



HOME-TO-WORK COMMUTE PLAN
ANNEX 2
VIA S. CROCE AND VICOLO
DALLAPICCOLA

INTERNAL
DECEMBER 27, 2023

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1 Relevant office

The s. Croce complex is divided into two buildings:

- Via s. Croce 77, registered office, which houses the Italian-German Historical Institute, the Center for Religious Studies and the library;
- Vicolo Dallapiccola 12, apartment rented for use by the Autonomous Province of Trento, which houses the Institute for Evaluation Research on Public Policies.



Figure 3 the Foundation's hub located on via s. Croce 77, Trento

The library's reading room has 60 seats. In addition to consulting volumes, one of the rooms is used for medical school classes. There are also 2 meeting rooms, one of which also hosts external events on request.



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.

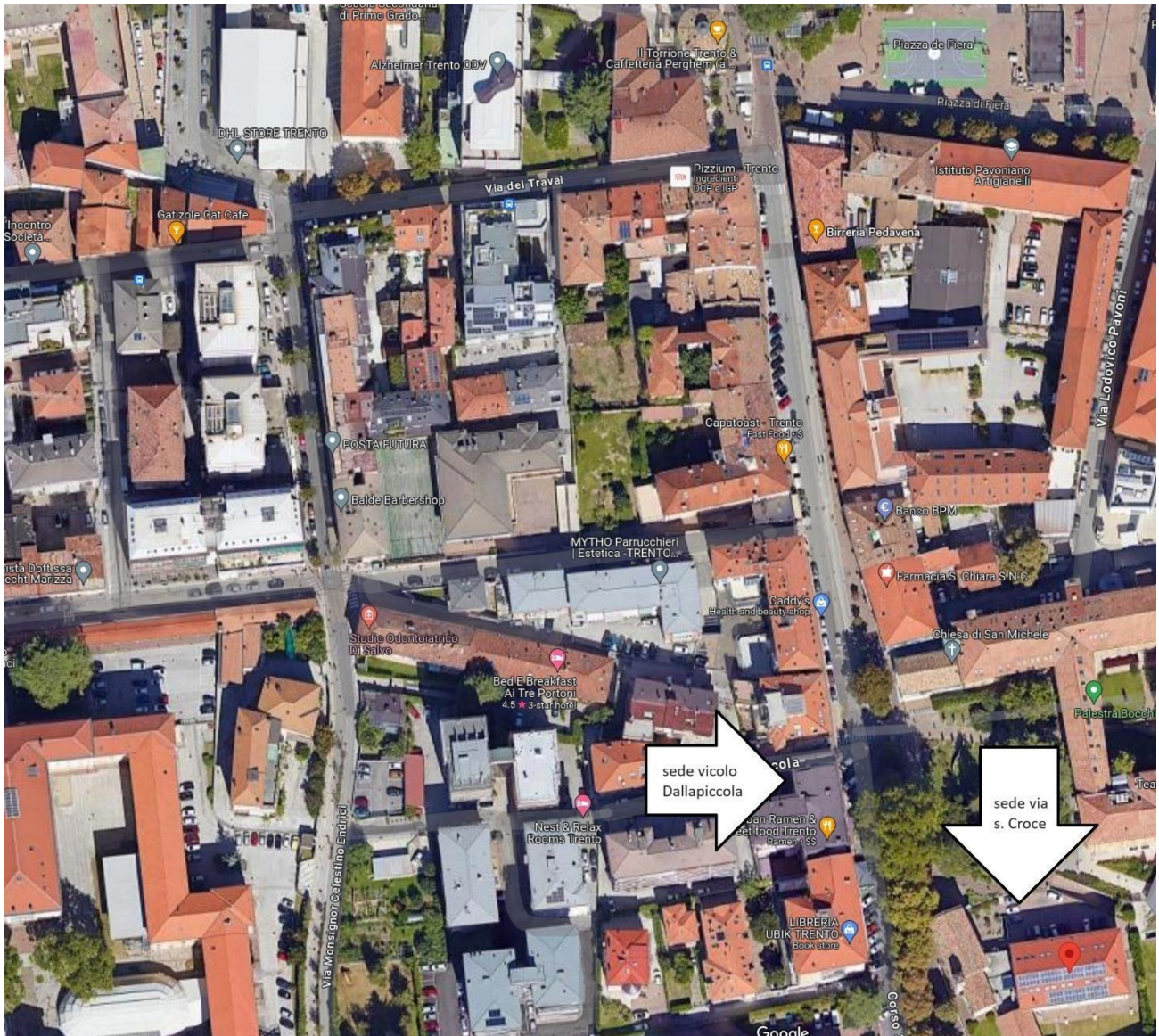
Resources	s. Croce	Vicolo Dallapiccola	Total
Co.co. in-house consultancy contracts (jobs act)	11	5	16
Co.co. Offices	24	-	24
Employees	25	11	36
Ph.D. students	3	2	5
Temporary workers	-	-	-

Figure 2 Staff on duty at the premises on via s. Croce and vicolo Dallapiccola

2 Accessibility analysis

The offices included in this HWCP are located less than 50 m apart right at the center of the Trento historic district, in a restricted traffic area.

2.1 Localization



2.2 Pedestrian accessibility

In less than a 15-minute walk from the train station you can reach the Trento Centro headquarters, located in Via Santa Croce 77, near the *Santa Chiara Cultural Center*, a well-known structure that houses an auditorium for cultural events.

2.3 Bicycle accessibility

The area is not directly accessible via specific bike lane, however, throughout the historic center where the site is located there is a ban on private vehicles (excluding residents and authorized vehicles). It is therefore possible to reach the offices safely.

At the via s. Croce offices there is a rack for bicycle parking.



Figure 3 Bicycle parking rack on via s. Croce

2.4 City public transportation

Several bus routes reach the Trento Centro site. The most frequent are routes 3 and 8, but any line that stops in Piazza Fiera can be used. Once you get off at Piazza Fiera, walk in the opposite direction of the old city walls towards the S. Chiara Cultural Center.

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

The nearest stop to the venue is *Piazza Fiera* which the main bus routes call at, in particular:

- 3 to Gardolo
- 5 to Oltrecastello
- 8 to Mattarello
- 9 to Villamontagna
- 10 to Martignano

