

Turin-Oslo

Metropolitan governance in Spatial and Strategic planning

making use of the ESPON SPIMA project through group exchange

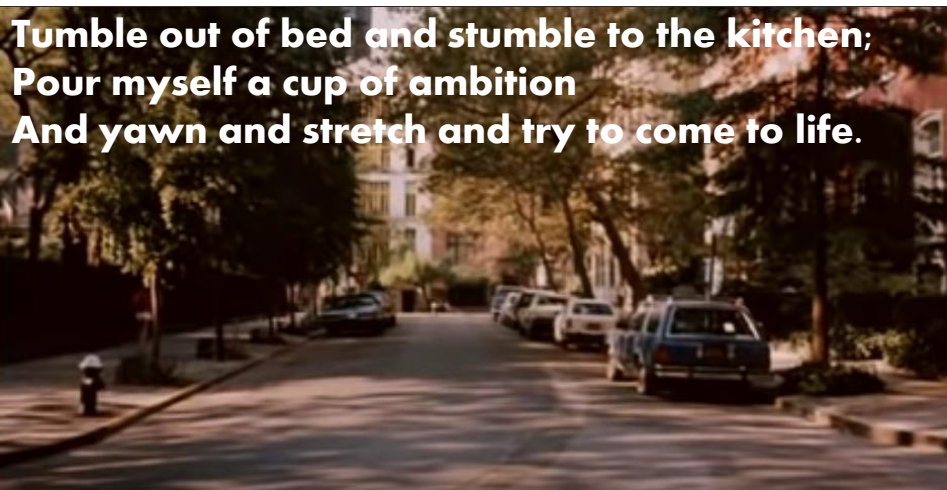
24 ottobre 2019 - Sala Consiglieri, Via Maria Vittoria 12, Torino

**BUILDING ALLIANCES BETWEEN TURIN METROPOLITAN
AREA AND LOCAL ADMINISTRATIONS & STAKEHOLDERS**

Mario Bellinzona
Associazione LAQUP

IT'S ALL ABOUT SHARING

1980

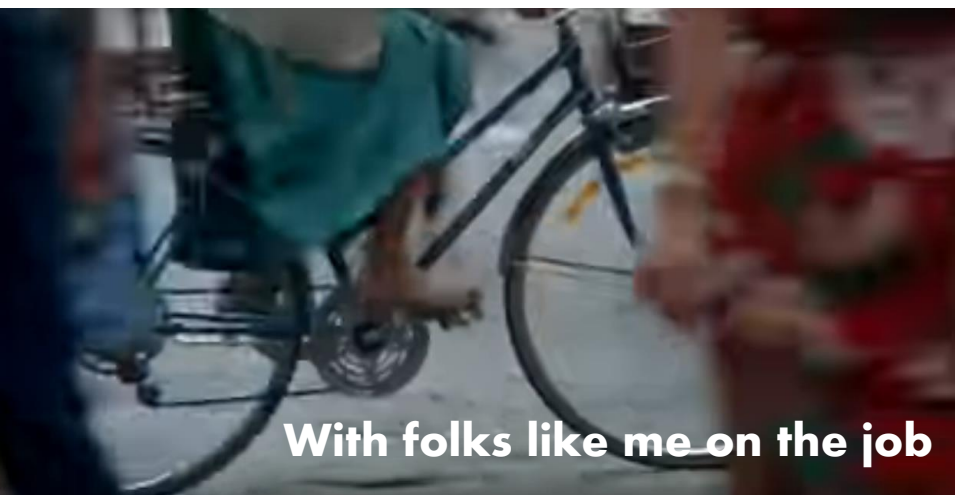


Tumble out of bed and stumble to the kitchen;
Pour myself a cup of ambition
And yawn and stretch and try to come to life.



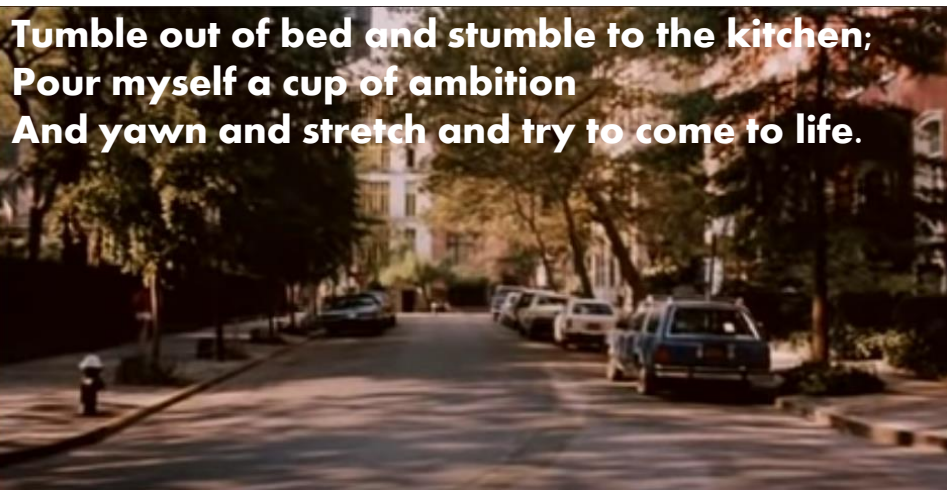
Jump in the shower and the blood starts
pumping;
Out on the street

the traffic starts **jumping**



With folks like me on the job

1980

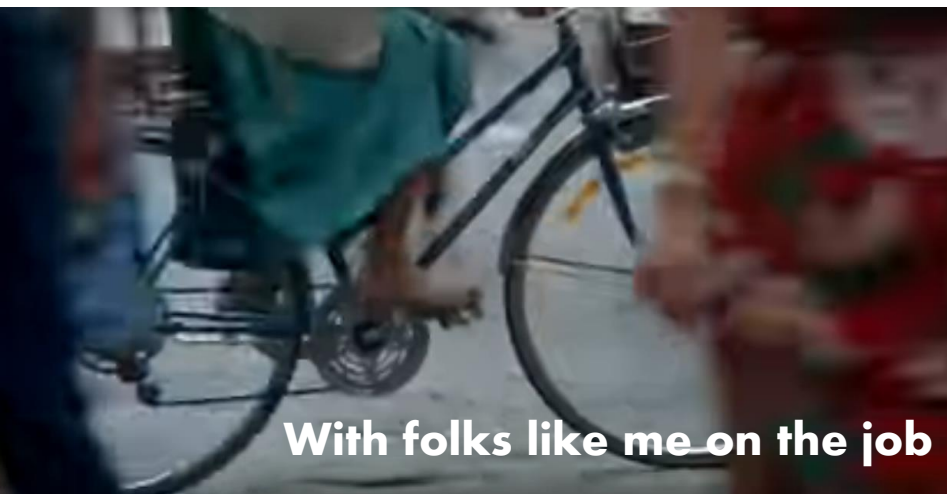


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With folks like me on the job



from nine to five.

