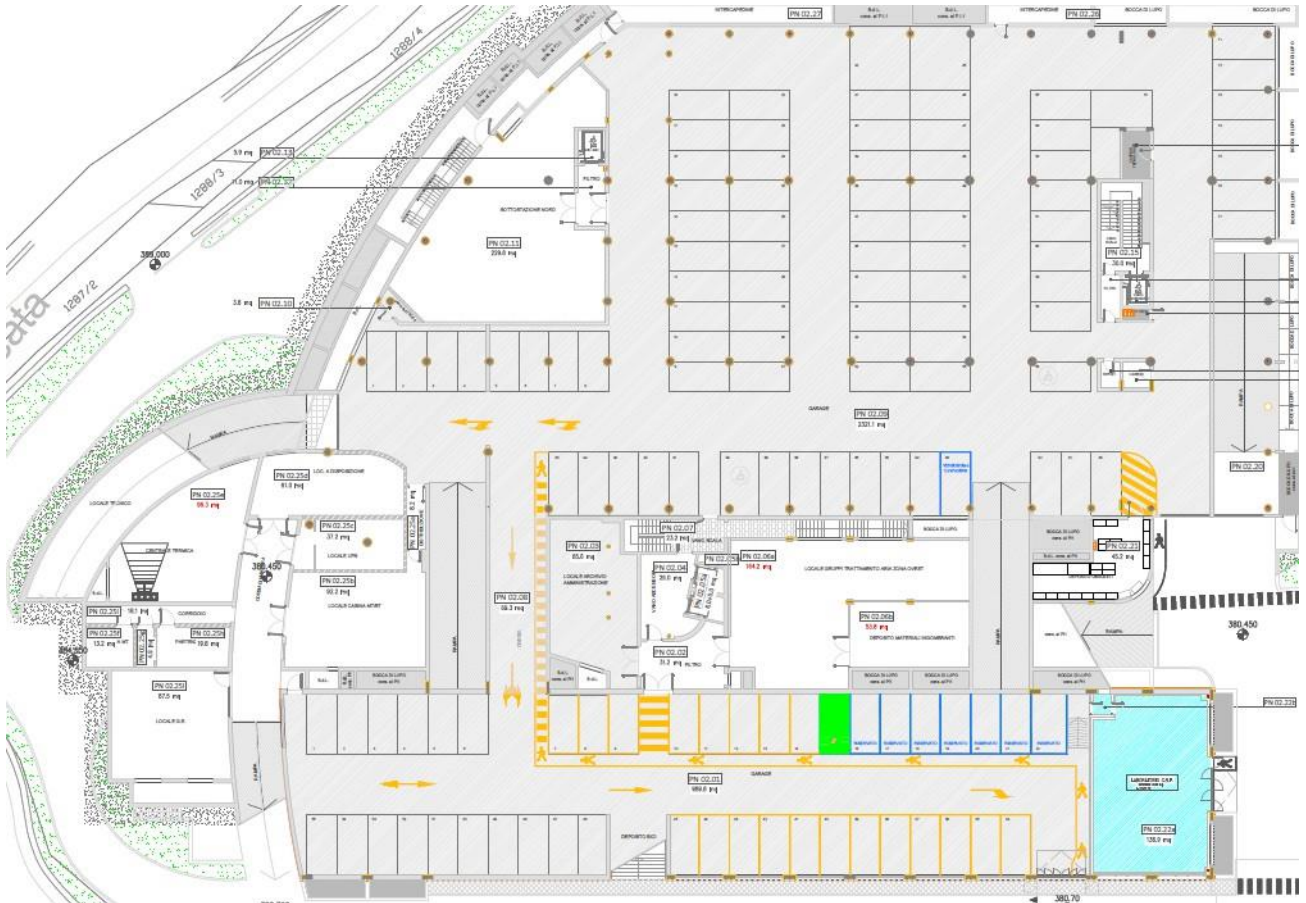


Figure 10 one of the underground floors with 95 parking spaces at the via Sommarive site

2.6 Company car fleet

The current car fleet is parked in via Sommarive and can only be used for business purposes. Below is the breakdown:

License plate	Model	Year of registration	Engine displacement
FZ317BB	Ford Focus	2019	1,499
FZ003BA	Renault ZOE	2019	electric
FT857HG	Toyota AURIS	2019	1,798 - hybrid
GF729PZ	Kia Ceed	2021	1,598 – mild hybrid
GP419HD	Kia Ceed	2023	1,598 – mild hybrid
FL419HB	Fiat Ducato	2017	1,956
FZ315BB	Ford Connect	2019	1,499

Table 2 car and van fleet at the via Sommarive 18 site

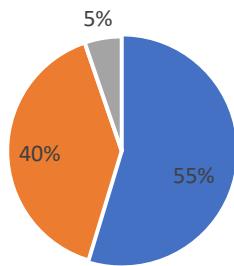
Over the years, the Foundation has been and continues to be committed to replacing fossil fuel-powered vehicles with alternative fuel vehicles. With this in mind, a charging station for electric cars (for company vehicles only) has already been installed with a dedicated space inside the covered parking area.

3 Survey Results

The questionnaire was completed by 32% of the staff, for a total of 267 responders. It is the highest percentage of all sites and the biggest sample. This data could be due to *word of mouth* at refreshment areas, such as the coffee shop and the cafeteria, which are not present in the other locations, in addition to publicity in the dining areas with signs hanging during the survey period.

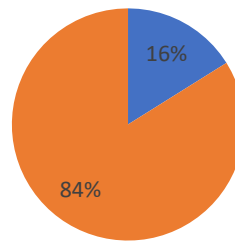
3.1 General questions

What is your job classification?



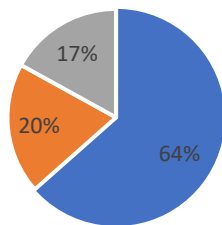
■ researcher ■ office worker ■ Manager

What is your contract?



