



HOME-TO-WORK COMMUTE PLAN

ANNEX 2

VIA S. CROCE AND VICOLO DALLAPICCOLA

INTERNAL

August 2025

Contents

1	Description of offices	3
1.1	Staff	4
2	Accessibility analysis	5
2.1	Location	5
2.2	Pedestrian accessibility	5
2.3	Accessibilità ciclabile	6
2.4	City transit	6
2.6	Private parking	8
2.8	Company car fleet	9
2.9	Company bicycle fleet	9
3.	Survey results	10
2.10	Hoe do you commute to work	10
2.11	Your job	16
2.12	Personal data	16
2.13	Suggestions	16

1 Description of offices

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 1 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.



Figure 2 library

1.1 Staff

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

Risorse	s. Croce	Vicolo Dallapiccola	Total
Co.co. in-house consultancy contracts (jobs act)	11	4	15
Employees	20	12	32
Ph.D. students	4	-	4

Table 1 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 Location

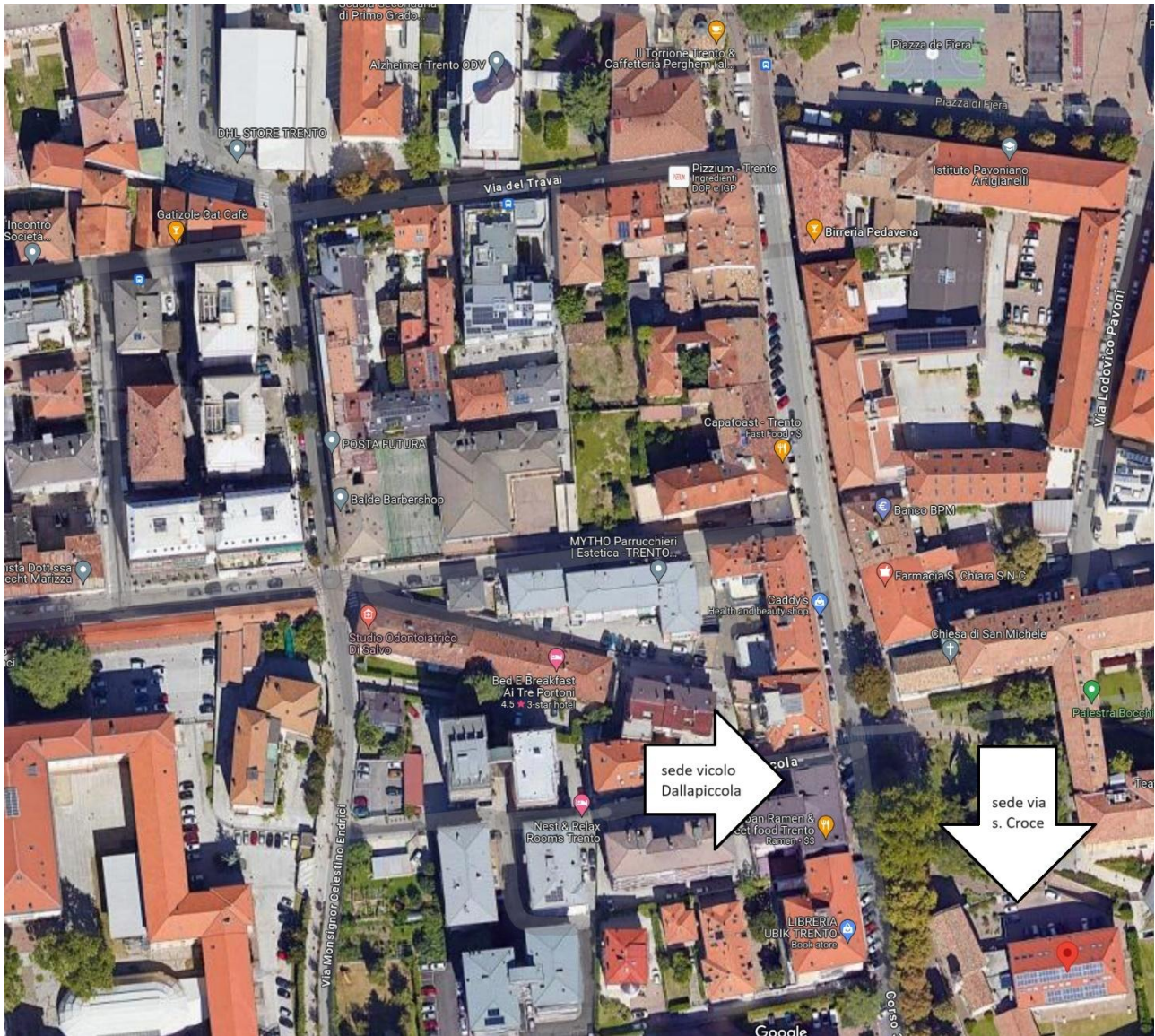


Figure 3 location

2.2 Pedestrian accessibility

The Trento Centro headquarters, located at Via Santa Croce 77, is less than a 15-minute walk from the train station and is situated near the well-known Santa Chiara Cultural Center, which features an auditorium for cultural events.

2.3 Accessibilità ciclabile

Although the area is not directly accessible via a dedicated bike lane, the historic center—where the site is located—prohibits private vehicle traffic (except for residents and authorized vehicles). As a result, the offices can be reached safely by bicycle.

The via s. Croce offices are equipped with a bike rack for employees and visitors.



