University of Palermo | Department of Architecture
Master Programme in Spatial Planning | Year II
Academic Year 2026-2027 | First semester

Urban and Regional Policies

Module of Planning 2 Studio + Urban And Regional Policies Integrated Course

Prof. Ignazio Vinci

The socio-spatial targets of urban policy (Part II)

STRUCTURE OF THE COURSE

Lectures

- Policy challenges in contemporary urban areas
- Actors and policy-makers in urban policy
- The socio-spatial targets of urban policy
- Urban policy as a process
- European Union urban and regional policy
- Case studies

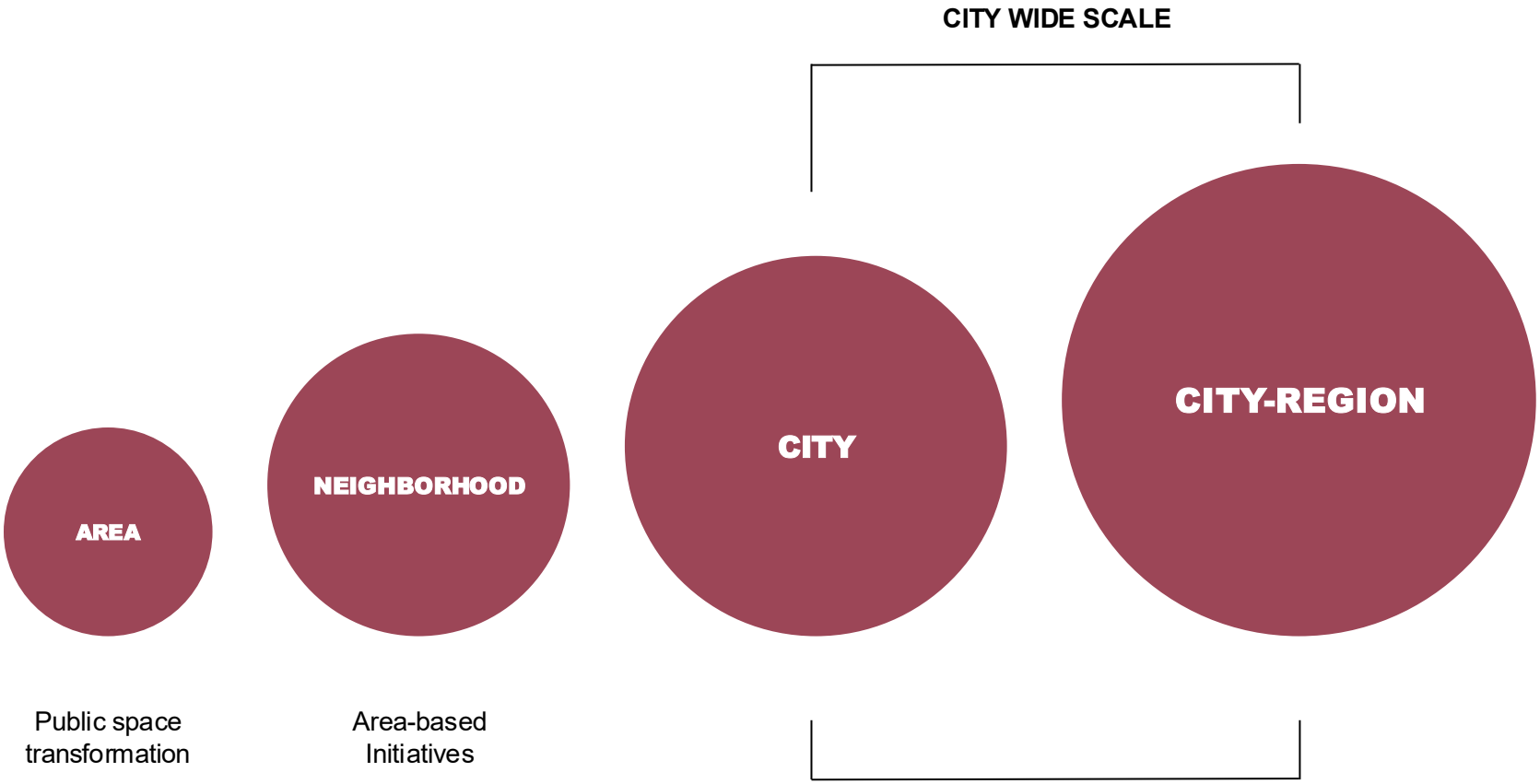
Readings

- Articles and papers

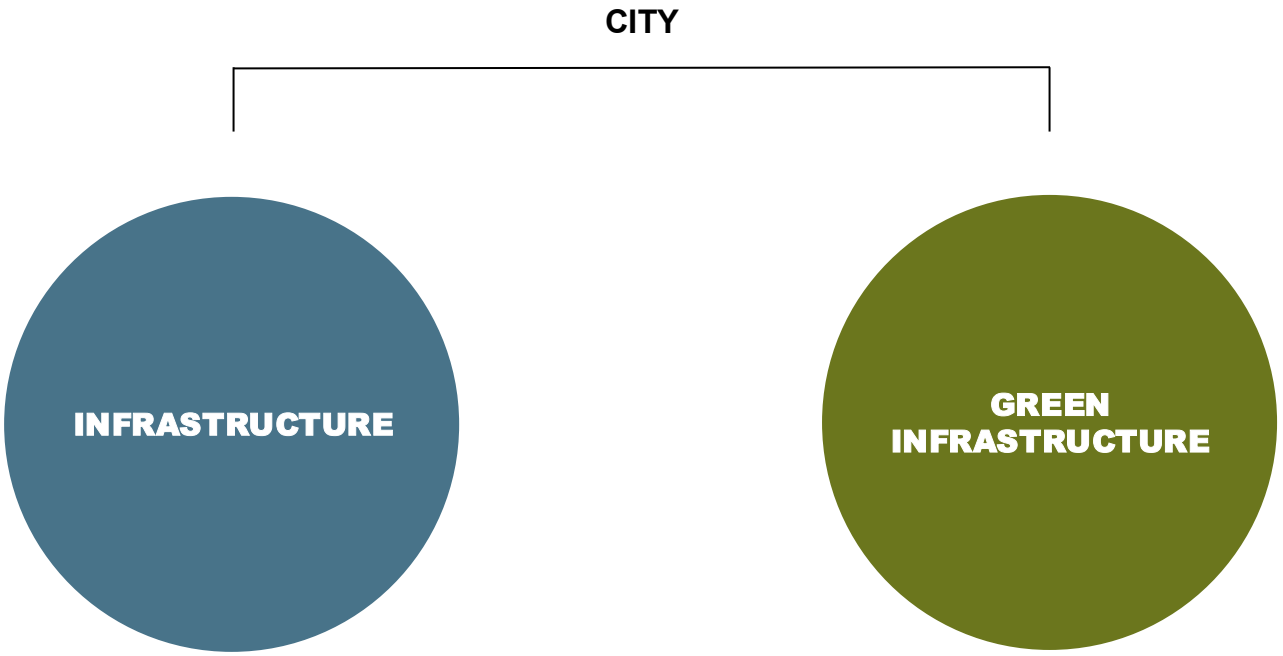
Project Work

- Policy analysis exercise

SPATIALITY OF URBAN POLICIES



CITY-WIDE URBAN INITIATIVES



Urban or metropolitan area as a **network of connected infrastructure and technologies** to secure its social and economic functions

Urban or metropolitan area as a **network of green and blue infrastructure** to increase the environmental performance and protection of nature

CITY AS AN INFRASTRUCTURE

The sustainable mobility perspective

The most common interpretation of a **city as an infrastructure** looks at urban areas as **networked structures** that help citizens to **move over space** and access **different types of resources**.