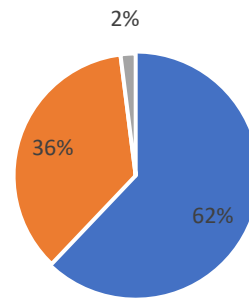
■ Part Time ■ Full Time

Percentage of remote work per month



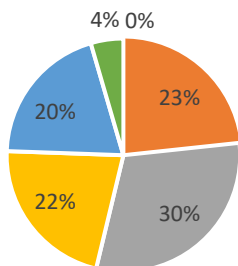
■ <25% ■ between 25% and 50% ■ between 50% and 75% ■ >75%

How would you describe your gender?



■ male ■ female ■

How old are you?

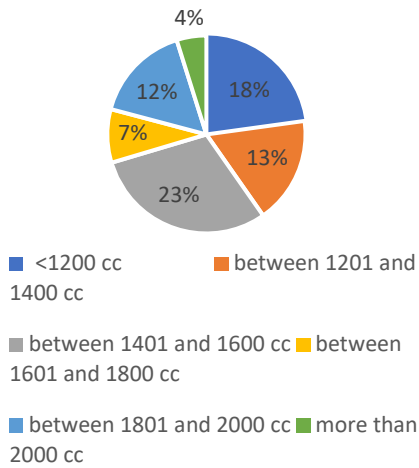


■ <20 ■ between 21 and 30 ■ between 31 and 40
 ■ between 41 and 50 ■ between 50 and 60 ■ over 60

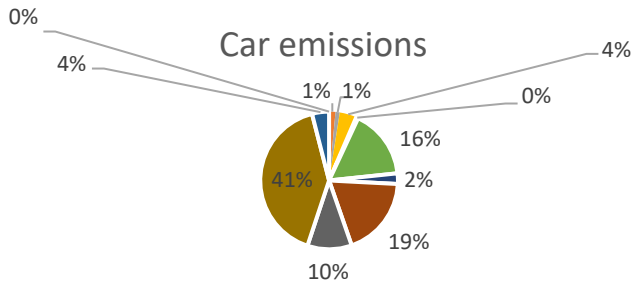
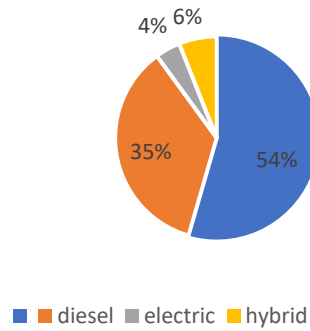
3.2 Privately-owned Car Features

76% of respondents own a car, more than 60% of respondents own vehicles falling under the category Euro 4 or higher, whose reduced emissions guarantee greater environmental compatibility.

Car engine displacement



Car power supply

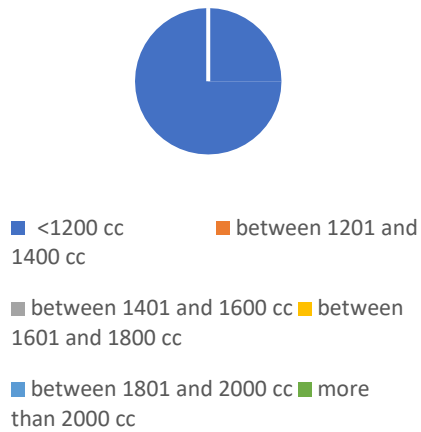


- Euro 0
- Euro 1
- Euro 2
- Euro 3
- Euro 3 with particulate filter
- Euro 4
- Euro 4 with particulate filter
- Euro 5
- Euro 5 with particulate filter
- Euro 6
- Electric

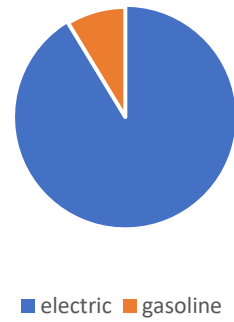
3.3 Privately owned motorcycle features

9% of respondents own a motorcycle, which is sporadically used for home-work commute, especially in the hot season. Some also use this method of transportation for the winter season.