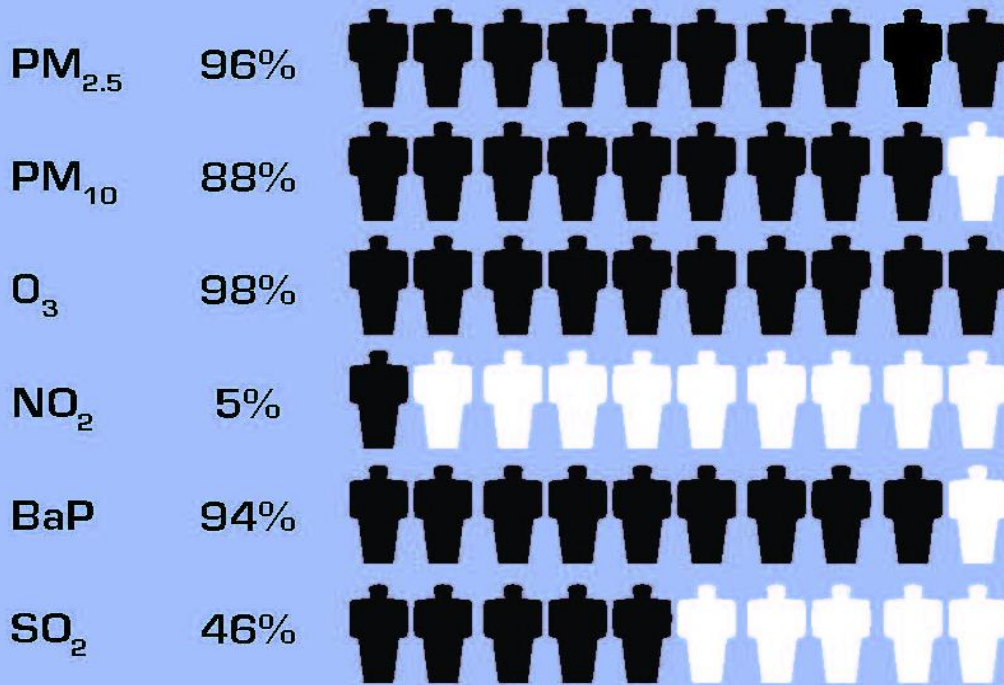


TODAY
IN THE TOWNS OF TURIN METROPOLITAN AREA
AS YOU WALK OUT THE DOOR



WE ALL KNOW THE BIG PICTURE



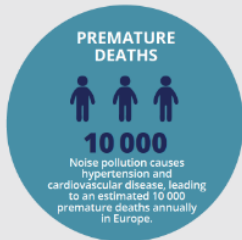


EXPOSURE TO AIR POLLUTION (EEA Report 11/2013)

Noise levels from road traffic that are greater than 55 dB L_{den} affect an estimated 125 million people — one in four Europeans.



> 55 dB L_{den}



ROAD SAFETY IN THE EU

25,300
fatalities

135,000
seriously injured people

ROAD FATALITY RATES
per million inhabitants



ROAD FATALITIES
(from 2001 to 2017)

-57.5%



ROAD FATALITIES

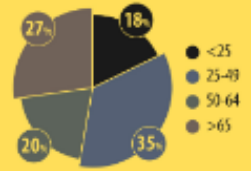
by type of roads



by transport mode



by age



Source: EPNS, European Commission 2017



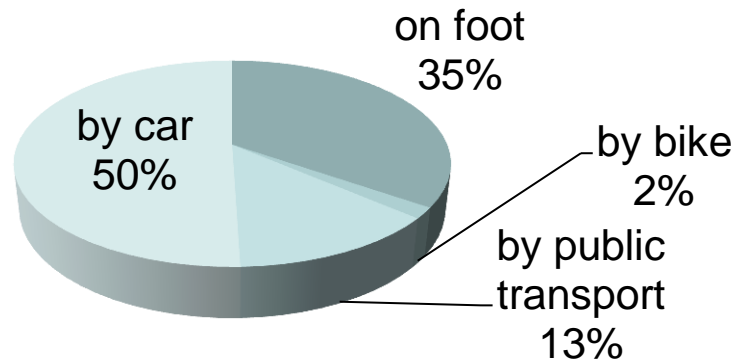
BUT WHERE TO START FROM?



Safety around schools

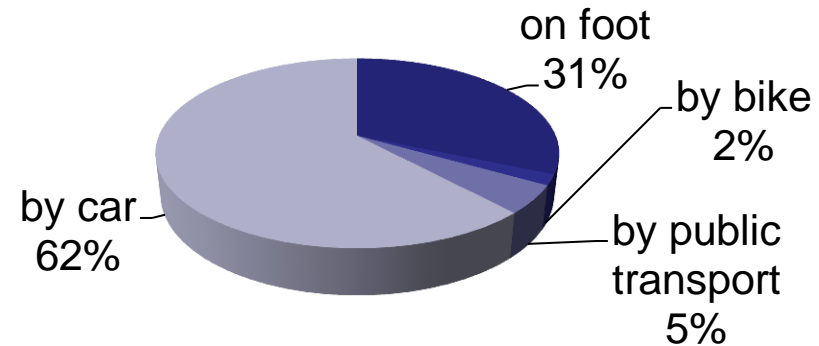
Evidence

In Italy: children usually go to school



Source: ISTAT
(2009)

In Turin metropolitan area: children usually go to school



Source:  TORINO
METROPOLI
Città metropolitana di Torino
(2014)

Objective data

- Parents used to walk or cycle to school when they were children
- Reported casualties & possible risks
- Often public space is not designed for walking/cycling
- Research shows the positive effects of walking/cycling



Subjective data

- Parents are not worried about road safety
- Parents are worried about social insecurity
- Parents do not perceive driving their kids to school as a problem for the kids and for the community



Source: adapted from www.fairview.org



Aim

- Build a **SHARED** mobility&public space culture

Objectives

- More children walking/cycling to school (or taking a bus)
- Less car trips and less cars around schools
- Safer, healthier and more attractive environment around schools



