

***Primo workshop annuale di aggiornamento per i soci di Euromobility
anno 2023***

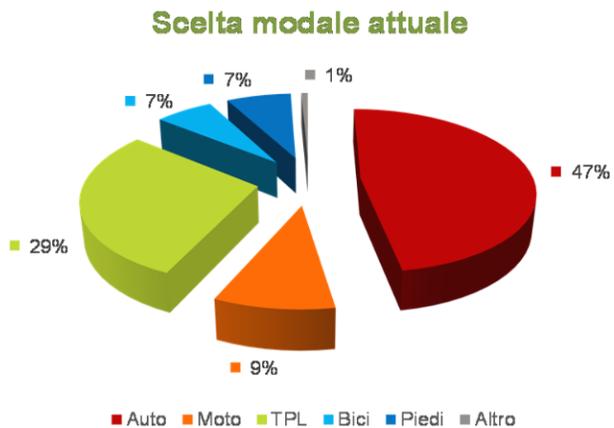
***Mobilità sistematica casa-lavoro:
evidenze sperimentali e obiettivi***

Matteo Cosseddu

12 luglio 2023

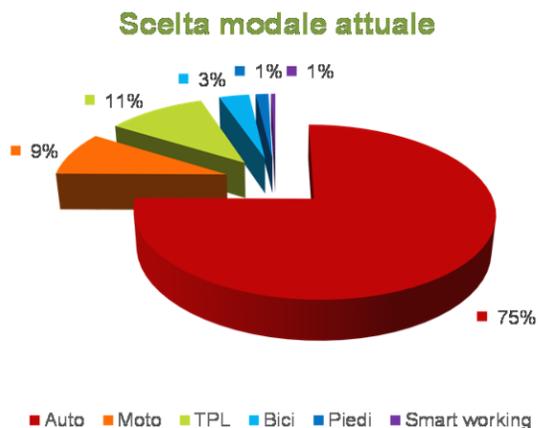
27

Urbana Centrale



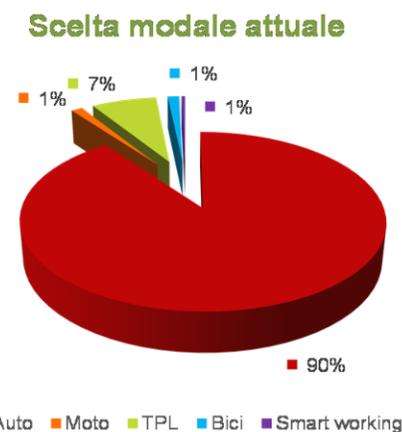
46

Suburbana



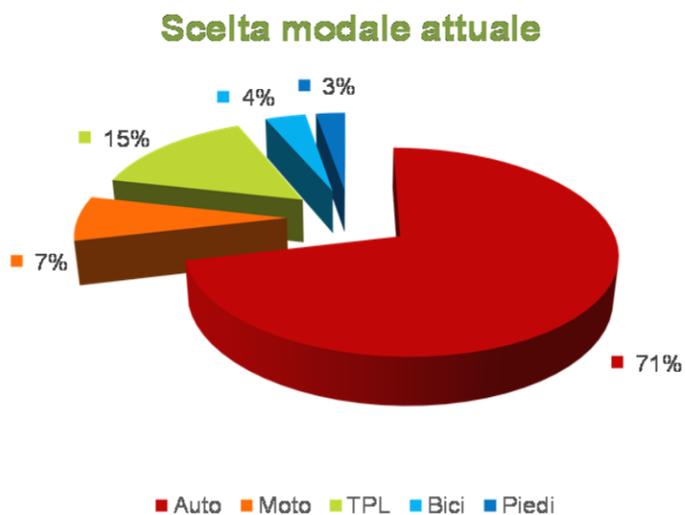
19

Periurbana



Complessivo

92



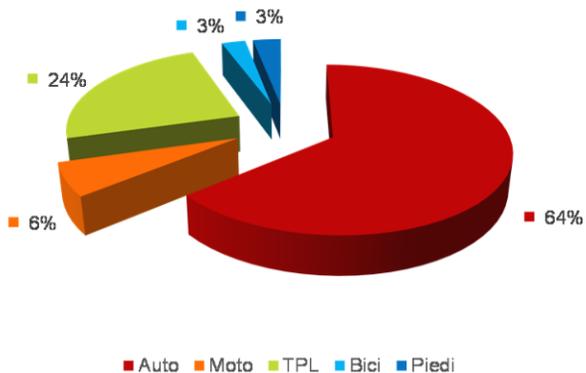
	% n°	% dip
Urbana Centrale	29,3%	26,2%
Suburbana	50,0%	50,4%
Periurbana	20,7%	23,4%

