REGIONE DEL VENETO

YEAR 10 - JUNE 2010

10 anni!

STATISTICHE Flash

figures and graphs to analyse the Veneto

MOBILITY OUTSIDE OF CITIES

During the day, people travel many times and for many reasons, often over short distances. It seems as though we are moving further and further away from the slightly stereotyped, common image of a few years ago that mobility was concentrated on commuting for work and over medium and long distances. Journeys for work are no longer always and only systematic, although they are still extremely regular; the vast number of fields covered by crafts and professions, the development of small enterprises and the self-employed and, above all, the spread of atypical jobs in recent years has weakened the basis of the once dominant format of the "full-time permanent employee". This new phenomenon is having inevitable consequences on the types and flows of mobility for work.

It is interesting to look at how forms of mobility have changed over time and to distinguish between the needs of of those who demand mobility within the city and those outside of the city. Figures on these matters are provided by the Isfort-Osservatorio Audimob study "Mobility outside of cities in Veneto: characteristics, dynamics and comparisons"; below are the main results.

A few simple pieces of information can help to give an idea of the general nature of mobility in Veneto. Over the years, the time spent travelling and the distance travelled every day have increased. Motorised transport remains the most common means. Every day, in 2009, the average person travelled 42.5 km (33 km in 2005) and spent 62 minutes travelling (57 minutes in 2005).

The car plays a leading role in daily journeys in 2009 too: according to Isfort data, 78.7% of people leaving their homes (Italian figure: 79%) for reasons of work, study, family or leisure use a motorised means of transport; 76% of the time this is their car (Italian figure: 73%).

If we focus our attention on those who use a motorised means of transport, and look in particular at changes in preferences for the various means of transport occurring from 2005 to 2009, we can see that although the number of people driving their own cars decreased, this was not balanced out by an increase in the use of public transport. Rather, there was an increase in travelling in a car as a passenger—a good sign because it appears that car-pooling initiatives are becoming more wide-spread—and in the use of motorcycles, mopeds or a combination of different means of transport.

TYPES OF JOURNEYS. VENETO - YEARS 2005–2009

JOURNEYS (%) BY MEANS OF TRANSPORT. VENETO AND ITALY - YEARS 2005–2009

Source: processing by Regione Veneto - Direzione Sistema Statistico Regionale on Isfort-Osservatorio Audimob data

WEB Flash

ALSO AVAILABLE:
- Tourism 2009 figures
- Labour Market 2009 figures
- External Trade 2009 figures

http://www.regione.veneto.it/statistica

DAILY JOURNEYS

In the last 30 years in Veneto, people have flocked away from the cities: data from the last census shows that from 1971 to 2001 many residents of capital municipalities and major urban centres decided to move out to the suburbs. Consequently they had to commute longer distances. In 2001 the share of journeys remaining within the same area, be it the capital municipality or the first or second suburban belts, decreased and the number of journeys into or out of the area increased.

A map of Italian municipalities by degree of urbanisation gives a good idea of the nature of conurbation layout in Veneto: almost 54% (Italian figure: 39.3%, EU27 figure: 25%) of the population live in municipalities of intermediate population density and around 40% in densely populated municipalities (Italian figure: 44.6%, EU27 figure: 47%). A population distribution of this type is bound to lead to a widespread demand for mobility, both within cities and between the suburbs and cities, due to the continual rise in the number of people who need to travel every day for their own personal reasons. Based on Audimob data, Isfort estimates that on an average working day in Veneto in 2009, just over 10.5 million journeys took place; this is higher than in 2007 (+7.7%).

In 2009 again, 45.7% of overall journeys by Veneto citizens crossed the borders of municipalities (Italian figure: 34.4%). Of the four major Italian regions taken into comparison here, only Lombardia has a slightly higher figure (46.4%), while Emilia Romagna and Toscana have much lower figures for mobility outside of cities (32.6% and 35.5% respectively). It is clear, therefore, that the relationship between urban systems, which can be read in people's journeys, are more intense in Veneto than in the rest of the country. Basically, where the population is more spread out across the region and where, above all, municipalities are smaller—as is the case in Lombardia and Veneto—it is less likely that people make their journeys, even short-distance ones, within their own municipality. If we combine the data on movements between municipalities with that on distribution by demographic size of municipalities, there is a major difference between the smaller centres (up to 20,000 inhabitants) and the larger ones (over 20,000 inhabitants) with regards to the distribution of demand for mobility in or outside of the cities. In Veneto in 2009 the share of journeys taking people out of their own municipality was 69.3% for residents of smaller centres (up to 5,000 inhabitants) and 61.4% for residents of centres with between 5,000 and 10,000 inhabitants (these figures are much higher than the national average of 45.7% as we have seen). This share then drops to 27.8% in the urban areas containing more than 20,000 inhabitants.

DAILY JOURNEYS FOR WORK OR STUDY WITHIN, ENTERING AND LEAVING THE TERRITORY (%) 1991 AND 2001 CENSUSES

(a) 'First belt' refers to municipalities bordering on to the capital municipality, 'second belt' refers to municipalities bordering on to the first belt.

DEGREE OF URBANISATION OF ITALIAN MUNICIPALITIES - YEAR 2001

DAILY JOURNEYS (%) OUT OF HOME MUNICIPALITY - YEARS 2006–2009

JOURNEYS (%) OUT OF MUNICIPALITY BY DEMOGRAPHIC SIZE CLASS OF HOME MUNICIPALITY - YEAR 2009

Source: processing by Regione Veneto - Direzione Sistema Statistico Regionale on Isfort-Osservatorio Audimob and Istat data

In order to look more closely at the characteristics of mobility in Veneto, a segmentation analysis can be carried out of reasons for movements and means of transport used, which are perhaps the most important aspects to describe demand for mobility and to help determine policies in this field.

