

POLITECNICO DI TORINO
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The Mobility Management and Commuter Plans: the Biella ASL case study

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The main aim of this thesis is concerned with the house-work daily travel made by the ASLBI employees study, in order to draw up a Commuter Plan (PSCL).

The first two sections represent a theoretical background in order to understand the Italian territorial and transportation planning activities and the different relationships that link the sector-based planning processes. In particular the second section is concerned with *Mobility Management* regulatory and prescriptive components, as well as the guidelines for a PSCL redaction.

The following section describes the territorial context where the Plan is settled in. Finally before the PSCL realization, it has been carried out the survey that with a 48% of on-line questionnaire fulfilment has made possible the realization of some simulation.

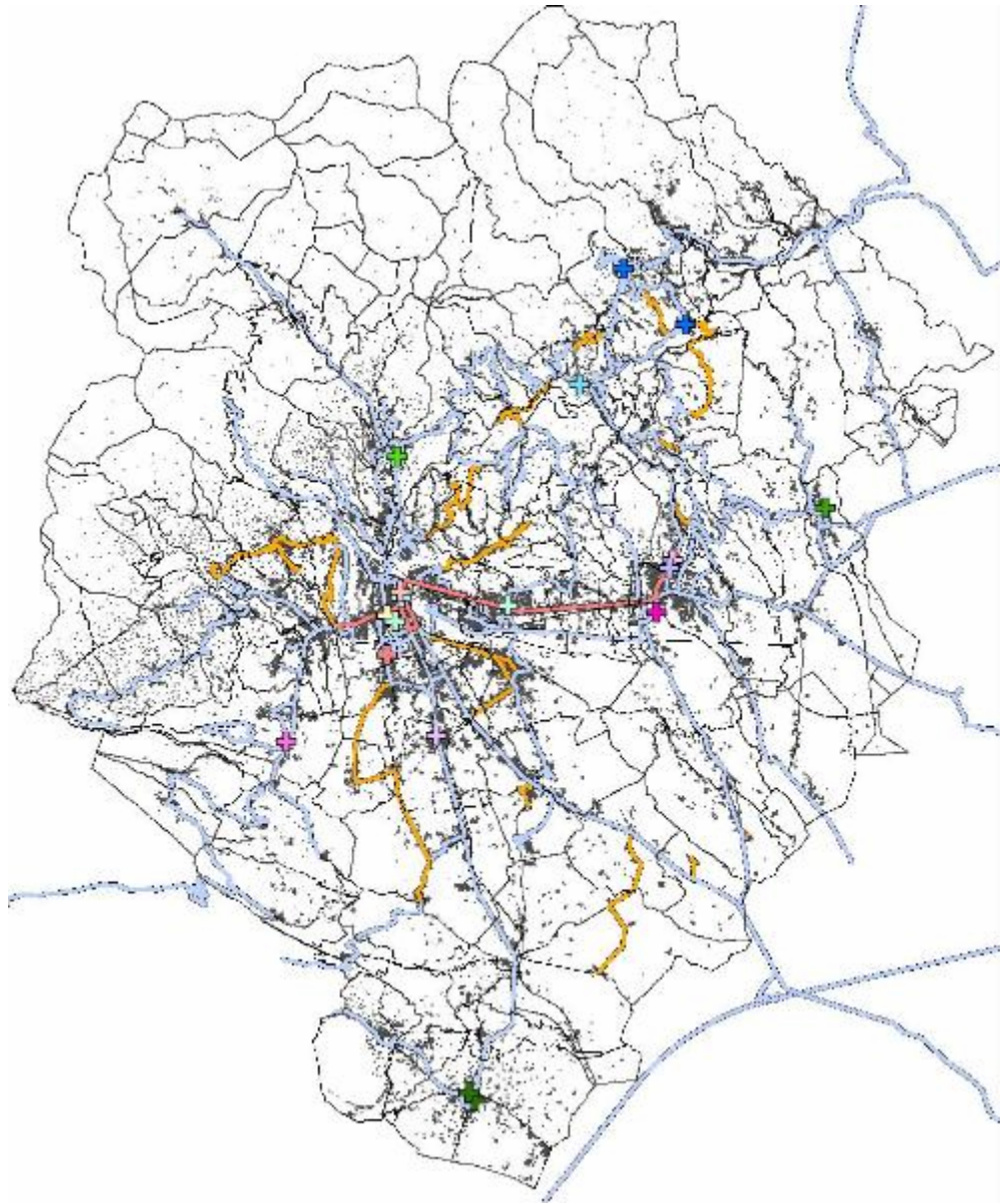
Starting from the PSCL guidelines the plan itself has been organized in five main sections (picture 1).



Picture 1. The PSCL realization phases: the green lines represent the steps that have been carried out; the red ones, are the not feasible ones in research activity

Starting from the analyzed data it emerge that the 80% of the sample daily means of transport is represented by the car, despite the majority of this sample – 56% - resides within a radius of 5km from their work site. The main PSCL purposes have been based on the employees declared allowance to use alternative means of transport rather than their own car.

The initial point for the public means of transport reorganization has been the 53% of the sample whose willingness revealed to be positive to use this kind of transport (picture 2).



Picture 2. Public transport and company Headquarters in Biella territory

Secondly it has been organized 21 car-pooling equipments among the 40% of the employees that were favourable to car-pooling practices.

Moreover the PSCL develops furthermore solutions based on the 15% of labourers which working hours is organized on shifts – in particular three business busses, teleworking practices and bicycle facilities.

Finally it has been tested the PSCL effectiveness and feasibility, through the definition of different scenarios with different integrations of the possible solutions defined on a timeline accomplishment. In particular starting from this early simulations it emerged that it is possible to obtain a 55% reduction of the actual emissions through the putting into effect the realized PLAN, and at the same time great reduction of costs for the house-work transportation of the employees.

The positive results of the PSCL accomplishment – obtained through a reliable data set – can be considered more effective and real only through the coordination and integration with other companies PSCLs.

The continuous plan efficacy need to be guaranteed through years through constant reviews and surveys that constantly supervise the employees and firm needs.

In conclusion this research and the relative Plan need to be considered as starting points and cultural attempt to demonstrate that there are great margins of improvement both for the environment respect both for the planning processes and strategies.

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