Under 35 anni

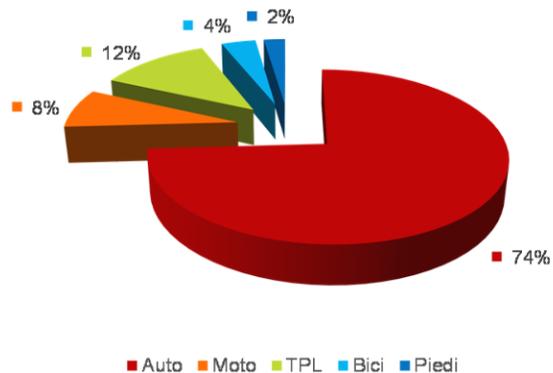
35-54 anni

Over 55 anni

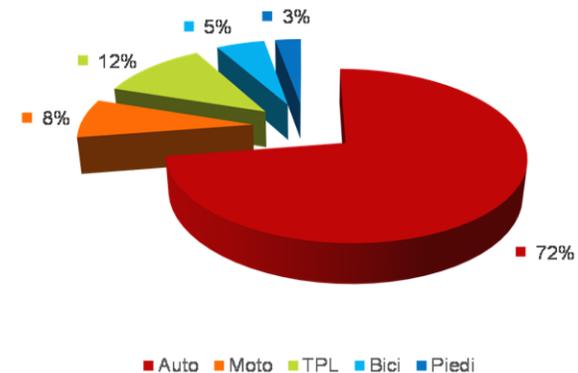
Scelta modale attuale



Scelta modale attuale

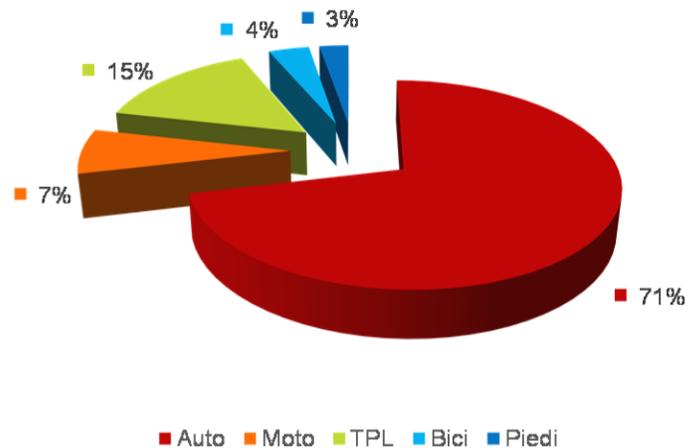


Scelta modale attuale



Complessivo

Scelta modale attuale



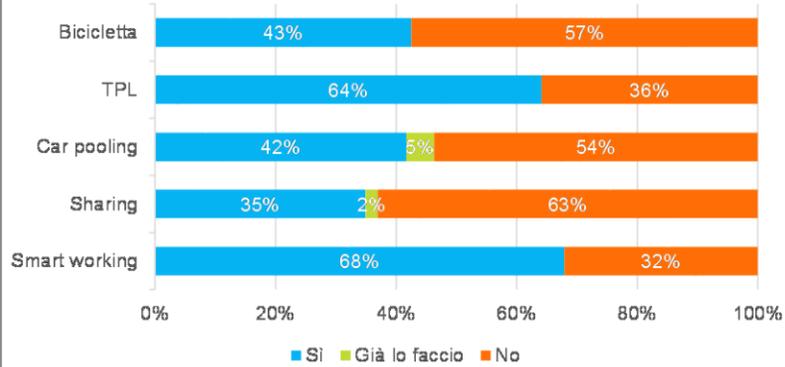
	Distanza (km)	Tempo (min)
urbana	22	42
suburbana	25	34
periurbana	21	27
complessiva	23	34

