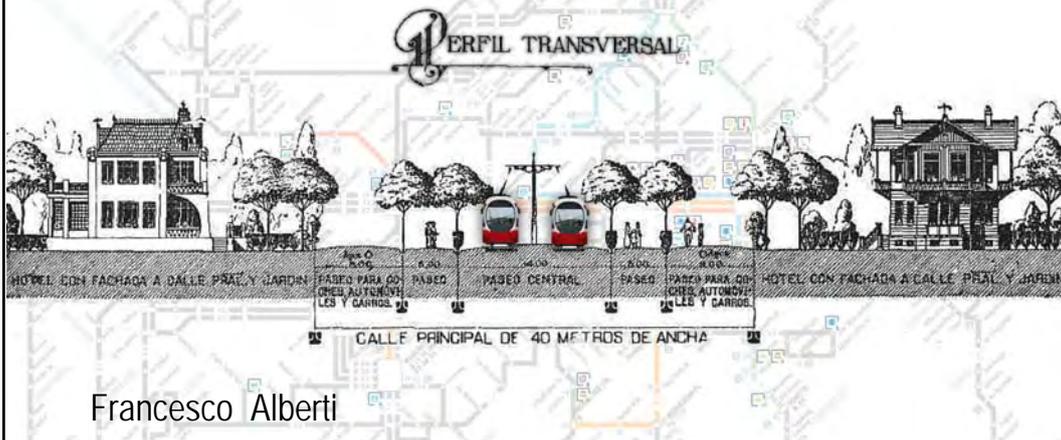




Pianificare per chi va in tram



Francesco Alberti

Firenze, 3 aprile 2009

- Carlo Melograni
Progettare per chi va in tram
Milano, 2002



- **Carta delle città europee per uno sviluppo durevole e sostenibile**
Aalborg, 27 maggio 1994



I.9 Modelli sostenibili di mobilità urbana

Le città si impegneranno per migliorare l'accessibilità e sostenere il benessere sociale e lo stile di vita urbano pur riducendo la mobilità. E' divenuto ormai imperativo per una città sostenibile ridurre la mobilità forzata e smettere di promuovere e sostenere l'uso superfluo di veicoli a motore. **Sarà data priorità a mezzi di trasporto ecologicamente compatibili** (in particolare per quanto riguarda gli spostamenti a piedi, in bicicletta e mediante mezzi pubblici) e sarà messa al centro degli sforzi di pianificazione la realizzazione di una combinazione di tali mezzi. **I mezzi di trasporto individuali dovrebbero avere nelle città solo una funzione ausiliaria** per facilitare l'accesso ai servizi locali e mantenere le attività economiche della città.

- **Carta delle città europee per uno sviluppo durevole e sostenibile**
Aalborg, 27 maggio 1994

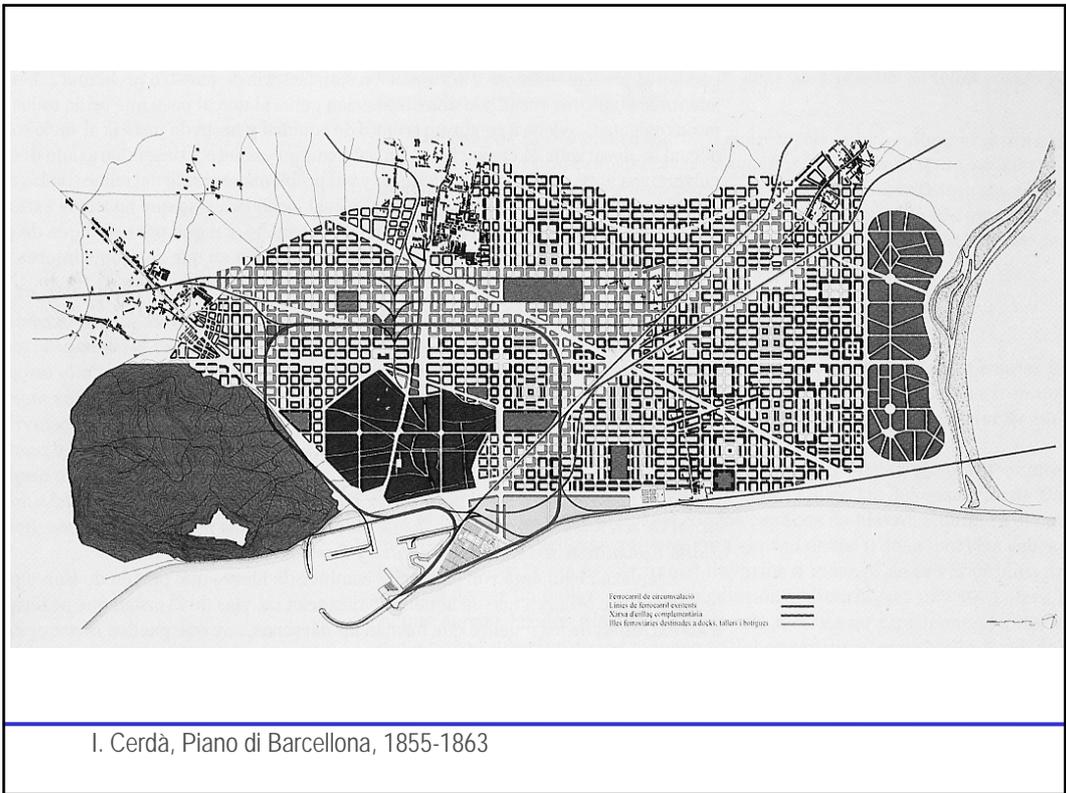


I.8 Modelli sostenibili di uso del territorio

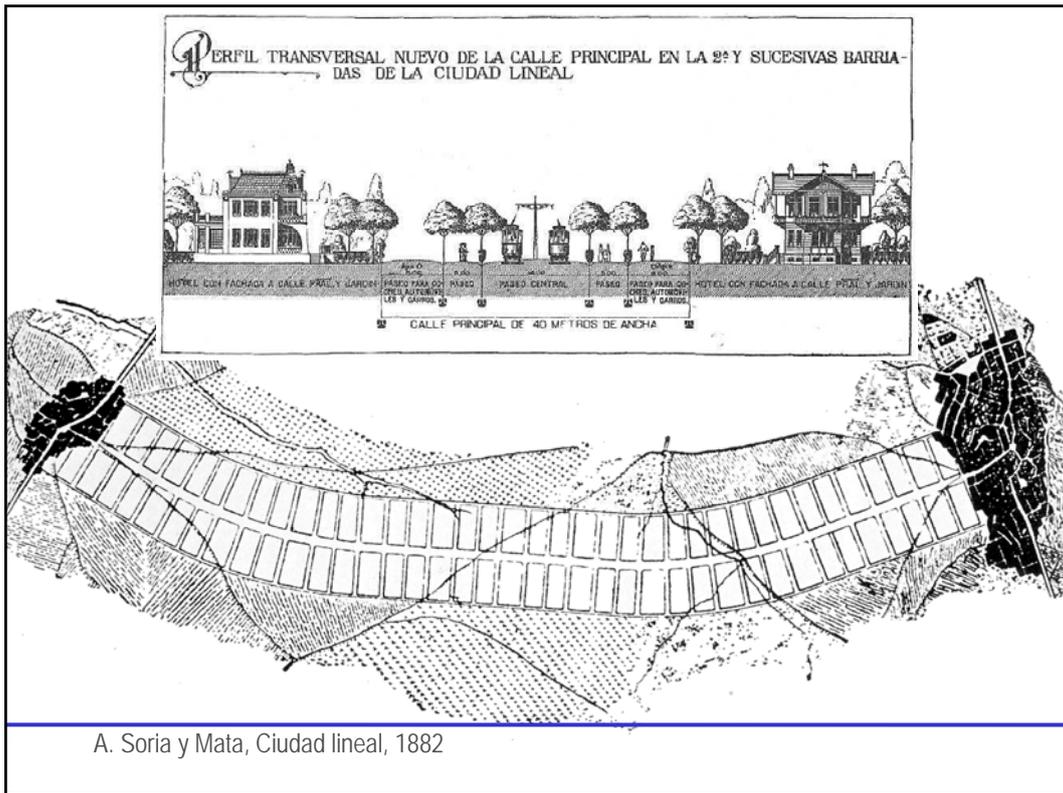
Le città riconoscono l'importanza dell'adozione da parte degli enti locali di efficienti politiche di pianificazione dello sviluppo degli usi territoriali che comprendano una valutazione ambientale strategica di tutti i progetti. **Esse approfitteranno dei vantaggi di scala per fornire trasporti pubblici ed energia in modo efficiente grazie all'elevata densità**, mantenendo al tempo stesso una dimensione umana dello sviluppo. **Sia nell'attuazione di programmi di restauro urbano nelle aree cittadine, sia nella pianificazione di nuovi quartieri si punterà a sviluppare molteplici funzioni in modo da ridurre il bisogno di mobilità.** Il concetto di equa interdipendenza regionale dovrebbe consentire di equilibrare i flussi tra città e campagna e impedire alle città il puro sfruttamento delle risorse delle aree circostanti.