Sustainable mobility can be defined as a transport system that meets simultaneously **economic**, **environmental**, and **social needs** and embraces forms of human mobility that respond to physical and social challenges ensuring accessibility without compromising **future generations' ability to meet their own needs**.

It can be read as an evolution of **sustainable transport**, which firstly refers to the shift from traditional, polluting transport modes to **clean and low-emissions means of transport**, to reduce emissions in the atmosphere and pollution within urban areas, through enhancement of public transport and the transition to zero-emission vehicles.

CITY AS AN INFRASTRUCTURE

The sustainable mobility perspective

Sustainable mobility integrates the environmental focus of modern transport strategies with an emphasis on **people** and **local communities** in a given territory. Its focus is, for instance, on:

- integration of **active mobility**, encouraging low-impact forms of moving, such as walking, cycling, and use of electric scooters.
- **shared mobility**, encouraging services such as car sharing, bike sharing, and ride-pooling to reduce vehicles on the streets and support last-mile travels.
- **accessibility and equity**, to ensure that everyone (including old people, people with disabilities, low-income people) can travel safely and affordably.
- designing the **city-transport interface**, focusing on liveable places and supporting wider objectives of urban renewal and neighborhoods regeneration.

The key instrument to foster Sustainable mobility is the **Sustainable Urban Mobility Plan** (SUMP).

SUSTAINABLE URBAN MOBILITY PLAN

A **SUMP** seeks to tackle mobility problems more efficiently than the traditional approaches to tackle transport-related issues within urban areas.

It is usually the result of a **structured co-design process** that comprises **status analysis**, careful **objectives** and **targets setting**, **selectivity**, **monitoring** and **evaluation**.

The basic characteristics of a Sustainable Urban Mobility Plan are:

- **Long-term vision and clear implementation plan**;
- **Participatory approach**;
- **Integrated development of all transport modes**;
- **Assessment of current and future performance**;
- **Regular monitoring, review and reporting**;
- **Consideration of external costs for all transport modes**.

A SUMP PROJECT CYCLE



SUSTAINABLE URBAN MOBILITY PLAN

Typical objectives of a SUMP are:

- Improve the **attractiveness of public transport**, **shared mobility** and **cycling** and **walking infrastructure**.
- Increase **modal integration** within urban transport systems and improve the **economic performance of public transport**.
- Improve the **energy and environmental performance** of passenger vehicle fleets, including through the introduction of low-emission vehicles.
- Organise **urban logistics**.
- Ensure **accessibility for people with reduced mobility**, **low-income groups** and **older people**.
- Improve **road traffic safety** for vehicles, pedestrians and cyclists.

SUSTAINABLE URBAN MOBILITY PLAN

The Bologna case study

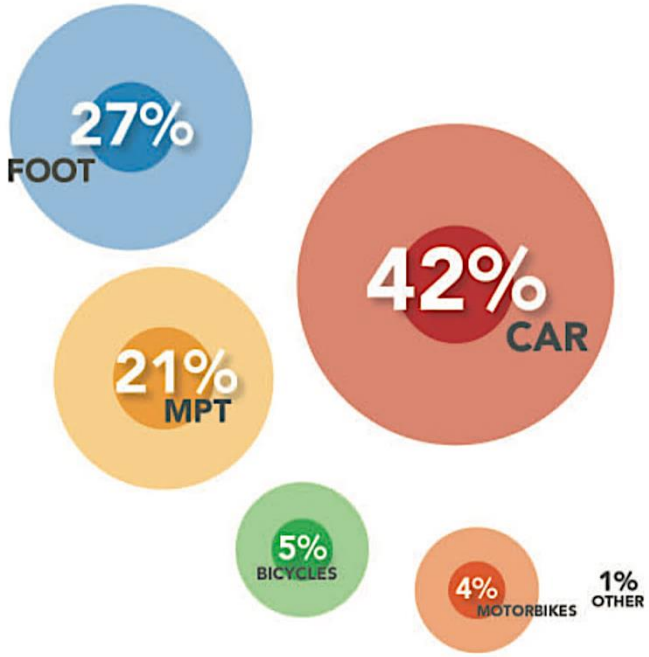


Metropolitan City of Bologna – Key data

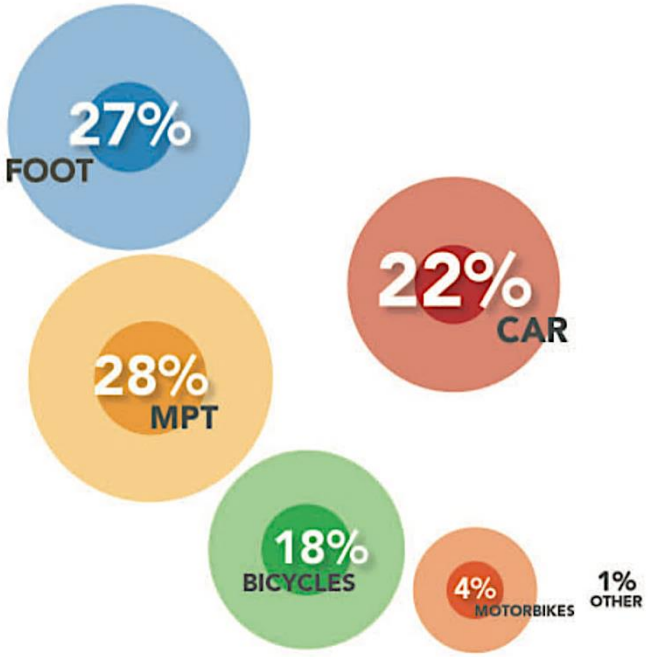
- Number of municipalities: **55**
- Unions of municipalities: **7**
- Population: **1,025,640**
- Total surface area: **3,702** sqkm
- Population density: **274** inhabitants/sqkm

SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Goals for the city of Bologna



