



POLITECNICO  
DI TORINO

# Honors thesis

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COURSE OF MASTER'S DEGREE IN ARCHITECTURE  
FOR SUSTAINABLE DESIGN

*Abstract*

**Superblocks 2.0 in Turin. Lessons learned from Barcelona  
and guidelines for the recovery of public space in cities.**

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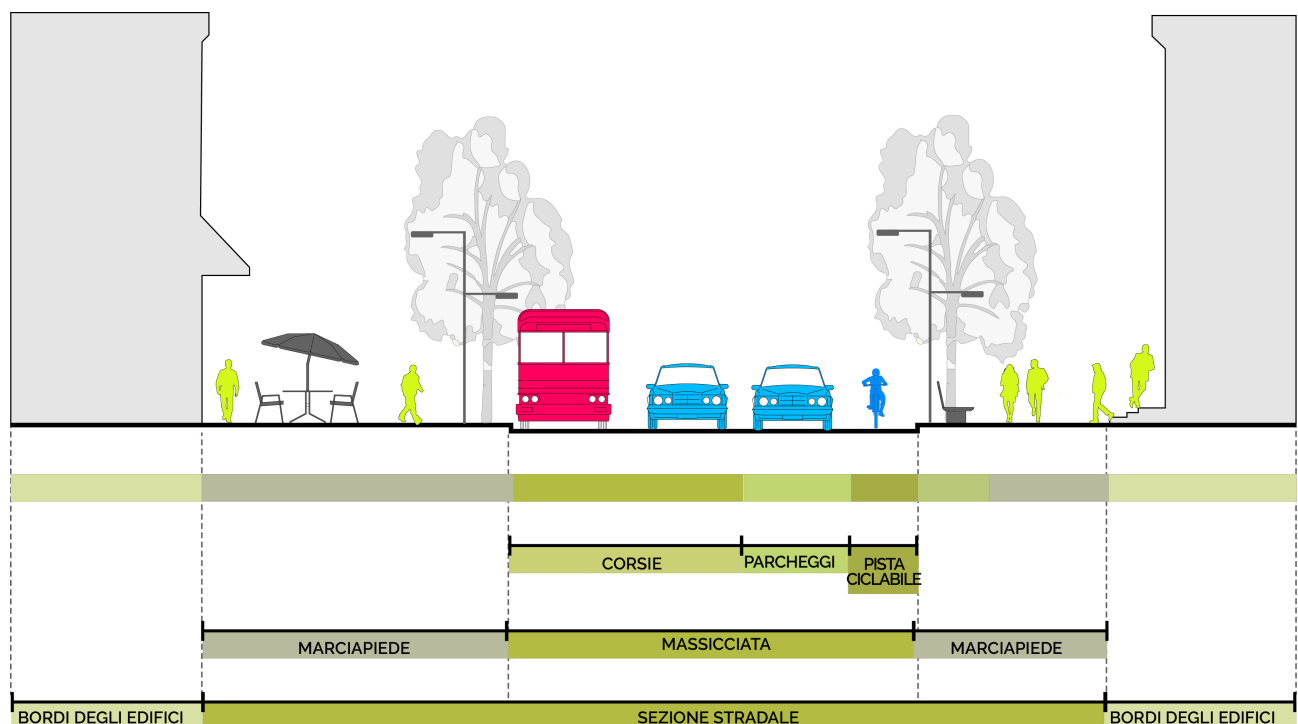
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We live in an urban age, on 2016 more than half of the world's population lives in big cities; this, however, has led overcrowding that in turn has collapsed the systems making them less sustainable each time.

At the same time, the private automobile dependency has been stimulated, causing problems such as noise and environmental pollution, road accidents, and exponential growth of motorization rates. Consequently, the streets are seen only as spaces for the mobility of cars rather than people, and cities become unattractive places, where pedestrians are forced to use the few and disorganized space that remains from their own mobility.

But in fact, we are all pedestrians, for this reason the streets must be designed to promote urban life, trade and culture. To improve the liveability of our cities we have to start at first place with the implementation of traffic-calming strategies, changing the urban aspect of the streets and trying above all to improve the conditions of disadvantaged users such as pedestrians and cyclists. This can be achieved from the principles of the so-called **complete streets**, where it is recognized that the street space can be used for different functions such as bike lanes, sidewalks, green space, and travel lanes, distributing them fairly and safely.