Centrale

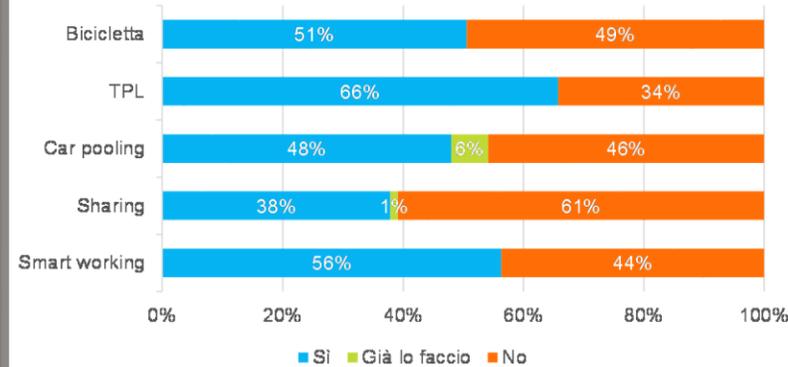
Suburbano

Periurbano

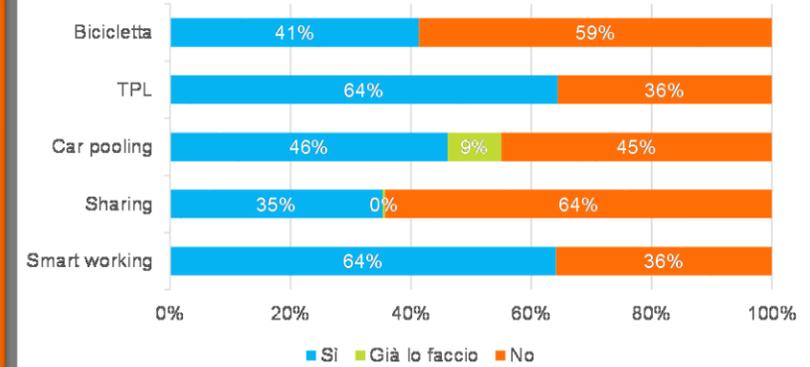
Disponibilità al cambio modale



Disponibilità al cambio modale

