

STATISTICHE

UNDERSTANDING VENETO IN FIGURES AND DIAGRAMS

FLASH

The architecture of the People Mover, the funicular connecting Tronchetto to Piazzale Roma, provides those arriving in Venice with an image of futuristic public transport; the shuttle began operating in 2010, the year that also marked the return of the tram, which links the mainland to the historic centre, after its decommission in 1953. These two highly innovative modes of transport using advanced technology join

the existing buses and waterway transport; the tram has also been operational in Padua since 2007. The two Venetian cities are ranked in the top ten for the Mobility category of iCity Rate¹. In the other five main towns of the province, bus transport represents 100% of local public transport.

URBAN MOBILITY IN VENETO: BETWEEN TRADITION AND INNOVATION

In cities, people prefer to travel using private rather than public transport: in the 2011 Census, private transport recorded highs of 67.7% in Belluno and lows of 31.4% in Venice; public transport reached highs of 24% in the Venice and lows of 9.9% in Rovigo; in the provincial capitals of Veneto, LPT (Local Public Transport)

is used by a maximum of one in four people. Daily travel for work and study takes place largely within the municipality of residence, with 52.5% of the total travel for all of the Veneto municipalities; a percentage that rises to 80.3% in the main towns of the province and reaches a maximum of 88.2% in Venice.

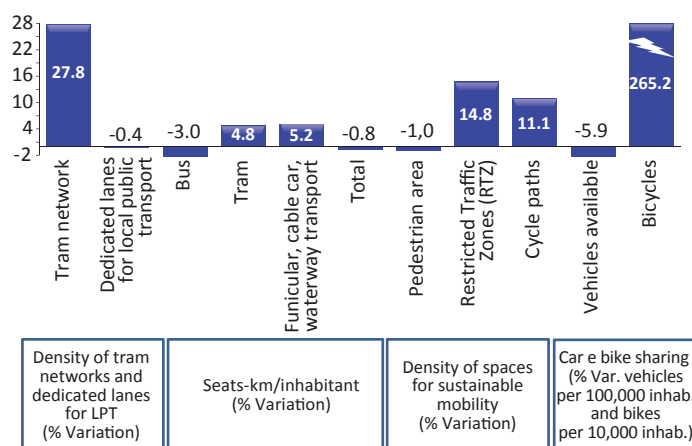
There are two main tools available for local town planning in the region: the PUT, Piano Urbano del Traffico (Urban Traffic Plan), required by Legislative Decree no. 285/1992 (the new Highway Code) and mandatory for towns and cities with a resident population exceeding thirty thousand inhabitants. The purpose is to define short-term works to rationalise and improve urban mobility and reduce pollution and energy consumption. All the main Venetian towns have approved it, most recently in 2013 and the oldest dating back to 1997; however, the regulations foresee updates every two years; the second is the PUM, Piano Urbano della Mobilità (Urban Mobility Plan), for the medium-term management of urban mobility and the transport system: This is an opportunity for municipalities, or their aggregations, with a population higher than one hundred thousand inhabitants, introduced by the Law 340/2000, to access state funding for works to promote sustainable mobility. It was approved in Venice in 2008, Padua in 2011 and Vicenza in 2012. Between 2011 and 2014, the tram network grew and there was a decrease in number of dedicated public transport lanes; the total number of seats-kilometres per inhabitant dropped by 0.8%, as compared to an increase for trams and funicular. The density indicator variations for Zone a Traffico Limitato (Restricted Traffic Zones)², cycle paths and bike sharing are positive; those for car sharing and pedestrian areas are negative.

¹ iCity Rate is the annual report produced by ForumPA, which assesses the innovation process in Italian cities in terms of mobility, legality, environment, economy, social capital, governance and quality of life through the analysis of more than 100 parameters.

² The variations in density for RTZ, cycle paths and pedestrian areas refer to the 2011-2015 period.

