



TURIN

Urban Development and Accessibility

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WHAT IS SITI

TURIN CONTEXT

PROBLEMS

**THE URBAN MASTER PLAN
AND
THE CENTRAL BACKBONE PROJECT**

BEYOND THE CENTRAL BACKBONE

Non-profit association set up in 2002 between

- Politecnico di Torino
- Compagnia di San Paolo (Bank Foundation)

Aim: to carry out research and training oriented towards innovation and socio-economic growth.

Main features:

- Territorial Systems as target
- Interdisciplinary
- Engagement of numerous researchers available within the Politecnico di Torino, the Universities and other research centres.

Researches:

- **European bids for tender**
- **Funding from internationally acknowledged entities and subjects.**



INTERDISCIPLINARY RESEARCH UNITS

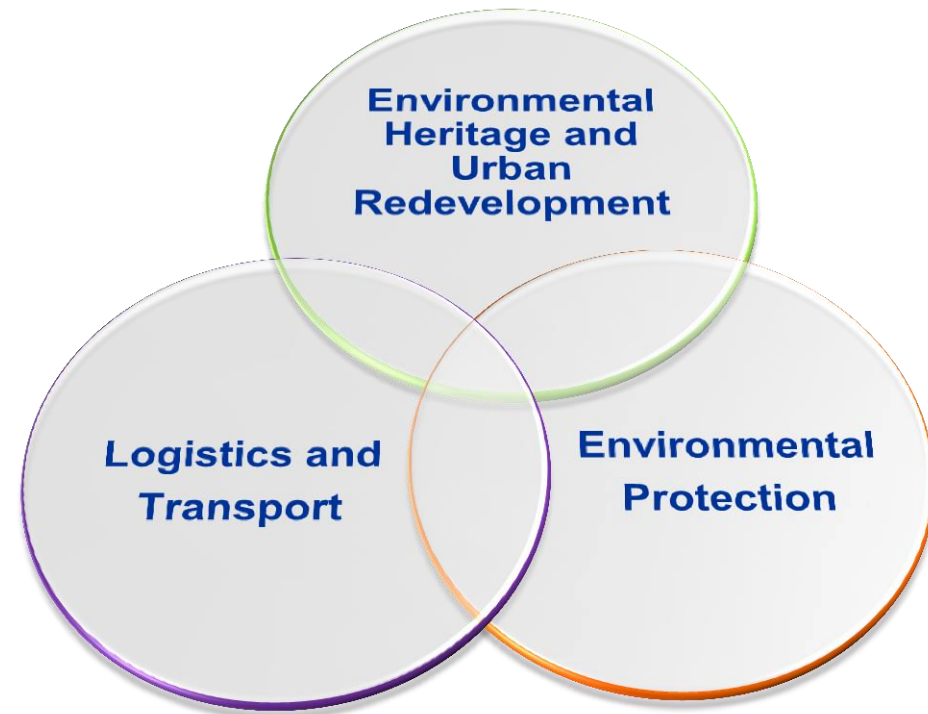
◆ Logistics and Transport



◆ Environmental Heritage and Urban Redevelopment



◆ Environmental Protection

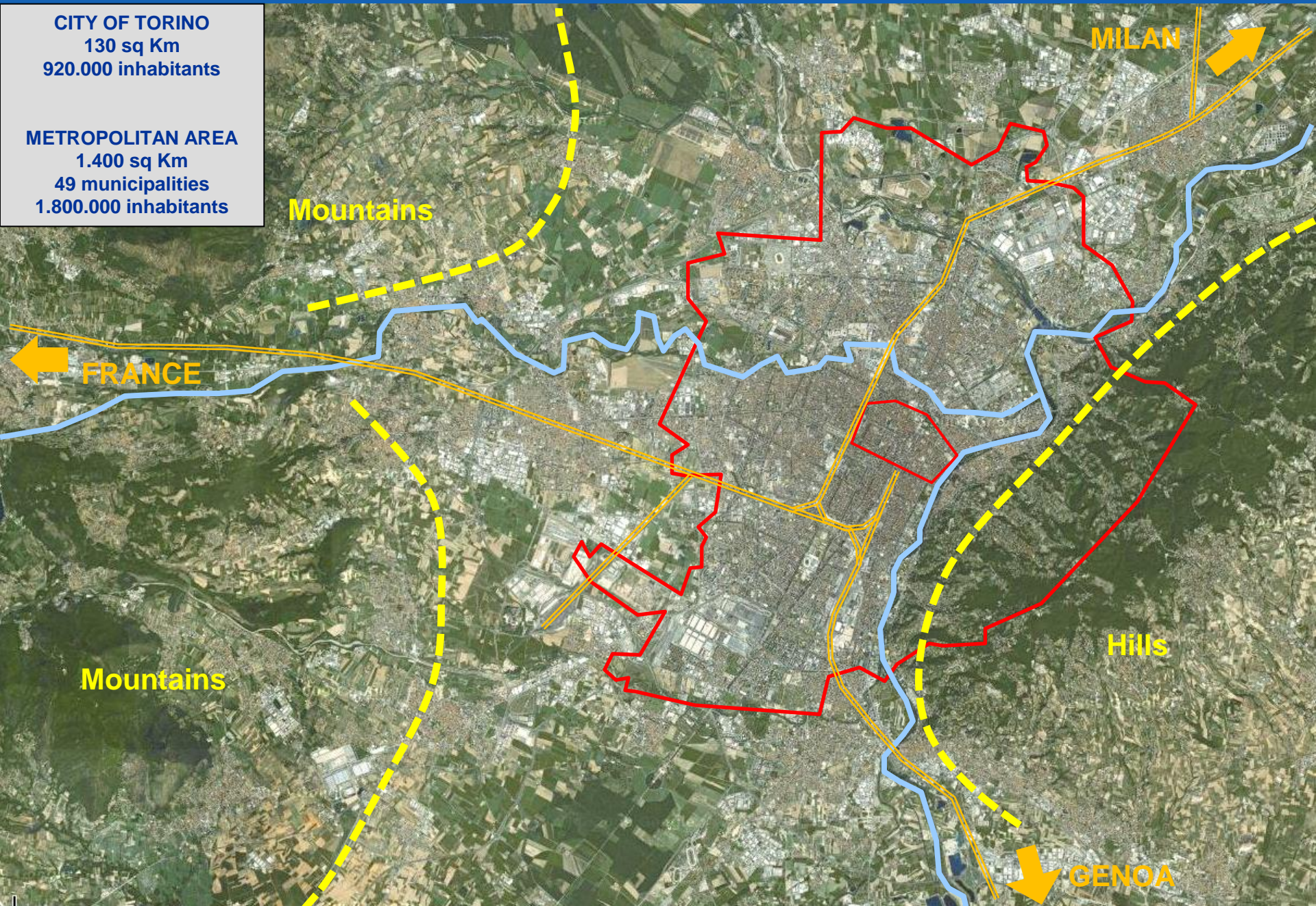


TURIN CONTEXT



CITY OF TORINO
130 sq Km
920.000 inhabitants

METROPOLITAN AREA
1.400 sq Km
49 municipalities
1.800.000 inhabitants



Torino a typical twentieth Century industrial City



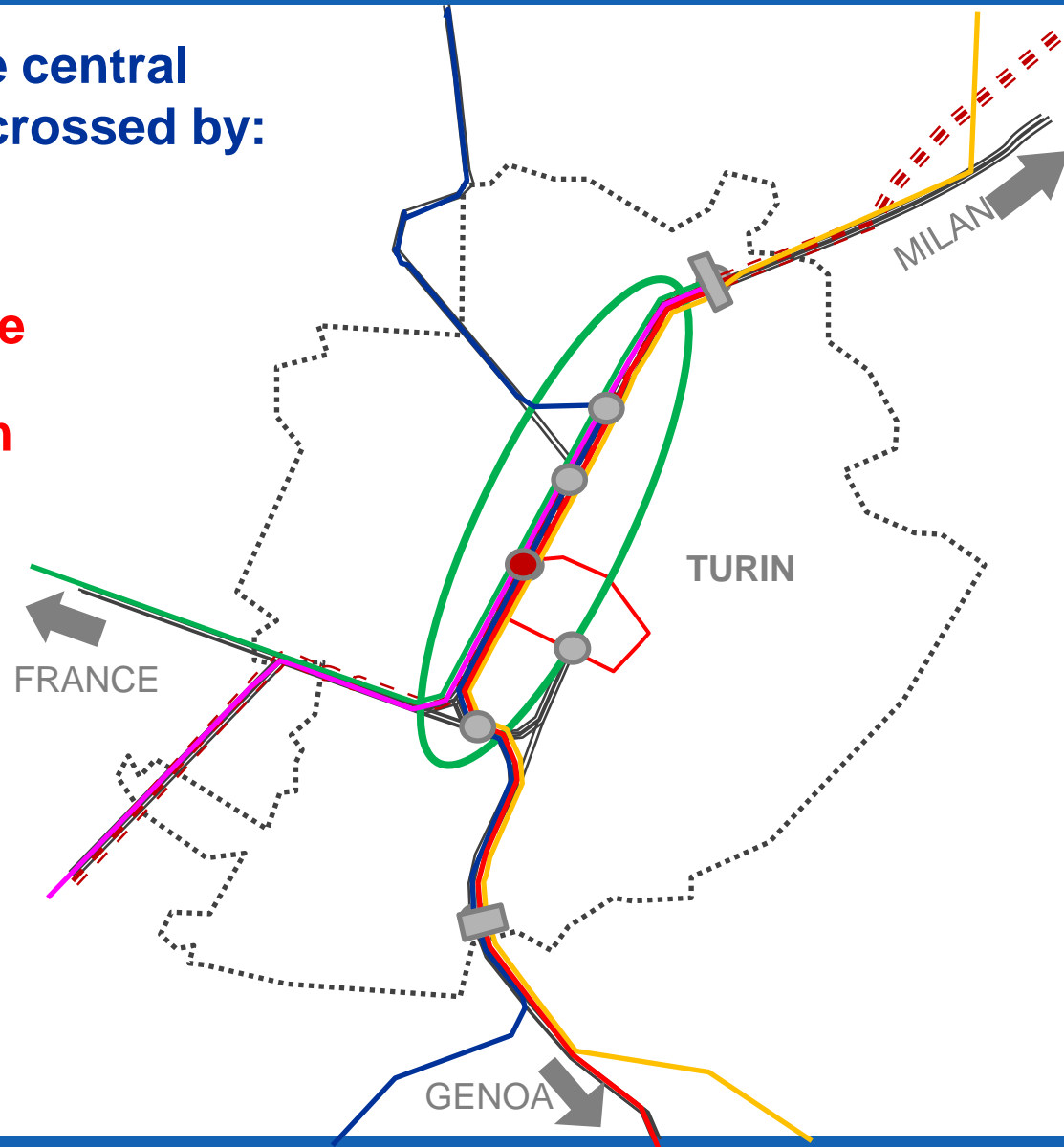
From Italian Capital (1861-1864) to “Capital of car” (1899...)

PROBLEMS

The 2-tracks railway line in the central area of the city, needed to be crossed by:

- Regional and national trains
- New High Speed Railway Line
- Metropolitan Railway System

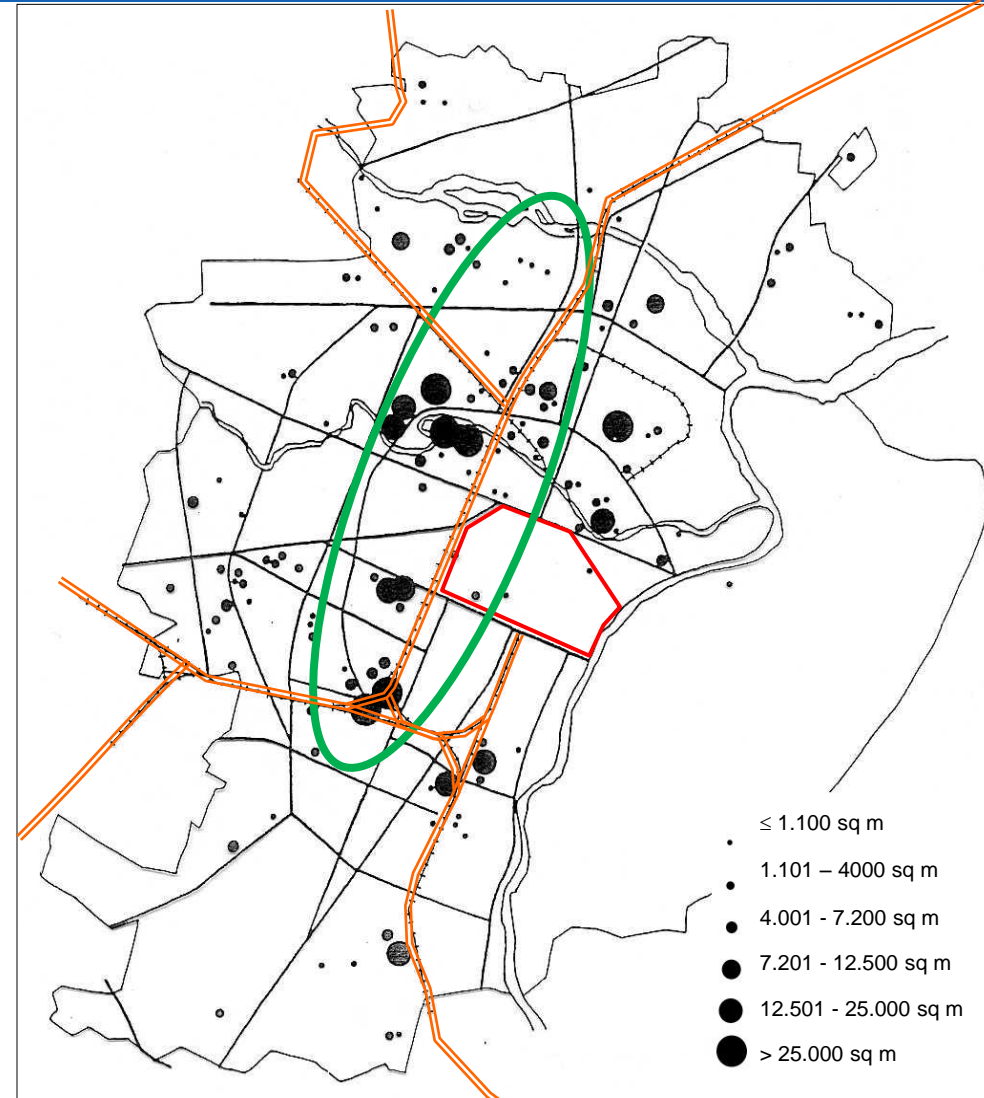
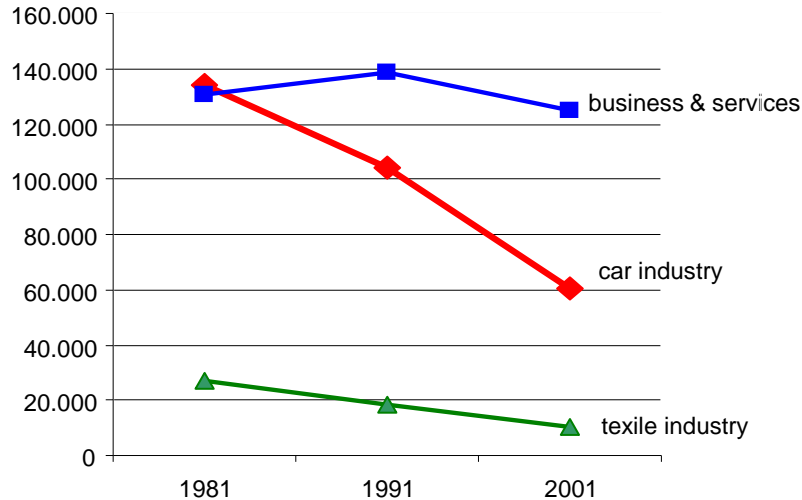
BOTTLENECK!