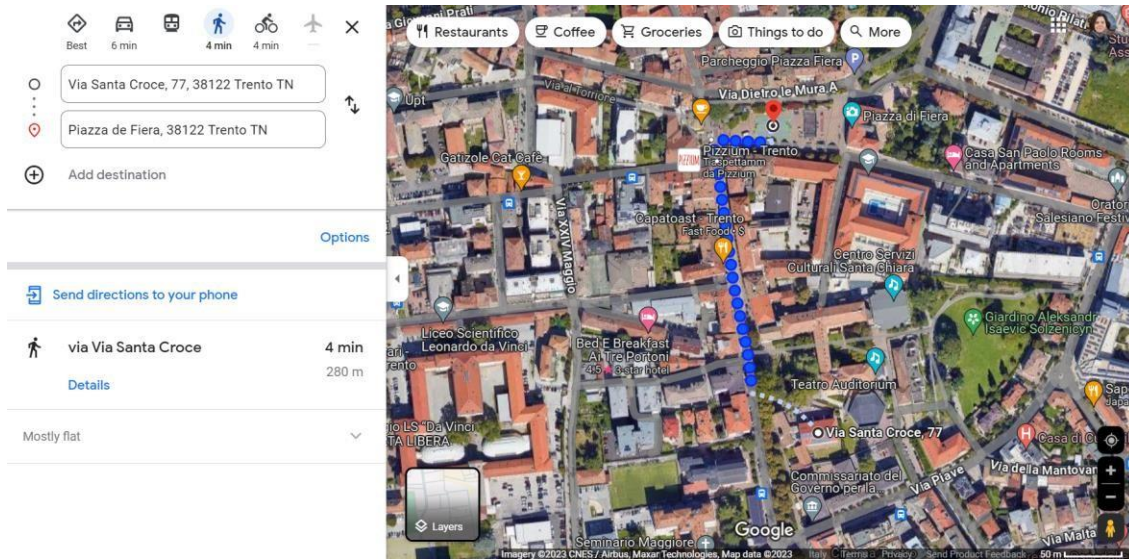


Figure 4 The Piazza Fiera stop is about 280 m walking distance from the via s. Croce offices

The 3 Novembre Centro s. Chiara stop, also nearby, is served by the routes:

- 3 to Cortesano
- 8 to Centochiavi

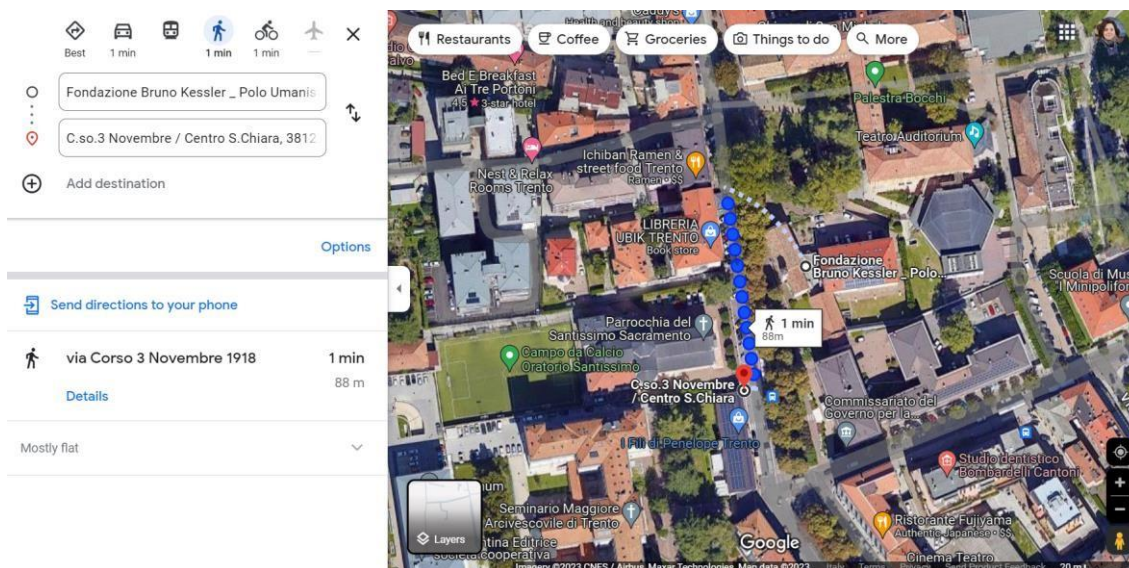


Figure 4 The Piazza Fiera stop is about 280 m walking distance from the via s. Croce offices

2.6 Private parking

Private vehicles can be parked inside the premises on via s. Croce 77. About 11 covered and 10 uncovered spaces are available in this parking lot, which can be used during the Foundation's opening hours.

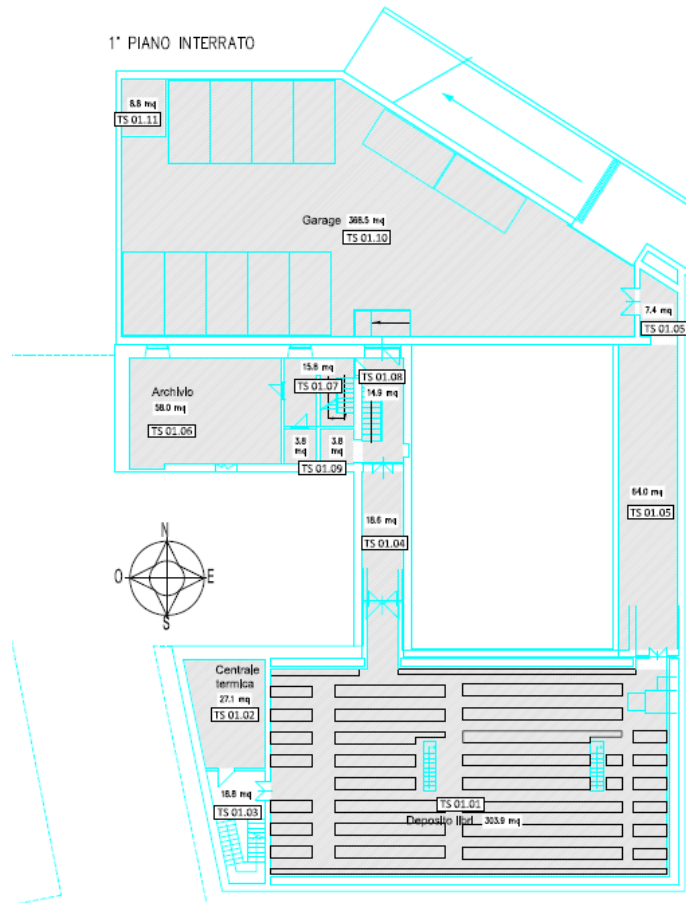


Figure 6 Image of the basement of via s. Croce 77, where the garage is

2.7 Closest bike sharing stations (station based) (less than 500 m)

At s. Croce 78 there is a public bike sharing station that provides 16 bicycle stands.