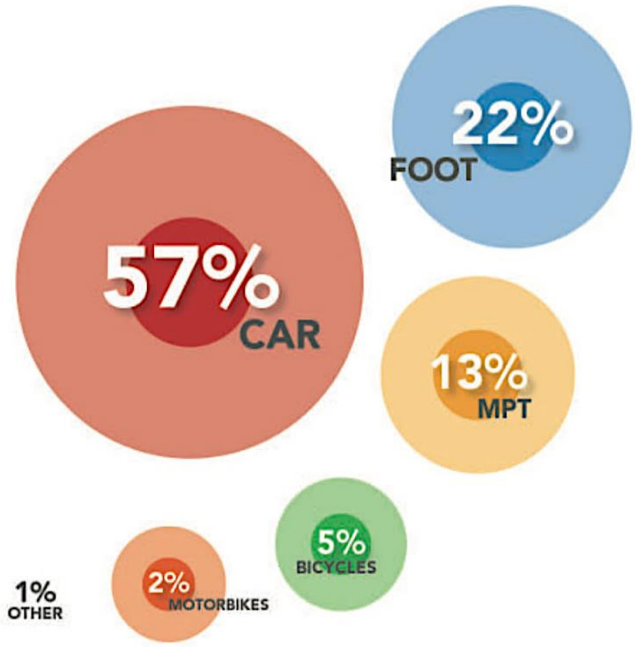
2016



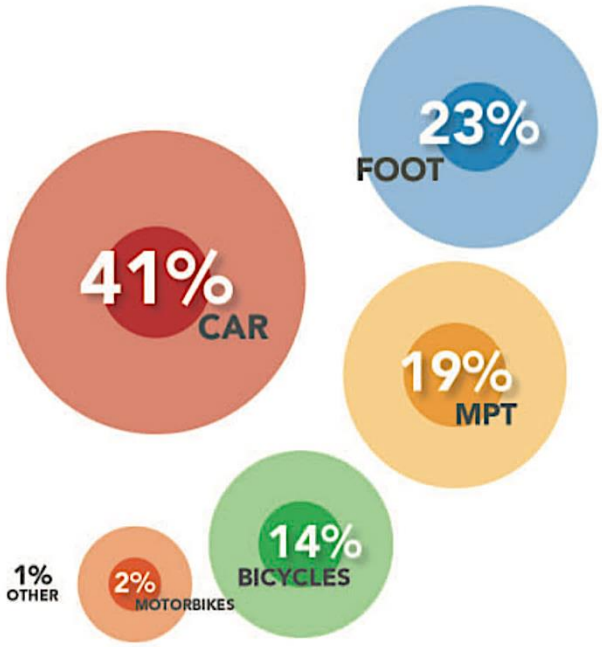
2030

SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Goals for the metropolitan area of Bologna



2016



2030

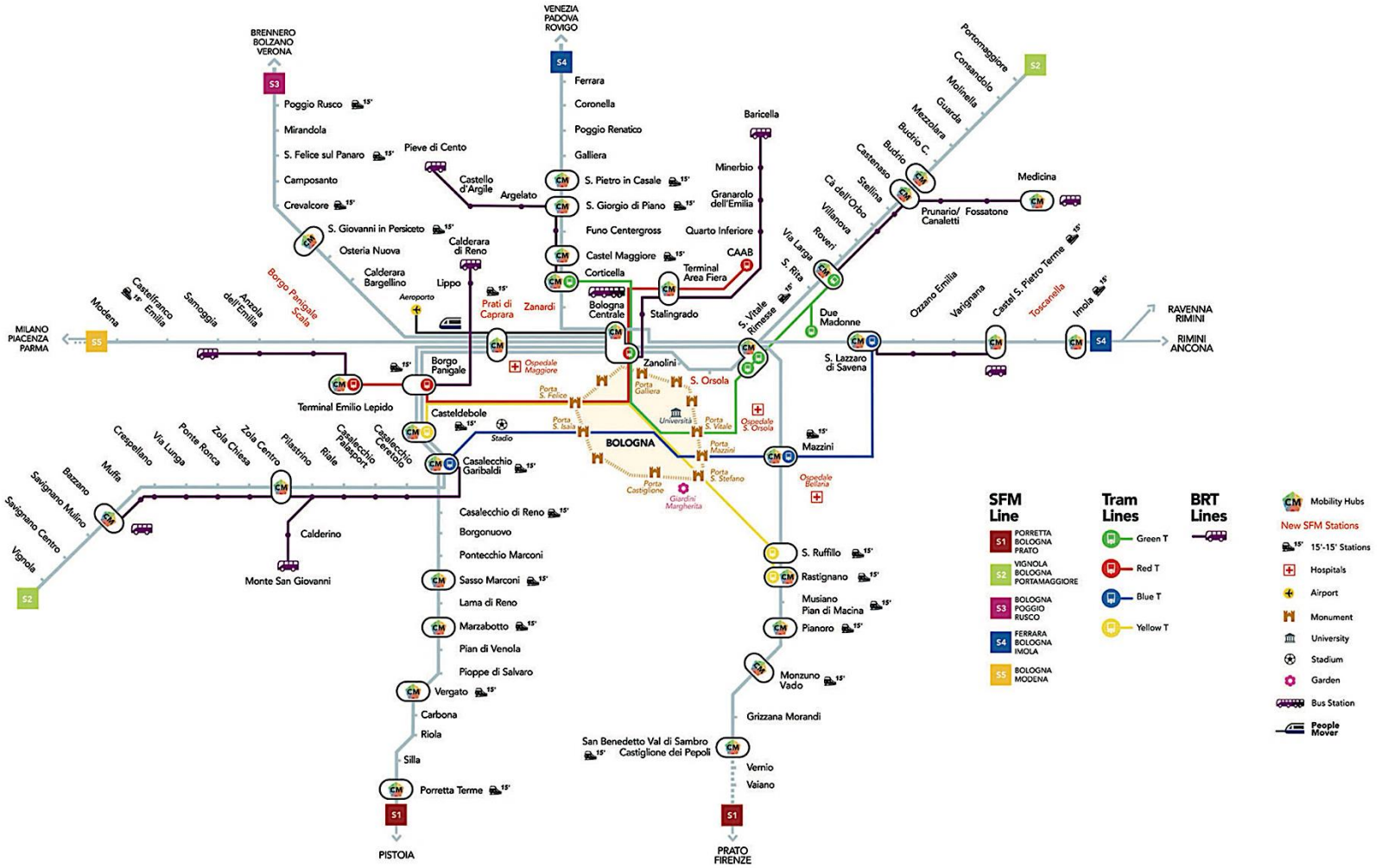
SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Pillars of the Plan

- The **Metropolitan Railway Netoworw** (SFM), which acts as the backbone to secure regional connectivity and urban development.
- The **Tram Network**, founded on four primary lines (Red, Green, Yellow, Blue), designed to gradually replace major urban bus and trolleybus corridors.
- The **Cycling Network** (Bicipolitana), to incentivize cycling at the metropolitan scale and safely connect the city center with suburban areas.
- **Mobility Hubs**, as the point of connectivity of the above mentioned transport networks.
- **Protection of the city's historic centre** from the cars, with Limited Traffic Zone (ZTL), pedestrian areas (ZTL) and logistic regulations.

SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Metropolitan Public Transport Network



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Cycling metropolitan network (Bicipolitana)

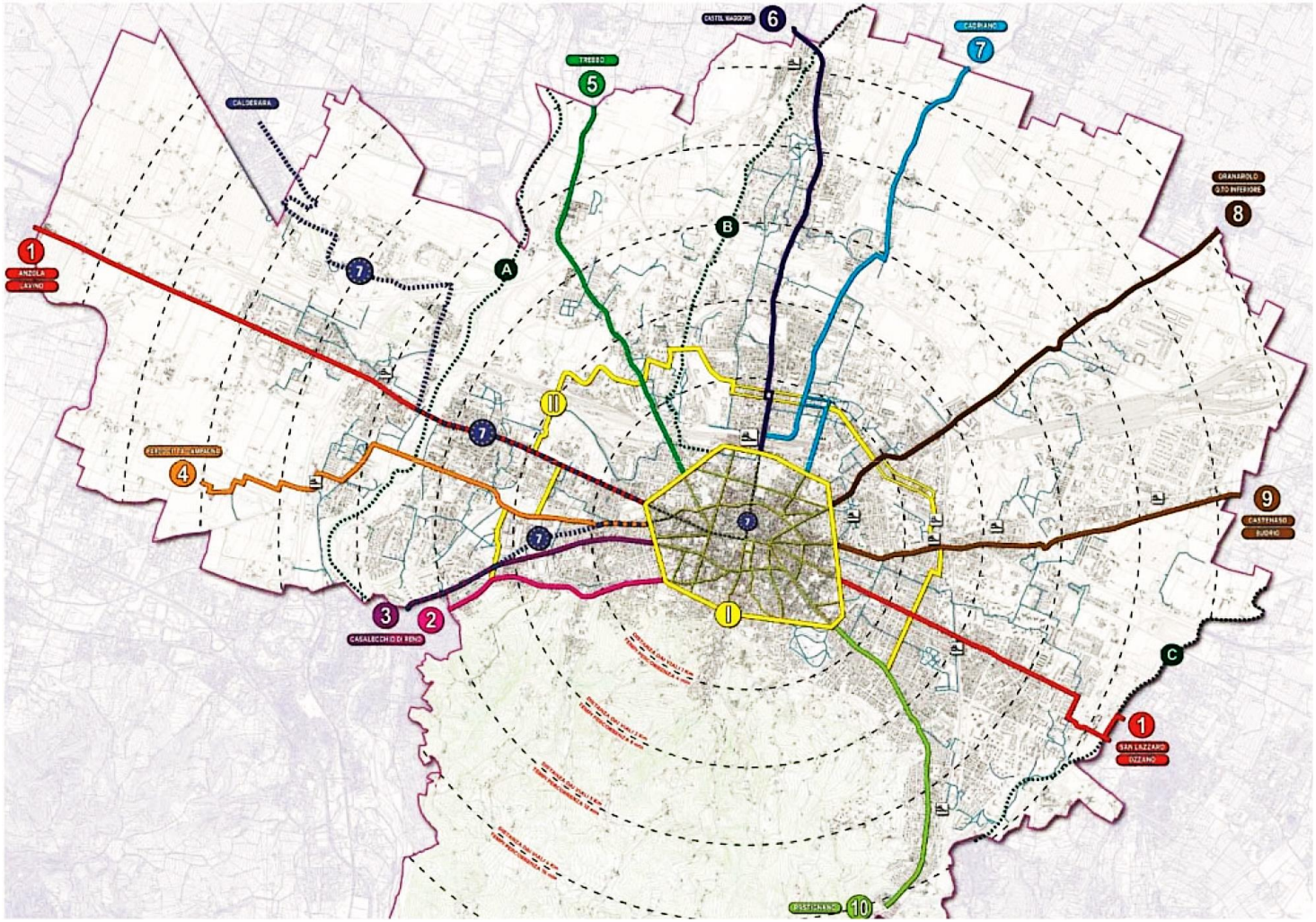
Daily Cycle Network
- Strategic network
- Integrated network

Tourist Cycle Network
- International and national cycling itineraries
- Regional cycling itineraries
- Metropolitan cycling tourist itineraries
- Hiking routes
- Parks cycle-paths