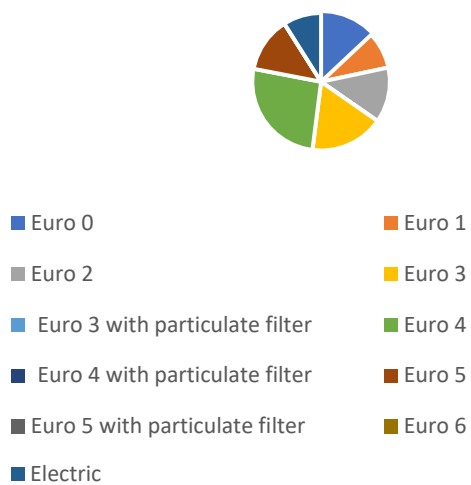
Motorcycle engine displacement



Motorcycle power supply



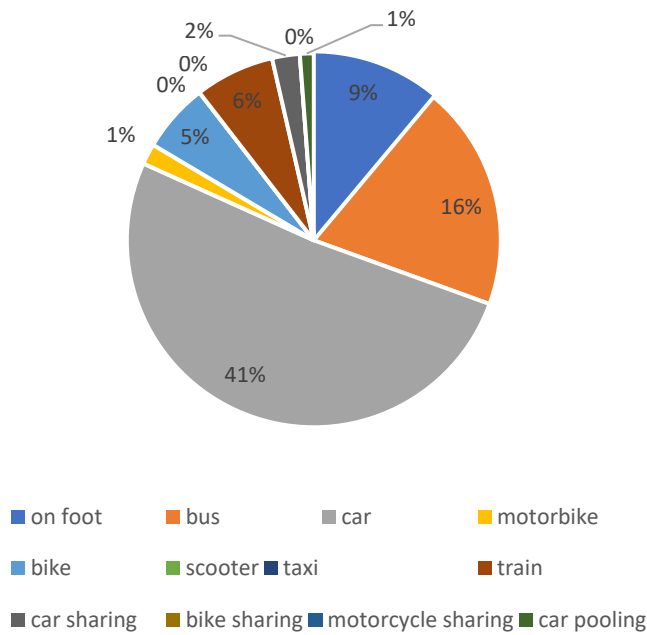
Motorcycle emissions



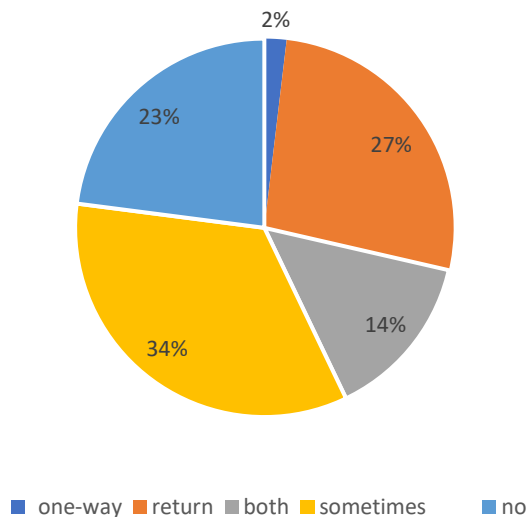
3.4 Description of winter commute

More than 40% of responders use the car for winter commute. Given the location of these premises, on the hillside of Trento, this percentage can hardly be worked on through corporate welfare policies, except by increasing the percentage of remote working which currently stands at 25% unless otherwise provided for in individual agreements and due to non-teleworkable duties.

How do you get to work in the winter months on in-person working days?



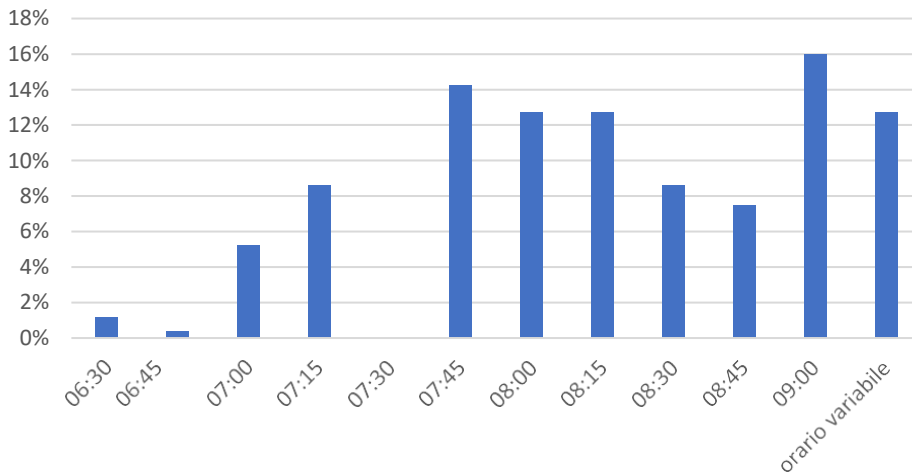
During the wintertime commute, do you do other activities (errands, shopping, sports, driving other people...)?



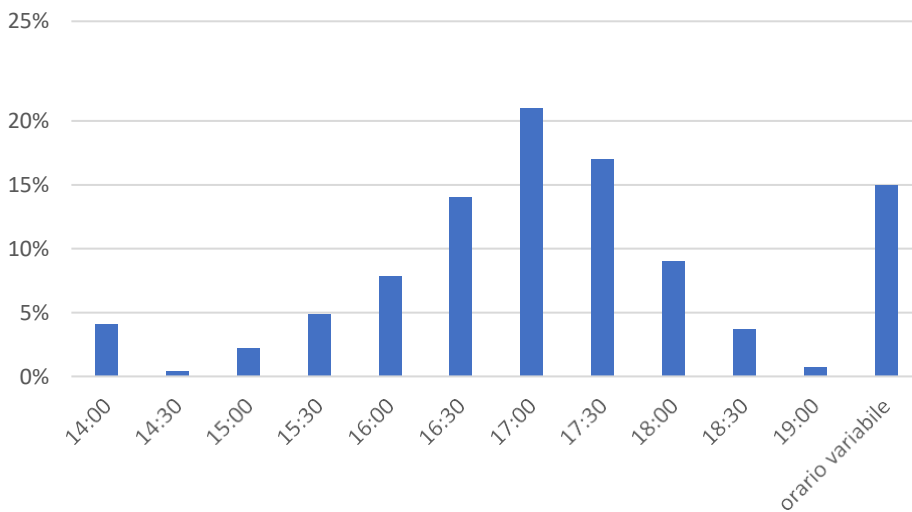
The average monthly expenditure for home-work commute amounts to 78.00 euros. On average, 22 km are travelled by car or motorcycle for home-work commute in the winter months, this is an average figure compared to the Foundation's other offices.

On average, 1.07 methods of transportation are used for commuting to work in the winter months.