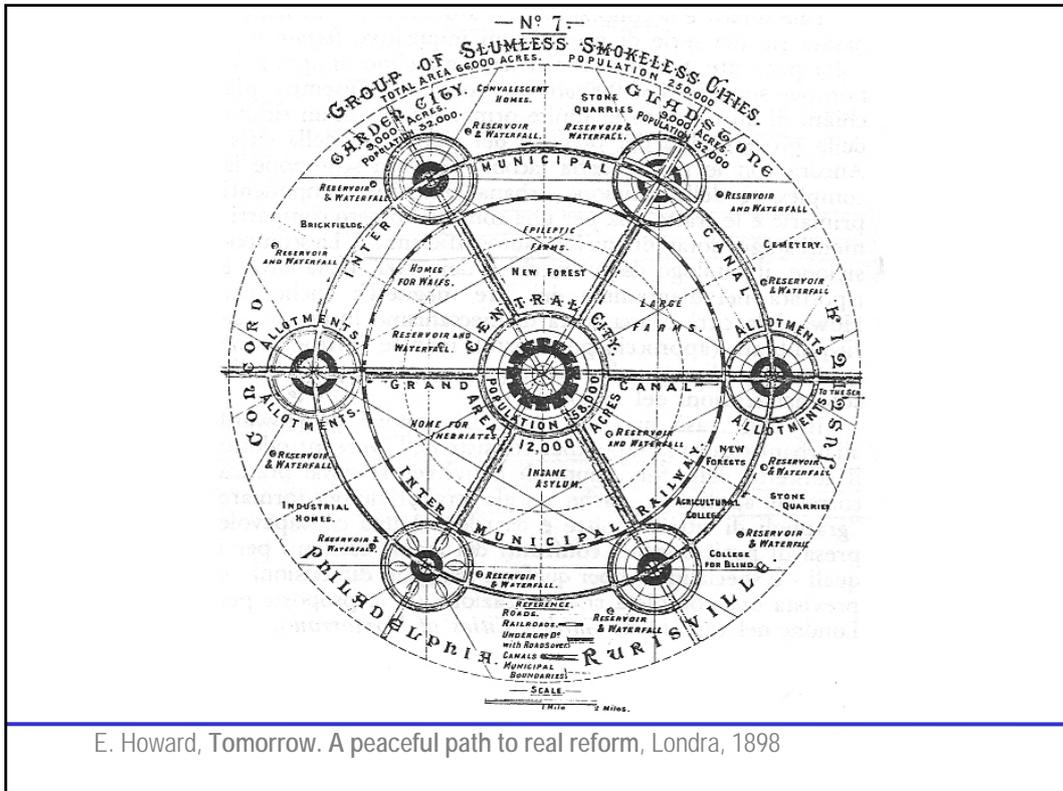
Berlino, 1890



I. Cerdà, Plano di Barcellona, 1855-1863



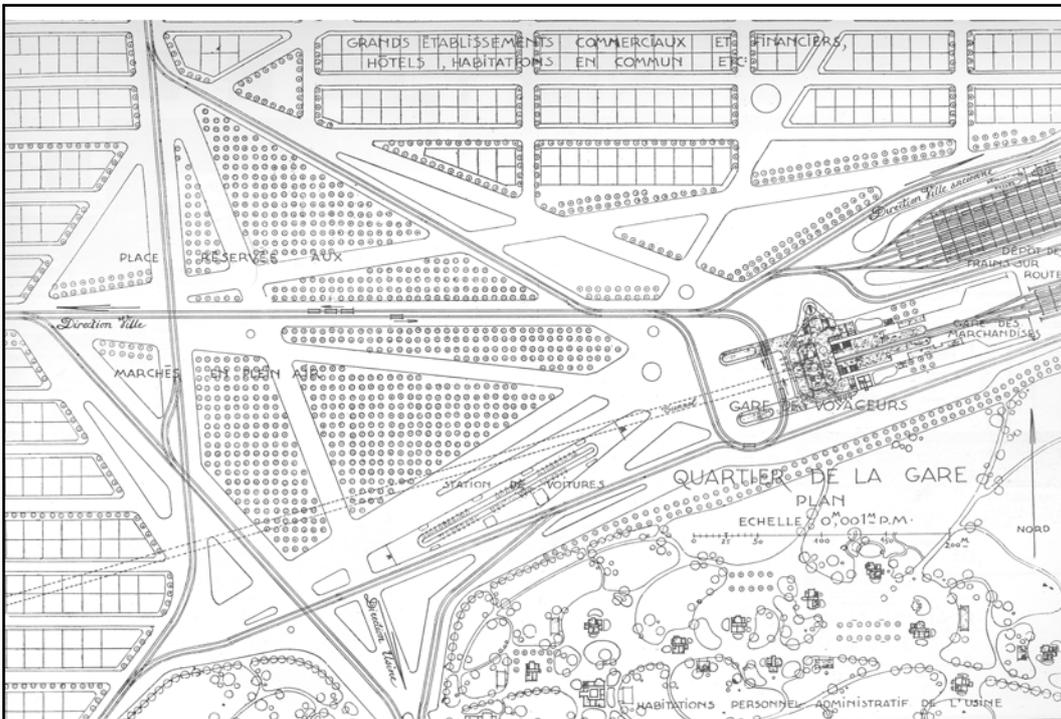
A. Soria y Mata, Ciudad lineal, 1882



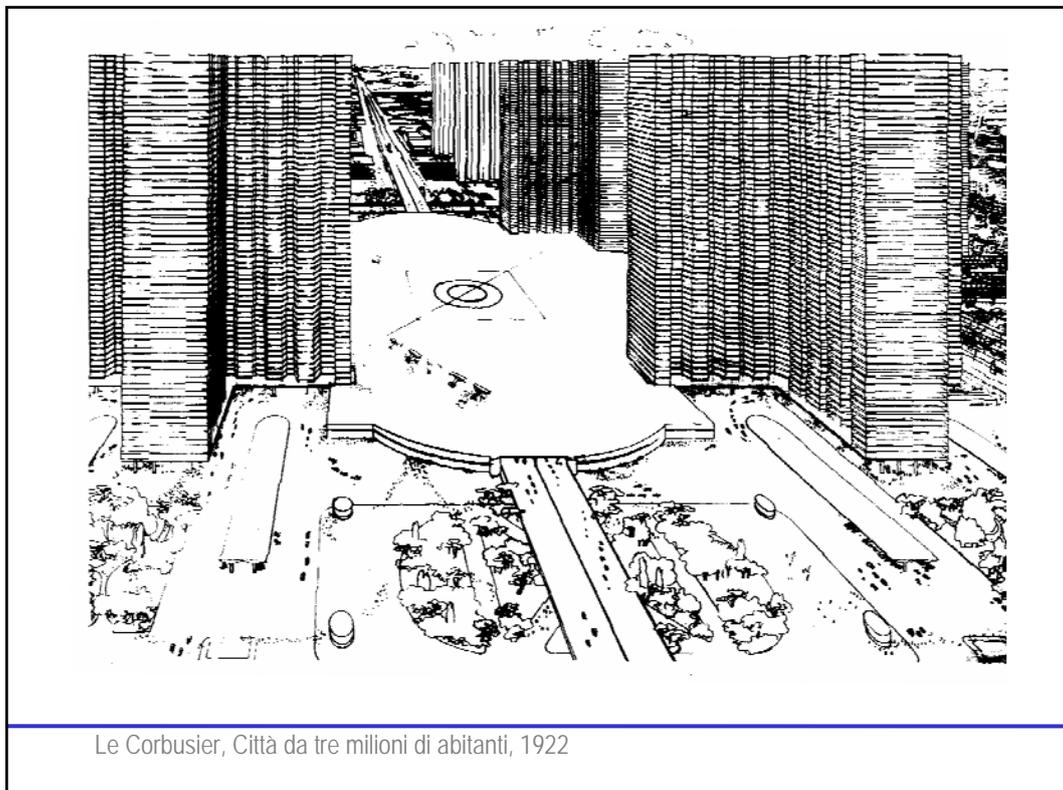
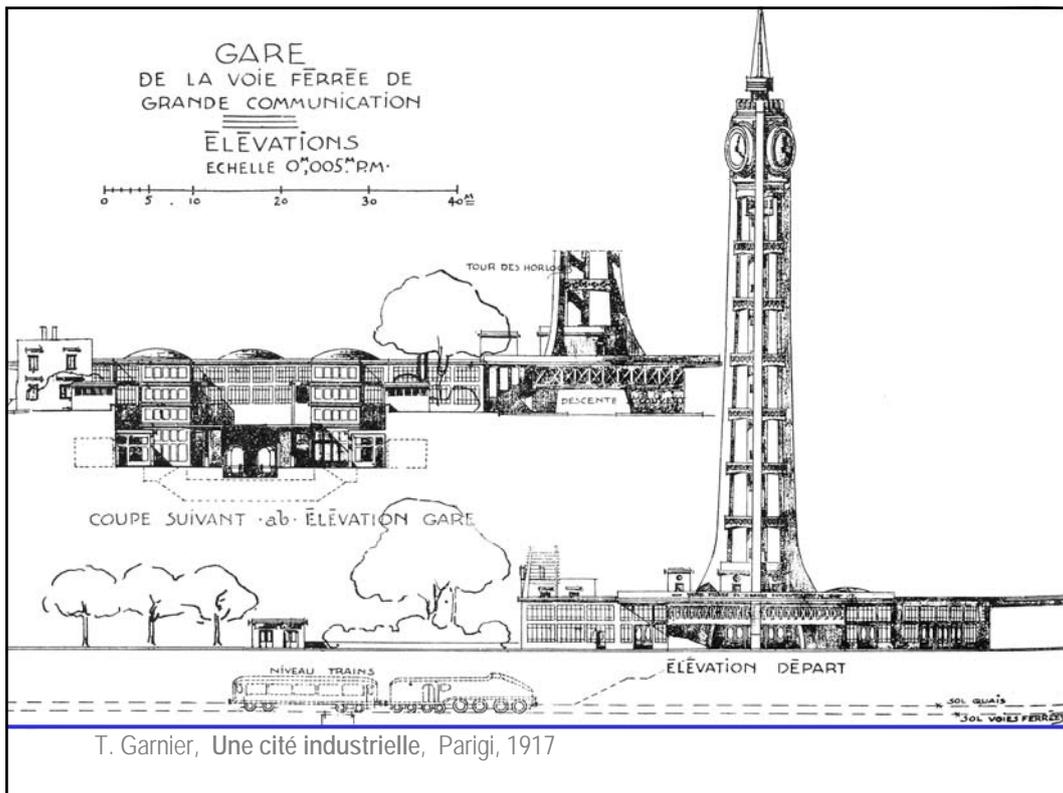
E. Howard, Tomorrow. A peaceful path to real reform, Londra, 1898