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

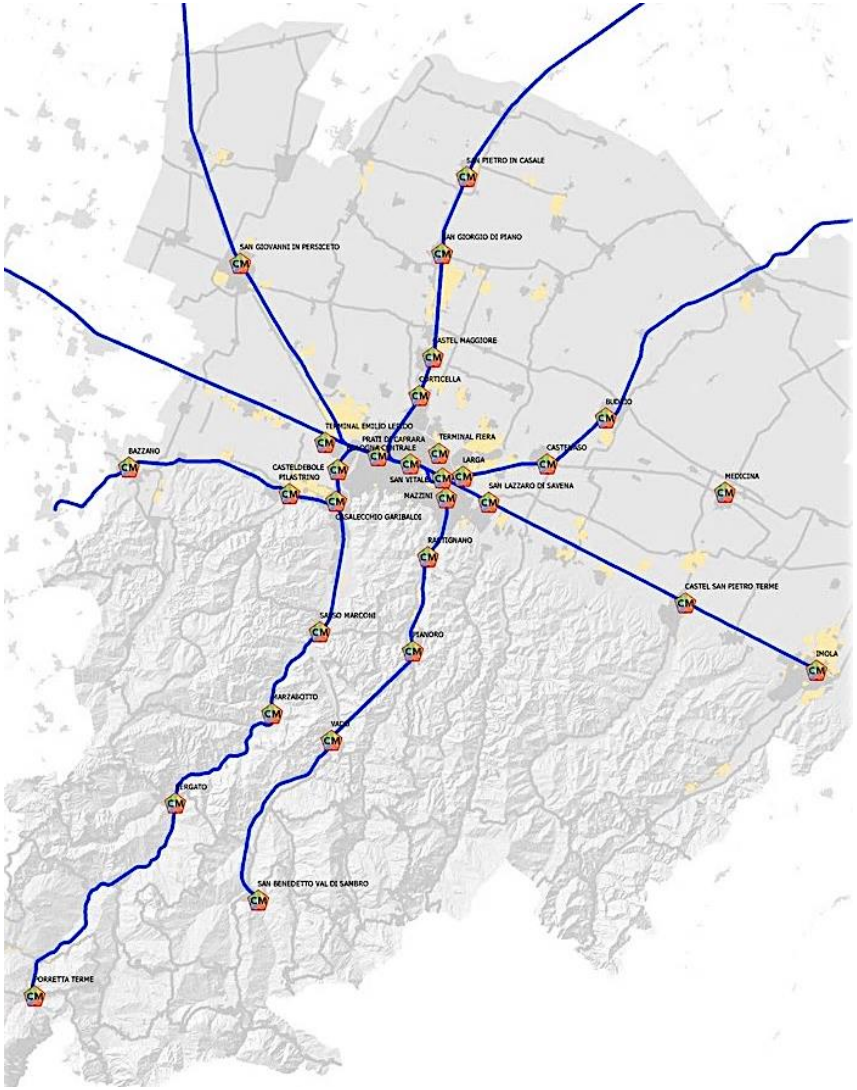
City of Bologna Cycling plan



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

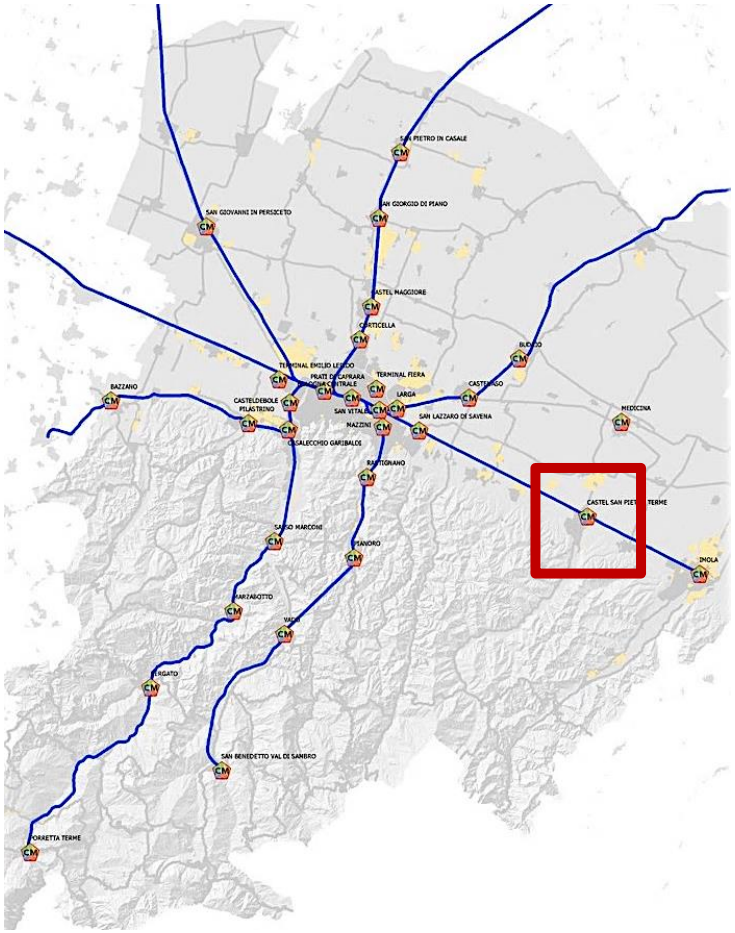
Mobility Hubs

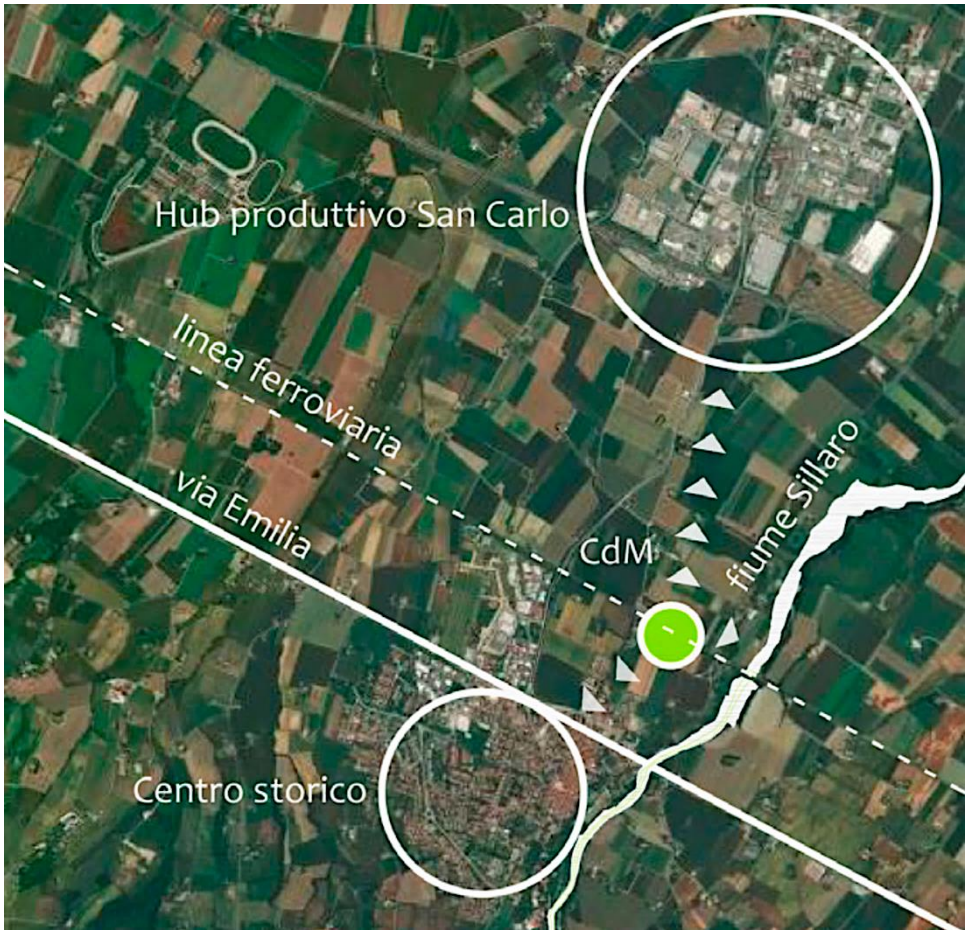
- **30 Mobility Hubs** located near railway stations and terminals.
- **Interchange hubs** connecting public transport, private transport (cars, motorcycles, bicycles) and pedestrian mobility.
- **Fully equipped service and activity centers** (both public and commercial) being offered to residents, commuters and tourists.