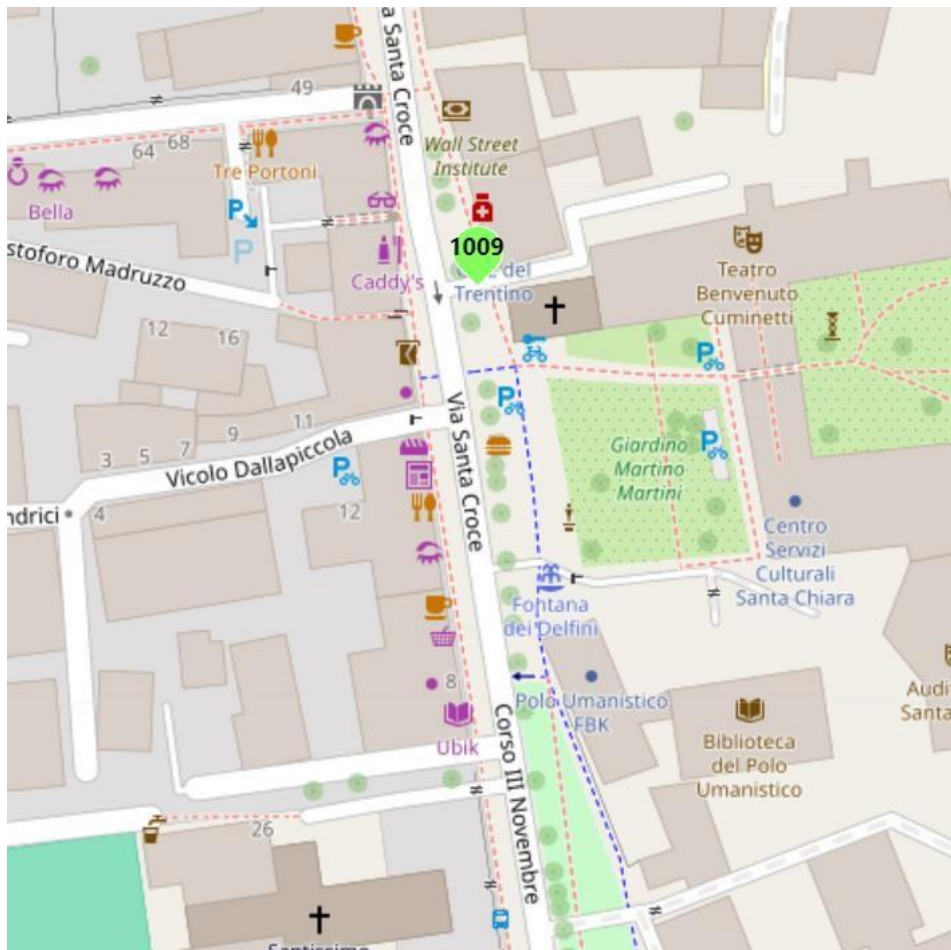


Figure 7 location of the bike sharing station closest to via s. Croce 77

2.8 Company car fleet

A Fiat Panda purchased in 2009, EURO 4, is available to staff for service reasons at this offices.

2.9 Company bicycle fleet

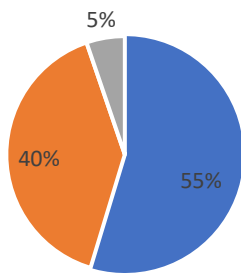
A musclebike is available to staff for service reasons.

3 Survey Results

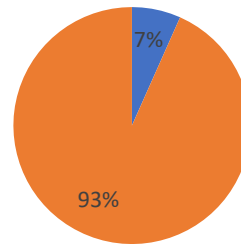
The questionnaire administered was completed by 19% of the staff working in the via s. Croce and Vicolo Dallapiccola premises. Below are the results divided by section. The percentage of remote working in these offices is lower than in via Sommarive, none of the fillers work remotely more than 50% of their working time. This could be due to the small sample of respondents.

3.1 General questions

What is your job classification? What is your contract?

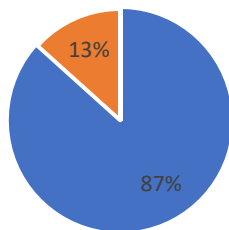


■ researcher ■ office worker ■ Manager



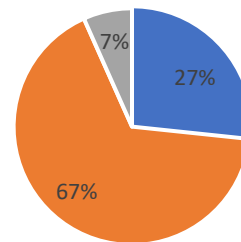
■ Part Time ■ Full Time

Percentage of remote work per month



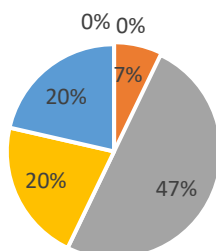
■ <25% ■ between 25% and 50%

How would you describe your gender?



■ between 50% and 75% ■ >75% ■ male ■ female ■ -

How old are you?

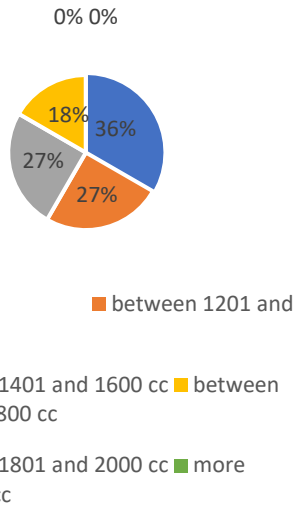


■ <20 ■ between 21 and 30 ■ between 31 and 40
 ■ between 41 and 50 ■ between 50 and 60 ■ over 60

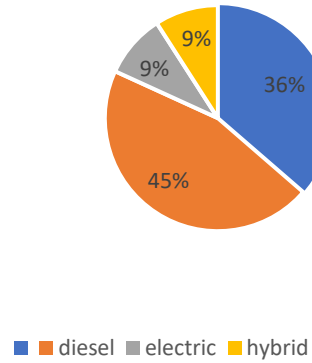
3.2 Privately-owned Car Features

73% of respondents own a car, most of which are medium-low displacement cars. All cars are at least Euro 4, this guarantees reduced emissions compared to lower classes in short commutes (such as home-work generally).

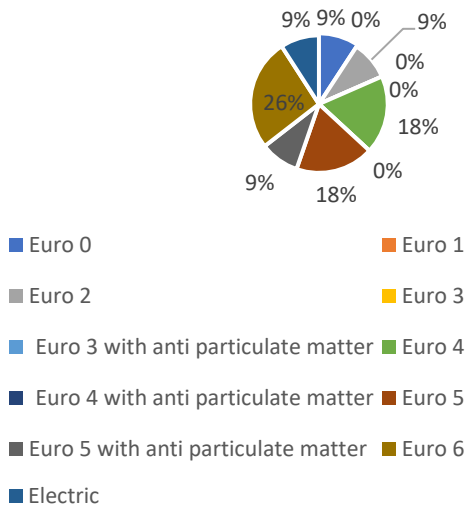
Car engine displacement



Car power supply



Car emissions



3.3 Privately owned moped features

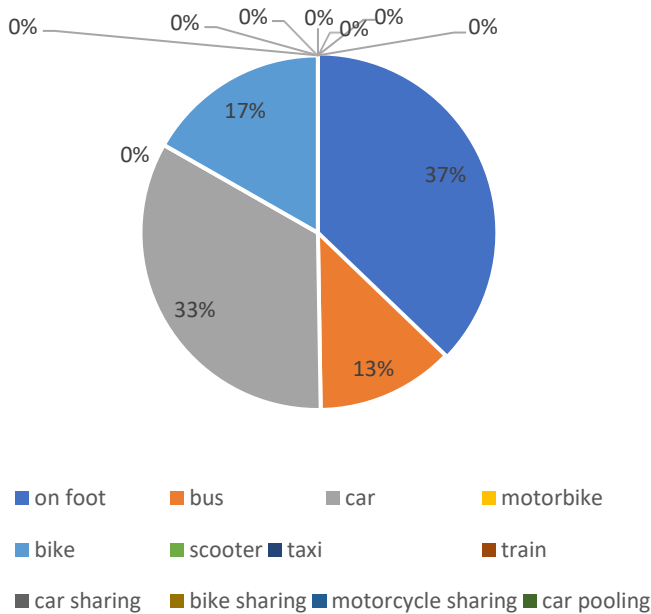
None of the respondents own a moped.