T. Garnier, Une cité industrielle, Parisi 1917

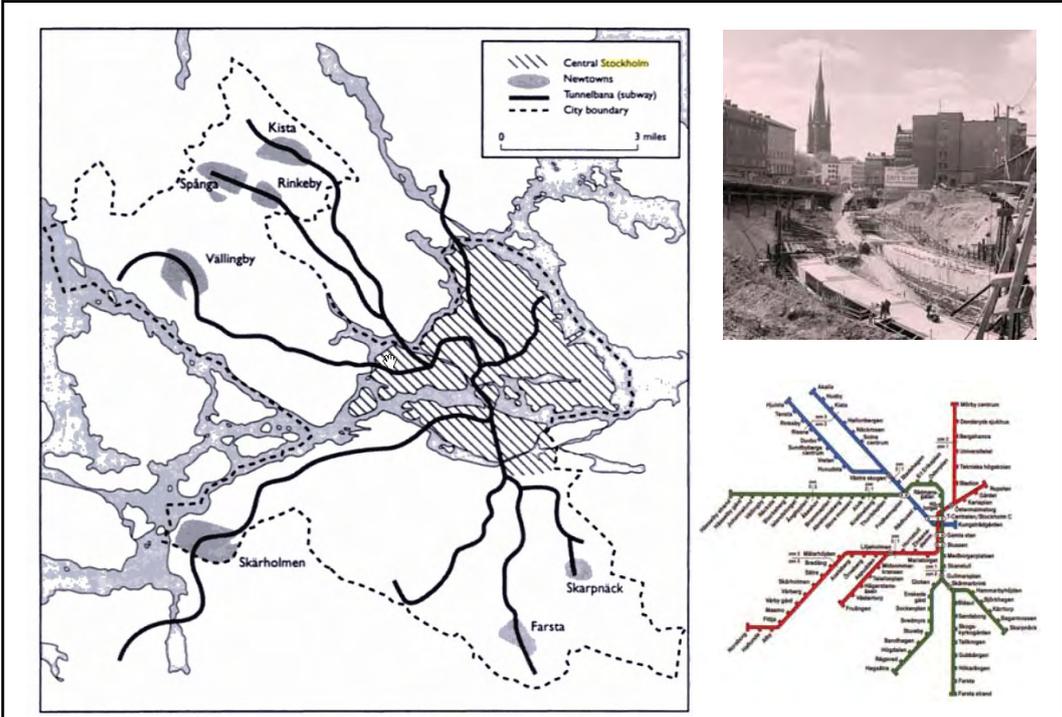


T. Garnier, Une cité industrielle, Parisi 1917



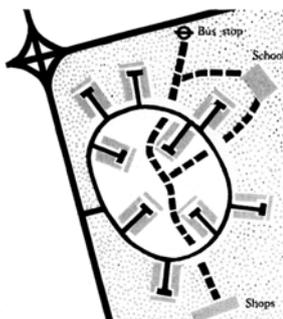
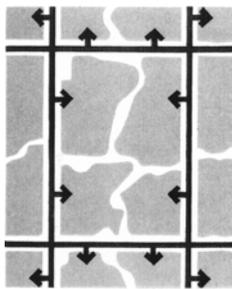
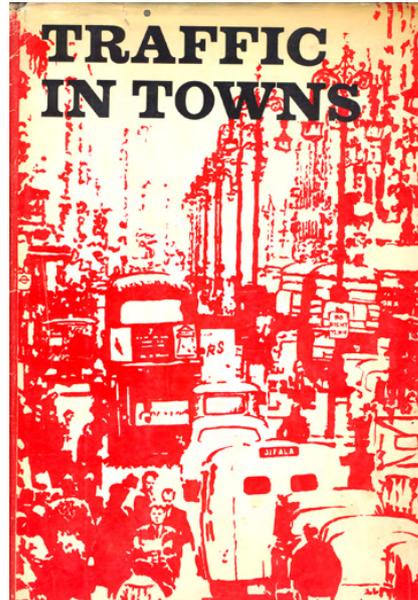


