



## THE REQUALIFICATION OF A ROAD NET TO BE OF SERVICE TO MINOR URBAN SYSTEMS

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**Prof. Francesco Annunziata**

- University of Cagliari
- Full professor
- [annunz@unica.it](mailto:annunz@unica.it)



# SUMMARY

## INTRODUCTION

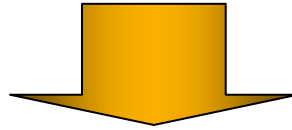
## METHODOLOGY

- **identification of the service centre;**
- **individuation of the areas having low accessibility;**
- **analysis of the critical macroareas.**

## CONCLUSIONS

# INTRODUCTION

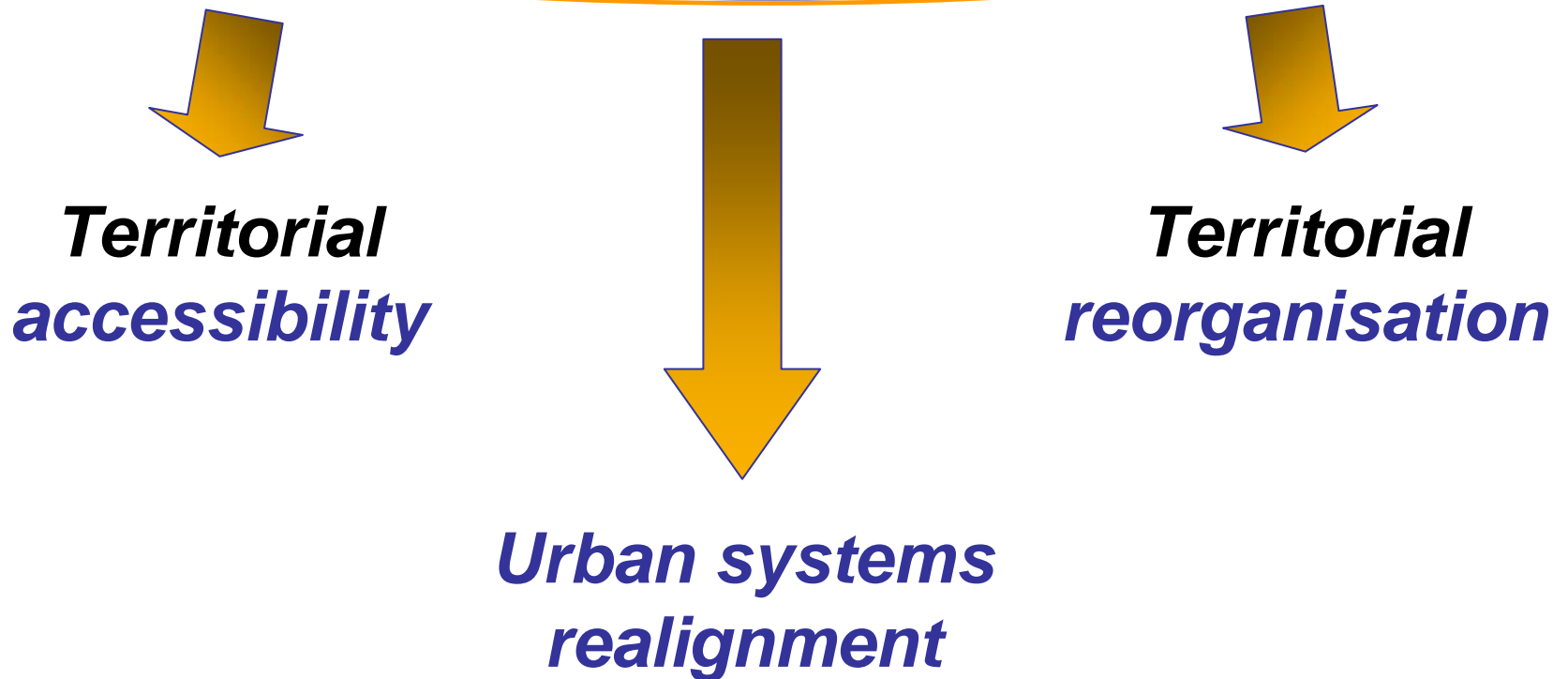
Road will still be holding the absolute majority of the **person and freight travel movements.**



It is becoming more and more indispensable to emphasize the need to proceed with a **functional requalification of the existing network.**

# INTRODUCTION

**Target of a functional requalification**



# INTRODUCTION

## Study of the existing Sardinia road network

### IDENTIFICATION OF

- relationship between transport system and territorial organisation;
- weak point of the network;
- priorities of the works.