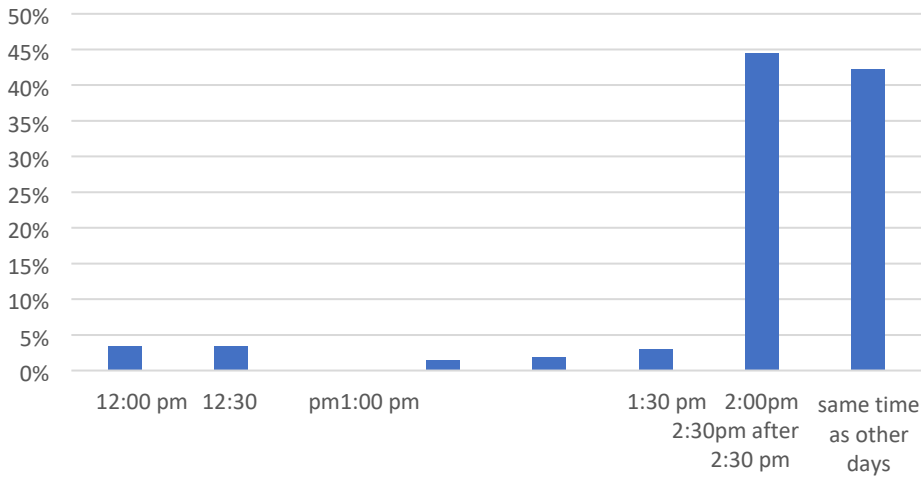
Departure time slot



Work end time slot

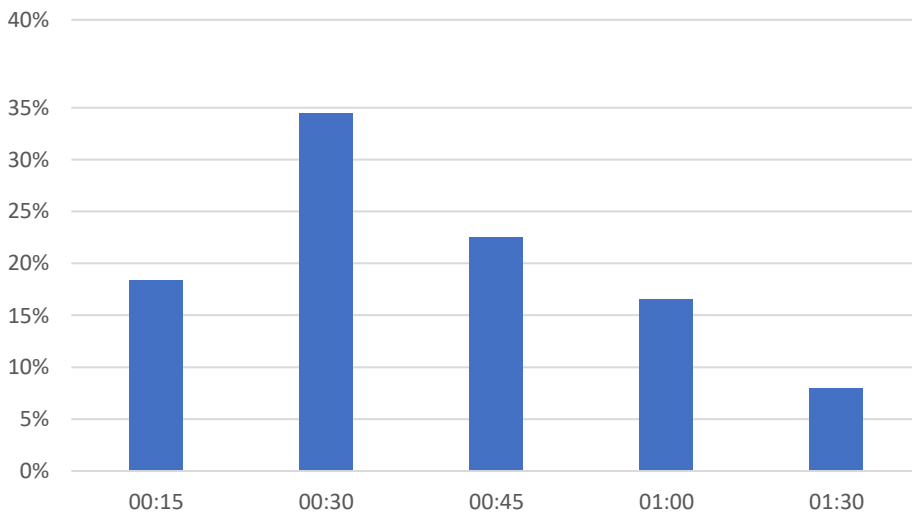


End of work on Fridays

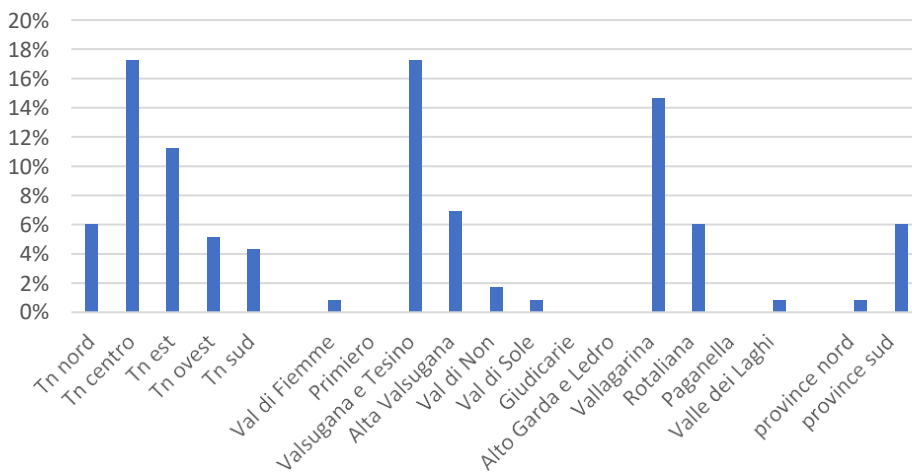


93% of staff do not usually go back home for lunch.

Return travel time



Commute destination

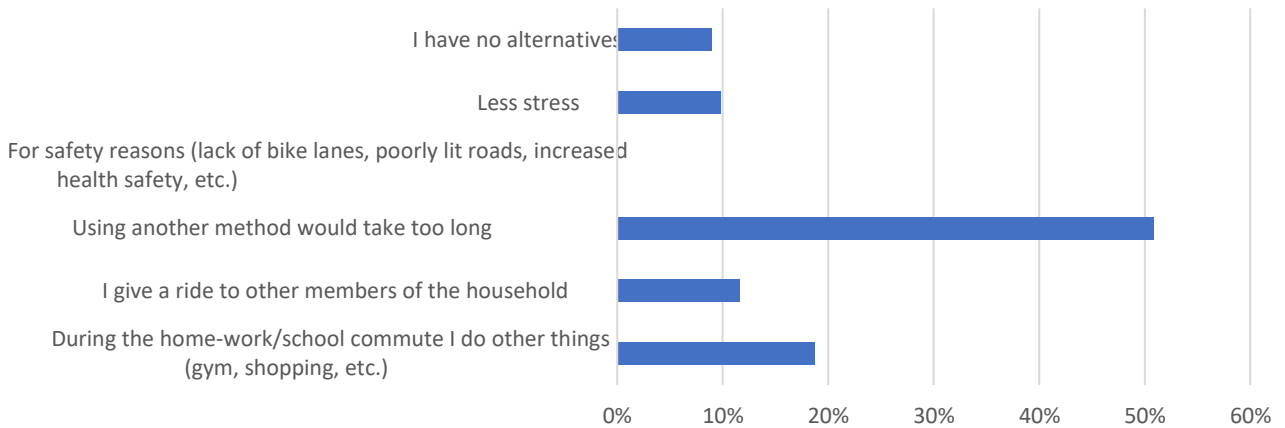


3.5 Private Transportation Assessment

The choice of private transportation, as for other locations, is due to the inconvenience of changing public transport in relation to travel times. The general assessment of the standards of private vehicles is good, especially in relation to what the Foundation can offer, i.e. free and covered parking spaces. The problem of saturation of parking spaces has been mitigated by the remote work option offered to the staff.

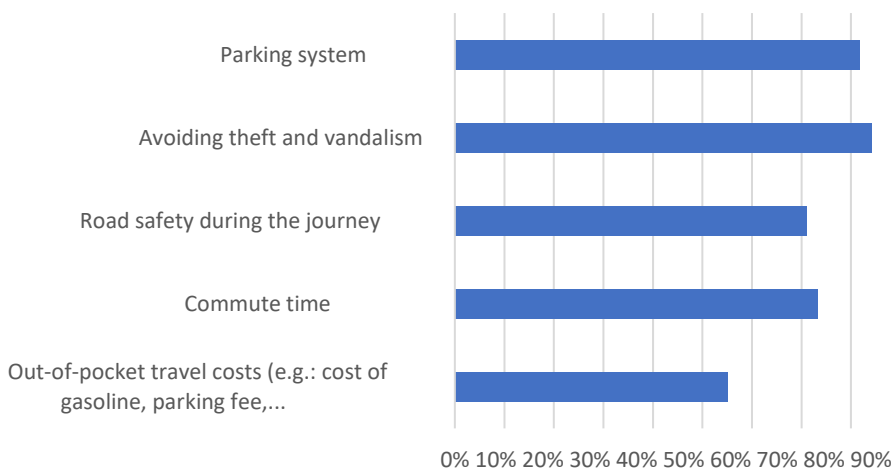
On average, those who commute by private vehicle should travel 20 km using the public transit system, a value similar to the km traveled by the private transit system.