Quality of life



Quality of life



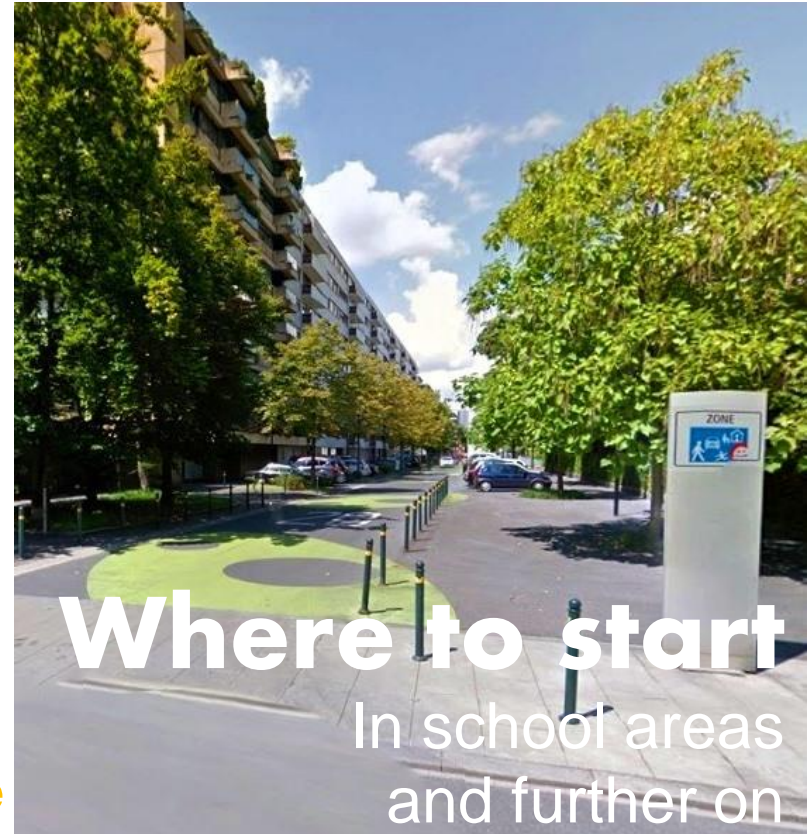
Sustainable mobility



What to do

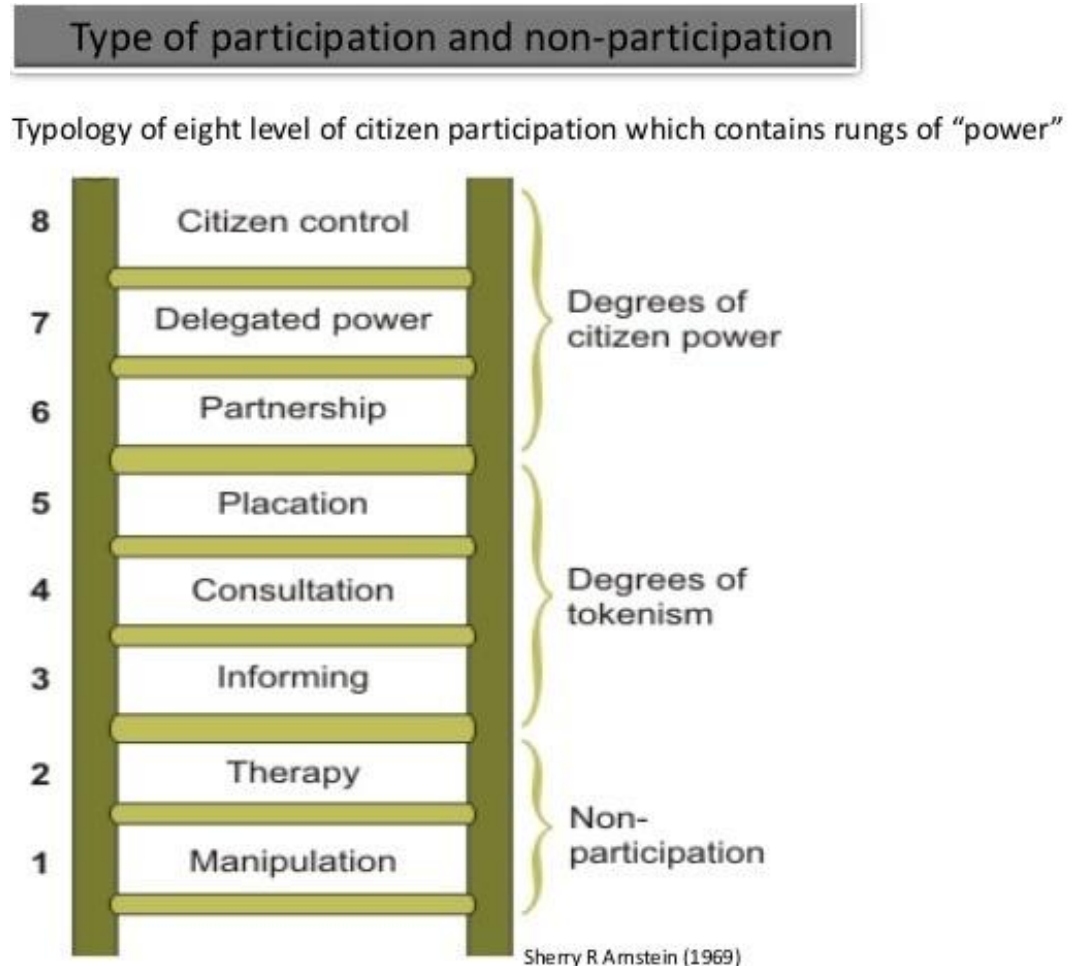
Traffic calming
30 km/h zones
20 km/h zones
Pedestrianizations