The **decline** of the Industrial Era (Structural Recession of FIAT)

- End of the “one-company town” model
- Abandoned urban areas

Employes - Torino Area



Industrial Vacant Areas (late '80s)

THE URBAN MASTER PLAN AND THE CENTRAL BACKBONE PROJECT

The large number of
abandoned areas along
the railway

and

The **need to empower
the railway line**, in the
same portion of the city



Opportunity to
develop an **integrated
project**

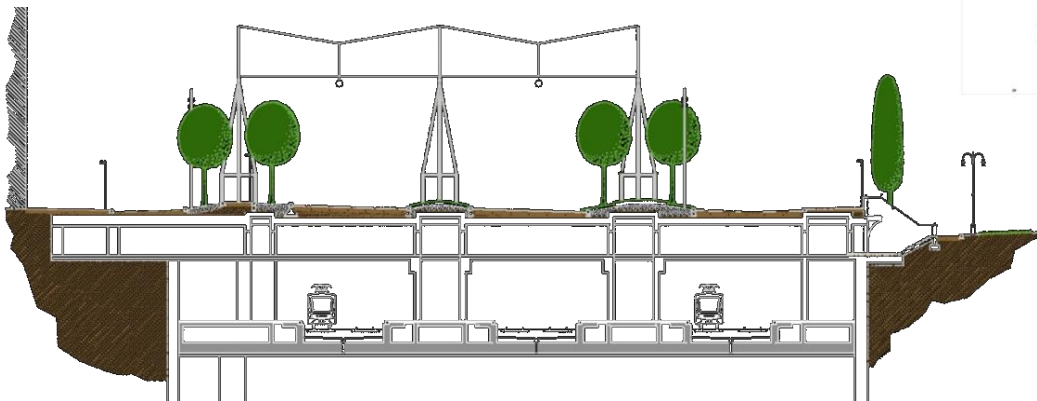
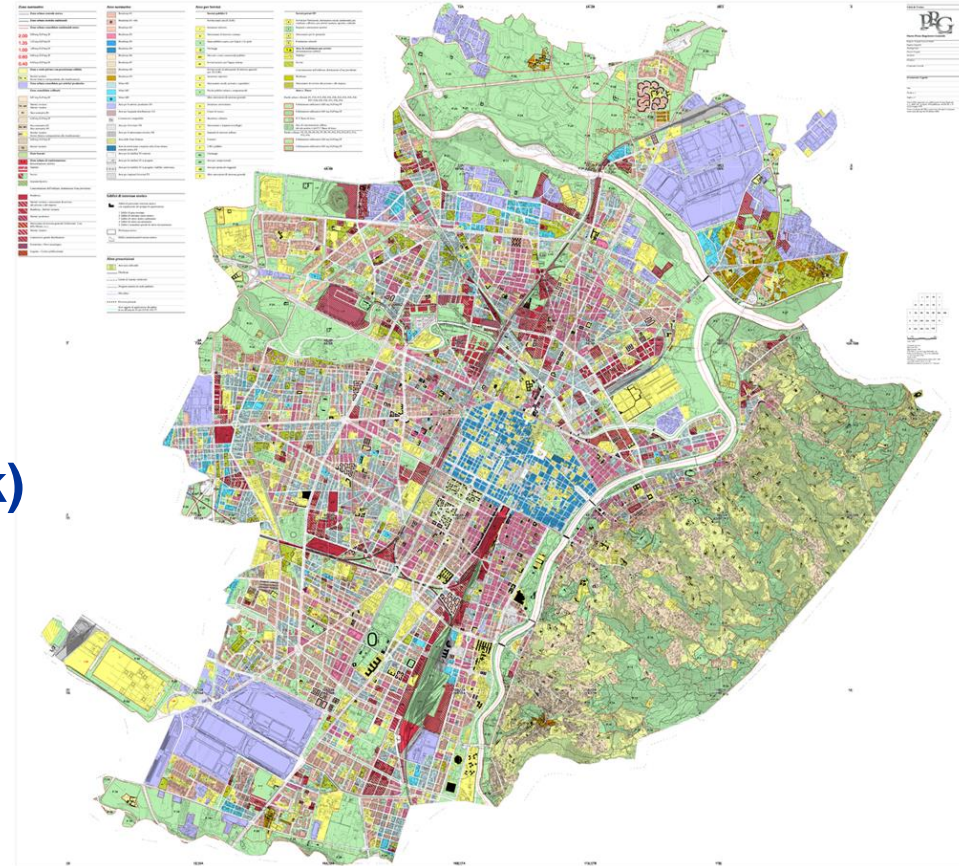


