

TeMA

Journal of
Land Use, Mobility and Environment

The climatic, social, economic and health phenomena that have increasingly affected our cities in recent years require the identification and implementation of adaptation actions to improve the resilience of urban systems. The three issues of the 15th volume will collect articles concerning the challenges that the complexity of the phenomena in progress imposes on cities through the adoption of mitigation measures and the commitment to transforming cities into resilient and competitive urban systems.

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THE CITY CHALLENGES AND EXTERNAL AGENTS.
METHODS, TOOLS AND BEST PRACTICES

THE CITY CHALLENGES AND EXTERNAL AGENTS. METHODS, TOOLS AND BEST PRACTICES

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The cover image shows the Irpinia hills at sunset, highlighting the enhancement of two renewable energy sources: sun and wind.
The photo was taken by Giuseppe Mazzeo in August 2022, in S. Andrea di Conza, Avellino, Italy.

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Contents

353 EDITORIAL PREFACE
Rocco Papa

FOCUS

355 **Assessing territorial vulnerability**
Simone Beltramino et al.

377 **Resilient marginal cities by encouraging intermodality strategies**
Irina Di Ruocco

LUME (Land Use, Mobility and Environment)

397 **How urban food gardening fits into city planning**
Anna Forte, Enrico Gottero, Claudia Cassatella

415 **Landscape and the city**
Donatella Cialdea, Antonio Leone, Vito Muscio

431 **Travel mode choice and its responsiveness to the needs of commuters with disability in the Accra Metropolitan Assembly**
Odame Prince Kwame

447 **Circular living. A resilient housing proposal**
Emanuela Brai, Giovanna Mangialardi, Domenico Scarpelli

- 471** **Landscape and urban planning approach within regional spatial planning system. Case study of Moscow oblast'**
Elina Krasilnikova, Alesya Goncharik
- 487** **Buffer areas for sustainable logistics**
Ilaria Delponte, Valentina Costa, Ennio Cascetta, Armando Carteni, Flavia Scisciòt
- 501** **Climate variation in metropolitan cities**
Ginevra Balletto, Martina Sinatra, Roberto Mura, Giuseppe Borruso
- 517** **Energy saving and efficiency in urban environments: integration strategies and best practices**
Carmen Guida

COVID-19 vs CITY

- 533** **The weapons of the city against pandemic assaults**
Maria Angela Bedini, Fabio Bronzini

REVIEW NOTES

- 543** **Climate adaptation in the Mediterranean: storms and droughts**
Carmen Guida, Stella Pennino
- 549** **Accelerate urban sustainability through policies and practices on the mobility system in Italy**
Federica Gaglione, David Ania Ayiine-Etigo
- 555** **Planning for sustainable urban mobility in Italy. Insights from Palermo and Cagliari**
Gennaro Angiello
- 561** **Sustainable cities and communities: the cost of pursuing SDGs**
Stefano Franco
- 565** **The interventions of the Italian Recovery and Resilience Plan: tourism for more competitive cities**
Sabrina Sgambati

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REVIEW NOTES – Town planning international rules and legislation Accelerate urban sustainability through policies and practices on the mobility system in Italy

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Abstract

Starting from the relationship between urban planning and mobility management, TeMA has gradually expanded the view of the covered topics, always following a rigorous scientific in-depth analysis. This section of the Journal, Review Notes, is a continuous update about emerging topics concerning relationships among urban planning, mobility, and environment, thanks to a collection of short scientific papers written by young researchers. The Review Notes are made up of five parts. Each section examines a specific aspect of the broader information storage within the main interests of the TeMA Journal. In particular: the Town Planning International Rules and Legislation. Section aims at presenting the latest updates in the territorial and urban legislative sphere. The current challenges that today's cities have to face, from climate change to environmental and social ones, have led to urban planning being accompanied by the mobility system from a sustainable point of view. In turn, sustainable mobility constitutes that important link in the chain of development of cities. In this direction, the contribution explores in the first part how the scientific community is addressing the issue of sustainable mobility and what the new paradigms are, however, in the second part it focuses on the urban policies issued by the Italian government.