Streets for people

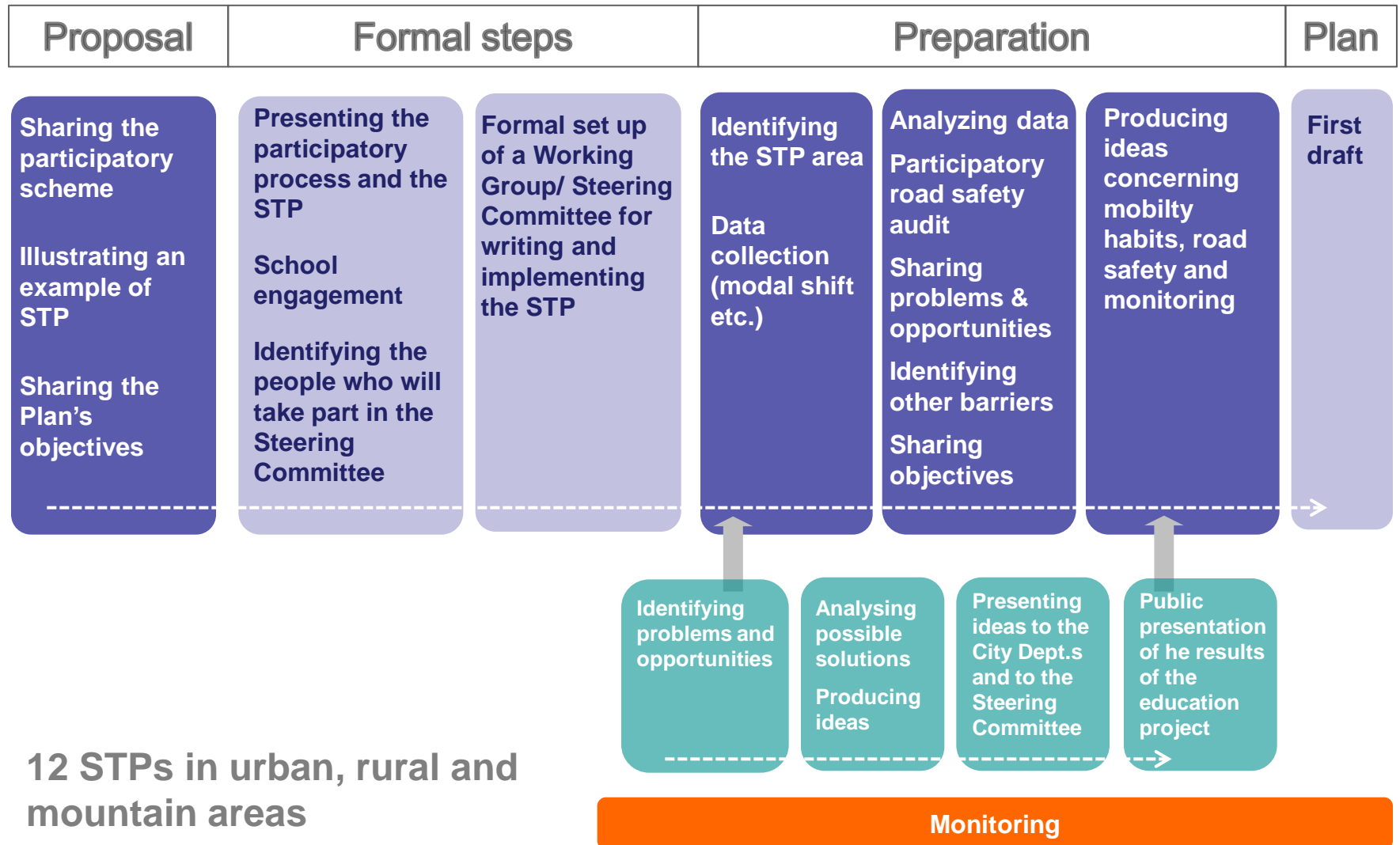


What to do: participatory STPs

- It's all about **how** (sharing/STPs) and **who** (stakeholders: councillors, officers from various Departments – Education, Environment, Technical Dept., Local Police – teachers, parents, grandparents, pupils and local associations)
- It's all about participation & community development



How: the STP participatory process



Tools & Techniques

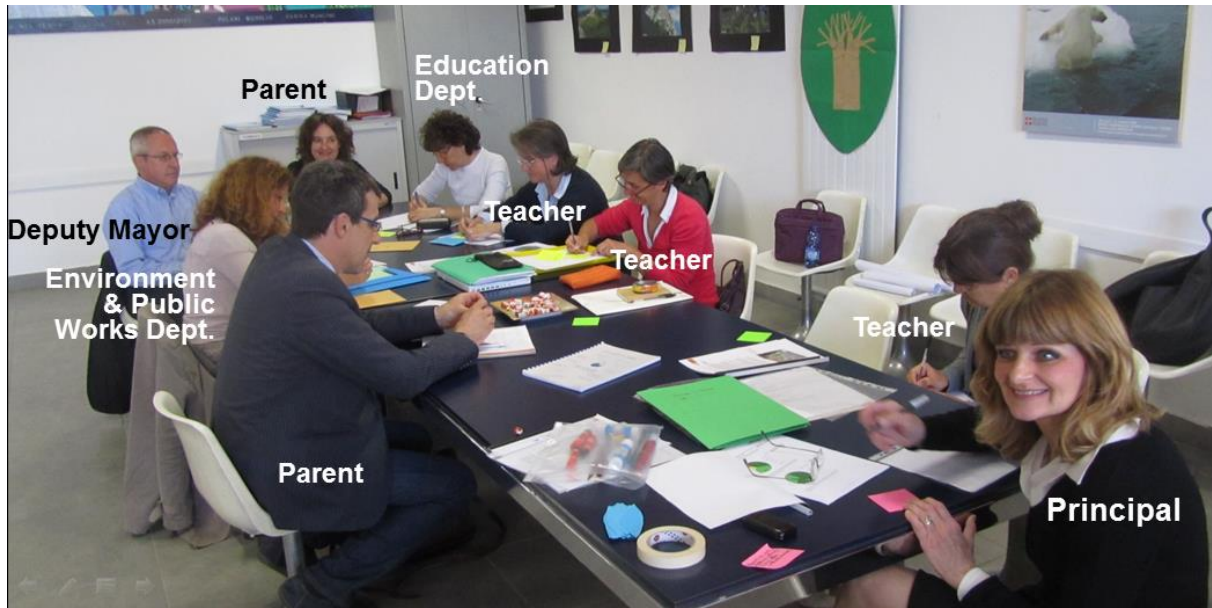


Planning for Real[®] / CAN DO

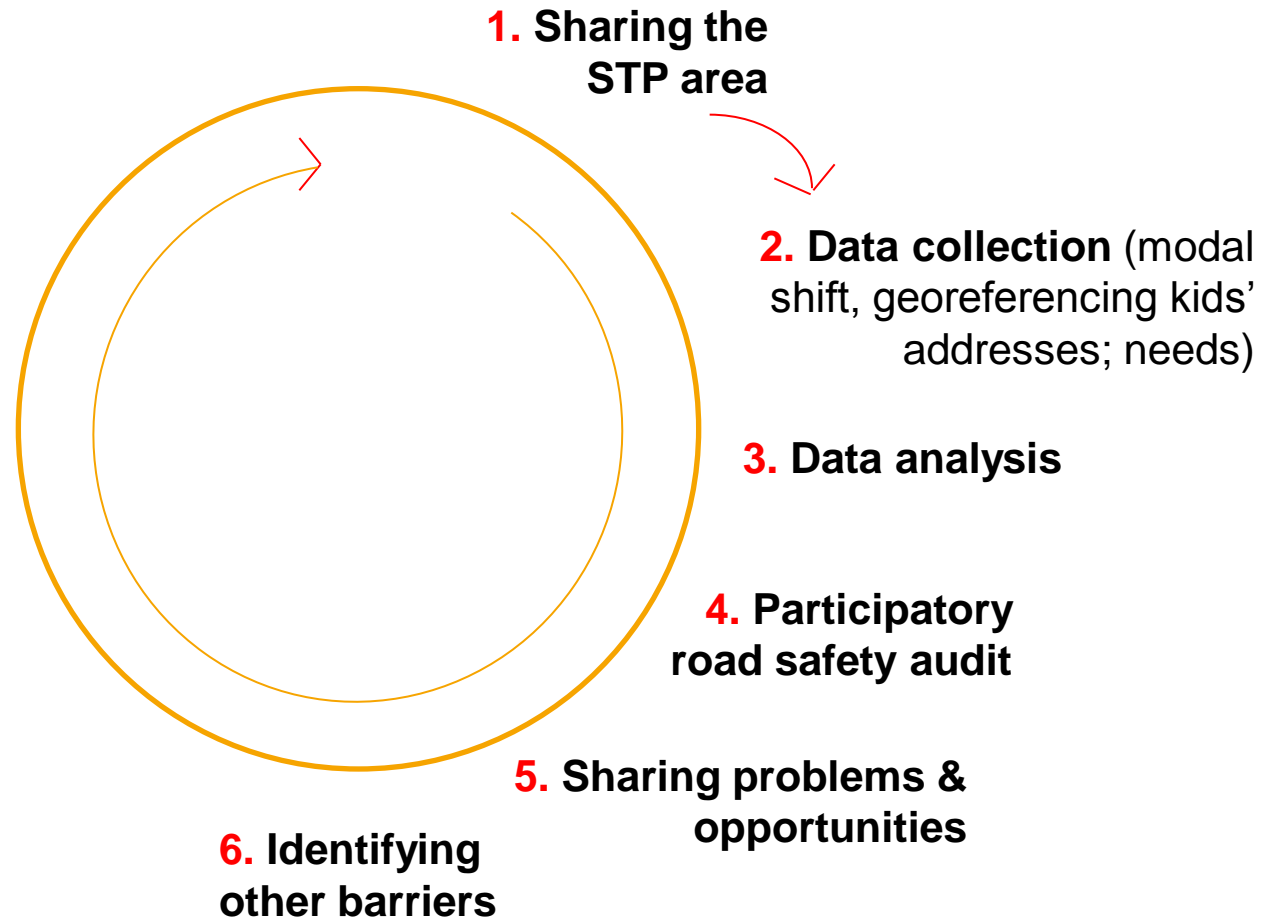
**Eyes Down
Hands-on
Rubbing Shoulders**