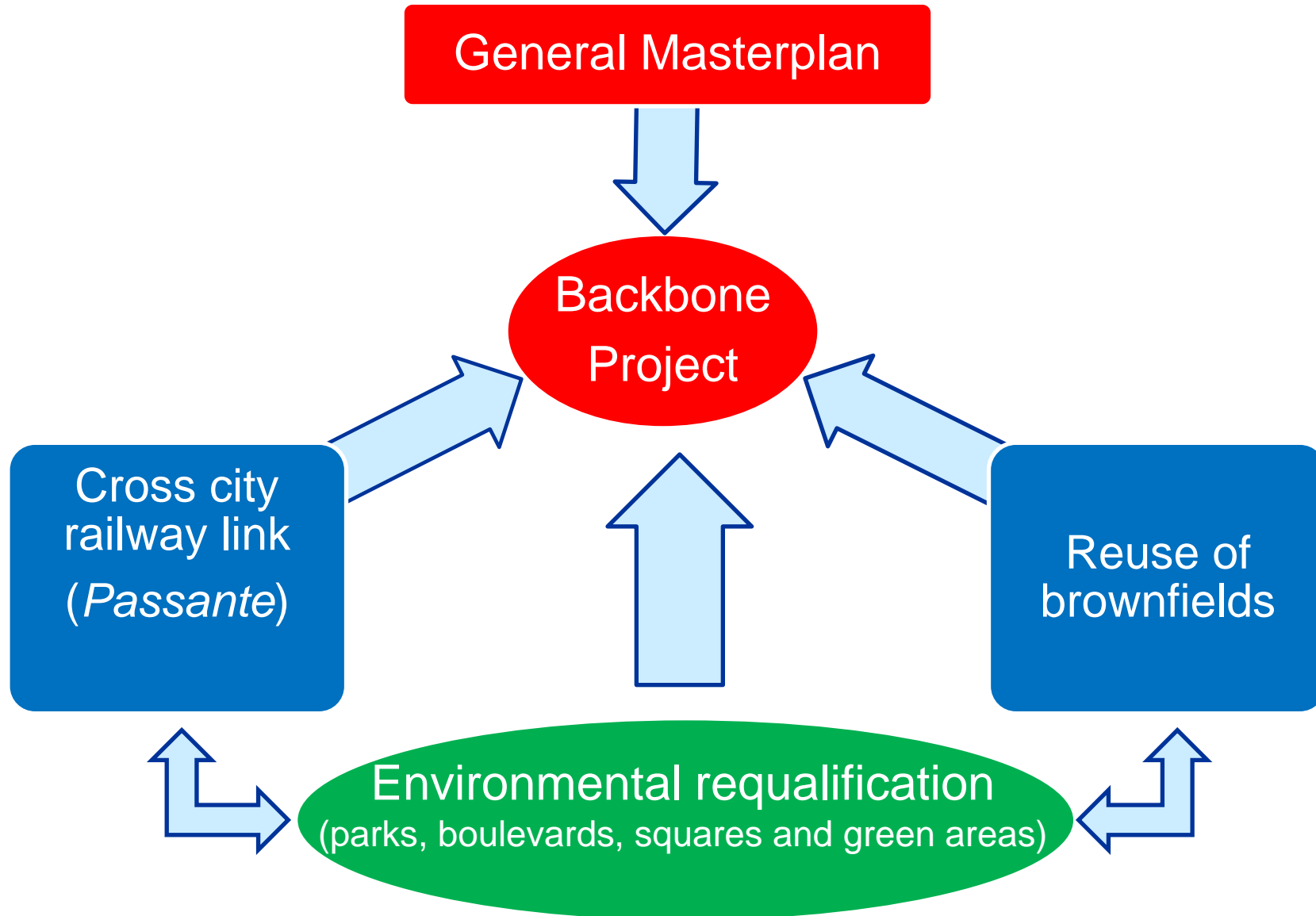
Urban Master Plan approved (1995):

- Railway lines improvement
- Reuse of industrial brownfield
- Environmental requalification

“Passante”
(Underground Cross city railway link)

“Spina Centrale”
(Central Backbone Boulevard)





1. The “*Passante*” (Underground Cross City Railway Link)

The old **railway track**, representing a **bottleneck**, is **increased in capacity and completely underground**, so becoming the main axes of the metropolitan, national and international railways system.




The new railway line is integrated with metro line 1 and future line 2.



2 The “*Spina Centrale*” (Central Backbone)

- a North-to-South **15 Km urban boulevard** (50-meter-wide) over the railway track.
- A system of old industrial areas (brownfields) transformed to **mixed-use development areas** 2 millions of sqm

Each transformation area is equipped with a (new or modernised) railway station of the Metropolitan Railway System (TOD) 



The new axe - junction and integration of different elements:

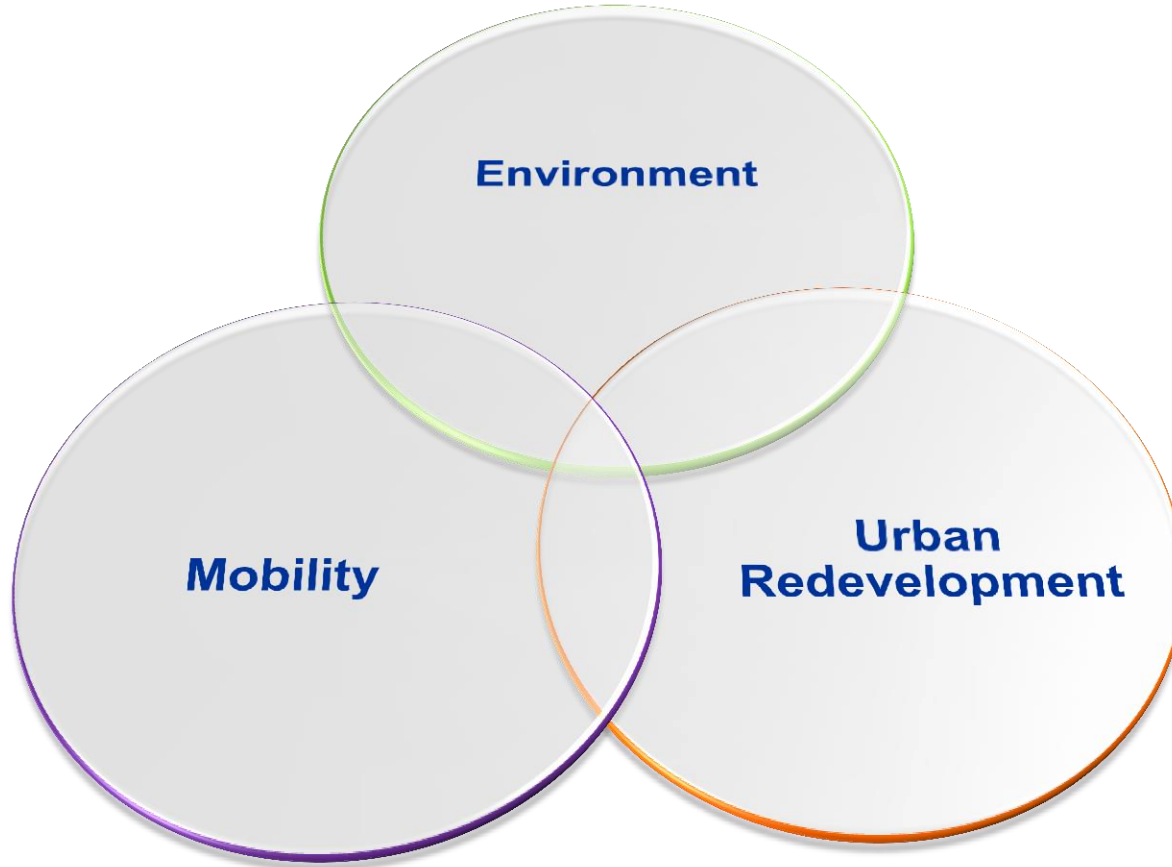
CENTRAL BACKBONE

New mobility infrastructures and transportation function (surface and underground)

New innovative productive activities university and research centers, new mixed use neighborhoods

New quality in public urban spaces (boulevard, squares, parks)

The Central backbone Project is referred to several topics:
mobility, new centralities and environmental characters of urban spaces;



The Project represents an enhancement occasion for the whole city

Work in progress...