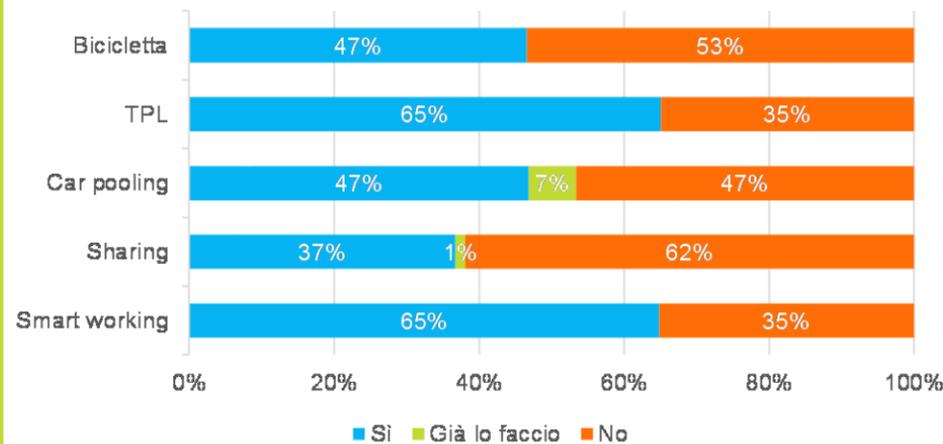


Disponibilità al cambio modale



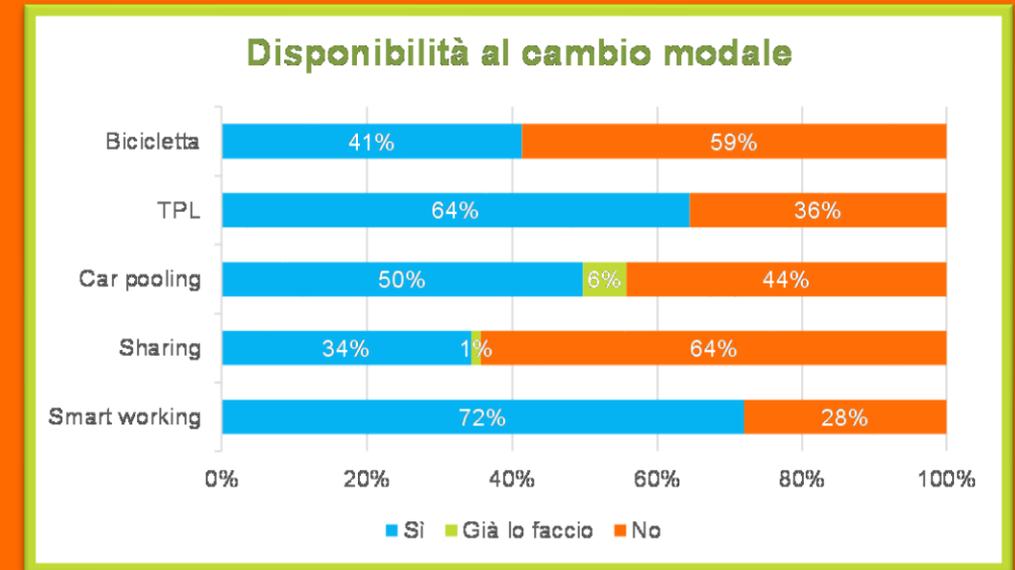
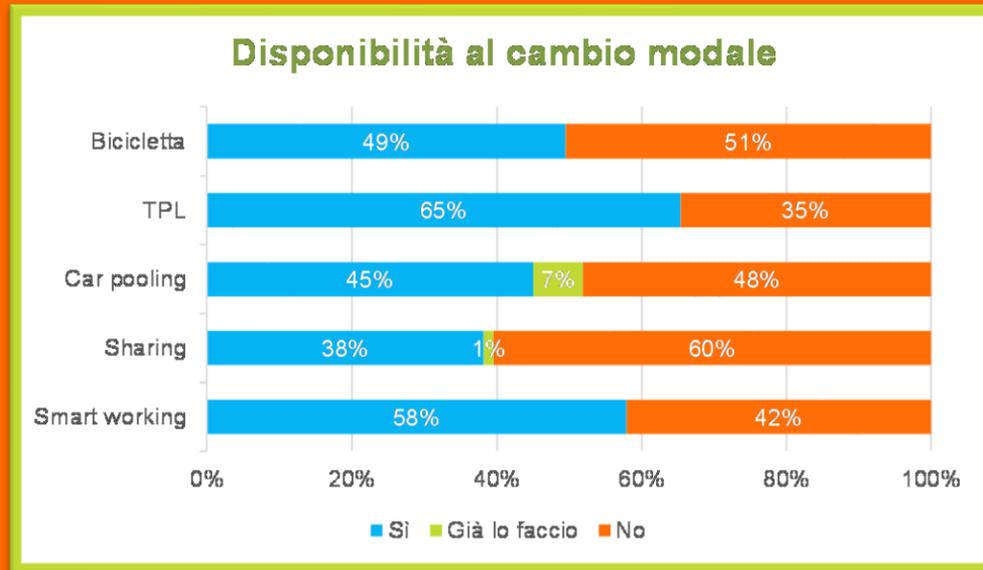
Complessivo