Keywords

Urban sustainability; Sustainable mobility; European policy; Urban agenda; Sustainable Development Goals.

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1. Towards urban sustainability mobility

Rapid urbanization in many cases unplanned combined with population growth and its relative aging are problems felt in much of the world (Cobbinah et al., 2022). In the latest reports issued by the United Nations, more than half of the world's people live in urban centers, with expectations of further growth in the future (Lu et al., 2021). This has led to spatio-temporal inequalities between travel needs and requirements and transport infrastructures which has had significant consequences on cities such as traffic congestion, road accidents, air and noise pollution, inefficient energy consumption and finally and most importantly, the impacts on people's general standard of living (Kiba-Janiak & Witkowski, 2019). At European level, urban traffic contributes around 40% of CO₂ emissions and 70% of emissions of other pollutants from road transport. In detail, Italy emits about 23% of total greenhouse gas emissions from road transport (of which about 60% attributable to cars), nitrogen oxide emissions for about 50% and particulate emissions for about 13% (Ispra, 2017). These data highlight the need to plan and improve the urban mobility system from a strategic point of view in relation to the urban layout of cities in order to achieve sustainable development objectives. Transport-territory integration has undergone a strong evolution over the years (Wegener, 2021). In the early 1980s, in many urban communities, the most common primary mode of travel was the private car. Consequences also related to a lack of encouragement, coordination and alignment between transport planning and urban planning (Silva et al., 2017). The current challenges that cities are facing such as climate, environmental, social and economic change have overturned the paradigm of urban planning of the mobility system, accompanying it from a sustainable perspective. Just think of Agenda 2030, which has identified the important link in the chain of sustainable development of cities precisely in the sector of urban transport planning. The ever more overwhelming emergence in the scientific and political debate of a will to favor sustainable mobility combined with "intelligent mobility" has provided researchers and policymakers with new ways to understand and plan cities (Yigitcanlar & Kamruzzaman, 2020). Today, sustainable mobility is becoming a new theoretical paradigm that introduces an alternative approach to conventional transport planning. Following this new paradigm, people are at the center of the planning objective; therefore, integrated actions must be implemented to encourage modal shift in the transport system and to reduce the need to travel (Gehl, 2013). In recent years there has been an intense discussion in the literature on various issues related to future mobility and the future of public transport. Most of the studies focus on trying to promote sustainable mobility through the use of new technologies, while other similar research topics outline a completely fragmented picture of possible future perspectives and practices related to future urban mobility and public transport (Porru et al., 2020). Some studies like Sahu et al. 2021; Langford et al., 2021, have tried to develop methodologies based on spatial analysis in a GIS environment to define the levels of accessibility to urban services through rail and road transport. Other studies, on the other hand, have focused on examining how to optimize the times needed to reach a given service based on the user's travel behavior inferred from sample surveys relating to current preferences, constraints and behaviors and the topological characteristics of the network and the quality of the service offered (Wong et al., 2017). Understanding these mobility patterns can help establish effective and appropriate public transport policy measures to improve user mobility. In turn, today the scientific debate is strongly focused on the study of "soft" mobility networks on an urban and neighborhood scale in relation to the built environment and the shape of urban fabrics (Gaglione et al., 2022). In particular, the studies investigate the physical characteristics related to geometry such as the width of sidewalks and road crossings, etc., environmental characteristics related to urban furniture elements, such as lighting and functional characteristics related to the location of urban services in order to understand the significance of each feature and understand how and where to improve and design "soft" mobility networks (Alattar et al., 2021). Last year's events related to the pandemic forcefully re-proposed the experimentation of a city model based on soft mobility networks enclosed under the 15-minute city model (Calafiore et al., 2022). The 15-minute city relies on traffic containment, the provision of safe and pleasant spaces for walking