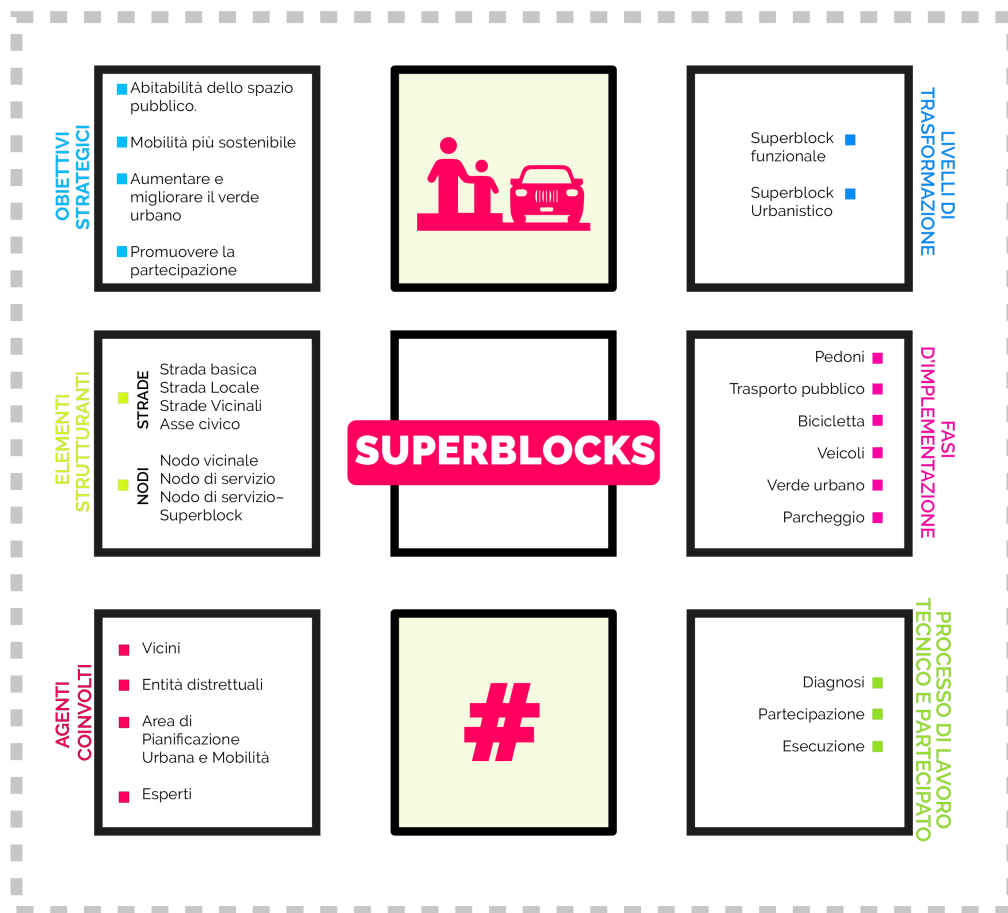
These strategies optimize traffic flow and promote the distribution of sustainable and multimodal transport systems with high passenger capacity, reducing the use of energy and air pollution.



In this sense, it was especially Barcelona to launch a different city model that modifies and organizes all mobility systems for the creation of the *Superilles (Superblocks)*, pedestrian areas where cars must move at the same speed as pedestrians.

The superblocks theory assumes principles from the urban design ideas of the early twentieth century and design ideas that improve the quality of life in public space, to develop them in one place and bring them to another level, where the roads are not only designed for efficient mobility, but also to provide the opportunity to include several activities such as recreation, culture and expression.

The superblocks consolidate as a new mobility model that enhances the need to live public space; integrating it to the main network of existing streets, so there is no demolition and it is guaranteed the maintenance of the urban operation and order.