Disponibilità al cambio modale



M

F

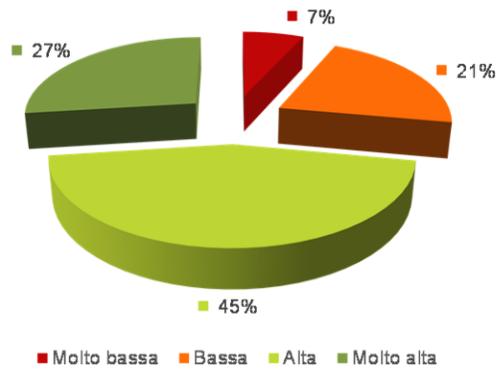


Centrale

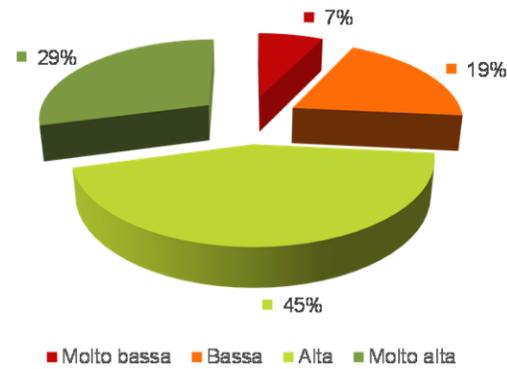
Suburbano

Periurbano

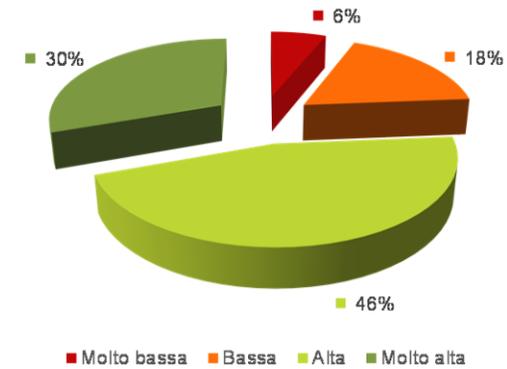
Soddisfazione dell'uso dell'auto



Soddisfazione dell'uso dell'auto

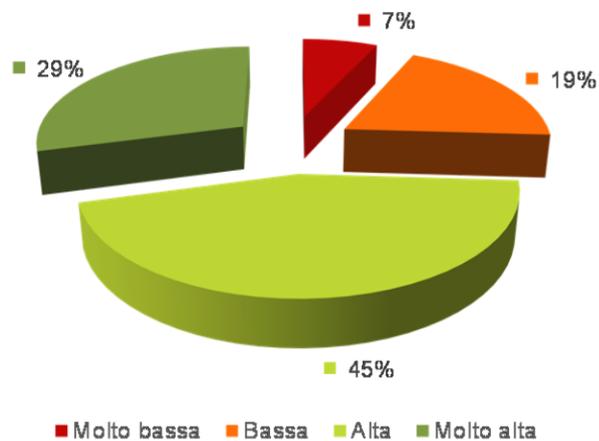


Soddisfazione dell'uso dell'auto



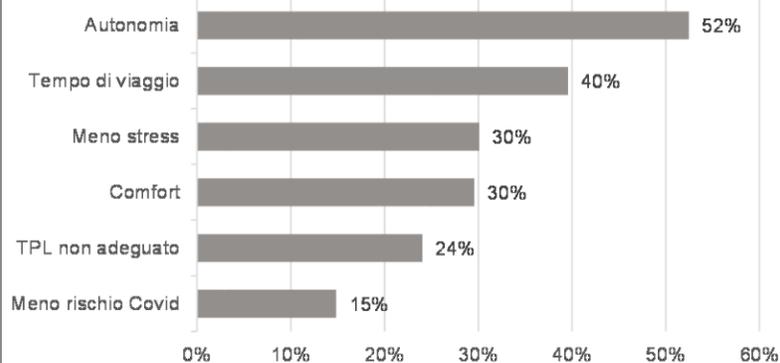
Complessivo

Soddisfazione dell'uso dell'auto



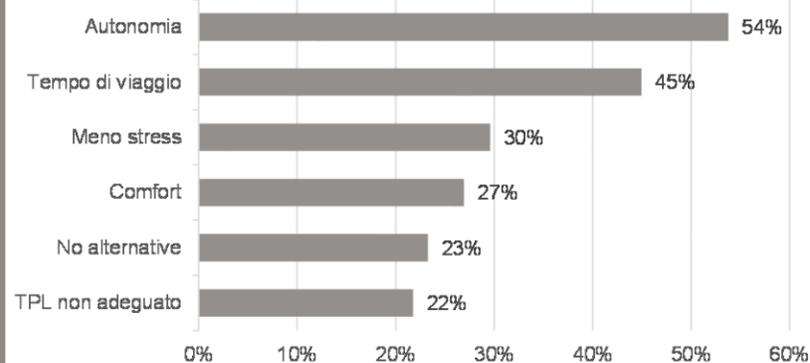
Centrale

Motivi principali dell'uso dell'auto



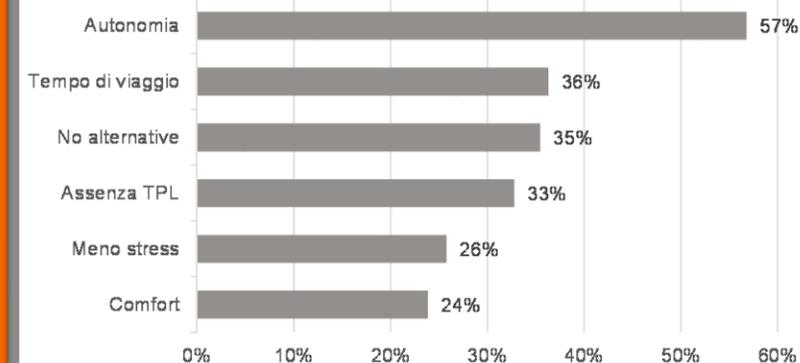
Suburbano

Motivi principali dell'uso dell'auto