Saul Steinberg, 1969

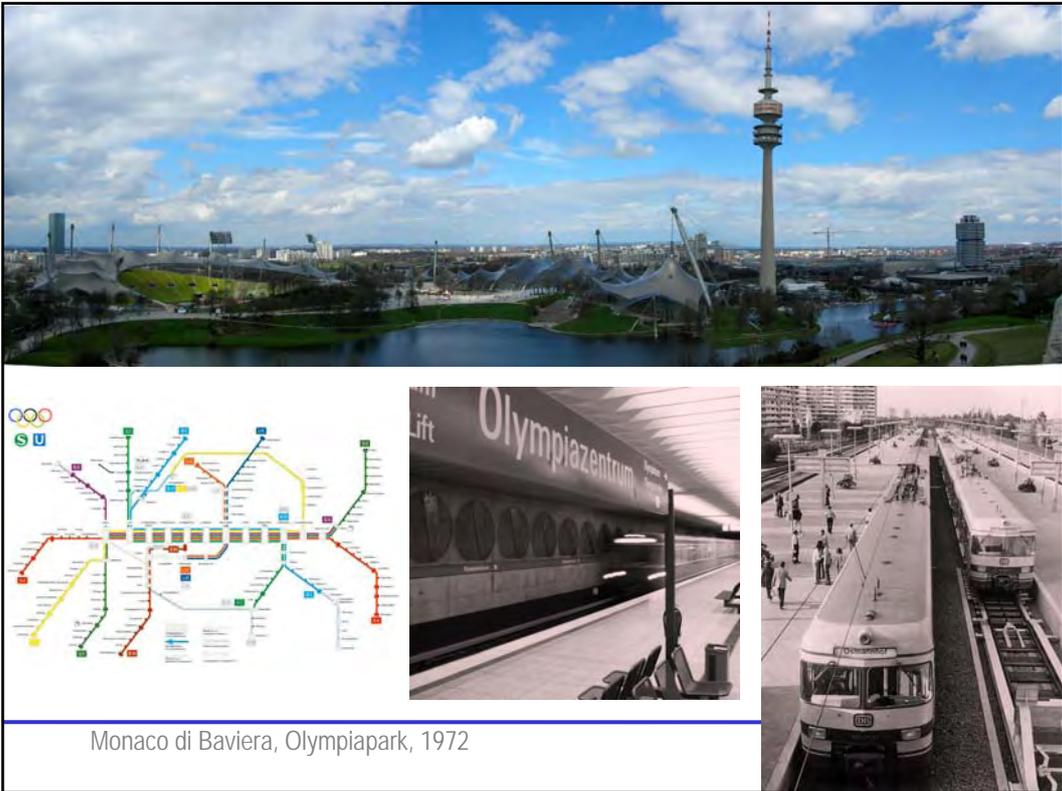


Stoccolma, Tunnelbana, 1952-1975

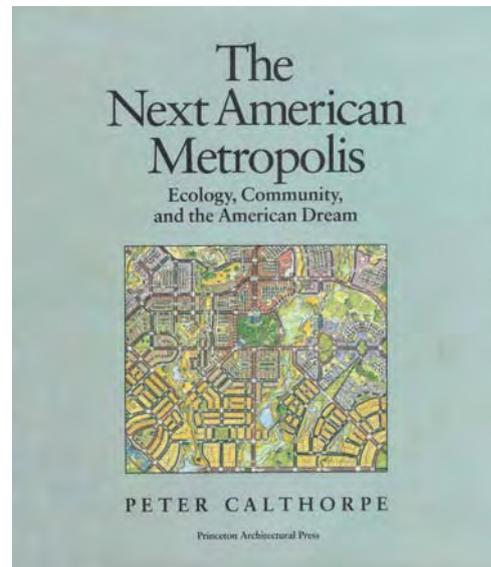
- Colin Buchanan
Traffic in Towns
A Study of the Long Term Problems
of Traffic in Urban Areas
London, 1963



Environmental area



- Peter Calthorpe
**The Next
 American Metropolis**
 New York, 1993



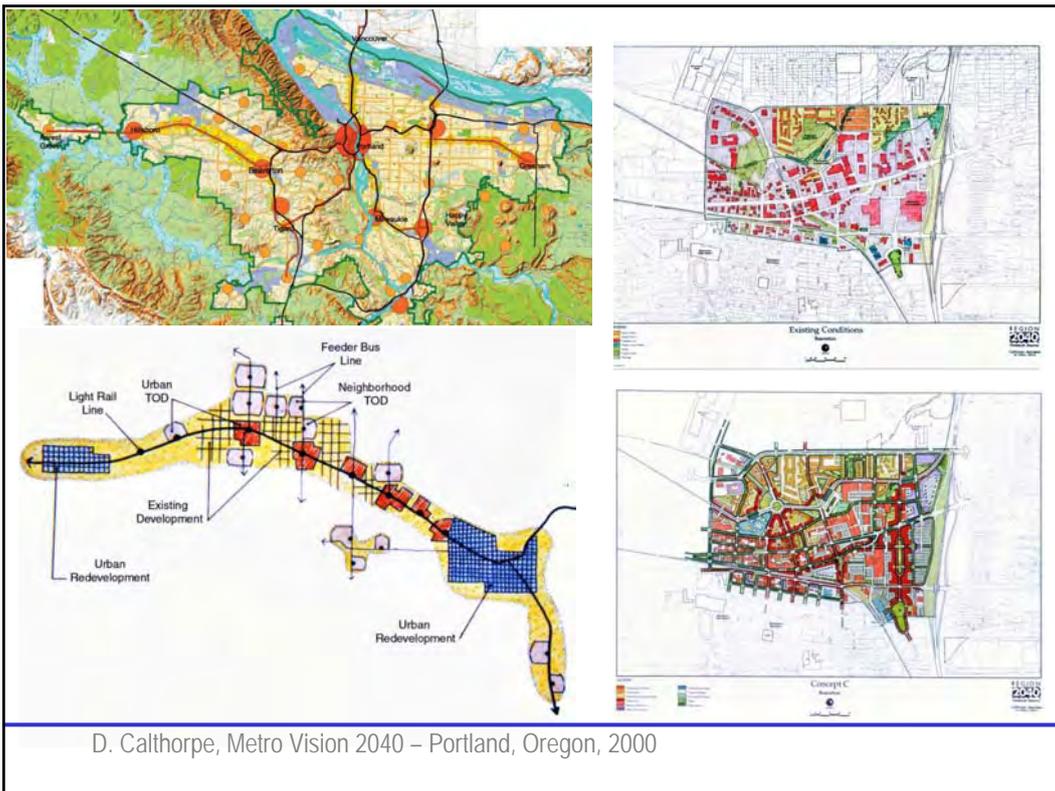
Relationship to Transit and Circulation

the site must be located on an existing or planned trunk transit line or on a feeder as route within 10 minutes transit travel time from a stop on the trunk line. Where transit may not occur for a period of time, the land use and street patterns within a TOD must function effectively in the interim.

Transit-Oriented Development (TOD)

A Transit-Oriented Development (TOD) is a mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, open space, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