3.4 Description of winter commute

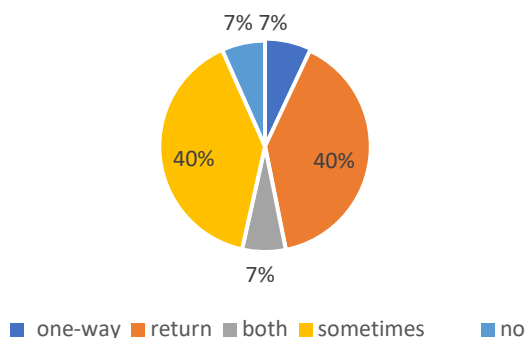
33% of staff commute to work by car in the winter months, the remaining staff commute to work on foot, by bus or by bike. This value is the lowest of all the Foundation's sites. The probable reasons lie in the location of the premises, in the historic district; please note that the final destination of the commute of 60% of respondents is Trento.

With the same car ownership rate (for this location it is comparable with via Sommarive's), the staff is more likely to use sustainable vehicles if it is located in an area widely served by public transit, where there are many connections and reduced waiting times. This makes public transit or cycling competitive with the car for travel time, while the location of the venue makes it possible to run errands before and after work without using the car.

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



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

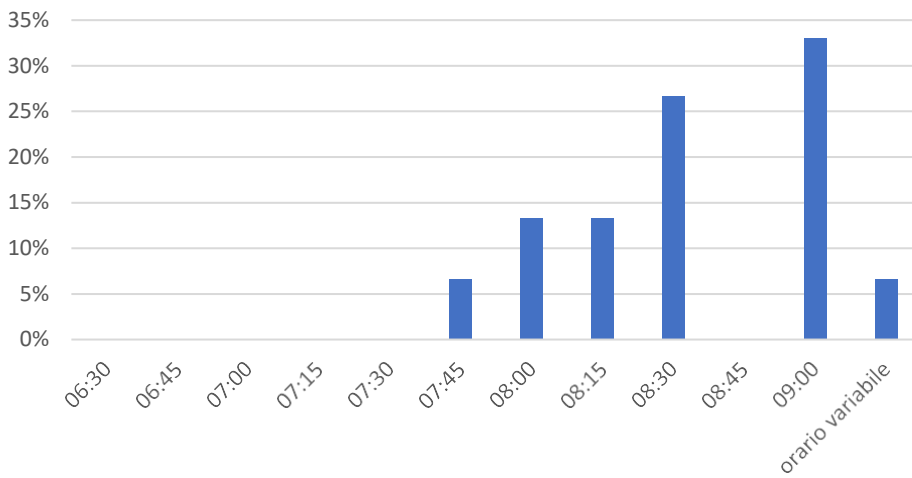


The average monthly expenditure for home-work commute amounts to 65.00 euros, the lowest among the Foundation's offices. This data indicates that the use of sustainable vehicles implies money savings.

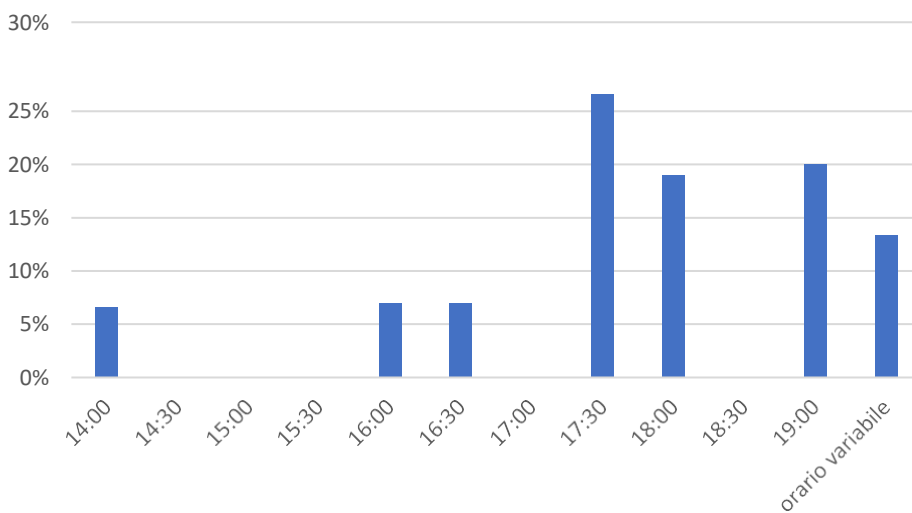
On average, 10 km are travelled by car or motorcycle for home-work commute in the winter months. This figure is also the lowest in the Foundation. The staff of the offices of s. Croce e vicolo Dallapiccola live on average in the city of Trento and therefore work-home commute is reduced compared to other locations.

On average, 0.73 means of transport are used for commuting to work in the winter months. This figure is the lowest among the sites concerned. Given the location of the premises, it is not normally necessary to change the method of transportation nor are the premises not accessible on foot (for this reason the value is less than 1).