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

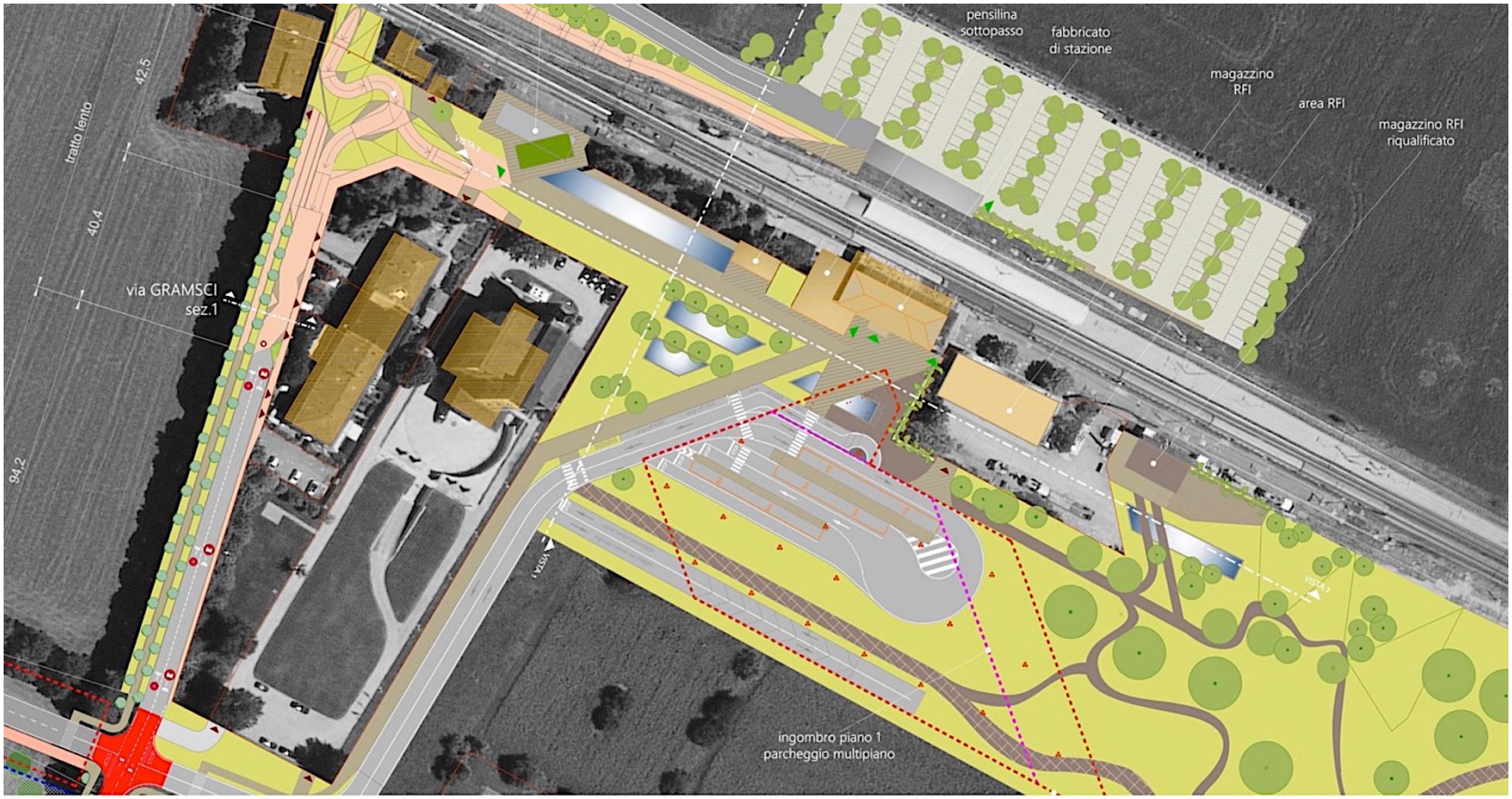
Castel San Pietro Mobility Hub





SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Castel San Pietro Mobility Hub



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

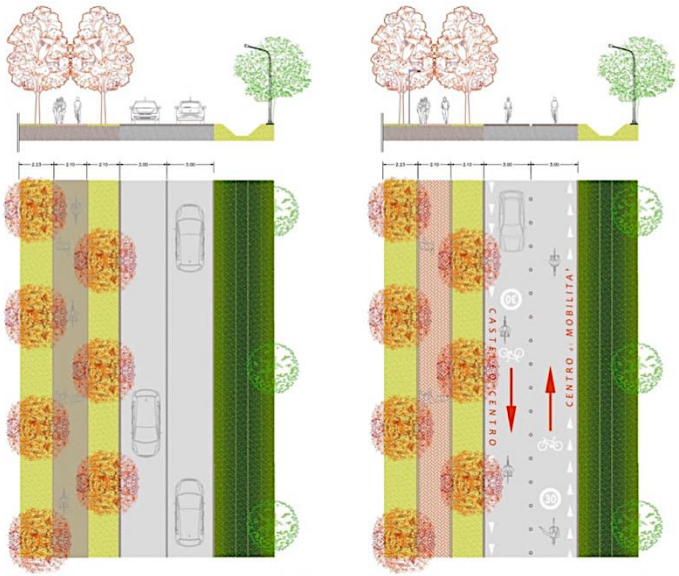
Castel San Pietro Mobility Hub



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Castel San Pietro Mobility Hub

Nature-Base Solutions





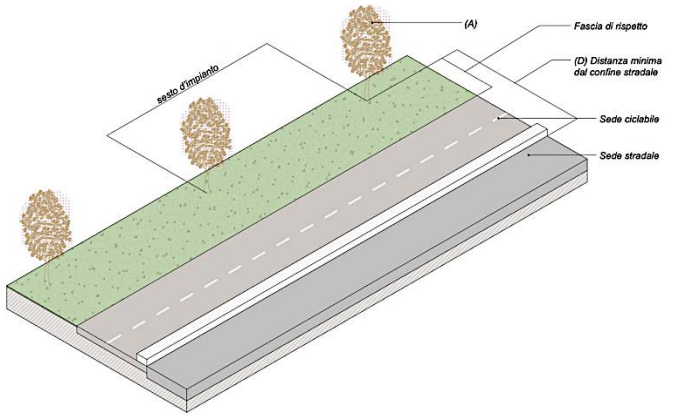
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Mobility Hubs



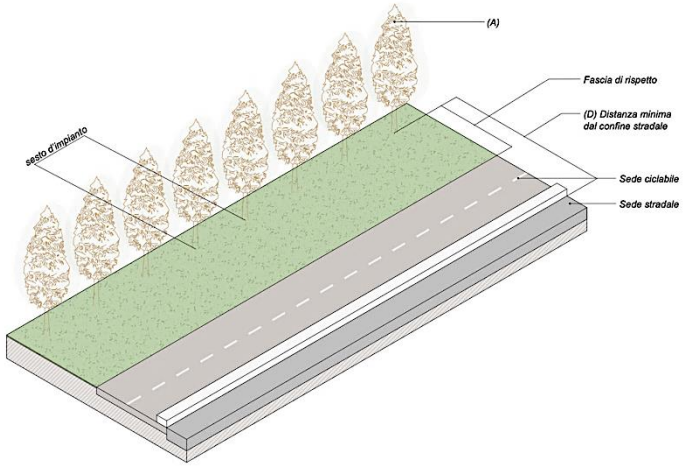
Filare con funzione ombreggiante

A. Filare singolo formato da alberi di terza grandezza, sesto d'impianto consigliato 8m.
D. La distanza minima dal confine stradale fuori dai centri abitati è di 6m, l'intervallo preciso va calcolato considerando la massima altezza raggiungibile dall'essenza per far fronte ad un'eventuale ipotesi di ribaltamento della stessa.



