



POLITECNICO  
DI TORINO

# Honors thesis

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COURSE OF URBAN DESIGN AND PLANNING,  
ENVIRONMENTAL AND LANDSCAPE

*Abstract*

**Smart Mobility of the Metropolitan City of Turin. Application  
of the study at the Vienna University of Technology**

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*by*

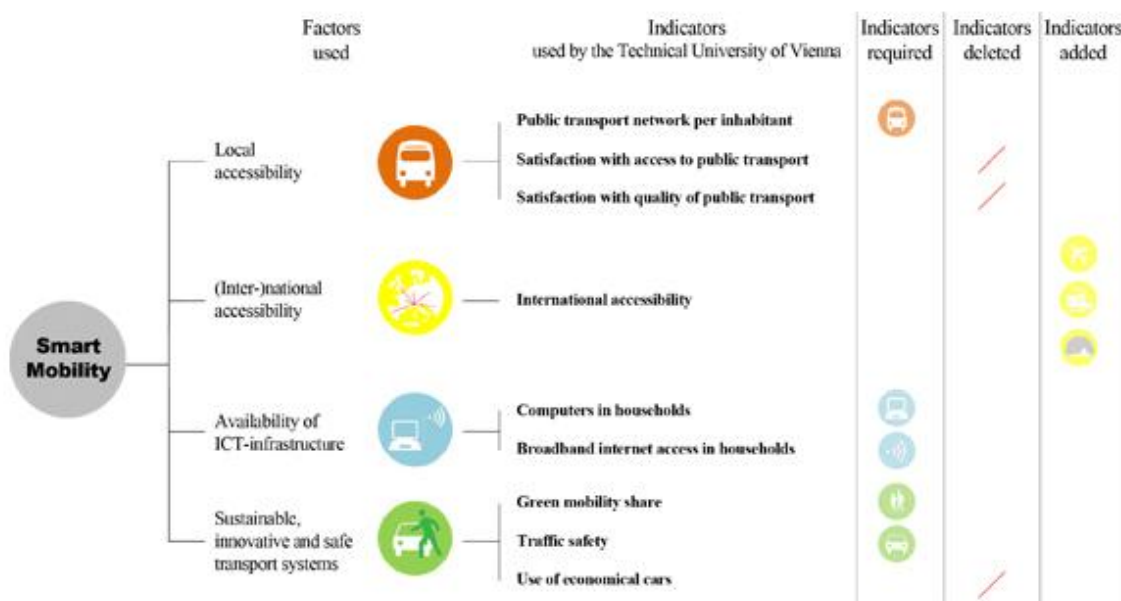
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In the last years, a period of economic crisis and normative changes, the word "Smart City" come to the mainstream. A new vision of the city can be built on this concept which encompass the concept of sustainability, competitiveness, inclusiveness, creativity, technology, efficiency and innovation. Today there is not a common definition of this term, but primarily on each of the previous concepts. In 2007, Vienna University of Technology, in collaboration with the University of Ljubljana and the Delft University of Technology, has created the most comprehensive and detailed study to assess the level of Smart City of city with a more objective dimensions. To calculate the degree of Smart City, this study has considered 70 medium-sized cities based on six fundamental characteristics, such as: smart mobility, economy, people, governance, environment and living. These characteristics were measured with quantitative and qualitative factors and a related number of indicators.

The thesis decided to focus on one specific topic: smart mobility which is calculated over the Metropolitan City of Turin (Città Metropolitana, 316 Municipalities and 10 Districts of the City of Turin), this is an Body established by Law (Delrio n.56/2014).

It was developed a method to calculate the level of smart mobility which take into account the study of Technical University of Vienna. The calculation is based on indicators (9) and factors (4) adapted in relation to local available data for the focus area.

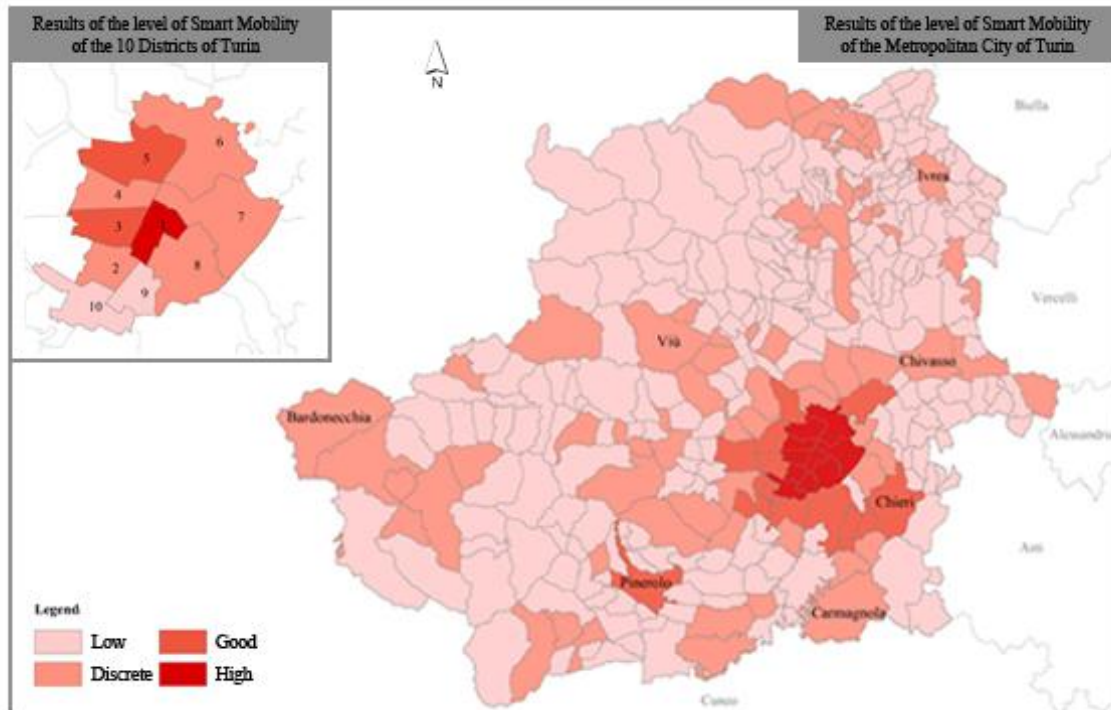


This method doesn't refer only to the accessibility at local public level (trains, buses and subway line) but it is also referenced to international accessibility of the Metropolitan City of Turin (airport Torino-Caselle, Frejus tunnel and railway line TGV high-capacity line) and also the availability of computers and Internet access in households.

Therefore, smart mobility not only refers to the infrastructure accessibility and local public services, but also to the ICT infrastructure. The latter field shows particular attention in a world of technology changes.

Then, the method used to calculate the level of smart mobility bring out the strength point and weaknesses of the Municipalities of the Metropolitan City.

The thesis's method can be useful to orientate the Public Administrations and companies working on mobility issues to draw up new transformation policies.



The assumption is that future Public Administrations could constantly update this methods to have always clear the trend of the Metropolitan City of Turin in the field of smart mobility. Furthermore, this study is starting point which can expand to the other five characteristics identified by the study of Vienna University of Technology: economy, governance, living, environment and people.