Why do you use a private vehicle?

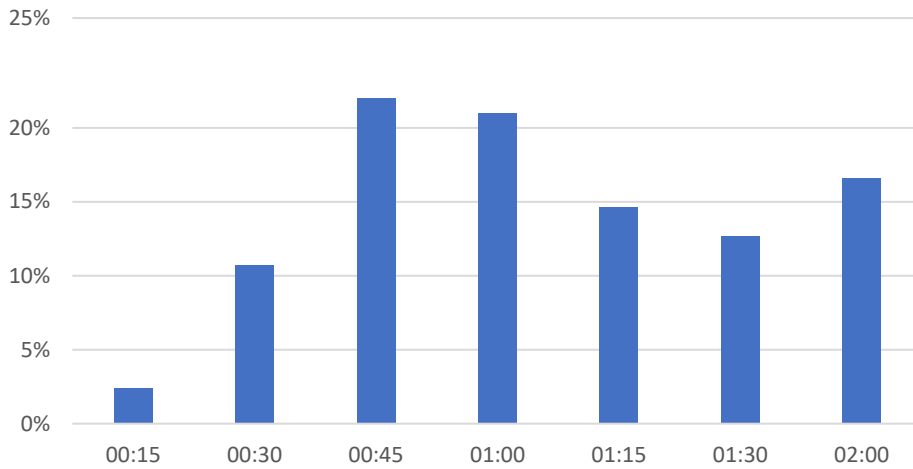


100% of those who use a private vehicle are the drivers of it.

Satisfaction with car/motorcycle use



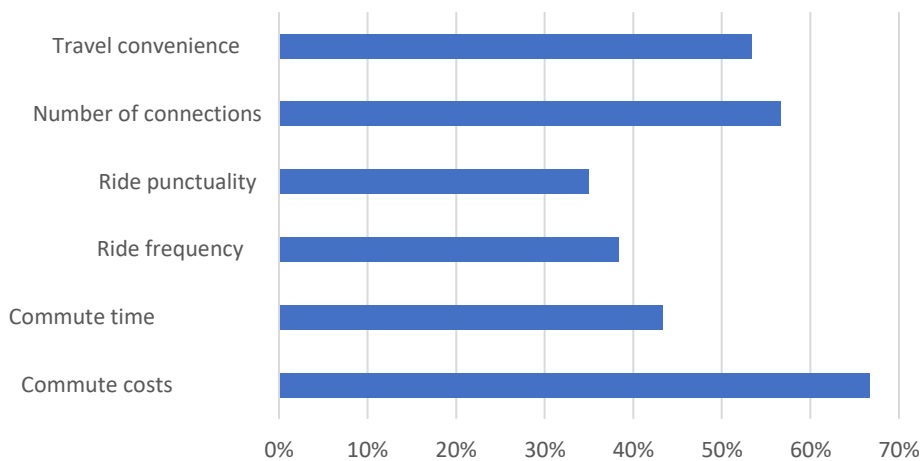
How long would it take you to commute if you used public transit?



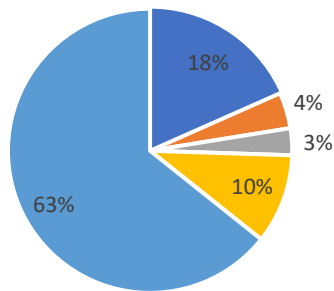
3.6 public transit assessment

As with the other locations, the competitiveness of public transport lies mainly in the travel costs. In some cases the trip is also considered more comfortable due to the possibility of reading or doing other activities while on the move. More than 50% of respondents, however, use public transport sporadically, when private transport is not available.

Public Transit Satisfaction

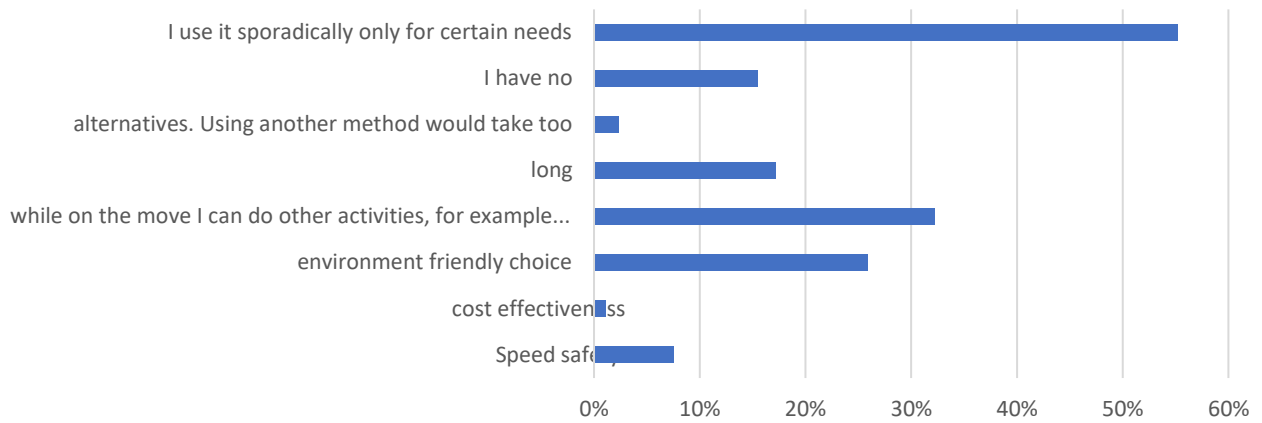


Do you have a public transit pass?