Filare con funzione schermante

A. Filare singolo formato da alberi di seconda grandezza, sesto d'impianto consigliato 2,5m.
D. La distanza minima dal confine stradale fuori dai centri abitati è di 6m, l'intervallo preciso va calcolato considerando la massima altezza raggiungibile dall'essenza per far fronte ad un'eventuale ipotesi di ribaltamento della stessa.



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

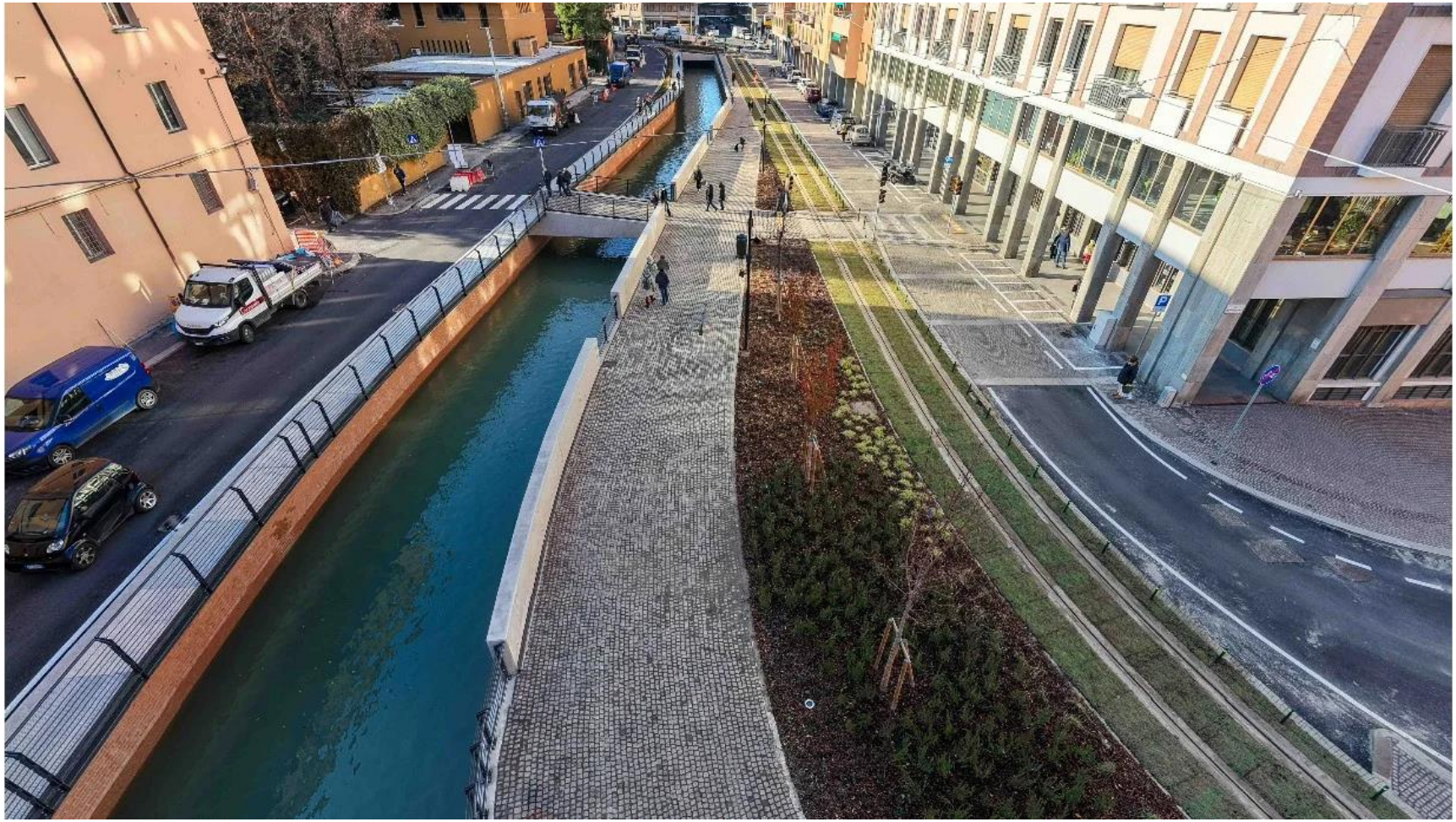
Tram network and pedestrian areas in the Old town





SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Tram network and the recovery of blue infrastructures



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Limited Traffic Zone (ZTL)