The new urban image along the boulevard



Central Backbone

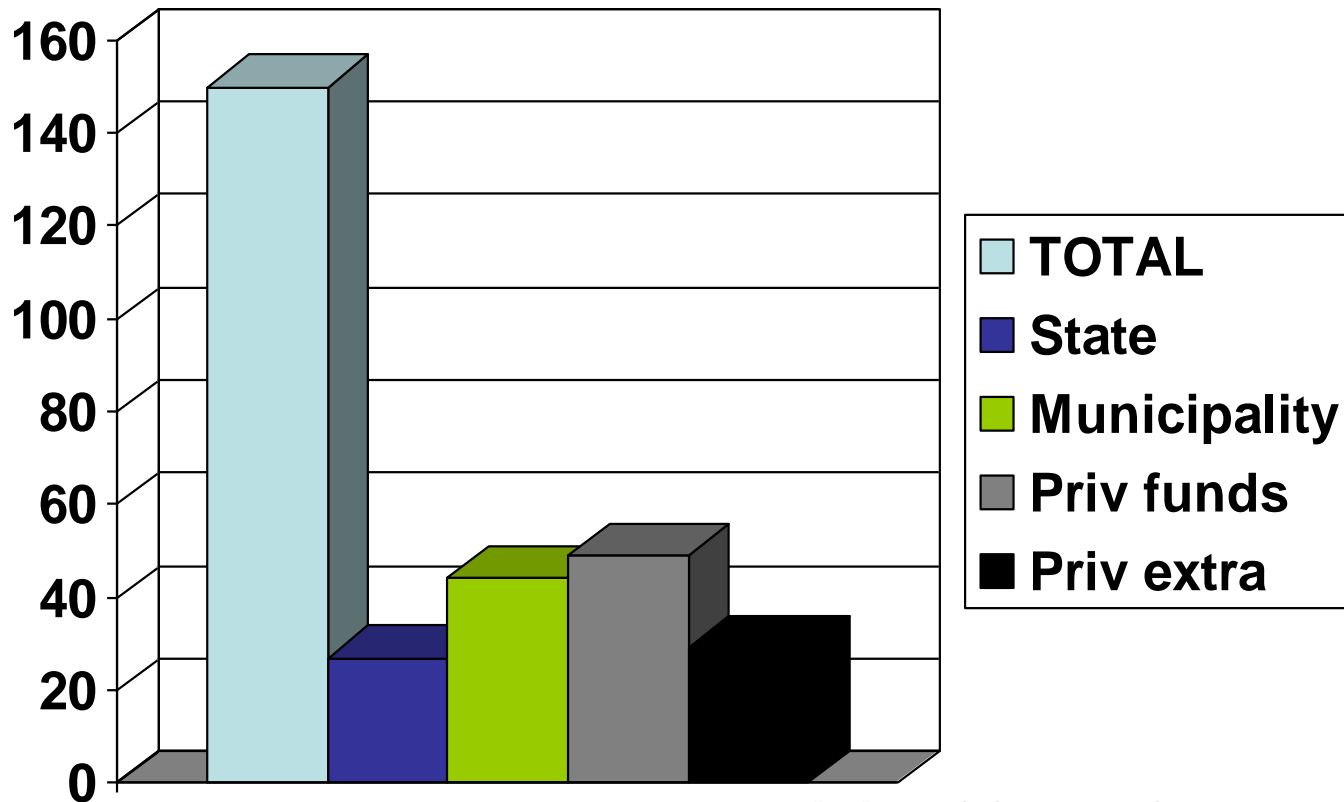
Land Surface (sqm)	2.098.247
Built-up areas (sqm)	1.146.234
Residential	52%
Services	17%
Offices	8%
Other	23%
Public Services (sqm)	1.307.827

Costs

- Creation of the empowered underground railway line: **1,4 billion €**
- Creation of the surface boulevard: **130 million €** (prevision to be reviewed)
- Investments generated **3,2 billions €**

Note: The City played a fundamental role in organising and coordinating the implementation of the operation.

Total Public and Private investments 1.1 Billion euro



**Origin of funds for Public Works
(Total 150 milioni euro)**

- Economic Sustainability

Intervention financed through public financial resources and considerable private funds.

- Social Sustainability

Creation of mixed use neighborhoods both in term of activities and of population.

- Environmental Sustainability

Brownfield reclamation, reconnection of the city and creation of new boulevard, green areas, new urban spaces, cycle track...

- Institutional Sustainability

High complexity of interaction among different interests.



The 8th European Urban and Regional Planning Awards – Le 8ème Grand Prix Européen de l'Urbanisme
Bruxelles 2010

WINNER - LAUREAT

Torino – the Town Plan. The linear centrality of the Central Spine.