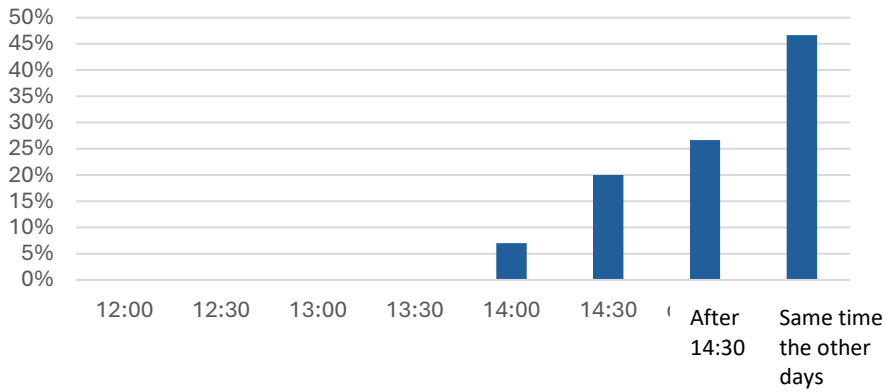
Departure time slot



Work end time slot

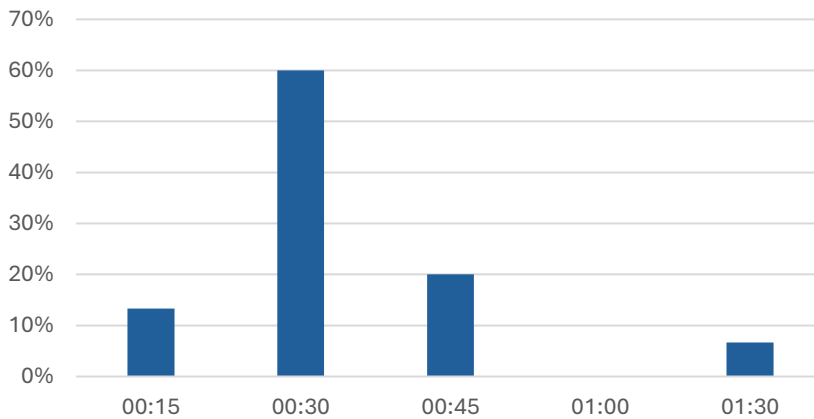


End of working day in Friday

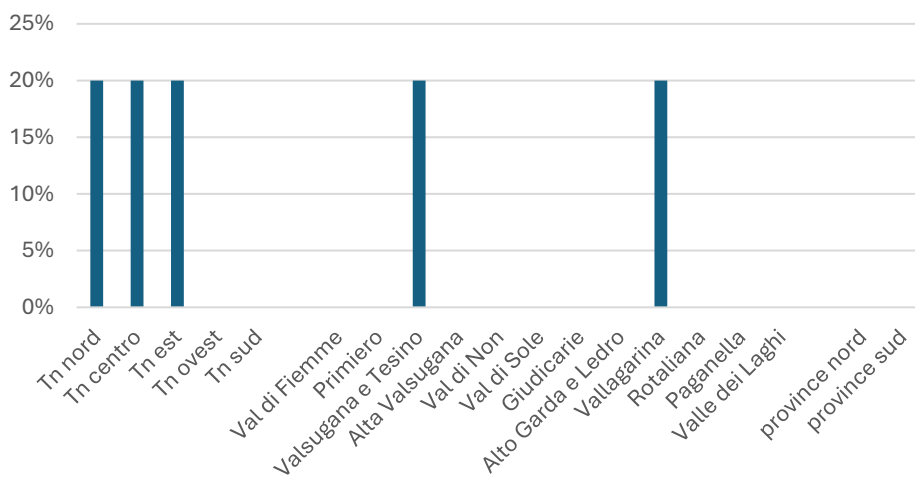


93% of staff do not usually go back home for lunch.

Return travel time



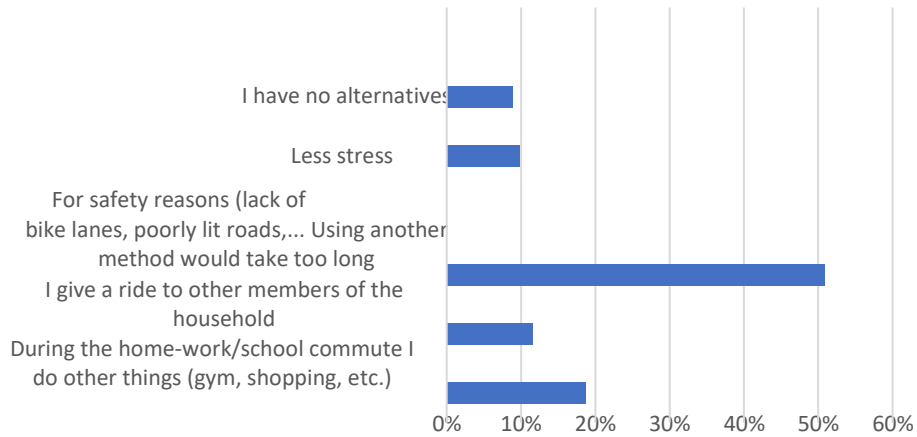
Destination of the commute



3.5 Private Transportation Assessment

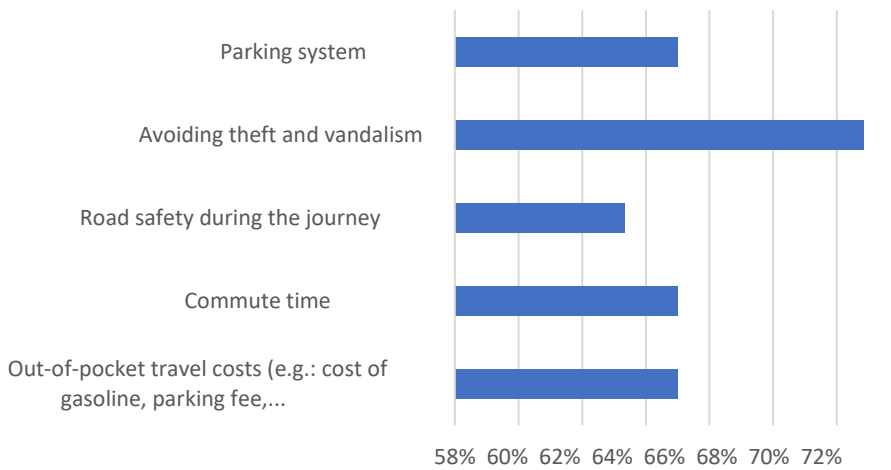
About 50% of staff prefer the use of private cars because they connect better with their destinations, which are not always efficiently covered by public transport.

Why do you use a private vehicle?

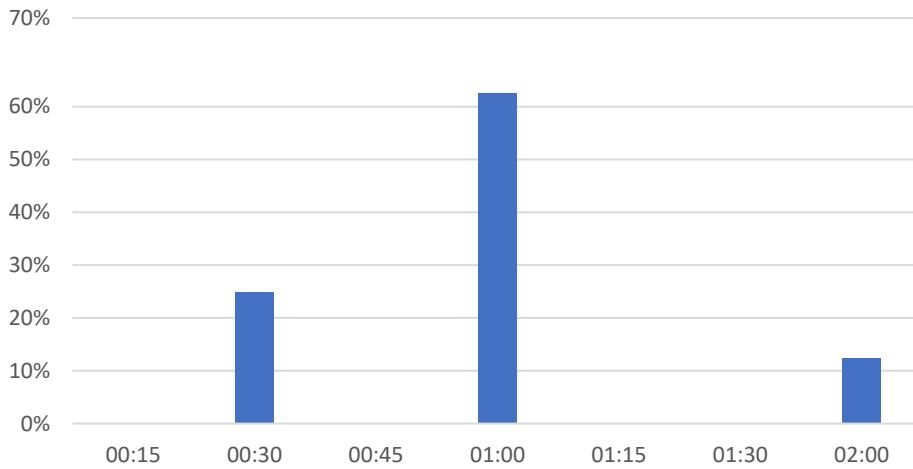


100% of those who use a private vehicle are the drivers of it.

Satisfaction with car/motorcycle use



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

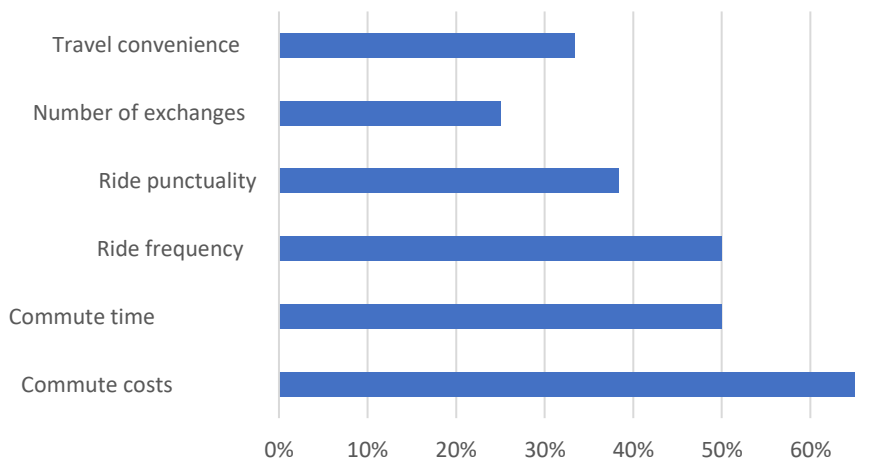


On average, those who commute by private vehicle should travel 4 km using the public transit system.