Figure 4 Bicycle rack on via s. Croce

2.4 City transit

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 City transit routes and stops in the vicinity of the offices (less than 500 m)

The nearest stop to the venue is Piazza Fiera, which is served by the main bus routes, especially:

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

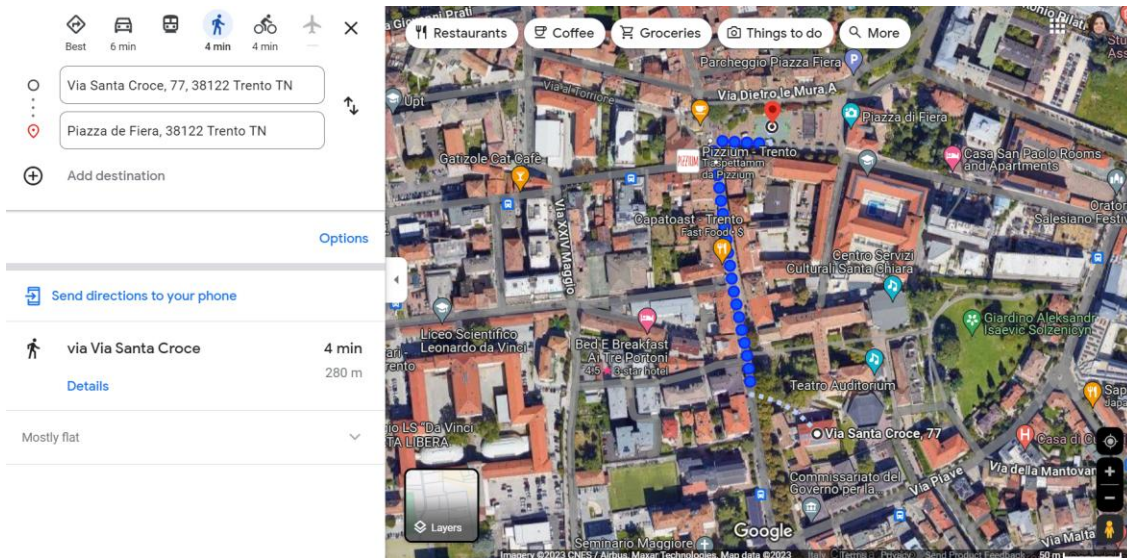


Figure 5 The Piazza Fiera stop is about 280 m walking distance from the via s. Croce offices

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

- 3 to Cortesano
- 8 to Centochiavi

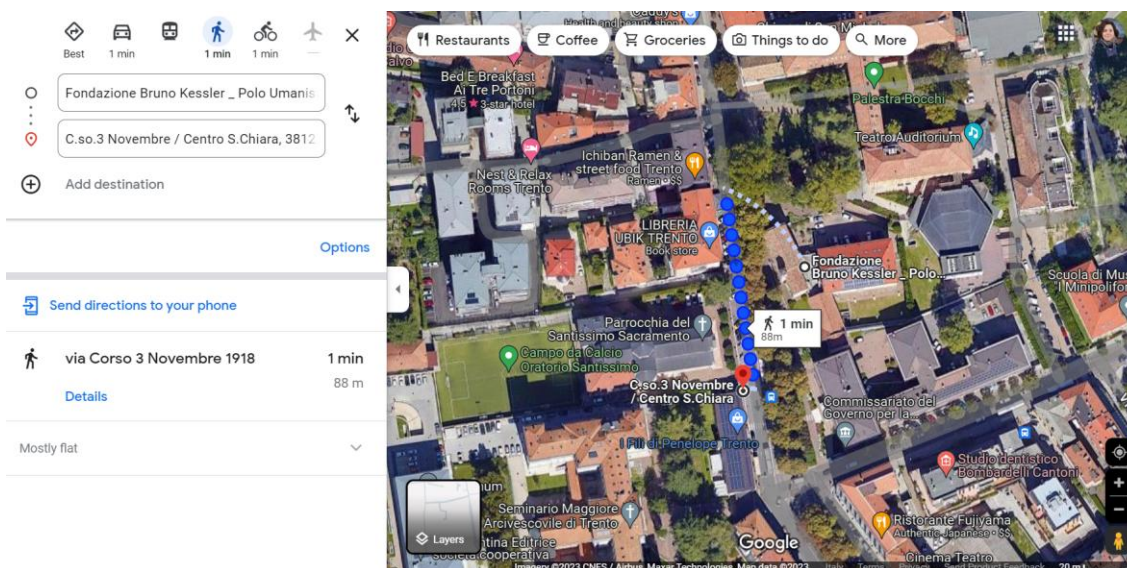


Figura 6 The Piazza Fiera stop is about 280 m walking distance from the via s. Croce offices

2.6 Private parking

Private vehicles can be parked within the premises at Via S. Croce 77. The parking lot offers approximately 11 covered spaces and 10 uncovered ones, available for use during the Foundation's opening hour.

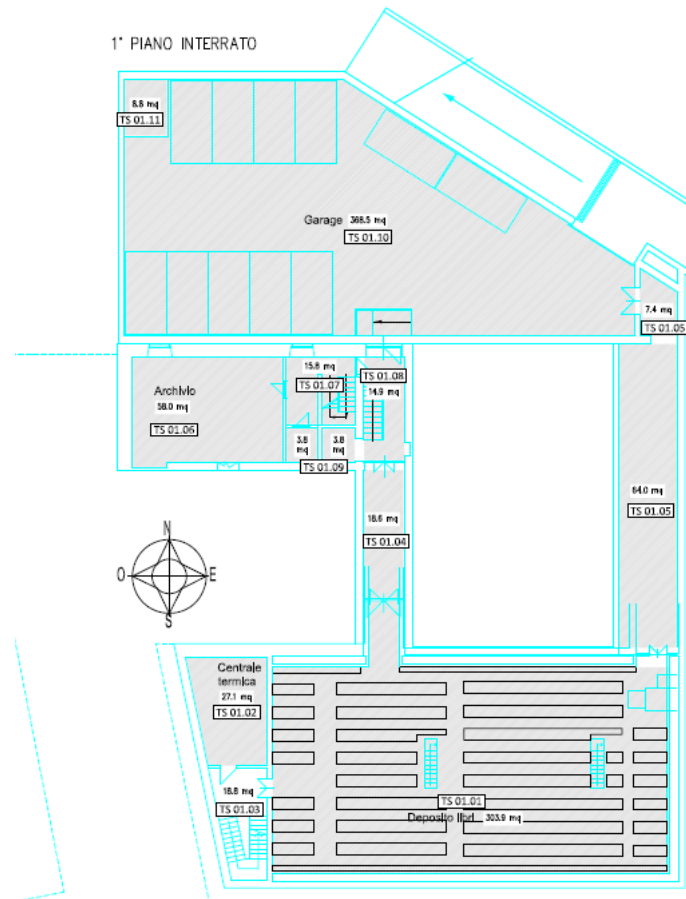


Figura 7 Image of the basement of via s. Cross 77, where the garage is

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

At s. Croce 78 there is a public bike sharing station equipped with 16 bicycle stands.