REASONS FOR JOURNEYS AND MEANS OF TRANSPORT

Work and study provide the main reasons for journeys from one municipality to another. This is the case in Veneto, as well as in the rest of the country, as is only to be expected. Journeys for work are on average longer and more regular, and comply mainly with the traditional commuting model.
Differently, movements made for domestic reasons tend to be much shorter and normally focus on reaching nearby services. In terms of journeys for work or study, in Veneto in 2009 62.6% of these took citizens outside of their home municipality, a figure that is much higher than the national average (46.9%) and in line with the one for Lombardia (62.4%).
Matters change, however, for journeys made for domestic reasons: only 32% of trips in Veneto took people out of their home municipalities, a figure that is still much higher than the national average (24.6%).
Lastly, 40.6% of trips for leisure purposes in Veneto take people outside of their home municipality. This figure is in between those for work/study and domestic reasons (but a lot closer to the latter), and is quite far from the national figure (29.4%) but in line with the one for Lombardia (37.8%).
If we move on now to the means of transport used and take into consideration only private and public means, it emerges that the biggest share in Veneto is the demand for mobility from municipality to municipality on both types of means of transport. In Veneto in 2009, 58.2% of journeys using private means of transport and 62% of journeys on public transport were to destinations outside of the traveller's home municipality.
Data shows that the use of public transport to move from one municipality to another has increased in Veneto in the last few years. This is not the case in a lot of Italian regions.

JOURNEYS (%) OUT OF HOME MUNICIPALITY BY REASON - YEARS 2006–2009

	Work or study				Domestic reasons				Freetime			
	2006	2007	2008	2009	2006	2007	2008	2009	2006	2007	2008	2009
Lombardia	65,7	66,5	67,2	62,4	33,6	41,9	31,8	36,3	39,2	43,8	43,2	37,8
Veneto	**57,5**	**65,4**	**58,8**	**62,6**	**35,9**	**38,0**	**32,6**	**32,0**	**39,1**	**40,6**	**38,3**	**40,6**
Emilia Romagna	50,3	48,4	47,6	44,4	20,1	23,4	19,6	20,1	28,4	31,2	33,2	29,2
Toscana	46,6	50,2	49,3	47,8	21,9	23,1	27,6	24,0	30,8	32,3	30,6	32,0
Italy	**48,9**	**51,9**	**49,8**	**46,9**	**23,2**	**26,3**	**24,6**	**24,6**	**30,6**	**32,5**	**31,9**	**29,4**

JOURNEYS (%) OUT OF HOME MUNICIPALITY BY MEANS OF TRANSPORT - YEARS 2006–2009

	Private means				Public means			
	2006	2007	2008	2009	2006	2007	2008	2009
Lombardia	64,4	68,1	63,9	62,0	56,7	51,4	52,5	49,2
Veneto	**56,3**	**61,4**	**58,1**	**58,2**	**57,0**	**62,0**	**57,7**	**62,2**
Emilia Romagna	45,1	44,4	44,6	42,7	54,7	50,0	51,4	32,7
Toscana	43,8	43,8	44,9	44,4	52,9	60,0	45,0	44,1
Italy	**45,5**	**47,5**	**46,8**	**44,3**	**50,4**	**48,8**	**45,9**	**41,7**

Year 2009

Public means

Private means

Year 2009

Work or study

Domestic reasons

Freetime

Source: processing by Regione Veneto - Direzione Sistema Statistico Regionale on Isfort-Osservatorio Audimob data

STATISTICHE Flash

SOCIAL AND DEMOGRAPHIC FEATURES

Some interesting facts emerge when we take a look at the different types of people on the move. In Veneto in 2009, 48.3% of journeys made by men and 42.9% of journeys made by women took them outside of their home municipalities. Both of these figures are higher than the national average, but there is a bigger gap between the two genders in the figures for Italy overall: 38.7% compared to 29.8%.

There is also quite a difference between older people and the rest of the population, both in Veneto and in the rest of the country. To be specific, in Veneto in 2009 journeys made by young people (aged 14–29) and by those in the middle range (aged 30–55) outside of their home municipalities made up 56.1% and 54.1% respectively of total journeys. Those made by people aged over 55 make up a mere 25.4% of total journeys. Lastly, let's take a look at the way demand is distributed amongst people of different standing in terms of employment. Data confirms trends that were to be expected: journeys made by workers—both employees and the self-employed—and by students make up a much higher share of movements outside of cities than those of the weaker non-active population groups (the elderly, housewives) and the unemployed. This difference was particularly noticeable in Veneto in 2009.

JOURNEYS (%) OUT OF HOME MUNICIPALITY BY GENDER - YEARS 2006–2009

	2006		2007		2008		2009	
	Males	Females	Males	Females	Males	Females	Males	Females
Lombardia	53,5	44,4	59,2	44,3	57,9	40,9	51,7	41,1
Veneto	**49,3**	**42,5**	**53,1**	**43,9**	**51,2**	**37,6**	**48,3**	**42,9**
Emilia Romagna	38,1	30,4	38,8	30,5	39,9	30,2	38,9	26,2
Toscana	39,0	28,8	40,1	31,3	40,1	33,0	40,0	30,9
Italy	**39,5**	**31,3**	**42,8**	**32,0**	**41,9**	**30,7**	**38,7**	**29,8**

JOURNEYS (%) OUT OF HOME MUNICIPALITY BY AGE GROUP - YEAR 2009

JOURNEYS (%) OUT OF HOME MUNICIPALITY BY OCCUPATION - YEAR 2009

Source: processing by Regione Veneto - Direzione Sistema Statistico Regionale on Isfort-Osservatorio Audimob data

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