and cycling, as well as the implementation of quality public transport at affordable prices, are the main lines of defense of the city. This has forced changes in the use of urban spaces and routes, to reach and use services as close to home as possible, requiring short distance travel only in the immediate area around the homes, and has helped to raise the "walking appeal", which has been the subject of study within the scientific community and political-institutional spheres for some years. The scientific progress made so far in trying to propose methods of analysis, scenarios and intervention solutions all converge in a single supply chain that can be enclosed in "smart mobility". The real criticality emerges in the fact that cutting-edge methods, models and technologies should coordinate to favour an integrated planning process. In turn, there is now a lack of political leadership support for meaningful decision-making on urban mobility. While on the one hand the scientific community is trying to make progress in the field of research, also political institutions such as the European Union are trying to propose locally decided and implemented solutions to shape a new culture of urban mobility. In particular, the European Commission has tried to strongly support local decision-makers especially in terms of resources in order to aim for a type of competitive and efficient urban mobility in terms of resources. Some valid examples can be found in the projects funded under the European Framework Program for Research and Innovation Horizon 2020 by the European Community such as CIVITAS aimed at bringing the latest innovations of European research on urban mobility into cities through coordination mechanisms and exchange between projects. In the meantime, numerous strategic documents have been adopted which also constitute a guide for local authorities for the definition of guidelines and strategies to be implemented in the field of urban mobility such as the White Paper: roadmap towards a single European transport area: towards a competitive and resource-efficient transport system; Green Paper: Towards a new culture for urban mobility; Action Plan on Urban Mobility; and a European strategy for low-emission mobility. These are just some proposed documents. Projects and strategic documents should encourage local governments to develop and implement a SUMP to decrease dependence on individual private transport. In turn, the theme of sustainable mobility is also one of the missions of the recovery and resilience plans after the pandemic crisis. In the light of these premises, the document focuses on the latest reports approved and issued by the Italian government or Urban Agenda of the Ministry of Infrastructure and Sustainable Mobility where cities are at the center of the action and on investments, programs and innovation of sustainable mobility in metropolitan cities.

National urban agenda for sustainable development



One of the latest documents issued in the field of urban policies, in turn approved in October 2022, aims to define a strategic framework to guide the policies under the responsibility of the Ministry of Infrastructure and Sustainable Mobility (Mims). The document puts cities at the center of attention. This is in turn demonstrated by the huge resources allocated to urban policies deriving from the National Recovery and Resilience Plan (Pnrr) and the Complementary National Plan (Pnc)". Above all, the document provides methods and devices to contribute to the definition of the national Urban Agenda for Sustainable Development, pursuant to the mandate of the Interministerial Committee for Urban Policies (CIPU). The drafting of the document took place through a pool of urban policy experts set up at the Mims, which proposed concrete actions and

programs in line with the objectives of the 2030 Agenda. The Urban Agenda stands as a tool for dynamic policy guidance of the Ministry aimed at cities, a theme on which, with a view to complementarity, other documents on issues relating to urban policies have also recently been produced. In its first part, the Urban Agenda defines a methodology aimed at achieving the Sustainable Development Goals of the UN 2030 Agenda, however, in the second part, the operational and governance tools useful for sustainable urban development are examined. For each action envisaged in the Agenda, the 2022-2036 budget allocations and the resources of the PNRR and the Complementary National Plan have been identified. Linking them to the 17 objectives of the 2030 Agenda and to 27 quantitative objectives linked to European Union or national strategies and plans. The document sets several objectives related to public infrastructures and logistics that strategic planning of sector and road and highway systems in order to develop quality, reliable, sustainable and resilient infrastructures. In particular, among the various proposals, it aims at the territorial scale for the development and safety