P. Calthorpe, *The Next American Metropolis*, New York, 1993

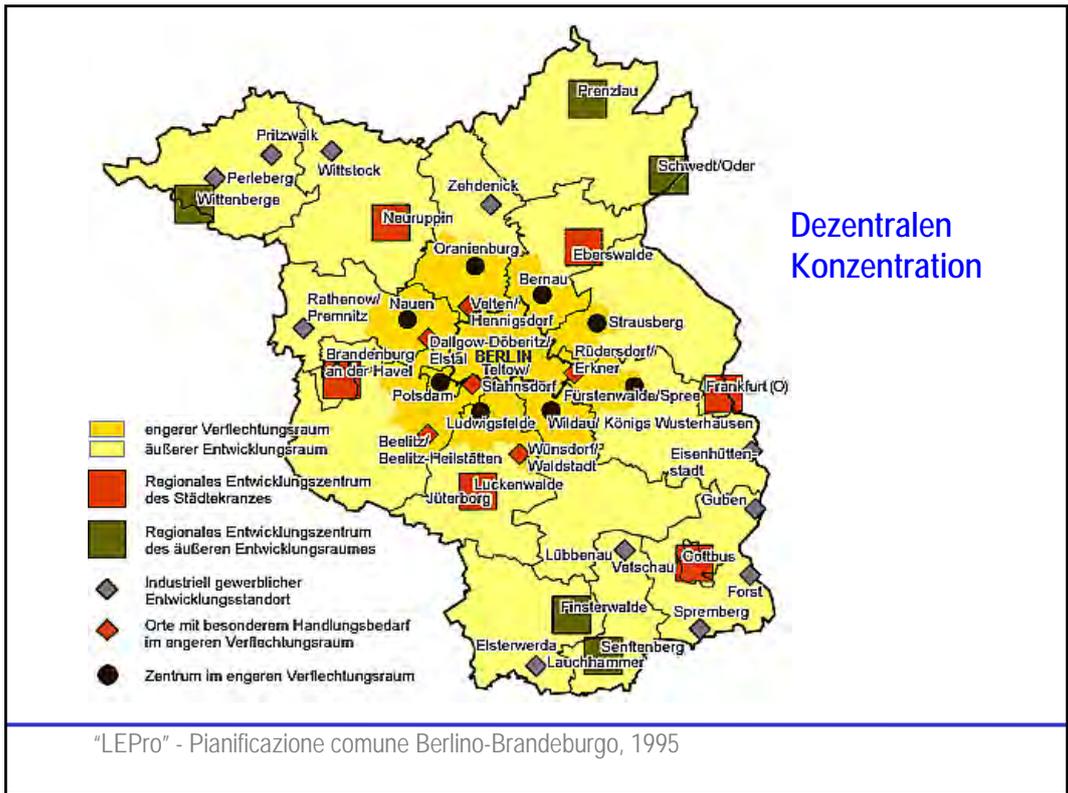


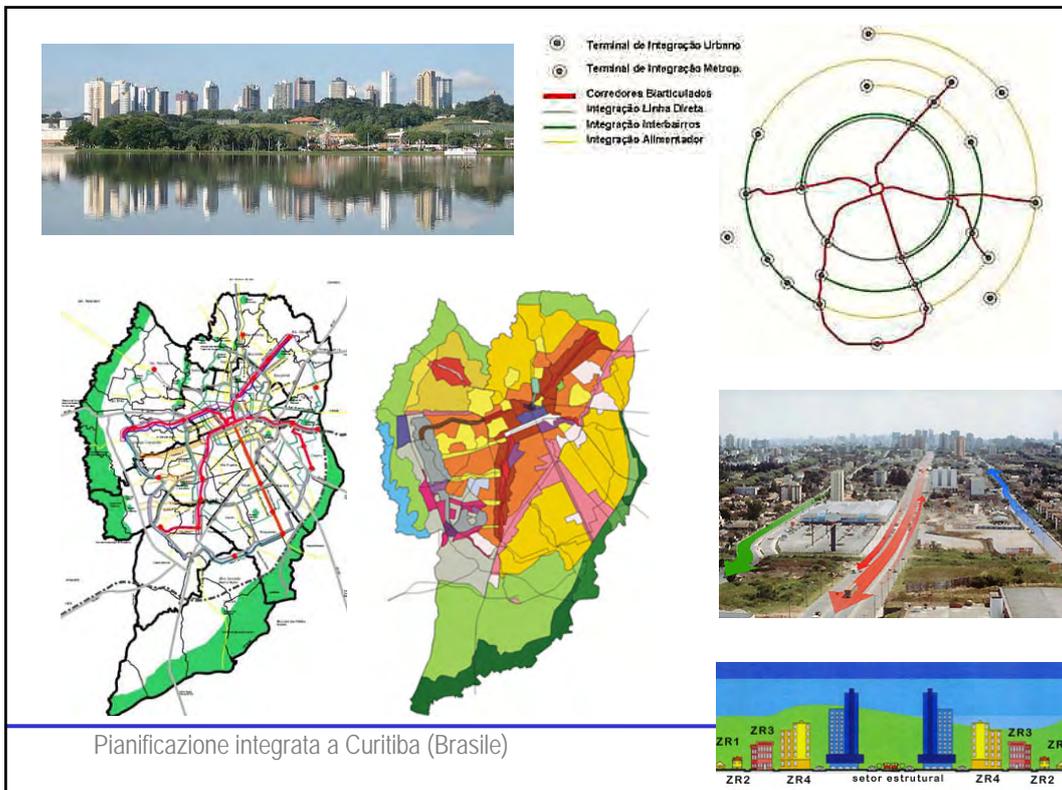
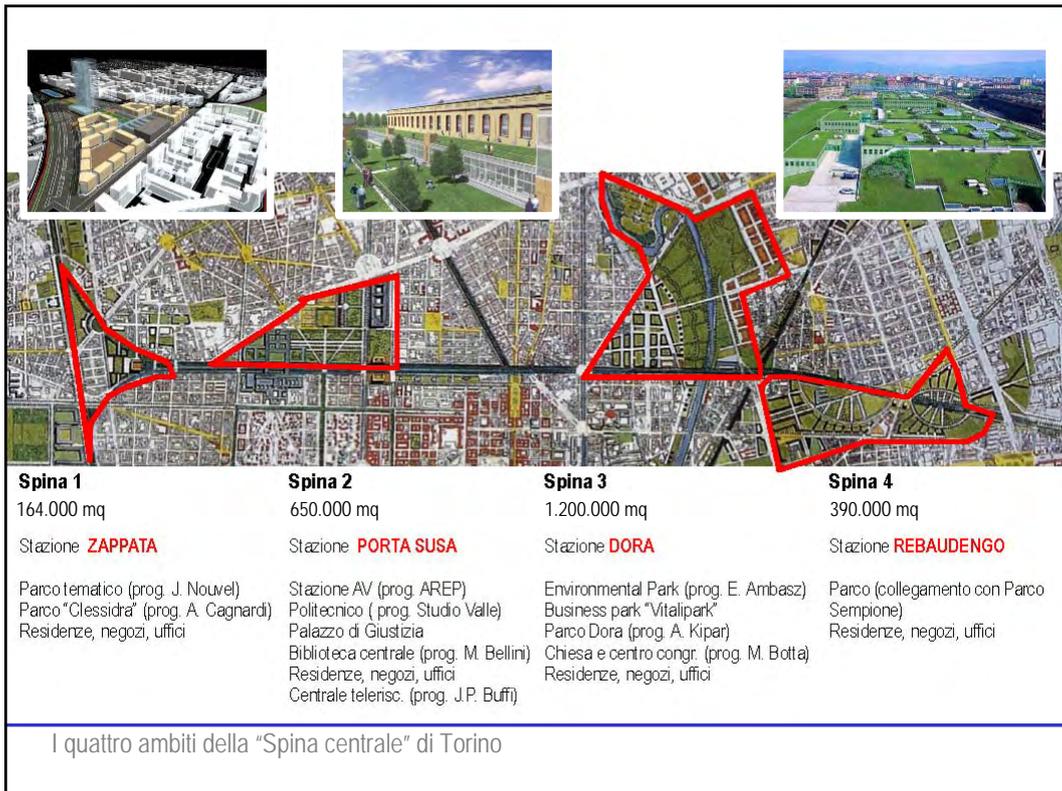
- Urban Task Force
Towards an Urban Renaissance
London, 1999

Towards an Urban Renaissance

Final Report of the Urban Task Force
Chaired by Lord Rogers of Riverside

Urban Task Force

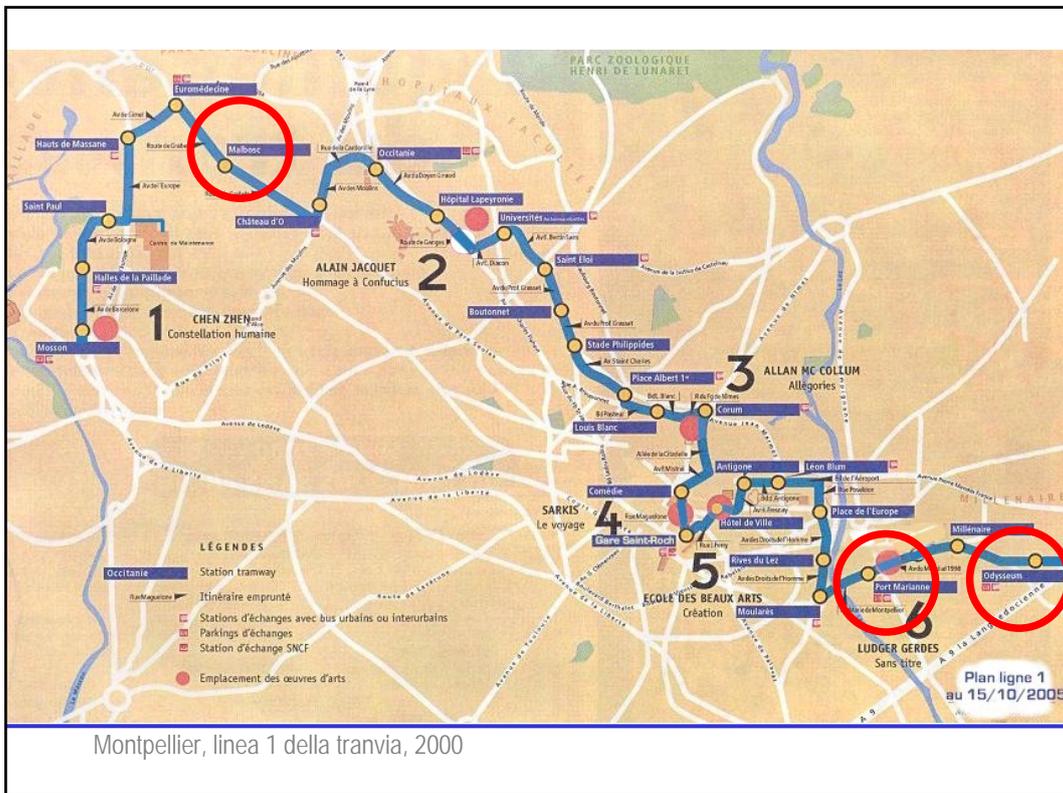
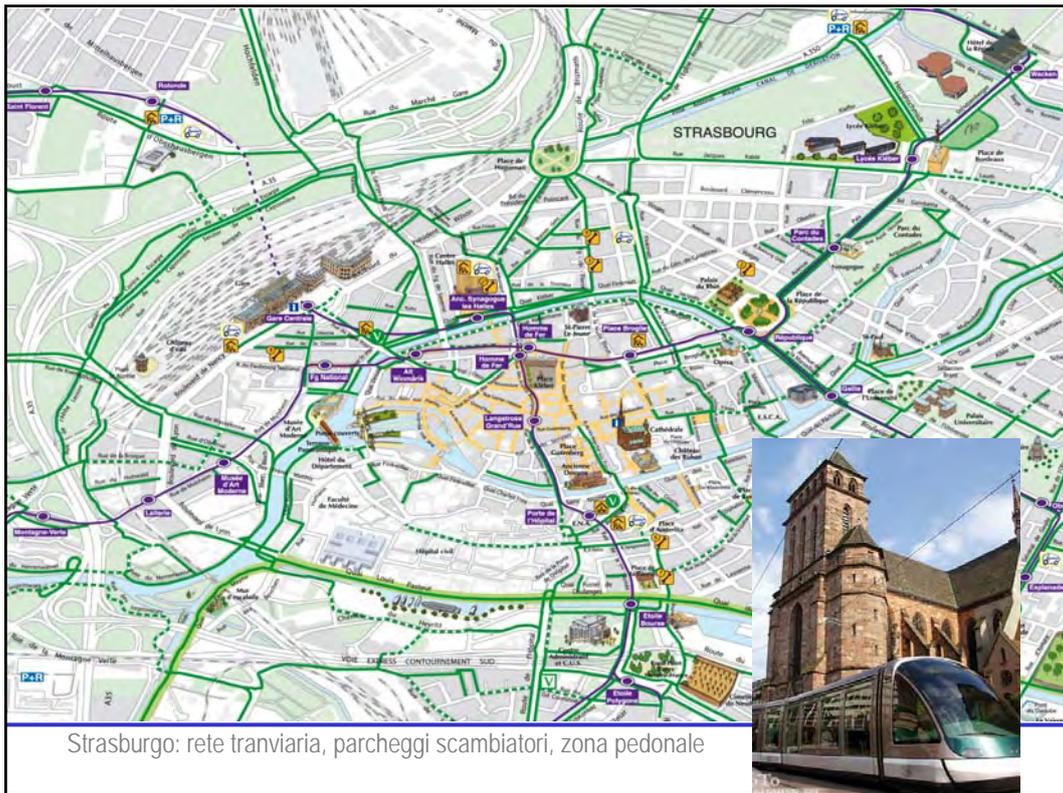