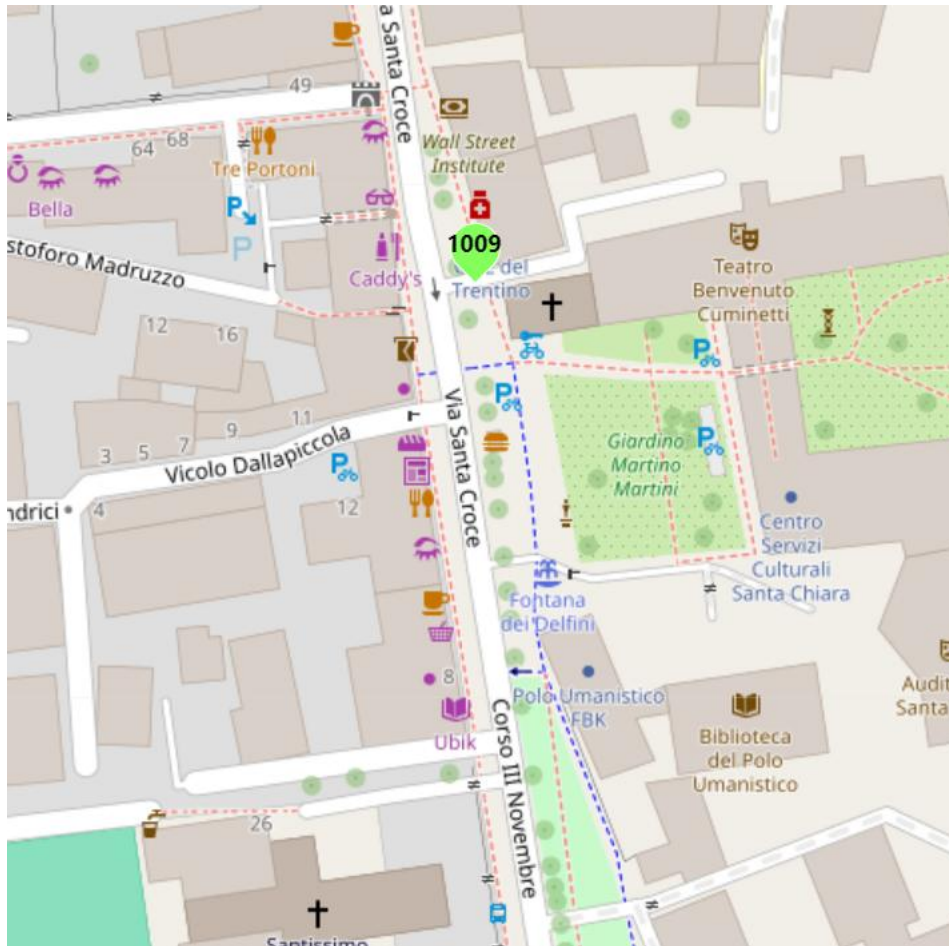


Figura 8 location of the bike sharing station closest to via s. Croce 77

2.8 Company car fleet

A Fiat Panda (EURO 4) purchased in 2009 is available to staff at this office for official travel.

2.9 Company bicycle fleet

A musclebike is available to staff for official travel.