Bologna ZTL

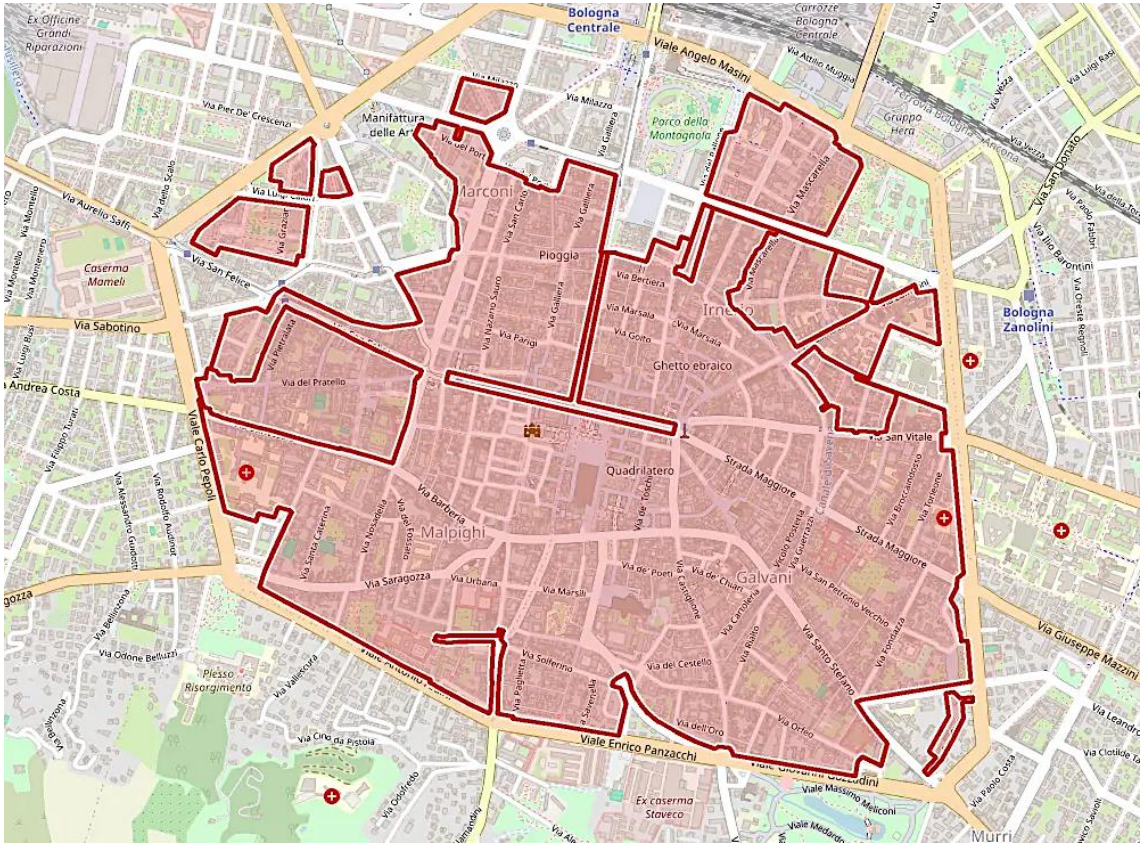
Active from 07:00 - 20:00

Restrictions for cars
(From 1 January 2025)
- petrol Euro 3
- diesel Euro 6

Residents of the city center of Bologna are eligible for one parking permit

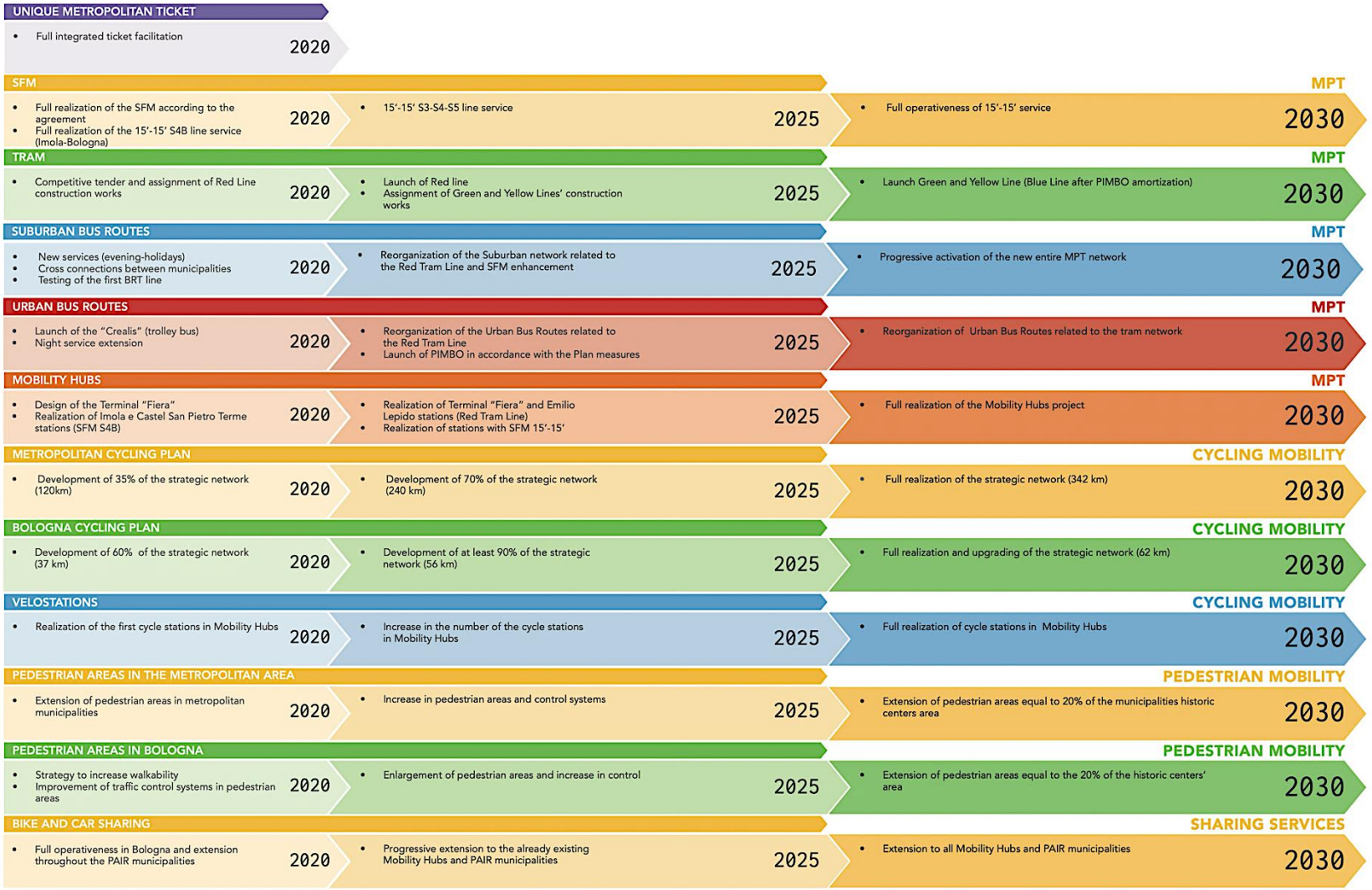
Customers of hotels and garages need to communicate their license to get permission.

Electric vehicles, Hybrid vehicles and **Disabled vehicles** allowed to enter for free under the release of a badge.



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

Implementation process



SUSTAINABLE URBAN MOBILITY PLAN | BOLOGNA CASE STUDY

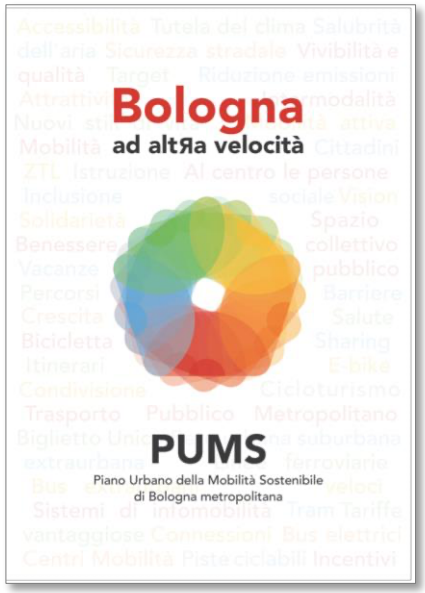
The PUMS within a planning eco-system

PSM



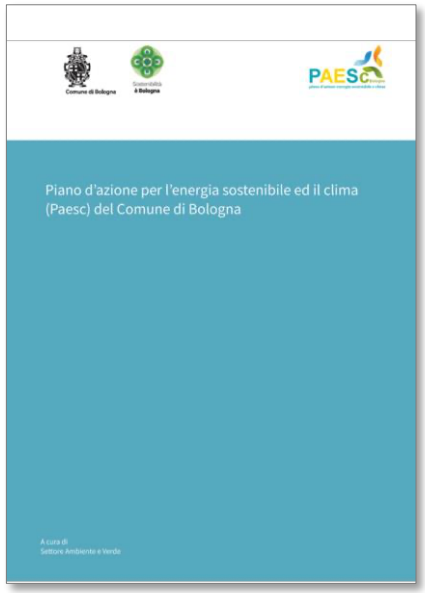
2018

PUMS



2019

PAESC



2021

PTM



2021

CONTACT AND MATERIALS

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ignazio.vinci@unipa.it

Teaching materials for the course will be published on a web page at the following link: **www.ignaziovinci.net**