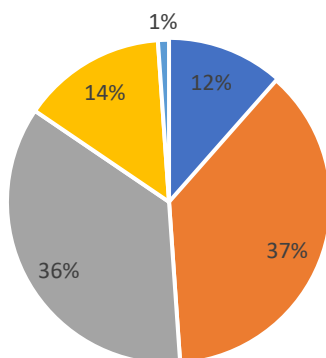


■ city ■ regional ■ train leg ■ combination ■ no

Why do you use public transit for your commute?

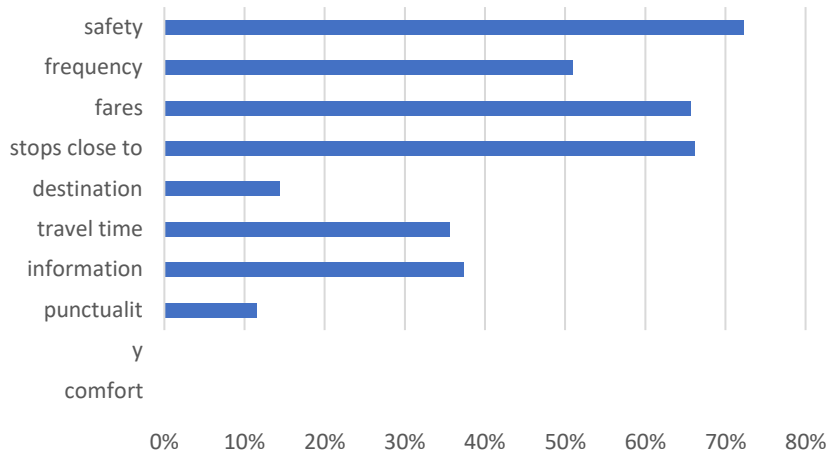


Public transit assessment



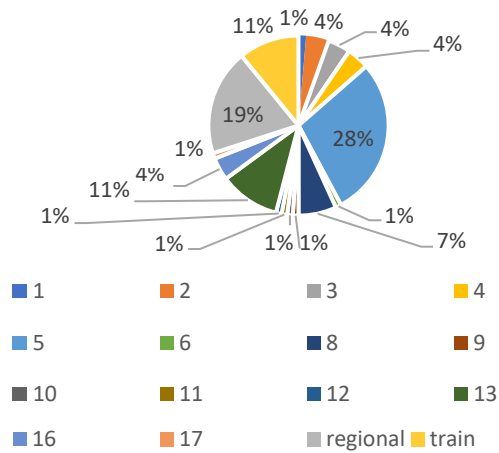
■ poor ■ satisfactory ■ pretty ■ good ■ excellent

Express your degree of satisfaction with the following aspects of public transit



The nearest public transit stop for respondents is an average of 650 m.

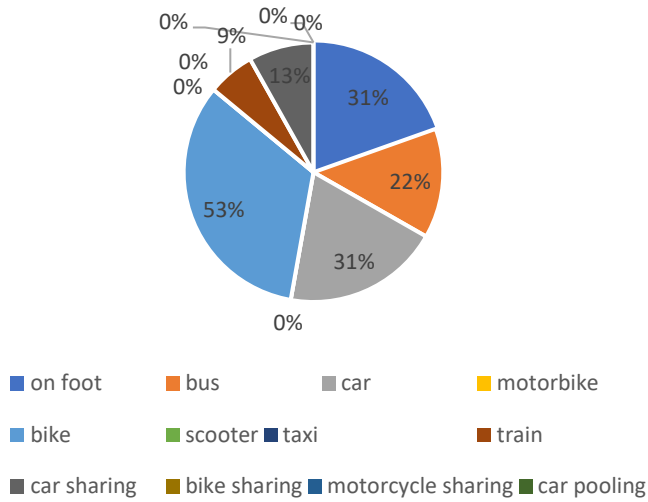
What public transit routes do you use for your commute?



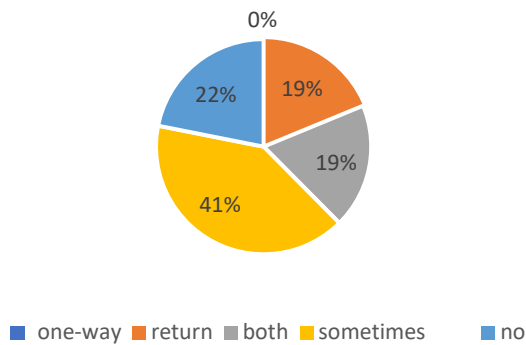
3.7 Summer commute

12% of respondents change their travel habits between summer and winter. The preferred method for reaching the locations is by bicycle. Over the years, summer cycling has been encouraged through the creation of dedicated parking spaces, lockers and showers, also used by staff who work out on their lunch break.

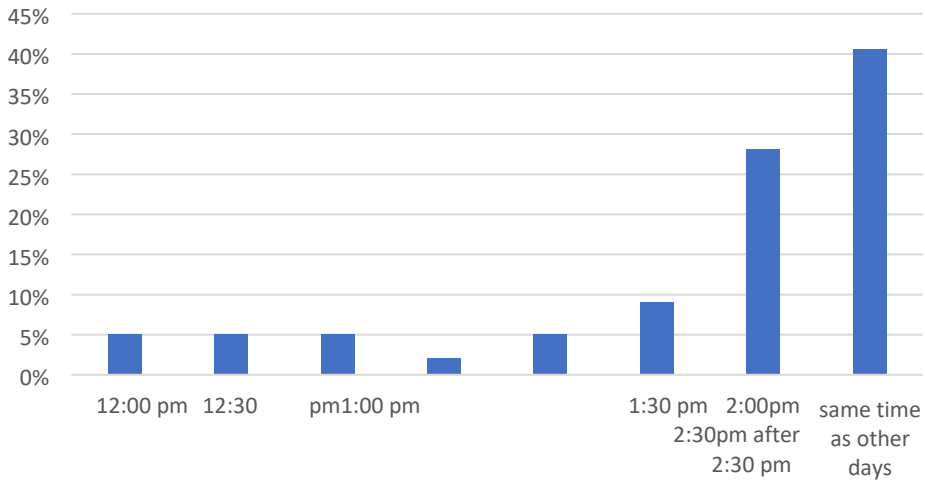
What methods of transportation do you use in summer?