Jury Citation

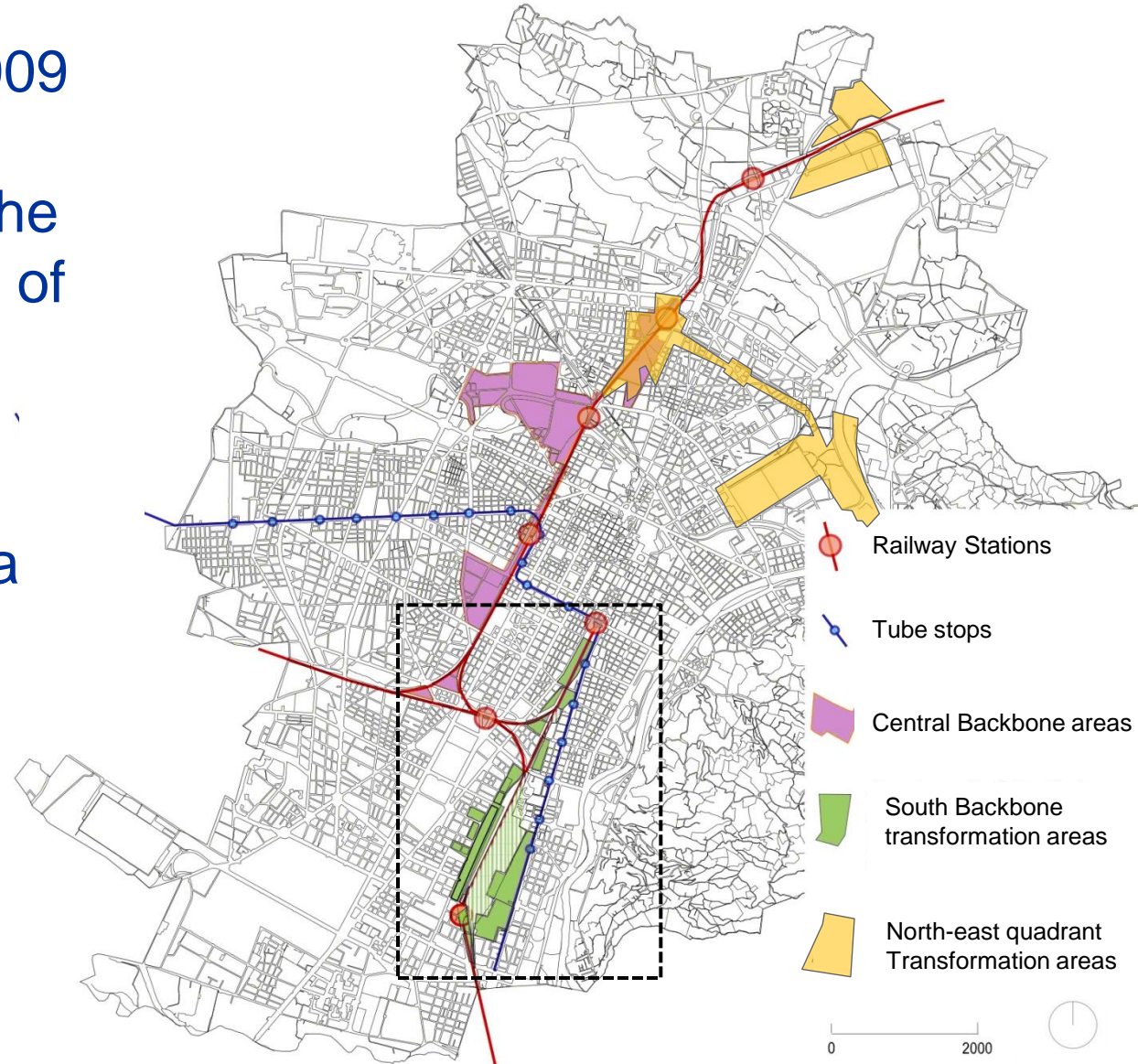
The Jury was impressed with the implementation of a single large-scale infrastructure project. Essentially the plan was to cover over the railway line which effectively divides the city of Turin in two, but to combine this with a vision and plans for the regeneration of the city's economic and cultural identity and to introduce new areas of development. The planning profession was central to the integration of new infrastructure - a new road system on top of the existing railway - bringing new urban functions and landscapes and thus introducing a new centrality to the city. Improved accessibility across the central spine gives new vitality to central areas. It has facilitated the reuse of derelict sites for development of new central urban functions and extensive upgrading of existing facilities, buildings, parks and infrastructure. The process has led to the introduction of new economic activities notably in the fields of services, culture, education and research. The long-term decline in the city's population has been halted.

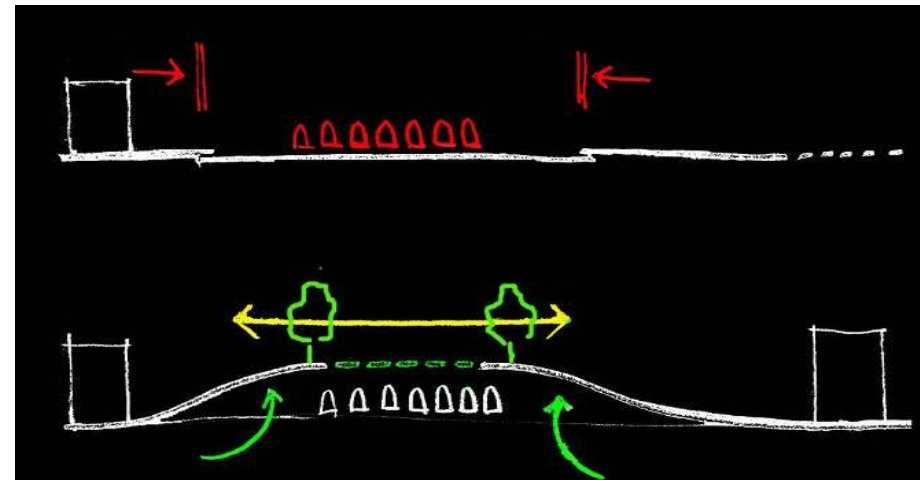
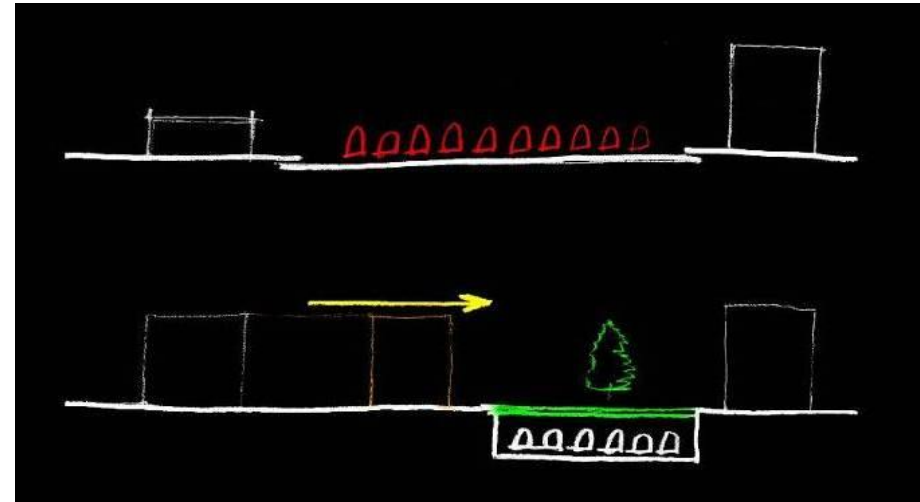
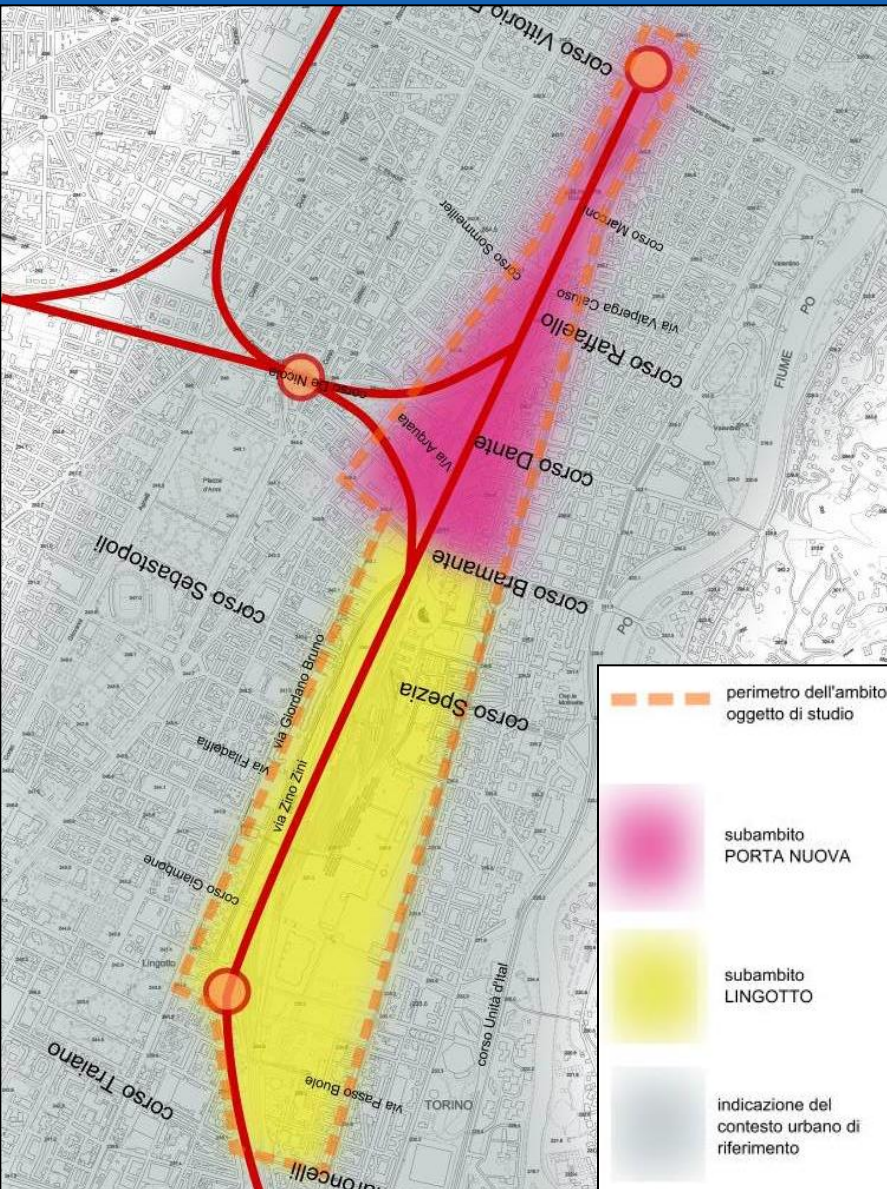
The project was introduced via the 1995 City Plan, approved in 1999 and scheduled for completion in 2013. It has involved a large number of private and public interests, land owners, other stakeholders and representatives of the affected communities as well as public authorities at various levels. The Jury noted the considerable complexity of interaction between the different interests. In the opinion of the Jury, successful implementation of the scheme is a reflection of good planning, management and governance.