With the aim of establishing a new and more sustainable mobility and public space design model in the city of Turin, according to the needs of new generations, it is claimed to develop the superblocks model enhanced in Barcelona. The chosen area is the San Salvario district that is a very important commercial zone in the city; however, the potential

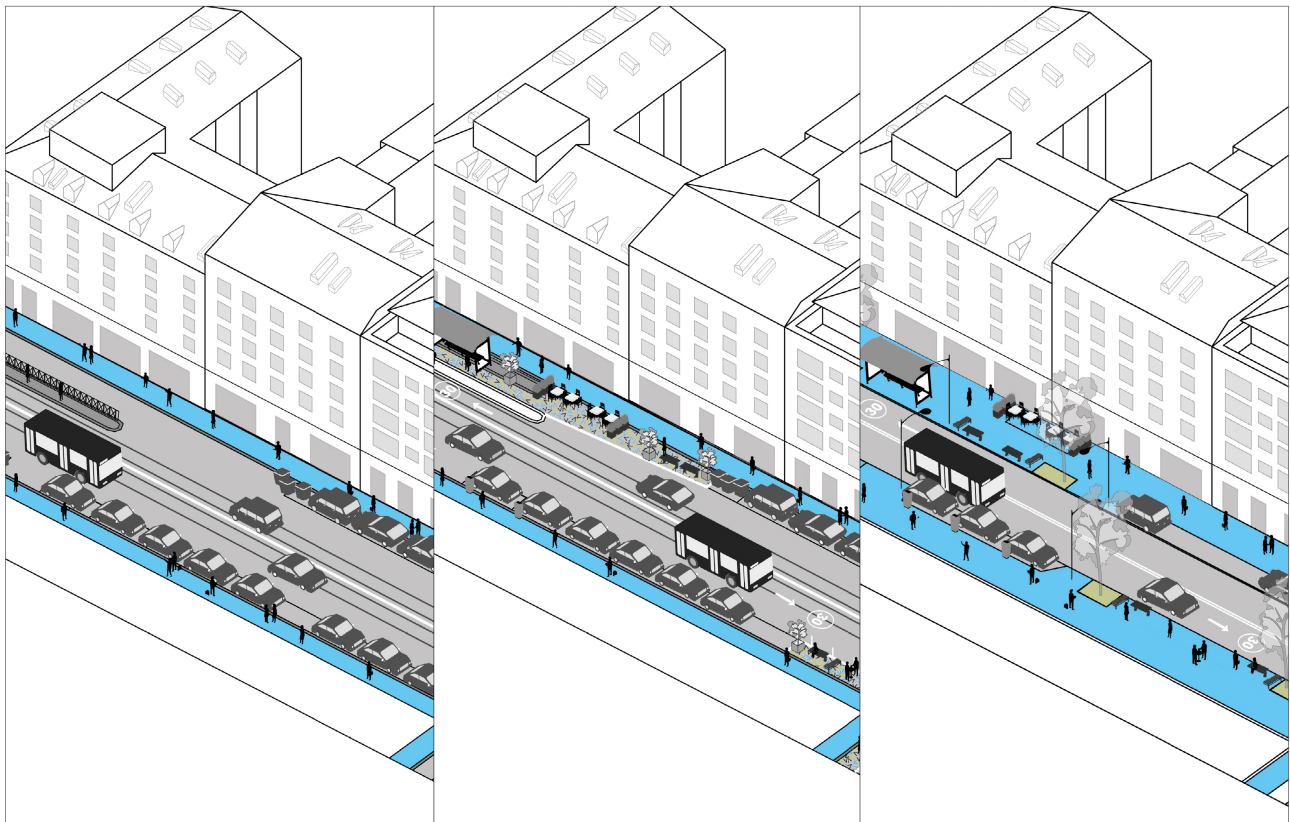
cannot be exploited properly due to the imbalance in the public space division. Its streets have been designed to encourage mobility, especially of motor vehicles.

The first project phase involves tactical urbanism as the main instrument for low cost implementation that allows winning back public space in a short time. Consequently, the second project phase is a long-term scenario, where all roads can be reorganized, giving the right space to every type of user and activity, but having priority for pedestrians. In addition, the mobility of all vehicles is guaranteed and above all, the model encourages the alternative use of them through a future vision of cities that goes to a service economy rather than a product economy where transport is a shared service.

*Stato di fatto*

*Prima fase progettuale*

*Seconda fase progettuale*



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