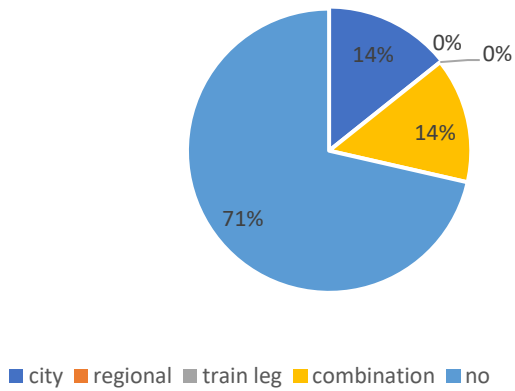
3.6 public transit assessment

Respondents are on average dissatisfied with the public transit system, although they use it for transport, given the competitive costs of travel. The figure must be contextualized with respect to the percentage of access to work on foot: 37% of staff come to work on foot, so they do not use a private or public vehicle.

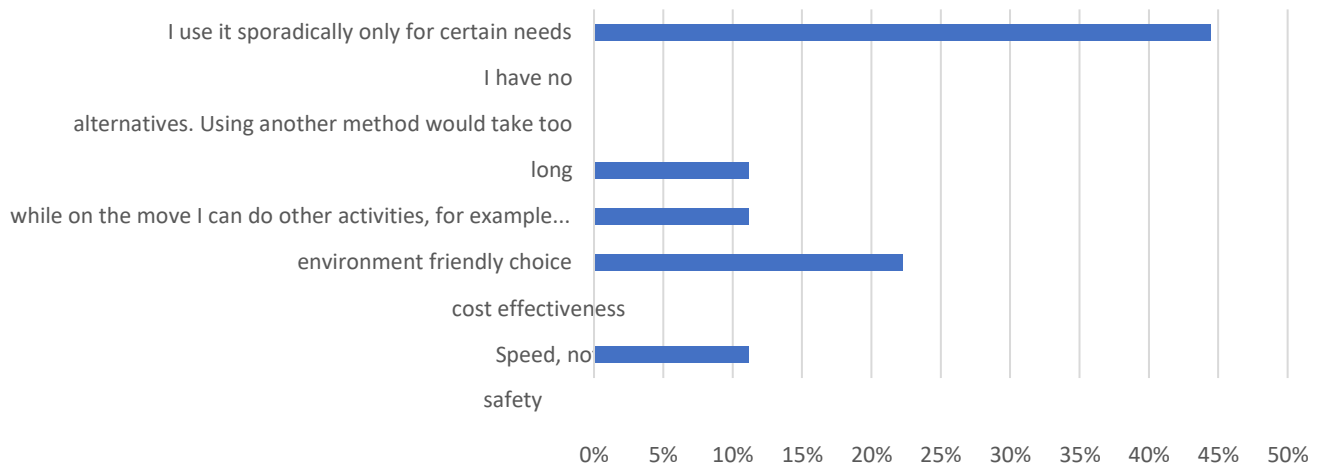
Public Transit Satisfaction



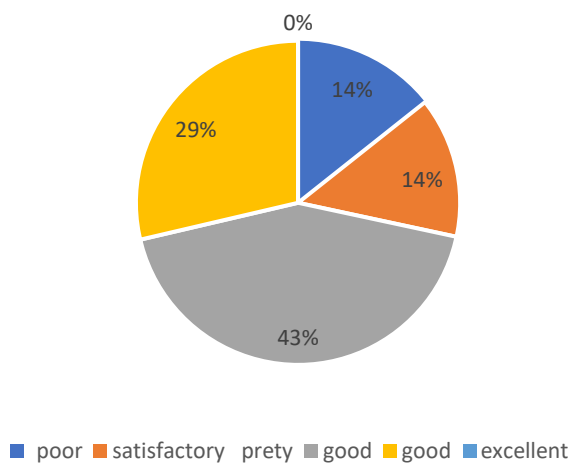
Do you have a public transit pass?



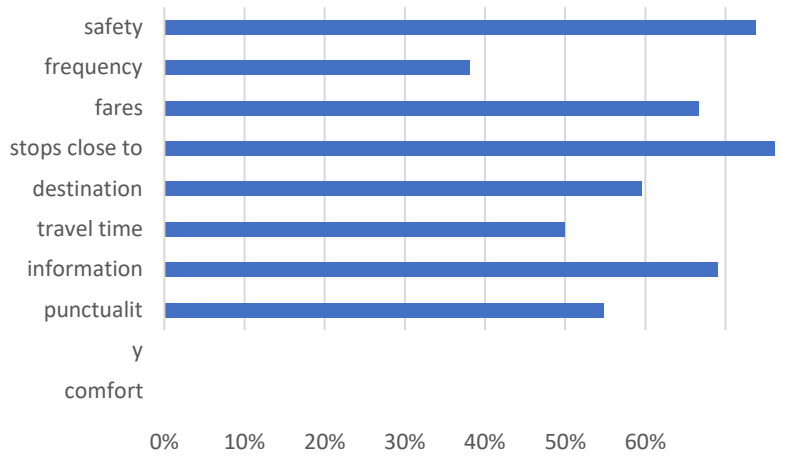
Why do you use public transit for your commute?



Public transit assessment

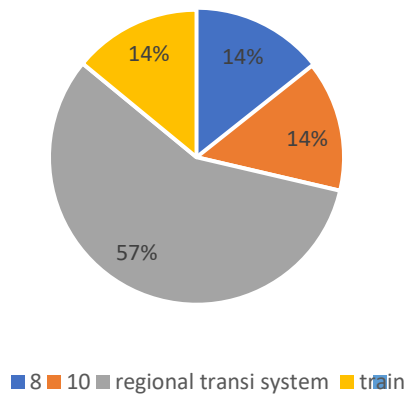


Express your degree of satisfaction with the following aspects of public transit *



The nearest public transit stop for respondents is an average of 600 m.

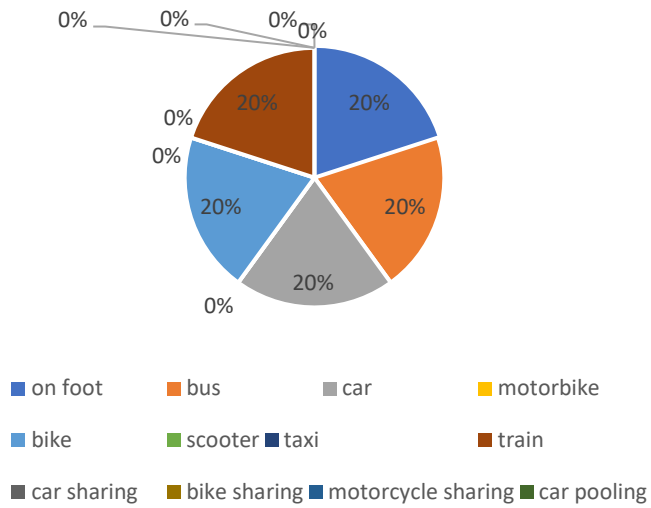
What public transit routes do you use for your commute?