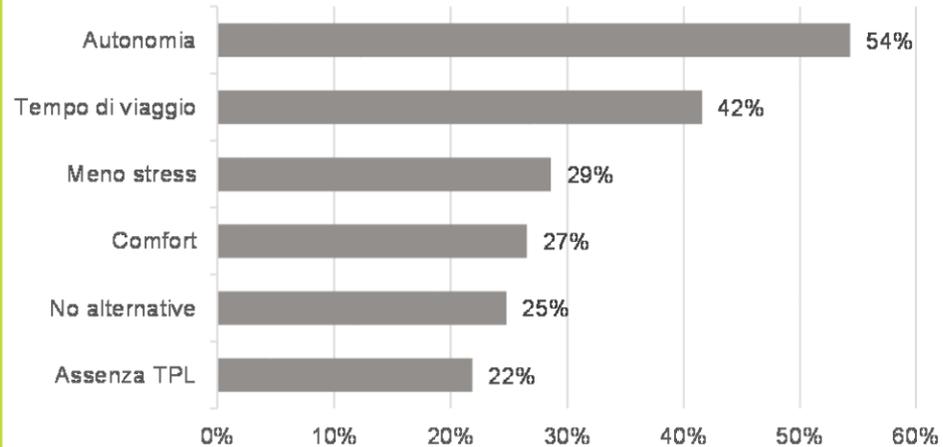
Periurbano

Motivi principali dell'uso dell'auto



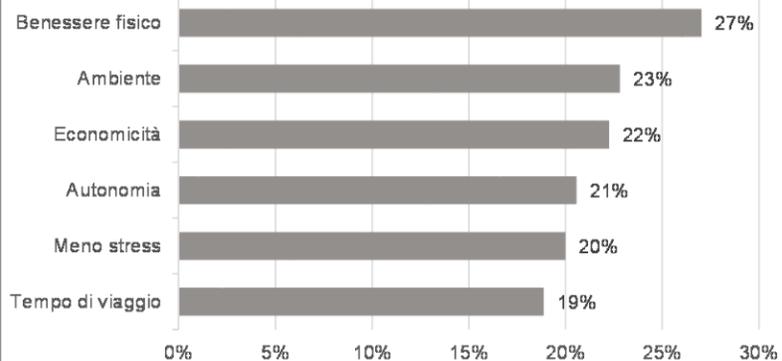
Complessivo

Motivi principali dell'uso dell'auto



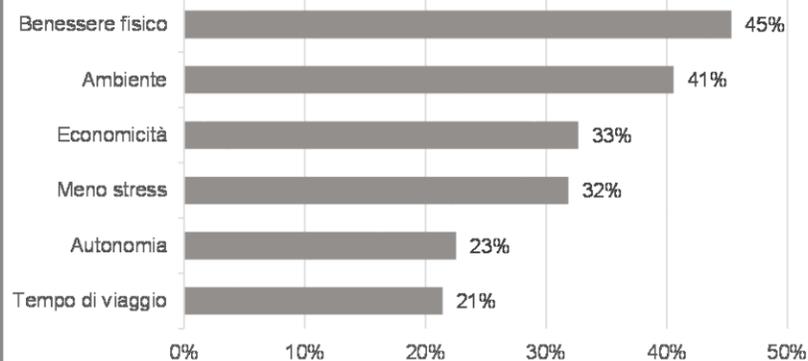
Centrale

Motivi principali dell'uso della bici



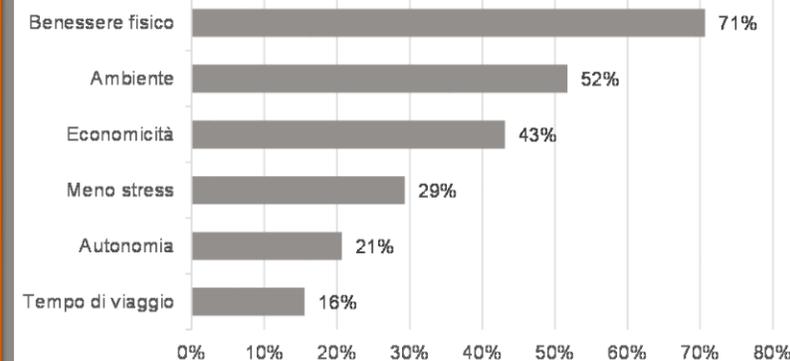
Suburbano

Motivi principali dell'uso della bici



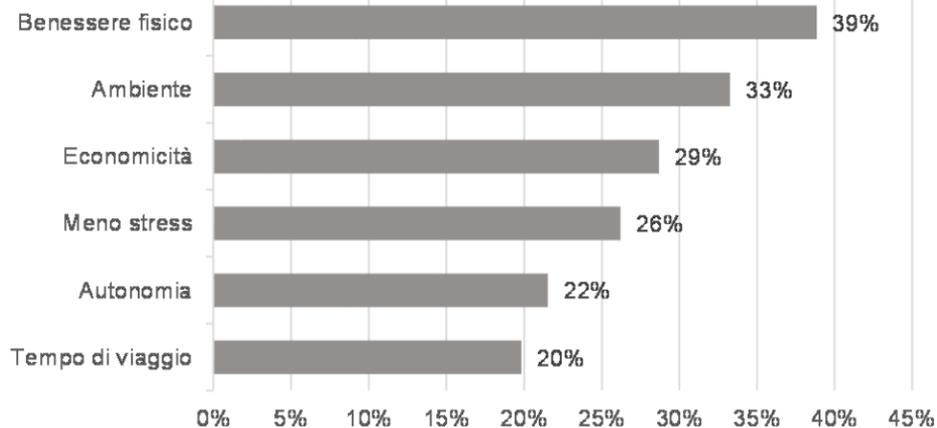
Periurbano

Motivi principali dell'uso della bici



Complessivo

Motivi principali dell'uso della bici



Costi socioeconomici

Costi cambiamento climatico

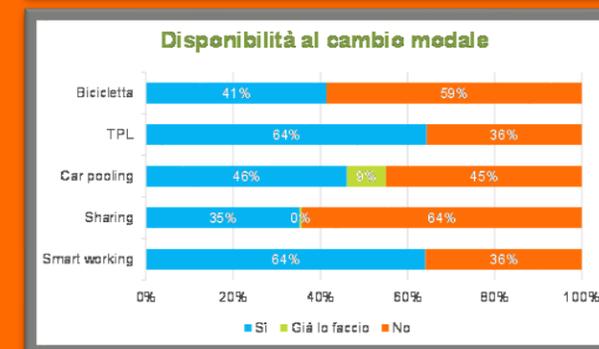
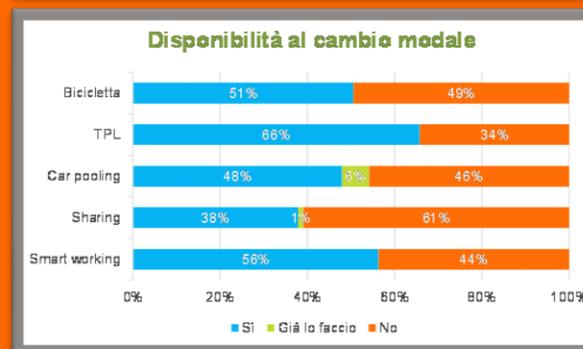