TRAVELLING AROUND THE PROVINCIAL CAPITALS OF VENETO

The tram network, dedicated public transport lanes, LPT, cycle paths, pedestrianised areas and shared travel in the main municipalities of Veneto (variation in %) - Years 2011-2014



Source: Veneto Region Statistical Office processing of ISTAT data



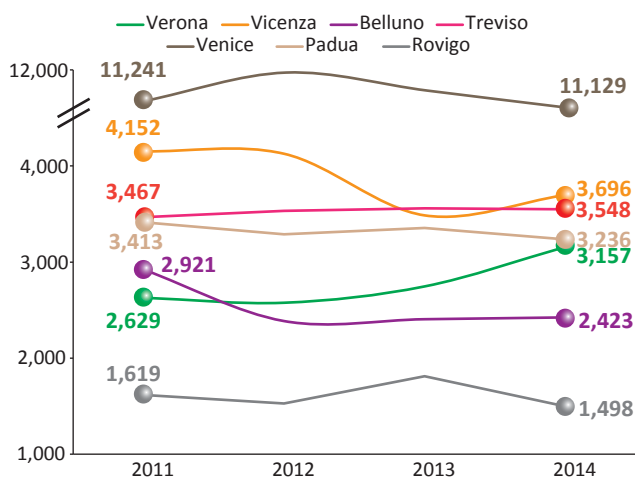
There are significant differences in LPT supply and demand, measured according to seats-kilometres and to the number of passengers as a proportion of the resident population respectively, among the provincial capitals of Veneto: Venice stands out from the rest, including in terms of numbers of tourists, with 11,129 seats-km and 746 passengers (both per inhabitant) in 2014. In the 2011-2014 period, there was a decrease in the supply of public transport in 5 out of 7 provincial capitals; this decrease was also combined with a fall in demand in Belluno, Padua and Rovigo and, in contrast, an increase in demand in Vicenza and Venice (however, this is in line with the overall national trend that saw a drop in supply and, in 2014, an upturn in demand).

LOCAL PUBLIC TRANSPORT: DOES SUPPLY MEET DEMAND?

Treviso and Verona went against the trend, with a concurrent increase in seats-km and decline in passenger numbers. When surveyed on certain parameters relating to public transport services, Veneto public transport users provided an overall positive response, with percentages ranging from 66-75% on the subject of speed, frequency and punctuality of routes. However, feedback was less positive – one in two or just over – for the other aspects considered, while the greatest criticism was expressed of ticket prices, about which more than 60% of people felt dissatisfied. However, the degree of satisfaction is higher than the national average for all the components examined and, in particular, in relation to comfort whilst waiting at stops and punctuality.

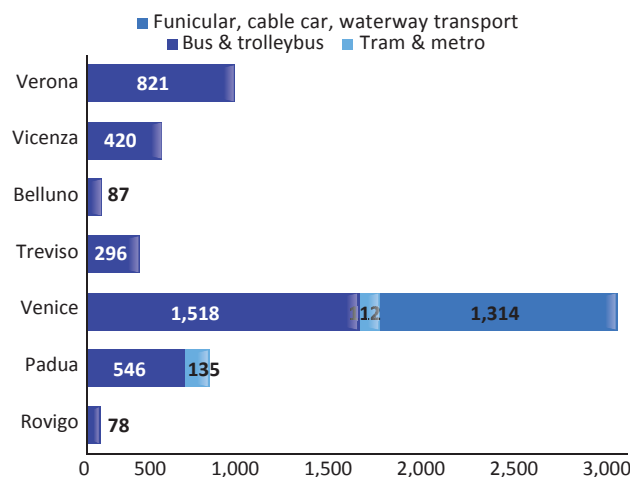
COUNTERTREND INCREASE IN SUPPLY OF BUSES IN TREVISO AND VERONA

Seats-km supplied by LPT in the provincial capitals of Veneto (values per inhabitant) - Years 2011:2014



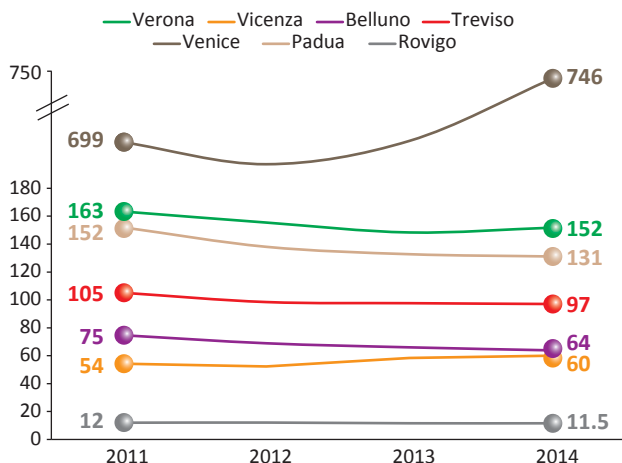
ABUS TRANSPORT: 100% OF LPT SUPPLY FOR FIVE IN SEVEN PROVINCIAL CAPITALS

Seats-km supplied by LPT, according to type in the provincial capitals of Veneto, (absolute values in millions) - Year 2014