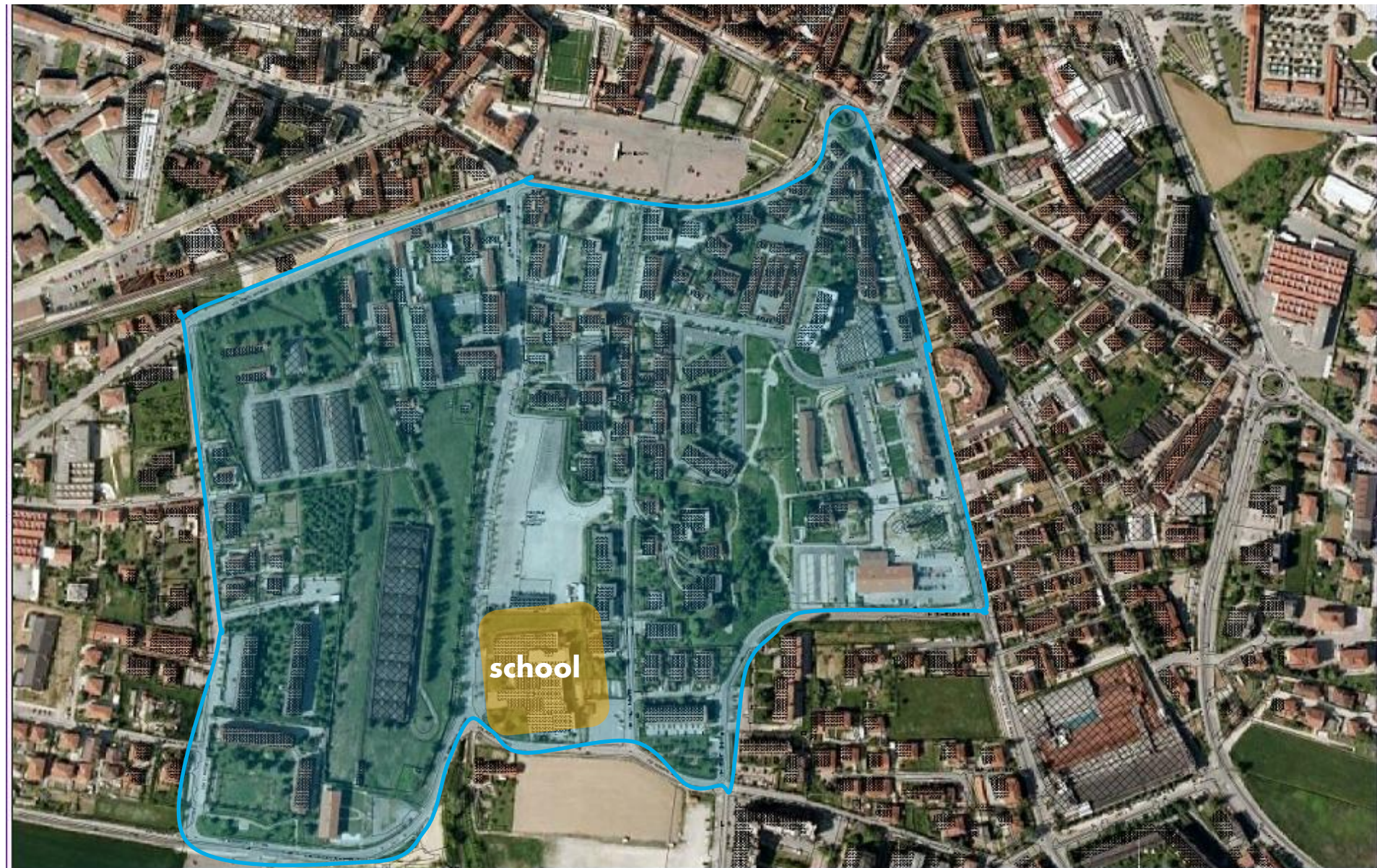
Set up a Working Group



Preparation and implementation



Sharing the STP area



Sharing data collection & analysis

Monitoraggio spostamenti casa-scuola - 2015/2016

TORINO METROPOLI
Città metropolitana di Torino

Agenda21

0% 100%

monitoraggio 1

*** A quale distanza abiti dalla scuola?**
Scegliere solo una delle seguenti voci

Meno di 300 metri

Tra 300 metri e 1 km

Tra 1 km e 2 km

Oltre 2 km

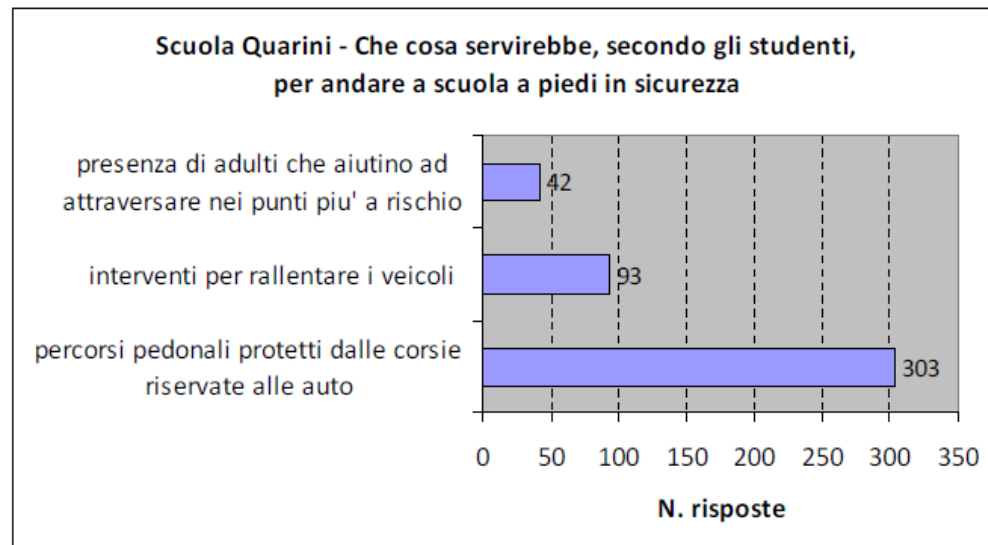
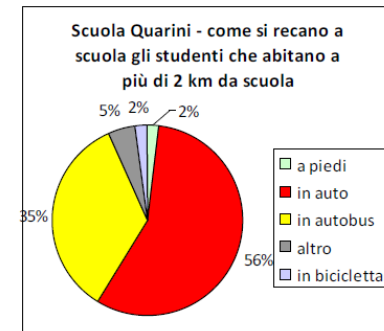
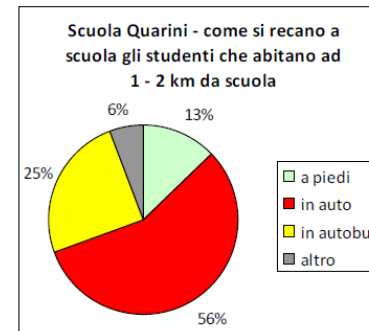
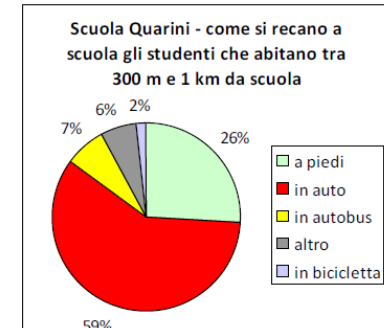
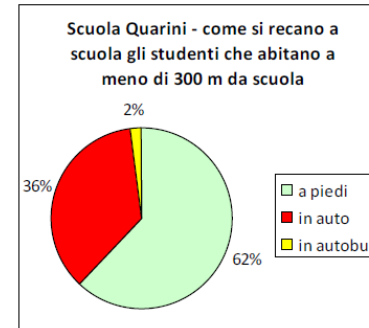
*** Quanti minuti occupa, mediamente e comprendendo eventuali soste, lo spostamento casa-scuola?**
Scegliere solo una delle seguenti voci

