

Urban mobility

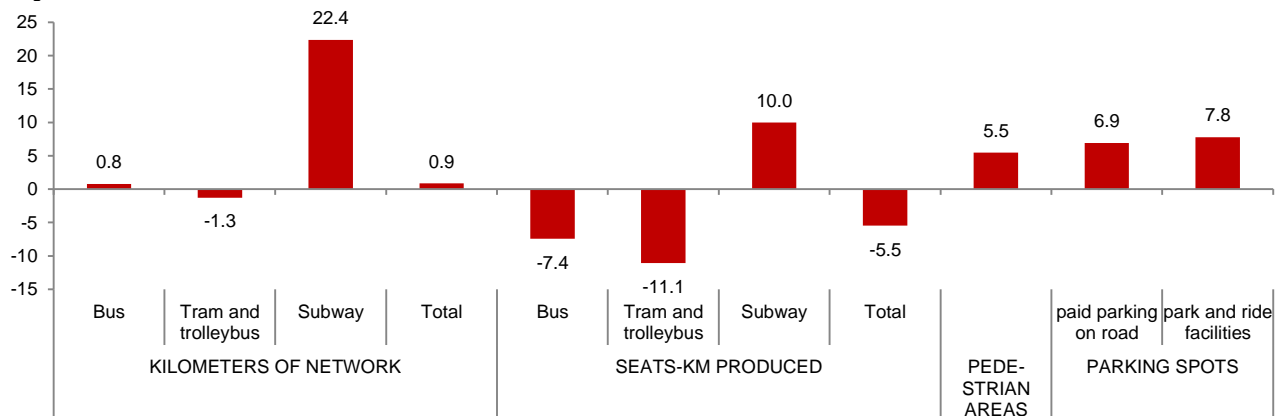
Year 2013

In the provincial capitals, the extent of bus networks - the most widespread mode of local public transport (Lpt) remains substantially unchanged between 2011 and 2013, while the reduction of tramways (-12.2%) is offset by the growth of trolleybus and subway networks (+15.4% and +22.4%, respectively).

Compared to 2011, there are almost 30 km more of subways, thanks to the opening of a new service in Brescia and to the extensions of the existing networks of Milano, Roma and Genova.

In the provincial capitals, Lpt services produced a total of 4,482 seats-km per inhabitant, against 4,742 of 2011. Most of the offer is provided by bus (63%) and subway (27%). The Lpt offer is decreasing in three provincial capitals out of four and, among the big cities, especially in Milano, Torino and Napoli. The production in terms of seats-km is decreasing for bus (-7.4%), tram and trolleybus (-11.1%), but increasing for the subway (+10%).

EXTENT OF TPL NETWORKS AND SEATS-KM PRODUCED BY TPL MODE, PEDESTRIAN AREAS, NUMBER OF PAID PARKING ON ROAD AND PARK AND RIDE FACILITY SPOTS IN THE PROVINCIAL CAPITALS. Years 2011-2013, percentage changes



Both in Northern and Central cities, Lpt services provide about 5,500 seats-km per inhabitant, more than doubling the offer supplied in the cities of the South and Islands areas (2,178). More generally, the trends of the Lpt demand and offer are divergent in the Centre-North and in the South and Islands areas, mainly in the big cities.

Throughout Italy, about a quarter of the residents aged 14 and over use the bus, trolleybus or tram services (about 12% on a daily basis, or more times a week). The share of Lpt users reaches 69% (of which 40 non-occasional users) in the central municipalities of metropolitan areas. Lpt is being used by 30% of residents in the Centre, 26% in the North and 17% in the South and Islands areas.

The most critical aspects of the Lpt services, in the opinion of users, are the cost of tickets, the comfort of stops and the cleanness of vehicles; while the most appreciated ones are the speed and frequency of the runs.

Satisfaction for the service is generally higher in the North, while in the Centre and even more in the South and Islands areas negative assessments prevail. Users are less satisfied also in the centers of metropolitan areas, just where the Lpt demand is higher, and greater the need to reduce the environmental impact of private mobility.

Pedestrian areas exist in 106 provincial capitals: compared to 2011, their ratio rises from 34.2 to 35.2 m² per 100 inhabitants. Restricted traffic zones are present in 102 cities, and their total area increased by 6.4%.

In the provincial capitals there are on average, in 2013, 55.2 paid parking spots on road every thousand cars (against 51 of 2011). Also the capacity of park-and-ride facilities is on the rise (from 17.8 to 19.4 spots every thousand cars).

Mortality rates in road accidents are lower than in 2011 (from 5.7 to 4.8 killed every 100,000 inhabitants in the provincial capitals, from 6.5 to 5.6 throughout Italy). Breaking down by type of vehicle, and taking into account only drivers and passengers, the mortality rate is 1.6 for cars (Italy 2.5), 1.3 for motorcycles and 0.3 for bicycles.

During 2013, in the provincial capitals road accidents caused 1.2 killed and 68.9 injured people per 100,000 residents among pedestrians. Values are lower than in 2011, but remain well above the corresponding national averages (0.9 killed and 35.3 injured).

For more details please refer to the Italian version

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