tipo de linha	Capacidade
Circular Centro	30
Convencional	80
Convencional Articulado	160
Alimentador	90
Alimentador Articulado	160
Interbairros Padrão	110
Interbairros Articulado	160
Linha Direta	110
Expresso Articulado	270

La Rete Integrata di Trasporto (RIT) di Curitiba

La rete del TPL a Friburgo



Montpellier, linea 1 della tranvia, 2000



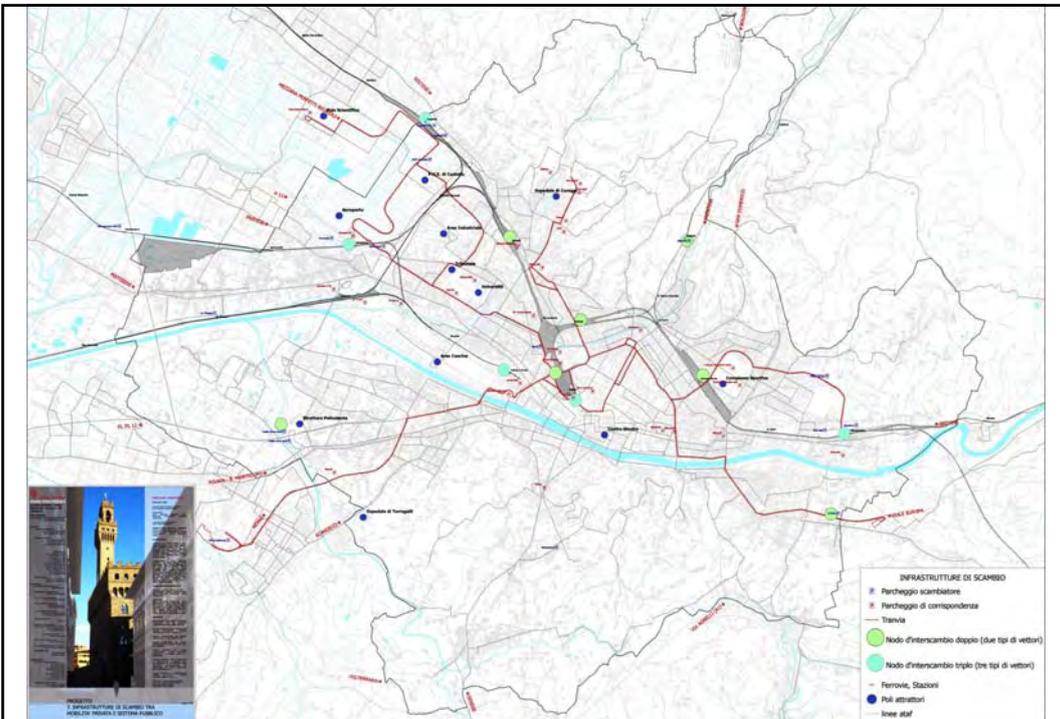
Montpellier: il nuovo quartiere Malbosc



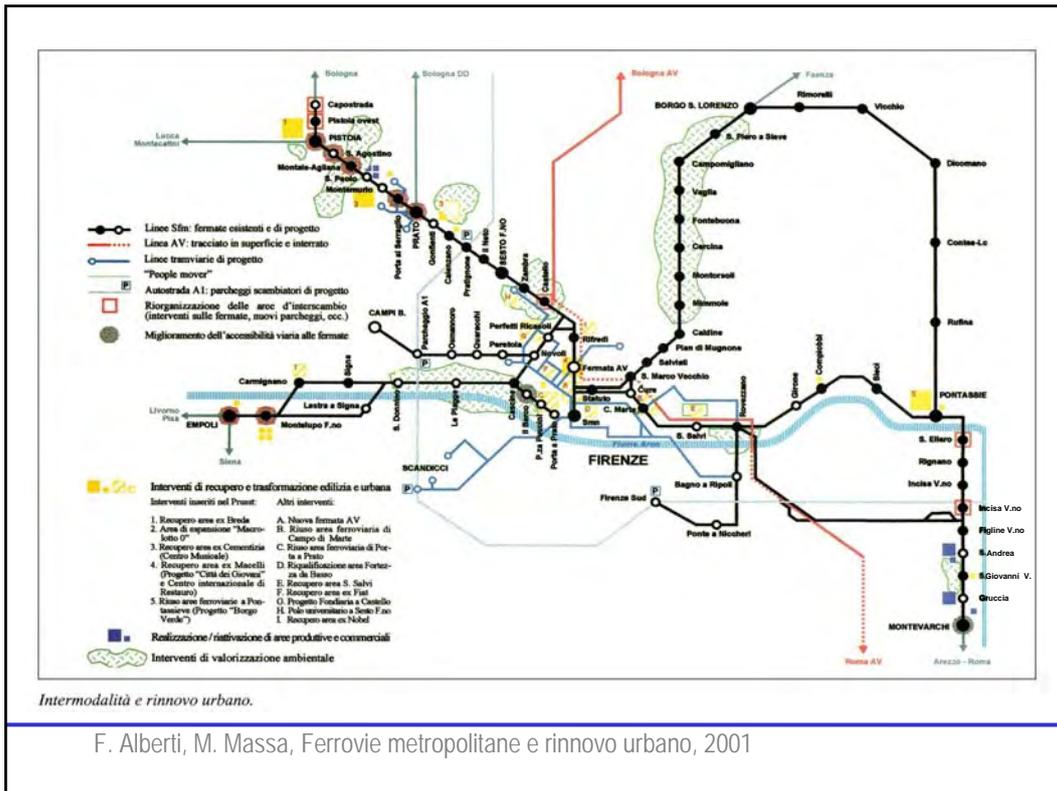
Montpellier: centro commerciale "Odysseum"



Berna, centro commerciale "Westside" (D. Liebeskind, 2008)