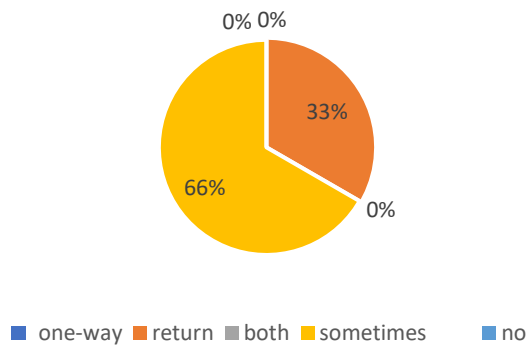
3.7 Summer commute

33% of respondents have different travel habits for winter and summer.

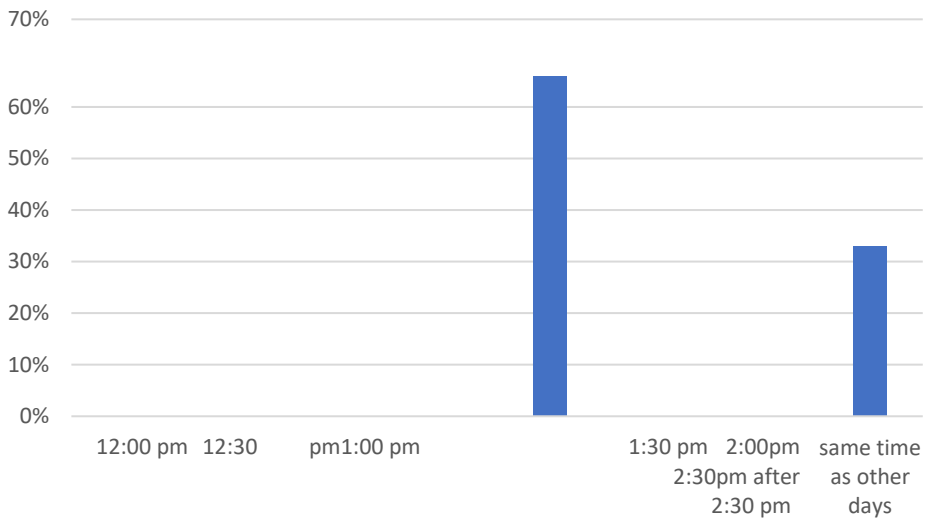
What methods do you use in summer?



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

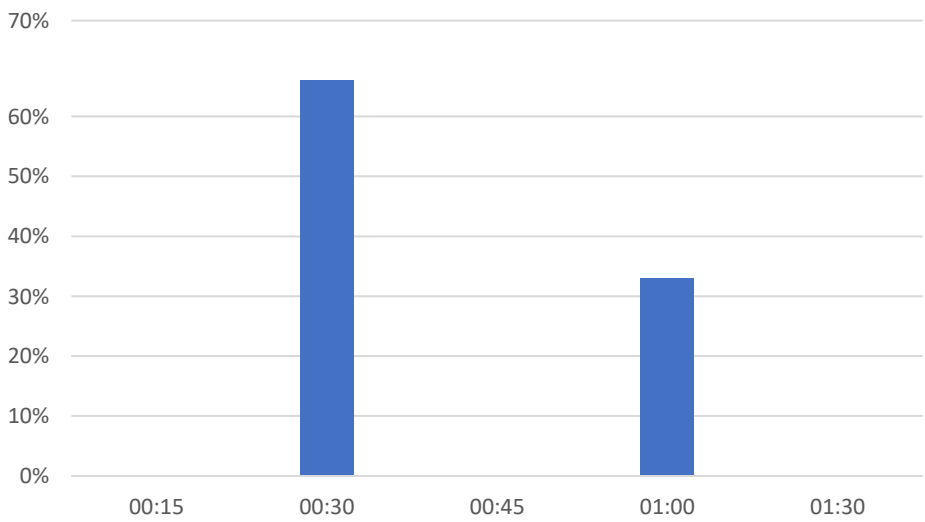


End of work on Friday



Respondents do not go back home for lunch in the summer.

Return travel time

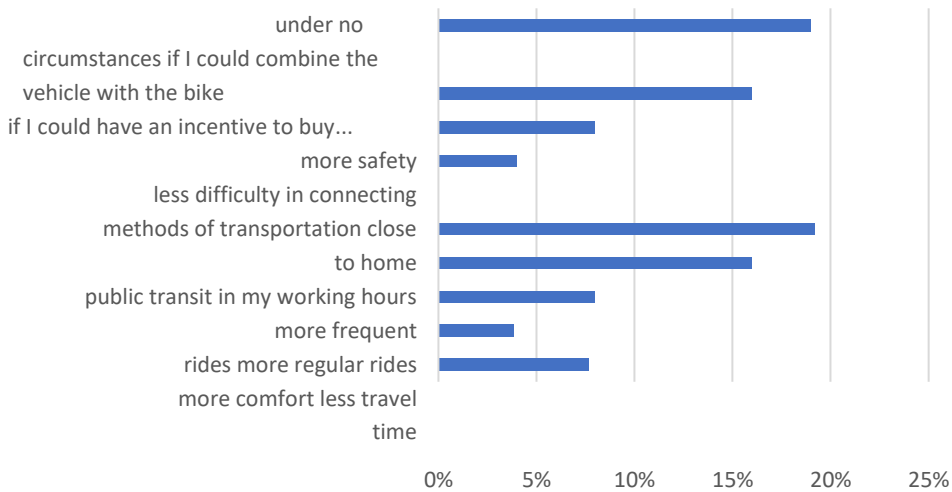


The destination of the summer commute does not vary significantly from the winter one.

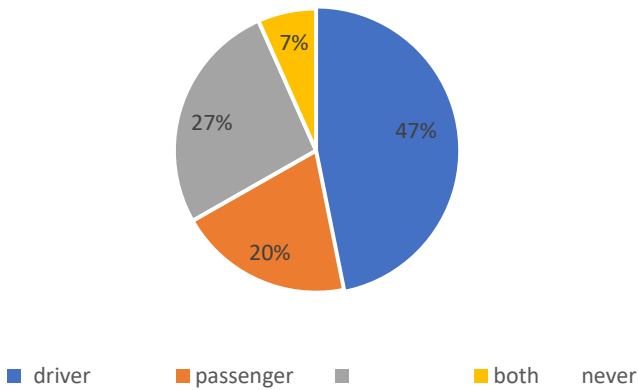
3.8 Suggestions for improvement

A considerable part of the staff who use the car is available for car sharing or pooling, in this sense apps could be encouraged to share trips with other nearby workplaces.

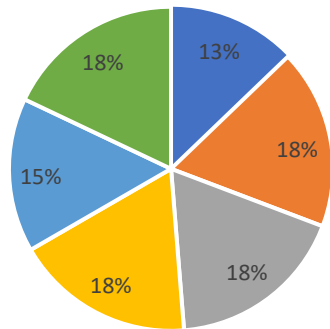
Under what conditions would you use public transit more frequently?