Meno di 15 minuti

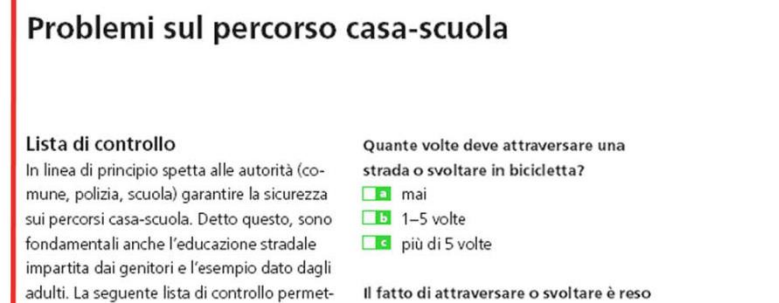
Tra 15 e 30 minuti

Tra 30 minuti e un'ora

Più di un'ora



Sharing a road safety audit



Problemi sul percorso casa-scuola

Lista di controllo

In linea di principio spetta alle autorità (comune, polizia, scuola) garantire la sicurezza sui percorsi casa-scuola. Detto questo, sono fondamentali anche l'educazione stradale impartita dai genitori e l'esempio dato dagli adulti. La seguente lista di controllo permette di farti un'idea delle difficoltà che tuo figlio può incontrare sul percorso casa-scuola. Segna con una crocetta le risposte più appropriate.

Quanto tempo impiega il bambino per andare a scuola?

- a meno di 5 minuti
- b da 5 a 20 minuti
- c più di 20 minuti

Come si reca a scuola?

- a con i mezzi pubblici, lo scuolabus, un veicolo privato
- b a piedi
- c in bici o in bici e bus/treno

Quante volte deve attraversare una strada o svoltare in bicicletta?

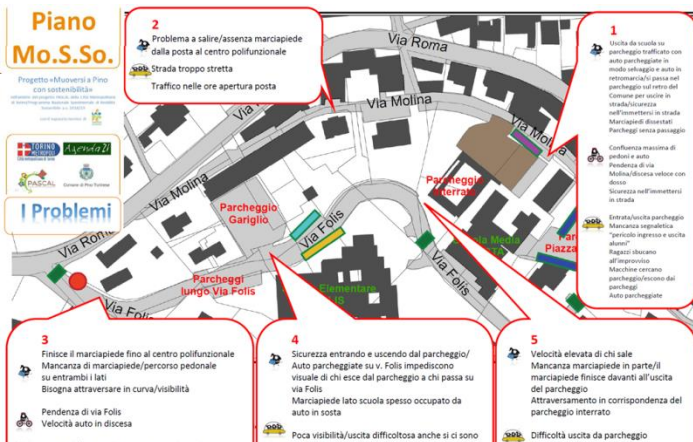
- a mai
- b 1-5 volte
- c più di 5 volte

Il fatto di attraversare o svoltare è reso difficile da (sono possibili più risposte):

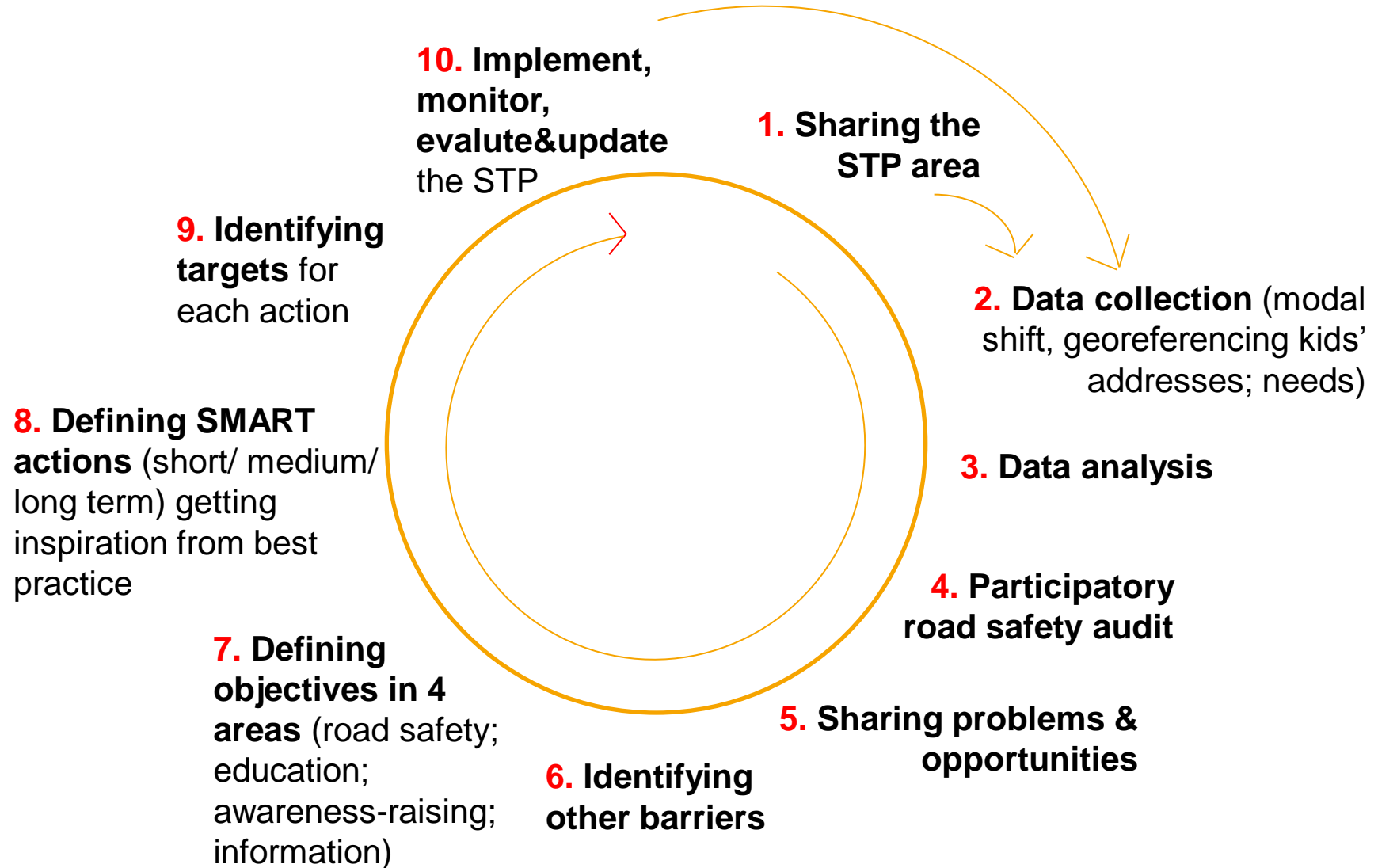
- b auto parcheggiate
- b mancanza di visibilità nelle curve, ai passaggi pedonali o agli incroci
- b mancanza di semafori all'incrocio
- b strade troppo larghe (più di due corsie)
- c troppo traffico
- c velocità troppo elevate
- c traffico di transito intenso