# INTRODUCTION

## Problems of the Sardinia region



- ▶ **internal areas difficult to reach;**
- ▶ **lacking in infrastructures;**
- ▶ **demographic decrement;**
- ▶ **strong opposition between poor and low populated areas and areas with higher levels of development.**

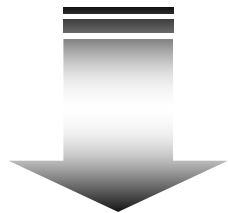
## Identification of service centres

### SERVICE CENTRE

*an urban centre in which there are placed at least the services concerning education, health, administration*



## IDENTIFICATION OF THE SERVICE CENTRES IN SARDINIA



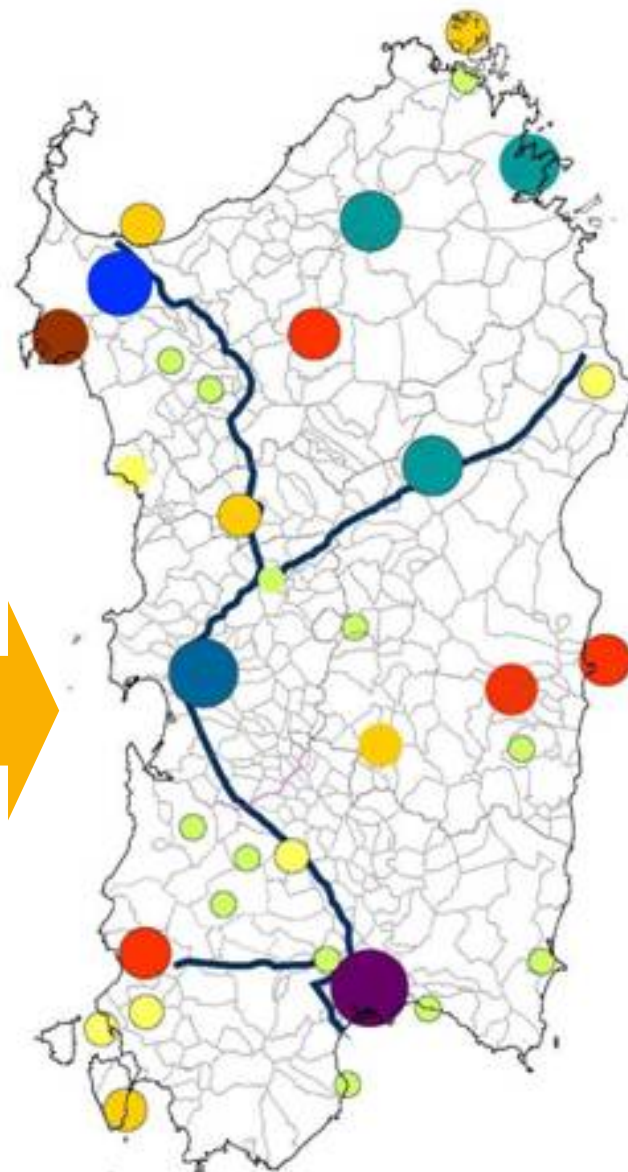
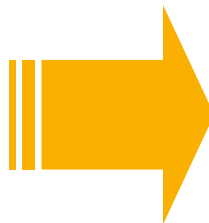
## Identification of service centres



### CONCLUSIONS



- several service centres of different level;
- centres of regional importance are situated along the main road of the Island.