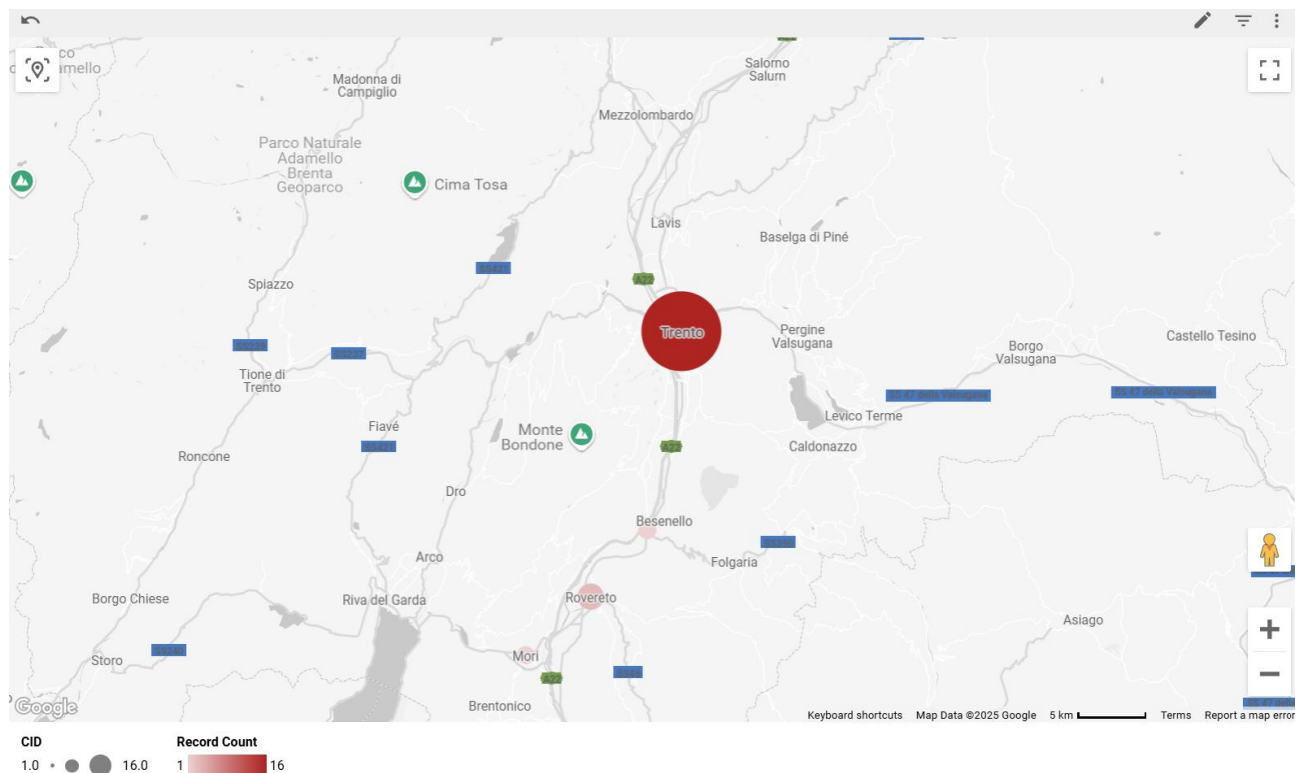
3. Survey results

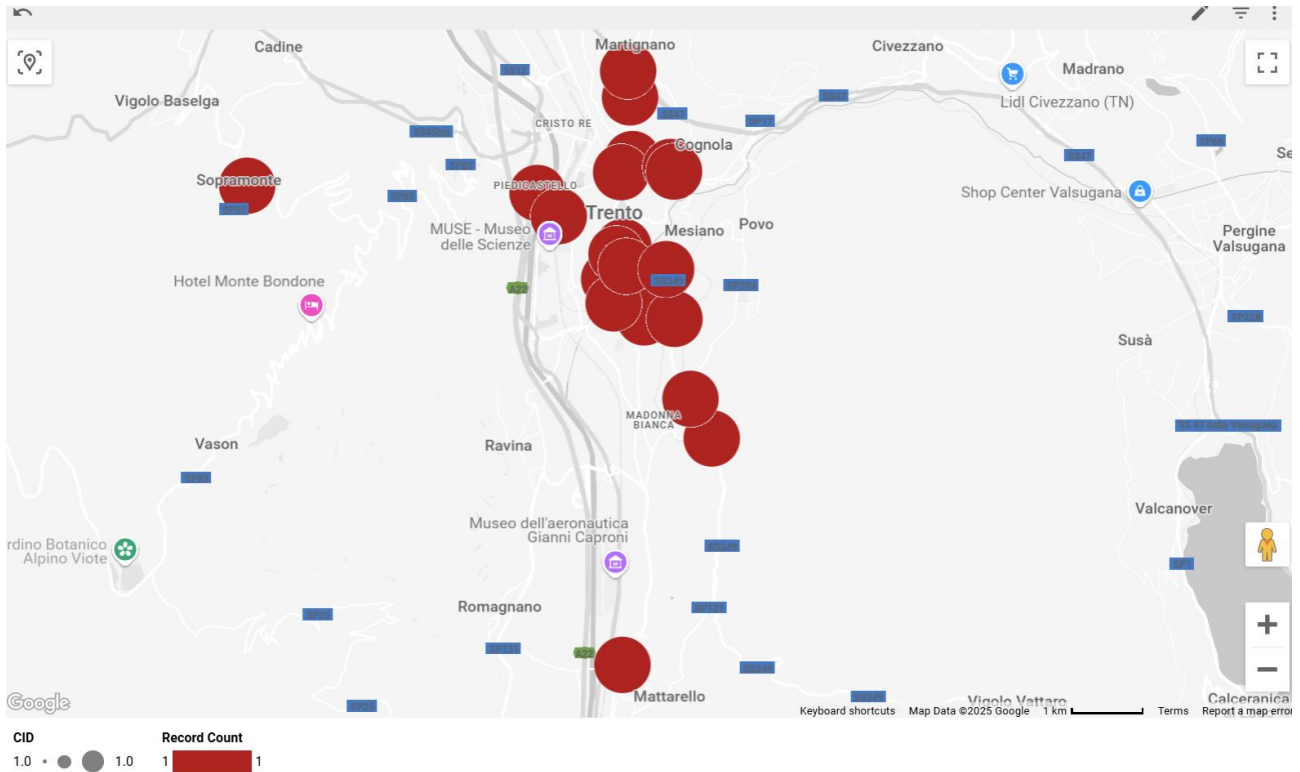
The questionnaire was completed by 9% of the staff, for a total of 5 respondents. The figure is down compared to the previous year and the factors of this decrease could be due to:

- Increase in the number of staff whom were administered the questionnaire
- A shorter response window for questionnaire completion (next year we will try a one-month opening strategy instead of a two-week window, and compare the results obtained)
- Fewer reminder messages inviting staff to complete the questionnaire
- Little interest in the topic: more awareness campaigns on the issue of mobility should be planned

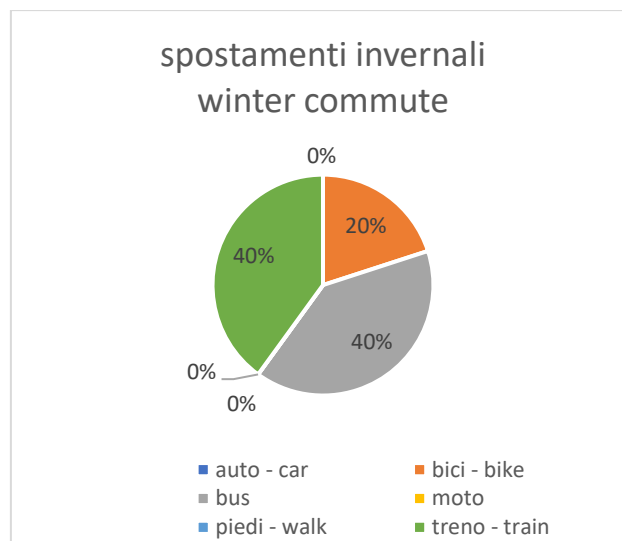
2.10 Hoe do you commute to work

Residence addresses were considered in order to analyze commute origin of the staff. This analysis shows that most of the staff live in the Trento city area.