During the wintertime commute, do you do other activities (errands, shopping, sports, driving other people...)?

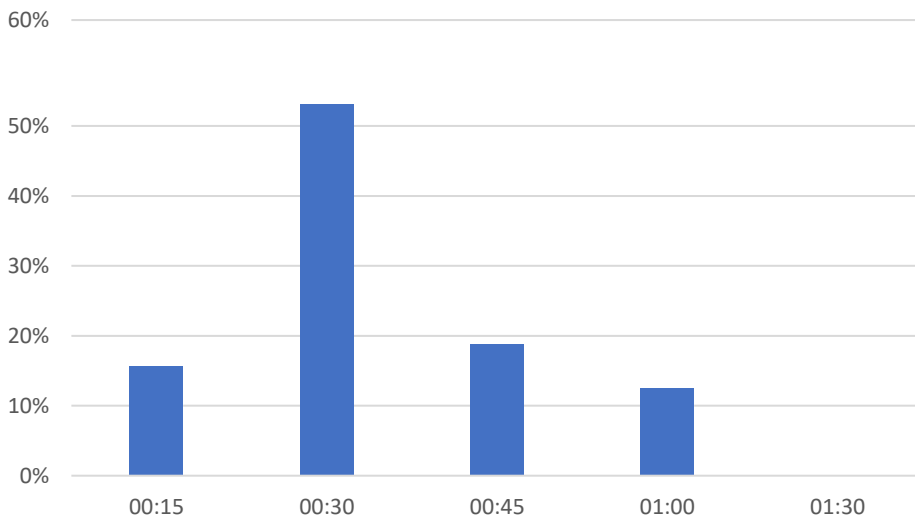


End of work on Fridays



9.4% of the respondents go back home for lunch in the summer.

Return travel time



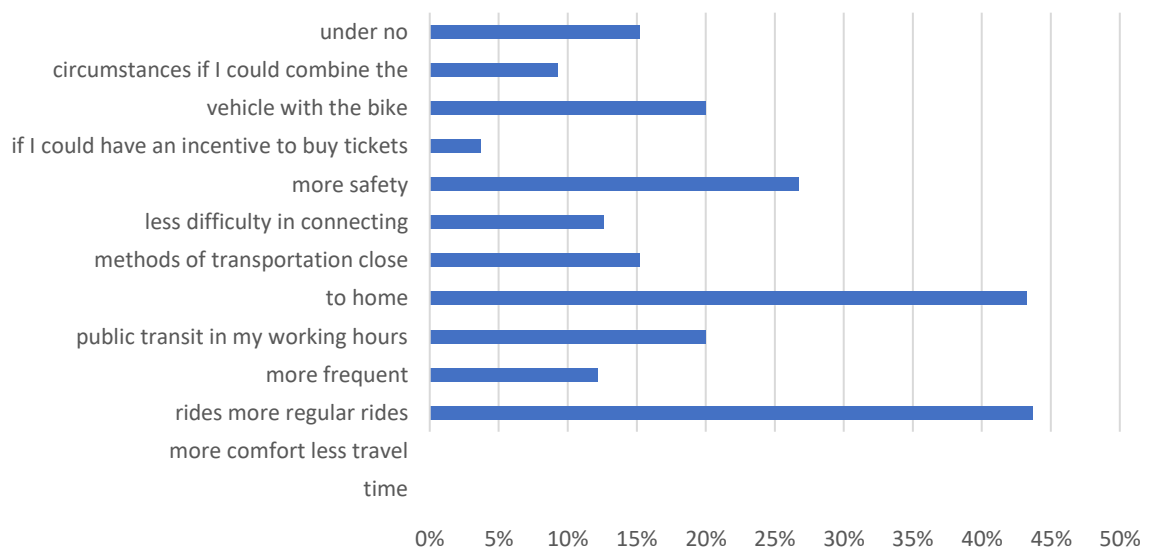
3.8 Suggestions for improvement

The problem of accessibility for the sites located in the hillside is again a reason for the scarce use of public transportation. During the hours when the service is needed, the buses are saturated by university students, and this makes it difficult for users to get on the buses in many cases. Few trains hinder connections with other methods of transportation and disincentivize the use of methods of transportation that are more sustainable than the private car.

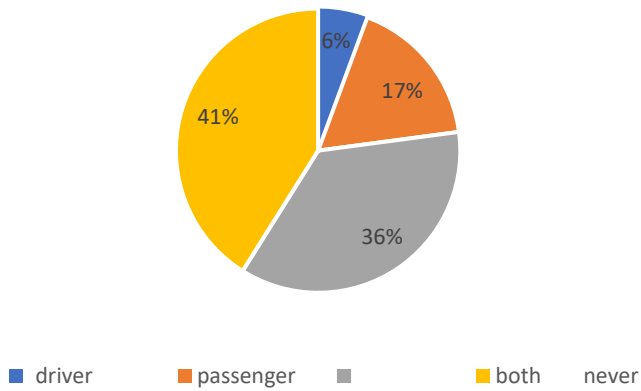
More than 40% of staff are not inclined to use either car pooling or car sharing. The reason for this percentage might be:

- During the return journey, other activities involving family members or activities that cannot be postponed are carried out;
- Some staff are not inclined to them because they do not get to work by private car or do so sporadically, making it impossible to make arrangements for sharing rides;
- Remote working makes travel planning more complicated;
- Low percentage of staff share the same route to work; in this regard, collaboration with the University of Trento, whose staff could share the commute given the proximity of the two locations, would be fruitful.

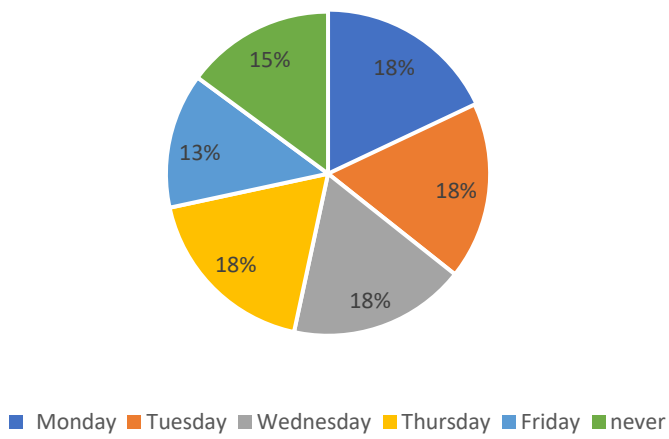
Under what conditions would you use public transit more frequently?