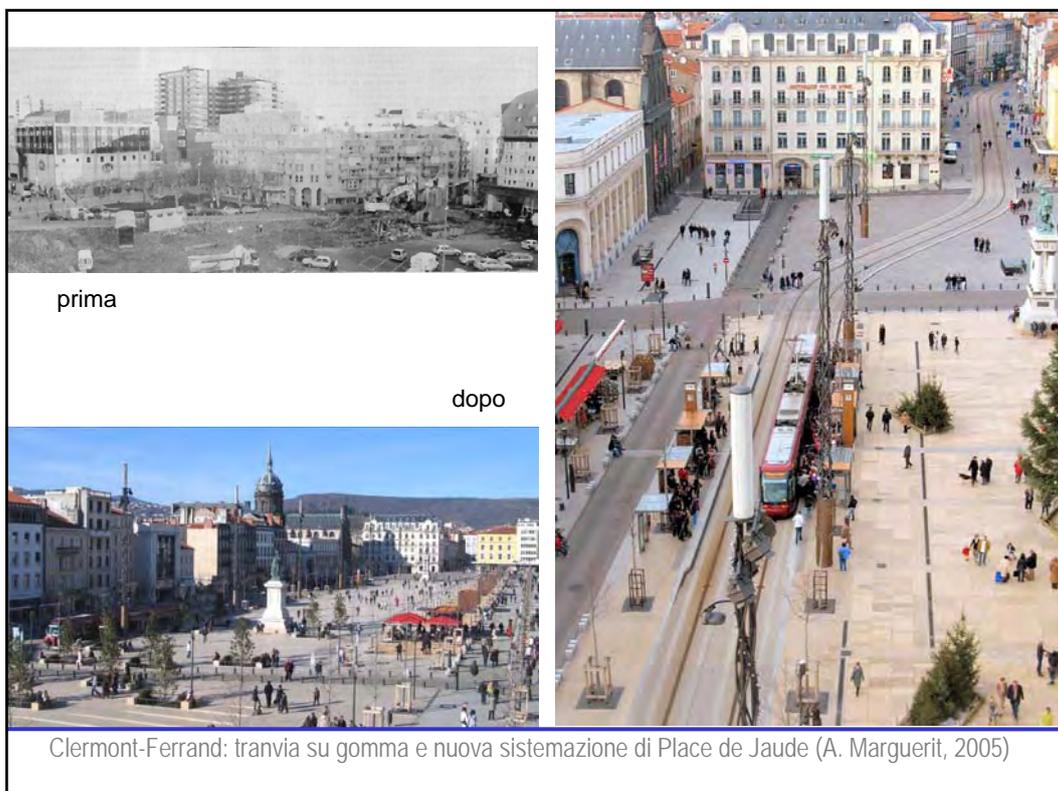
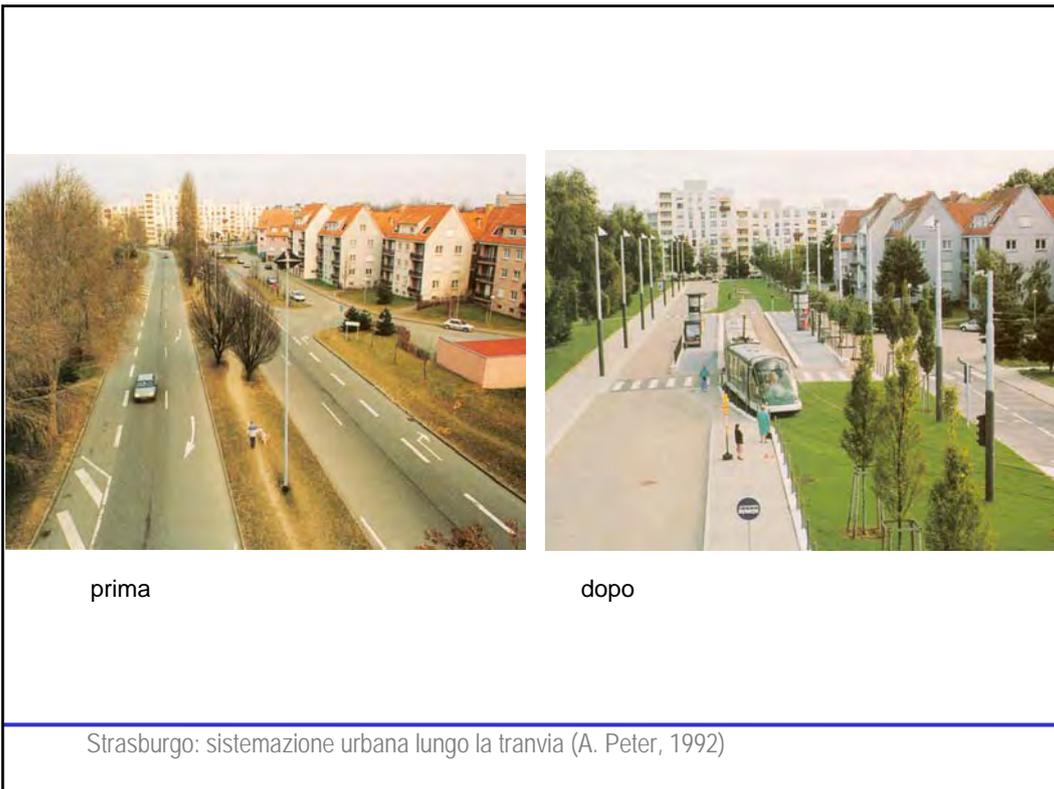


Firenze, Piano strutturale 2007 – Tavola 7



- Cost C8
 Towards Sustainable
 Urban Infrastructure
 2007





prima



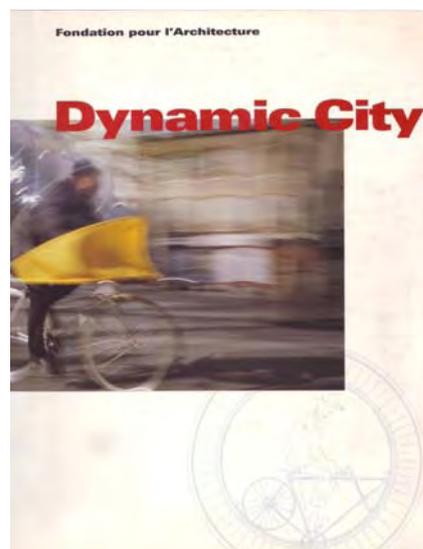
dopo



Messina: tranvia e risistemazione di Via San Martino (Architecna, 2003)

- Bernard Reichen
**Des villes
nommées désir**

Fondation pour l'Architecture
Dynamic City
Bruxelles, 2000

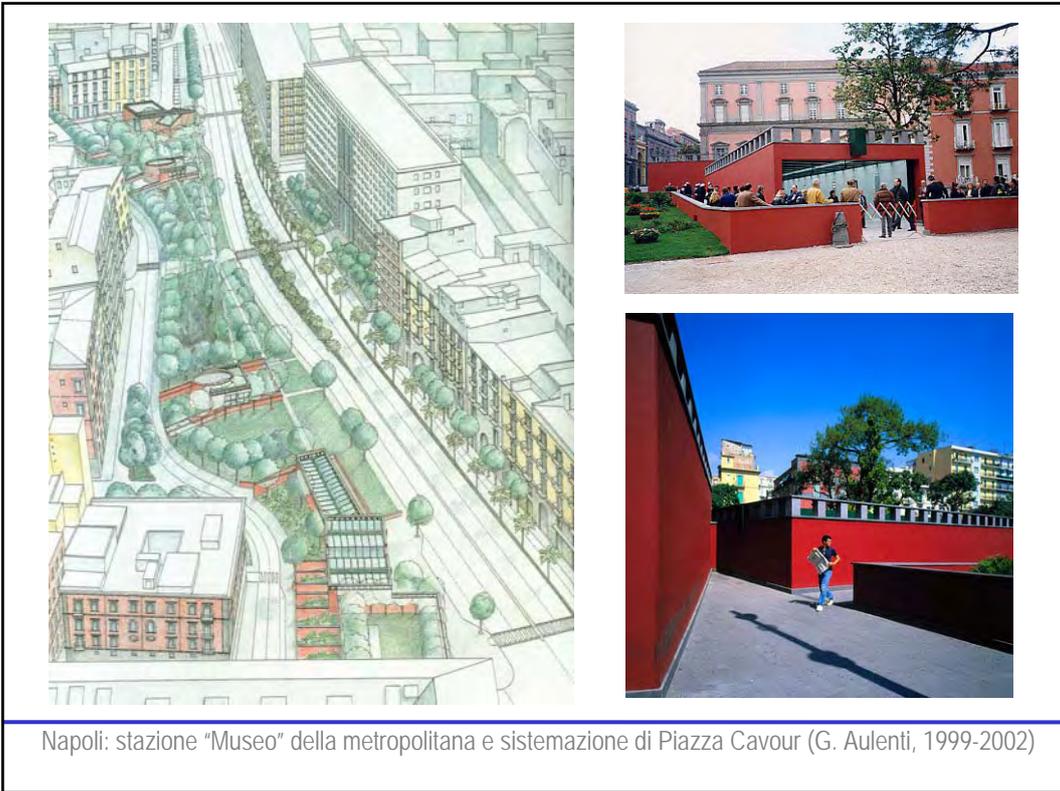




Karlsruhe: il treno-tram, in centro e in periferia, 1994



Bilbao: la tranvia, 2002-2004





Perugia: micrometropolitana (J. Nouvel, 2008)