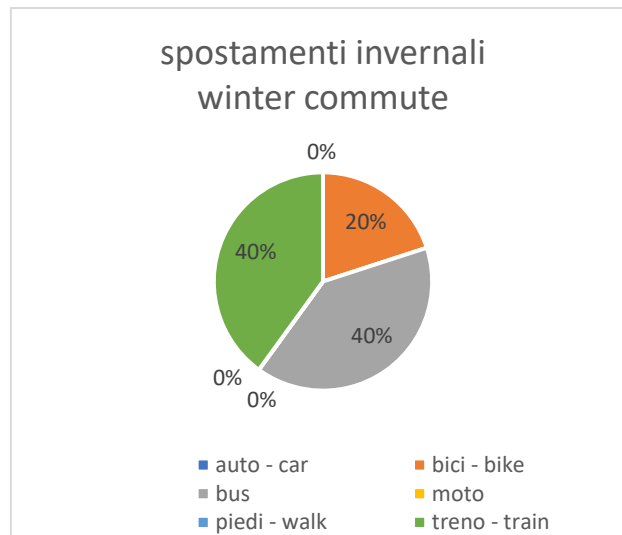




Among residents of the Province of Trento, the average commuting distance to work is 29 km, with an average monthly transportation cost of €58.



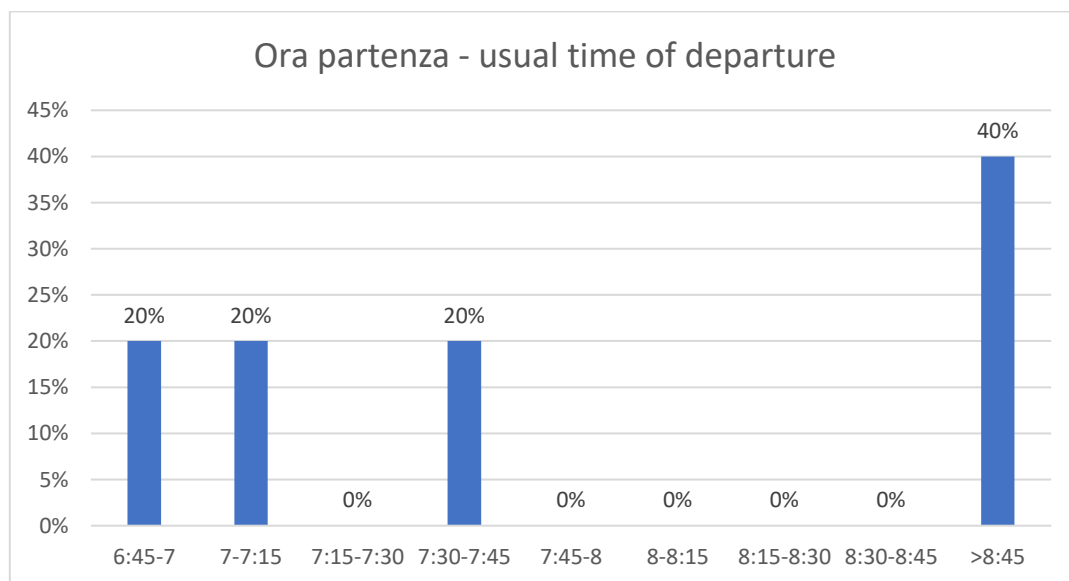
Respondents typically commute to work via public transit (train or bus) or on foot, with 20% of respondents owning a car of category 4 or higher, whose lower emissions guarantee greater environmental compatibility.



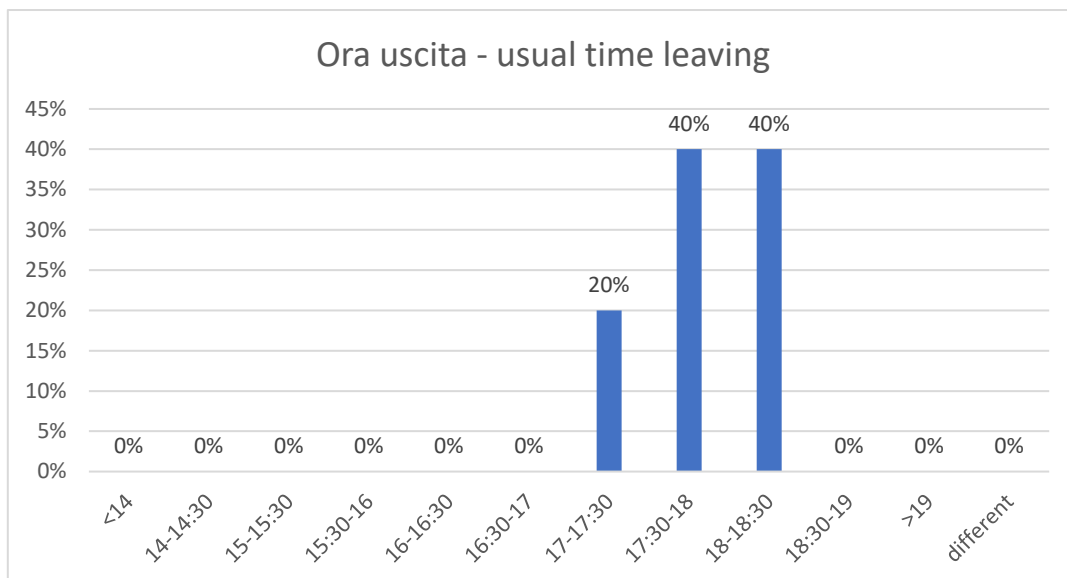
None of the respondents owns a moped.

None of the compliants use shared vehicles nor carpool.

Home to work commute occurs with an average of 4.6 times a week, excluding sick days and holidays. This figure is lower than the average remote work optional hours granted to employees (about 25%) because staff with non-teleworkable duties as well as those who decide to use less than 25% of remote work days while being entitled to it are also counted among the respondents.