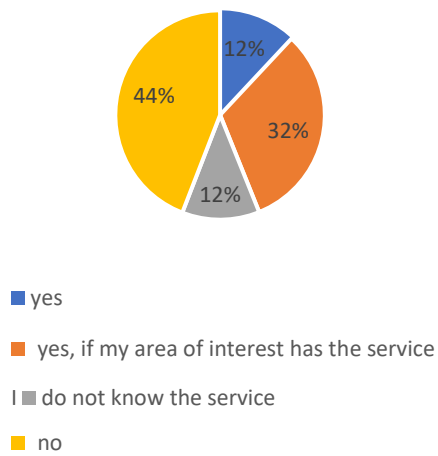
Willingness to travel as a car pooling/sharing crew



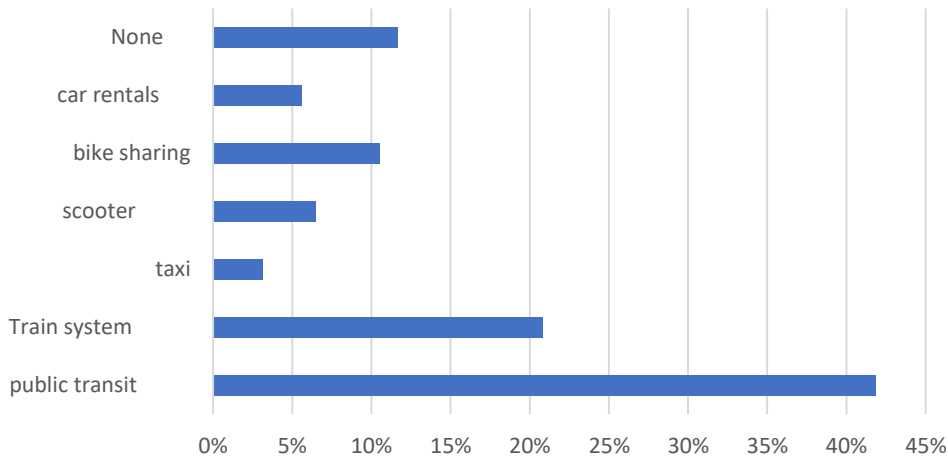
Car sharing/pooling days



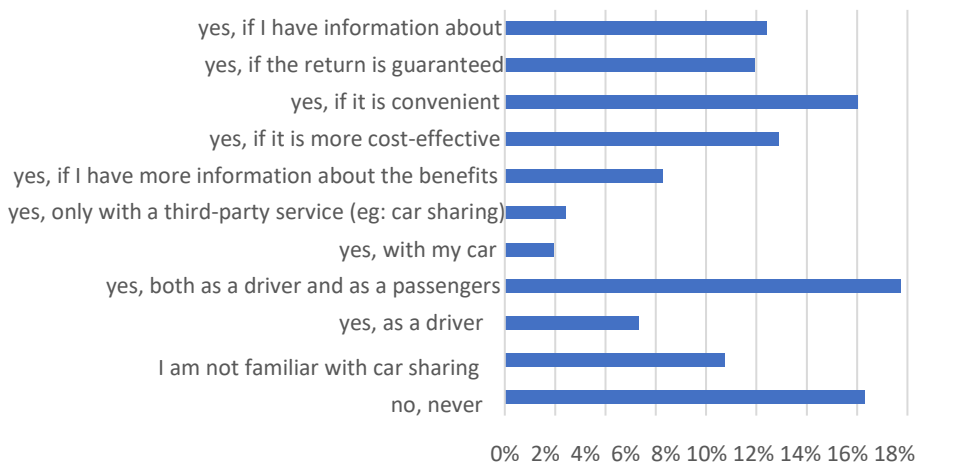
Car sharing signup willingness



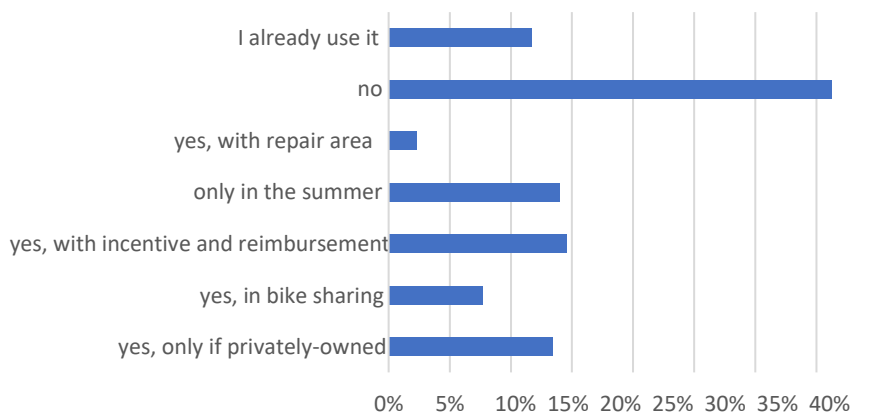
One pass for multiple transportation methods



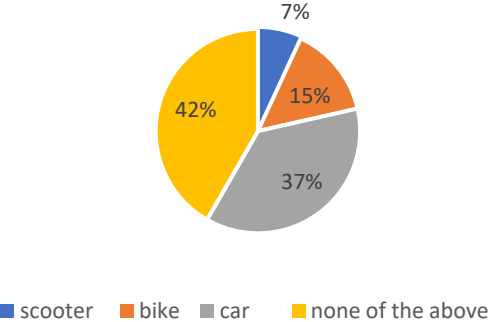
Would you be willing to share your commute with someone?



Would you be willing to use your bike for your commute?



If a charging point for electric vehicles were available at the destination of your commute, which one would you commute with?



Which incentive would you prefer?