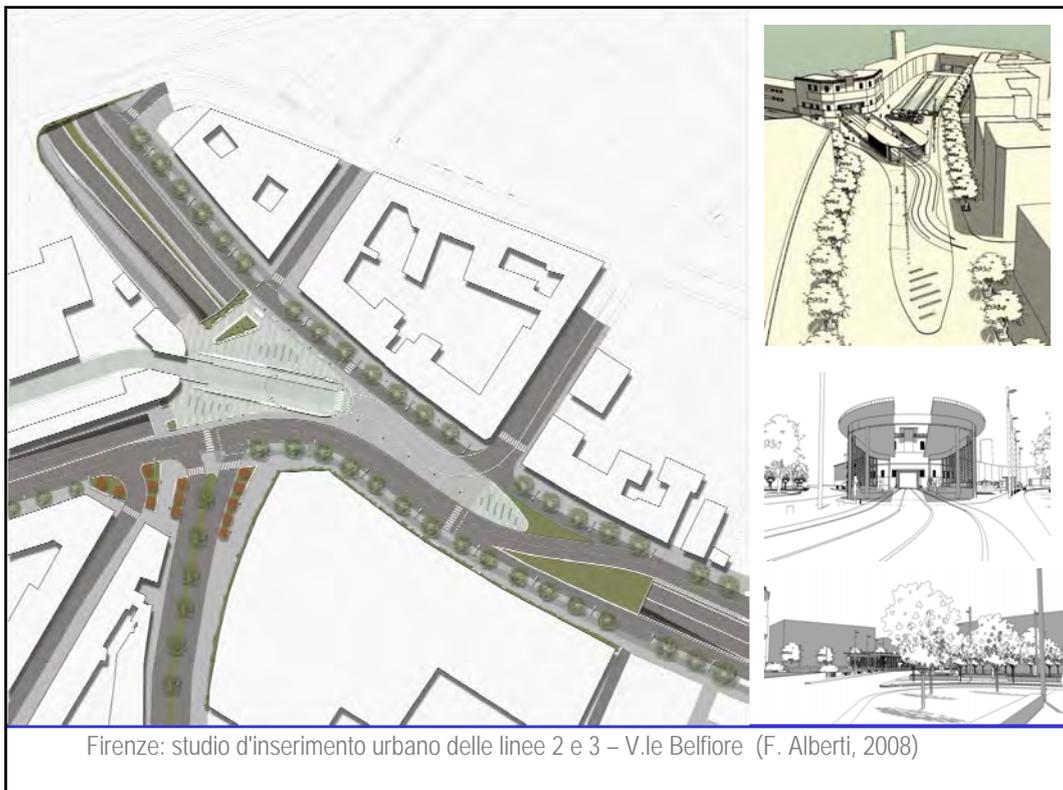
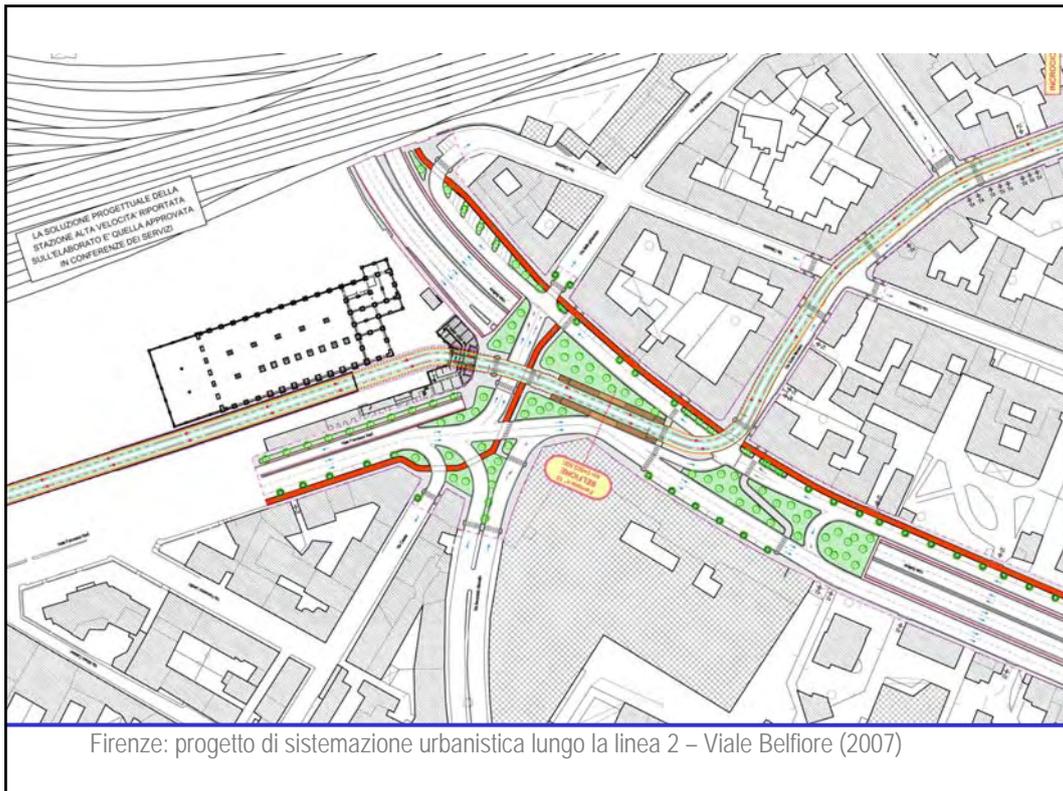
Toledo: sistema di scale mobili fra città vecchia e città nuova (J.A. Martínez Lapeña, E. Torres Tur, 2000)



Haarlem (NL): busvia (Nio Architecten, 1998-2002)



Nimes: progetto di inserimento urbano della busvia (M. Corajoud, 2008)





prima



dopo (?)



Firenze: studio d'inserimento urbano delle linee 2 e 3 – V.le Belfiore e V. di Novoli (F. Alberti, 2008)

- Peter Hall
The Sustainable City:
A Mythical Beast?



American Planning Association

L'Enfant Lecture
on City Planning and Design

Washington, DC, 15 dicembre 2005

2005 L'Enfant Lecture on City Planning and Design

Sir Peter Hall

December 15, 2005
National Building Museum, Washington, D.C.

The Sustainable City: A Mythical Beast?

An annual lecture to draw attention to critical issues in city and regional planning in the United States was created by the American Planning Association and the National Building Museum. The L'Enfant Lecture on City Planning and Design is named for Pierre Charles L'Enfant, who created the acclaimed plan for Washington, D.C.



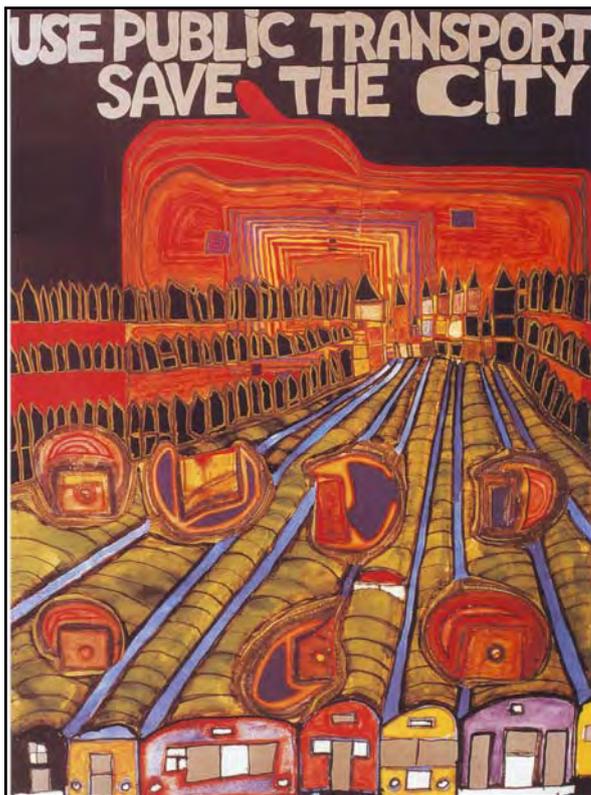
Noted British planner, teacher, and author Sir Peter Hall gave the inaugural lecture on December 15, 2005, at the National Building Museum. Hall is director of the Institute of Community Studies and professor of planning at the Bartlett School of Architecture and Planning, University College London. He has taught at the London School of Economics, the University of Reading (1960-80), where he served as dean of the faculty of urban and regional studies, and at the University of California at Berkeley (1980-92), where he is professor emeritus of city and regional planning.

In his address "The Sustainable City: A Mythical Beast," Hall suggested that though we all think we know what sustainability is, the problem is to make the definition work operationally — in designing new cities, and reshaping old ones. But we have some guidance in how to do this from real cities, especially in Europe but also in Latin America and Eastern Asia.

He focused on the relationship between transportation and land use planning, and addressed the key question: To what extent, and in what ways, could these be applied in an American context?

||| Transcript of Sir Peter Hall's lecture

<http://www.planning.org/lenfant/2005/index.htm>



IRPET

Istituto Regionale Programmazione Economica della Toscana



Regione Toscana

Diritti Valori Innovazione Sostenibilità

Direzione Generale
Politiche Territoriali e Ambientali

TRASFORMAZIONI URBANE
E DOMANDA DI MOBILITÀ.
IL RUOLO DEL TRASPORTO
PUBBLICO LOCALE

Pianificare per chi va in tram
Francesco Alberti

Friedrich Hundertwasser, 1989