Willingness to travel as a car pooling/sharing crew

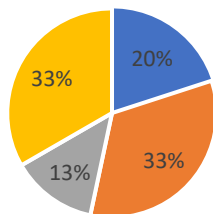


Car sharing/pooling days



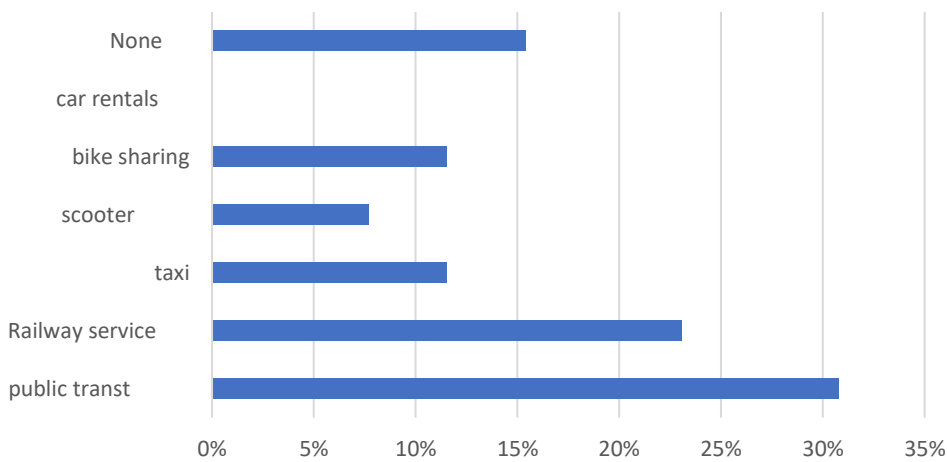
■ Monday ■ Tuesday ■ Wednesday ■ Thursday ■ Friday ■ never

Car sharing signup availability

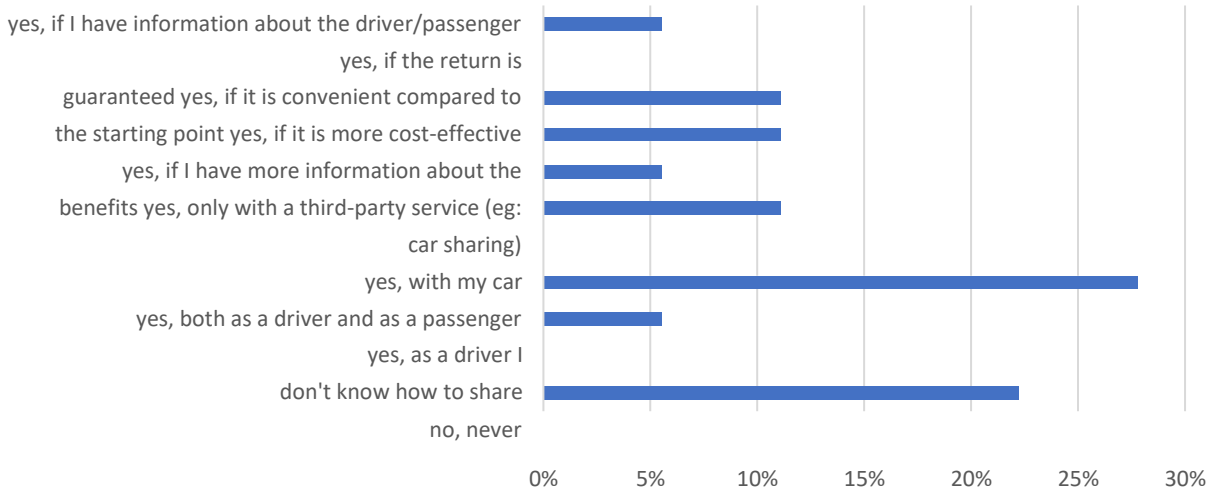


■ yes
 ■ yes, if my area of interest has the service
 ■ do not know the service
 ■ no

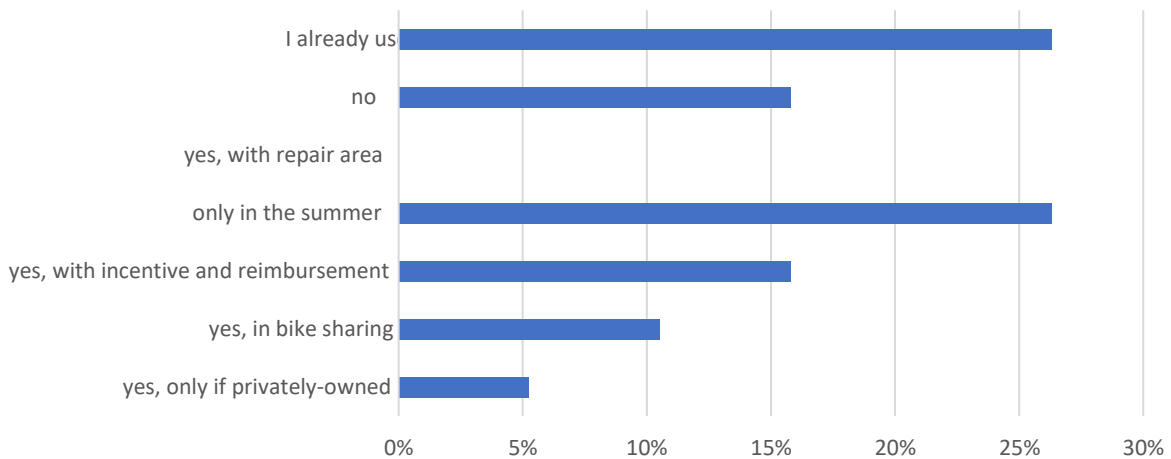
One pass for multiple transportation methods



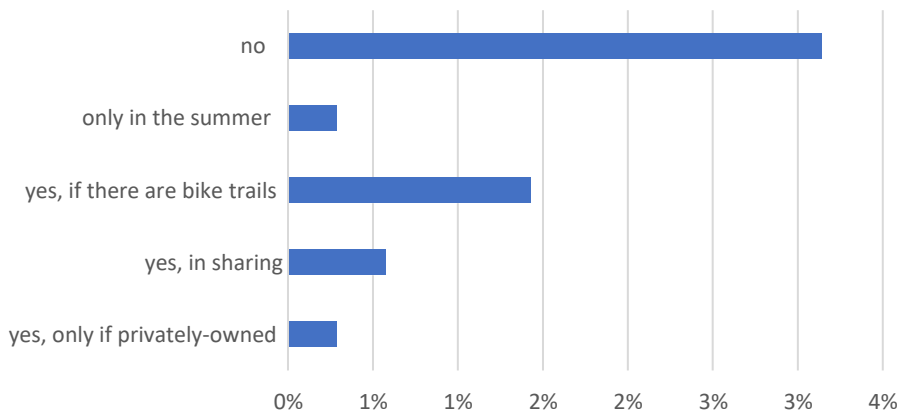
Would you be willing to share your commute with someone?



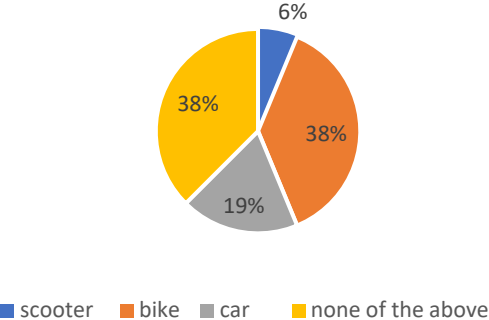
Would you be willing to use your bike for your commute?



Would you be willing to use your scooter 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?