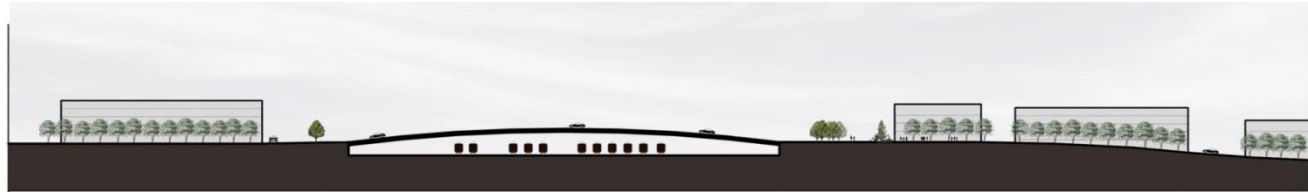
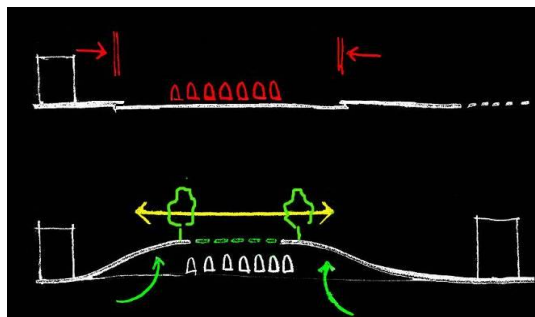
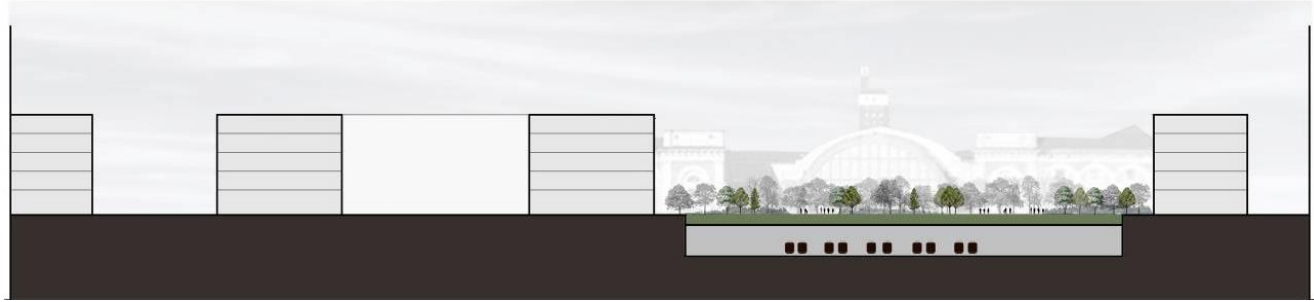
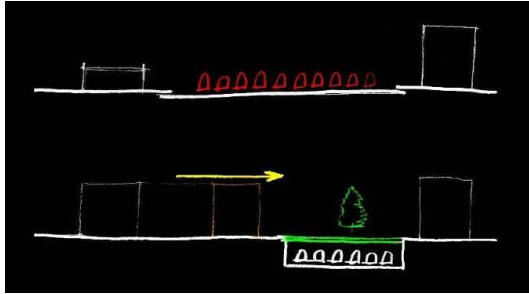