of air transport through the modal integration between air, rail, motorway and port transport, determining on this basis the catchment areas and the airport accessibility of each airport. In turn, rail systems, development and safety of rail transport: by 2030 double and by 2050 triple high-speed rail traffic compared to 2015. Instead, at the urban scale it aims to provide access to safe, sustainable transport systems and convenient for all with a view to wanting to improve road safety especially for vulnerable groups of the population to women, children, people with disabilities and the elderly through the expansion of public transport by 2030. A further step must be carry forward in 2030 aimed at "soft" mobility aimed at doubling the extension of urban cycle paths compared to 2020, as indicated by the EU Commission by intervening directly in urban areas. Finally, with regard to housing policies, the goal is to double the annual rate of energy renovation of buildings (from the current 1% to 2%) and to stimulate the undertaking of deep energy renovations. Finally, the document describes the best practices developed in various territorial contexts and which can also serve as an example for territories that are not yet highly developed. The methodology and guidelines illustrated in the document may also be adopted, in the future, by other Ministries to accompany national, regional and local planning with a view to more resilient, inclusive and sustainable development.

Policies for sustainable urban mobility



This second document examined strongly shows how policies are moving towards a strengthening of new and increasingly sustainable forms of mobility. The development of new mobility paradigms is in fact changing the way of conceiving travel and is affecting individual behavior. To speed up these processes, the Italian government has favored investments in infrastructure and means of transport, also enhancing the tools for managing local mobility, with the aim of improving services for citizens and reducing pollution and congestion in metropolitan cities. The document is divided into five parts: (i) MIMS policies for urban and metropolitan areas; (ii) the demand and supply of passenger transport; (iii) tools to improve mobility in cities between mobility management and smart mobility policies; (iv) plans and

programs for sustainable mobility in urban areas; (v) priority interventions and programs for the development of sustainable mobility in metropolitan cities. The document aims to define an exhaustive framework of the tools available to local administrations to improve mobility in urban and metropolitan areas, including those in which the Ministry has invested in the two-year period 2021-2022, and highlights the main plans and programs for metropolitan cities and urban areas.

An in-depth analysis is dedicated to the policies for sustainable local mobility on how the two-year period 2021-2022 aimed at upgrading the infrastructure and the local transport system. In particular, the major investments were made: (i) 3.6 billion for the commissioning of 216 km of new metros, tramways and bus ways; 3 billion for the purchase of 3,000 electric/hydrogen buses in urban areas and 1,500 natural gas buses for extra-urban transport; 200 million for the construction and commissioning of 565 km of urban cycle paths. The document places a further focus on the "Mobility as a Service (MaaS)" model, which provides for the integration of several public and private transport services that can be combined into a single service accessible digitally through platforms that offer different mobility options on the basis to the needs of the individual user. The leading cities of the MaaS services were Milan, Naples, Rome, Bari, Florence and Turin, to which 57 million euros were allocated. In turn, the report mentions the initiatives concerning local public transport, highlighting that the Government has reserved 190 million euros for the "transport bonus", which can be used for the purchase of season tickets for public transport. Finally, attention is also paid to planning activities, with the establishment of the Mobility Management technical table and the strengthening of the functions of the national observatory for planning support and for monitoring sustainable local mobility. In summary, the entire work highlights how cities are the main players on which to intervene in order to respond to the sustainability targets to which we must strive.

The document focuses its attention on the theme of sustainable mobility and how today new mobility paradigms are increasingly consolidating in different territorial contexts and in the habits and behaviours of users. The organization and management of the various forms of mobility has always been a "hot" topic in the scientific and political debate since it constitutes that element of conjunction between users, activities and territory in urban areas. In the first part, the work examines how the scientific literature is addressing the issue and, in turn, how sustainable urban mobility is becoming a new theoretical paradigm which introduces an alternative approach to conventional transport planning and which can be enclosed within the large supply chain called "smart mobility". In the second part, the work underlines that cities are the main actors on which to intervene to respond to the sustainability targets to which the European Community and the recovery and resilience plans have called us to act and to move towards new ways of looking at the different territorial contexts. The review boxes of this work, in turn, underline that Italy is trying to produce dynamic and flexible guidance tools and a concrete example is the MIMS Urban Agenda, in turn supporting large investments in the various transport sectors. The real difficulties today arise in coordination aimed at promoting integrated planning within the significant decision-making processes of urban mobility.

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