

Output factsheet: Action Plan for integration of LEZ policies in the mobility planning of Turin FUA

Project index number and acronym	CE243 SOLEZ
Lead partner	Municipality of Vicenza
Output number and title	O.T.1.1 - Eight SOLEZ Action Plans developed for 8 different Functional Urban Areas
Responsible partner (PP name and number)	PP8 - Comune di Torino/Torino Municipality
Project website	www.interreg-central.eu/SOLEZ
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Summary description of the strategy/action plan (developed and/or implemented)

The SOLEZ Action Plan for integration of low-carbon policies in the mobility planning of Torino's functional urban area (FUA) has been elaborated in order to contribute to achieve the goals set by the Sustainable Urban Mobility Plan. Different regulations have been developed along the years to plan the mobility within the FUA, starting with the regional Plan for the Quality of air in the year 2000, while in the City of Torino specifically, the planning started in '95 with the Urban Traffic Plan, then followed by the General Traffic Plan in 2000, the New Urban Traffic Plan in 2002 that included the Urban Parking Plan and the Executive Plan for Traffic in the Central Area, in a process that introduced fee-paying car parks and Limited Traffic Zones. Since 2010 Torino then adopted new policy documents such as the Turin Action Plan for Energy in 2008, the Sustainable Urban Mobility Plan in 2010, the MasterPlan SMILE (Smart Mobility, Inclusion, Life&Health, Energy) and the Bike Plan in 2013, focusing on improving the quality of air, reducing CO2 emission, boosting public transport and sharing mobility, promoting biking, etc.

The strategic objectives that the City of Torino is willing to achieve locally and at FUA level, in terms of sustainable mobility and low carbon mobility strategies, will be aligned with the current planning and coherent with the guiding principles of the common European strategy. Such approach shall support:

- technical sustainability of mobility objectives and actions;
- social sustainability -fairness and safety care for weaker users
- environmental sustainability -reduction of emissions and soil consumption, for a better air quality in the FUA
- economic sustainability -necessary for planning public works.

Short/medium term strategies for the mobility of people and goods in the FUA of Torino have 2-4 years time frame and are based on the Sustainable Urban Mobility Plan, soon to be updated. Long term strategies, 10 to 15 years, shall think of an updated planning tool taking into account the evolving framework of urban mobility and applying all the definitions of sustainability to the three key concepts of future mobility: shared mobility, electric mobility, mobility without driver.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

ITC11 Torino

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The SOLEZ Action Plan of Torino's functional urban area will contribute to the reduction of congestion and polluting emissions and will improve the capacities of public administrators to implement integrated sustainable mobility strategies in their territories.

The strategy of the Urban Sustainable Mobility Plan of Turin is to induce a rebalancing of the demand for transport between collective and individual, in order to reduce congestion and improve accessibility to the various urban functions.

Notably, the objectives of such transformation are to reduce the non productive access and to boost the economic attractiveness of such area especially from a commercial point of view.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The Plan has been widely accepted among the stakeholders that directly participated in the elaboration process. For the City of Torino Action Plan elaboration, five stakeholder groups have been identified and activated: political authorities, mobility services operators (public and private), freight transport associations, commerce associations, citizens and environmental non profit organisations. The needs that the stakeholders have expressed, in terms of value added services, are both on mobility of people and mobility of goods. As far as it concern the mobility of people, the stakeholders consider relevant the development of ITS technologies to connect public transport with all the shared mobility services implemented in the last years. Concerning the mobility of goods, the stakeholders insists on a further development of the activities already carried out thanks to the H2020 project NOVELOG (NEW COOPERATIVE BUSINESS MODELS AND GUIDANCE FOR SUSTAINABLE CITY LOGISTICS, <http://novelog.eu/>) which involved the City of Torino.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

Sustainable mobility and low-carbon mobility strategies must necessarily be coherent and integrated with current planning and in line with the guiding principles of the common European strategy on mobility and environmental protection. This path must point to the research and promotion of:

- technical sustainability of the mobility objectives and actions;
- social sustainability (criteria of fairness and security, attention to weak users);
- environmental sustainability (overall reduction of emissions and soil consumption, as a prerequisite for improving the quality of life within the functional urban area);
- economic sustainability (necessary premise in the planning of public works and policies).

The new plan must have an approach that starting from the basic concepts, also emerged during the stakeholders meetings, of environmental, economic and social sustainability, takes into account the new three pillars on which the mobility of the future will be based, which are:

shared mobility, electric mobility, driverless driving.

Furthermore, another objective of the plan will be to maximize the use of large existing infrastructures (public transport and all the shared mobility services implemented in the last years) through ITS technologies, which will have to be increasingly integrated with other mobility services (sharing mobility).

References to relevant deliverables and web-links
If applicable, pictures or images to be provided as annex

Deliverable D.T. 1.3.6 - *Action Plan for integration of LEZ policies in the mobility planning in Turin FUA*

The document is available on <https://www.interreg-central.eu/Content.Node/SOLEZ.html> in the Publication section.