

Contatti

**Planning for urban and regional accessibility**

01DNURS

A.A. 2021/22

**Course Language**

Inglese

**Course degree**

Doctorate Research in Urban And Regional Development - Torino

**Course structure**

Teaching	Hours
Lezioni	15

**Teachers**

Teacher	Status	SSD	h.Les	h.Ex	h.Lab	h.Tut	Years teaching
Staricco Luca 	Professore Associato	ICAR/20	15	0	0	0	1

**Teaching assistant**

▼ Espandi

**Context**

SSD	CFU	Activities	Area context
*** N/A ***			

[➔ Date d'appello](#)[➔ Orario delle lezioni](#)[➔ Statistiche superamento esami](#)**Course description**

The concept of accessibility – defined as the ease of reaching the opportunities for activity and social interaction distributed in a given territorial context, using its transport infrastructures and services - was developed in both theoretical and operational terms in the second half of the twentieth century. It has progressively emerged as a useful tool for coordinating and integrating transport and land use planning, so to govern the interactions between these two systems. In this perspective, the attention – both in theoretical elaborations and in practices – has been mainly focused on mobility strategies; on the contrary, the contribution that land use planning can offer to improve accessibility to jobs and services has been less studied and practiced. However, the recent dynamics of travel restriction due to the COVID-19 pandemic have raised a new awareness on the importance of ensuring accessibility to key services even within strictly pedestrian proximity, based through a consistent location of such services.

The course aims then to show how urban and regional spatial planning can be re-oriented in order to take on accessibility as one of its key objectives, with a twofold purpose: on the one hand, to pursue spatial justice by ensuring that everyone – in particular those who, for various reasons, cannot use private motorized transport – have fair conditions of access to the activities of the territory; on the other hand, to promote more sustainable mobility choices, based on the use of public or shared motorized means of transport (less impacting on the environment compared to cars) and on pedestrian or bicycle trips.

Spatial planning for accessibility will be examined in three different types of territorial contexts: denser urban areas, with reference to the "15-minute city" approach that is emerging in the urban strategies of many cities in Europe as well as in Asia and Australia; metropolitan areas, with respect to polycentric strategies focused on densification around the nodes of public transport (the so-called transit-oriented development); and finally, low-density areas, both rural and urban sprawl, where accessibility by proximity is not pursuable except through movable/virtual organization of service provision. For all these three territorial contexts, experiences of urban and regional planning focused on accessibility will be analyzed, critically highlighting their strengths but also - trying to dismantle easy narratives and rhetoric - their limits in terms of effectiveness and efficiency, the barriers to implementation, the institutional and governance preconditions, the difficulties of integration with transport policies etc.

**Pre-requirements**

No particular prerequisites are necessary, although a basic knowledge of tools for urban and regional planning and for transport planning may facilitate profitable attendance of the course.

**Course topics**

The course will be organised into 5 modules of three hours each:

- 1) The concept of accessibility. The land use - transport feedback cycle. The impacts of urban form and structure on mobility choices. The debate on self-selection. Theoretical elaborations and indicators of accessibility. Examples of integrated spatial and transport planning focused on accessibility.
  - 2) Accessibility as a measure of spatial justice. Methodologies for analysing urban and regional projects in terms of spatial justice with respect to the levels of accessibility generated.
  - 3) The city of 15 minutes. From the neighborhood unit to low traffic neighbourhoods. Accessibility to urban services by proximity. Experiences in Australia, China and Europe (Paris, Barcelona, London, Milan, etc.).
  - 4) Transit Oriented Development. Metropolitan railway systems. Stations as territorial polarities. The 3D (density, diversity, design) to be developed within the areas of pedestrian/cycle accessibility to stations. Examples of TOD metropolitan planning: the Dutch Stedenbaan project, the French contrat d'axe, the PTCP of Bologna.
  - 5) Accessibility in low density areas. Access to services in rural areas and in urban sprawl. The spatial strategies of sprawl retrofitting. The virtual accessibility to the services. The Italian experience of the so-called inner areas.
- Each module will be developed through both lectures and discussions with the students on articles that are exemplary for the methodological approach used in the analysis of the themes in question.
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**Tipo di erogazione**

On site

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**Modalità d'esame**

Oral presentation

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**Periodo Didattico**

P.D.1-1 - January

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**Additional information**