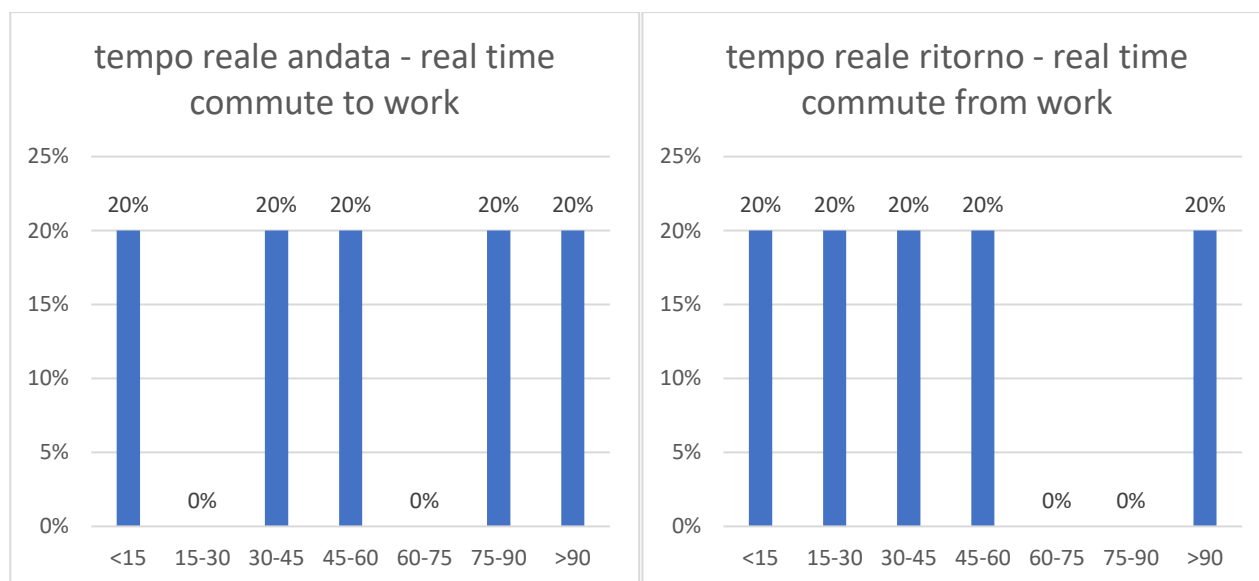


About 60% of the staff leave between 6:45 a.m. and 7:45 a.m. to go to work; none of the respondents return home for lunch.



The staff does normally leave work from 17 to 18:30, with no modification on Friday.

No other activities are carried out during the home-to-work commute on a regular basis. The commute to work is on average 15 minutes longer than the return.



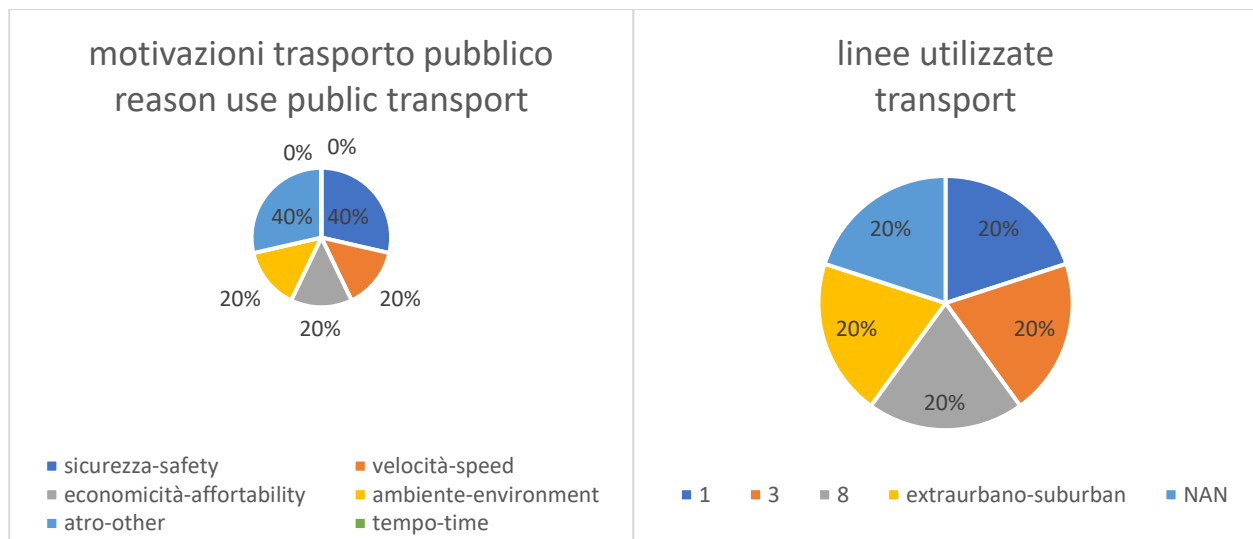
Car is not the preferred mean of transport for home to work commute.

Eighty percent of the respondents have a pass for public transportation, including city and regional transit.

Based on the degree of satisfaction with the use of private vehicles in various areas, the response options displayed in the graphs show the legend:

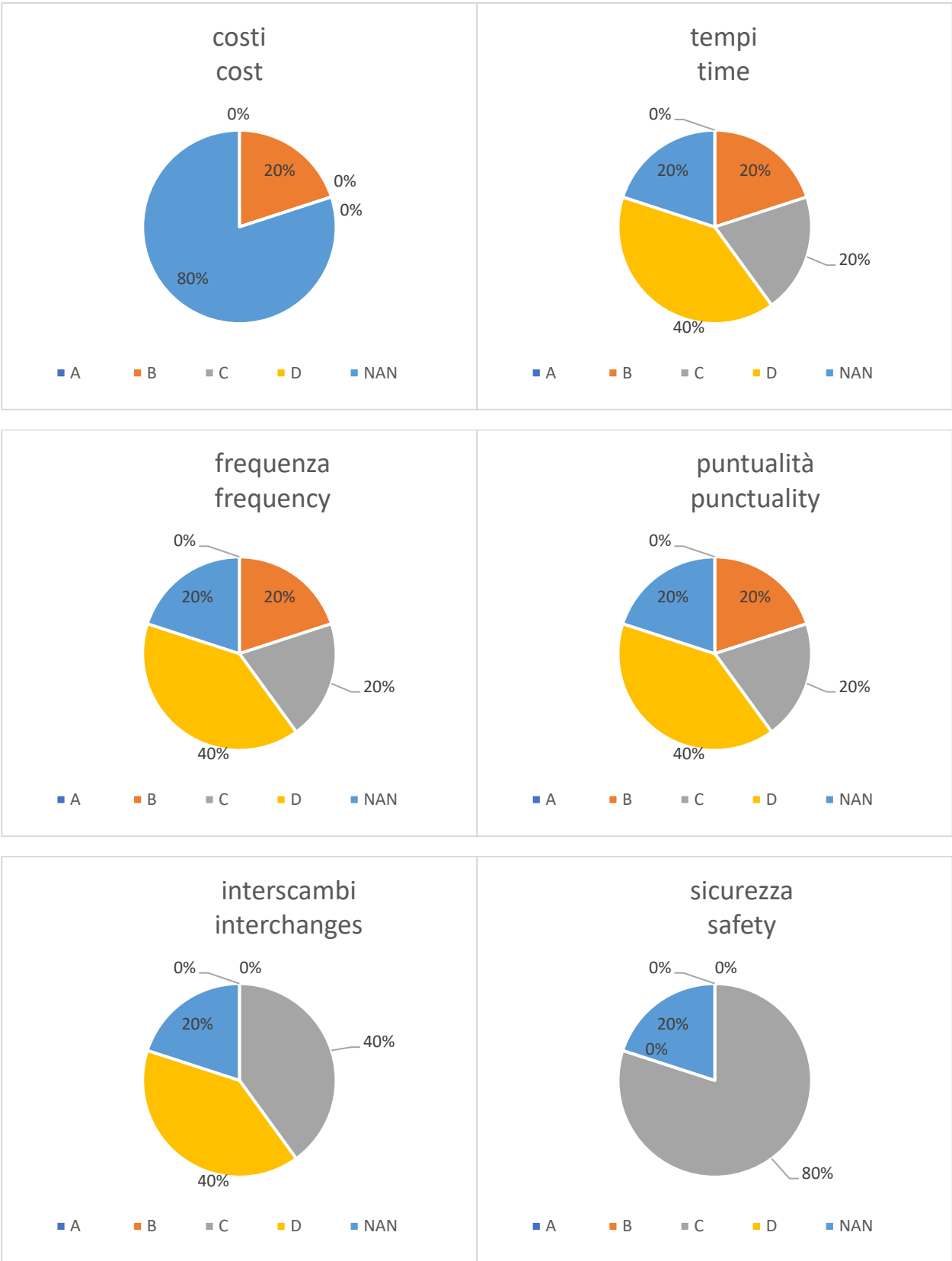
- A: Not satisfied at all
- B: not satisfied
- C: Somewhat satisfied
- D: Very satisfied
- NAN: I'd rather not answer

The questions submitted to users were about: public transit rationale and transit routes used.

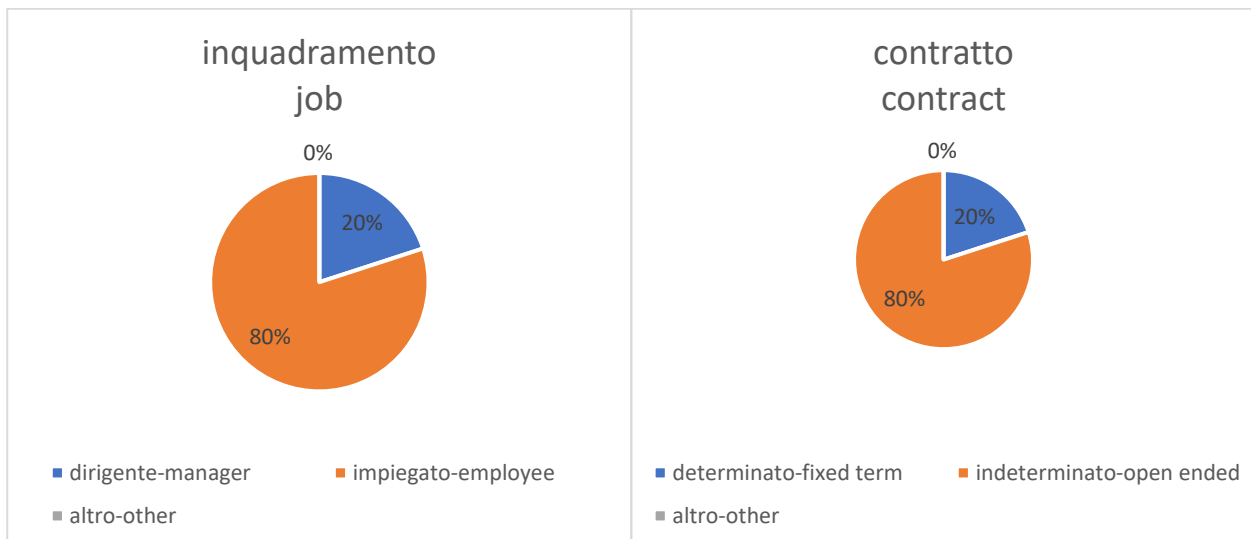


Based on the degree of satisfaction with the use of private vehicles in various areas, the response options displayed in the graphs show the legend:

- A: Not satisfied at all
- B: not satisfied
- C: Somewhat satisfied
- D: Very satisfied
- NAN: I'd rather not answer
- The questions submitted to users were about: travel costs, travel time, service frequency, punctuality, number of changes and personal safety.