Particolarità del percorso casa-scuola?

- a nessuna
- b Il bambino deve attraversare altre strade per raggiungere parchi giochi, chioschi o negozi.
- b Le fermate del bus vicino a casa o nei pressi della scuola sono collocate male.
- c Mancano marciapiedi e/o ciclopediste.



Preparation and implementation



Getting inspiration from best practices





1



2



3

- # Actions
1. Recognisable and colourful school areas
 2. Temporary street closures
 3. Permanent street closures
 4. Safe footpaths
 5. Story-telling walkways



4

School Streets as a Starting Point



Sharing Information



The kids' Process



Scheda sopralluogo - DATA: CURATORI:

TRATTO N.:	CARREGGIATA	CICLOPISTA	
Via..... Da..... A.....	N° corsie veicolari <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> Senso unico <input type="checkbox"/> Doppio senso	Larghezza tot. MAX..... Larghezza tot. MIN..... FONDO Materiale: <input type="checkbox"/> Tipologia <input type="checkbox"/> Sede propria <input type="checkbox"/> Sede riservata <input type="checkbox"/> Percorso promiscuo ciclopedonale	Larghezza tot. FONDO Materiale: Colore:
Se strada a doppio senso, lato numeri civici <input type="checkbox"/> pari <input type="checkbox"/> dispari	presenza di parcheggi <input type="checkbox"/> paralleli al marciapiede <input type="checkbox"/> a spina di pesce <input type="checkbox"/> a pettine		
Elementi di rischio (quali: fondo sconnesso, buche, tombini, passi carrai, auto mal parcheggiate, auto veloci, pali su marciapiede, cassonetti che intralciano...)			

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KIT PER RI-CONOSCERE I RISCHI NELLA STRADA

RISCHI IN 3D






Pros and Cons

+

Participation and training of different actors (SHARING)

Peer involvement

Traffic psychologists listen and reinforce

Narcissistic parents

+/-

Parents' perception of the problem

Habits die hard

Hypnotizing technology

-

Little culture & false idea of freedom

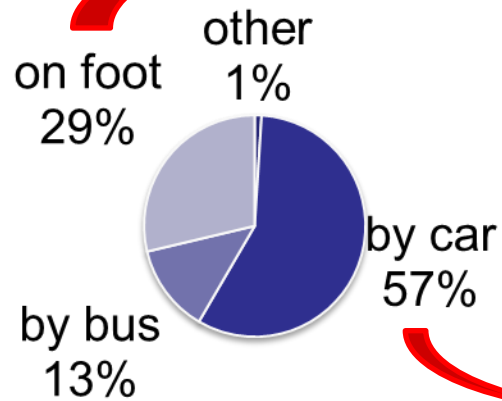
Not a common concern

Engineering measures depending on budgets

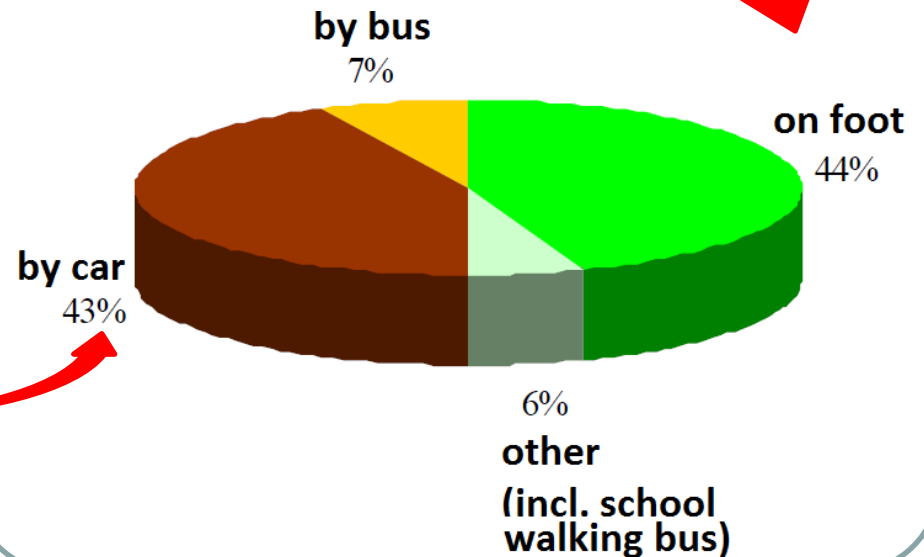
Modal Split Results

On average: annual 5% increase in walking

LUSERNA ALTA, 2011



LUSERNA ALTA, 2014



Source:



Building Alliances at all Levels

EU projects / exchange / networking

National Programmes

Turin
Metropolitan
Area «Quality of
Life and
Sustainable
Mobility»
Working Group

Local
Administrations
& Stakeholders

Networking

← → ↻ rue-avenir.ch/reseau-rues/ ☆ M



INFORMER | ÉCHANGER | INSPIRER

La rue, un espace public, un espace de vie

Contact

Qui sommes-nous ?

Publications

Journées

Thèmes

Ressources

L'association

Nous contacter

Actualités

Prix Rue de l'Avenir

Réseau Rues

Paris 2015

Réseau RUES: pour une mobilité conviviale et sûre



Le réseau RUES, est un réseau francophone (Belgique, France, Luxembourg, Québec et Suisse) d'experts en mobilité urbaine, conviviale et sûre. Il se réunit chaque année pour échanger les bonnes pratiques dans chaque pays (aménagement, réglementations, gouvernance, communication-sensibilisation,...) et visiter une ville ou quelques aménagements exemplaires.