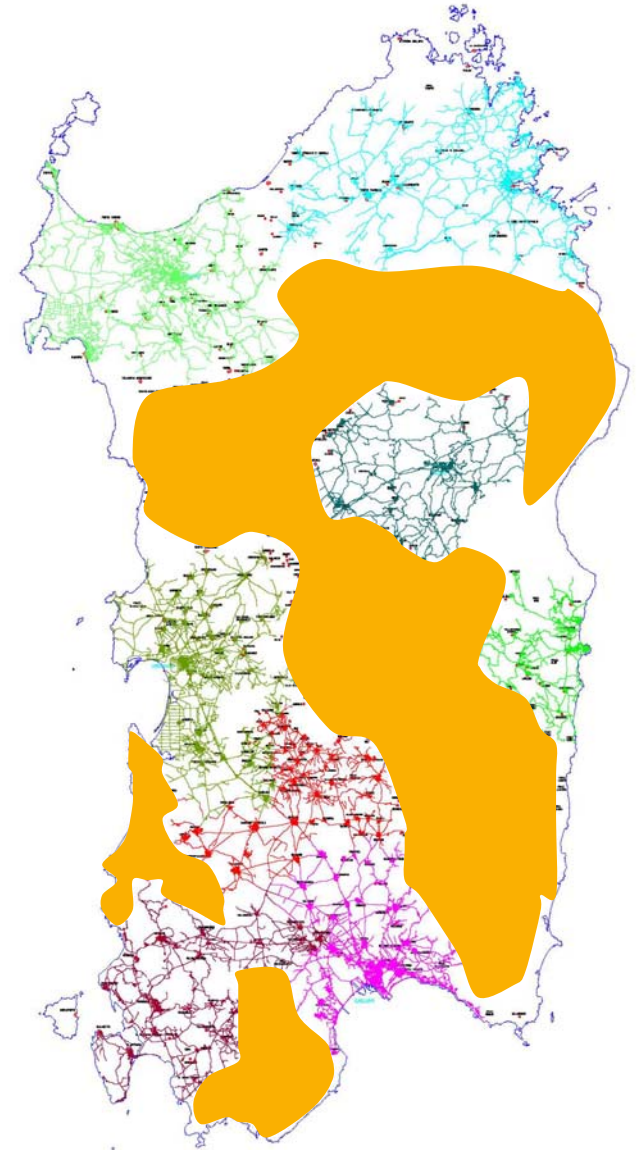
## Individuation of the areas having low accessibility

### MAIN CENTRES



realization of the isochrones  
of the 40 minutes

- all the areas outside the isochrones are potentially critical;
- the most of the Island is outside the “40 minutes areas”.



## Analysis of the critical macroareas

### Targets of the analysis

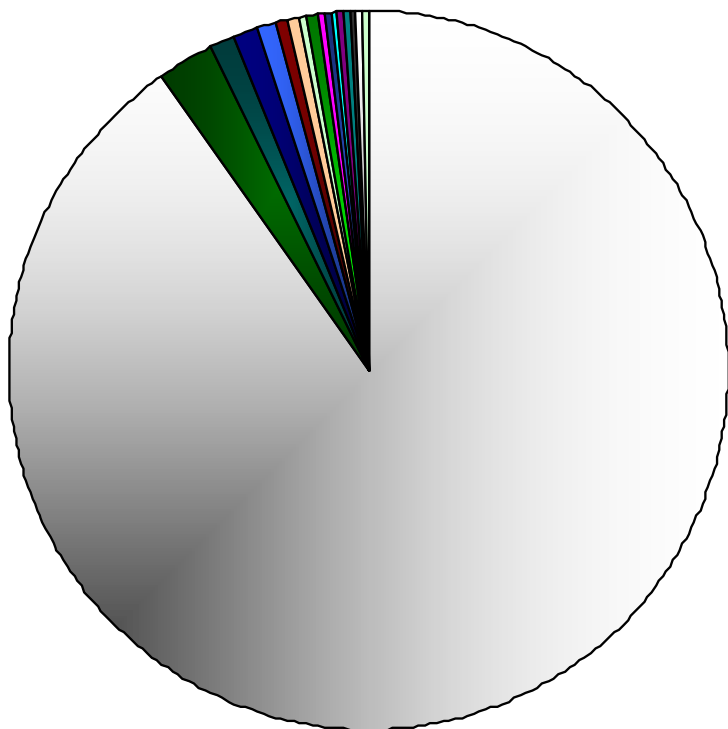
- ▶ making a classification of the examined municipalities
- ▶ evaluating the priority areas where to intervene (road net)