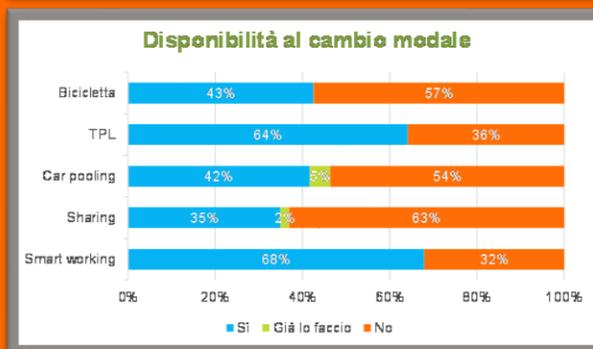
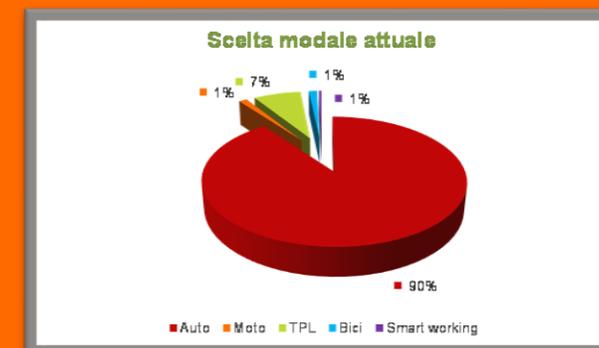
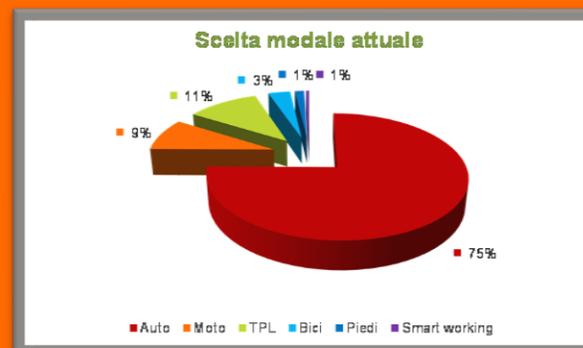
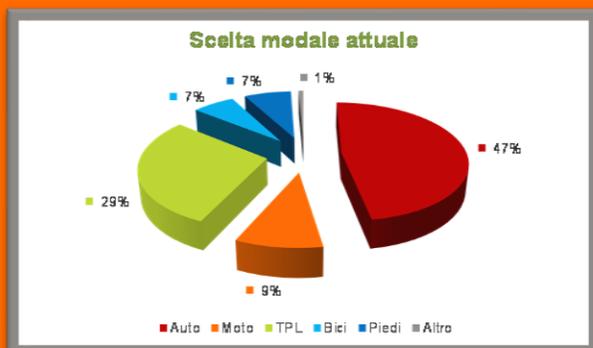
Costi da peggioramento qualità dell'aria

Costi incidentalità stradale

Costi da congestione stradale

Contesto	Indicatore	NO _x	PM ₁₀	CO ₂
Urbano	Emissione chilometrica media [g/km]	0,239	0,022	123,1
	Emissione annuale per dipendente [kg/anno]	2,20	0,21	1.137
	Costi per dipendente [euro/anno]	309,87		
Suburbano	Emissione chilometrica media [g/km]	0,340	0,031	173,5
	Emissione annuale per dipendente [kg/anno]	3,67	0,34	1.871
	Costi per dipendente [euro/anno]	428,38		
Periurbano	Emissione chilometrica media [g/km]	0,404	0,036	203,2
	Emissione annuale per dipendente [kg/anno]	3,68	0,33	1.852
	Costi per dipendente [euro/anno]	400,04		
Complessivo	Emissione chilometrica media [g/km]	0,327	0,030	166,8
	Emissione annuale per dipendente [kg/anno]	3,28	0,30	1.674
	Costi per dipendente [euro/anno]	386,73		

	% n°	Distanze (km)	Costi/dip (€)	CO ₂ /dip (kg/anno)	% su costi TOT	Peso costi su PIL (2021)
Centrale	29,3%	22	309,87	1.137	21,5%	0,40%
Suburbana	50,0%	25	428,38	1.871	56,1%	0,56%
Periurbana	20,7%	21	400,04	1.852	22,4%	0,52%
Complessiva	-	23	386,73	1.674	-	0,50%



Grazie per l'attenzione

Matteo Cosseddu