

POLITECNICO DI TORINO
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Honors theses

Sustainable Mobility: comparison between the European and the Italian situation

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The study conducted by the thesis is about the Sustainable Mobility. In particular, it is here considered in its theoretical and methodological international implications and in those that today invest in the Italian cities' planning. These assumptions are at the same time the originality and the interest that the subject has attracted ongoing throughout the research.

The job is structured in some parts:

-the first is about the Sustainable Mobility in Europe, proceeding to outline. From the Colin Buchanan report in the 1963 that the European Union in the 2005 through the study of the European Charter on the Rights of Pedestrian, I came on topics more current as the figure of Mobility Manager, the analysis of systems such as bike-sharing, car-sharing and car pooling.

So some case studies of cities –especially in the Northern and Central Europe- at the forefront of experimenting forms and plans for the sustainable mobility are deepened with a particular attention to the Danish case, given the central role that it plays the study of principles for the roads design and collection of cycle concepts (also in this case I have included examples of towns where these theories have been applied).

		Auto	Bus/tram	Bicicletta
1 km	Tempi medi	8	11	6
	Variabilità	100	75	25
2 km	Tempi medi	13	16	11
	Variabilità	210	30	5
4 km	Tempi medi	23	28	15
	Variabilità	35	35	7
5 km	Tempi medi	23	37	18
	Variabilità	30	20	5
6 km	Tempi medi	24	40	22
	Variabilità	80	15	10

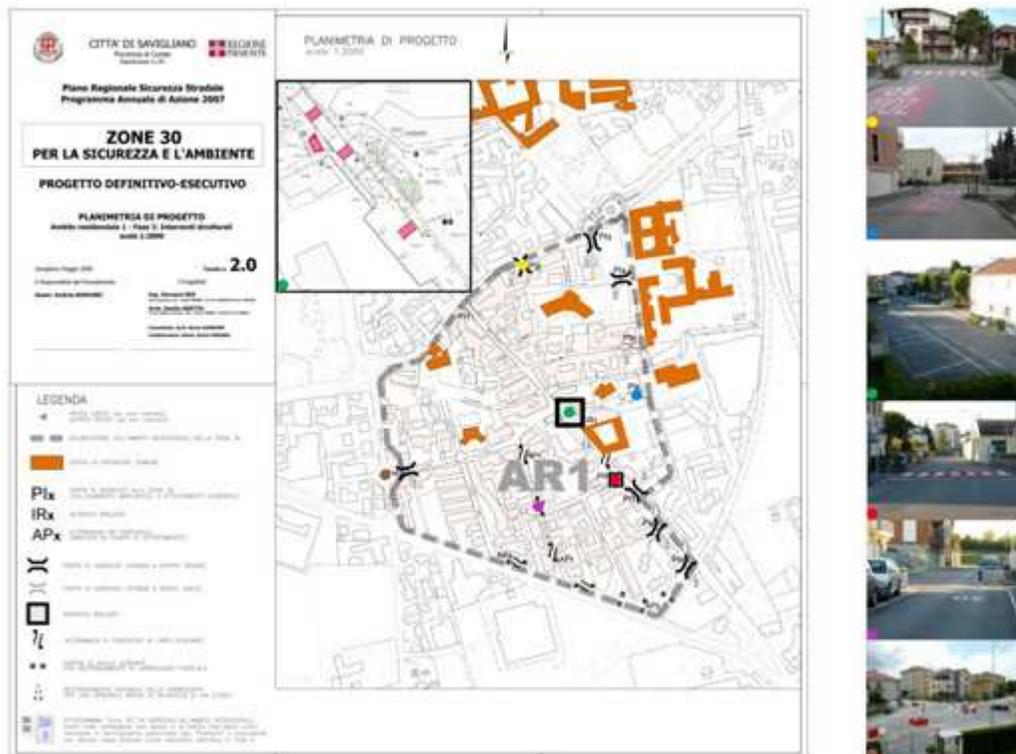
Average time in minutes of travel and variability between maximum and minimum percentage on urban routes of varying length, means of transport used

- the second chapter is about the Netherlands, starting from the analysis of modern town-planning, deepened the Amsterdam and Rotterdam's Plans, then get to newer system of mobility: the woonerven, the ABC policy and the Shared Space.



Application example of Shared Space in Drachten

- thus it's examined the case of the sustainable mobility in Italy for general carrying, but also with some applications and practical examples, focusing on bike paths, and then drops to the analysis of the "Guidelines for Zone 30 of the Piedmont";
- at this point it was analysed the case study of Savigliano which has implemented the Piedmont's guidelines in some parts of the town; after a careful analysis of the project, were conducted some interviews with citizens to better understand the intervention's effectiveness.



Example of a table furnished by the Savigliano's town hall and revised through some pictures of the project

Before I draw the conclusions I have included some different opinions of selected experts in the fields of social sciences, planning and between public administrators. The choice of interviews' recipients reflects the heterogeneity of the subject, systematically identified in this thesis whose the interdisciplinary character was also corroborated by the meetings with interviews' recipients.

This path is the basis of my personal opinion, or that the issue of the sustainable mobility is an opportunity to do research and not only gives the possibility to create better security for the vulnerable categories –pedestrians and cyclists-, but also the opportunity for urban regeneration; it's very important are able to have a link with the context because it is unthinkable to extrapolate a successful operation by an European city and applies it to our situation without examining the relationship with the new area: so it is necessary an integrated development between the context and the transport networks that shouldn't be taken for granted, but designed and focused on the sustainable also through the integration of different techniques and promoting intermodal systems of exchange. We must also being to educate to the sustainable mobility, because in most cases there's no culture on, as it is also necessary facilitate a post operation monitoring to understand if the beginning objectives have been achieved or not.

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