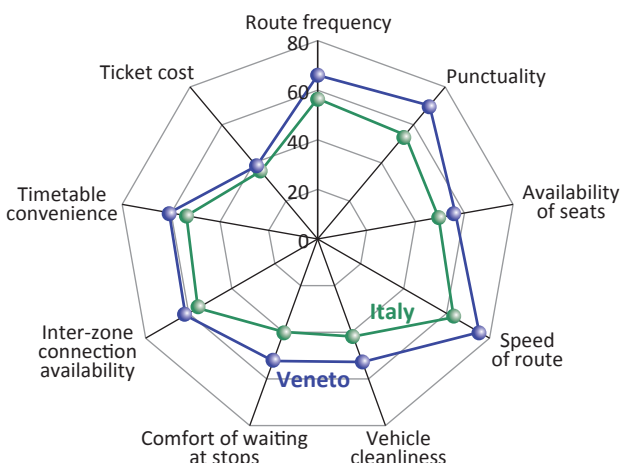
UNEQUAL DEMAND...

LPT passengers in the provincial capitals of Veneto (passengers per inhab.) - Years 2011:2014



MARGINALLY MORE SATISFIED IN VENETO THAN ELSEWHERE

Users satisfied with LPT, Veneto and Italy, (users per 100 people aged 14 and above) - Year 2014



Parking regulations and private vehicle access to urban centres are among the principle measures adopted by municipalities to encourage public mobility. All of the provincial capitals of Veneto apply parking fees and have a percentage of roadside spaces, ranging from 80 per thousand vehicles in circulation or over in Vicenza and Belluno to 24.3 per thousand vehicles in Padua. Padua provides the largest number of park and ride spaces, with almost 40 per thousand vehicles, followed by Venice with 28.8 per thousand; this type of parking space is also found, albeit to a lesser extent, in Vicenza, Treviso and Belluno. A reduced tariff is awarded to all users in Venice and Vicenza and for public transport ticket holders only in Belluno and Treviso, as an incentive to use the park and ride facility.

SUSTAINABLE MOBILITY, AT DIFFERENT SPEEDS

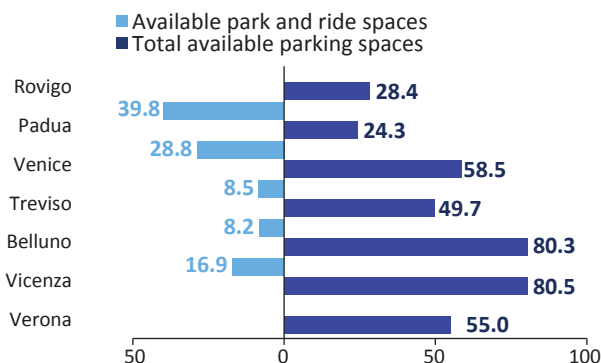
"Smart" traffic lights are an example of smart mobility, aimed at improving traffic flow: in addition to those activated by vehicle or pedestrian flow, found in varying numbers in every provincial capital, there are also installations controlled by a central computer, regulated according to the traffic, in six towns and cities out of seven. In Treviso, Verona, Venice and

Vicenza, with differing densities per km², there are also coordinated traffic lights, i.e. lights synchronised based on an average speed and, in Vicenza and Venice only, priority traffic lights for LPT vehicles.

The sustainable mobility map displays a mixture of different results: whereas car sharing is found in two out of seven provincial capitals only, bike sharing exists in five, and electric and/or natural gas or LPG powered buses are found in all the towns and cities, with Treviso and Padua topping the list with over 60% eco-buses. However, the provincial capital of Padua is ranked in either first or second place for six all of the categories considered: it comes second to Venice for car-sharing availability and has the most developed cycle path network; it exceeds the national average in terms of RTZ and, together with Venice, in terms of pedestrian areas. This is unsurprising in Venice's case, given that the city features a fully pedestrianised historic town centre.