**MOBILITY  
INDICATORS**

**DEMOGRAPHIC  
INDICATORS**

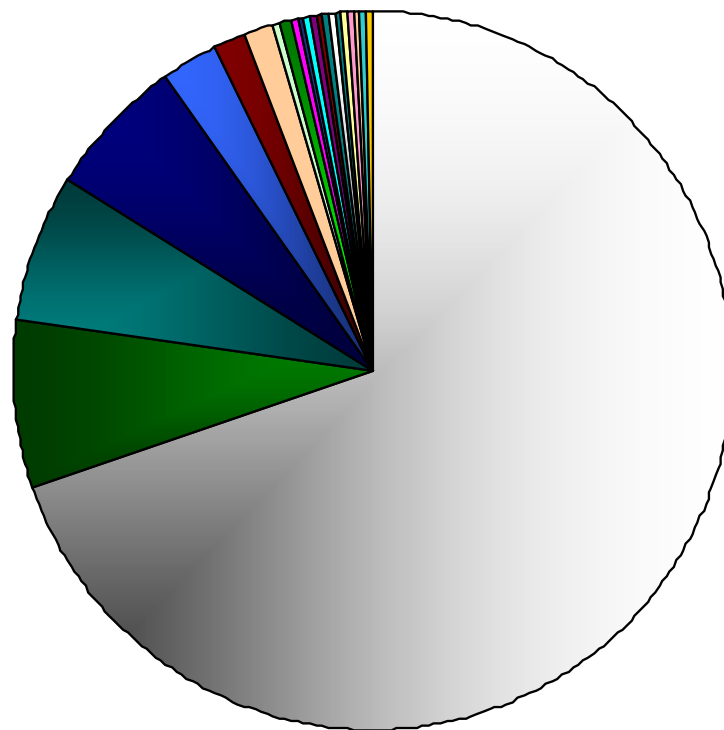
# Analysis of the critical macroareas

## MOBILITY INDICATORS



*majority of the travel movements inside itself*

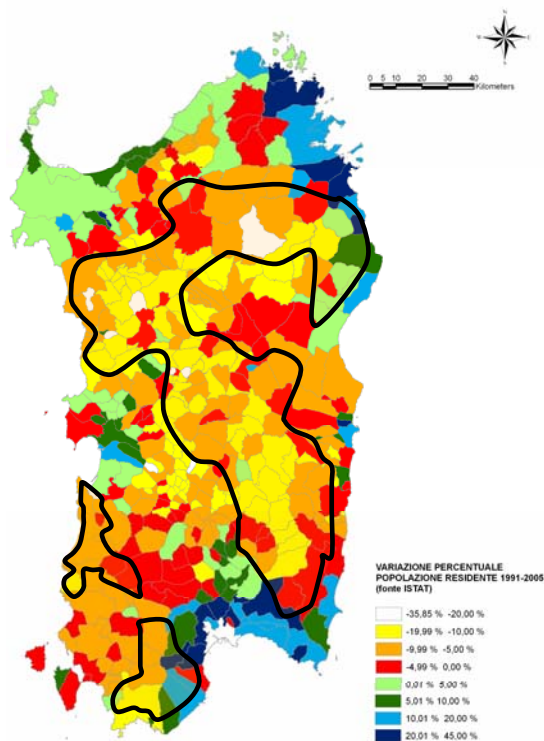
## *O/D matrix study*



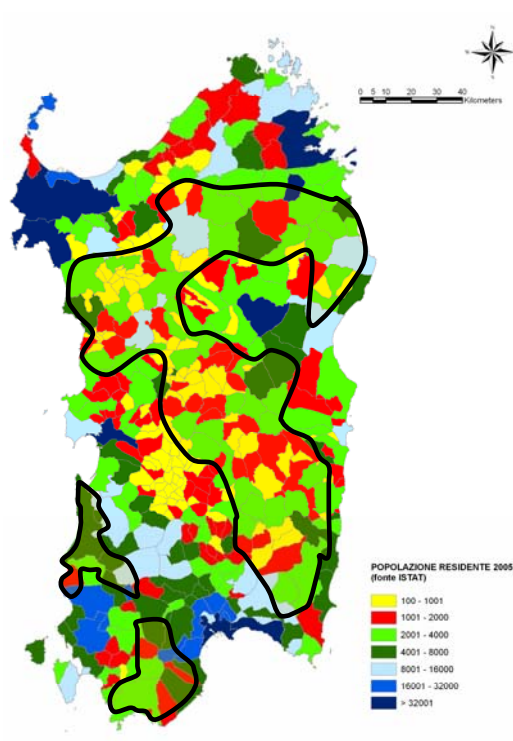
*good percentace of movements towards other centres*