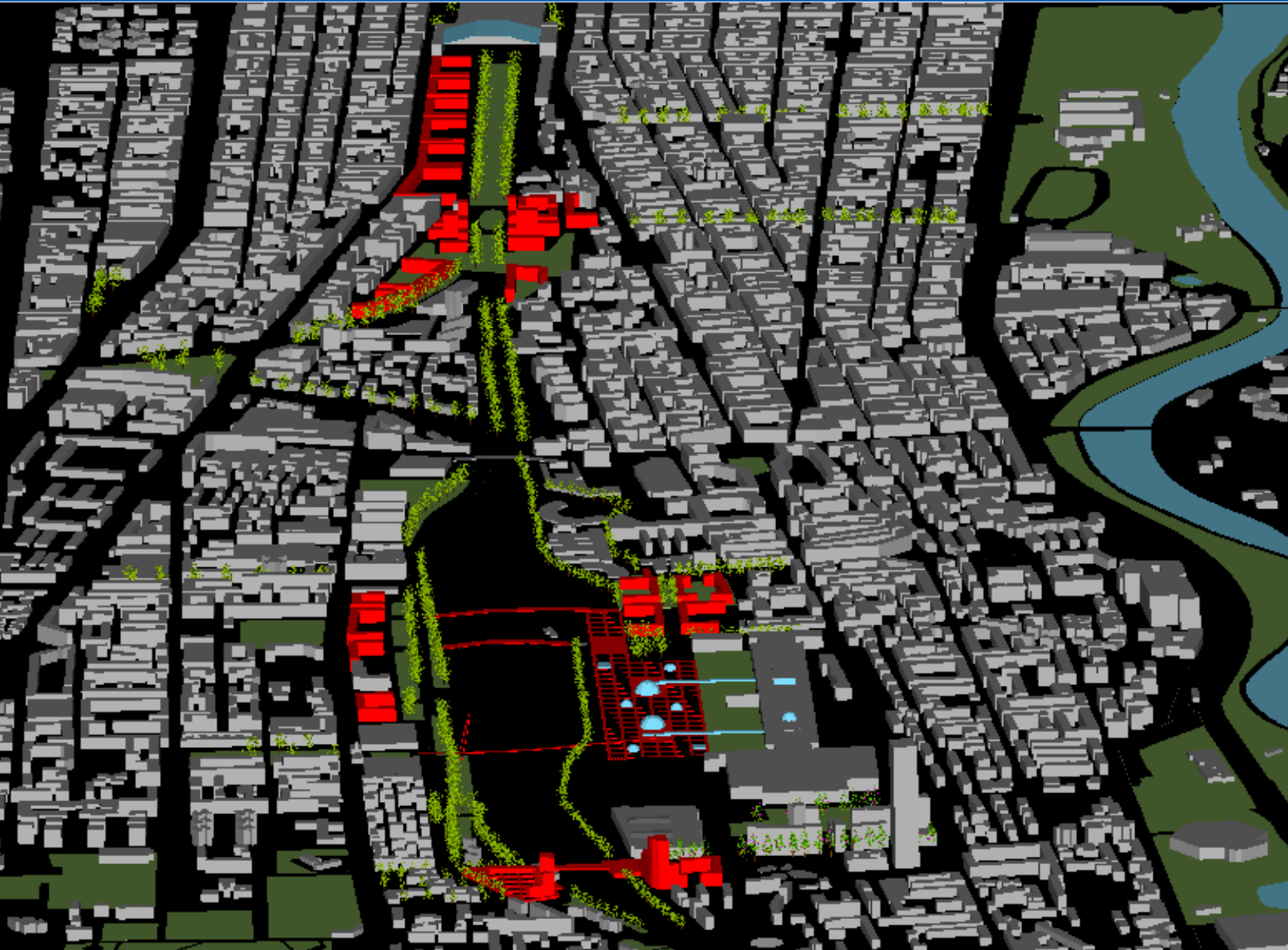
BEYOND THE CENTRAL BACKBONE

Between 2004 and 2009 SiTI supported the Municipality to study the possible development of the areas along the railway line in the southern part of the city, where many areas are underused or dismissed.



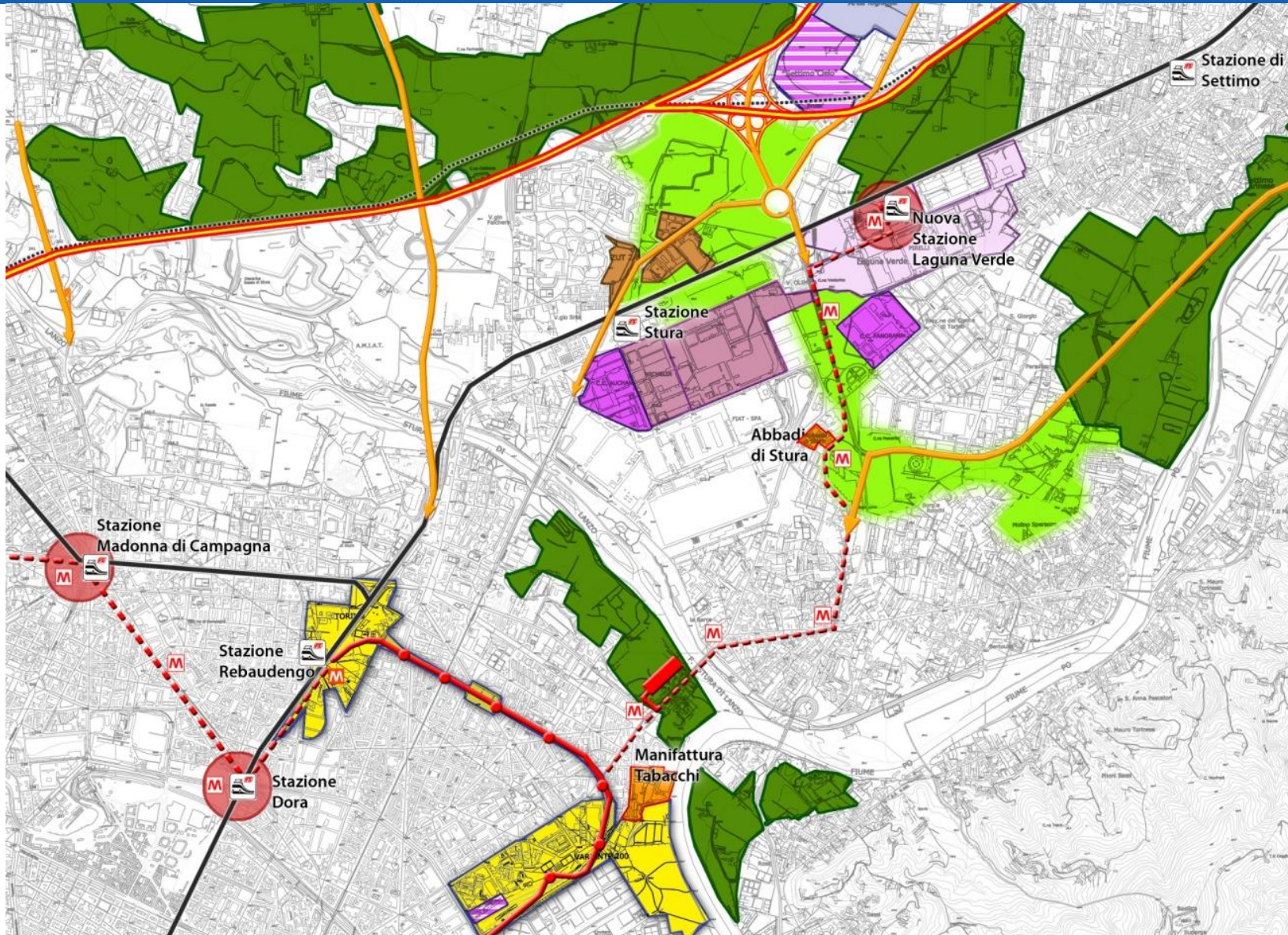






In 2010 **SiTI** supported the Municipality to study the possible development of the areas along the railway line in the **northern part of the city**, where many area are underused or dismissed





A nighttime photograph of a city, likely Turin, Italy, viewed from a high vantage point. The city lights are visible in the foreground and middle ground, with a prominent white dome on the right. In the background, a range of dark mountains is silhouetted against a twilight sky with some clouds. The overall scene is dark, with the city lights providing the primary illumination.

THANK YOU FOR YOUR ATTENTION

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