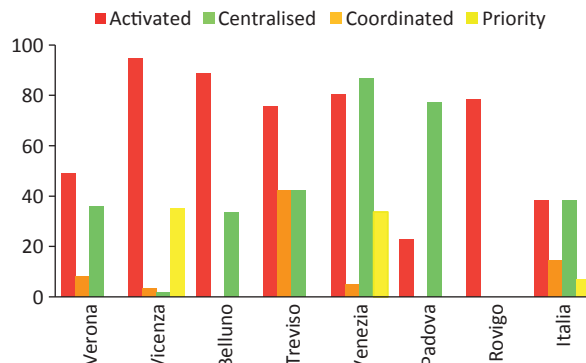
PARKING...

Total fee-paying parking spaces and park and ride spaces in the provincial capitals of Veneto (per 1,000 vehicles in circulation) - Year 2015



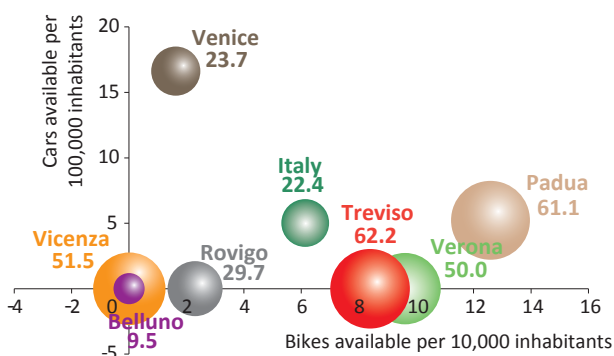
...SMART TRAFFIC LIGHTS

Traffic light installations according to type, in the provincial capitals of Veneto and in Italy (% of total installations) - Year 2015



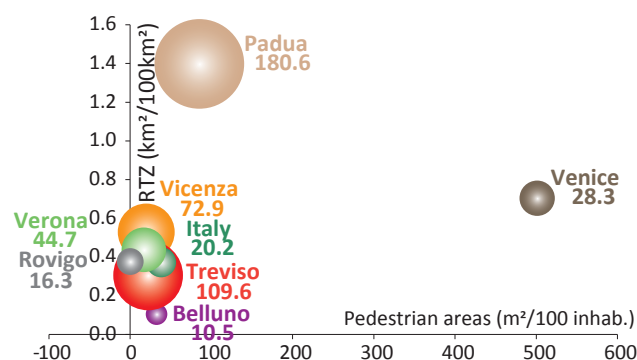
ENVIRONMENTAL AWARENESS MEANS MORE ECO-FRIENDLY BUSES AND FOCUS ON SHARED MOBILITY...

Eco-friendly buses*, fixed-station car sharing and bike sharing in the provincial capitals of Veneto and in Italy (% of total buses, cars per 100,000 inhabitants, bikes per 10,000 inhabitants) - Year 2014



...AND ALSO ON THE PROMOTION OF BIKE/PEDESTRIAN MOBILITY

Cycle paths*, pedestrian areas and RTZ in the provincial capitals of Veneto and in Italy (km/100km², m²/100 inhabitants, km²/100km²) - Year 2015



(*) The size of the bubbles and labels indicates the percentage of eco-friendly buses as a proportion of the total in circulation

(*) The size of the bubbles and labels indicates the km of cycle paths for every 100km² of town/city surface area

Source: Veneto Region Statistical Office processing of ISTAT data

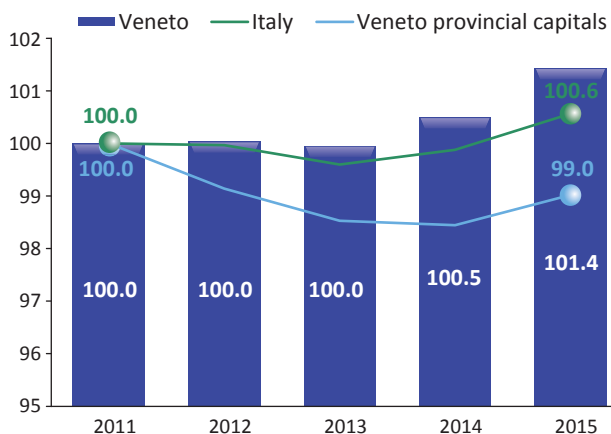
The total number of vehicles in Veneto, including all categories, recorded an increase of 1.4% between 2011 and 2015, which is higher than the national average of +0.6%; the curve in Veneto recorded a drop in numbers in 2013, whilst in Italy there was a fall in both 2012 and 2013. By contrast, when considering the total number of vehicles for all of the seven provincial capitals, there was a different trend: numbers fell until 2014 and recorded an increase only in 2015, with an overall decrease of about 1% for the whole period. The number of newly registered vehicles contracted gradually from 2008 to 2013 and returned to growth in 2014, on both a regional and national level. Innovative mobility information systems that use modern