Les membres fondateurs du *Réseau RUES pour une mobilité conviviale et sûre* - en 2006 - sont Rue de l'Avenir Suisse, Rue de l'Avenir France, le CEREMA et l'IBSR

Les correspondants du Réseau RUES

Belgique

- Institut Vias (anciennement IBSR Institut belge de la sécurité routière)
- Direction Stratégie de Bruxelles Mobilité
- DEMETER Université de Liège
- CRR Centre de recherches routières

France

- CEREMA direction technique Territoires et Villes
 - Rue de l'Avenir France
- Luxembourg
- Association Sécurité routière

Québec

- Ministère des transports, de la mobilité durable et de l'électrification des transports
- Fondation Rues Principales,
- Vélo Québec

Suisse

- Rue de l'Avenir
- ATE Association transport et environnement
- Mobilité piétonne Suisse

Italie

- LAQUP - Turin



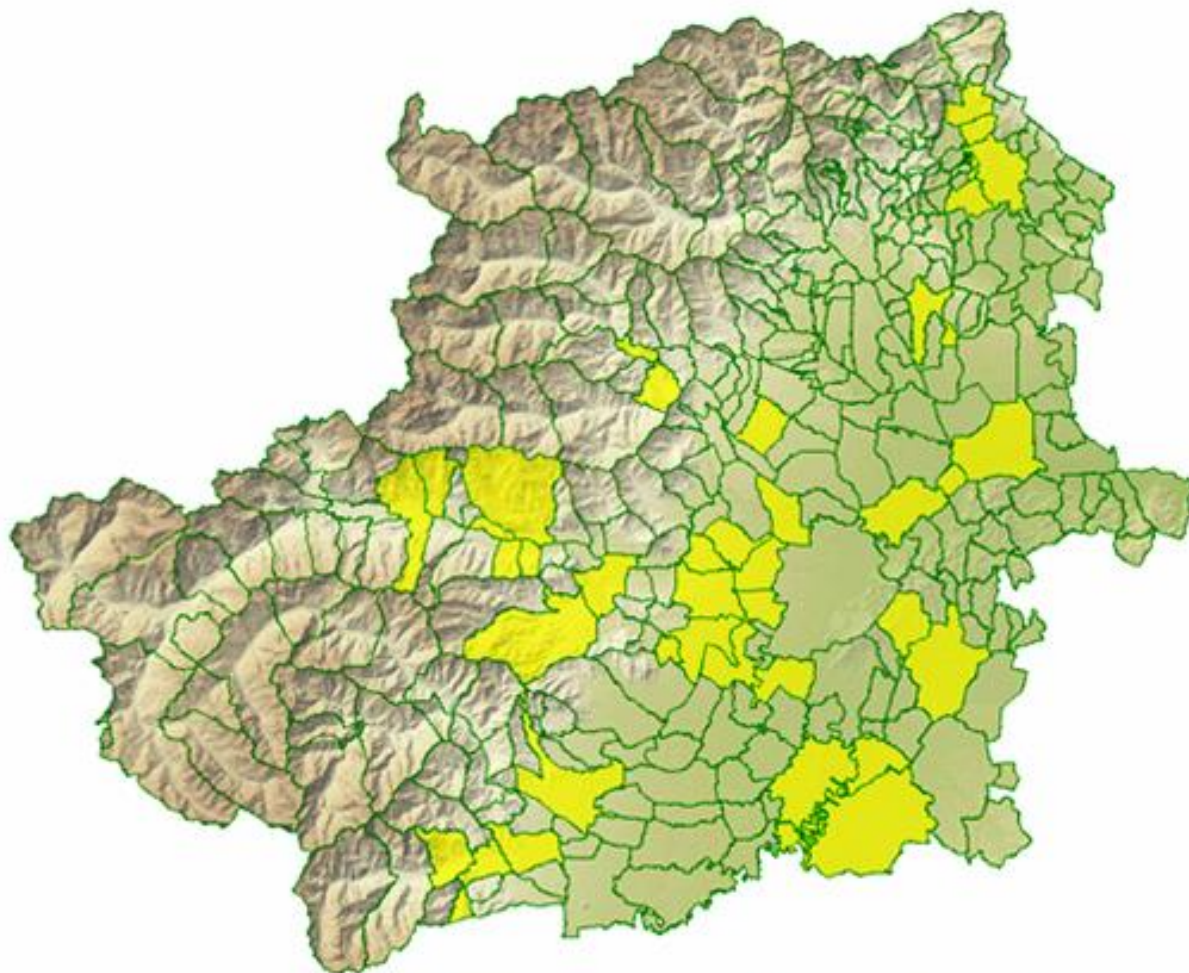
HOW?

- **Agreement** signed by CMTo-ANCI-Local Authorities
- **Agenda 2030 Working Group**
- **Training Sessions** for Councillors, Technical Staff, Teachers, Local Associations (workshops, best practice presentations, study visits, networking)
- **Education** in schools
- **Information, awareness raising, communication** to families and local communities

through **SHARING**



realizzazione dai comuni aderenti al Tavolo: **Alpignano, Avigliana, Banchette, Borgofranco d'Ivrea, Borgone Susa, Brandizzo, Bricherasio, Bruino, Bussoleno, Carignano, Carmagnola, Chianocco, Chieri, Chivasso, Ciriè, Collegno, Condove, Germagnano, Giaveno, Grugliasco, Ivrea, Lombriasco, Luserna San Giovanni, Montalto Dora, Nichelino, Orbassano, Pavone Canavese, Pessinetto, Pianezza, Pinerolo, Pino Torinese, Rivalta di Torino, Rivoli, San Giorgio Canavese, Sant'Antonino di Susa, Settimo Torinese, Torre Pellice, Vaie, Venaria Reale e Villastellone.**



46 municipalities have joined Turin Metropolitan Area «Quality of Life and Sustainable Mobility» Working Group over the years (since 2007).

Mapa della provincia di Torino: clicca sul comune per visualizzare la relativa scheda

Since 2007

1. **Alpignano**
2. **Avigliana**
3. **Banchette**
4. **Bibiana**
5. **Borgofranco d'Ivrea**
6. **Borgone di Susa**
7. **Brandizzo**
8. **Bricherasio**
9. **Bruino**
10. **Bussoleno**
11. **Caprie**
12. **Carignano**
13. **Carmagnola**
14. **Chianocco**
15. **Chieri**
16. **Chiusa San Michele**
17. **Chivasso**
18. **Ciriè**
19. **Collegno**
20. **Condove**
21. **Frossasco**
22. **Germagnano**
23. **Giaveno**
24. **Grugliasco**
25. **Ivrea**
26. **Lombriasco**
27. **Luserna San Giovanni**
28. **Moncalieri**
29. **Nichelino**
30. **Orbassano**
31. **Pavone Canavese**
32. **Pessinetto**
33. **Pianezza**
34. **Pinerolo**
35. **Pino torinese**
36. **Rivalta di Torino**
37. **Rivoli**
38. **S. Antonino di Susa**
39. **San Giorgio Canavese**
40. **San Giorio di Susa**
41. **Santena**
42. **Torre Pellice**
43. **Vaie**
44. **Venaria Reale**
45. **Villastellone**

Sharing with

- **Over 10,000 students from Primary and Secondary Schools**
- **Families**
- **Local Associations**

Building alliances

Some topics for discussion

- **Alliances** are made of individuals: working groups may vary a lot over the years
- Keeping **alliances** alive
- Dealing with the built environment in order to make it more attractive and walkable etc. is no picnic: can residents be **active allies**?
- Engineering measures: are they all expensive? Can local communities become **allies** in creating low cost engineering measures?
- Retailers: **allies** or enemies of active mobility/streets for people?

CONTACT



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