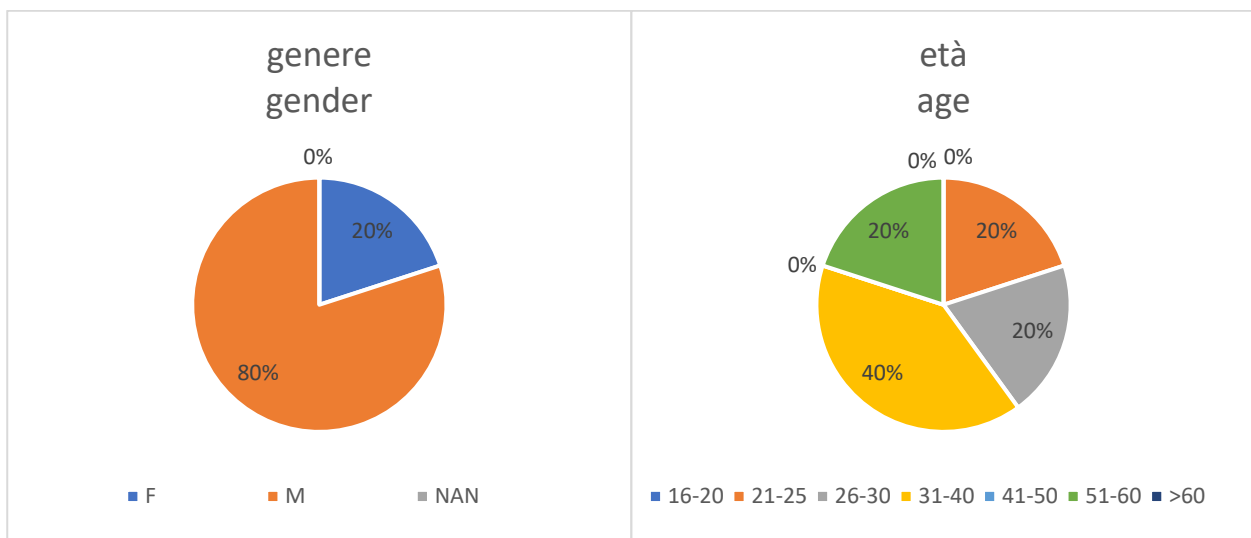


2.11 Your job



All respondents work full time.

2.12 Personal data



2.13 Suggestions

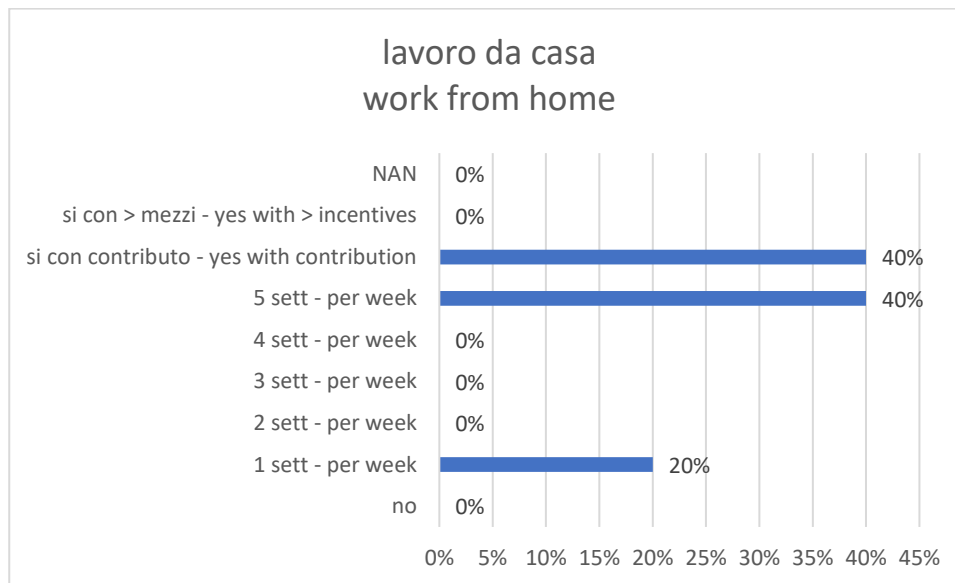
For most staff members, the introduction of new incentives is unlikely to significantly increase their use of public transportation. This is largely because public transit is already widely used among the relatively small number of employees surveyed.

Carpooling and car sharing are rarely considered viable alternatives for daily commuting.

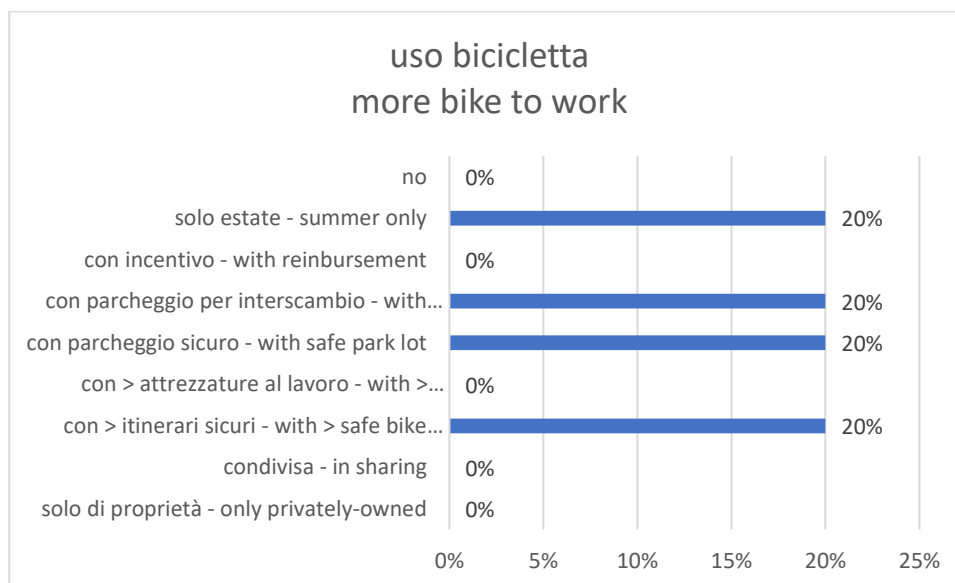
Suggestions raised by staff include:

- Discounts on regional public transit passes
- Discounts on Trenitalia rail passes
- Improvements to the road infrastructure in the Vela (TN) area

Most employees are open to working from home up to five days a week but show little interest in using coworking spaces. Given the option to combine multiple travel passes, the preferred choice is a combination of Trenitalia, regional transit, and city transit passes.



Regarding the increased use of bicycles, respondents remain quite divided, whereas the scooter is not viewed as a viable alternative. An electric charging station, if available, would be used for the bicycle by only one respondent.



Preferred incentive measures include discounting travel tickets, as shown in the chart below.

incentivi incentives