PRIVATE AND SMART MOBILITY

information technologies are becoming more widespread in many towns and cities; they have also been found in Veneto in recent years, to a significant degree in five out of the seven provincial capitals and to a lesser extent in the other two. In 2015, Verona came top of the rankings, with eleven operational services out of the eleven considered: four private mobility services and seven public transport services. Following close behind are Padua, Treviso and Vicenza, with nine out of eleven services: the SMS traffic and public transport information service is not available to users.

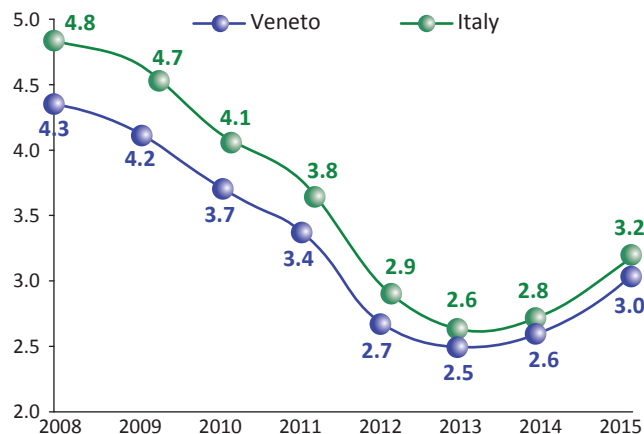
2015 MARKS A RECOVERY IN TOTAL VEHICLE NUMBERS IN PROVINCIAL CAPITALS

Registered vehicles (numbers index of all vehicle categories. 2008=100). Provincial capitals of Veneto, Veneto and Italy. Years 2011:2015



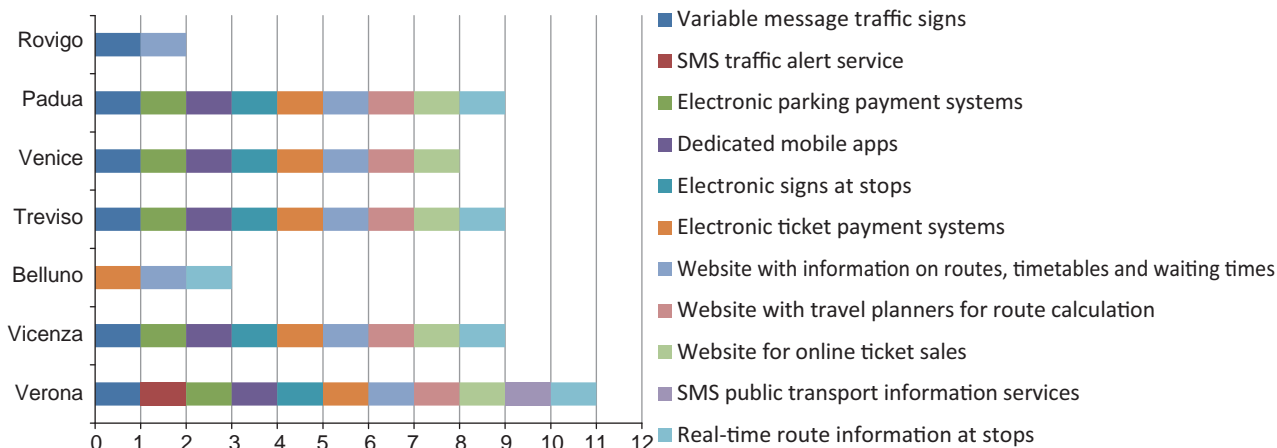
REGISTRATION OF NEW VEHICLES ON THE INCREASE IN 2014 IN VENETO AND IN ITALY

Vehicles registered per year for every 100 inhabitants. Veneto and Italy - Years 2008:2015



SMART MOBILITY TAKES OFF, WITH TECHNOLOGICAL INNOVATION

Mobility information services present in the provincial capitals of Veneto* - Year 2015



(*) A coloured bar indicates an existing service

Source: Veneto Region Statistical Office processing of ISTAT data



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