# Analysis of the critical macroareas

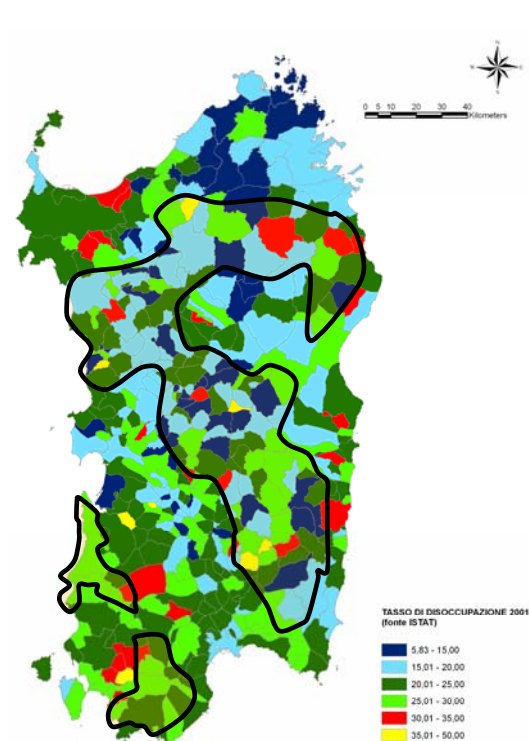
## some DEMOGRAPHIC INDICATORS



*demographic  
variance 1991-2001*

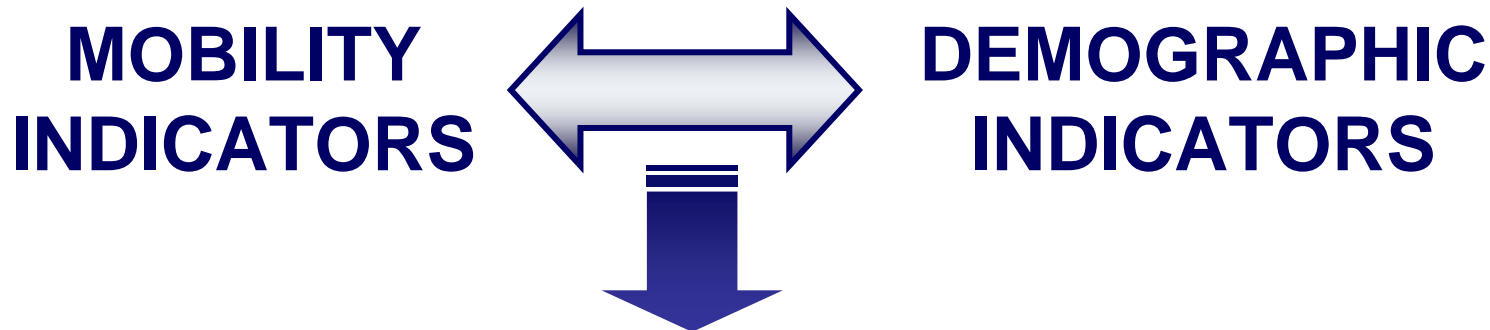


*resident  
population (2005)*



*unemployment  
rate (2001)*

## Analysis of the critical macroareas



- ▶ hierarchization of the various centres according to the increasing critical states;
- ▶ identification of the provincial referring centre for each municipality;
- ▶ individuation of the minimum paths which link the municipality at the provincial centre;
- ▶ formulating of the hypotheses of the works to increase the minimum path speed.

## Conclusions

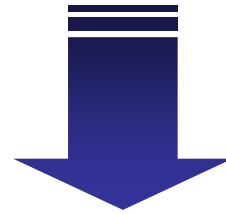
**The study wants to furnish an application for the requalification of the road network, it provides to:**



- ▶ individuate the critical macroareas;**
- ▶ study of the macroareas;**
- ▶ identify for each centre the critical state;**
- ▶ identify for each centre the priority road net interventions.**

## Conclusions

**The proposed methodology has provided an alternative point of view which is essential for:**



- ▶ the definition of a better allocation of the economic resources;**
- ▶ the identification of the priority roads on which further in-depth studies must carry out;**
- ▶ the construction of an instrument which might be integrative to the Regional Transport Planning.**